



Continuation:

March 6, 2025

Original presentation:

February 20, 2025

Senate Transportation Committee

Winter Snow Operations and State Equipment Fleet

Alaska Department of Transportation & Public Facilities

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MAINTENANCE AND OPERATIONS

11,894 Lane Miles
80 Maintenance Shops

ROADS/HIGHWAYS

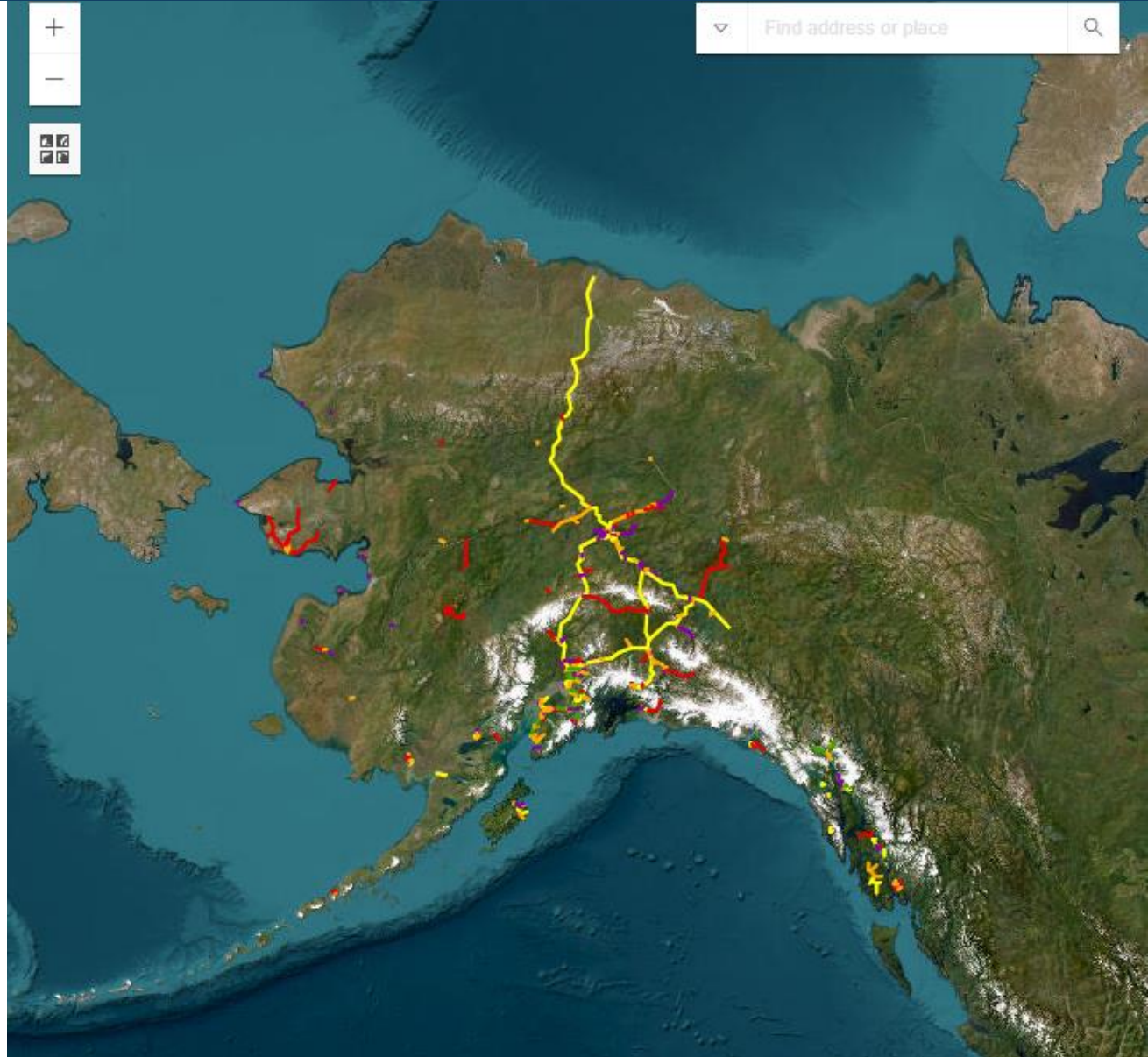
M&O STATIONS

AIRPORTS

MARINE HIGHWAY

ROAD PRIORITY MAP

In 2022, DOT&PF reported, pursuant to legislative intent language, on how the department establishes and reviews winter road maintenance priorities.



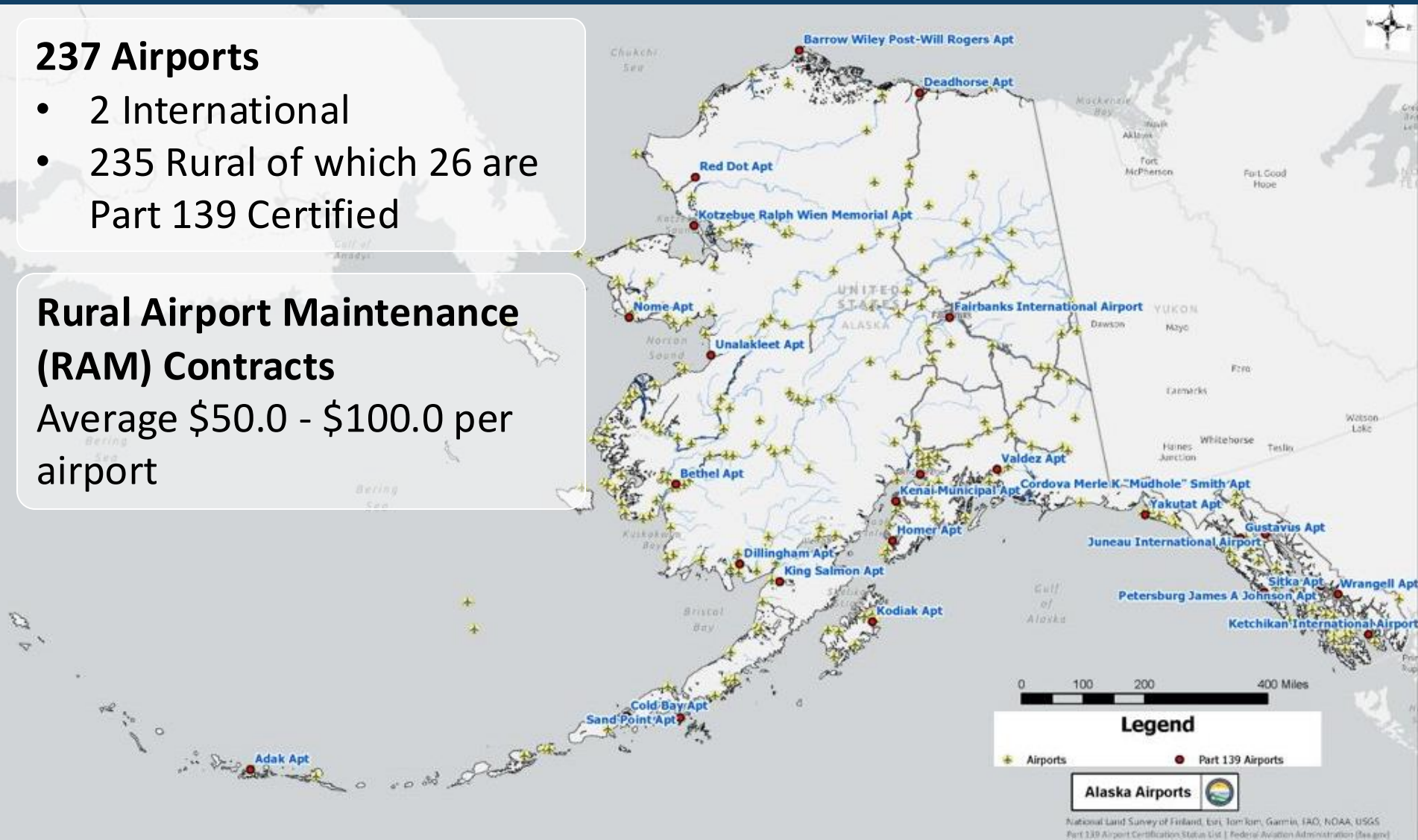
MAINTENANCE & OPERATIONS – AVIATION

237 Airports

- 2 International
- 235 Rural of which 26 are Part 139 Certified






Rural Airport Maintenance (RAM) Contracts

Average \$50.0 - \$100.0 per airport



~82% of communities in Alaska rely on aviation as their only means of access

WINTER OPERATIONS

Category	Condition	Description	Illustration
A	Good Winter Driving Conditions	Bare pavement, good visibility, snow removed from lanes and centerline, acceptable path widths	
B	Fair to Good Winter Driving Conditions	Some lane blockage, icy patches, snow cleared from the traveled way, generally good traction	
C	Fair to Difficult Winter Driving Conditions	Passable roads, standing water or loose snow, patches may cover some lane markings, slow traffic movement	
D	Difficult to Very Difficult Driving Conditions	Challenging travel, moderate snow accumulation, substantial traffic delays	
E	Hazardous Winter Driving Conditions	Travel not advised, considerable snow accumulation, roads may be icy, poor traction, extremely poor conditions	

EMERGENCY RESPONSES: JULY 2024 – JANUARY 2025

July 2024

- Glenn Highway MP 93 – Mudslide
- Grapefruit Fire Complex Response – Elliott Highway Closure
- Elliott Highway MP 51 – Closure due to flooding
- Glenn Highway MP 76 – Flooding
- Seward Highway MP 113 – Landslide

August 2024

- Suicide Basin Glacier Release – Mendenhall River Flooding
- Seward Airport and Nash Road – Flooding
- Fire at Juneau Seven-Mile
- Williamsport Pile Drive – Landslide and Flooding
- Petersville Road MP 33 – Landslide
- McCarthy Road MP 2 – Landslide
- Western Alaska – Storm
- Ketchikan – Landslide

September 2024

- Richardson Highway MP 12-15 – Large rocks in southbound lane
- Noatak River – Erosion
- Glenn Highway North Peter's Creek – Sinkhole

October 2024

- Ketchikan – Landslide across Reville Road
- Edgerton Highway MP 29 – Landslide
- Glenn Highway MP 73 – Boulders
- Fairbanks Area – Winter Ice Storm
- Western Alaska – Storm:
 - Gambell Airport – Closed
 - Nome Council – Closed (MP 16-17 debris, MP 23 erosion and log debris, MP 25 breach)
 - Kotzebue – Flooding, airport overtopped, airport closed
 - Flooding in: Shishmaref, Unalakleet, Shaktoolik, Numan Iqua, Kotlik, Hooper Bay, Scammon Bay, Chevak, Alakanuk, and Gambell
- Dillingham – Ice Storm
- South Central – Snow and Ice Storm

November 2024

- Homer Spit – Storm, erosion, overtopping
- Ninilchik – Erosion

December 2024

- Southeast – Snow and Ice Storm
- Gustavus and Cordova Airports – Closed
- Klondike Highway – Closure
- Anchor Point – Flooding
- Gustavus Airport – Closed
- Homer – Ice Storm, office closure

January 2025

- Anchorage – Ice storm, freezing rain
- Southcentral – Winter storms
 - Richardson Highway MP 12-46 – Closure
 - Rabbit Creek – Pedestrian bridge damage
 - Anchorage International Airport – Diversions
 - State Office – Flooding
 - Anchor Point – Flooding
- Fairbanks – Rainstorm
- Parks Highway MP 219 – Avalanche



Alaska Department of Transportation & Public Facilities

January 27 at 12:50 PM · 📍

Jan. 27 #SouthcentralAlaska: We cannot overemphasize how odd the weather has been for the past 60-72 hours. What made matters worse was the early morning shift back to snow--the warmer asphalt conditions ensured that it became ice almost instantly. Our crews worked throughout the weekend to thaw culverts, clear debris, and patch the growing number of potholes (asphalt, ice and water are always a bad combo). They've switched back as quickly as they can to sanders and graders.... See more



👍👍 143

12 comments 37 shares



HOMER SPIT STORM DAMAGE

November 16, 2024



Storm Impact

- Damaged by two storms
- High tides, strong winds, and high surf caused rocks, debris, and erosion

Emergency Response

- Homer Police & DOT&PF closed the road and issued public notifications
- Cleanup and repairs began immediately

Restoration Efforts

- Cleared debris and repaired roadway
- Placed riprap to reinforce the structural section
- Reopened to two-lane traffic after three weeks of repairs



RABBIT CREEK PEDESTRIAN BRIDGE RESPONSE

January 12, 2025

Incident Overview

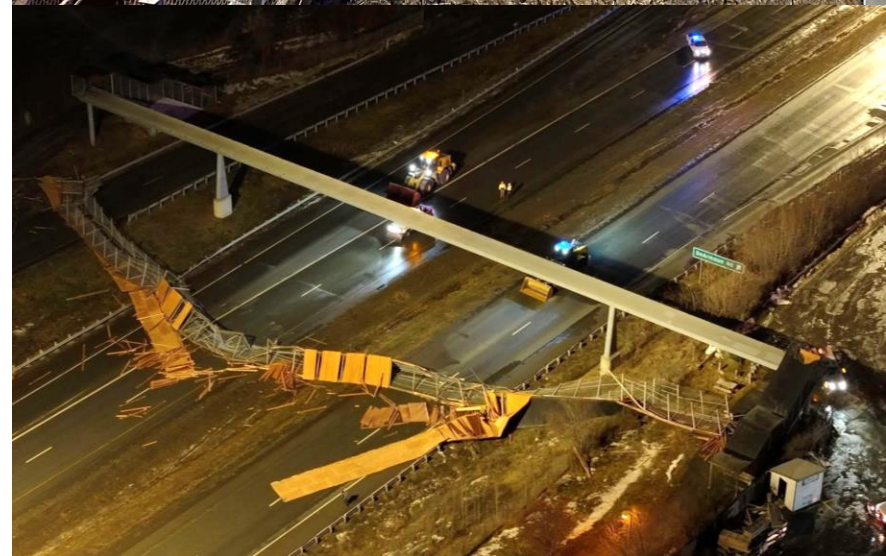
- 2:30 a.m. – DOT&PF maintenance worker reported debris on Seward Highway
- DOT&PF & Anchorage Police Department closed the roadway for safety

Response Actions

- Removed fallen decking and caging from the highway
- Used loaders and sweepers to clear debris
- Stationed personnel on-site to secure the area

Structural Assessment

- Bridge engineers inspected the superstructure
- Confirmed structurally sound & intact



THOMPSON PASS RESPONSE

January 11 and 26, 2025

January 11 Storm Impact

- Over 108 inches of snow accumulated
- Crews conducted avalanche control to ensure safety before reopening

Richardson Highway Milepost 18-46 Closure

- Closed: January 26
- Reopened: January 27

Snow and Avalanche Mitigation

- Cleared a naturally occurring avalanche (7-8 feet of snow)
- Continued plowing operations to restore full access



Two young Alaskans were stranded in the extreme conditions in Thompson Pass during the storm. Maintenance crews brought them to the camp for the night to ensure their safety.

"I want to thank whoever was driving the plow Cat that rescued my kid..."



AVALANCHES

AVALANCHES AND HIGHWAY CLOSURES

January 1 – December 31, 2024

AVALANCHE ROAD
IMPACTS

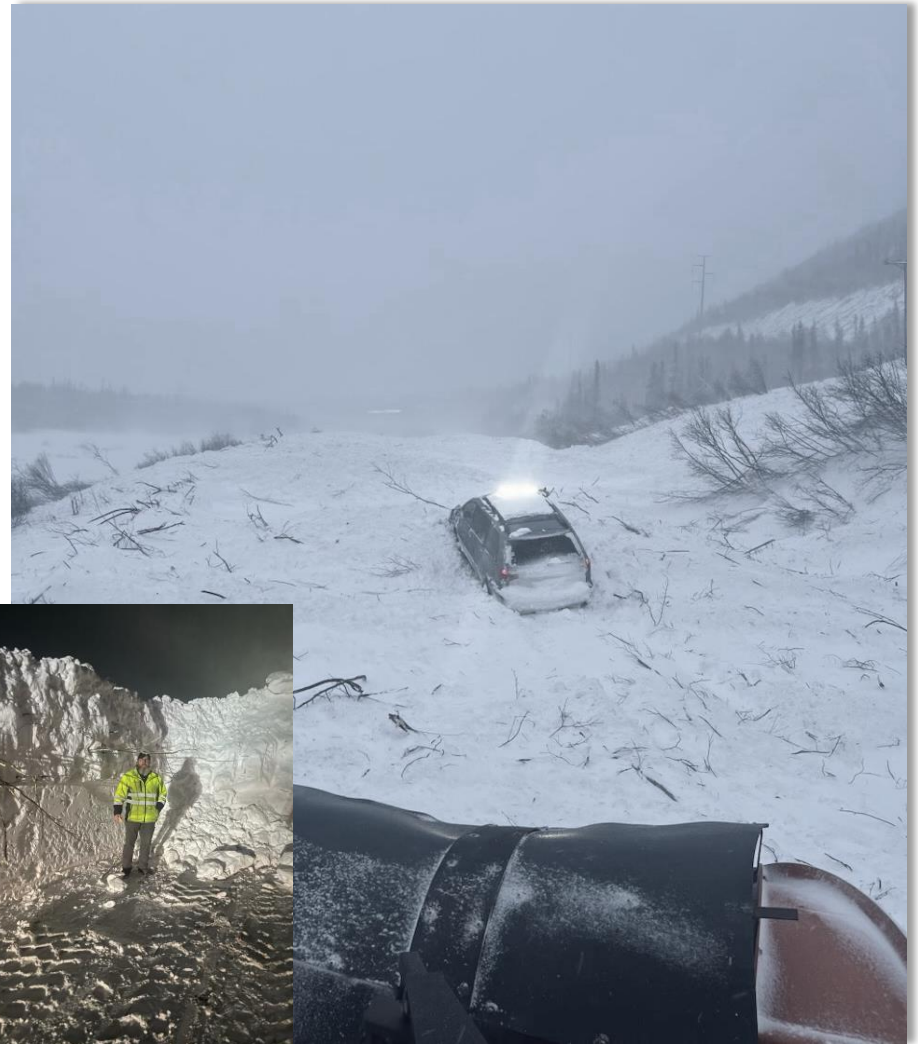
32

AVALANCHE
OCCURENCES

292

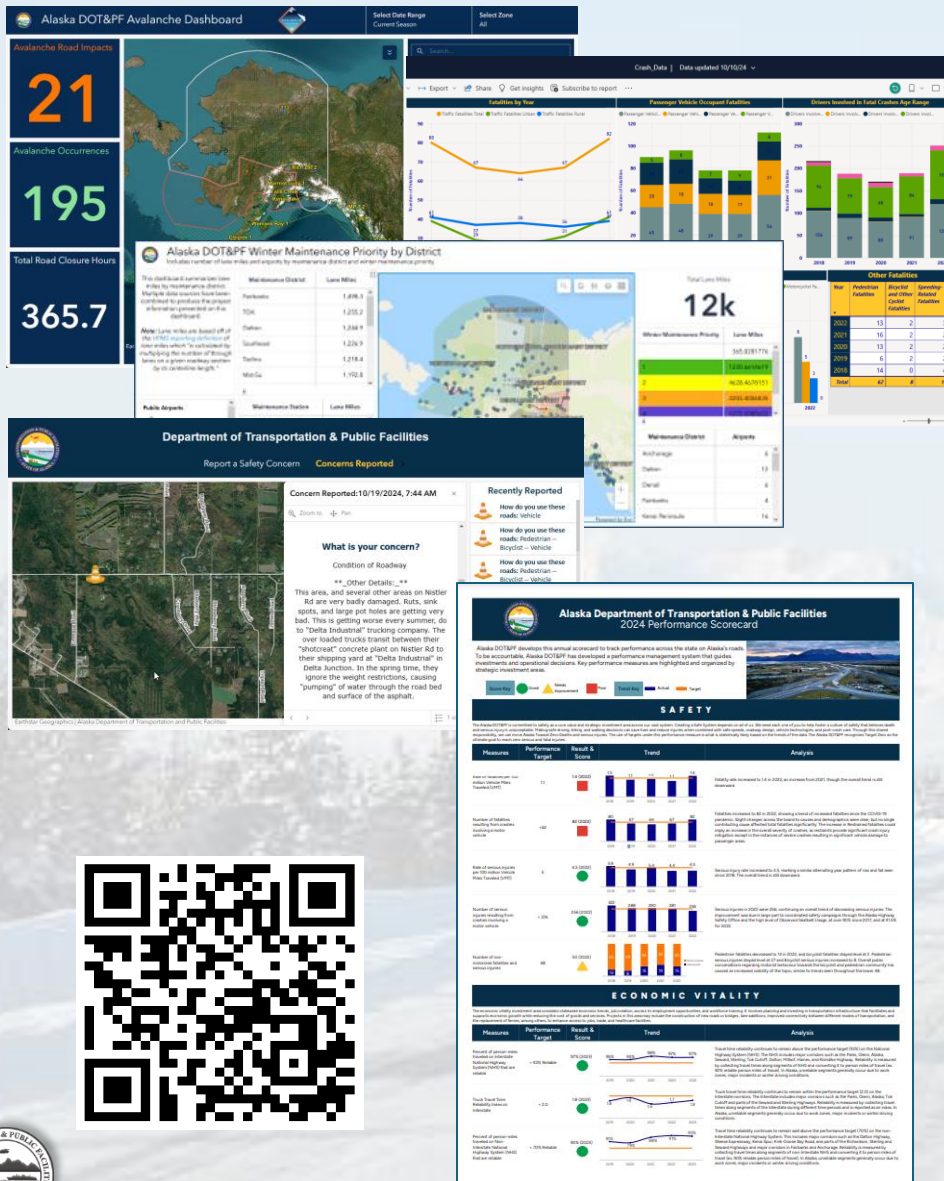
TOTAL ROAD CLOSURE
HOURS

383.9



Parks Highway Milepost 219, Jan. 2025

DATA MODERNIZATION AND INNOVATION



Traffic & Safety Engineering & Operations

- Traffic Engineering
- Traveler Information
- Intelligent Transportation System
- Connected & Autonomous Vehicles
- Alaska Highway Safety Office

Research & Innovation

- Transportation Research
- Technology Transfer
- Workforce Development
- Process Improvement

Transportation Data

- Geographic Information Systems (GIS)
- AASHTOWare Project
- Data Analysis & Visualization

Asset Management and Reporting

- Bridge & Pavement Condition Reporting
- Highway Performance Monitoring
- Performance Management
- Traffic Volume Monitoring

SIDEWALK VS ROADWAY PRIORITY

Alaska Department of Transportation and Public Facilities
MAINTENANCE AND OPERATIONS

Travel Business News and Social Projects About Us

You are here: DOT&PF > Maintenance & Operations > Winter Sidewalk Priority Map

Winter Sidewalk Priority Map

(Anchorage only at this time, more sites will be added in upcoming months)

Use your mouse to zoom and drag to your preferred location on the map. Click on a sidewalk for more information.

Winter Conditions Vary. Response times depend on the severity and length of each winter storm.

PRIORITY LEVEL 1

Heavily utilized by non-motorized users. May provide direct access to economy centers (business and shopping centers), bus stops, and intersect with lower priority sidewalk / pathways. May take up to 48 hours to clear after the end of a winter storm.

PRIORITY LEVEL 2

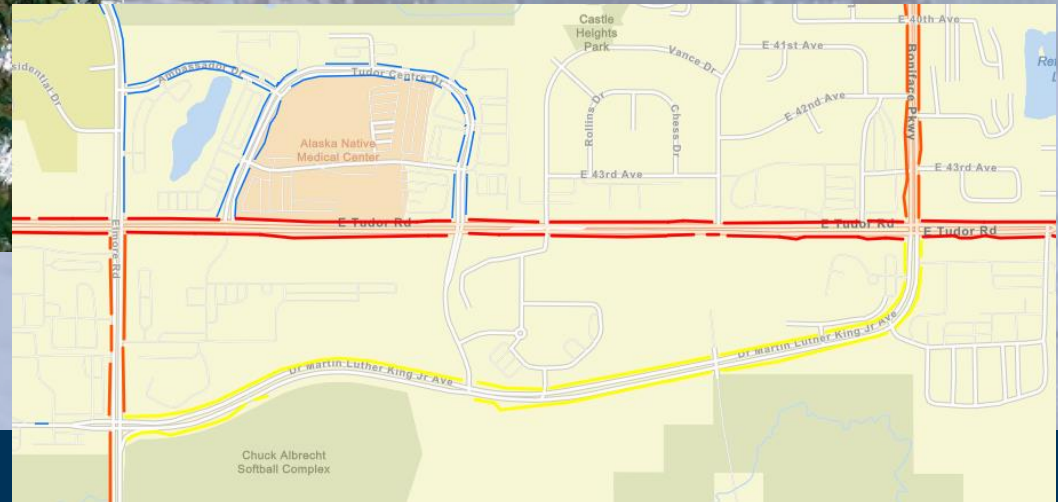
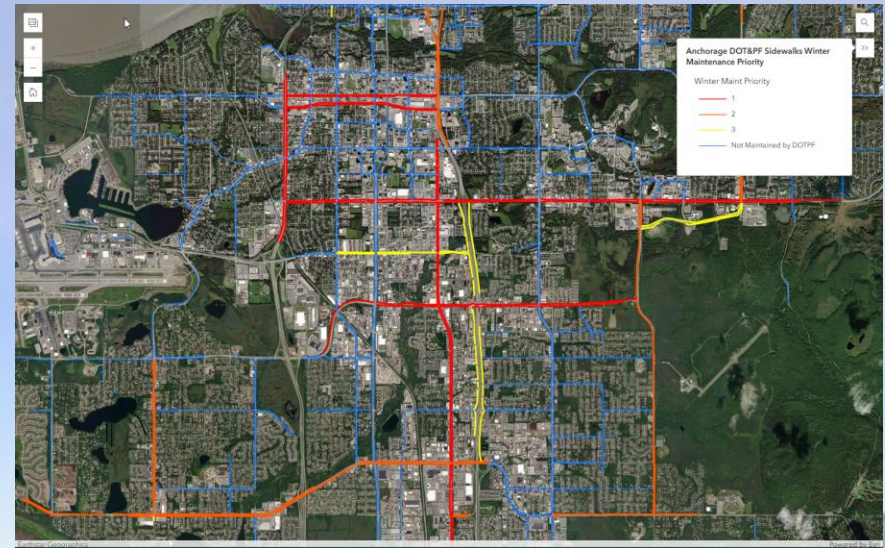
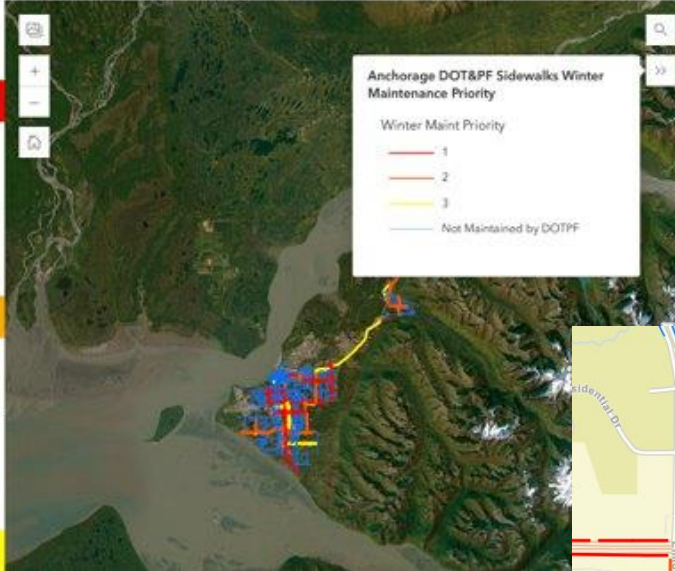
Moderate utilization by non-motorized users and alongside routes with intermittent economy centers or connection between higher and lower priority routes, including routes maintained by Municipality of Anchorage. Likely to have some bus stops. May take up to 72 hours to clear after the end of a winter storm.

PRIORITY LEVEL 3

Anchorage DOT&PF Sidewalks Winter Maintenance Priority

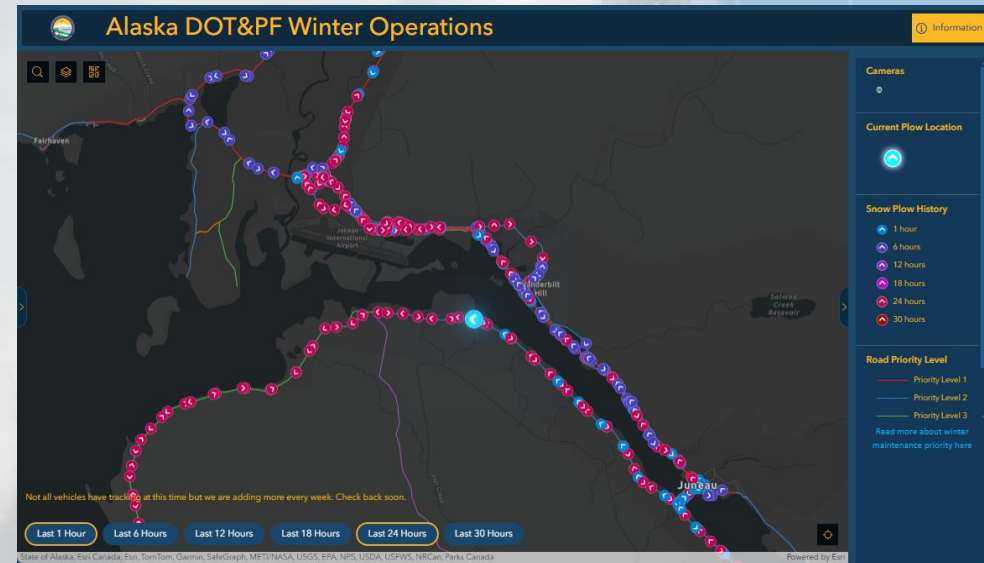
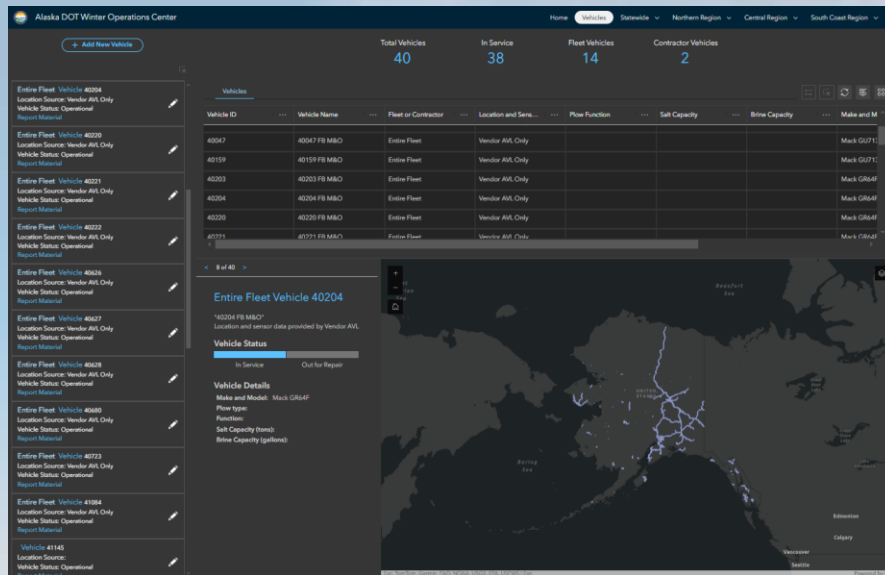
Winter Maint Priority

- 1
- 2
- 3
- Not Maintained by DOT&PF



WINTER OPERATIONS DASHBOARD

Public Dashboard



Internal Fleet Management



511 – Audible Alerting



511 – KNOW, *EVEN MORE*, BEFORE YOU GO

399K

ACTIVE USERS

NEARLY

1M

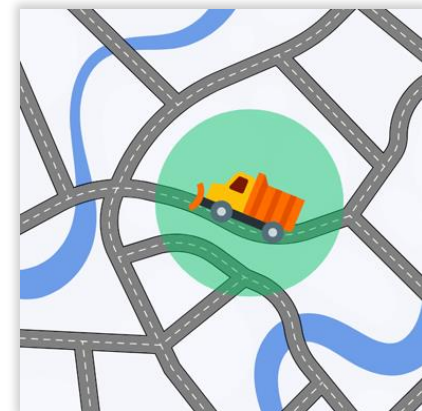
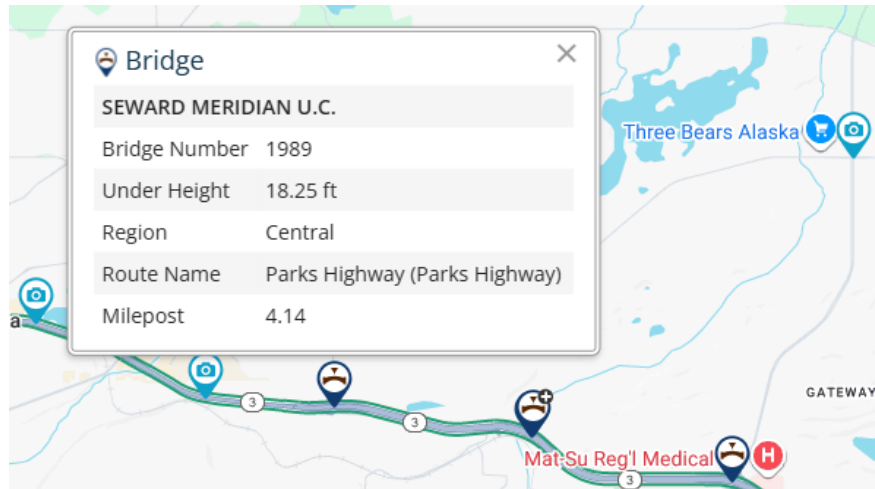
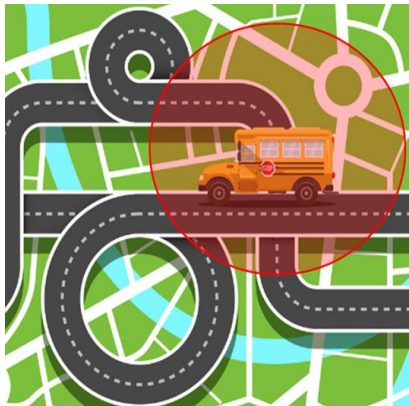
SESSIONS



152 INCIDENTS
EVENTS
CONDITIONS

ROAD
WORK
EVENTS

504



FUTURE ENHANCEMENTS

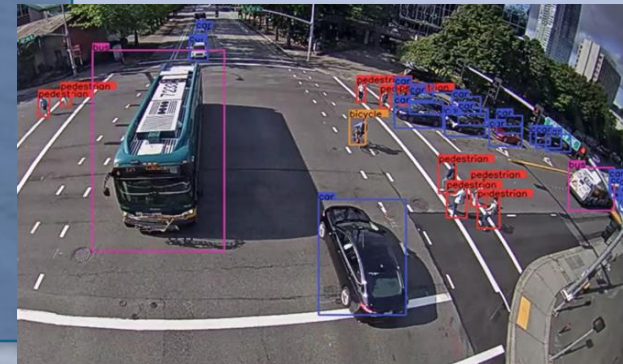
Enhancing Real-Time Data Collection

- Mobile Road Weather Information Systems – Improved monitoring of conditions
- Traffic Condition & Movement Tracking – Increased situational awareness
- Avalanche Detection & Mitigation – Proactive safety measures
- Smart Work Zones – Optimized traffic flow & worker safety

Key Objectives

- Real-Time Decision Making – Faster, data-driven responses
- Automated Alerting– Streamlined information sharing
- Advanced Traffic Management System – Coordinated statewide efforts
- Joint Operations Center – Unified emergency and traffic management

Goal: A Safer & More Reliable Transportation System for Alaska



RESPONSES ARE ADAPTABLE TO SEVERITY OF STORM

- Roadways are plowed based on statewide roadway priorities and further refined into individual plow routes to maximize efficiency and consistency
- Contractors, overtime, and shared personnel are utilized to adjust responses based on storm size, severity, and location

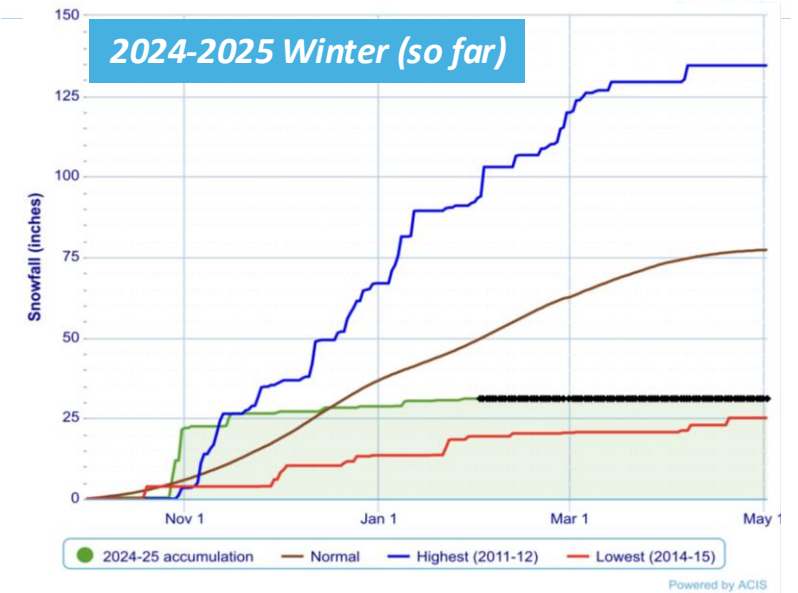
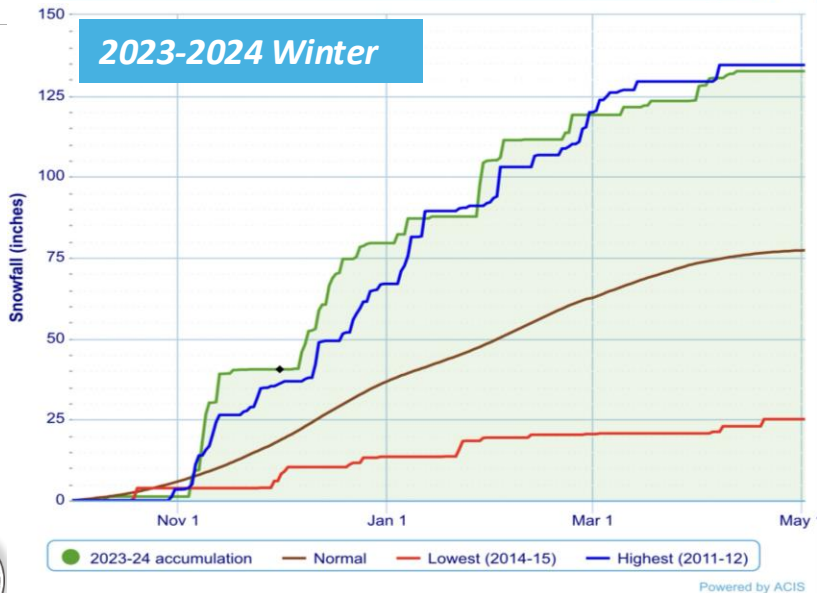
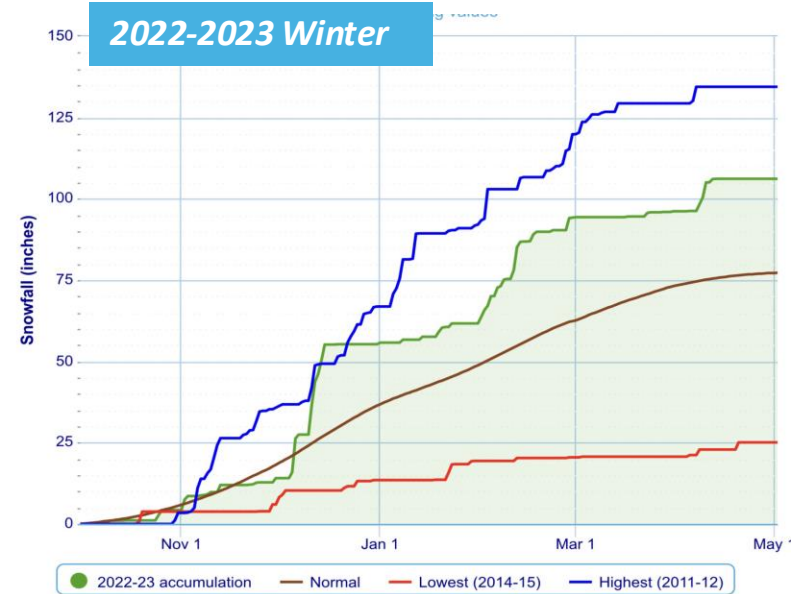
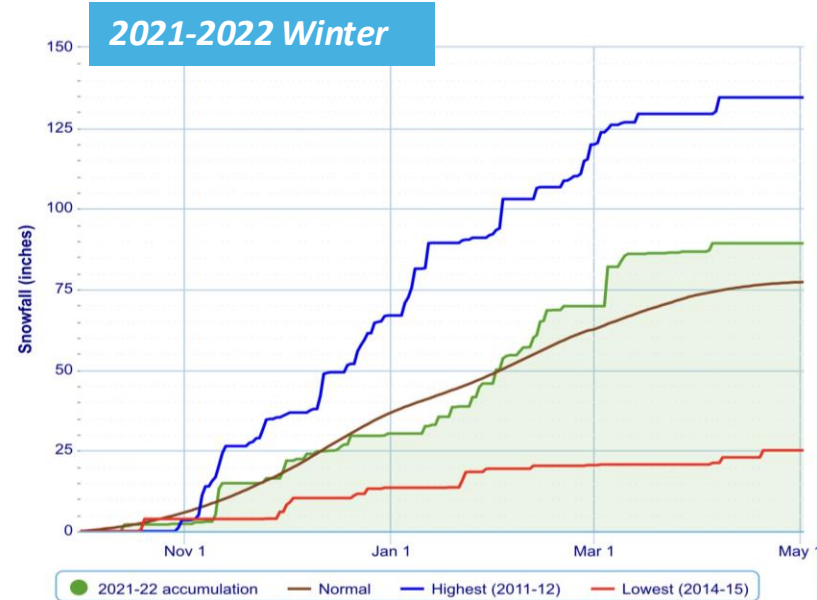
Key Factors in Storm Response

- Equipment availability (downtime impacts response)
- Type and rate of precipitation, asphalt temperatures, wind, and duration
- Temperature trends before, during, and after the event
- Traffic volumes affecting plowing operations
- Snow haul sites availability for clearing
- Emergency calls impacting resource allocation

Outside Badger/Peede Loop (Day 2)	Outside Badger/Hurst Loop (Day 2)	12 Mile Loop (Shift 2)
Truck: _____ Operator: _____	Truck: _____ Operator: _____	Truck: _____ Operator: _____
Truck: _____ Operator: _____	Truck: _____ Operator: _____	Truck: _____ Operator: _____
Radio Channel: _____	Radio Channel: _____	Radio Channel: _____
Start At Riverview Gas	Start On Plack End Of Nelson Rd	Start On Richardson Hwy @ Finell Dr
<input type="checkbox"/> 1. Old Badger Rd	<input type="checkbox"/> 1. Nelson Rd	<input type="checkbox"/> 1. Finell Dr
<input type="checkbox"/> 2. Persinger Rd	<input type="checkbox"/> 2. Lyle Ave	<input type="checkbox"/> 2. Santa Claus Lane
<input type="checkbox"/> 3. Peede Rd	<input type="checkbox"/> 3. Gordon Ave	<input type="checkbox"/> 3. 12 Mile/Old Richardson Hwy
<input type="checkbox"/> 4. Brock Rd	<input type="checkbox"/> 4. Hurst Rd	<input type="checkbox"/> 4. Old Richardson Hwy
<input type="checkbox"/> 5. Repp Rd	<input type="checkbox"/> 5. Hurst Extension	<input type="checkbox"/> 5. Dyke Rd
<input type="checkbox"/> 6. Hollowell Rd	<input type="checkbox"/> 6. Dawson Rd	<input type="checkbox"/> 6. Laurence Rd
<input type="checkbox"/> 7. Plack Rd	<input type="checkbox"/> 7. Lineman Ave	<input type="checkbox"/> 7. St. Nicholas Extension
<input type="checkbox"/> 8. Nordale Rd	<input type="checkbox"/> 8. Newby Rd	<input type="checkbox"/> 8. Buzby Rd
<input type="checkbox"/> 9. Freeman Rd	<input type="checkbox"/> 9. Mission Rd	<input type="checkbox"/> 9. St. Nicholas Ave
<input type="checkbox"/> 10. Keeling Rd	<input type="checkbox"/> 10. Mistletoe Rd	
<input type="checkbox"/>	<input type="checkbox"/> 11. Laurence Rd	
<input type="checkbox"/>		
<input type="checkbox"/>		



VARIABLE SNOWFALL REQUIRES VARIABLE RESPONSE



EQUIPMENT OPERATORS STAFFING

Maintenance District	Heavy Equipment Operators Positions	Vacancy Rate (as of Jan. 29, 2024)	Vacancy Rate (as of February 3, 2025)
Anchorage	10	33%	50%
Matanuska-Susitna	7	28%	0%
Kenai Peninsula	9	11%	22%
Southwest	5	40%	40%
Dalton	13	0%	23%
Denali	4	50%	25%
Fairbanks	11	36%	55%
Tazlina	6	33%	50%
Tok	8	13%	0%
Valdez	5	60%	40%
Western	8	50%	50%
Kodiak/Aleutian	5	40%	20%
Southeast	12	25%	50%
Total/Average	103	25%	33%



PARTNERSHIPS AND OTHER RESOURCES

Collaborative Efforts Across Alaska

- **City of Fairbanks** – Roadway responsibility swaps for improved maintenance
- **Municipality of Anchorage** – Transfer of Responsibility Agreement (TORA)
- **City & Borough of Juneau** – Enhanced priority for Fish Creek Road
- **ROW Trespass Agreement Assistance** – Resolving Right-of-Way issues efficiently
- **Signalization Work** – Optimizing traffic signals to enhance resource sharing

Contract Support for Winter Operations

- **Fairbanks** – Priority 3 & 4 roads (4th year of contract support)
- **Fairbanks** – Pedestrian facility maintenance & snow haul trucking
- **DNR Support** – Clearing downed trees and snow removal
- **Anchorage** – Addressing Priority 3 and 4 roads (2nd year of contract support)
- **Anchorage** – Expanding sidewalk maintenance
- **Juneau** – Partnering with City and Borough of Juneau to improve pedestrian access
- **Emergency Assistance** – Contractor support for heavy storms



STATE EQUIPMENT FLEET

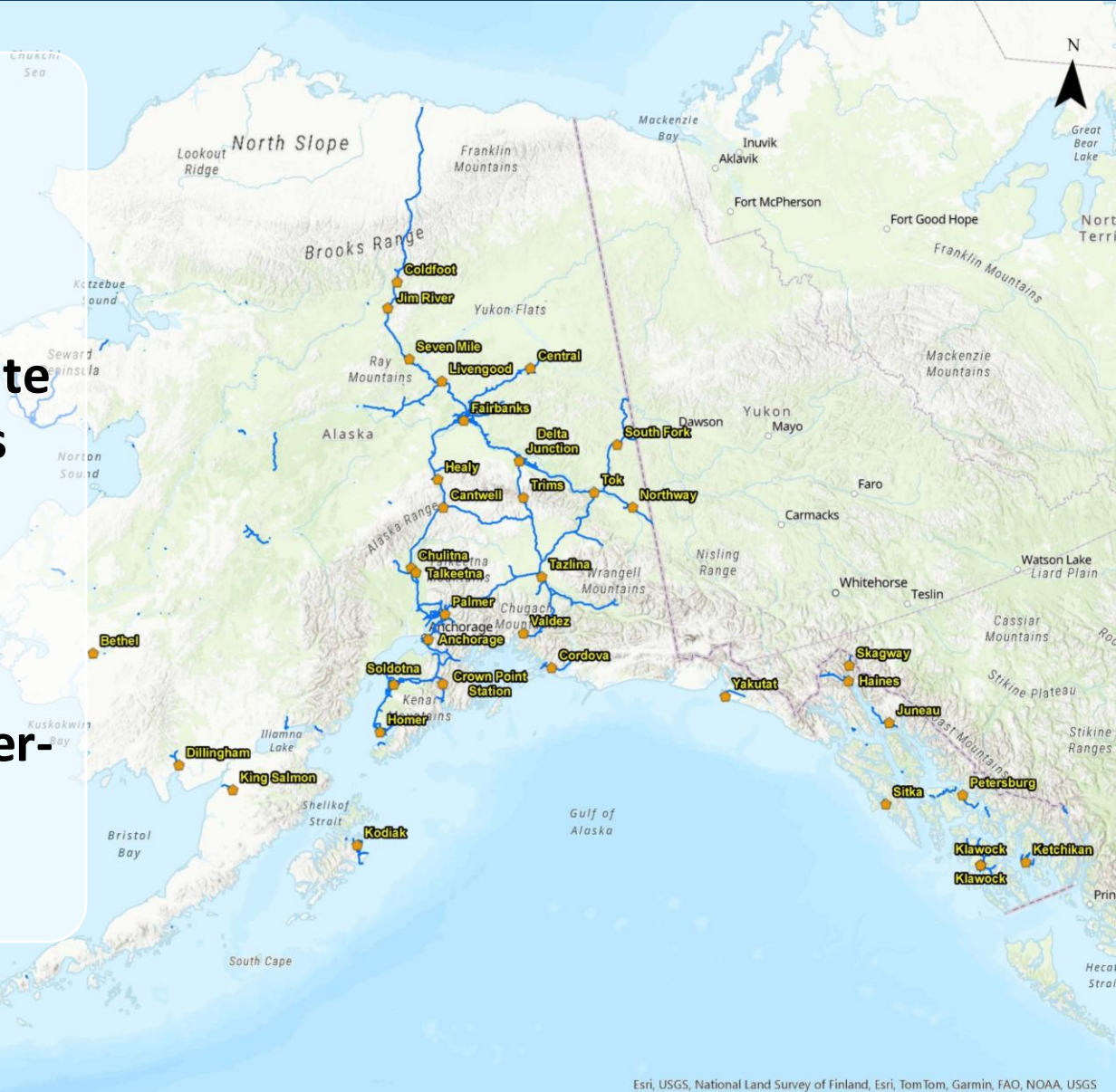
**51 Maintenance Shops
Statewide**

125 Mechanic Positions

**Over 7,500 pieces of state
equipment and vehicles**

- Executive branch
- University of Alaska
- Other state agencies

**Primary Focus in October-
March: Snow & Ice
Removal Equipment**



EQUIPMENT MECHANIC STAFFING

Maintenance District	Heavy Equipment Mechanic Positions	Vacancy Rate (as of Jan. 29, 2024)	Vacancy Rate (as of February 3, 2025)
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Total/Average	103	25%	33%



ALTERNATIVE SOURCES FOR MAINTENANCE RESOURCES

Addressing Mechanic Vacancies

- Increased reliance on alternative repair methods
- Utilizing:
 - Equipment dealers
 - Car & light truck dealers
 - Independent & specialty shops
 - M&O staff & local airport contractors

SEF Contracted Maintenance

(\$ in Thousands)

FY2022	\$965.9
FY2023	\$1,245.6
FY2024	\$1,428.7
FY2025	\$1,650.0 (projected)

Exploring New Partnerships

- Working to collaborate with large construction companies
- Potential use of their maintenance facilities for equipment servicing



NEW EQUIPMENT PURCHASING

Current Challenges

Long lead times for heavy equipment (18-24 months)

Improving Availability

Some equipment categories seeing shorter wait times: Loaders & Graders (8-16 months)

PLOW TRUCK ORDERS BY FISCAL YEAR

FY2022	FY2023	FY2024	FY2025	FY2026
6	9	20	30	30 (projected)



VIRTUAL SNOW SUMMIT

November 21, 2024

Building on the October 2023 Summit

- Continued discussions and regional updates

Key Topics in 2024

- Maintenance Updates – Regional insights and improvements
- Statewide Equipment Fleet – Overview and optimization
- 511 System – Innovations and upgrades
- Winter Operations Dashboard – Real-time monitoring tools
- Sidewalk & Pedestrian Improvements – Accessibility and safety

Commitment to Future Snow Summits

- Affirmed annual summits for continued collaboration
- Rotating host communities to expand engagement

The screenshot displays the official website for the 2024 Virtual Snow Summit organized by the Alaska Department of Transportation and Public Facilities (DOT&PF). The page layout includes a top navigation bar with links to 'myAlaska', 'Departments', and 'State Employees'. The main header features the DOT&PF logo and the event title '2024 VIRTUAL SNOW SUMMIT'. A search bar and navigation menu are also present. The central banner prominently displays 'SNOWSUMMIT VIRTUAL 2024' with a background image of a snowplow. Below the banner, a breadcrumb trail indicates the current location: 'You are here: DOT&PF > 2024 Virtual Snow Summit'. The main content section is titled 'Alaska DOT&PF Virtual Snow Summit – November 21, 2024' and contains a thank-you message to participants, a link to the Vimeo recording, and an announcement for the 2025 hybrid format. A table provides quick access to summit archives, listing resources for both the 2024 and 2023 events. At the bottom, a video player shows a presentation slide titled 'Clear Sidewalks', which outlines specific requirements for sidewalk maintenance, including clear width, surface smoothness, grade and cross slope, passing spaces, and curb ramps.

Name a Snowplow	2024 Snow Summit Archive	2023 Snow Summit Archive
<ul style="list-style-type: none">2024-25 Name a Snowplow Team Contest	<ul style="list-style-type: none">2024 Zoom Recording2024 Mentimeter Survey Results	<ul style="list-style-type: none">2023 Zoom Recording2023 Presentation Slides 36MB

Clear Sidewalks

- Clear Sidewalks: Public entities and businesses must clear snow from sidewalks, curb ramps, crosswalks, and accessible entrances.
- 403.5.2 Clear Width: The minimum clear width for sidewalks is 36 inches (3 feet), allowing easy navigation for wheelchairs.
- 403.2 (302) Smooth Surface: Sidewalk surfaces must be smooth to prevent trips and falls.
 - 302.1 General. Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.
 - EXCEPTIONS: Within animal containment areas, floor and ground surfaces shall not be required to be stable, firm, and slip resistant.
- 403.3 Grade and Cross Slope: The running slope should not exceed 1:20 (5%), and the cross slope must be less than 1:48 (2%).
- 403.5.3 Passing Spaces: If sidewalks are less than 60 inches (5 feet) wide, passing spaces must be constructed every 200 feet. These spaces should be at least 60 inches on all sides.
- 406.1 Curb Ramps: Curb ramps must have a minimum clear width of 4 feet and a maximum slope of 1:12 (8.33%).

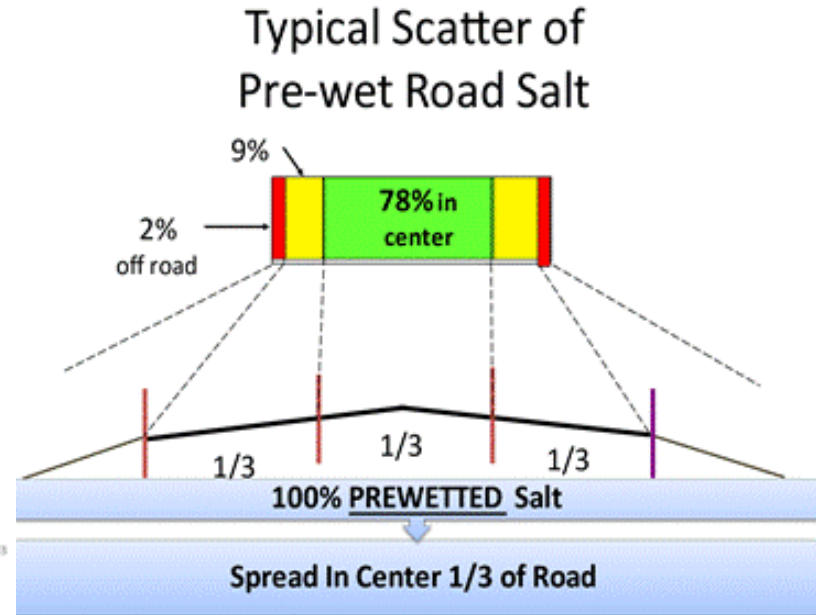
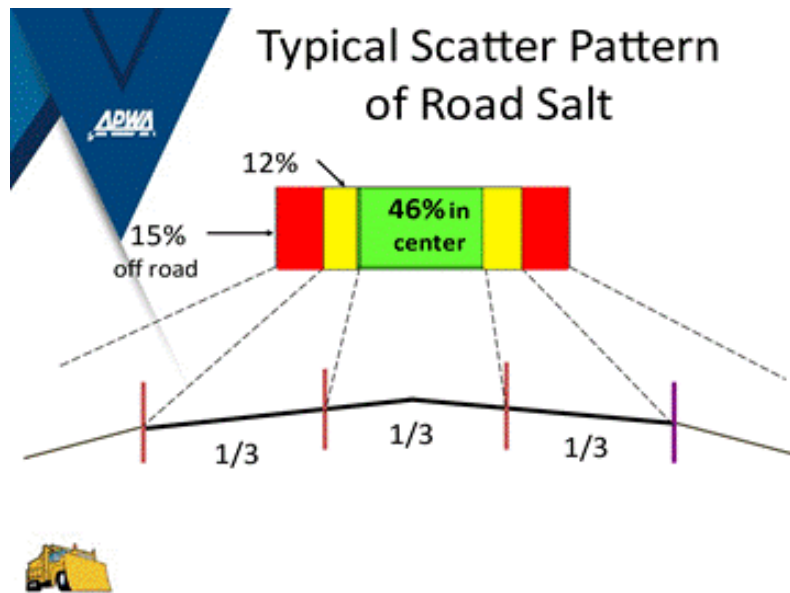
WHAT IS BRINE?

- Brine is typically Sodium Chloride (solid salt) that is rendered into a solution of 23.3% for direct application on roads or sand to then be used on winter roads



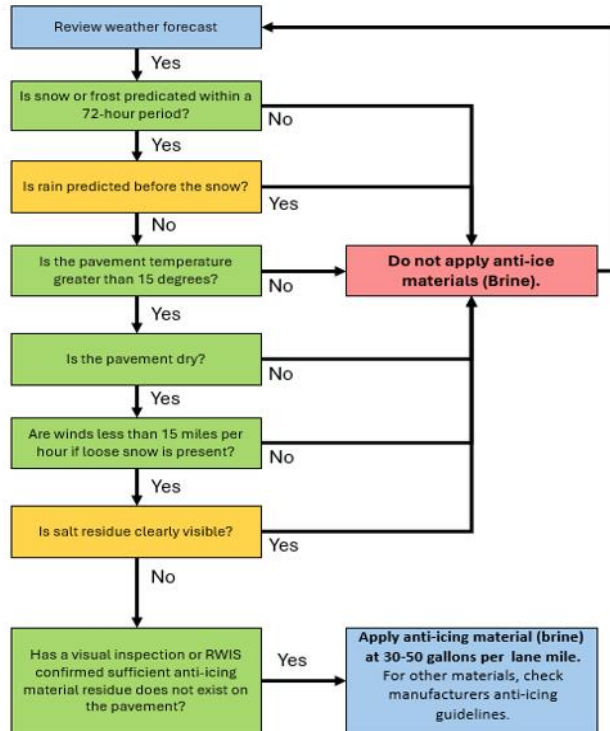
BRINE VS SOLID DE-ICING

- Improves the persistence of the brine on the road surface - prevents a bond forming between the snow and the road surface
- Corrosion inhibitors (additives) used to reduce impact on vehicles and infrastructure, percentage added per product specifications
- Cost savings - through faster application, fewer trips to clear, and lower commodity costs (less chemical on road and in environment)

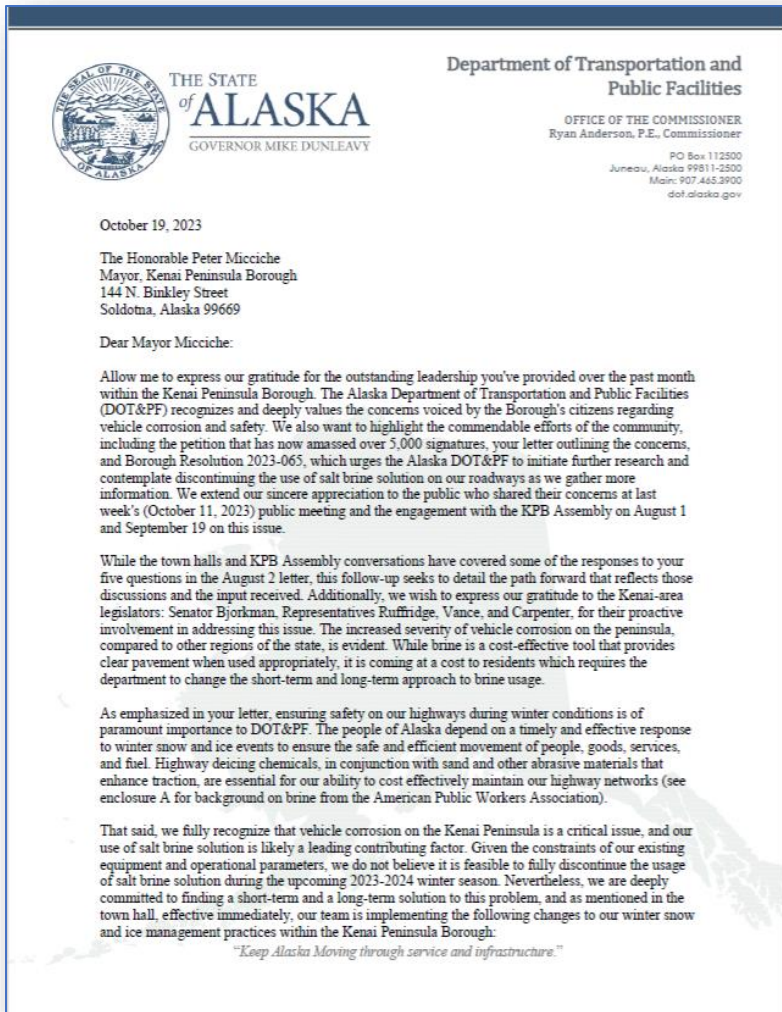


DE-ICING VS ANTI-ICING

- Anti-icing is pretreating a surface to maintain/preserve better condition whereas de-icing is treating a surface after ice has formed
- Without pretreatment, an operator must return to a site more frequently
- Brine pretreatment is data-driven



BRINE ENGAGEMENT ON THE KENAI PENINSULA



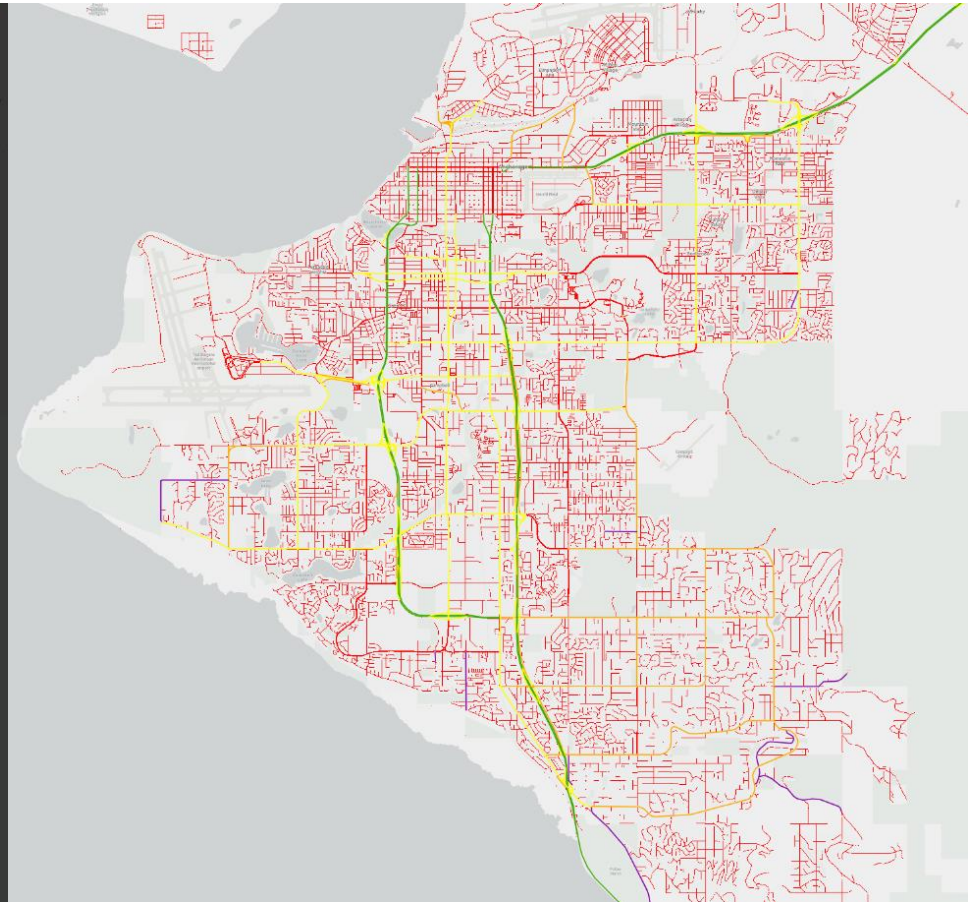
- 2023 petition with over 6K signatures and auto service companies with concerns
- DOT&PF Commissioner's Office participated in several borough assembly meetings and town halls on brine to directly hear from residents
- Legislative and Borough Mayor letter
- Commissioner directed reduction plan (40%), pilot for Funny River Road, literature review, enhanced brine training for operators, and public engagement
- Winter 2023/2024 saw reduction of ~60%
- Further reduction at milepost 0-16 on K-Beach Road in 2024/2025
- Literature review slated for release in 2025

WINTER ROAD MAINTENANCE - JURISDICTIONS

DOT&PF Maintained Roads (Anchorage)



All Roads (Anchorage)



WINTER ROAD MAINTENANCE - PRIORITIZATION

Established by DOT&PF in 2017 to better communicate winter maintenance to public, with small tweaks in the last 5 years



Criteria to establish priorities includes:

- Annual average daily traffic (AADT)
- Weather events
- Major shipping lanes and freight/cargo transport
- Access to other modes of transportation
- Safety corridors
- Public transit systems
- Emergency responders and hospitals route and segment access
- School bus routing
- Population density of surrounding/connected area
- Alternative emergency routes, types of roads, bridges and rivers
- Existing DOT&PF resources
- Distance from M&O station
- Pedestrian facilities*
- Trails and waysides*

** survey results asked for additional consideration*

PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4	PRIORITY 5
May take up to 12 hours to clear after a winter storm.	May take up to 18 hours to clear after a winter storm.	May take up to 24 hours to clear after a winter storm.	May take up to 30 hours to clear after a winter storm.	roadways that are designated as "No Winter Maintenance" routes, e.g. Denali Highway or Taylor Highway. Generally cleared only in spring to open road for summer traffic.
high-volume, high-speed highways, expressways, minor highways, all safety corridors and other major urban and community routes.	routes of lesser priority based on traffic volume, speeds and uses. Typically, these are major highways and arterials connecting communities.	major local roads or collector roads located in larger urban communities.	minor local roads that provide residential or recreational access.	

1	SNOW EVENT TRACKING WORKSHEET	Event #	
2	Date/Time Event Start	# of inches	Date time end
3	Priority 1-12 hours after event		X=Completed
4	Glenn Hwy	Airport Heights	To Palmer Alternate
5	Minnesota	Old Seward	To 15th Ave
6	Seward Hwy	15th Ave	To Indian
7	5th Ave	Airport Heights	To Karluk
8	Eagle River Loop	Glenn Hwy	To Eagle River Rd
9	Date & Time Priority 1 complete		
10			
11	Priority 2-18 hours after event		
12	SOUTH TEAM		
13	Ramps	Seward Highway	
14	Ramps	Minnesota	
15	Humphry (Minn. Frontage)	100th	To Dimond
16	Dimond Blvd.	Sandlewood	To Sandlelake Road
17	Old Seward	Rabbit Creek	To 33rd Ave
18	International Airport Road	Homer Drive	To S. Aircraft Drive
19	C street	Minnesota	To 15th
20	A street	40th	To 15th
21	Dowling Road	Elmore Road	To Raspberry Rd.
22	Raspberry	Dowling Rd.	To Sandlelake Road
23	Jewel Lake	Dimond	To International Airport
24			
25	NORTH TEAM		
26	Ramps	Glenn Highway	
27	Muldoon Road	Regal Mountain Dr.	To JBER gate
28	Tudor Road	Minnesota	To Regal Mountain Dr.
29	Boniface Parkway	Tudor Road	To JBER gate
30	Debarr Road	Muldoon Road	To Airport Heights
31	Northern Lights Blvd.	Lake Otis	To Forest Park Dr.

Sample routing sheet for operator with priorities

LEGISLATIVE INTENT - ROAD PRIORITIES SURVEY

FY2023 INTENT LANGUAGE

It is the intent of the legislature that DOT&PF create and implement a method to solicit input from and consult with local municipalities, community organizations, Metropolitan Planning Organizations, Regional Transportation Planning Organizations and service areas on the creation and revision of the prioritized list of state-maintained roads and highways for snow plowing, and to coordinate these efforts, where appropriate, with local governments and service areas. This plan shall be developed and submitted to the Finance Committee Co-Chairs and Legislative Finance Division by December 20th, 2022.

CY2022 STIP List (Survey #1)

1,100 contacts reached municipal (mayors and city managers), village and city council members.
616 total submissions received.

CY2022 MPO Member (Survey #2)

Distributed to Municipal Planning Organization members directly. 31 total submissions received from MPO members.

CY2022 Community Council (Survey #3)

Distributed to community council members directly from lists compiled by DOT&PF communications staff.
42 total submissions received.

Survey Results

2022 Winter Road Priority Maint. Criteria Ranking (Survey Summary)	STIP List (survey #1)	MPO (survey #2)	Community Council (survey #3)
Road Criteria to Rank (Importance)			
Public transit systems	6.7	7.9	5.5
Safety corridors	7.8	7.9	7.4
Speed limit of road	7.2	7.7	7.8
Road characteristics	8.4	6.9	4.8
Existing DOT&PF resources	8.1	7.2	7.6
Bridges and Rivers	8.6	6.2	7.7
Type of road	8.5	7.9	8.0
Annual average daily traffic	8.0	7.9	7.5
Weather events	10.0	8.4	9.9
Alternative emergency routes	8.3	7.2	8.3
Population density	7.4	7.9	7.1
School bus routing	7.8	7.9	7.7
Distance from M&O station	5.6	4.3	5.9
Route and segment access	6.7	6.6	6.4
Reliable access for emergency responders and hospitals	9.9	10.0	10.0
Major shipping lanes and freight/cargo transport	6.7	7.9	5.5
Access to other modes of transportation	7.8	7.9	7.4
Presence of non-motorized facilities		6.9	4.8

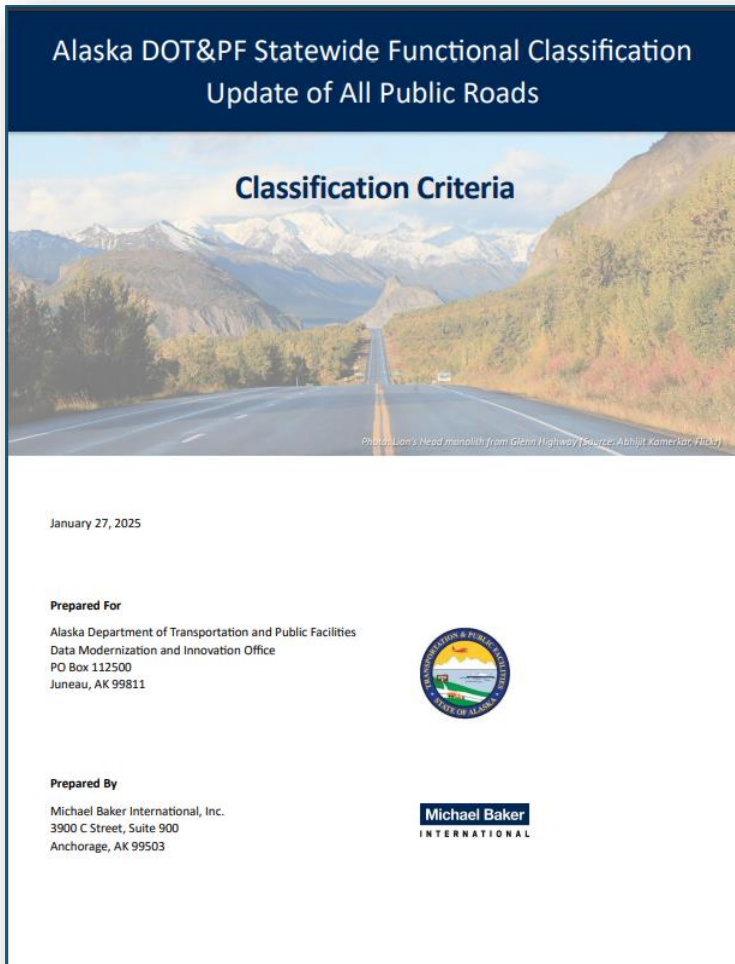
(Green weighted scores are over 8 and ranked as higher importance, Red weighted scores are lower than 6 indicating criteria is less important. See detailed survey summary in Appendix B of this report).



WINTER OPS - CONTINUOUS IMPROVEMENTS

Responsive improvements:

- Functional classification census review happening 2024-2025
(March 27 is next public engagement, April 15 in Anchorage and through December of this year)
- Pedestrian-specific focus with mapping of Anchorage sidewalk priorities in 2024
- M&O has ongoing discussions with local government on additional local road swaps (efficiency of operations)
- Priority 3 & 4, plus sidewalk contractor support through supplemental service
- Winter Ops Dashboard piloted, working on expanding to other areas of Alaska



THANK YOU. QUESTIONS?

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