

Alaska Department of Transportation & Public Facilities

House Finance Subcommittee Highways

Dom Pannone, Administrative Services Director
Jason Sakalaskas, Maintenance & Operations Chief

March 13, 2021

Our mission is to ***Keep Alaska Moving*** through service and infrastructure.



What we do

- Snow and Ice Control, Snow Plowing and Removal, Anti-icing and Deicing, Sanding
- Avalanche Mitigation
- Asphalt Repairs: Hi-Float, AC, Potholes, Crack Sealing, etc.
- Blading and Gravel Resurfacing
- Drainage: Thaw and clean culverts, drainage ditch maintenance, and Erosion Control
- Vegetation Management
- Paint Striping/Pavement Marking
- Bridge Maintenance and Repair
- Signs, Delineation, Guardrail, and Markers
- Traffic Signal and Light Maintenance
- Airport Management
- Aircraft Rescue and Fire Fighting
- Airport Security
- Airport Lighting Maintenance

Statewide Level of Service Consistency

Roadway Priorities and Levels of Service

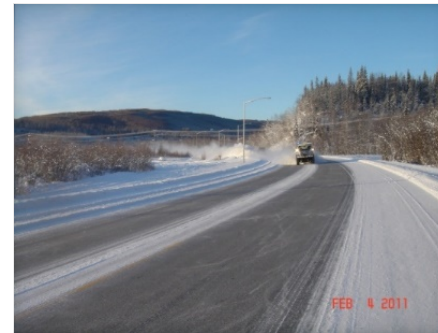
Priority 1: High volume, high-speed roadways, such as expressways and safety corridors

Priority 2: Major highways and arterials connecting communities


Priority 3: Major local roads or collector roads

Priority 4: Minor local roads that primarily provide residential or recreational access


Priority 5: Roadways that are designated as “No Winter Maintenance” routes, such as Denali Highway and Taylor Highway



Statewide Level of Service Consistency



Alaska Department of Transportation and Public Facilities
MAINTENANCE AND OPERATIONS

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You are here: [DOT&PF](#) > [Maintenance & Operations](#) > Winter Road Maintenance Priority Map

Winter Road Maintenance Priority Map

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

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

PRIORITY LEVEL 1

high-volume, high-speed highways, expressways, minor highways, all safety corridors and other major urban and community routes. May take up to 12 hours to clear after a winter storm.

PRIORITY LEVEL 2

routes of lesser priority based on traffic volume, speeds and uses. Typically, these are major highways and arterials connecting communities. May take up to 18 hours to clear after a winter storm.

PRIORITY LEVEL 3

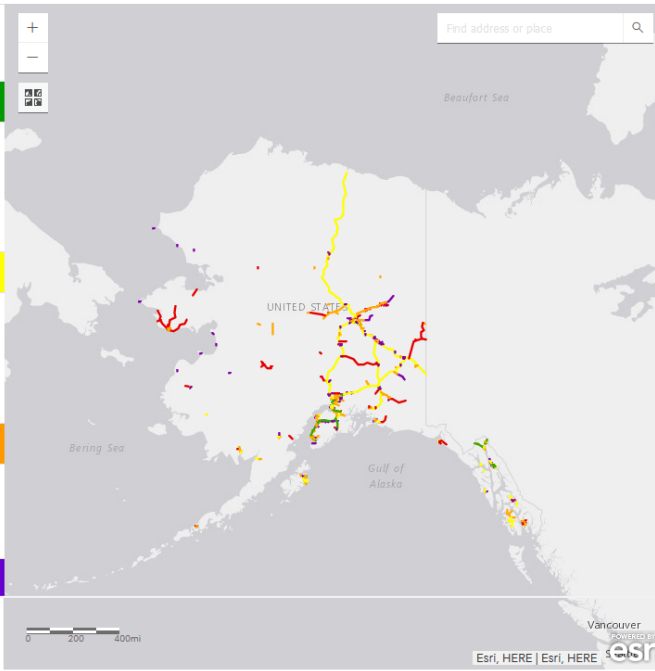
major local roads or collector roads located in larger urban communities. May take up to 24 hours to clear after a winter storm.

PRIORITY LEVEL 4

minor local roads that provide residential or recreational access. May take up to 30 hours to clear after a winter storm.

PRIORITY LEVEL 5

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.



If you experience difficulty with this page, please contact [Ask DOT&PF](#).

PLEASE NOTE: Most sidewalks are assigned the same priority level as the adjacent roadway, but will have a different level of service and response time due to the availability of resources.

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


Alaska 511

Alaska 511
Alaska Department of Transportation and Public Facilities
KNOW B4 U GO

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511 Map News Text View My 511 Links About

ALERTS Seward Highway Mile post 82 to 78. Ongoing asphalt damage, potholes. Use extreme caution in this area. Assume any water in roadway has potholes.

MY ROUTES
A Address
B Address
Reset
[Need help with 511 website?](#)

MY CAMERAS
Please login to customize My Cameras.
Parks Highway @ Little Coal Creek MP 163.2


Map **Satellite**

Google

<https://511.alaska.gov>



Resources Required

To meet the challenges of maintaining Alaska's highways and airports, the department requires an arsenal of equipment, new technologies, sand and chemicals, and the best weapon of all, a highly trained and professional maintenance staff.



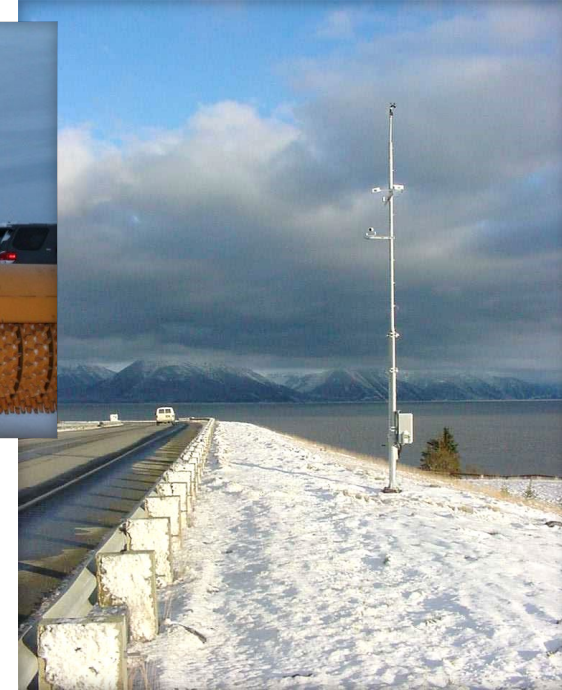
Maintenance and Operations Challenges

- **Extreme Temperatures:** -80F to +100F
- **Extreme Snowfall:** 1.5' to 80'
- **Extreme Geography:** Maritime to Arctic
- **Extreme Cost:**
 - Materials
 - Diesel - \$9-\$10/gal in Villages
 - Equip Shipping
- **Changing Climate**
- **Managing Fiscal Constraint**



Winter Maintenance Efficiencies

- RWIS Installations
- Highway Anti-icing Program
- Airport De-icing
- Tow Plows
- Ice Breakers
- Telematics
- GPS Guidance systems snow removal equipment.
- Alaska Specific eMDSS
- Cooperation with FAA and National Weather Service for additional weather system information.



Towplows

Benefits

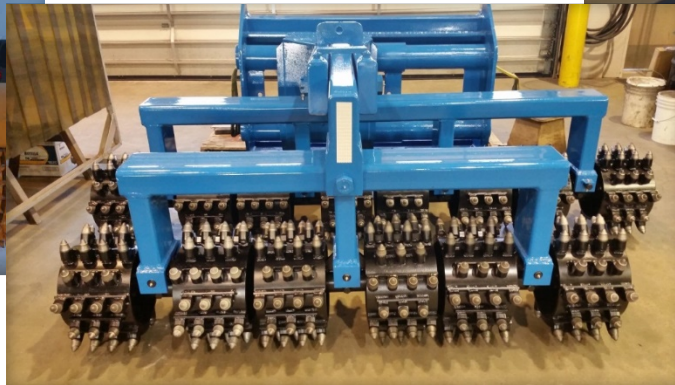
- Increased efficiency and production (One pass clearing, improved cycle times, wider clearing path)
- Reduction in manpower and equipment
- Environmental benefits from using less fuel
- Safety improvements due to improved cycle times
- Longer service life than snowplow trucks



Need for Ice Breaking Technologies



Ice Breaking Technology



Additional Efficiencies

- Maximizing Federal Funding (Federal Highway Administration and Federal Aviation Administration)
- Multi-modal Crews (Highways and Aviation)
- Anti-Idling Policy



Extreme Conditions



Extreme Conditions



Emergency Response





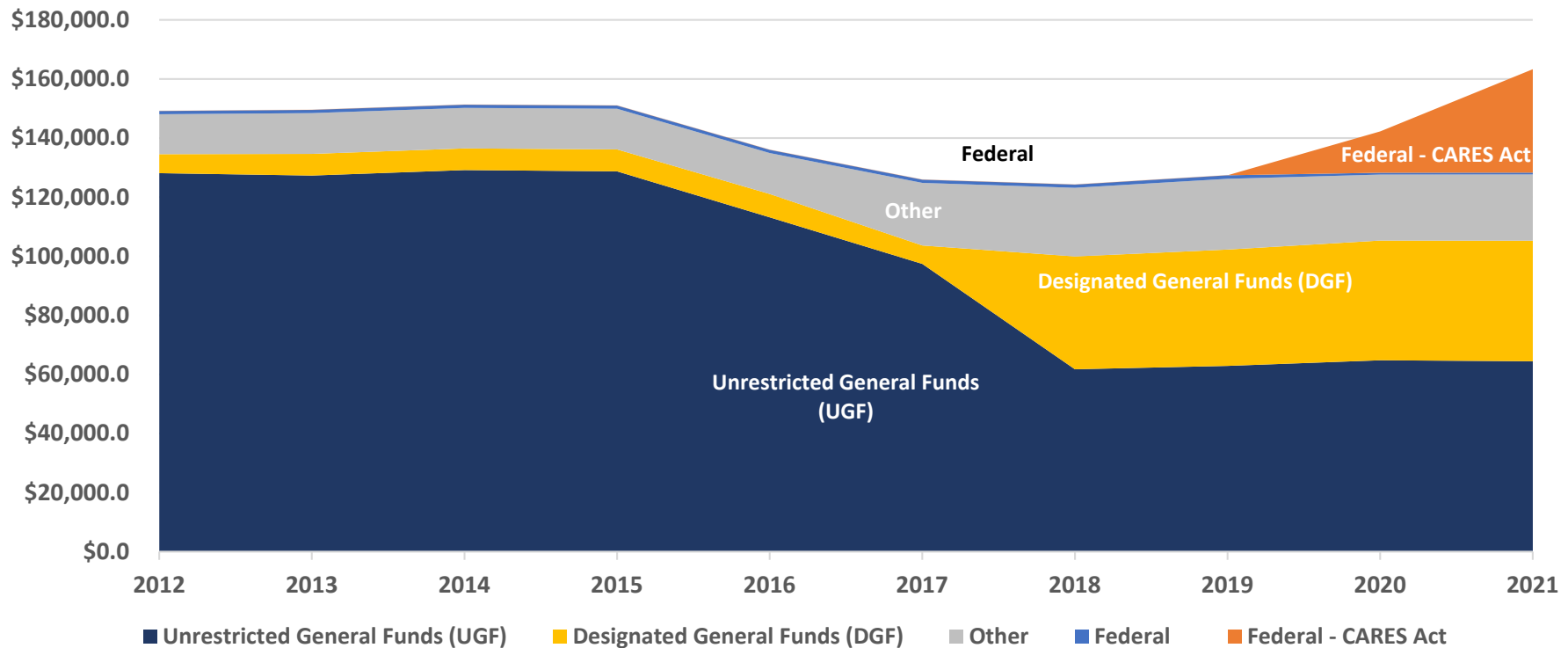








Regional Highways & Aviation



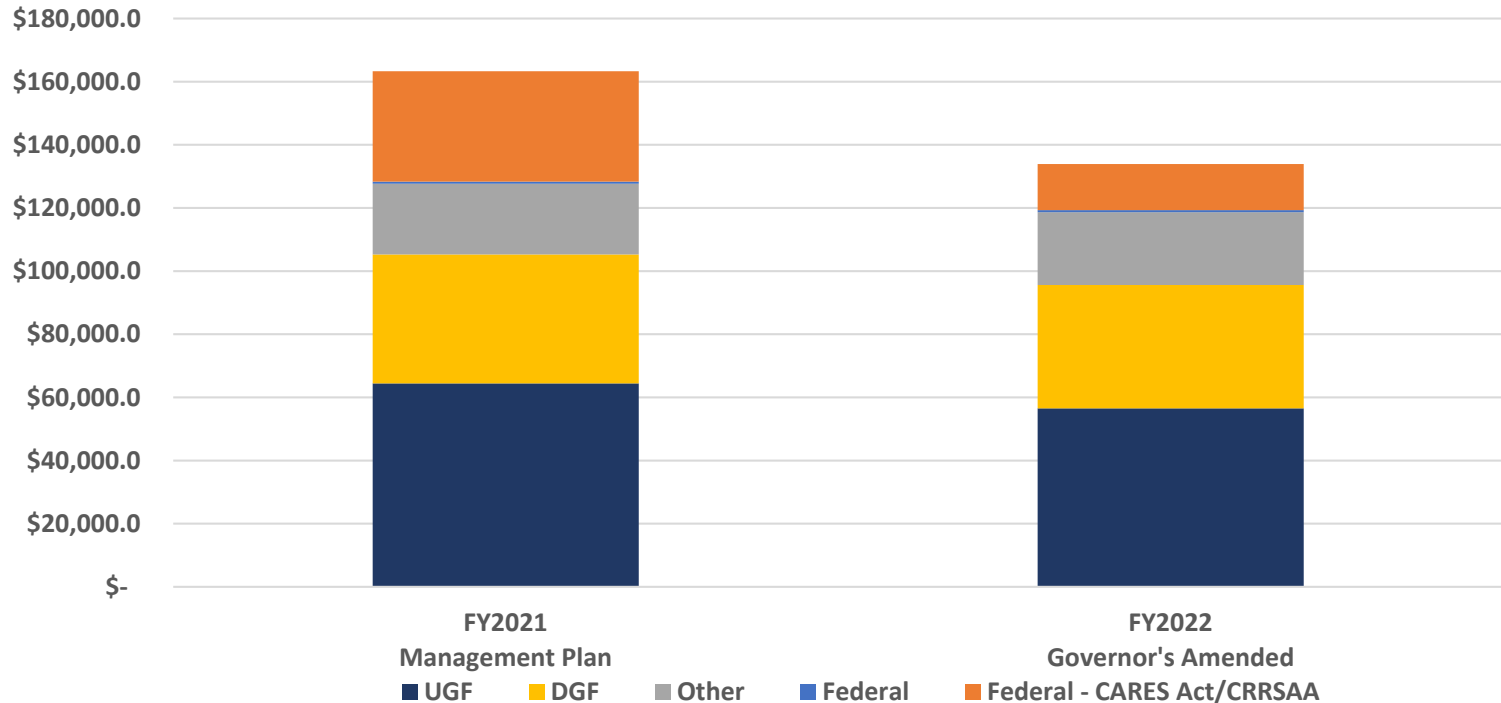
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Unrestricted General Funds (UGF)	\$128,114.1	\$127,300.1	\$129,146.9	\$128,728.9	\$113,145.6	\$97,396.1	\$61,715.6	\$62,852.1	\$64,799.1	\$64,440.9
Federal - CARES Act	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$14,000.0	\$35,000.0
Designated General Funds (DGF)	\$6,441.7	\$7,358.2	\$7,371.6	\$7,447.9	\$7,904.4	\$6,222.9	\$38,225.4	\$39,407.3	\$40,513.9	\$40,822.7
Other	\$13,509.8	\$13,798.8	\$13,684.7	\$13,739.0	\$13,876.2	\$21,204.7	\$23,213.6	\$23,956.2	\$22,302.5	\$22,401.6
Federal	\$1,102.4	\$1,086.1	\$1,091.8	\$1,094.3	\$1,094.3	\$1,092.1	\$1,094.5	\$1,163.4	\$649.0	\$650.1
Total:	\$149,168.0	\$149,543.2	\$151,295.0	\$151,010.1	\$136,020.5	\$125,915.8	\$124,249.1	\$127,379.0	\$142,264.5	\$163,315.3

Budgeted, Management Plan – FY2020 and FY2021 include FAA CARES Act RPL authority

\$ in Thousands (1,000)

FY2022 Operating Budget Comparison

Regional Highways & Aviation



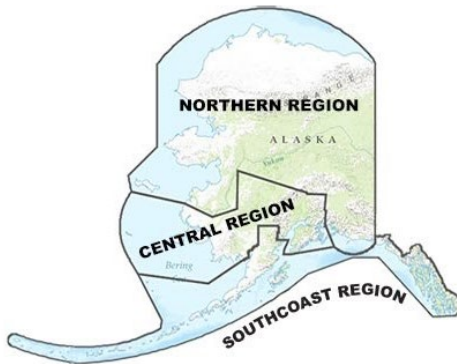
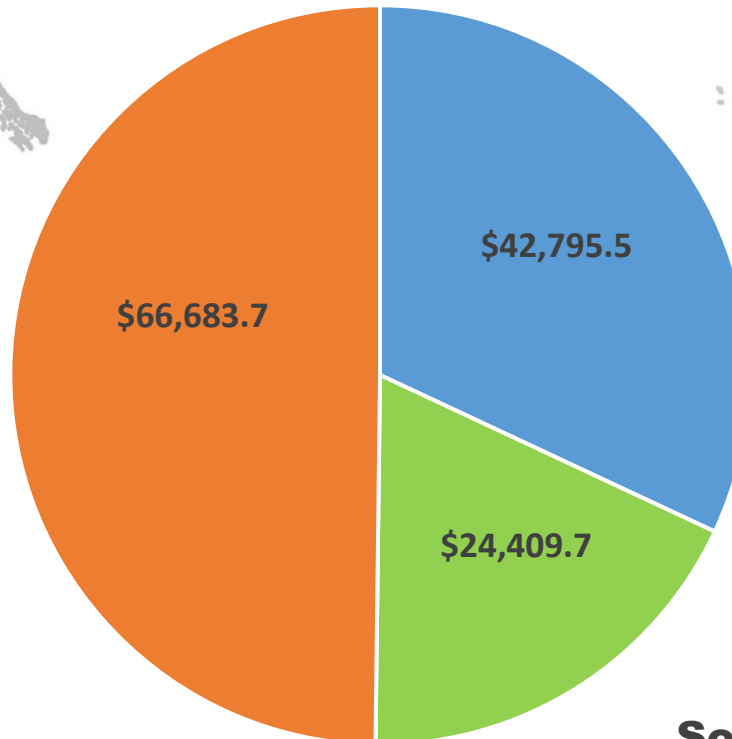
Fund Types	FY2021 Management Plan	FY2022 Governor's Amended	\$ Difference Between FY2021 & FY2022	% Difference Between FY2021 & FY2022
UGF	\$ 64,440.9	\$ 56,514.2	\$ (7,926.7)	-12.3%
Federal - CARES Act/CRRSAA	\$ 35,000.0	\$ 14,579.7	\$ (20,420.3)	-58.3%
DGF	\$ 40,822.7	\$ 39,090.8	\$ (1,731.9)	-4.2%
Other	\$ 22,401.6	\$ 23,054.1	\$ 652.5	2.9%
Federal	\$ 650.1	\$ 650.1	\$ -	0.0%
Total	\$ 163,315.3	\$ 133,888.9	\$ (29,426.4)	-18.0%

*Budgeted, Management Plan – FY2021 includes FAA CARES Act RPL authority

\$ in Thousands (1,000)

FY2022 Governor's Amended Operating Budget

Regional Highways & Aviation (\$133,888.9)



\$ in Thousands (1,000)

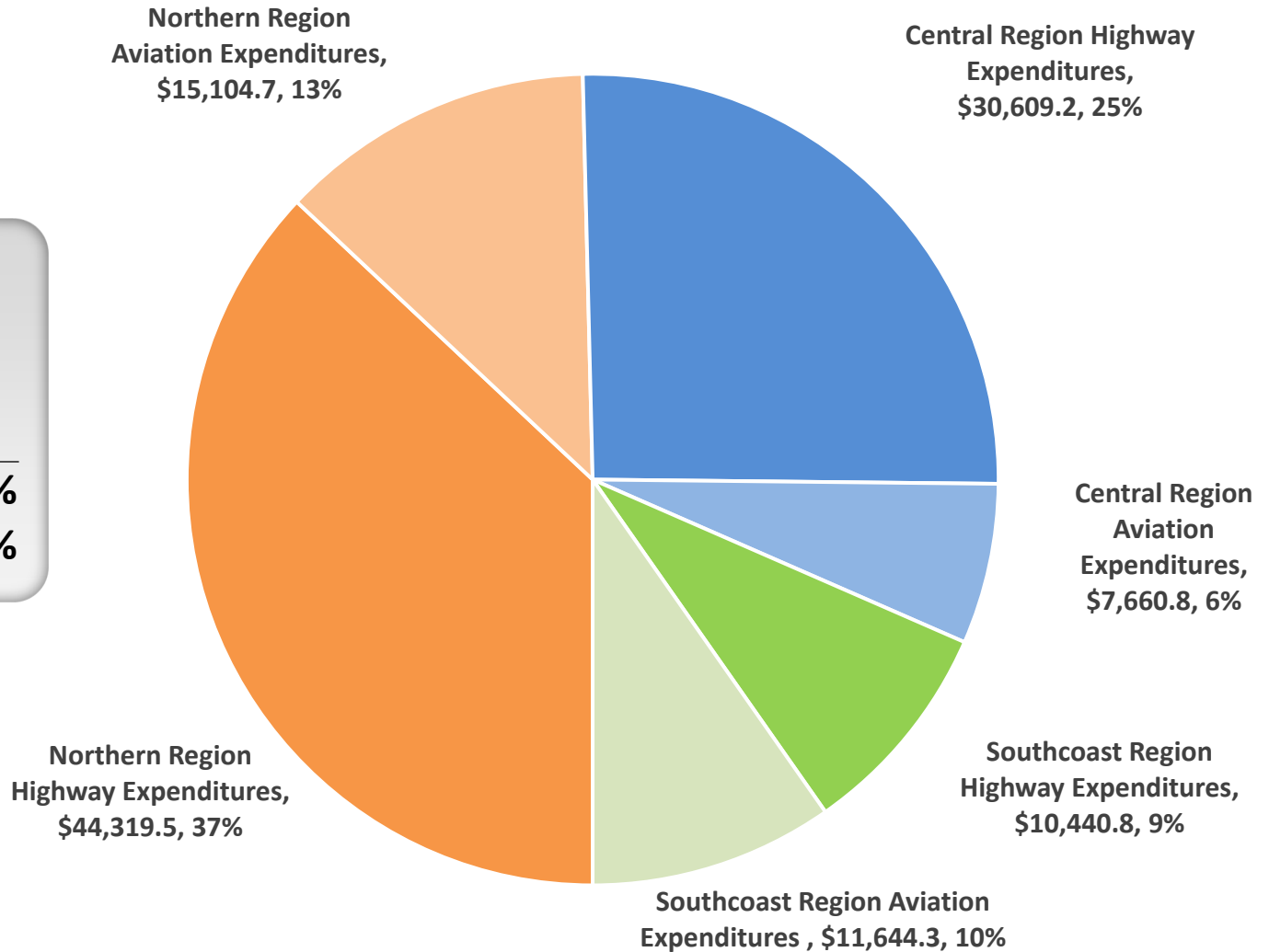


FY2020 Regional Highways and Aviation Actual Expenditures

All Fund Sources

(\$119,779.3)

FY2020 Highway vs. Aviation Expenditures	
Highway	71%
Aviation	29%



\$ in Thousands (1,000)



FY2022 Highways Budgetary Actions

Reopening of Chitina & Birch Lake Maintenance Stations (794.6 Fed - CRRSAA)

Reopening of Silvertip Maintenance Station (620.0 Fed - CRRSAA)

Dalton District Shift Change - Two Week On/Two Week Off (1,298.6 Fed - CRRSAA)

Add Authority to Cover Collective Bargaining Unit Increases for
37.5 to 40-hour Work Week (716.0 UGF)

Projected Motor Fuel Shortfall (-502.8 DGF/502.8 UGF)

Delete Unrealized Motor Fuel Tax Authority (-1,232.2 DGF)



Thank You.

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*Bald Airstrip, Eklunna Lake. Photo by Chuck Eldridge, Alaska DOT&PF
Mat-Su valley seen from Independence Mine. Photo by Chuck Eldridge, Alaska DOT&PF*

