

Q: Why hasn't the department pursued a railroad extension for the ore transportation?

A: DOT&PF supports the development of transportation infrastructure throughout Alaska wherever appropriate, including railroad. We have shared your request with the AKRR Board of Directors for consideration, as they are the appropriate organization to discuss development of additional routes of the current system.

Q: What are you doing to protect the children at the bus stops along the route?

A: All vehicles, including trucks, are required to stop for a school bus with red flashing lights on an undivided roadway, in all directions. No school bus stops exist on four lane segments of road of the proposed route (approximately Eielson AFB to Fox.)

We have invited the appropriate local representatives to participate on the transportation advisory committee to ensure school bus stops along this route are addressed in the planning effort.


Q: What projects are in the STIP to address this corridor?

A: Highway project funding is identified in our [Statewide Transportation Improvement Program](#) (STIP). Amendments of the STIP are located here: <https://dot.alaska.gov/stwdplng/cip/stip/stiplans/>

STIP Amendments are based on many considerations including public input, project delivery schedules, changes in funding needs or timeframes needed, and regional and statewide priorities.

Q: How will DOT &PF regulate the proposed truck traffic between Tetlin and Ft. Knox?

A: DOT&PF regulates commercial vehicle operations in Alaska through its Commercial Vehicle Compliance (CVC) division that operates nine weigh stations on the highway system throughout the state. Three of those proposed stations are along the proposed haul route: Alaska Highway at Tok, Richardson Highway near Fairbanks, and Steese Highway at Fox.

State laws pertaining to commercial vehicles are found in [Chapter 25 of Title 17, Alaska Administrative Code](#)  (AAC). Federal Motor Carrier Regulations under Title 49 of the Code of Federal Regulations are adopted by AAC and as per the authority granted under Alaska Statutes.

CVC enforces commercial vehicle weights, size, driver qualifications and hazardous materials as defined under 49 CFR Parts 171-180. They also enforce any seasonally imposed weight restrictions. In regard to the inclement weather regulation, (17 AAC 25.014), Interior Alaska weather and conditions can change quickly over a span of 250 miles, and trucking companies who operate on these routes are familiar with these conditions.

Any trucking plan should have protocols established for when and how to make decisions about ceasing operations due to weather conditions. If a CVC inspector made contact with a driver of a long combination vehicle at a weigh station and inclement weather conditions were present, the driver would be advised of the regulations.

Q: How will the quality of air be impacted by the increased traffic?

A: Questions about the Clean Air Act should to be directed to the Alaska Department of Environmental Conservation. The Alaska Department of Environmental Conservation will be invited to participate on the transportation advisory committee.
