

ALASKA STATE LEGISLATURE
SENATE TRANSPORTATION STANDING COMMITTEE

February 15, 2018

1:30 p.m.

MEMBERS PRESENT

Senator Bert Stedman, Chair
Senator Anna MacKinnon
Senator Click Bishop
Senator David Wilson
Senator Dennis Egan

MEMBERS ABSENT

All members present

COMMITTEE CALENDAR

OVERVIEW: Department of Transportation and Public Facilities
Central Region Design and Construction Update

- HEARD

WITNESS REGISTER

DAVE KEMP, Director-Central Region
Alaska Department of Transportation and Public Facilities
Anchorage, Alaska

POSITION STATEMENT: Provided an overview of the Alaska
Department of Transportation & Public Facilities Central
Region's transportation projects.

ACTION NARRATIVE

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CHAIR BERT STEDMAN called the Senate Transportation Standing
Committee meeting to order at 1:30 p.m. Present at the call to
order were Senators MacKinnon, Egan, Wilson, and Chair Stedman.

OVERVIEW: DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION DESIGN AND CONSTRUCTION UPDATE

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CHAIR STEDMAN announced that the committee will hear a presentation from the Alaska Department of Transportation and Public Facilities Central Region regarding design and construction projects.

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DAVE KEMP, Director, Central Region, Alaska Department of Transportation and Public Facilities, Anchorage, Alaska, shared his work history in Alaska. He disclosed that he started working for DOT&PF in 2005.

He addressed slide 2: Meet the People of DOT&PF, and recognized employees from the Kenai District for their award-winning efforts in lowering costs and creatively utilizing funding sources for projects.

He addressed slide 3: Snapshot of Central Region, and detailed as follows:

- 70 airports:
 - 46 are maintained by contractors,
 - 24 are maintained by DOT&PF.
- 4,600 lane miles of roads.
- Whittier Tunnel (2.5 miles, longest in North America).
- 245 bridges.

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SENATOR BISHOP joined the committee meeting.

He addressed slide 4: Statewide Overview, and referenced as follows:

- Northern Region:
 - Highway lane miles: 8,920;
 - Maintenance stations: 37;
 - Airports: 101.
- Central Region:
 - Highway lane miles: 4,600;
 - Maintenance stations: 20;
 - Airports: 70.
- Southcoast Region:
 - Highway land miles: 1,528;
 - Maintenance stations: 19;
 - Airports: 69.

MR. KEMP noted that each region has unique challenges. He remarked that there has been an improvement in cooperation and sharing of innovations between DOT&PF's three regions. He disclosed that the three regional directors and the DOT&PF commissioner meet weekly in addition to a monthly executive meeting to share challenges, lessons learned, and successes. He added that the Northern Region is experimenting with a pilot program for project teams.

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He addressed slide 5: Results Based Alignment (RBA), and detailed as follows:

- Results Based Alignment (RBA): Service delivery framework from which we will validate (measure) the contribution (efficiency and effectiveness) of the services we deliver in support of our mission.

He said all three regions use the same RBA measures.

He addressed slide 6: Results Based Alignment (RBA)-Design Costs over Construction Costs at Award, and referenced as follows:

- FY2016:
 - Modernize: 14.9 percent,
 - Preserve: 8.6 percent.
- FY2017:
 - Modernize: 17.3 percent,
 - Preserve: 9.3 percent

He detailed that the decision was made to measure costs based at the time of award. He explained that "modernize" costs are higher because the projects involve adding lanes or environmental permits whereas "preserve" tend to be "mill and pave" related that does not require extensive design work.

CHAIR STEDMAN requested that DOT&PF provide a measurement for "new road miles." He asked that the measurement be a longer timeline that spans over decades. He added that DOT&PF's regional presentations take a longer timeline approach as well so that the focus is not solely on maintenance and rebuild.

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He pointed out that DOT&PF is focusing on the Mat-Su Valley. He said Mat-Su Valley has a significant population where the forecast for the area is to account for 80 percent of the state's growth. He noted that there are issues in the Mat-Su

Valley regarding east-west and north-south connectivity and transportation is getting worse as the area builds out.

SENATOR MACKINNON asked why there was an increase in design costs from FY2016 to FY2017.

MR. KEMP replied that increase in "modernize" design cost can be attributed to the complexity of a project.

SENATOR MACKINNON asked how the Central Region's design costs compare to other regions. She noted that the Central Region's "modernize" design costs increased 8 percent from FY2016 to FY2017.

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MR. KEMP explained that the regions are establishing a baseline and the next step is to compare the regions. He noted that FY2016 was the first year. He added that the regions will compare nationally as well.

CHAIR STEDMAN asked that a report be provided with all three regions compared on one chart.

SENATOR MACKINNON asked if right-of-way acquisitions could influence construction costs.

MR. KEMP replied that right-of-way acquisitions are a huge part of DOT&PF's road projects in terms of time and money.

SENATOR BISHOP asked if the design costs are in-house, contracted, or a combination of in-house and contracted.

MR. KEMP replied that the Central Region is measuring the design cost data but did not segregate the information for the committee presentation.

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He addressed slide 7: RBA-Construction Engineering Cost versus Contractor Payments, and referenced as follows:

- FY2016: 15.1 percent.
- FY2017: 14.1 percent.

He explained that the data on slide 7 shows how much money is paid to someone else or in-house once a project gets started. He noted that the numbers are comparable to national standards. He reiterated that the data will be compared between the regions.

MR. KEMP addressed slide 8: RBA-Time to Restore Roads to Target Conditions-Snow Removal.

- Priority 1:
 - Target response time: 24:00,
 - Average response time: 7:35.
- Priority 2:
 - Target response time: 36:00,
 - Average response time: 7:49.
- Priority 3:
 - Target response time: 48:00,
 - Average response time: 11:04.
- Priority 4:
 - Target response time: 96:00,
 - Average response time: 16:08.

He reiterated that the same measurements will be compared between the regions. He pointed out that Alaska maintains a lot of roads that DOTs in the Lower 48 would never maintain.

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He addressed slide 9: Percent of Pavement Miles Rated Overall "Fair" or "Better" 2016:

- Total roadway miles: 3,922;
- Road miles that are "fair" or "better": 3,526;
- Actual: 89.9 percent;
- Goal: equal to or greater than 90 percent.

He explained that measurements are made on roads to identify: smoothness, rut depth, and cracking. He conceded that measuring all the roads on an annual basis is not possible, but the goal is to measure all roads every five years.

He addressed slide 10: Construction in Central Region-Total Contractor Payment and referenced a bar graph with total contractor payments that ranged from 1991 to 2017. He noted that contractor payments will increase in the Central Region due to large airport projects.

CHAIR STEDMAN asked that the department provide the committee with a comparative chart that shows total contractor payments for all three regions.

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SENATOR BISHOP opined that a comparative analysis will not be a "total apples for apples comparison" because the regions have changed over time due to administrations.

MR. KEMP answered correct. He noted that the Aleutians were moved to the Southcoast Region.

SENATOR BISHOP asked if the Grant Anticipation Revenue Vehicle (GARVEE) bonds "kicked in" starting in 2004 going forward.

MR. KEMP replied that 2004 was before his time at DOT&PF.

CHAIR STEDMAN asked that Mr. Kemp get back to the committee with an answer.

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MR. KEMP addressed slides 11-16: Active Construction Projects, and referenced as follows:

- Kenai Peninsula:
 - Number of projects: 3,
 - Estimated cost: \$58 million.
- Mat-Su:
 - Number of projects: 2,
 - Estimated cost: \$51 million.
- Anchorage and vicinity:
 - Number of projects: 4,
 - Estimated cost: \$128 million.
- Anchorage International Airport:
 - Number of projects: 1,
 - Estimated cost: \$3 million.
- Remote:
 - Number of projects: 2
 - Estimated cost: \$13.5 million
- Total:
 - Number of projects: 12,
 - Estimated cost: \$253.5 million.

He said the number of projects and estimated cost is typical for the Central Region. He said the projects outside of Anchorage are evenly spread.

He addressed slide 12: Glenn/Muldoon Interchange, and referenced as follows:

- Replaced old, under-capacity interchange with Diverging Diamond while keeping old structure in use and in place.
- New structure is in use and remaining items will be complete in 2018.
- Project cost: \$41 million.

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SENATOR MACKINNON referenced the Glenn/Muldoon Interchange and noted that the area had a height issue for the "freight corridor" where water accumulated under the overpass.

MR. KEMP replied that he will get back to the committee on the specific changes to the interchange.

SENATOR MACKINNON noted that she drives regularly through the Glenn/Muldoon Interchange project area and commended the contractor, but referenced two things that were obvious from a "waste perspective" and explained as follows:

1. Federal regulations required "hydro seeding" and the action was a waste of money because application was done twice in ice conditions twice for the contractor to receive payment.
2. Many traffic cones were used for the project with the assumption that the state was paying for their use. The large number of cones were not needed.

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CHAIR STEDMAN asked that Mr. Kemp respond to the committee's questions by providing replies to his office for committee member distribution.

MR. KEMP addressed slide 13: Seward Highway: Dimond to Dowling, and referenced as follows:

- Reconstruct the Seward Highway from Dimond to Dowling by improving the corridor from four lanes to six lanes, constructing a new overpass at 76th Avenue to provide a new east-west connection with double roundabouts, and constructing two box culverts for the north and south channels of Campbell Creek.
- Project includes upgrading the frontage roads which requires continuous work with 60 businesses on Homer and 50 on Brayton to mitigate construction impacts.
- Aggressive schedule—half way through a three-year project in one season.

- Project cost is \$59.5 million and will be completed in October 2018.

MR. KEMP addressed slide 14: O'Malley Road Reconstruction-Phase 1, and referenced as follows:

- Reconstruct O'Malley Road from the Seward Highway to Livingston Street.
- Four-lane divided roadway with continuous illumination and pathway.
- Construction is expected to be complete by QAP mid-August 2018 at a cost of \$26.1 million.

He disclosed that the two projects previously noted are Anchorage Metropolitan Area Transportation Solutions (AMATS) projects.

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He addressed slide 15: Parks Highway: Church to Pittman, and referenced as follows:

- Extension of four-lane divided highway with center median for Parks Highway through Wasilla.
- Project includes constructing a second bridge over the Alaska Railroad (clear span of 225) to allow for future expansion as well as the installation of continuous lighting.
- Project began spring 2017 and will be complete in fall 2018 for a cost of \$42.5 million.

He addressed slide 16: Sterling Highway MP 58-79, and referenced as follows:

- Award-winning, 21 miles of rehabilitated highway.
- Developed in cooperative partnership with U.S. Fish & Wildlife Service.
- Six wildlife enhancements—undercrossings, jump outs and moose fencing.
- Three sets of passing lanes, wider shoulders, improved drainage features, new pavement.
- Construction began summer 2017 and is expected to be complete fall 2019 for \$54 million.

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He addressed slide 17: AMATS, and referenced as follows:

- Determines needs and priorities.
- Develops the Transportation Improvement Program (TIP)-4 year and the Metropolitan Transportation Plan (MTP)-20 year.
 - Approximately \$28 million in TIP every year, increases for inflation.
- Federal funding passed through DOT&PF to AMATS; projects selected by AMATS.
- Air quality a factor in Anchorage as a maintenance area for carbon monoxide.

MR. KEMP explained that every metropolitan area over 50000 must have a Metropolitan Planning Organization (MPO) to qualify for federal highway and transit assistant funds. He noted that Mat-Su will qualify for an MPO after the 2020 census and the change will provide the area with additional project coordination.

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He addressed slides 18-24: Projects Nearing Construction, and referenced as follows:

- Kenai Peninsula:
 - Number of proposed projects for 2018: 9,
 - Estimated cost: \$81.5 million.
- Mat-Su:
 - Number of proposed projects for 2018: 5,
 - Estimated cost: \$89.5 million.
- Anchorage and vicinity:
 - Number of proposed projects for 2018: 7,
 - Estimated cost: \$58 million.
- South of Anchorage:
 - Number of proposed projects for 2018: 2,
 - Estimated cost: \$63 million.
- Anchorage International Airport:
 - Number of proposed projects for 2018: 3,
 - Estimated cost: \$82.5 million.
- Remote:
 - Number of proposed projects for 2018: 6,
 - Estimated cost: \$64.5 million.
- Total:
 - Number of proposed projects for 2018: 32,
 - Estimated cost: \$439 million.

MR. KEMP noted that DOT&PF likes to have additional projects "in the queue" in case a project gets slowed down due to permitting, right-of-way, etcetera.

He addressed slide 19: Glenn: Eklutna to Parks Repave, and referenced as follows:

- Resurface 7.8 miles of the Glenn Highway from Eklutna to the Parks Highway interchange.
- Includes application of sand seal to interchange ramps.
- Project construction will begin spring 2018 and be complete fall 2018 for a cost of \$6.6 million. Pruhs Construction Company LLC will be the contractor.

He noted that the last overlay was in 2010 and typical use on high-traffic roads is 7 years. He added that harder aggregate, which is more expensive, is used and extends the life of the road. He revealed that roads with average daily traffic above 5,000 on a lane receives the harder aggregate.

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SENATOR MACKINNON pointed out that the 7.8-mile Glenn Highway project's cost was approximately \$1 million a mile and noted that the cost for the 21-mile Sterling project was over \$2 million a mile for \$54 million. She asked why the project was more expensive.

MR. KEMP explained that the project's higher cost was due to "undercrossings" and "moose fallouts" that allow animals to get from one side of the highway to the other, and the road was constructed next to a lake which required the road to be stabilized.

He addressed slide 20, Parks Highway: Passing Lanes, and referenced as follows:

- The following projects will construct a total of 8 passing lanes while widening 9 miles of shoulders and resurfacing a segment of the roadway; improving safety on the Parks Highway and extending the service life of these segments:
 - MP 83-99 Highway Safety Improvement Program (HSIP)- project was awarded to QAP with the Parks Highway MP 90-99 Rehabilitation and Talkeetna Spur Road Pedestrian Improvements projects for \$19 million. Construction will begin spring 2018 and be complete fall 2019.

- o MP 99-123.5 HSIP - project is in final design and will be advertised with the Parks Highway MP 99-123.5 Pavement Preservation project for an estimated \$13.4 million. Construction is anticipated to begin spring 2018 and be complete fall 2019.

MR. KEMP addressed slide 21, K-Beach MP 16-22.2, and referenced as follows:

- Resurface Kalifornsky Beach Road from Bridge Access Road to Sterling Highway.
- Improvements will be made to the existing traffic signals at Bridge Access Road and Poppy Lane and new signals will be installed at Ciechanski Road and Gas Well Road.
- Construction will begin spring 2018 and be complete fall 2018 for a cost of \$10.4 million. Knik Construction Company will be the contractor.

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He addressed slide 22, Seward Highway: MP 75-90.

- Rehabilitate the Seward Highway from Girdwood to the base of Turnagain Pass.
- Phase 1: currently advertised for construction, two-year project:
 - o Reconstruct 3 bridges, rehabilitate 1 bridge, add 5 miles of passing lanes, realign road, repave.
 - o Construction estimate between \$70 and \$80 million.

He said the Seward Highway rehabilitation is one of the Central Region's more complex projects. He explained that the challenge is to keep traffic flowing during construction. He noted that the Seward Highway is the road Anchorage and Mat-Su uses when going fishing. He disclosed that phase 2 of the project includes 5 additional bridges along the Portage Curve. He pointed out that 7 of the 9 bridges being replaced in the project are in the "top 15" of bridges in Alaska that need to be replaced. He added that the total number of bridges that need to be replaced in Alaska is near 1,000.

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He addressed slide 23, Anchorage International Airport (AIA) Runway 15/33 Rehabilitation, and referenced as follows:

- Rehabilitate and widen the Runway 15/33 at Anchorage International Airport.

- Expected to be advertised for construction in February.
- Construction will begin spring 2018 and be completed fall 2019.
- Construction estimate between \$60 and \$70 million:
 - FAA and ANC funded, no general funds.

SENATOR BISHOP commented that challenge in bidding on the Seward Highway project is primarily due to traffic restrictions.

MR. KEMP replied that he met with the representatives from The International Union of Operating Engineers Local 302 about the traffic restrictions on the Seward Highway project. He said Local 302 was much more comfortable with the project after he explained all the work that would not be impacted by the traffic restrictions to keep the road open.

SENATOR WILSON noted that the governor removed the Knik-Goose Bay Road project and pointed out that project was not noted in the projects list. He asked if a project update could be provided to the committee regarding Knik-Goose Bay Road.

MR. KEMP answered yes.

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He addressed slide 24, Cooper Landing Bypass, and referenced as follows:

- 1950: original highway completed.
- 1982: Draft EIS MP 37-60 project put on hold.
- 1994: second draft EIS MP 37-60.
- 2000: MP 45-60 project.
- 2000-2006: MP 45-60 project scoping to determine purpose and need, and alternatives.
- 2001: MP 37-45 highway upgrade constructed.
- 2006-2014: alternatives study and analysis.
- 2014: draft SEIS Cooperating Agency Review.
- 2015: draft SEIS public and agency review with public hearing.
- 2016: Cooperating Agency Review Final EIS (Round 1).
- 2017: Cooperating Agency Review Final EIS (Round 2).
- 2018: Record of Decision (ROD).
- 2019-2020: design and right-of-way acquisition.
- 2021-2026: construction.
- 2026: completion.

MR. KEMP explained that the Cooper Landing Bypass project's environmental work started in 1976. He said the purpose of the project is to reduce highway construction, meet current design standards, and improve highway safety by getting the highway's alignment off the river. He revealed that the project's estimated cost is \$230 million, and work will be done in phases. He said construction will start on the project's north and south ends first to speed completion because the bridge is in the middle. He said the hope is for the ROD to occur in 2018 to move forward on the project.

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SENATOR MACKINNON asked if a new route was selected on the Cooper Landing Bypass project. She inquired if the governor's office changed the route corridor and if so, did the route change increase the project's cost.

MR. KEMP answered that the selection of the route was done through the Federal Highway Administration (FHWA). He explained that FHWA brought in all the different parties that have interest in the project. He said the project came down to four options and the Juneau Creek Alternative is the option that DOT&PF believes is preferable from an engineering point of view as well in taking the road away from the river.

SENATOR MACKINNON replied that Mr. Kemp's response did not answer her question. She asked if the governor's office picked a new direction and advocated for their selection. She recalled that a route was selected, and the governor's office changed the route. She asked if the selection change increased costs.

MR. KEMP responded that he is not aware of Senator MacKinnon's inquiry.

SENATOR MACKINNON asked that the department provide the committee with a follow up response to Senator MacKinnon's inquiry regarding the Cooper Landing Bypass project.

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MR. KEMP addressed slide 25: Where to Find Construction Information, and referenced as follows:

- AlaskaNavigator.org,
- 511.Alaska.gov or call 511,
- Social Media: Facebook, Twitter, YouTube, and Vimeo.

MR. KEMP said the information on DOT&PF's website provides updates on construction and weather. He noted that the programs are paid for by FWHA.

He addressed slides 26-30: Recently Completed Projects, and referenced as follows:

- Kenai Peninsula:
 - Number of projects: 8,
 - Estimated cost: \$40 million.
- Mat-Su:
 - Number of projects: 13,
 - Estimated cost: \$87 million.
- Anchorage and vicinity:
 - Number of projects: 6,
 - Estimated cost: \$89 million.
- South of Anchorage:
 - Number of projects: 3,
 - Estimated cost: \$14 million.
- Anchorage International Airport:
 - Number of projects: 5,
 - Estimated cost: \$91 million.
- Remote:
 - Number of projects: 3,
 - Estimated cost: \$32 million.
- Total:
 - Number of projects: 38,
 - Estimated cost: \$353 million.

He addressed slide 27: Glenn Highway Pavement Preservation: Airport Heights to Hiland and Hiland to Eklutna, and referenced as follows:

- Resurface approximately 25 miles of Glenn (Airport Heights to Eklutna), delineation and median crossovers in two contracts.
- Completed fall 2017.
- \$21 million for both projects.

He addressed slide 28: Glenn Highway Capacity Improvement, and referenced as follows:

- Added new lanes onto northbound Glenn Highway and a new bridge over Eagle River.

- Improved the grade and created a frontage road from the old highway.
- Completed in 2015.

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SENATOR MACKINNON remarked that from a community perspective the Glenn Highway Improvement project is not complete. She noted that a second bridge has been considered that will cost in the \$40-million-plus range. She asked Mr. Kemp to address how much the second bridge would cost.

MR. KEMP addressed slide 29: West Dowling Extension, and referenced as follows:

- Constructed a four-lane facility with on-street bike lanes, a separated multi-use path, and improvements on connecting streets.
- Included a new bridge over Arctic Boulevard, new signalized intersections, and an extensive storm-water management system for Tina Lake.
- Completed in 2016.
- \$42 million.
- Provides connectivity to different parts of the city.
- Reduces traffic congestion that goes into neighborhoods and residential areas.
- Keeps people from doing shortcuts through neighborhoods.

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He addressed slide 30: Innovations-Microsurfacing. He said the Central Region has a significant issue with studded-tire wear. He asserted that "microsurfacing" will decrease wear. He explained that microsurfacing uses smaller aggregate and an oil mix to allow a thinner application. He detailed locations that will receive microsurfacing application. He pointed out the advantages of microsurfacing as follows:

- Can be done quickly which cuts down on traffic control.
- Less impact on the traveling public.
- Lengthens the life of the road until an extensive mill-and-pave must be done.

He addressed slide 31: Innovations-Snow Plows on F250s. He explained that adding plows to DOT&PF's pickup trucks will provide additional snow removal assets when major storms occur. He revealed that sensors are being placed on light-duty and plow

trucks that send road and ambient temperatures to the Northern Region for atmospheric research that is done in Colorado for forecast model development from the data. He explained that the information is used to decide when anti-icing and de-icing applications are done. He revealed that additional sensors will be installed in the Anchorage area by March and the Mat-Su area by the spring of 2019.

SENATOR WILSON addressed work schedule limitations for DOT&PF employees to remove snow during major snow events. He asked if DOT&PF can work with more private partnerships to make sure roads are safer during major snow events.

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MR. KEMP replied that DOT&PF will get back to the committee with a response.

SENATOR EGAN asked about the use of road sensors for weather conditions monitoring. He inquired who releases a statement regarding road conditions, DOT&PF or the National Weather Service.

MR. KEMP explained that weather information is shared, but DOT&PF does not put out weather statements or weather forecasts.

He addressed slides 32-33: Innovations-Snow Lion Ice Breaker. He explained that the road ice breaker is being tested. He noted that the equipment can break up to 1.25 inches of ice on an 8-foot wide swath at 15 mph. He opined that DOT&PF is dealing with more freeze-thaw conditions which is more challenging to deal with. He noted that the price range for the ice breaker is \$300,000. He added that an ice breaker would not be used for highways, but on intersections and on-off ramps.

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He addressed slide 34: Innovations-High Friction Surface.

- High friction Surface Treatment is a thin layer of very hard, very rough aggregate that is adhered to the road with an epoxy.
- Think sand paper, it is tougher to lose your grip on a rough surface.
- Over 28 sites treated in the Central Region. The department expects a 20 to 30-percent reduction in all crashes and a 50-percent reduction of weather-related crashes.

SENATOR EGAN asked what the wear rate is for the friction treated roads.

MR. KEMP replied that the friction treatment was applied for the first time and the wear rate has not been determined.

He addressed slide 35: Innovations-Lighting Curfew, and referenced as follows:

- Pilot Project launched July 2017 to conserve electrical costs.
- 0.6 miles of road-Minnesota between International and Old Seward.
- Midnight to 5 a.m. curfew enacted when 5 percent of the traffic uses the road.
- Initial results show annual savings of \$18,000 annually.
- M&O is considering other locations.

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CHAIR STEDMAN asked what style of light was turned off in the curfew project.

MR. KEMP believed that the bulbs are not light emitting diodes (LED).

SENATOR EGAN shared that Juneau worked with DOT&PF to use LED bulbs on Egan Highway, but FHWD turned DOT&PF down because the LED bulbs were not approved. He said using LED bulbs would have saved a lot of money.

CHAIR STEDMAN asked that the department address the status of LED bulbs with committee members at a future date.

MR. KEMP noted that LED light technology has improved in recent years.

He addressed slide 36: Innovations-Transportation Fairs. He explained that the fairs occur in Anchorage and Mat-Su where citizens, elected officials, consultants, and contractors get an opportunity for one-on-one communication on planning and projects.

SENATOR WILSON noted his appreciation for the Innovation-Transportation Fairs in Mat-Su. He remarked that his constituents have told him that DOT&PF has not responded to

questions posed at the fairs. He asked if DOT&PF would consider publicly responding to the questions posed at the fairs.

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MR. KEMP believed that DOT&PF keeps track of comments and responses, but he will provide additional information.

He addressed slide 37: Innovations-Use of Drones. He explained that drone usage is proposed for use in emergencies and disasters. He disclosed that drones will be located at each of the Central Region's maintenance stations.

He addressed slide 38: Innovation-SWAT Team and referenced the intent of the team as follows:

- Develop emails for region-wide distribution and posters for stations not normally using email.
- Develop an Innovative Idea Tracking System.
- Solicit ideas from ADOT staff.
- Develop an incentive program to encourage input.
- Develop methods to identify effective ideas and prioritize.
- Develop reporting process to disseminate information.

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He addressed slide 39: Average Daily Traffic, and referenced as follows:

- Glenn Highway-Airport Heights to Eklutna: 65,000 vehicles a day (AADT).
- Seward Highway-Diamond-Dowling: 56,000 vehicles a day (AADT).
- Minnesota-International to Raspberry: 49,000 vehicles a day (AADT).

He emphasized that the previously noted high-traffic roads do not have alternative routes. He admitted that there are not a lot of traffic options when DOT&PF is plowing the roads. He said continued growth in Mat-Su will present future challenges for DOT&PF.

He addressed slide 40: Central Region Safety Corridors, and referenced the four corridors as follows:

- Established on highest risk corridors to reduce fatal and serious injury crashes:

1. Seward Highway MP 87-117, Anchorage to south of Girdwood (30 miles). Established May 2006.
 2. Parks Highway MP 44-52, Wasilla to Big Lake (8 miles). Established in 2006.
 3. Sterling Highway, Moose river to Kenai Spur Highway (10 miles). Established July 2009.
 4. Knik-Goose Bay Road, Parks Highway to Point MacKenzie Road (17 miles). Established July 2009.
- Four things that can affect fatalities and serious injuries on highways:
 1. Engineering,
 2. Education,
 3. Enforcement,
 4. Emergency response.

[2:31:00 PM](#)

MR. KEMP addressed slide 41: Safety Corridors 1991-2017. He graphically addressed serious crashes categorized as: fatal, serious injury, and fatal and serious injuries. He noted that fatal injuries remain level, a challenging circumstance to change. He pointed out that the state's population has grown significantly, but the fatality level has remained steady. He addressed the significant decrease in "serious" and "fatal and serious" events when the previously noted safety corridors were completed.

SENATOR EGAN asked if the fault is on the driver and not on DOT&PF.

MR. KEMP answered correct. He remarked that there is more distracted and impaired driving.

SENATOR EGAN asked if the region has a good source for aggregate.

MR. KEMP answered that the region has good sources for hard aggregate. He noted that the region does import aggregate for Washington state.

He addressed slide 42: Central Region Safety Corridors. He pointed out that the department's Scott Thomas recently received the National Roadway Safety Award for FHWA and the Roadway Safety Foundation. He detailed that Mr. Thomas is an engineer whose work on the safety corridors led to the 46-percent reduction in fatalities where an estimated 82 lives were saved over the past decade.

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SENATOR WILSON asked if there may come a time when the state no longer needs safety corridors.

MR. KEMP replied that there is not a timeframe, but the goal is to no longer have safety corridors. He added that Senator Wilson may have also referenced HSIP projects where specific upgrades were made to improve safety. He explained that safety corridors apply to entire sections of road where there are safety problems. He added that he will get back to the committee on when DOT&PF will take roads off safety corridor status.

[2:37:20 PM](#)

There being no further business to come before the committee, Chair Stedman adjourned the Senate Transportation Standing Committee meeting at 2:37 p.m.