

Statewide: Weigh-in-Motion Equipment**FY2012 Request: \$2,000,000****Reference No: 40311****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Statewide**House District:** Statewide (HD 1-40)**Impact House District:** Statewide (HD 1-40)**Contact:** Frank Richards**Estimated Project Dates:** 07/01/2011 - 06/30/2018**Contact Phone:** (907)465-3900**Appropriation:** Surface Transportation Program**Brief Summary and Statement of Need:**

The project includes purchase and installation of Weigh-in-Motion (WIM) systems. This project includes WIM data retrieval, archiving and processing software and web access and database development. Currently there are nine operational WIM sites (see WIM Table 1 on the next page), all located on the National Highway System. The WIM sites provide near real time secondary weight enforcement data and vehicle volume/classification, speed and truck weights data for planning. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Fed Rcpts	\$2,000,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$10,500,000
Total:	\$2,000,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$10,500,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
9% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
<u>One-Time Startup:</u>	0	
Totals:	0	0

Additional Information / Prior Funding History:

\$3,500,000 - Ch 43 SLA 2010 Sec 7 pg 53 ln 4; \$750,000 - Ch 15 SLA 2009 Sec 1 pg 36 ln 9;
 \$750,000 - Ch 29 SLA 2008 Sec 13 pg 172 ln 8; \$1,000,000 - Ch 30 SLA 2007 Sec 4 pg 116 ln 27;
 \$850,000 - Ch 82 SLA 2006 Sec 1 pg 101 ln 29; 1,100,000 - Ch 3 FSSLA 2005 Sec 1 pg 84 ln 23.

Project Description/Justification:

This project is necessary to complete the goals outlined in the State's Truck Weight Monitoring Plan (pdf copies are available on request) for installation of Weigh-in-Motion (WIM) systems. Over the next two years two WIM system sites will be rehabilitated. Also, a portion of the funds will be used to address software and communication issues to allow viewing the WIM data via the web in near real time.

Weigh-in-Motion (WIM) equipment systems are designed to collect truck weight data using in-roadway detection and may include other Intelligent Transportation System (ITS) equipment such as cameras and automatic vehicle identification. The purpose of the WIM program is to meet per vehicle truck weight data reporting requirement of the states Traffic Monitoring System for Highways (TMS/H) program. TMS/H provides vehicle volume, vehicle classification, speed, and truck weight (WIM) data collected at various road locations. The WIM data is processed and stored in Traffic Weight Data

Warehouse from which the various extracts are generated and used to meet:

- Federal Highway Administration (FHWA) specifications in CFR23 to provide highway use data (Highway Performance Monitoring System (HPMS));
- Apportionment of Federal-aid funds; bridge, pavement and road design;
- Secondary weight enforcement and trucking regulations;
- Safety and congestion management; and
- Other issues as they relate to transportation and commerce.

Specific Information Technology (IT) activities include system configuration, hardware/software maintenance, system/database administration, application development, web services, research and development and project management. The state intends to outsource some of these activities.

The goal of this project is to provide near real time secondary truck data to the Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE), and information for annual Highway Performance Monitoring System reports (http://www.dot.alaska.gov/stwdplng/transdata/traffic_hpms_wim.shtml) used for apportionment of Federal-aid funds without increasing the number of staff by using better IT methods.

Table 1 WIM Sites and Locations			
SITE NAME	DESCRIPTION	Data From	Data To
Minnesota Drive	Minnesota Drive between Strawberry Rd. & Dimond Blvd Exits.	12/31/2002	Current
Port Access	Ocean Dock Road between RR Tracks & Bluff Rd.	1/1/2003	Current
New Seward Hwy @ 76th	New Seward Hwy between 76th Ave. & Dimond Blvd.	7/28/2003	Current
Tudor Road	Tudor Road between Patterson St. & Kingston Rd.	9/30/2003	Current
Glenn Hwy @ Scalehouse	Glenn Hwy northbound lane, approx 0.5 miles south of NB Scalehouse entrance.	9/7/2005	Current
Steese Hwy @ Steese Tailings (Fox)	Steese Hwy between Goldstream Rd. & Elliott Hwy.	8/29/2005	Current
Alaska Hwy @ Milepost 1310 (Tok)	Alaska Hwy at Milepost 1310 or 0.6 miles west of Tok River crossing.	9/7/2005	Current
Sterling Hwy	Sterling Hwy at Soldotna	9/2010	Current
Glenn Hwy - Palmer	Glenn Hwy north of Palmer	9/2010	Current

Source: WIM Dataport 11/30/2010