

(APPENDIX A)

DOT&PF "Designation of Road Priority" Criteria Survey

The Alaska Legislature asked the Department of Transportation and Public Facilities (DOT&PF) to solicit input on the criteria and development of winter road maintenance priorities on DOT&PF maintained roads.

We want your feedback on the DOT&PF winter road priority system!

Extreme weather events, available staff or equipment, and the way a storm hits a region all impact DOT&PF's ability to restore our roads and highways to acceptable driving conditions. Our teams uses the best information through collaborative partnerships, real-world experience, and weather data to respond as quickly and efficiently as they can. Sometimes we have to make tough decisions of where and how to apply our snow and ice control resources when responding to winter weather events—that's where you come in—please share your feedback with us on our winter prioritization system by taking this survey.

VIEW THE MAP HERE ONLINE:

<https://dot.alaska.gov/stwdmno/wintermap/>

What Alaska city do you live in?

Please add an organization or group if related to your comments on transportation.

What organization are you are part of (and what's your role/title)?

Road Maintenance Prioritization Criteria

Please rank the importance of the following criteria used by DOT&PF to establish road priorities (for road maintenance).

	Not Important	Low Importance	Moderate Importance	High Importance	Critical Importance
Major shipping lanes and freight/cargo transport.*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to other modes of transportation (airports and marine ports/harbors)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speed limit of road (higher speeds require more frequent attention to avoid safety issues)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road characteristics (grade, surface condition, curves, adjacent localized conditions such as fog, etc)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Existing DOT&PF resources (Personnel and equipment are experience/condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

and location dependent)*					
Bridges and Rivers (icing near waterway in winter)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Type of road (major or minor hwy, arterial, collector, local road, etc)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Annual average daily traffic (objective measure of activity via recorded traffic counts)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weather events (type, severity, and impact to conditions - i.e. freezing rain)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative emergency routes (evacuation routes for any community, traffic congestion alternative routes for larger population areas)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Population density of surrounding/connected area (potential utilization of route)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School bus routing (district-specific and seasonal considerations)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distance from M&O station that DOT&PF staff must travel for work*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Route and segment access (operator catches area along the way due to efficiency)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reliable access for emergency responders and hospitals (speed of emergency services)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transit systems (bus routes)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety corridors (designated for enhanced safety due to accident data)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Any Road Priority Criteria Missing?

If you see criteria not listed above for ranking that should be taken into account, let us know what that is and why you believe it should be added to the list.

OPINION: DOT&PF Road Maintenance in Your Area - Positives

From your perspective, what is DOT&PF doing well for winter road maintenance?

1000

OPINION: DOT&PF Road Maintenance in Your Area - DOT&PF Improvements

From your perspective, what can DOT&PF do better, if resources allow, for improved winter road maintenance?

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COMMENTS: Any additional input or comments you would like to give specifically about road maintenance priorities?

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NOTES: Allocated resources to DOT&PF, the use/condition of existing infrastructure and our crew's knowledge of the area (terrain, road conditions, traffic, etc.) heavily influence the prioritization process.

Daily maintenance activities rely on management's evaluation of available resources (staffing, equipment, funding, cell phone coverage). Crews may not be able to always follow the priority system in real-time extreme weather events and for localized issues - discretion is given for conditions. Our teams use the best information available to them through collaborative partnerships, real-world experience, and weather data to respond as best they can under circumstances.

We appreciate the public's input and patience as we work together to enhance response to Alaska's challenging and exciting weather events (2021 and 2022 set numerous records across Alaska). Thank you in advance for your participation in this survey.

Submit