ALASKA TRUCKING ASSOCIATION, INC.

3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 276-1149 • FAX (907) 274-1946

Alaska DOT & PF

Presented by: Alaska Trucking Association
Topic: Design Standards

Design standards process of current roads:

Type of vehicles considered

POV, Moving vehicles, Fire Engines, End Dump Pup, ect.

Process, Notification, Public Comment

Problem areas:

- Largest Problem Dimond and King Street all directions once C street opens up problems only compound, due to Costco.
- C st and Dimond more room for Left turn to Costco. Will worsen. Cut median back more to accommodate more traffic.
- Dimond and Old Seward Rt turn onto Dimond lane narrows, trucks forced to take up all three lanes.
- C st and Potter Narrow lanes, need expanded shoulder
- Whitney Road and North C st inadequate signage, very dangerous area
- Tutor and Harding Street Hard to make turns into industrial area
- New Seward onto Tudor left turn problems traffic that cheats up can block trucks from making turn.

Docking Areas:

Bad: Fred Meyer. Abbot and Muldoon worst locations, Off of Muldoon can't enter proper area because how medians are designed.

Good: Carr's on Abbott plenty of room to maneuver in and out.

Future Design Criteria

- Evolution from WB-50 standard to one of WB-67 in business (commercial) areas.
- Rounded Curbs rather than Square curbs. If roads are not going to be design to accommodate trucks at least allow them to get through without causing a safety hazard.

Small Fixes:

- Cut back medians to accommodate more cars left turn
- Signal optimization C St and Muldoon
- Rounded Curbs vs Vertical Curbs.

Measurable actions

- Establishing Freight Advisory Committee, and Freight & Policy office at DOT
- Ride along with a Truck to get view from the cab.
- Communication between DCM and Title 21 to assure congruency
- Demonstration of turning radius of commercial motor vehicles
- Workshop to bring State, Muni and designers big and small together to talk about the design vehicle standards

FREIGHT NEWS

Freight Transportation Profile—Alaska Freight Analysis Framework

Understanding future freight activity is important for matching infrastructure supply to demand and for assessing potential investment and operational strategies. To help decisionmakers identify areas in need of capacity improvements, the U.S. Department of Transportation developed the Freight Analysis Framework (FAF), a comprehensive national database and analysis tool that examines freight flows for the truck, rail, water, and air modes. FAF also forecasts freight activity in 2010 and 2020 for each of these modes. Information about the methodology used in developing FAF is available on the Office of Freight Management and Operations' website www.ops.fhwa.dot.gov/freight.

The U.S. freight transportation network moves a staggering volume of goods each year. Over 15 billion tons of goods, worth over $9 trillion, were moved in 1998. The movement of bulk goods, such as grains, coal, and ores, still comprises a large share of the tonnage moved on the U.S. freight network. However, lighter and more valuable goods, such as computers and office equipment, now make up an increasing proportion of what is moved. FAF estimates that trucks carried about 71 percent of the total tonnage and 80 percent of the total value of U.S. shipments in 1998. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly $30 trillion.

Alaska

Table 1 presents information on freight shipments that have either an origin or a destination in Alaska. Domestic flows relate to freight traffic moving within Alaska or to/from other U.S. markets. International shipments reflect traffic moving to global markets through Alaska's maritime ports, airports, and border crossings.

As expected, maritime services handle the bulk of the shipments between Alaska and other U.S. and international markets. The truck and air modes also carry freight to and from Alaska and within the state. The "Other" category represents primarily international shipments of petroleum products. (Pipeline shipments are not estimated in the FAF.) Figures 1 and 2 show freight flows on the water and highway modes, which link Alaska's freight traffic to the rest of the United States.

Truck traffic is expected to increase in the state over the next 20 years. Figures 3 and 4 show total truck traffic for both 1998 and 2020, with larger truck growth occurring in urbanized areas.

Table 2 shows the top commodities shipped to, from, and within Alaska by all modes. The top commodities by weight are crude petroleum and natural products and petroleum products. By value, the top commodities are mail or contract traffic and electrical equipment.

Table 1. Freight Shipments To, From, and Within Alaska: 1998, 2010, and 2020

ALASKA	Tons (millions)			Value (billions $)		
	1998	2010	2020	1998	2010	2020
State Total	78	83	103	60	125	222
By Mode						
Air	0.7	1.3	1.9	38	90	167
Highway	10	16	21	8	17	28
Other[a]	1.7	2.8	3.4	0.3	0.7	1.1
Rail[b]	NA	NA	NA	NA	NA	NA
Water	66	63	77	13	17	26
By Destination/Market						
Domestic	71	72	89	35	72	119
International	7	11	14	24	53	103

Note: Modal numbers may not add to totals due to rounding. NA = Not Available

[a] The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.

[b] FAF does not include rail data for Alaska. The Alaska Railroad Corporation reports 7.8 million tons, valued at $65 million, were shipped in 1998. It forecast that 11 million tons, valued at $95 million, will be shipped in 2020.

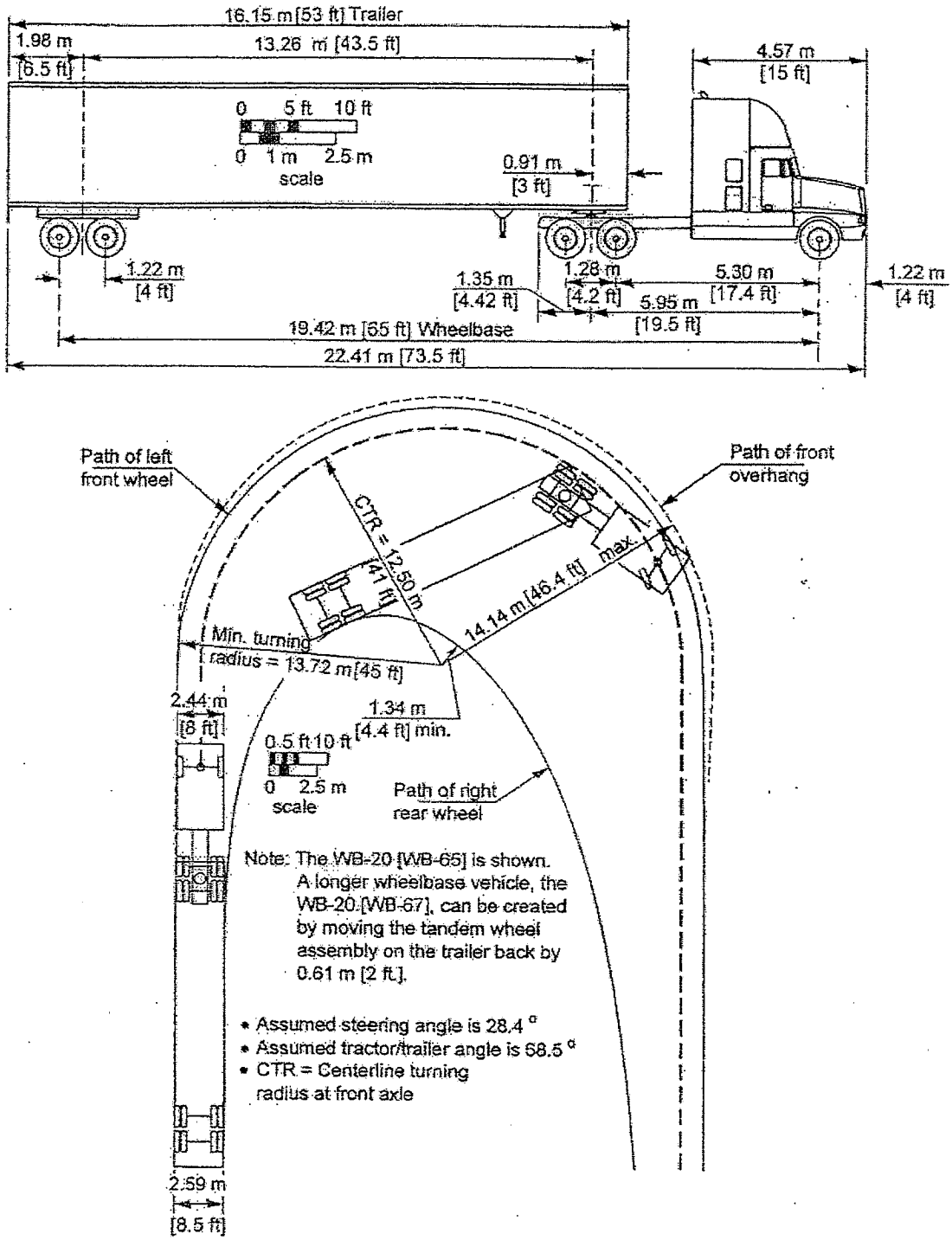
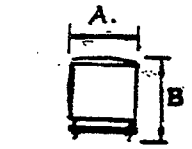
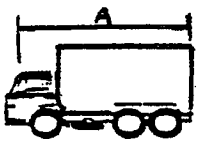
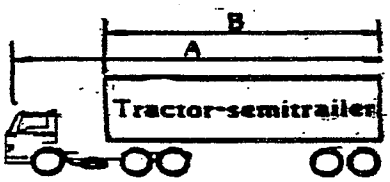
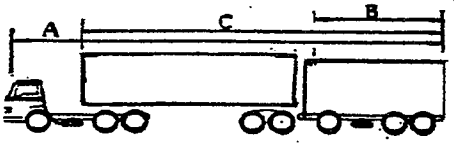
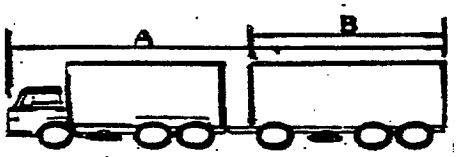


Exhibit 2-16. Minimum Turning Path for Interstate Semitrailer (WB-20 [WB-65 and WB-67]) Design Vehicle

Table 2
COMPARISON OF STATE AND MUNICIPAL TRUCK SIZE LIMITATIONS WITHIN ANCHORAGE

Vehicle Types	General Size Limits			Specially Designated Highways Long/Combination Vehicles (Doubles Routes)	
	STATE		MUNICIPALITY	STATE	MUNICIPALITY
	Non-NHS	NHS	General roadways	AK Route 1	Municipal Access Routes
 All trucks	A 8ft. 6in. B. 15ft.	A. 8 ft. 6in. B. 15 ft.	A. 8 ft. 6in. B. 13 ft. 6in.	A. 8 ft. 6 in. B. 15 ft.	A. Not Specified B. Not Specified
 Single unit truck	A. 45 ft.	A. 45ft.	A. 40ft.	A. 45ft.	A. Not Specified
	A. 75 ft. B. 48 ft.	A. None B. 53 ft.	A. 70 ft. B. 45 ft. (kingpin to rear)	A. 75 ft. B. 53 ft.	A. Not Restricted B. 48 ft.
 Combination(tractor-semitrailer-trailer)	A. 75 ft. B. 48 ft. C. 41 ft.	A. None B. Not Specified C. 41 ft.	A. 75 ft. B. Not Specified C. Not Specified	A. None B. Not Specified C. 95 ft.	A. Unrestricted B 48 ft. C 90 ft.
 Combination(truck-trailer)	A.75 ft. B. 48 ft.	A. None B. Not Specified	A. 75 ft. B. Not specified	A. None B. Not Specified	A. Unrestricted B. Not Specified

Source: State Administrative Code Draft 17AAC 25 (October 2000)
Municipal Administrative Code, Title 9, chapter 46
Note: NHS - National Highway System
AK Route 1 - Within Anchorage: Seward Highway/Glenn Highway