



Director's Quarterly

Alaska Department of Transportation and Public Facilities

Fall Edition

October 2015

DIRECTOR'S MESSAGE

As a popular TV series' family motto states, "Winter is coming" seems appropriate for the Alaska Department of Transportation and Public Facilities (ADOT&PF) Northern Region. Winter started a month ago on the North Slope with measurable snowfall and has continued in the Interior with the second-highest September snowfall on record for Fairbanks. Here is a wrap-up of summer activities:

- The Dalton Highway flooding was well managed through a protracted high-profile event. Almost all the region's divisions were involved in the response, and that response has been and will continue to be recognized as exceptional. It has been suggested that the Denali Award for group

Northern Region Director David Miller has been with the department since 2013, serving as Maintenance and Operations Director until this spring. He has over 35 years of maintenance, operations and construction experience in the public and private sectors.



- emergency response has already been conceded to the event's responders.
- The Dalton Highway has been raised 5-8 feet from Mile 397-405 providing protection should a severe Sag River flooding event happen again.
- The road to Tanana fell 4 miles short of reaching the Yukon River because of the loss of five

weeks of the construction season to forest fires burning in the area and the termination snowfall last week. Construction will be extended into next season.

- Record obligation and construction amounts were delivered this season, which reflects well on the region and on ADOT&PF as a whole.

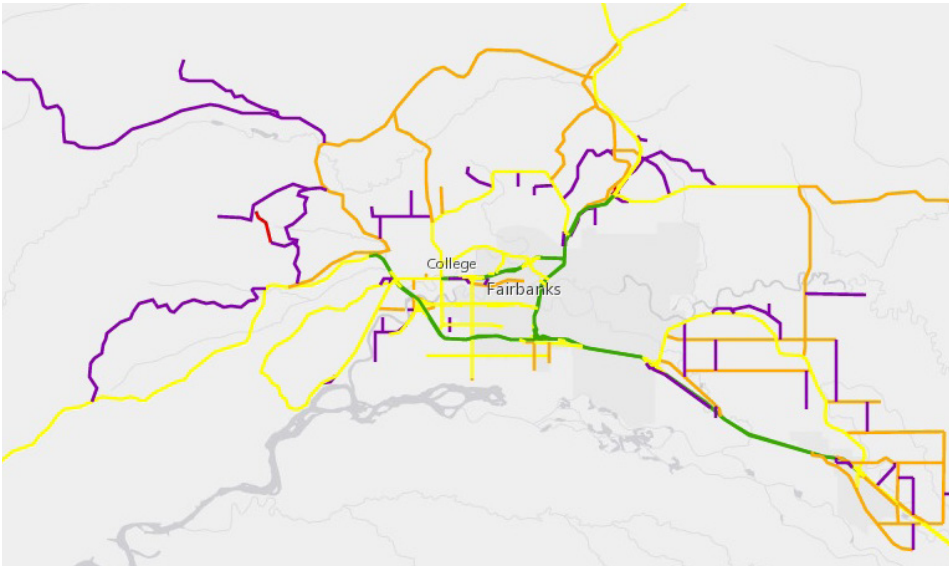
The state's current fiscal condition continues to be a challenge, but by proactively working ahead, we are ready to answer the tough "what if" questions that invariable come at times like these. We will continue to deliver the best service we can for the budget that is allocated to us. Winter is coming!

WINTER MAINTENANCE AND ROAD PRIORITY LEVELS

From fiscal year 2015 to fiscal year 2016, ADOT&PF general fund budgets declined by \$34.6 million. What does this mean for Alaska residents? Winter maintenance activities will be impacted. There will be fewer employees and less equipment available to respond after a snowfall, resulting in slower response times.

Budgets for overtime were also cut. Depending on the weather, this may be significant to daily travels.

While budget reductions are never ideal, ADOT&PF is dedicated to using available funding in the most efficient and effective way possible to maintain Alaska's infrastructure and keep traffic moving. To maximize effectiveness, the department is adjusting crew routes to increase staff availability on higher priority roadways while reducing overtime and using innovative equipment, such as the tow-plow to enable crews to cover more surface area with less staff and less equipment.



View our Winter Road Maintenance Priority Map to find out the priority level of state-maintained roads at <http://dot.alaska.gov/stwdmno/wintermap/>

ADOT&PF follows a systematic approach to clear roads. Each state-maintained road is categorized as one of five priority levels. Each level is based on traffic volume, speed, and connections to communities and other roads within the local transportation network.

Priority 1 roads will receive the most

winter maintenance, followed by Priority 2, Priority 3 and, finally, Priority 4. Priority 5 roads do not receive winter maintenance.

The five priority levels are defined as:

- **Priority Level 1:** Major high-volume, high-speed highways, expressways, minor highways. Includes all safety corridors

and other major urban and community routes.

- **Priority Level 2:** Routes of lesser priority than Priority Level 1 roads based on traffic volume, speeds and uses. Typically, these are major highways and arterials connecting communities.
- **Priority Level 3:** Major local roads or collector roads located in larger urban communities.
- **Priority Level 4:** Minor local roads that provide residential or recreational access.
- **Priority Level 5:** Roadways designated as "No Winter Maintenance" routes.

One thing to note is that priority levels are based on statewide road priorities. Each maintenance district clears roads beginning with the ones of highest priority within their district. In communities without Priority 1 roads, staff will begin by clearing the Priority 2 roads or whichever roads are of highest priority within the district.

SUCCESS WITH CMGC

Construction wrapped up on the Riley Creek Bridge Replacement last week. This project was originally planned to continue through 2016 but was finished a year ahead of time.

The project, located at Mile 237 Parks Highway near the Denali National Park and Preserve entrance, involved replacing the bridge at Riley Creek, realigning 1.8 miles of highway and adding turn pockets for the Denali Park Road intersection. ADOT&PF hired contractor Hamilton Construction for this work in 2013. Hamilton participated as a team member in the design of the project, which began construction in late fall 2014.

The early project finish stems from



use of the Construction Manager/General Contractor (CMGC) project delivery method. This is the first roadway project in Alaska for which the department has used CMGC.

CMGC is an alternative project delivery method in which the contractor is hired before the project moves to the construction phase. The contractor, designer and construction staff then work as a team throughout the design and

construction phases. This allows the contractor to provide input on constructability; incorporate innovations into the work and approach; transfer knowledge between the contractor, department and other key stakeholders; and also manage and minimize risk.

Using the CMGC process offers myriad benefits. These include:

- Maximizing collaboration between team members,
- Promoting innovation,
- Finding efficiencies and cost savings, and
- Identifying and mitigating risks early.

The department chose the Riley Creek bridge project as a good test

for CMGC because of the challenges involved in the project. Challenges included heavy seasonal traffic, the short construction season, and the presence of multiple stakeholder agencies, such as the National Park Service and the Environmental Protection Agency. The CMGC process allowed the team to work through issues before funding was committed and helped build strong relationships with these agencies.

Because of the benefits of CMGC and the positive outcome of this project, ADOT&PF Northern Region plans to use the CMGC process for other selected and complex projects in the future, including the University Avenue Rehabilitation and Widening in Fairbanks.

COMING UP

The Northern Region Preconstruction section had another strong obligation year in 2015. The 2016 construction season will be a busy one as a result of this year’s work.

Around Fairbanks and North Pole, designs were completed to resurface Peger Road, with additional pedestrian facilities tying in Davis Road and Wilbur Street. Design and right-of-way acquisitions were completed for the new bike path along Gold Hill Road, as well. Staff also finished the design for right turn

lanes at the intersections of College Road and Steese/Old Steese highways, as well as the design for resurfacing the bike path along Badger Road. We also continue to work on designs for a major upgrade of Fairbanks’ traffic lighting system with ongoing construction work for the next several years.

On our highway system, major reconstructions of the Dalton Highway between MP 379-397 and the Alaska Highway MP 1354-1365 were designed. On the Richardson

Highway near Valdez, we completed the design of new culverts and a raised grade to mitigate the encroachment of the Valdez River.

Design also completed final bid documents for several bridge projects: the Tok Cutoff MP 17 Tolsoma Creek Bridge #1250 Replacement; Tok Cutoff MP 75.6 Slana River Bridge Replacement; Denali Highway Seattle Creek Bridge Replacement; and the rehabilitation of a series of bridge decks along the Parks Highway between Fairbanks and

Nenana. These projects will all be under construction in 2016. The design of the Richardson Highway MP 235 Ruby Creek Bridge project is anticipated to be under construction in 2016, as well.

On the aviation side, designs were completed to relocate the Pilot Station Airport, rehabilitate the Coldfoot and Shishmaref airports, resurface the apron area at the Gulkana Airport and construct a new maintenance building at the Manley Airport.

RURAL AIRPORT CONTINGENCY SHELTERS



The rural airport contingency shelters were built for ADOT&PF staff working in communities off the road system. The inside of a shelter is shown below.

For the past few years, the Northern Region facilities section has been installing shelters at rural airports as part of the Rural Airport Contingency Shelter initiative.

The idea for the shelters began in 2011 after staff expressed concerns about rural accommodations.

Before these shelters were installed, the department did not have infrastructure for employees dispatched to maintain rural airports. The local communities have no hotel or boarding facilities available.

The first shelter was installed at Holy Cross airport in June 2012. (Two earlier models were made in a joint effort by Interior Facilities and Aviation at Kaltag and Nulato in 2009.

Now, the region has 21 rural airport shelters at the following



locations: Beaver, Rampart, Ruby, Huslia, Kiana, Noorvik, Selawik, Buckland, Koyukuk, Nulato, Kaltag, Teller, Grayling, Anvik, Shageluk, Holy Cross, Russian Mission, Marshall, Kotlik, Emmonak and Nunam Iqua (Sheldon Point). The department plans to add five more next summer: in Gambell, Savoonga, Stevens Village, Kobuk and Shungnak. The locations for these were picked based on facilities and accommodations available.

These dry shelters are equipped with built-in bunk beds, fold-away table and chairs, and a small kitchen area. Most also have an incinerating toilet.

The shelters are available for any ADOT&PF employees staying overnight in the communities in which the shelters are located.

To access a shelter or check availability, contact facility maintenance at 451-2204.

MEET DOT&PF

Marty Shurr Northern Region Right of Way Chief

Marty Shurr has more than 22 years with the department, starting as a Right of Way Agent with Southeastern Region in 1993. He later moved to Northern Region as an Engineering Assistant with the Highway Design section before settling in Right of Way, where he’s been ever since. Marty filled the position of Supervisor of the Right of Way Engineering section for more than 14 years before recently being appointed as the Northern Region Right of Way Chief.



Marty was originally trained as a Field Artillery Surveyor by the U.S. Marine Corps and has worked in various capacities as a surveyor for the private sector, the U.S. Army and the U.S. Bureau of Land Management, as well as for NASA in support of their Tracking and Data Relay Satellite System and their Crustal Dynamics Project, which studies plate tectonics throughout the world.

Marty is a graduate of Pierce College in Tacoma, Wash., and the Defense Mapping School at Fort Belvoir, Va., and is licensed as a Professional Land Surveyor in Alaska.

Doug Lammers Northern Region M&O Manager

Doug Lammers came to ADOT&PF this fall with more than 25 years of experience in civil project management, infrastructure maintenance management, general construction management and quality control/safety management in northern Alaska.



Most recently, he was a member of the management team for North Haven Communities on Fort Wainwright and Fort Greely where he served as Director of Maintenance for more than 1,800 housing units and community facilities, including all roads and ground maintenance. He worked collaboratively with all of his own crews as well as subcontractors, vendors, joint venture partners, clients and the general public.

Doug has called Alaska home with his wife, Kelley Hegarty, for more than 30 years. During this time, he has traversed most of the country that comprises DOT&PF’s Northern Region both on- and off-road as an avid hunter and fisher and during his five-year tenure as a placer gold miner in the Nome and Central districts.

FAIRBANKS WINS AWARD

This month, Fairbanks won the Overall High Score for Phase II communities in the National Municipal Stormwater and Green Infrastructure Awards program. This program, led by the Water Environment Federation in

cooperation with the Environmental Protection Agency, recognizes high-performing regulated Municipal Separate Stormwater Sewer (MS4) Programs. Fairbanks beat out 21 other communities for this honor.

ADOT&PF is a co-permittee of the Fairbanks MS4, along with the City of Fairbanks, the City of North Pole and UAF. Our Maintenance and Operations Division contributes to helping make this MS4 program a great success.