



Kodiak Airport Apron and Taxiways C, D, and F Rehabilitation Project

Project Fact Sheet

Overview

Kodiak Benny Benson State Airport (ADQ) is a regional Part 139 hub airport for both public and military use. It accommodates the largest operating U.S. Coast Guard (USCG) installation and is the only base that hosts both aircraft and ships. This USCG base responds to emergencies for the entire Kodiak region and Aleutian Islands. The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing maintenance improvements to the Kodiak Airport Facility. The existing facility has experienced a fair amount of deterioration in recent years as its asphalt surfaces approach 20 years of age. Because they are reaching the end of their useful life, the existing pavement structures and airfield lighting are to be replaced. Development of this proposed project would follow a process required by the National Environmental Policy Act (NEPA). Based on project location and scope of work, the required NEPA environmental document is anticipated to be a Focused Environmental Assessment (EA).

Proposed Project Improvements

The proposed improvements captured in the 25% review are anticipated to be split into three Construction Notices to Proceed (NTP) as outlined below, which will span over 3 construction seasons:

NTP 1

- Reconstruct the apron and Taxiway F.
- Pave access road driveways on the apron.
- Replace edge lights, home runs, and transformers on the apron and Taxiway F.
- Install apron edge lighting on the west end of the apron.
- Remove and install new storm drainage infrastructure in the vicinity of the apron, including trench drains, structures, and pipe.
- Install two oil/water separators, one on each side of the apron.

NTP 2

- Resurface Taxiways C and D with a crowned grade.
- Extend Taxiway D to the end of Runway 8.
- Conduct heave repair on Taxiway C and Runway 1/19.
- Relocate access road that parallels Taxiways C and D to outside the taxiway object-free area (TOFA).
- Pave access road driveways onto Taxiways C, D, and F to the TOFA back to the gate. Turning radii to Taxiway C will accommodate the largest Aircraft Rescue and Fire Fighting vehicle used.
- Repair damage from aircraft turning movements at Runway 8.
- Remove existing connector Taxiway D pavement and reestablish infield grassy areas.
- Remove existing storm infrastructure and pipes. Install new storm infrastructure and regrade infield areas to Federal Aviation Administration standards.

NTP 3

- Resurface Runway 11/29 and Taxiway E with a crowned grade.
- Conduct heave repair on Runway 11/29 and Taxiway E.
- Pave access road driveways to Runway 11/29 and Taxiway E.
- Replace edge lights, home runs, and transformers on Runway 11/29 and Taxiway E.
- Remove existing storm infrastructure and regrade infield areas to Federal Aviation Administration standards.



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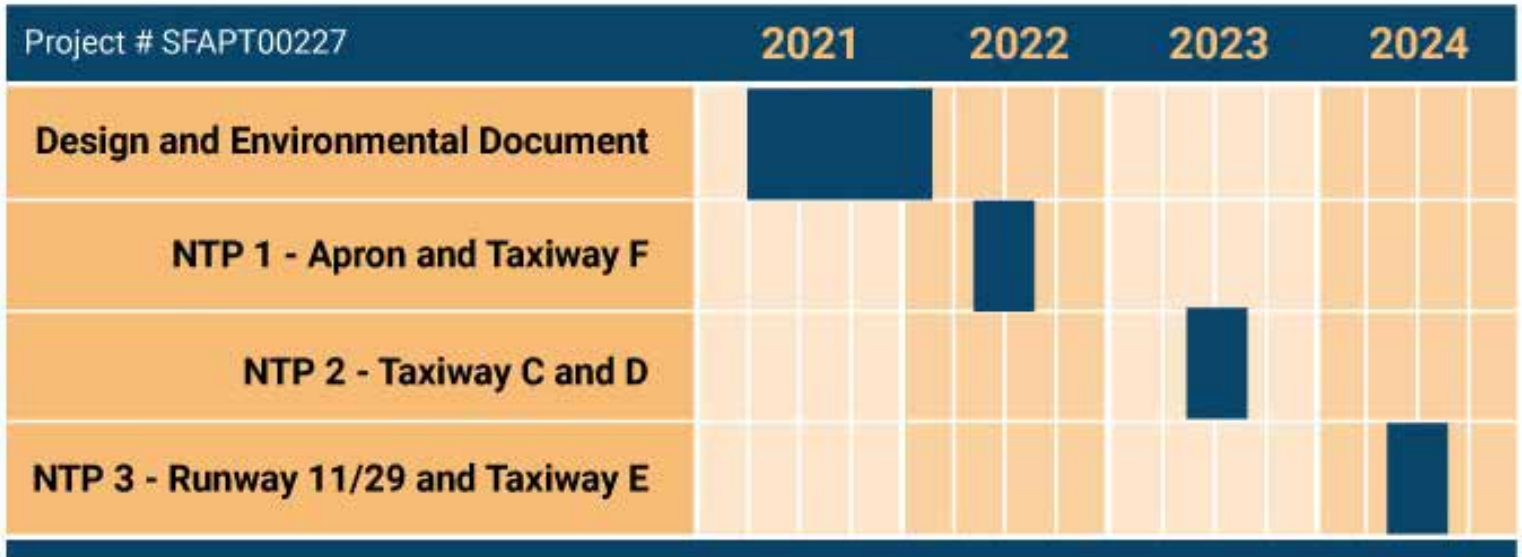
Project Fact Sheet - continued...

Schedule & Next Steps

The next steps in the process include receiving public feedback and comment through stakeholder and public meetings, furthering the design plan from 25% to 100%, and planning and following all NEPA requirements of the anticipated Focused EA.

Construction anticipated for NTP 1 is 2022, NTP 2 is 2023, and NTP 3 is 2024.

Kodiak Airport Apron and Taxiways C, D, and F Rehabilitation Project Schedule



We Want to Hear From You!

The project team welcomes questions or concerns at any time. Please contact the project team at:

David Pyeatt, P.E.

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For more information regarding this project, contact information, and links to project documents, visit the project website at www.KodiakAirportRehab.com or email info@kodiakairportrehab.com. You may also sign up on our project email list to have project updates sent right to your inbox.



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Proposed Project Improvements

The proposed improvements captured in the 25% review are anticipated to be split into three Construction Notices to Proceed (NTP) as outlined below, which will span over 3 construction seasons:

NTP 1

- Reconstruct the apron and Taxiway F.
- Pave access road driveways on the apron.
- Replace edge lights, home runs, and transformers on the apron and Taxiway F.
- Install apron edge lighting on the west end of the apron.
- Remove and install new storm drainage infrastructure in the vicinity of the apron, including trench drains, structures, and pipe.
- Install two oil/water separators, one on each side of the apron.

NTP 2

- Resurface Taxiways C and D with a crowned grade.
- Extend Taxiway D to the end of Runway 8.
- Conduct heave repair on Taxiway C and Runway 1/19.
- Relocate access road that parallels Taxiways C and D to outside the taxiway object-free area (TOFA).
- Pave access road driveways onto Taxiways C, D, and F to the TOFA back to the gate. Turning radii to Taxiway C will accommodate the largest Aircraft Rescue and Fire Fighting vehicle used.
- Repair damage from aircraft turning movements at Runway 8.
- Remove existing connector Taxiway D pavement and reestablish infield grassy areas.
- Remove existing storm infrastructure and pipes. Install new storm infrastructure and regrade infield areas to Federal Aviation Administration standards.

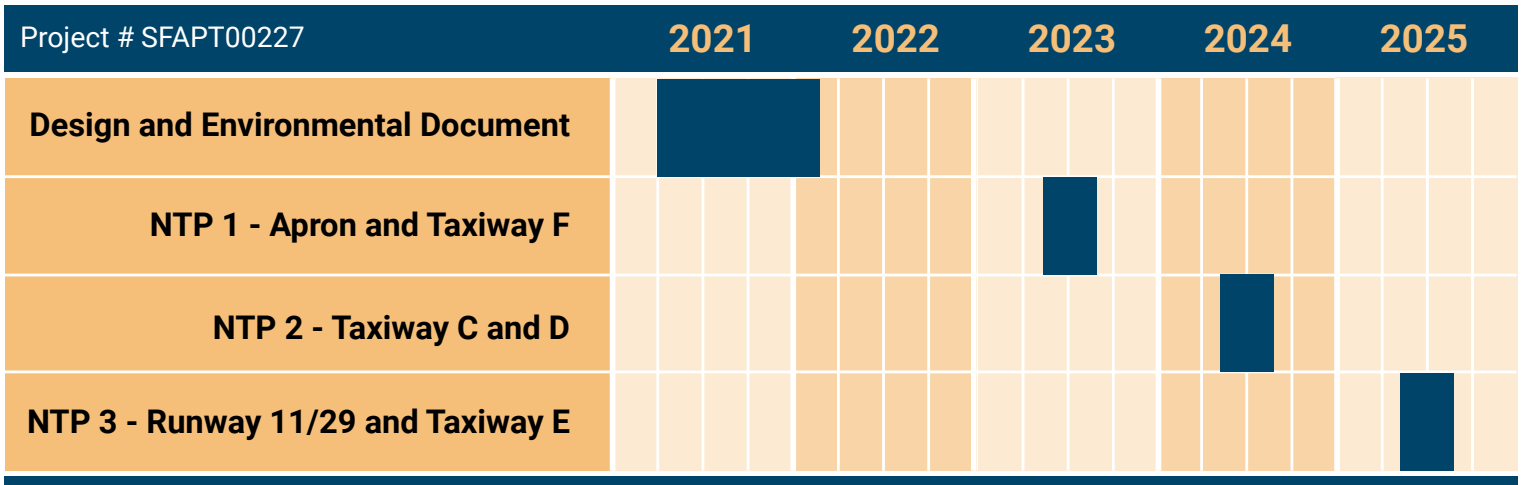
NTP 3

- Resurface Runway 11/29 and Taxiway E with a crowned grade.
- Conduct heave repair on Runway 11/29 and Taxiway E.
- Pave access road driveways to Runway 11/29 and Taxiway E.
- Replace edge lights, home runs, and transformers on Runway 11/29 and Taxiway E.
- Remove existing storm infrastructure and regrade infield areas to Federal Aviation Administration standards.
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Schedule & Next Steps

The next steps in the process include receiving public feedback and comment through stakeholder and public meetings, furthering the design plan from 25% to 100%, and planning and following all NEPA requirements of the anticipated Focused EA.

Construction is anticipated to start as early as spring 2023.



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