



Central Region

# Director's Quarterly

Alaska Department of Transportation and Public Facilities

## Winter Edition

December 2012



**Rob Campbell, P.E.**

Central Region Director, is a lifelong Alaskan. He has a Bachelor's degree in Civil Engineering from Oregon State University, and a Master's of Science degree in Engineering Management from the University of Alaska Anchorage. He has worked at DOT&PF for more than 30 years.

### DIRECTOR'S MESSAGE

Welcome to the third edition of the "director's quarterly" newsletter. We launched this newsletter with two paramount goals: 1) to update elected officials regarding some of our activities in Central Region; and 2) to provide links for finding current project information without having to make a formal request. We will be following our next edition with some active surveys regarding the usefulness of our efforts.

With the winter season upon us, we chose to dedicate this issue to our winter maintenance activities. Enclosed is a sample of our road sand and a brief fact sheet describing the features of the sand, as well as some of our processes for using it. We are proud of our winter maintenance activities and want to share with you some of the measures we take to make our highways safer.

With the upcoming Legislative session just around the corner, we will likely be discussing with you a wide variety of transportation related topics. Below is information about the Department's new Legislative Liaison, Connie McKenzie, and Central Region's Public Information Officer, Rick Feller. Connie and Rick do the heavy lifting for DOT&PF and Central Region when it comes to policy, program and project issues.

As always, I extend an invitation for you to stop by and visit. We are in the "upside down" building on International Airport Road between Spenard Road and Ted Stevens International Airport.

Comments on the Newsletter  
[DOT.CR.Director@alaska.gov](mailto:DOT.CR.Director@alaska.gov)

### LEGISLATIVE LIAISONS

**Connie McKenzie** joined the Department on November 5, 2012 as Special Assistant to the Commissioner – Legislative Liaison. Connie served the previous eleven years as Special Assistant to Congressman Don Young in his Juneau district office and also served as staff for Senators Stevens and Murkowski for many of those years.

Her roles with Congressman Young and the Congressional delegation provided experience assisting constituents in a broad range of issues with federal agencies. She worked with community leaders throughout Southeast Alaska and gained an understanding of the challenges they face, especially in the areas of resource and infrastructure development.

As Legislative Liaison, Connie is the Department's contact for the Legislature and their staff to assist with all issues and concerns. Connie and Rick work closely together to ensure the information provided to the public and our lawmakers is accurate and received in a timely manner.

A Juneau resident since 1988, she enjoys the outdoor activities found year round including cross country skiing, downhill skiing and hiking the many trails found in and around town.

Connie can be reached at (907) 465-4772, or [connie.mckenzie@alaska.gov](mailto:connie.mckenzie@alaska.gov).



Connie McKenzie



Rick Feller

**Rick Feller** joined the Department 12 years ago and has held his current position of Public Information Officer for DOT's Central Region for the past 10 years. Rick works with the Department's Legislative Liaison, Connie McKenzie, to answer your questions and to assist you in serving your constituents. In addition, Rick is the Region's primary contact for media inquiries, and serves as an assistant to Regional Director Rob Campbell.

Rick holds a Bachelor of Arts degree in Urban Geography (Planning) from Frostburg State College (Maryland). His career includes previous public sector experience as an urban planner and extensive private sector work in the fields of land management and real estate development.

Rick has resided with his family in the Mat-Su valley since 1977 and enjoys fly-fishing, RV-ing and spending time with his grandchildren.

Rick can be reached at (907) 269-0772, or [rick.feller@alaska.gov](mailto:rick.feller@alaska.gov).

### IMPORTANT LINKS

How do I...

- Find general information about Central Region?
- Get more information about active Central Region projects?
- Locate the Central Region Public Involvement Calendar?
- View the Road Weather Information System - road cameras?

<http://dot.alaska.gov/creg/>

<http://dot.alaska.gov/projects-status/index.cfm>

<http://dot.alaska.gov/creg/calendar.shtml>

<http://www.dot.state.ak.us/iways/roadweather/forms/AreaSelectForm.html>

Where can I go to....

- Find a previous Central Region newsletter?
- Find websites for Central Region projects?
- Find 511 driving conditions?
- Comment on the draft Statewide Transportation Improvement Program (STIP) Amendment #4

<http://dot.alaska.gov/creg/newsletter.shtml>

<http://www.dot.state.ak.us/stwdplng/projectinfo/central.shtml>

<http://511.alaska.gov/>

<http://www.dot.state.ak.us/stwdplng/cip/stip/index.shtml>

I am trying to find information about....

- The Governor's Capital Budget
- Winter season resources

<http://omb.alaska.gov/html/budget-report/fy-2013-budget/enacted.html>

<http://www.dot.alaska.gov/winter-conditions.shtml>



# Maintenance & Operations (M&O) Overview

Central Region covers a land area roughly the size of California. Central Region’s M&O response territory is divided into four districts with 30 maintenance stations: Matanuska-Susitna, Anchorage, Kenai-Peninsula-Kodiak Island, and Southwest Alaska. The Region relies on over 250 full-time and part-time/seasonal M&O personnel to maintain:

- over 4,900 lane miles of roads
- over 900 lane miles of runways
- 262 bridges
- 267 public buildings
- over 1,000 pieces of equipment
- 108 airports

DOT&PF provides equipment and manages contracts to maintain community airports and infrastructure in remote villages, such as those in the Kuskokwim, Aleutian Chain and Bristol Bay.

Link to DOT&PF Maintenance Stations Map:  
<http://www.dot.state.ak.us/stwdplng/mapping/dataproducts/MaintenanceStations.pdf>



DOT&PF contractors work to clear the Saint Paul Airport on one of the Pribilof Islands after a Bering Sea storm.

## Fall Floods Cause Extensive Damage

Late September rains hit parts of Central Region hard. The estimated total cost of flood repairs for DOT&PF roads and bridges is \$12.0 million for communities throughout the Kenai Peninsula, Municipality of Anchorage, and the Matanuska-Susitna Borough. Kodiak, the Aleutian Chain and

Southwest Alaska had minimal flood damage. The majority of the flood-related repair costs are being covered by the Federal Highway Administration (\$9.3 million) and the Federal Emergency Management Agency (\$2.0 million), with the balance covered by State funds.



Kalifornsky Beach Road on the Kenai Peninsula required \$1.5 million to replace the washed-out road and culvert at MP 11. This segment of road was reopened to traffic 5 days later.



DOT&PF crews clear debris from Moose Creek Bridge on the Glenn Highway north of Palmer during the flood to prevent a washout of the bridge.



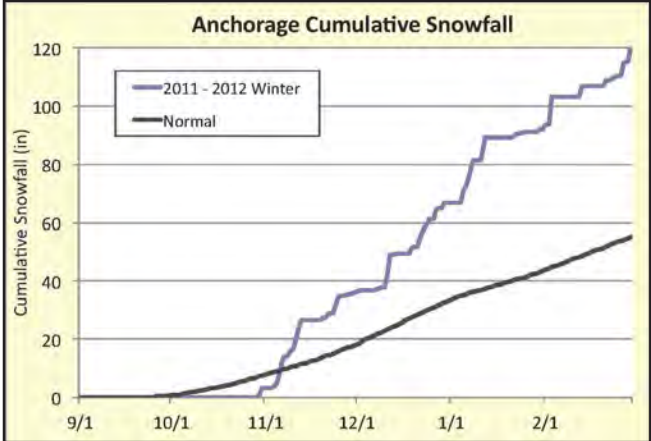
Fallen timber and a mudslide 70 feet wide block Chenega Bay's access to its airport. The local DOT&PF contractor spent almost a week reestablishing the road connection for this Prince William Sound community.

## Winter Is Here!

Alaska winters demand adaptability from DOT&PF’s M&O crew to efficiently and reliably keep transportation flowing. The Department must be capable of responding to extreme winter weather events and other unusual threats to transportation such as those from avalanches, tsunamis and volcanic ash. M&O personnel were relocated a number of times during the record snows of last winter to address local conditions throughout Central Region. The lack of predictability can make DOT&PF maintenance duties an exciting and challenging activity.



The tow plow has been used successfully in Missouri since 2005 but, this winter will see its first use in Alaska.



2011 snowfall required that DOT&PF coordinate with Anchorage International Airport and the City to find additional snow storage locations for double the average snow fall.



Winter prep work included acquiring over 278,000 cubic yards of sand and 26,000 cubic yards of salt delivered to the maintenance stations and airports throughout the region.

The Department continues to experiment with ways to improve efficiencies and driving conditions. Central Region will deploy a tow plow in the Soldotna area to test the effectiveness of using a steerable trailer with an attached plow to clear a wider swath of snow with a single vehicle.

### Road Weather Information System (RWIS)

These sites provide weather data, pavement temperature and web camera views that are updated every 30 minutes through the RWIS website at [www.roadweather.alaska.gov](http://www.roadweather.alaska.gov). Maintenance personnel utilize the 30 stations in Central Region to improve the timeliness of snowplowing or application of anti-icing/de-icing chemicals on highways. These stations provide real-time weather data invaluable for getting crews into the field at the right time.

Read more about other new and innovative techniques that DOT&PF uses (such as GPS guided snowplows and automatic bridge de-icing systems): [http://www.dot.state.ak.us/stwdmno/Winter\\_Maintenance.pdf](http://www.dot.state.ak.us/stwdmno/Winter_Maintenance.pdf)



RWIS Installation at Bird Point, along the Seward Highway

### Alaska Department of Transportation & Public Facilities

4111 Aviation Ave  
Anchorage, Alaska 99502  
907.269.0770  
907.248.1573 fax  
[www.dot.alaska.gov](http://www.dot.alaska.gov)

### For road condition information:



### For More Information Contact:

Rick Feller  
Central Region Public Information Officer  
907.269.0772  
[rick.feller@alaska.gov](mailto:rick.feller@alaska.gov)



### **DOT&PF Highway Abrasives (sand)**

Accompanying this newsletter is a sample of sand from our Anchorage maintenance station. The specifications for highway abrasives are selected to provide traction while minimizing the potential for windshield or paint damage, and airborne dust. Rocks and gravel that crack windshields are typically picked up in tire treads in parking lots or local roads and remain there until the vehicle reaches the high speed needed to dislodge the piece of gravel – often on state highways. This leads many to believe that our sanding practices are responsible for the cracks in their windshields. In some remote areas where these specifications would be expensive to meet, we rely on larger abrasives than this particular sample. In spring, the sand is swept from the roadway after a truck mists the road surface with just enough water to minimize airborne particulates.

### **Bid Specifications of sample Highway Abrasives:**

Sieve Designation	% Passing by Weight
1/4" holes = .25"	98-100%
30 holes per square inch mesh = .0234"	0-55%
200 holes per square inch mesh = .0029"	0-2%

