

02/26/15
INFORMATIONAL
HEARING ON
THE DALTON
HIGHWAY

<TARGET><BILL></BILL><SUBJECT>02-26-15 INFORMATIONAL
HEARING ON THE DALTON
HIGHWAY</SUBJECT><COMM>STRA29</COMM></TARGET>



At today's meeting

Industry

Aves Thompson, ATA, in person

Alan Hoza, Alaska West Express, Safety Officer and former Haul Road driver, in person

Roger Brown, Carlile Enterprises, Dispatch Manager and former Haul Road Driver, call in.

Art Reed, Sourdough Express, Terminal Manager and former Haul Road Driver, call in.

DOT

Dan Smith, Director of Measurement Standards & Commercial Vehicle Enforcement (in Juneau)

Robert Campbell, Regional Director, Central Region and Acting Northern Region Director (offnet)

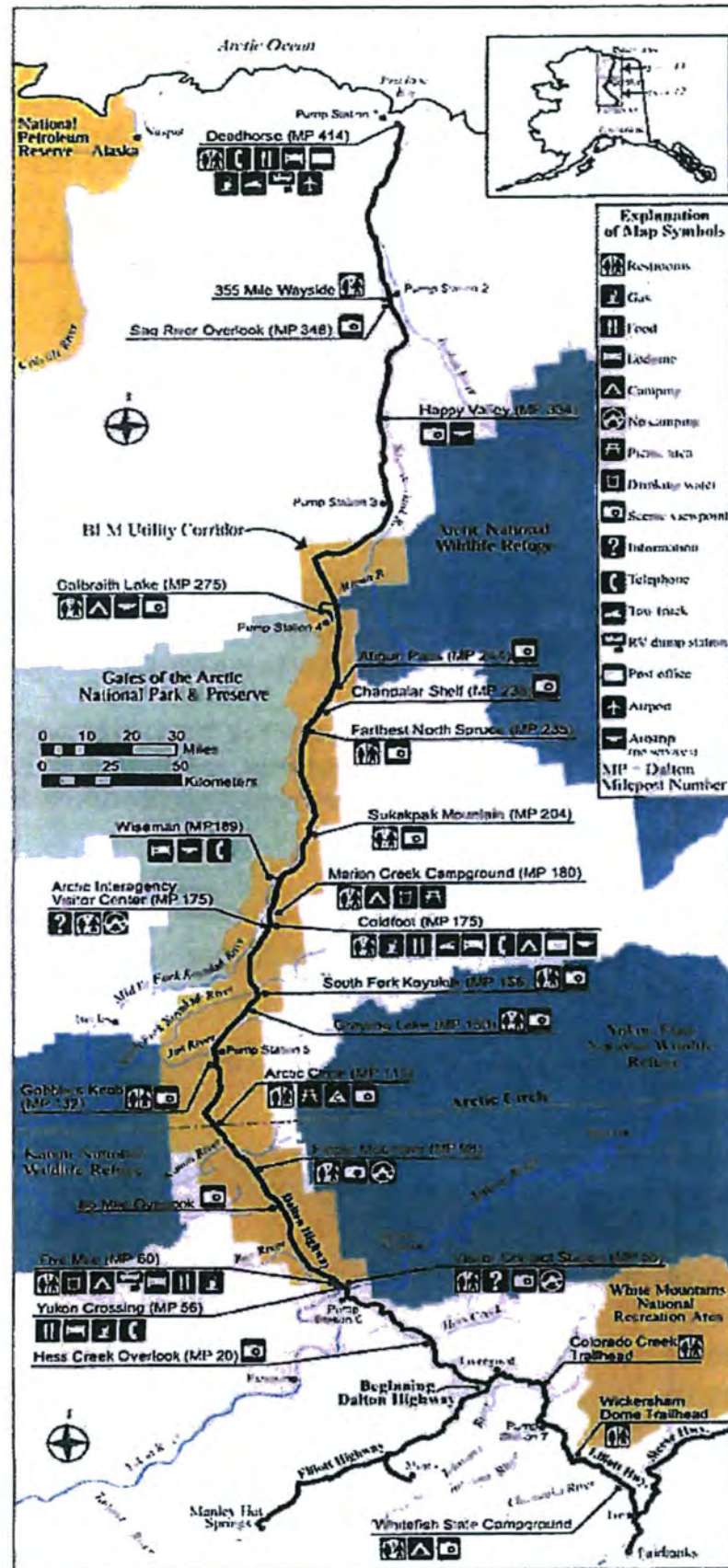
David Miller, Maintenance & Operations Director of Northern Region (offnet)

DEC

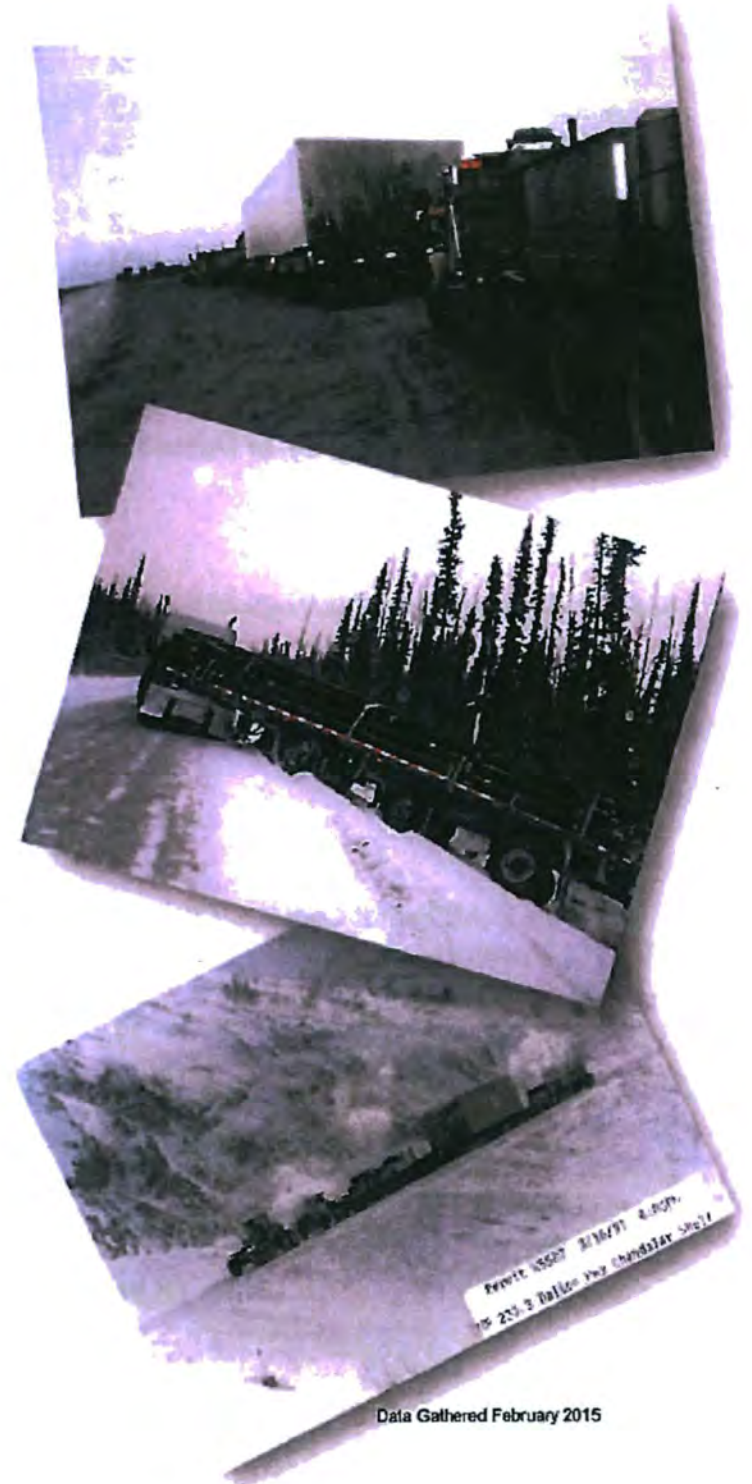
Kristin Ryan, Director of Spill Prevention & Response – available for questions



Dalton Highway: Map



Dalton Highway Information



Measurement Standards and Commercial Vehicle Enforcement

11900 Industry Way
Building M, Suite 2
Anchorage, AK 99507

Tel: 907-365-1200
Fax: 907-365-1221

Permits

Table 1: Permit Counts CY2014

CY2014 Permits*	Count
Dalton	3,054
Oversize (OS)	1,971
Overweight (OW)	14
OS/OW	1,066
Special Permit (24)	3
Fox	44
Oversize	32
OS/OW	12
Elliot	159
Oversize	18
OS/OW	141
Grand Total	3,257

*Excluding Handwires

Table 1 highlights permits that have a route including one of the following: the Fox area, Elliot Highway, or Dalton Highway.

Table 2 includes all permits issued throughout the 2014 calendar year. Special permits include the local charter fishing boat (14), industrial use highway (24), snow removal (34), and extended period for single unit (44).

Table 2: All Permit Counts CY2014

CY2014 Permits	Count
Oversize (OS)	9,778
Overweight (OW)	275
OS/OW	8,629
Special Permit (14)	17
Special Permit (24)	116
Special Permit (34)	110
Special Permit (44)	41
Grand Total	18,966

Inspections

Table 3: Inspection Counts CY2014

CY2014 Inspections*	Dalton	Fox/Elliot
Total Inspections 2014	6,441	6,441
Total Inspections (O&D)	1,113	1,256
Inspections	10	223
Vehicle Out-of-Service	9.4%	11.3%
Driver Out-of-Service	2.0%	2.0%

*Sorted based on Origin or Destination along Dalton Highway or Dalton/Elliot Highways and Fox area combined.

Violations

Table 4: Violation Counts CY2014

CY2014 Violations*	Dalton	Fox/Elliot
Driver	374	417
HazMat	6	9
Vehicle	258	344
Total Violations	638	770

*Sorted based on Origin or Destination along Dalton Highway or Dalton/Elliot Highways and Fox area combined.

Citations

Table 5: Citation Counts CY2014

CY2014 Citations*	Dalton	Fox/Elliot
Driver	78	85
Vehicle	10	11
Total Citations	88	96

*Sorted based on Origin or Destination along Dalton Highway or Dalton/Elliot Highways and Fox area combined.

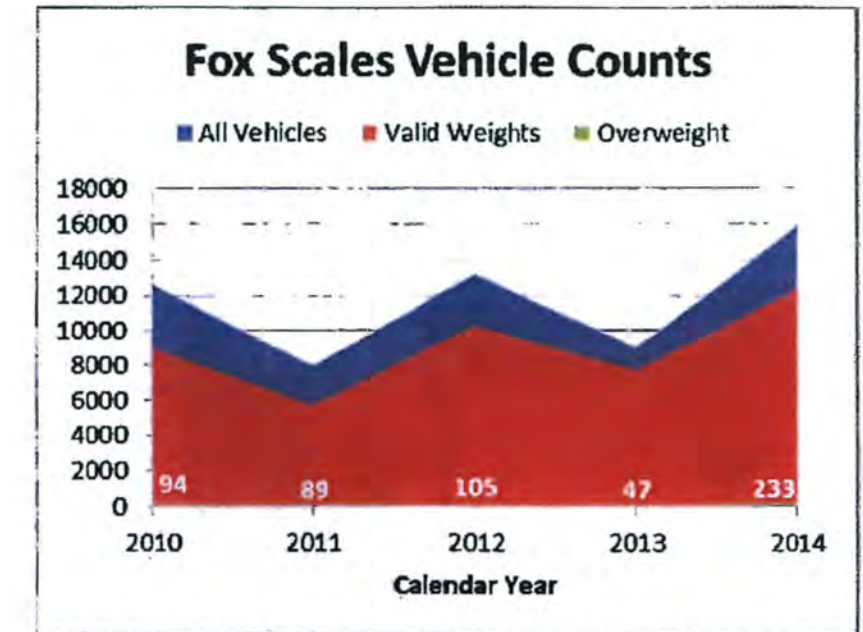
Crashes

Table 6: Commercial Vehicle Crashes CY2014

CMV Crashes	2014*	2013*	2012	2011	2010
Total Crashes	332	147	276	439	412
Dalton: No Injury	3	1	2	1	5
Dalton: Injury	2	0	1	1	1
Total Crashes	5	1	3	2	6

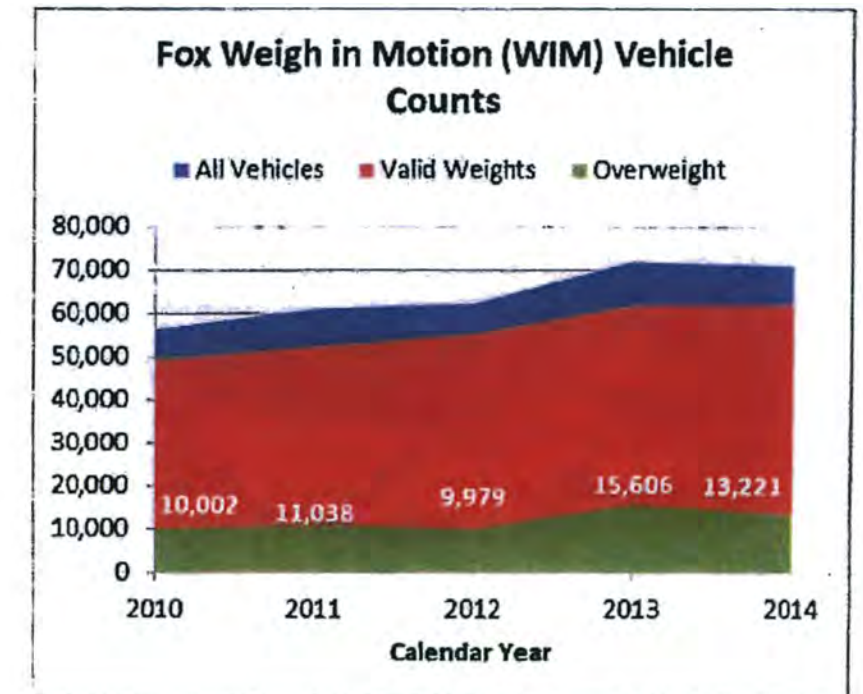
Calendar Year. *Preliminary

Vehicle Counts



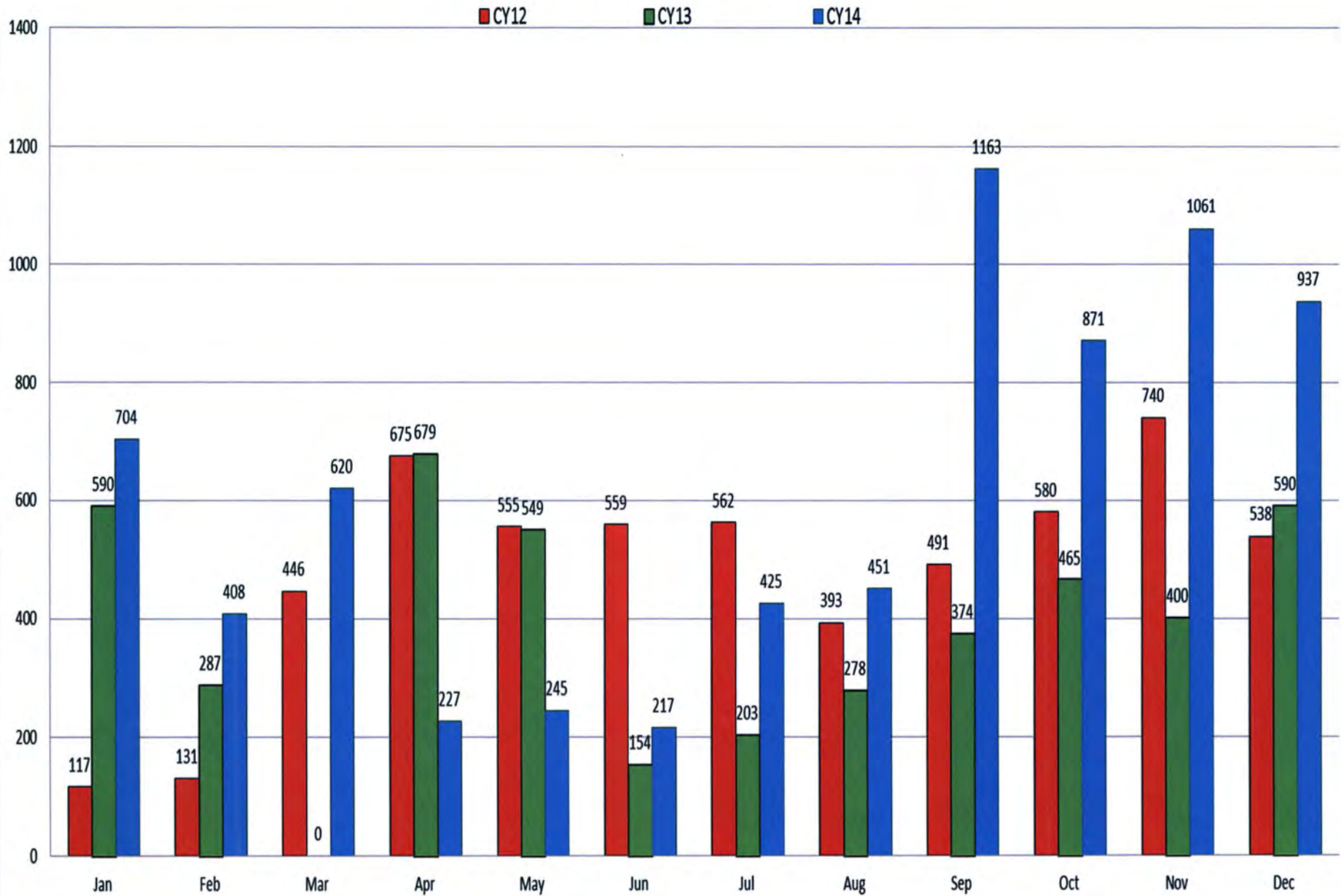
The above figure shows Fox Weigh Station data. All vehicle counts (blue) includes empty loads, while the valid weights (red) excludes all empty loads. The numbers represent the overweight loads (green).

The below figure is similar but represents Fox Weigh in Motion (WIM) data for trucks falling under the truck classification 6-13. Valid weights are only those trucks that were correctly recorded as they passed over the WIM.





Alaska Fox Weigh Station - CMVs over 60,000 lbs. (Calendar Years 2012-2014)





Invest in the Dalton Highway

1. **Dalton Highway Maintenance**, DOT&PF Northern Region M&O Director
Current practices and operating objectives
 - Provide 24/7 maintenance crews to keep road clean and clearly defined
 - Keep road open 24/7
 - More staffing
 - Improve the pay to attract and retain a higher caliber, career employee
2. **Dalton Highway Enforcement**
DOT&PF Measurement Standards and Commercial Vehicle Enforcement Director
AST Fairbanks Post Commander
Current enforcement posture and future plans
 - Open Fox Weigh Station 24/7
 - Maintain a daily roving enforcement presence on the Dalton
 - Perform investigations of incidents to determine if there are infrastructure deficiencies in addition to all other crash data reporting
 - Improve pay to attract and retain a higher caliber, career enforcement employee
 - Create career path for enforcement employees
3. **Dalton Highway Infrastructure**, DOT&PF Northern Region Director
Current year capital and operating plans with regard to the following and any other topics of interest
 - Create more pullouts
 - Change color of delineators from “Alaska Camo” (white) to a conspicuous color
 - Widen portions of the road
 - Dalton MP 18-37, reconstruct, widen, spot repair, and resurface
 - Dalton MP 109-144, reconstruct, widen, spot repair, and resurface
 - Dalton MP 305-335, rehab, widen, repair, resurface and enhance
4. **Produce and maintain current survey data**, DOT&PF Highway Data Manager
 - Number of loaded trucks by weight ranges per day, per time of day, etc
 - Number of oversize and overweight permits
 - Number of inspections
 - Number of violations
 - Number of road closures and the duration of closures
 - Number of crashes by type, property damage, injury, environmental, etc

Industry Comment

Alaska Trucking Association

Alaska West Express

Carlisle Transportation Systems

Sourdough Express

Colville, Inc.

Alaska Pacific Freightways

Lynden Transport



Dalton Highway Summary

HISTORICAL CAPITAL PROJECTS					
NAME	AKSAS	YEAR CLOSED	TOTAL CONST. COST (CONTRACT & CENG)	CONTRACTOR	
DALTON HWY MP 18-22 SURFACING #AK009	61212	2007	\$ 4,370,000	PRUHS CONSTRUCTION CO	
<i>Advertised scope of work: This project consists of reconditioning the existing roadway, placing a drainage geotextile, crushed aggregate base course, and surfacing 4 miles of the Dalton Highway between MP 18 and MP 22 with a hot asphalt pavement and asphalt treated base. The work also includes reconditioning the ditches and other drainage work, and replacing signs.</i>					
DALTON HWY MP 57 YUKON CROSSING INTERMODAL FACILITIES	61177	2010	\$ 1,900,000	NORTHWEST MINING, LLC	
<i>Advertised scope of work: This project consists of upgrading and defining the existing boat launch facility/highway interface by adding parking, day-use (picnic) area, staging area, outhouses, and trash receptacles. The facility access will also be relocated.</i>					
DALTON HWY MP 175-197 REHABILITATION	62860	2013	\$ 34,000,000	GNI/ROGER HICKLE CONTRACTING, INC.	
<i>Advertised scope of work: The project consists of rehabilitation of approximately 22 miles of the Dalton Highway from Coldfoot at MP 175 to MP 197. Work includes widening, grade raises, replacement of drainage structures, surfacing with hot mix asphalt and various repairs to several bridges.</i>					
DALTON HWY MP 246 CULVERT REPAIR	61827	2006	\$ 885,000	FAIRBANKS EXCAVATION CO	
<i>Advertised scope of work: This project consists of sliplining and replacing culverts at MP 246.7 and MP 247, and associated roadwork. The culvert at MP 246.7 will be sliplined with a 72" diameter steel pipe. The culverts at MP 247 will be excavated and replaced with a 108" diameter pipe and two 36" overflow pipes.</i>					
DALTON HWY MP 254-414 DELINEATORS	63573	2013	\$ 2,500,000	GRANITE CONSTRUCTION COMPANY	
<i>Advertised scope of work: Install special horizontal delineators along approximately 160 miles of the Dalton Highway.</i>					
DALTON HWY MP 414 EROSION CONTROL	60598	2010	\$ 2,400,000	BRICE INCORPORATED	
<i>Advertised scope of work: The project consists of reestablishing the channel bank at this location and constructing erosion protection consisting of eight erosion control structures which extend into the river channel.</i>					

PROJECTS ACTIVE IN DESIGN PHASE (FHWA FUNDING)					
NAME	AKSAS	FFY ANTICIPATE FOR CONST.	CURRENT ENGINEER'S EST		
DALTON HWY MP 0-9 RECONSTRUCTION	60911	2017	\$ 40,000,000		
<i>Project Scope: Reconstruct the Dalton Highway between MP 0-9.</i>					
DALTON HWY MP 209-235 RECONSTRUCTION					
<i>Project Scope: Reconstruct the Dalton Highway between MP 209-235, including widening, realignment, spot repairs and resurfacing.</i>					
* STAGE I CONSTRUCTION	60919	2016	\$ 25,000,000		
* STAGE II CONSTRUCTION	60919	2017	\$ 23,000,000		
* STAGE III CONSTRUCTION	60919	2018	\$ 20,000,000		
DALTON HWY MP 265 ROCHE MOUTONNEE CREEK BRIDGE	62704	2016	\$ 4,500,000		
<i>Project Scope: Repair or replace Roche Moutonnee Creek Bridge #1519.</i>					
DALTON HWY MP 289-305 REHABILITATION	60913	2016	\$ 33,000,000		
<i>Project Scope: Rehabilitate and widen the Dalton Highway between MP 289-305, including minor realignments and grade raises. Construct turnouts and snowdrift mitigation features.</i>					
DALTON HWY MP 362-414 RECONSTRUCTION - PARENT DESIGN PJ					
* MP 362-379 RECONSTRUCTION	63816	2016	\$ 37,500,000		
* MP 379-401 RECONSTRUCTION	63818	2015	\$ 46,000,000		
* MP 362-414 PAVING OF FULL TERMINI	61366	2017	\$ 21,000,000		



Dalton Highway Summary

Project Scope: Reconstruction including widening, spot repair, and resurfacing of 52 miles of the Dalton Highway near Deadhorse.

PROJECTS ACTIVE IN CONSTRUCTION PHASE (FHWA FUNDING)

NAME	AKSAS	DATE OF AWARD	CONTRACT AWARD	CONTRACTOR	
DALTON HWY MP 267 HOLDEN CREEK BRIDGE (#1520)	63571	1/4/2013	\$ 4,000,000	AIC	
<i>Project Scope: Repair or replace Holden Creek Bridge (#1520) at MP 267 of the Dalton Highway.</i>					
DALTON HWY MP 274-289 REHABILITATION	67018	5/9/2011	\$ 27,700,000	AIC	
<i>Project Scope: Rehabilitate the roadway between MP 274-289 on the Dalton Highway. Improvements will include embankment reconstruction, minor vertical and horizontal realignment, widening, resurfacing, guardrail and culvert repair/replacement, and application of an asphalt surface treatment. The project will also include improving the surfacing at the Toolik Hill turnout at MP 286. Photogrammetry and related photolab, aerotriangulation and survey panel point work will be done to provide the necessary field data suitable to complete the detail designs for all projects between MP 236 and MP 360.</i>					
DALTON HWY MP 11-18 RECONSTRUCTION	62196	2/9/2012	\$ 16,500,000	GREAT NORTHWEST, INC	
<i>Project Scope: Reconstruct and apply dust palliative to the Dalton Highway from MP 11-18.</i>					
DALTON HWY MP 197-209 REHABILITATION	61214	12/21/2011	\$ 24,000,000	HC CONTRACTORS, INC	
<i>Project Scope: Rehabilitation, including widening, repair, resurfacing and enhancements. Work includes replacement of the Marion Creek Bridge and other bridge repairs.</i>					
DALTON HWY MP 401-414 RECONSTRUCTION	64035	1/27/2015	\$ 26,700,000	BRICE, INC	
<i>Project Scope: Reconstruct the Dalton Highway from MP 401 to 414. Improvements include raising the grade, replacing all culverts, and surfacing the road.</i>					

NEW PROJECTS TO BE ESTABLISHED IN CURRENT & FUTURE STIP EXERCISES

NAME		FFY TO START	FFY TO BUILD	ESTIMATED CONSTRUCTION \$	
DALTON HWY MP 18-37 RECONSTRUCTION		2015	2018 & 2019	\$ 51,000,000	
DALTON HWY MP 109-144 RECONSTRUCTION		2015	2019 & BEYOND	\$ 75,000,000	
DALTON HWY MP 235-247 RECONSTRUCTION		2017	BEYOND 2019	\$ 29,500,000	
DALTON HWY MP 247-274 RECONSTRUCTION		2018	BEYOND 2019	\$ 54,000,000	
DALTON HWY MP 305-335 RECONSTRUCTION		2015	2018, 2019 & AFTER	\$ 87,600,000	



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Dalton Highway

Senate Transportation Committee

1:00 pm, February 26, 2015

Aves D. Thompson, Executive Director

Alaska Trucking Association

Thank you. Mr. Chairman and members of the committee, I am Aves Thompson, Executive Director of the Alaska Trucking Association. The Alaska Trucking Association is a state wide organization representing the interests of our nearly 200 member companies from Barrow to Ketchikan. Freight movement represents a large chunk of our economy and impacts all of us each and every day. The simple truth is that “if you got it, a truck brought it.”

The hearing today deals with one of the most important freight corridor links in our state transportation system. Hundreds, sometimes thousands of loaded trucks head north from Fairbanks, monthly, on the only land link to the North Slope oilfields. The Dalton Highway is the only route to carry freight of all kinds to supply oilfield operations at the several oil fields from Point Tomson on the east to Kuparak, Milne Point and others on the west. The Dalton carries drill pipe, groceries, drilling mud,



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chemicals, explosives, fuel, a variety of hazardous gases, heavy construction equipment, oilfield modules, living quarters and other products far too many to list today. The Dalton also carries a lot of tourists in the summer time. Motor coaches make daily trips north and south with passengers from all over the world. State and federal agencies use this road every day, year around, in the performance of their duties. Hunters, snow machiners, skiers and campers make their way north throughout the year.

The ATA identified the Dalton Highway as our number one legislative priority this year. We understand the budget crisis that exists and recognize the limitations of the DOT&PF given the current situation. We do want to ensure, however, that the issues are clear. Work goes on at the North Slope and we will continue to drive that road delivering the goods and equipment necessary to support robust oil field operations.

We have listed the four areas of concern and have tried to share our views on these items of importance.

Maintenance is a big issue. Our work goes on day and night, every day of the week. We feel it important to keep the road maintained on a 24/7



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basis. Severe weather will shut down the road and we applaud the DOT&PF for the work they do to keep the road open.

Enforcement is another issue. There is a culture on the Haul Road that everyone has looked out for each other over the past 30-40 years. With a change in demographics in the truck driving corps, we have found a lot of new drivers that are not ingrained with that same safety culture. We feel that a greater enforcement presence on the Dalton will help create that reasonable certainty that if you break the rules, you are going to get caught. We think that an improved presence will help create a safer workplace for our drivers.

Infrastructure is always an issue and we appreciate the work that the DOT&PF does to keep the road up to standards. The new delineators were a great improvement. We, kind of tongue in cheek, think that the color should not be Alaska Camo but maybe a contrasting color. There is probably a rule about that too... Pullouts are important as trucks find the need to put chains on their trucks to make a hill. In many places, there is no place to turnout to get safely off the road to “chain up”. There are a series of projects scheduled to be started this year and we look forward to those improvements.



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One of the questions I get frequently is, how many trucks go between Fairbanks and Prudhoe Bay on a periodic basis. This brings us to the fourth item of producing and maintaining current survey data. It would seem that of all the data collected, there could be a summary or distillation of the raw data into some regularly published public periodic reports.

I don't want to take all of the time today as there are other speakers who have important messages to deliver. Thank you for this opportunity to testify and I am happy to answer any questions.

Thank you.



If you got it, a truck brought it...



Alan Hoza
Alaska West Express
Project Specialist
Fairbanks, AK

Our state is concerned about access to resources. The Dalton Hwy is the access for nearly all levels of supply to and from THE top resource of the state of Alaska. We must as a state not underfund this supply line to the North Slope Oil & Gas fields.

The safety of those utilizing the Dalton to supply the North Slope, along with those using the highway for every purpose from subsistence hunting to tourism – requires a consistent level of maintenance and improvements to allow access to the northern arctic resources of our state.

It is our observation that the DOT Maint. Crews currently work primarily daytime shifts. However, many of the materials needed to keep the oilfield resource engine producing & EVEN building, need to keep moving up the Dalton on a nearly *constant* basis. Maintenance may stop in the early evening and begin in the morning but the trucks keep rolling. In fact they keep moving for over twice as many hours as the Maintenance crews operate.

The adverse weather encountered along this arctic corridor make for, at times, a very difficult task to keep those required materials moving. Severe conditions often risk the safety of those Alaskans driving the Dalton, due to the limited maintenance hours of operation. This is why the ATA carriers are promoting 24/7 maintenance on the Dalton.

The DOT Maint facilities were placed in strategic locations, however quite far apart. There are still critical sections of the Dalton severely neglected due to the vast distances between DOT camps. Those sections are neglected due to the severity of the extreme arctic conditions which require attention on an ongoing basis. During or after winter storms it can take many hours to open drifted or avalanched closed sections of the road.

Our industry relies desperately on the continued upkeep and improvement of the Dalton.

Any proposed cuts in funding seem like pulling a rug out from under the needed link to this major resource.

The proposed 10% cuts would drastically affect the level of maintenance.

Any considerations of even larger cuts would lead to unacceptable road closures and a higher potential of accidents and/or spills. This could or would potentially even lead to oil facility shutdowns.

Cuts would allow the ever-changing weather conditions to plug the Dalton with snow drifts, avalanches or otherwise make the road impassable. We already have cases during nearly every winter storm during which DOT crews are unable to keep the roads plowed and/or sanded – leaving traffic to fend for themselves or simply cease movement due to impassability. Even the shortest of road closures can easily result in back-ups of 30 to 50 trucks.

I have been driving the Dalton Hwy on-and-off since 1981.

It is not a comforting feeling sitting at the bottom of a hill with a truck blocking the road, or to be waiting miles from any services for hours or even days for winds to stop blowing in areas that are plugged with snow drifts.



This results in bottlenecks in the supply-line which slows or can even stop the entire supply chain & potentially the oilfield machine.

IF the amount of daily traffic is THE major consideration utilized for funding allotments, then we submit that the number of vehicles is less important than the type of traffic. Though there are comparatively low numbers of vehicles – that traffic consists of from 65% to nearly 100% truck traffic along sections of the Dalton – compared to around 9% on most other AK highways.

Much of the Dalton Hwy is built on some very unstable ground. That, in addition to the heavy industrial traffic, leads to a need to maintain that road on an ongoing basis – just to keep it from falling into disrepair.

For the safety of the materials, people and the environment – we would contend that the Maintenance & Operations funding of the Dalton Hwy SHOULD NOT BE CUT!

Projects such as Dalton MP 0-9 Reconstruction currently on the STIP (Need ID: 22453) are critical to the continued improvement in the road to enhance and improve the road's safety to all traffic and maintainability for DOT crews. This project, along with others, are vast improvements for the heavy truck traffic – which leads to safer travel for all users.

Current projects, such as Point Thomson and Alpine CD5 are critical to growth – which is why oil companies have gone forward to spend capital monies in our state. Road improvements and maintenance directly support these projects.

The DOT Northern Region group has done a great job to consult the transportation industry in the continued improvement and maintenance focus on the Dalton. We meet as a user group via the Haul Road Safety Meetings held in Fairbanks to discuss projects, maintenance and safety between the groups utilizing the road. We all recognize the importance of this corridor and work together to communicate a unified focus toward enhancing safety and efficiency of all users of the Dalton.

Some might say that the Dalton has functioned fine for the last 40 years. But understand that this is only due to the increasing reconstruction and ongoing maintenance. The diligence of maintaining this focus on the Dalton is the only way to keep the number of accidents and spills down - and the materials moving safely and efficiently.

The Dalton Hwy is the link for nearly all levels of supply to and from THE top resource of the state of Alaska. During economic downturns supporting oilfield growth projects is CRITICAL!

Any cuts to the Dalton Hwy Maintenance would not be in the best interest of our states financial future.





THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities

OFFICE OF THE COMMISSIONER
Marc Luiken, Commissioner

3132 Channel Drive
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
Fax: 907.586.8365
dot.state.ak.us

March 6, 2015

Honorable Senator Peter Micciche, Chair
Senate Transportation Committee
State Capitol Building Room 514
Juneau, Alaska 99801

Dear Senator Micciche:

In response to questions posed by Senate Transportation Committee members regarding a hearing on the Dalton Highway on February 26, 2015, the following information is provided:

- ***Would the potential re-routing of the Dalton Highway around the advancing ice lobe be contained within the existing Right-of-Way corridor, or will additional property need to be purchased? If so, from whom would the land be purchased?***

Yes, re-routing of the Dalton would require acquisition of property from the Bureau of Land Management.

- ***What can the department provide, if anything, in terms of better accident data?***

The department's Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE) relies on the responsible lead law enforcement agency to file crash reports accurately and within established timeframes in order to gather crash data for entry into the Federal Motor Carrier Safety Administration, SAFETYNET program. When crashes are reported and crash forms are submitted to the Department of Administration, Division of Motor Vehicles, MSCVE receives copies of the Commercial Motor Vehicle (CMV) crash forms. Copies of the department of Public Safety Crash Form 12-200 and 12-209 are collected and entered into SAFETYNET by the Motor Carrier Safety Assistance Program Clerk and become the federally reportable CMV crash numbers for the State of Alaska.

Additionally, the MSCVE division also receives notices of crashes from other police agencies and by word of mouth or public media. In an attempt to have more accurate crash data, MSCVE has requested that the Department of Environmental Conservation notify MSCVE when a spill is reported on the Elliot Highway, Steese Highway, or Dalton Highway. This should allow MSCVE an opportunity to contact the lead agency and request a copy of the crash report. Although the driver of a vehicle involved in an accident resulting in bodily injury to, or death of a person, or total property damage to an apparent extent of \$2,000 or more shall give notice to the local police or Department of Public Safety, it is believed that many crashes on the Dalton Highway go unreported and do not have an associated crash form.

"Keep Alaska Moving through service and infrastructure."



- ***Are the increasing ‘driver out-of-service’ / ‘vehicle out-of-service incidents related to a trend of younger, less experienced drivers?’***

CMV driver/vehicle examinations are inspections of operators and vehicles in their ‘as-found’ condition. In CY 2014, MSCVE conducted two deployments along the Dalton Highway that included highly visible traffic enforcement. Eighty-six inspections were conducted and the most egregious violators were issued citations for their traffic offenses. Thirteen drivers were issued a citation for excessive speed with an average of eleven miles per hour over the posted speed. The average age and experience of CMV drivers is not tracked by MSCVE; however, for these speed related citations on the Dalton Highway the average age of the operator was fifty-one years of age.

- ***What are the average annual maintenance and operations costs for the Dalton Highway?***

Total maintenance and operation costs for the Dalton Highway FY2012-FY2014

FY2012	FY2013	FY2014
\$20,573.8	\$26,006.5	\$25,732.3

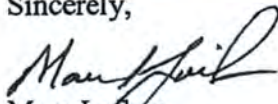
**includes highways, aviation and facilities costs*

- ***There were several mentions of the color of delineators that are used along the Dalton Highway and a suggestion that the ADOT&PF could not change the current color due to federal rules.***

That assumption is correct. Delineators must be white on both the left and right sides of the roads, except they must be yellow on the left side for one-way roads. Section 3F.03 of the Manual on Uniform Traffic Control Devices (MUTCD), our national standard, establishes that *the color of delineators shall comply with the color of the edge lines stipulated in Section 3B.06*. Section 3F.03 further clarifies that *delineators on the left hand side of a two way roadway shall be white*. Alaska cannot modify this section of the MUTCD. 23 CFR 655.603 requires states’ MUTCDs (in Alaska, the Alaska Traffic Manual) to be in “substantial conformance” with the National MUTCD and clarifies that “substantial conformance means the state MUTCD or supplement shall conform as a minimum to the standard statements included in the National MUTCD.” In short, the colors for delineators are established as standards in the National Standard, and 23 CFR prohibits Alaska (or other states) from deviating from that standard. The Dalton Highway project that installed the delineators was financed with federal dollars.

If you or your committee members have any further questions, please feel free to contact Mike Lesmann at 907-465-4772.

Sincerely,


Marc Lunken
Commissioner

