Statewide - Weigh-in-Motion Equipment **FY2013 Request: $1,000,000**
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: Pat Kemp
Estimated Project Dates: 07/01/2012 - 06/30/2019
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.

Funding:	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total
Fed Rcpts	$1,000,000						$1,000,000
Total:	$1,000,000	$0	$0	$0	$0	$0	$1,000,000

☐ State Match Required ☐ One-Time Project ☐ Phased - new ☐ Phased - underway ☑ On-Going
0% = Minimum State Match % Required ☐ Amendment ☐ Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:
$2,000,000 - Ch 5 FSSLA 2011 Sec 1 Pg 116 Ln 30; $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. THS/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 used for apportionment of Federal-aid funds without increasing the number of staff by using better IT methods.

Alaska WIM Sites and Location

Site Name	Site Description	Functional Classification	Data From	Data To
Sterling Hwy	Sterling Hwy at Soldotna	Rural Interstate	2011-01-01	Current
New Seward Hwy	New Seward Hwy between 76th Ave & Dimond Blvd	Urban Interstate	2003-07-28	Current
Tudor Rd	Tudor Rd between Patterson St & Kingston Rd	Urban Other Principal Arterial	2003-09-30	Current
Minnesota Dr	Minnesota Dr between Strawberry Rd & Dimond Blvd exits	Urban Other Principal Arterial	2002-12-31	Current
Port of Anchorage	Ocean Dock Rd between RR tracks & Bluff Rd	Urban Other Principal Arterial	2003-01-01	Current
Glenn Hwy Scalehouse	Glenn Hwy NB, 0.5 miles south of NB Scalehouse entrance	Urban Interstate	2005-09-07	Current
Glenn Hwy - Palmer	Glenn Hwy North of Palmer	Rural Interstate	2011-01-01	Current
Steese Hwy (FOX)	Steese Hwy between Goldstream Rd & Elliott Hwy	Rural Other Principal Arterial	2005-08-29	Current
Alaska Hwy (TOK)	Alaska Hwy at Milepost 1310	Rural Interstate	2005-09-07	Current

This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.