

Snow Solutions Team: 2024-2025 Final Report

Prepared by Municipal Manager Becky Windt Pearson

Presented July 15, 2025

The Snow Solutions Team met for the first time on August 26, 2024 to review the challenge of delivering timely, high-quality snow removal services during the 2024-2025 season. The group has met periodically over the last year, and includes representatives from the following departments: OMB, Municipal Manager, Office of Emergency Management, Human Resources, IT, Parks and Recreation, Public Transportation, Planning, Public Works, Maintenance and Operations, Project Management & Engineering, Traffic Engineering, Real Estate, and Public Finance.

In our initial meeting we brainstormed the following list of ideas to pursue (**bolded** ideas were identified for further follow-up):

- Planning for replacement of contingent contractors used for hauling
- More multi-use grooming
- Quicker ice-skating plowing (not using trucks)
- **Is there an option to adapt our level of service when speed is a priority for a plow-out?**
- **Speedier contract process needed**
- **Need consistent internal coordination (internal comms plan and meeting structure)**
- **Point person the public can rely on to share information**
- **Communicate to the public what they can do to help (don't shovel your snow in the road)**
- **Need enough snow dumps. Can we explore wetlands properties owned by the MOA which are now legal for development?**
- **Need a resource to clear out bus stops (more people? Contract labor?)**
- **Parks does not have a plan or a service-level expectation for areas that it clears**
- Snow emergency response plan still needs to be approved
- **Need to use "emergency" correctly and determine when we might need one**
- **GPS on plows**
- How can we prevent parking in the way of snow plowing?
- Plows on bikes!

The group then broke out into workstreams to address concrete deliverables. The table below reviews each identified task with the status as of the conclusion of the 2024-25 snow season.

Category	Task	Status
Coordination	Improve ASD coordination: identify “must plow” streets list, improve real-time responsiveness, align snow removal efforts with school closure standard and process	Strong coordination already existed between the operational leads at ASD and at the Municipality. In 2024-25 this was augmented by ongoing, real-time communication between the Municipal Manager and the COO of ASD during all winter weather events. MOA succeeded in responding to parking lot plowing need in real time to enable schools to remain open.
	Improve DOT coordination: address bus stop plow-in issue, identify service expectation level, assess any requisite TORA changes.	Multiple good meetings with ADOT regarding coordination. Bus stop issue discussed but not conclusively solved. Multiple informal service swaps reviewed, no formal TORA changes requested. Need to continue to discuss rationalizing non-motorized pathway clearance.
	Align MOA efforts with ADP efforts: coordinate timing of plowing efforts, straight-line connection between ADP, brainstorm options to improve downtown snow removal.	Multiple good meetings with ADP regarding communication and coordination of efforts. Strong operational connection has facilitated coordinated efforts.
Planning	Update Snow and Ice Control Plan, with a focus on public communication	Updated. Online here . Need to set a timeline for annual updates.
	Draft and publicize Parks and Rec snow and ice control plan	Plan drafted and complete. Online here . Need to set a timeline for annual updates and link more prominently to muni.org/plow .
	Complete ROW Management Study	Plan still ongoing. Scope undergoing alteration to align more completely with strategic goals. Questions to address may include incorporation of best practices from other jurisdictions and public

		engagement focused on budget/service level. Kickoff meeting for new scope to be scheduled.
Personnel	Add site enhancement PCNs at Transit	Completed.
	Turn one-time operator bonus into permanent pay increases for operators	Negotiation complete. Administrative Agreement approved by the Assembly. Pay changes implemented.
Fleet	Accurately track the status of the fleet fund	Completion of 2022 ACFR allowed for purchase of \$3.7M in additional snow equipment. Each ACFR completion enhances accuracy of tracking.
	Pass bond/levy measure to increase acquisition of snow removal equipment	Passed. 2025 orders complete. Priority list for 2026 has been identified; equipment will be ordered when funds are available.
Budget	Track \$\$ appropriated, how we're spending it, and service level it produces	Multiple views of budget created by Courtney/Ona.
	Produce projected cost of various improvements to level of service	Completed. Multiple scenarios modeled.
Communications	Create unified snow removal website	Completed. www.muni.org/plow
	Create single phone # for snow-related information	Completed. 907-343-PLOW (7569) (forwards to Street Maintenance).
	Draft and execute winter comms plan	Completed. Kenny Friendly identified as primary communicator in this arena. Will need to set timing for refresh in advance of 2025-26 winter season.
	Implement GPS on snow plows	Completed. Can be tracked online here .
	Name snow plow fleet	Completed.
Non-Motorized Transportation	Workshop current division of labor between M&O, Parks and Rec, and DOT to determine whether allocation of	Ongoing. Work needs to be completed.

	responsibility can be better rationalized	
	Determine and circulate ADA standard for clearing snow on non-motorized pathways	Initial opinion issued by legal. Needs to be finalized.
	Build a real link between our designation of Safe Routes to School and sidewalks designated for clearing	Street Maintenance working to incorporate clearing of more routes designated as Safe Routes to School. Systematic approach still needs to be finalized.
	Explore possible equipment alternatives for non-motorized pathways (looking to options in use in other winter cities)	M&O assessed possible use of John Deere 6120Ms to determine whether they would be a good fit for the MOA. Determination is that they would not work well for us because of their size. M&O continuing to look into attachments for our Trackless equipment which would enhance clearing for improved use by wheelchair users.
Emergency Snow/Ice Events	Redraft AMC 24.25 to make it a more useful tool to invoke in the event of heavy snowfall	Completed.
	Explore whether there is a adaptation of our service standard which would allow us to triage road clearance to a functional level more quickly in the event of extreme snow	Review completed. “Bad job faster” would involve not using gates and potentially using lanes for snow storage. Both options built into AMC 24.25 re-write for use during a Major Winter Weather Event.
Odds and Ends	Explore possibility of pre-ordering parts for plows to expedite repair	Explored. M&O ordering some parts in advance, as appropriate (order on 5/20 Assembly agenda).
	Explore newly possible snow dump sites after Supreme Court ruling on use of wetlands	Full review of possibilities still needs to be completed. Exploring expansion of Mountain View snow dump site.
	Resolve Rockridge Drive issue (road w/no appurtenant properties included in LRSA).	Appurtenant properties annexed via AO. Will continue to explore LRSA re-alignment.

At the conclusion of snow season 2024-25, the following open tasks remain:

- Complete revised ROW Management Study
- Continue work on approach to non-motorized pathways:
 - Reach final decision on whether a rationalization of duties as between Street Maintenance, Parks and Rec, and DOT is possible.
 - Finalize and circulate opinion on ADA standard for snow clearing
 - Finalize standard for alignment of non-motorized snow clearing and Safe Routes to School (what happens when routes change? When a school closes or opens? When a new sidewalk is constructed?).
- Continue to push coordination efforts with ASD, DOT, and ADP:
 - Continue to evolve understanding of ASD closure standard and any “must plow” streets.
 - Continue to request critical path issues early the night before a potential winter weather day in order to prioritize these for the Street Maintenance team.
 - Continue coordination with DOT around bus stop clearing.
 - Open question of whether MOA/State clearing of non-motorized pathways can be rationalized.
 - Need to debrief winter efforts with ADP.
- Set annual cadence for updating key documents (Snow and Ice Control Plan, WOPPR, comms plan).
- Continue to adapt to both snow and ice paradigms
- Complete review of possible MOA wetland properties available for use as snow dump sites.
- Continue to explore expansion of Mountain View snow dump site.

Plow-out Timeline/Cost Analysis

Executive Summary

This analysis examines the resources needed and the associated cost of reducing the time required to plow approximately 1400 lane miles of MOA-owned streets located within the Anchorage Roads and Drainage Service Area (ARDSA). The current standard for a plow-out is 84 calendar hours.

The analysis estimates staffing, capital acquisition, and operating costs to establish Street Maintenance organizations for 72-hour, 60-hour, 48-hour, 36-hour, and 24-hour plow-out times.

72-hour plow-out

- Annual operating cost increase = \$830k
- Capital cost = \$975k

60-hour plow-out

- Annual operating cost increase = \$5.31m
- Capital cost = \$4.2m

48-hour plow-out

- Annual operating cost increase = \$9.54m
- Capital cost = \$25.3m

36-hour plow-out

- Annual operating cost increase = \$17.2m
- Capital cost = \$46.1m

24-hour plow-out

- Annual operating cost increase = \$32.4m
- Capital cost = \$75.5m

It is critical to note that while we can calculate the expenditures for people and equipment to plow 1400 lanes miles during an established timeframe, it is not entirely accurate to say that cost is the cost of a plow-out. Street Maintenance has a standing workforce and equipment fleet that is paid for whether a plow-out is underway or not. The fully burdened labor cost for Street Maintenance in 2024 was about \$56,600/working day. Fleet cost (excluding fuel) was about \$12,500/calendar day for 219 pieces of equipment. Those standing costs do not change during a plow-out, except for overtime as required and fuel usage above normal operations.

Assumptions:

- Plow-out is performed using grader teams. A grader team comprises two graders and two operators. For a full day of operation, this requires twice as many operators than there are graders in the fleet. For example, a plow-out using 15 grader teams will require 30 graders and 60 operators to conduct two shifts per day.
- Basis of analysis is a plow-out of an average snow event (6" – 12")
- Plow-outs calculated based on 10-hour shifts, 9 hours of plow time (to accommodate fueling, equipment servicing, etc.)
- Plow outs calculated based on straight time.
- Current grader fleet = 30 graders.
- Plan for 10% spare graders to cover breakdowns.
- 60-, 48-, 36-, and 24-hour plow models require additional superintendent(s) (NR-18), supervisor(s) (NR-17), equipment technician(s) (L302 grade 18), heavy equipment mechanics (IBEW Tech grade 18), and heavy equipment operators (L302 grade 18).
- 60-, 48-, 36-, and 24-hour plow calculations require additional graders and pickup trucks for added supervisory staff, with associated capital and operating/rental costs.
- 48-, 36-, and 24-hour plow calculations require additional warm storage and fleet maintenance buildings with associated capital costs.
- Grader capital acquisition cost = \$325k.
- Pickup capital acquisition cost = \$60k.
- Warm storage/equipment maintenance building capital cost = \$600/sf
- Analysis assumes that ten existing, vacant, and funded LEO positions are reclassified to HEO positions to staff grader teams.
- Heavy Equipment Operators (HEO) and Equipment Technicians (ET) costed at full time and 6-month seasonal.
- Adding seasonal HEO and ET positions require changes to allow MOA contributions to Local 302 retirement and medical to make winter seasonal employment attractive to L302 operators. This is recommended as an emphasis item for possible implementation.
- Analysis does not propose a pay increase for HEO. However, it is apparent that a significant pay increase is needed to attract qualified applicants; current MOA pay lags many private construction employers.
- Non-represented Supervisors and Superintendents costed at full time with no seasonal option.
- Heavy equipment mechanics costed at full time with no seasonal option.

Current Status:

- 84 hour plow-out
- 15 grader teams day shift; requires 30 graders and 30 operators.
- 10 grader teams night shift; requires 20 graders and 20 operators.
- Limiting factor is staffing. Ten additional heavy equipment operators (HEO) to staff 5 additional grader teams on night shift will reduce plow-out time to 72 hours.

72-hour plow out:

- 15 grader teams day shift
- 15 grader teams night shift
- 3 new graders for spares
- Convert 10 existing LEO positions to HEO
- No additional ET, superintendent, supervisor
- Annual operating cost increase with full-time year-round HEO = \$831k
- Capital cost = \$975k (3 spare graders for redundancy/reliability)

60-hour plow out:

- 19 grader teams day shift
- 19 grader teams night shift
- 12 new graders (includes 4 spares)
- 5 new pickup trucks
- 16 additional HEO
- Reclassify 10 LEO positions to HEO
- 2 additional ET
- 1 additional heavy equipment mechanic
- 1 additional superintendent
- 2 additional supervisors
- Annual operating cost increase with full-time year-round HEO and ET = \$5.31m
- Annual operating cost increase with seasonal HEO and ET = \$3.72m
- Capital cost – graders and pickup trucks = \$4.2m

48-hour plow out:

- 23 grader teams day shift
- 23 grader teams night shift
- 21 new graders (includes 5 spares)
- 8 new pickup trucks
- 32 additional HEO
- Reclassify 10 LEO positions to HEO
- 3 additional ET
- 3 additional heavy equipment mechanics
- 1 additional superintendent
- 4 additional supervisors

- 20,000 sf warm storage building
- 10,000 sf equipment maintenance building
- Annual operating cost increase with full-time year-round HEO and ET = \$9.54m
- Annual operating cost increase with seasonal HEO and ET = \$6.45m
- Capital cost – graders and pickup trucks = \$7.31m
- Capital cost – warm storage building = \$18.0m

36-hour plow out:

- 31 grader teams day shift
- 31 grader teams night shift
- 38 new graders (includes 6 spares)
- 12 new pickup trucks
- 64 additional HEO
- Reclassify 10 LEO positions to HEO
- 4 additional ET
- 5 additional heavy equipment mechanics
- 2 additional superintendents
- 6 additional supervisors
- 40,000 sf warm storage building
- 15,000 sf equipment maintenance building
- Annual operating cost increase with full-time year-round = \$17.23m
- Annual operating cost increase with seasonal HEO and ET = \$11.23m
- Capital cost – graders and pickup trucks = \$13.1m
- Capital cost – warm storage building = \$33.0m

24-hour plow out:

- 46 grader teams day shift
- 46 grader teams night shift
- 71 new graders (includes 9 spares)
- 23 new pickup trucks
- 124 additional HEO
- Reclassify 10 LEO positions to HEO
- 8 additional ET
- 9 additional heavy equipment mechanics
- 3 additional superintendents
- 12 additional supervisors
- 65,000 sf warm storage building
- 15,000 sf equipment maintenance
- Annual operating cost increase with full-time year-round HEO and ET = \$32.39m
- Annual operating cost increase with seasonal HEO and ET = \$20.73m
- Capital cost – graders and pickup trucks = \$24.46m
- Capital cost – warm storage building = \$51.0m

Other options:

Other possible options for reducing the time required to perform a plow-out include eliminating the use of gates on grader blades, changing the type of equipment MOA uses for plowing, or contracting out the work.

Eliminating gates:

We estimate that using gates on graders adds 15% to 20% to the time it takes to plow. This is most pronounced in residential neighborhoods. If combined with aggressive efforts to reduce on-street parking during snow events, time savings could approach 30%.

Changing equipment:

Many winter cities plow snow using dump trucks and similar equipment with plows mounted on the front of trucks. It is reasonable to estimate that a truck with a plow may average 7 mph during plowing operations. MOA graders with gates average about 1.7 mph.

Assuming an average speed of 7 mph, nine teams of trucks could plow 1400 lane miles in 24 hours over two 9-hour shifts. Ten teams of trucks could plow 1400 lane miles in about 36 hours over three 9-hour shifts.

Contracting:

MOA currently contracts for graders at \$220/hour. Using a conservative estimate of \$250/hour, or \$500/hour for a grader team, and assuming a production rate of 1.5 mph, a fully contracted response could plow 1400 lane miles in about 940 hours, at a cost of \$470,000. Ideally, a contracted approach could be scaled to apply more resources in order to accomplish a shorter plow-out time. However, the reality may be that there are not enough privately owned, appropriately sized graders (Caterpillar 140M or equivalent) available in Anchorage to provide a concerted response to a snow event. Extensive research conducted by Street Maintenance during the winters of 2022/2023 and again in 2023/2024 indicated that few contractors in Anchorage have appropriate equipment for this purpose.

In addition, it is not reasonable to assume that under a contracted response approach MOA would pay only the cost of a plow-out. To attract qualified contractors and expect them to acquire 40, 50, or perhaps 60 graders and have operators available all winter would require a contract with a base payment irrespective of work performed. This model would require more research and market analysis.

72-Hour Plowout						
Shifts	6					
Miles/shift	233	miles				
# of teams/shift needed	15	grader teams				
Total Teams	30	teams				
Resources needed to accomplish: 15 plow teams per shift, 2 shifts per day. Requires 30 graders and 60 operators.						
Gap	Graders	Operators	Supv.	Supt.	Eq. Tech	Mechanic
Current	30	50	6	2	4	
Required	30	60	6	2	4	
Convert LEO to HEO		10				
Spare	3					
Need to hire/add	3	0	0	0	0	0
Staffing cost	Quantity	Daily Rate	Annual Cost			
Convert 10 existing LEO to HEO	10	\$ 264.00	\$ 689,040			
Heavy Equipment Operator	0	\$ 676.50	\$ -			
Equipment annual cost	Quantity	Daily Rate	Annual Cost			
Graders	3	\$ 131.30	\$ 141,804			
Equipment capital cost	Quantity	Unit cost	Total			
Graders	3	\$ 325,000	\$ 975,000			
Annual cost increase	\$ 830,844					
Capital cost	\$ 975,000					

60-Hour Plowout						
Shifts	5					
Miles/shift	280	miles				
# of teams/shift needed	18.3	grader teams	(use 19)			
Total Teams	38	teams				
Resources needed to accomplish:						
19 plow teams per shift, 2 shifts per day. Requires 38 graders and 76 operators.						
Gap	Graders	Operators	Supv.	Supt.	Eq. Tech	Mechanic
Current	30	50	6	2	4	
Required	38	76	8	3	6	
Convert LEO to HEO		10				
Spare grader @ 10%	4					
Need to hire/add	12	16	2	1	2	1
Staffing cost	Quantity	Daily Rate	Annual Cost	6-month cost		
Convert 10 existing LEO to HEO	10	\$ 264.00	\$ 689,040			
Heavy Equipment Operator IUOE Gr. 18	16	\$ 676.50	\$ 2,825,064	\$ 1,412,532		
Supervisor NR-17	2	\$ 808.50	\$ 422,037			
Superintendent NR-18	1	\$ 973.50	\$ 254,084			
Equipment technician IUOE Gr. 18	2	\$ 676.50	\$ 353,133	\$ 176,567		
Heavy Equip. Mechanic IBEW-Tech Gr. 18	1	\$ 709.50	\$ 185,180			
Equipment annual cost	Quantity	Daily Rate	Annual Cost			
Graders	12	\$ 131.30	\$ 567,216			
Pickups	5	\$ 9.00	\$ 16,200			
Equipment capital cost	Quantity	Unit cost	Total			
Graders	12	\$ 325,000	\$ 3,900,000			
Pickups	5	\$ 60,000	\$ 300,000			
Annual cost increase	\$ 5,311,953					
Modified annual cost increase	\$ 3,722,855	(6 month HEO and ET)				
Capital cost	\$ 4,200,000					

48-Hour Plowout						
Shifts	4					
Miles/shift	350	miles				
# of teams/shift needed	23	grader teams				
Total Teams	46	teams				
Resources needed to accomplish:						
23 plow teams per shift, 2 shifts per day. Requires 46 graders and 92 operators.						
Gap	Graders	Operators	Supv.	Supt.	Eq. Tech	Mechanic
Current	30	50	6	2	4	
Required	46	92	10	3	7	
Convert LEO to HEO		10				
Spare grader @ 10%	5					
Need	21	32	4	1	3	3
Staffing cost	Quantity	Daily Rate	Annual Cost	6-month cost		
Convert 10 existing LEO to HEO	10	\$ 264.00	\$ 689,040			
Heavy Equipment Operator IUOE Gr. 18	32	\$ 676.50	\$ 5,650,128	\$ 2,825,064		
Supervisor NR-17	4	\$ 808.50	\$ 844,074			
Superintendent NR-18	1	\$ 973.50	\$ 254,084			
Equipment technician IUOE Gr. 18	3	\$ 676.50	\$ 529,700	\$ 264,850		
Heavy Equip. Mechanic IBEW-Tech Gr. 18	3	\$ 709.50	\$ 555,539			
Equipment annual cost	Quantity	Daily Rate	Annual Cost			
Graders	21	\$ 131.30	\$ 992,628			
Pickups	8	\$ 9.00	\$ 25,920			
Equipment capital cost	Quantity	Unit cost	Total			
Graders	21	\$ 325,000	\$ 6,825,000			
Pickups	8	\$ 60,000	\$ 480,000			
Facilities Capital Cost	Area (sf)	Unit cost	Total			
Warm storage building	20,000	\$ 600	\$ 12,000,000			
Equipment maintenance building	10,000	\$ 600	\$ 6,000,000			
Annual cost increase	\$ 9,541,112					
Modified annual cost increase	\$ 6,451,198	(6 month HEO and ET)				
Capital cost	\$ 25,305,000					

36-Hour Plowout

Shifts	3					
Miles/shift	467	miles				
# of teams/shift needed	31	grader teams				
Total Teams	62	teams				
Resources needed to accomplish:						
31 plow teams per shift, 2 shifts per day. Requires 62 graders and 124 operators.						
Gap	Graders	Operators	Supv.	Supt.	Eq. Tech	Mechanic
Current	30	50	6	2	4	
Required	62	124	12	4	8	
Convert LEO to HEO		10				
Spare grader @ 10%	6					
Need	38	64	6	2	4	5
Staffing cost	Quantity	Daily Rate	Annual Cost	6-month cost		
Convert 10 existing LEO to HEO	10	\$ 264.00	\$ 689,040			
Heavy Equipment Operator IUOE Gr. 18	64	\$ 676.50	\$ 11,300,256	\$ 5,650,128		
Supervisor NR-17	6	\$ 808.50	\$ 1,266,111			
Superintendent NR-18	2	\$ 973.50	\$ 508,167			
Equipment technician IUOE Gr. 18	4	\$ 676.50	\$ 706,266	\$ 353,133		
Heavy Equip. Mechanic IBEW-Tech Gr. 18	5	\$ 709.50	\$ 925,898			
Equipment annual cost	Quantity	Daily Rate	Annual Cost			
Graders	38	\$ 131.30	\$ 1,796,184			
Pickups	12	\$ 9.00	\$ 38,880			
Equipment capital cost	Quantity	Unit cost	Total			
Graders	38	\$ 325,000	\$ 12,350,000			
Pickups	12	\$ 60,000	\$ 720,000			
Facilities Capital Cost	Area (sf)	Unit cost	Total			
Warm storage building	40,000	\$ 600	\$ 24,000,000			
Equipment maintenance building	15,000	\$ 600	\$ 9,000,000			
Annual cost increase	\$ 17,230,802					
Modified annual cost increase	\$ 11,227,541	(6 month HEO and ET)				
Capital cost	\$ 46,070,000					

24-Hour Plowout						
Shifts	2					
Miles/shift	700	miles				
# of teams/shift needed	46	grader teams				
Total Teams	92	teams				
Resources needed to accomplish:						
46 plow teams per shift, 2 shifts per day. Requires 92 graders and 184 operators.						
Gap	Graders	Operators	Supv.	Supt.	Eq. Tech	Mechanic
Current	30	50	6	2	4	
Required	92	184	18	5	12	
Convert LEO to HEO		10				
Spare grader @ 10%	9					
Need	71	124	12	3	8	9
Staffing cost	Quantity	Daily Rate	Annual Cost	6-month cost		
Convert 10 existing LEO to HEO	10	\$ 264.00	\$ 689,040			
Heavy Equipment Operator IUOE Gr. 18	124	\$ 676.50	\$ 21,894,246	\$ 10,947,123		
Supervisor NR-17	12	\$ 808.50	\$ 2,532,222			
Superintendent NR-18	3	\$ 973.50	\$ 762,251			
Equipment technician IUOE Gr. 18	8	\$ 676.50	\$ 1,412,532	\$ 706,266		
Heavy Equip. Mechanic IBEW-Tech Gr. 18	9	\$ 709.50	\$ 1,666,616			
Equipment annual cost	Quantity	Daily Rate	Annual Cost			
Graders	71	\$ 131.30	\$ 3,356,028			
Pickups	23	\$ 9.00	\$ 74,520			
Equipment capital cost	Quantity	Unit cost	Total			
Graders	71	\$ 325,000	\$ 23,075,000			
Pickups	23	\$ 60,000	\$ 1,380,000			
Facilities Capital Cost	Area (sf)	Unit cost	Total			
Warm storage building	65,000	\$ 600	\$ 39,000,000			
Equipment maintenance building	20,000	\$ 600	\$ 12,000,000			
Annual cost increase	\$ 32,387,454					
Modified annual cost increase	\$ 20,734,065	(6 month HEO and ET)				
Capital cost	\$ 75,455,000					

Staffing modeling

Assumptions:

Plow time/team/shift	9	hours
Lane miles	1400	miles
Plow team production	1.7	miles/hour/grader team

Current: 84-Hour Plowout

Shifts	7	3.5 days, 2 shifts per day
Miles/shift	200	miles
# of teams/shift needed	13	grader teams

72-Hour Plowout

Shifts	6	3 days, 2 shifts per day
Miles/shift	233	miles
# of teams/shift needed	15	grader teams

60-Hour Plowout

Shifts	5	2.5 days, 2 shifts per day
Miles/shift	280	miles
# of teams/shift needed	18.3	grader teams Use 19

48-Hour Plowout

Shifts	4	2 days, 2 shifts per day
Miles/shift	350	miles
# of teams/shift needed	23	grader teams

36-Hour Plowout

Shifts	3	1.5 days, 2 shifts per day
Miles/shift	467	miles
# of teams/shift needed	31	grader teams

24-Hour Plowout

Shifts	2	1 day, 2 shifts per day
Miles/shift	700	miles
# of teams/shift needed	46	grader teams



Municipality of Anchorage
Mayor Suzanne LaFrance

– Maintenance & Operations Equipment Maintenance –

TO: Rebecca A. Windt Pearson, Municipal Manager

THRU: Kent Kohlase, Public Works Director

THRU: Shay Throop, M&O Director

FROM: Lee Lutkowski, Fleet Manager

Subject: 2025 Streets Tax Levy Expenditures

M&O Fleet Management recommends the following purchases to replace existing ageing equipment from the 2025 \$3.5 Million Tax Levy. \$500,000.00 was utilized from the 2024 Capital Fund to supplement.

1. Three (3) Caterpillar 140M3 Motorgraders	\$1,000,000.00
2. Four (4) Freightliner Sander Trucks w/snowplows	\$1,600,000.00
3. Four (4) RPM Tech 40 Loader mtd SnowBlowers	<u>\$1,400,000.00</u>
	\$4,000,000.00





Municipality of Anchorage
Mayor Suzanne LaFrance

– Maintenance & Operations Equipment Maintenance –

TO: Rebecca Anne Windt Pearson, Municipal Manager

THRU: Kent Kohlase, Public Works Director

THRU: Shay Throop, M&O Director

FROM: Lee Lutkowski, Fleet Manager

Subject: Proposed 2026 Streets Tax Levy Expenditures

M&O Fleet Management recommends the following purchases to replace existing ageing equipment from the 2026 \$3.5 Million Tax Levy.

- | | |
|--|---------------------|
| 1. Six (6) Caterpillar 140M3 Motorgraders | \$2,000,000.00 |
| 2. One (1) LaRue T70 Self-Propelled Snowblower | \$800,000.00 |
| 3. Two (2) Caterpillar 950GC Wheeled Loader | <u>\$700,000.00</u> |
| | \$3,500,000.00 |

