The transportation infrastructure improvements that we build annually touch nearly every Alaskan, every day. Our maintenance crews keep Alaskans moving through the most challenging conditions found anywhere. DOT&PF staff across the state take pride in their achievements and this is evident when you walk the halls at the Southcoast Region offices in Juneau or visit with our maintenance staff across the region.

The State of Alaska's financial situation presents countless challenges to all state departments. Transportation is no different. And, because the majority of our capital program is federally funded, budget reductions will mostly affect our daily maintenance and operations of Alaska’s highways, airports and ferries. Changes in the way we conduct our daily business must be made and greater operational efficiencies must be found in order to deliver DOT&PF’s mission – To keep Alaska moving through service and infrastructure.

Under my direction, the department has taken many steps statewide toward improving the maintenance of our transportation system while reducing costs. Innovative tools such as the Tow Plow and pre-treating roadways with anti-icing brines not only reduce costs but also improve service. In my role as Southcoast Region Director, I’ll continue to seek and implement improvements to the way DOT&PF conducts business. I’m confident that the staff in Southcoast will rise to fiscal challenges we face and find positive solutions. While some change may be inevitable, our commitment to service will not waiver. I am also looking forward to reacquainting myself with the Southcoast Region. The unique coastal environment of Southcoast Region unifies its communities. I look forward to working with each of you and to many accomplishments that we will achieve together.

WINTER MAINTENANCE

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.

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, operations, design and construction experience with the Alaska Department of Transportation and Public Facilities (DOT&PF).

The five priority levels are defined as:

- **Level 1**: Major high-volume, high-speed highways, expressways, minor highways. Includes all safety corridors and other major urban and community routes.
- **Level 2**: Routes of lesser priority than Priority Level 1 roads based on traffic volume, speeds & uses. Typically, these are major highways and arterials connecting communities.
- **Level 3**: Major local roads or collector roads located in larger urban communities.
- **Level 4**: Minor local roads that provide residential or recreational access.
- **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.

PRE-DESIGN & CONSTRUCTION

Currently, $126 million has been obligated for projects in fiscal year 2015, of which projects worth $81 million have been advertised to go into construction.

Some notable projects soon go into construction include:

- 69377 - Haines Klehini River Bridge Replacement Project
- 68471 - Juneau Glacier Highway Reconstruction Fritz Cove Road to Seaview
- 67474 - Chignik Public Dock
- 69534 - Ketchikan Water Street Trestle Replacement
- 68386 - Yakutat Airport Runway Rehabilitation

IMPORTANT LINKS

- Alaska Navigator for Southcoast Region
- Subscribe to receive news and updates via email
- Access department news and updates on Facebook & Twitter
- Get the scoop on Southcoast Region summer construction projects

View our Winter Road Maintenance Priority Map to find the priority level of state-maintained roads at http://dot.alaska.gov/stwdmno/wintermap/
DOT&PF maintains over 800 bridges across Alaska. DOT&PF inspects these bridges and 100+ others owned by state agencies or local governments every two years with additional inspections occurring as needed, such as after a significant seismic event. These inspections allow DOT&PF to track problems so the Department can perform needed repairs and upgrades to keep the structures safe for the public. DOT&PF also replaces bridges that no longer meet the needs of the communities they serve. Some replacements are necessary because of capacity issues or road expansion, while others are functionally obsolete, have narrow lanes, limited overhead clearance, or weight restrictions.

Juneau – Glacier Highway Brotherhood Bridge Replacement & Dedication

This $40.5 million project which was substantially complete in October 2015. This project replaced the 50-year old existing Brotherhood Bridge over the Mendenhall River, with a new 378-foot-long 3-span bridge that accommodates two lanes of traffic in each direction, has a multi-use path on the upstream side, a sidewalk on the downstream side, and a left turn lane for vehicles turning onto Industrial Boulevard. In addition, the multi-use path extends to Engineer’s Cutoff Road. Also, an existing equestrian trail, displaced by the multi-use path construction, was rebuilt to accommodate horse traffic between Wild Meadow Lane and Engineer’s Cutoff Road. The existing bus stops have been adjusted to fit the new design. Underneath both the east and west sides of the new bridge, paths were improved to allow for passage of non-motorized users. The project was scheduled in order to allow the existing bridge to remain in place and in use until half of the new bridge was constructed, this approach assured the public had continuous flow through the project.

On October 24th a dedication ceremony was held for the Brotherhood Bridge. In 1965, the first Brotherhood Bridge dedication honored the Alaska Native Brotherhood (ANB) and was a milestone that recognized the ANB’s contribution in promoting the civil rights of Alaska Natives in the new State of Alaska. The bridge was and is of great historic and symbolic importance, representing a bridging of the gap between Native and non-Native people and overcoming racial tensions.

In 1965, Roy Peratrovich, Jr. led the Alaska Department of Highways team that designed the bridge. Roy Peratrovich, Jr. is a Tingit Indian of the Raven Lukassa.ad clan, the first Alaska Native person registered as a professional civil engineer in Alaska, and the son of prominent Alaska Native civil rights leaders Elizabeth and Roy Peratrovich, Sr. The 1965 bridge featured ten bronze medallions with the ANB crest and imagery, which were designed by Roy Peratrovich, Sr. in honor of ANB’s 50th anniversary. The new bridge, also called Brotherhood Bridge, reuses the bronze medallions, honoring the original intent and symbolism.

M&O SPOTLIGHT - WRANGLER AIRPORT

The ADOT&PF maintenance station and Wrangell Airport are located on Wrangell Island in Southeast Alaska. The maintenance crew consists of three operators and one SEF mechanic. This small crew maintains a certificated airport, 43 miles of highway, and 26 vehicles. They serve a population of 2,500 residents, on an island that supports timber harvesting, a fishing industry, and tourism. Wrangell is situated near the mouth of the wild and scenic Stikine River.

The Wrangell crew, led by Foreman/Airport Manager Willie Bloom, consistently meets or exceeds the many regulatory requirements for maintaining airports and highways. Wrangell Airport has passed its annual Part 139 certification inspection with no correction items five years in a row, and the crew has been commended by the FAA certification inspector for their operational procedures. Likewise, TSA inspectors have found the airport to be in full compliance with security requirements and noted the vigilance and prompt action the crew takes in response to compliance testing. TSA recently called out Willie Bloom with a plaque recognizing his exceptional management of the security program. A recent OSHA inspection also found the airport to be in full compliance with safety regulations.

How does the Wrangell crew manage to exceed the many technical requirements of their job? Teamwork is the answer. Willie Bloom is quick to pass on to his crew the credit for the accolades the station receives. Willie shares responsibilities with each crew member and they work together to get work done and to meet their obligations.

As superintendent of the new Kodiak/Aleutian district, Rob will oversee a staff of 34 equipment operators and two administrative assistants. His district consists of five Part 139 certificated airports, two other staffed airports, and 25 contracted rural airports. He is also responsible for maintenance of the highway systems on Kodiak Island, in King Salmon, Cold Bay, and Illiamna.

Hilary Lindh has been promoted to Southcoast Regional Environmental Manager

Hilary has been promoted into the Southcoast Regional Environmental Manager (REM) position with the recent retirement of Jane Gendron. During the three previous years, Hilary has worked in the Southcoast region as an Environmental Impact Analyst. Public and private sector environmental and project development experience in both Alaska and Canada highlight her diverse background. The Region will benefit from this experience and Hilary’s eagerness to tackle challenges. Please welcome her to her new position.

Robert Greene has been appointed the Southcoast’s Kodiak/ Aleutian District superintendent.

Rob has served with the DOT&PF for over 26 years. He started out as an equipment operator with the Kodiak station and worked his way up to the position of rural airport foreman, in charge of the airport and the highway system. Rob is a lifelong resident of Kodiak and spent many years traveling throughout the Kodiak and Aleutian area on a fishing boat. He is well known and respected in his hometown, and works regularly with city officials and the Coast Guard air station staff. He has a reputation for being helpful to all and finding innovative solutions to maintenance problems. Rob will be a great asset to our region and we are glad to have him.

As superintendent of the new Kodiak/Aleutian district, Rob will oversee a staff of 34 equipment operators and two administrative assistants. His district consists of five Part 139 certificated airports, two other staffed airports, and 25 contracted rural airports. He is also responsible for maintenance of the highway systems on Kodiak Island, in King Salmon, Cold Bay, and Illiamna.

AMALGA HARBOUR ROAD & BRIDGES RECONSTRUCTION & REPLACEMENT

On November 11, 2014, DOT&PF completed the Amalga Harbour Bridge replacement project. This $3 million project replaced two short-span wood trestle bridges with large diameter structural plate aluminum pipe-arch culverts; replaced a single lane of roadway used to access several private residences, Southeast Alaska Guidance Association (SAGA) facilities, the City & Borough of Juneau’s Amalga Harbour Boat Ramp, Natural Area Park, and the Department of Natural Resources’ Earnest Gruening State Historical Park; all popular recreation facilities among both locals and visitors alike. This $3 million project replaced two short-span wood trestle bridges with large diameter structural plate aluminum pipe-arch culverts; replaced a single lane of roadway used to access several private residences, Southeast Alaska Guidance Association (SAGA) facilities, the City & Borough of Juneau’s Amalga Harbour Boat Ramp, Natural Area Park, and the Department of Natural Resources’ Earnest Gruening State Historical Park; all popular recreation facilities among both locals and visitors alike.

The existing bus stops have been adjusted to fit the new design. Underneath both the east and west sides of the new bridge, paths were improved to allow for passage of non-motorized users. The project was scheduled in order to allow the existing bridge to remain in place and in use until half of the new bridge was constructed, this approach assured the public had continuous flow through the project.

The shops are clean and well organized, and all equipment services are current.

The Andvik Station, located at Mile 135.5 of the Juneau – Glacier Highway, is the newest of several stations maintained along the highway system.

When the new dock was needed, a dock dweller on the island, a Mr. Gruening, volunteered to help his fellow Alaskans. Mr. Gruening is also a member of the board for the Juneau – Glaciers Highway Brotherhood. Mr. Gruening worked with the Andvik Station staff for two years to bring the dock and boat ramp to their current condition.

The Andvik Station is proud to have Mr. Gruening and Mr. Bloom, a local resident of Wrangell, they are both volunteers to help others.

To be in full compliance with safety regulations.

The shops are clean and well organized, and all equipment services are current.