

KEEPING ALASKA WINTER ROADS CLEAR

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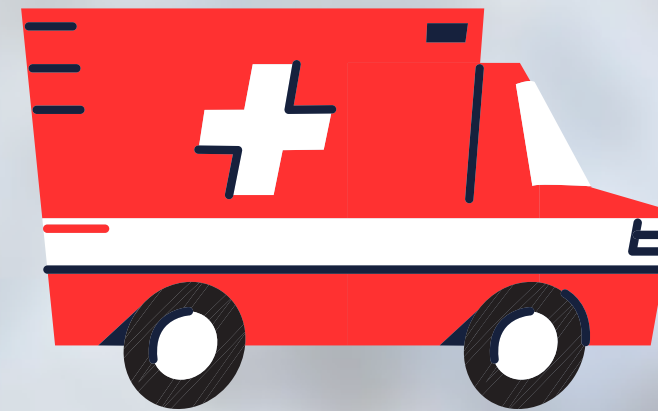


ROADWAY PRIORITIES

- Why a priority system?
- What's included?
- Where do we find them?

WHY A PRIORITY ROAD SYSTEM?

- Focuses limited resources on most effective strategy to recover from winter events.
- Tackles highest needs first; high volume roads, safety corridors, connections to critical infrastructure such as hospitals, airports, schools.
- Allows us to track our service level and response time.
- Easily communicated with the public what they can expect during winter events.



WHAT MAKES SOMETHING A PRIORITY ROAD?



The priority system is based on numerous factors, leading with:

- Average daily traffic
- Road classification
- Links between communities
- Access to critical infrastructure such as airports and hospitals



WHERE TO FIND PRIORITY MAPS

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

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.

+

-

Find address or place

Esri, Garmin, FAO, NOAA, USGS, EPA | Esri, Garmin,...

esri

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.

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+

-

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Kenai Peninsula Borough, Matanuska-Susitna Boro...

esri

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5

PRIORITY vs. LEVEL OF SERVICE

PRIORITY: Order in which roadways receive service.

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LEVEL OF SERVICE: The condition the road is returned to after a storm.

LEVEL OF SERVICE

- 
- A yellow Caterpillar motor grader is shown from a rear-three-quarter view, driving away on a snow-covered road. The grader is pushing a large pile of snow to the left side of the road. The background features snow-covered mountains under a sky with soft pink and blue clouds, suggesting a sunset or sunrise. The road is a single track with visible tire marks.
- Targets
 - Route development & planning
 - Events response

Performance Target	Performance Target Description	Illustration
A (Good Winter Driving Conditions)	Bare pavement is the primary goal. Good winter driving conditions exist when snow and ice have been removed from the driving lanes and excessive loose snow has been removed from the shoulders and centerline of the highway. Short sections of ice and packed snow are acceptable and can be expected within the driving lanes between the wheel paths, as well as on centerline. Bare pavement may not be possible in the Northern and Central Region's during periods of extreme cold weather. Generally loose snow has been cleared and traction is good for most vehicles properly equipped for winter driving. If required for traction, 100% of roadway has sand present.	
B (Fair to Good Winter Driving Conditions)	Roads are passable with varying conditions. Drivers may encounter some standing water, packed snow, and icy patches covering the surface. Generally loose snow has been cleared from the travelway and traction is adequate for most vehicles properly equipped for winter driving. If required for traction, sand is applied to hills, curves, intersections, and bridge decks. Performance target B represents a fair to good level of service, which ranges from targets of bare pavement as much as possible on higher-standard or highly traveled highways to snow-pack or icy conditions on northern region roads as well as on lower-standard or low-volume roads. Traffic moves at reduced speed, with isolated slowdowns or delays.	
C (Fair to Poor Winter Driving Conditions)	Roads are generally passable with varying conditions. Drivers may encounter some standing water, loose snow, snow drifts, packed snow, and icy patches covering the surface. Patches of snow or ice exist even on the highest-standard roads, and these conditions may degenerate to predominately snow-packed or icy conditions throughout, with accompanying slowdowns or delays. On lower-standard or low-volume roads the surface is snow-covered (up to 2") with substantial traffic delays.	
D (Poor Winter Driving Conditions)	Travel is challenging for most vehicles properly equipped for winter driving. Moderate snow accumulation on roads may be up to 4". Performance target D represents a marginal level of service where traffic moves slowly with substantial delays. Traction is marginal even for vehicles properly equipped for winter driving.	
E (Hazardous Winter Driving Conditions)	Travel is not advised. Considerable snow accumulation on roads may be 4" or more. Drivers may encounter snow drifts, berms, freezing rain, and glare ice. Traction is extremely poor even for vehicles properly equipped for winter driving.	



WHAT ARE THE TARGETS?



These targets are the condition guidelines which our crews use to determine **WHEN** a roadway has been returned to the target condition.

A

GOOD

- Bare pavement is the primary goal.
- Excessive loose snow has been removed from the shoulders and centerline of the highway.
- Generally loose snow has been cleared and traction is good for most vehicles properly equipped for winter driving.
- If required for traction, 100% of roadway has sand present.

B

FAIR TO GOOD

- Fair to good level of service, which ranges from targets of bare pavement as much as possible on higher-standard or highly traveled highways to snowpack or icy conditions on NR roads as well as on lower-standard or low-volume roads.
- Traffic moves at reduced speed, with isolated slowdowns or delays.

C

FAIR TO POOR

- Roads are generally passable with varying conditions. Drivers may encounter some standing water, loose snow, snow drifts, packed snow, and icy patches covering the surface.
- On lower-standard or low-volume roads the surface is snow-covered (up to 2") with substantial traffic delays.

D

POOR

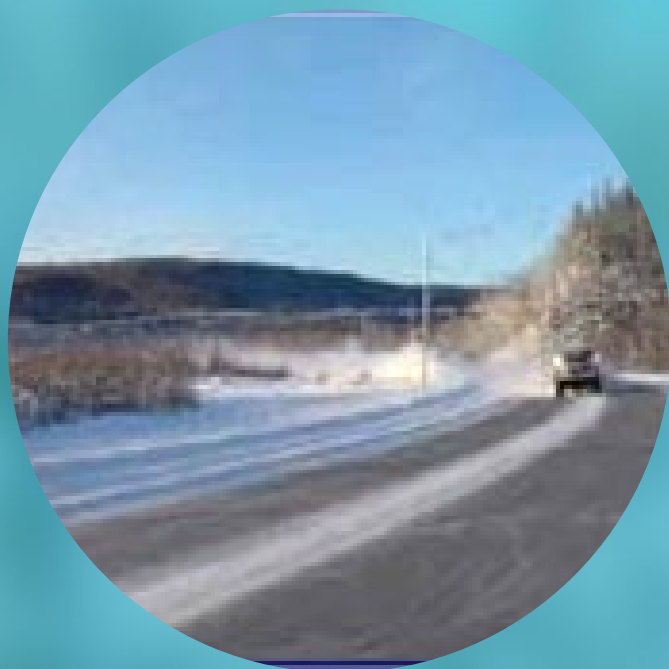
- Travel is challenging for most vehicles properly equipped for winter driving.
- Moderate snow accumulation on roads may be up to 4". Performance target D represents a marginal level of service where traffic moves slowly with substantial delays.
- Traction is margin

E

HAZARDOUS

- Travel is not advised.
- Considerable snow accumulation on roads may be 4" or more.
- Drivers may encounter snow drifts, berms, freezing rain, and glare ice.
- Traction is extremely poor even for vehicles properly equipped for winter driving.

A



GOOD

B



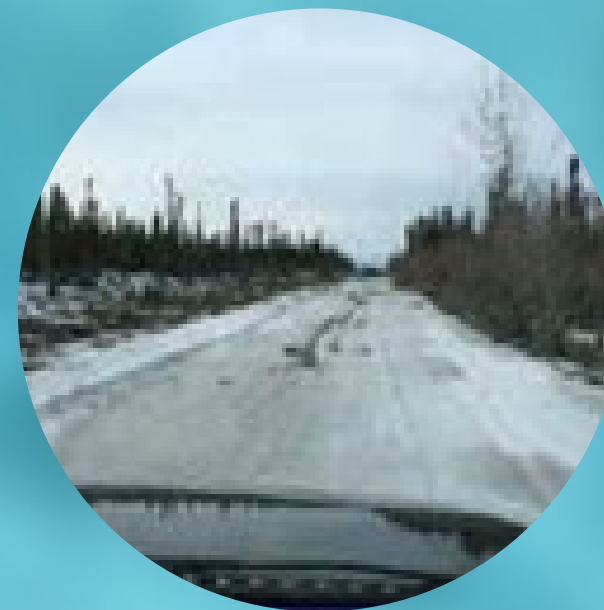
FAIR TO GOOD

C



FAIR TO POOR

D



POOR

E



HAZARDOUS

ROUTE PLANNING

Outside Badger/Peede Loop (Day 2)

Truck: _____ Operator: _____
Truck: _____ Operator: _____
Radio Channel: _____

Start At Riverview Gas

1. Old Badger Rd

2. Persinger Rd

3. Peede Rd

4. Brock Rd

5. Repp Rd

6. Hollowell Rd

7. Plack Rd

8. Nordale Rd

9. Freeman Rd

10. Keeling Rd

Outside Badger/Hurst Loop (Day 2)

Truck: _____ Operator: _____
Truck: _____ Operator: _____
Radio Channel: _____

Start On Plack End Of Nelson Rd

1. Nelson Rd

2. Lyle Ave

3. Gordon Ave

4. Hurst Rd

5. Hurst Extension

6. Dawson Rd

7. Lineman Ave

8. Newby Rd

9. Mission Rd

10. Mistletoe Rd

11. Laurence Rd

12 Mile Loop (Shift 2)

Truck: _____ Operator: _____
Truck: _____ Operator: _____
Radio Channel: _____

Start On Richardson Hwy @ Finell Dr

1. Finell Dr

2. Santa Claus Lane

3. 12 Mile/Old Richardson Hwy

4. Old Richardson Hwy

5. Dyke Rd

6. Laurence Rd

7. St. Nicholas Extension

8. Buzby Rd

9. St. Nicholas Ave

Priority 1 Loop

Route 50
297.4 Lane Miles

Truck: _____ Operator: _____
Truck: _____ Operator: _____
Truck: _____ Operator: _____
Truck: _____ Operator: _____
Truck: _____ Operator: _____
Radio Channel: _____

Start At Davis Rd

Lane Miles

CHECK WHEN DONE

2.0

85.1

30.5

14.5

10.2

4.4

150.7

1. Davis Rd (East)

2. Parks Hwy (to Monument)

3. Steese Hwy (To Fox)

4. Johansen Expy

5. Geist Rd

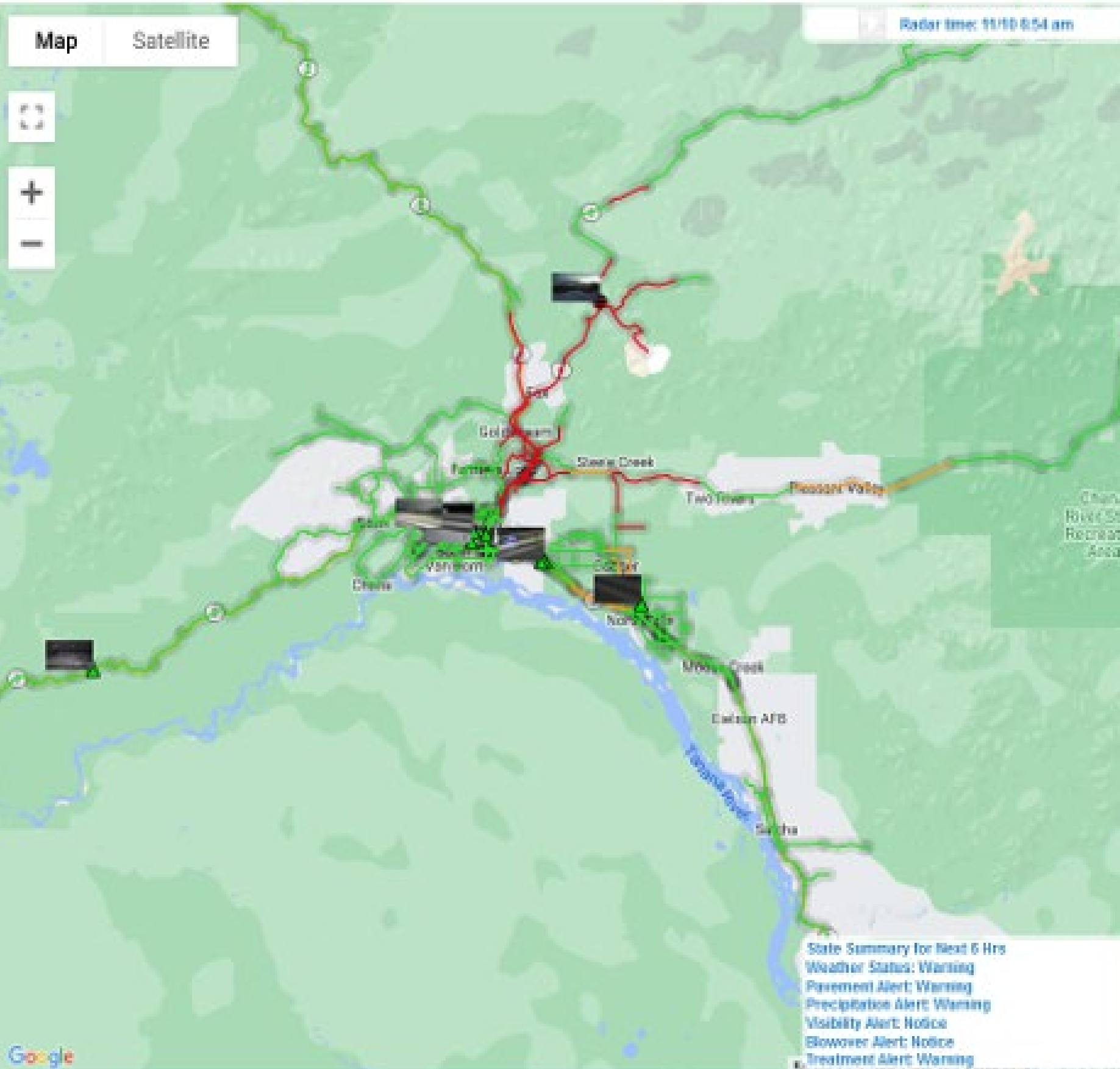
6. Chena Pump (to Pump House)

7. Richardson Hwy

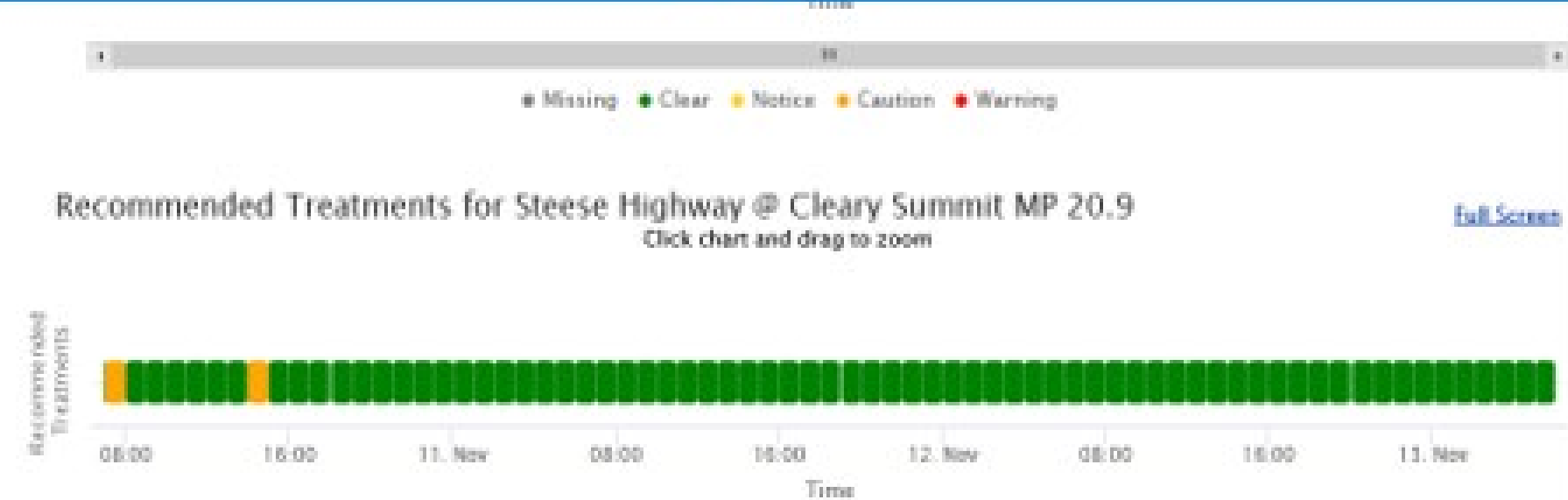
Time: Next 6 Hrs Alerts: All

Pikalert® (v2.2) Map

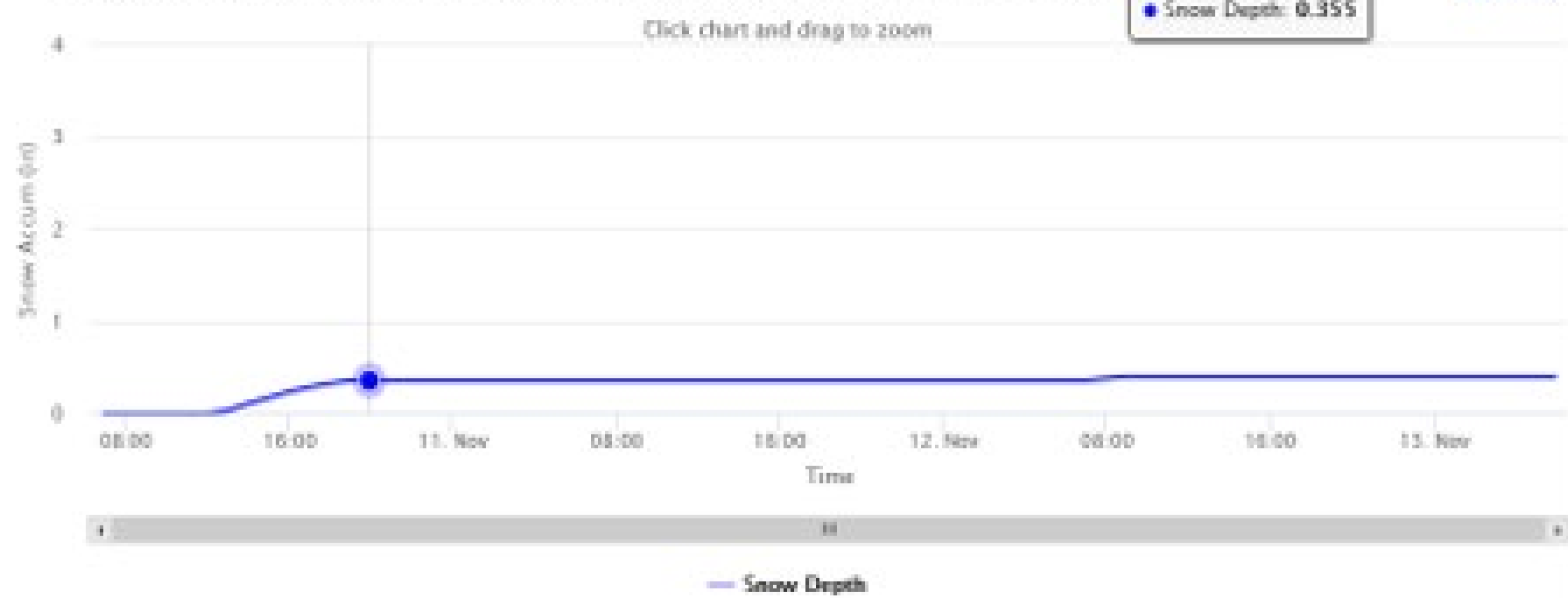
Current time: 11/10 8:59:51 am
Data valid: 11/10 8:55:00 am



Forecast Plot



Total Snow Accumulation for Steese Highway @ Cleary Summit MP 20.9



Snow Rate for Steese Highway @ Cleary Summit MP 20.9



US National Weather Service Fairbanks Alaska

October 5 at 5:55 AM · 🌐

❄️❄️❄️ Ready for some more of the white stuff? ❄️❄️❄️

Snow is expected across the Interior beginning tonight and lasting through Saturday morning. The bulk of the snow in Fairbanks looks to fall between midnight tonight and noon Friday. This will make for a snowy ☁️ Friday morning commute 🚗🚗. Use caution if traveling, and enjoy the snow! Additional light snowfall is possible on Sunday.

Expected Snowfall - Official NWS Forecast

Valid: Tonight-Early Saturday Morning



National Weather Service
Fairbanks Alaska
10/05/2023 04:40 AM AKDT

Follow Us:

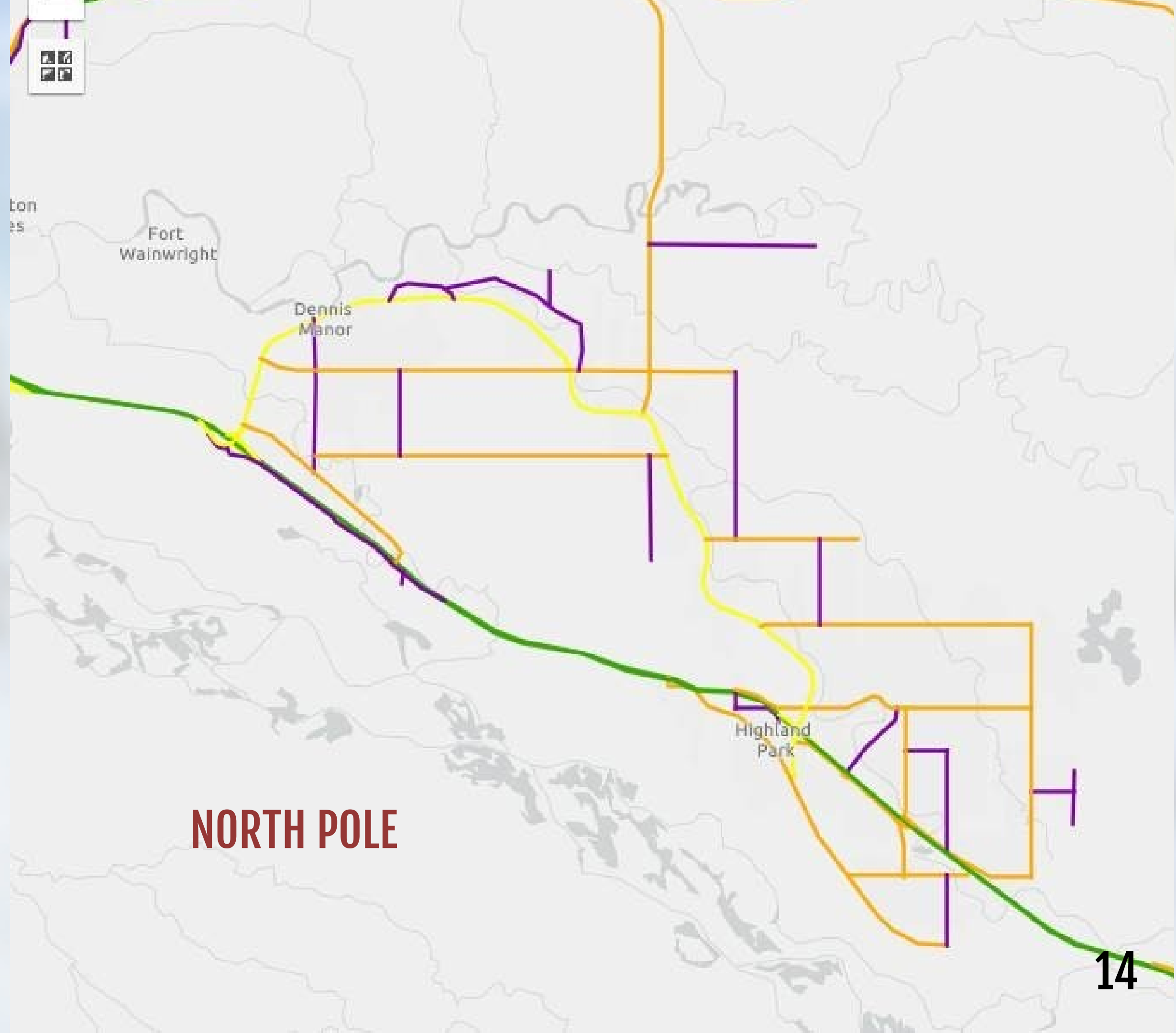


weather.gov/Fairbanks

WHAT KIND OF EVENT TRIGGERS A RESPONSE?



HOW EFFICIENCY LEADS TO DISCREPANCY



HOW WE REPORT TO THE PUBLIC



Traveler
511info
AK

THE GREAT STATE OF ALASKA
Traveler 511info AK Alaska Department of Transportation and Public Facilities
KNOW B4 U GO

ALERTS Single lane traffic at Parks Highway MP 208 Pass Creek Bridge

MY ROUTES ?

A Starting Point

B Destination

Reset

[Need help with 511 website?](#)

MY CAMERAS

Please login to customize My Cameras.

Alaska Highway MP 1285

Search Map

Clear All

☒ Road Conditions ?

No Report Good Fair Difficult

Very Difficult Hazardous Road Closure No Winter Maintenance

☐ Mountain Passes

☐ Traffic Speeds

☒ Mileposts

☒ Incidents

☒ Roadwork / Maintenance

☒ Closures

☐ Weather Incidents

☐ Special Events

☒ Waze Reports ?

☒ Waze Incidents

☒ Waze Closures

☒ Cameras

☐ Weather Radar

☐ Weather Alerts

☐ Weather Forecasts

☐ Message Signs

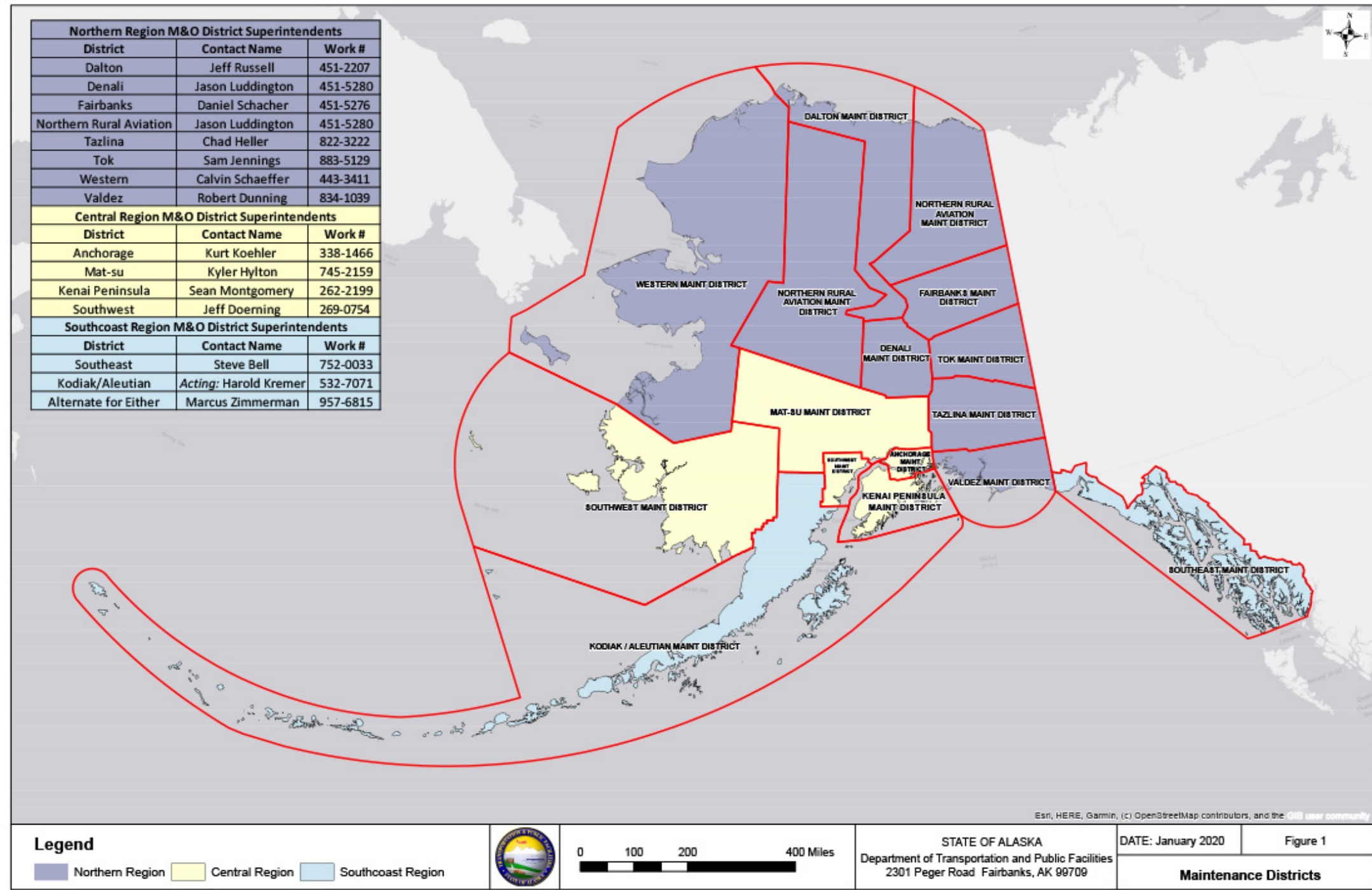
Freight Information

☒ Marker Clustering ?

HOURS OF OPERATION



Alaska Maintenance Districts and Superintendent Contacts



Dalton District – (907) 451-2207				
Station Name	Area Covered	Hours of Operation	Days of Operation	Avg # Operators
Livengood	Elliott Hwy MP 28-110; Dalton Hwy MP 0-28, Livengood Rd, Minto Rd, Minto Airport	6 AM-6:30 PM	7 days/week	3
Manley	Elliott Hwy MP 110-156	6 AM-6:30 PM	7 days/week	2
Seven Mile	Dalton Hwy MP 28-100	6 AM-6:30 PM	7 days/week	2
Jim River	Dalton Hwy MP 100-156.2	6 AM-6:30 PM	7 days/week	2
Coldfoot	Dalton Hwy MP 156.2-209.2	6 AM-6:30 PM	7 days/week	2
Chandalar	Dalton Hwy MP 209.2-284.5	6 AM-6:30 PM	7 days/week	3
Sag River	Dalton Hwy MP 284.5-356	6 AM-6:30 PM	7 days/week	3
Deadhorse	Dalton Hwy MP 356-416	6 AM-6:30 PM	7 days/week	4
Utqiagvik	Airport	6 AM-6:30 PM	7 days/week	3
Denali District – (907) 451-5280				
Station Name	Area Covered	Hours of Operation	Days of Operation	Avg # Operators
Cantwell	Parks Hwy MP 163-231, Denali Hwy MP 133-135	6 AM-4:30 PM	7 days/week	4
Healy	Parks Hwy MP 231-276	6 AM-4:30 PM	7 days/week	2
Nenana	Parks Hwy MP 276-344	6 AM-6:30 PM (except Wed 6 AM-3:30 PM)	7 days/week	2
Galena	Airport and local roads	6 AM-6 PM - 11.5 hrs 6 days/week (except Wed 6 AM-3:30 PM)	7 days/week	1

<https://dot.alaska.gov/stwdmno/>

THANK YOU!

