

WINTER MAINTENANCE PRIORITY LEVELS

Priority Levels provide the basis for dispatching operators and equipment so they can effectively perform snow and ice removal and control operations. The following guidelines are the minimum manpower and resource allocation when general area-wide weather conditions are of such duration and intensity as to demand full deployment of Department resources. The roadway surface condition goals stated below represent the desired end product. The actual performance in achieving these goals will vary due to the dynamic nature of winter weather.

Priority Level I Examples: Egan Drive, Juneau; Richardson Highway, Fairbanks; Glenn Highway, Anchorage; Knik Goose Bay Road Safety Corridor, MatSu; Sterling Highway Safety Corridor, Sterling

- A Priority Level I designation applies to major high-volume, high-speed highways, expressways, minor highways and other major urban and community routes designated by the District (these routes may or may not include school bus routes, school roads, medical center roads and airport roads). All safety corridors are included in this service level.
- As soon as resources allow following the storm, good winter driving conditions (Performance Target A) should prevail.
- Appropriate snow control operations usually begin before two (2) inches or more snow has accumulated. Anti-icing may be performed on these routes prior to the storm.

Priority Level II Examples: Douglas Highway, Juneau; Badger Rd., Fairbanks; Tudor Rd., Anchorage; Trunk Rd., MatSu; Kenai Spur, Soldotna.

- Assigned to routes of lesser priority than Priority Level I roads based on traffic volume, speeds and uses (these routes may or may not include school bus routes, school roads, medical center roads and airport roads). Typically routes in this Priority Level are major highways and arterials connecting communities.
- As soon as resources allow following the storm, fair to good winter driving conditions (Performance Target A/B) should prevail.
- Appropriate snow control operations usually begin after two (2) inches or more snow has accumulated and after Priority One sections of highway have been appropriately cleared. Sanding operations should begin when ice or compact snow conditions are evident and Priority Level I sections of highway have been appropriately cleared.

Priority Level III Examples: Fritz Cove Rd., Juneau; Ballaine Rd., Fairbanks; Abbott Rd., Anchorage; Willow Fishhook Rd., MatSu; Funny River Rd., Soldotna

- This priority is primarily assigned to major local roads (collector roads) in larger urban communities or as determined by the District Superintendent.
- As soon as resources allow following the storm, fair winter driving conditions (Performance Target B/C) should prevail. Appropriate snow control operations should begin after Priority Level I and II sections of highway have been completed. In some cases, because of the snowfall duration, these roads may become nearly impassable before they are plowed.

Priority Level IV Examples: Tee Harbor Rd., Juneau; Steele Creek Rd., Fairbanks; Upper Huffman Rd., Anchorage; Skilak Lake Rd., Soldotna, there are no level IV roads in MatSu

- This Priority Level applies primarily to minor local roads as determined by the District Superintendent. These roads typically provide residential or recreational access.
- As soon as resources allow following the storm, fair winter driving conditions (Performance Target C) should prevail.

Priority Level V Examples: Engineer's Cutoff, Juneau; Fairbanks Creek Rd., Fairbanks; Crow Creek Rd., Girdwood; Whiskey Gulch Rd., Ninilchik

- This Priority Level applies to roadways that are designated as "No Winter Maintenance" routes.
- No winter maintenance activities are performed on these roads except as approved by the Regional Maintenance and Operations Director/Chief.