

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

December 3, 1952

A.R.C. MEMORANDUM NO. 2 - Revised

SUBJECT: Road Standards

The following standards shall apply to all roads except arterials or other roads having a high traffic density. Such exceptions shall be as designed and approved by the Headquarters Office.

	<u>Through Roads</u>	<u>Feeder Roads</u>	<u>Local Roads</u>
R/w Width	300'	200'	100'
Width of Top Surface	24' <u>1/</u>	24' <u>1/</u>	20' <u>1/</u>
Width of Paving	20' <u>2/</u>	none	none
Width of Subgrade	28' <u>1/2/</u>	24' <u>1/4/</u>	20' <u>1/4/</u>
Clear widths of new bridges	24'	20'	20'
Design Load, new bridges	H20	H15	H15
New bridges, vertical clearance	15'	15' <u>5/</u>	15' <u>5/</u>

1/ Width may be increased for widening of high embankments and curves of 10⁶ or over, as specified on Dwg. J-GEN-1, 2 and 3.

2/ Width may be increased for widening of curves of 10⁰ or over.

3/ Provides for addition of 6" of surfacing material including paving.

4/ Does not provide for any addition of special surfacing material. If such addition is to be made, the subgrade width shall be increased so that the resulting top surface width is not decreased.

5/ New design only.

The following vehicle speeds shall be used in design of the various types of road:

	<u>Through Roads</u>	<u>Feeder Roads</u>	<u>Local Roads</u>
Very Heavy Construction	35	30	20
Heavy Construction	40	35	25
Medium Construction	45	40	30
Light Construction	50-60	50-60	40-50

The following minimum standards for the various design speeds shall be observed:

<u>Design Speed</u>	<u>Degree of Curve</u>	<u>Non-Passing Sight Distance</u>	<u>Minimum Tangent between Reverse Curves</u>
20	56	125	30
25	36	165	50
30	25	200	75
35	18	240	100
40	14	275	150
45	11	315	200
50	9	350	200
55	7	415	300
60	6	475	400

The following maximum grades shall not be exceeded. Grades less than maximum shall be used wherever economical construction will permit.

Through Roads	7%
Feeder Roads	8%
Local Roads	12%

Design speeds for new construction or reconstruction will be established by Headquarters based on recommendations of District Engineers. Different sections of the same road may be expected to require different design speeds. After construction, it shall be the District Engineer's responsibility to sign the road in accordance with the approved design speeds for the safety of the public.

Exceptions to the standards outlined above will be considered. Request for exceptions must be submitted to the Headquarters Office for approval.



A. F. Ghiglione
Commissioner of Roads
for Alaska

Distribution: E

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ALASKA ROAD COMMISSION
Juneau, Alaska.

January 1, 1949.

A.R.C. MEMORANDUM NO. 2

SUBJECT: Road Standards

	<u>Through Roads</u>		<u>Feeder Roads</u>		<u>Local Roads</u>	
R/w Width	300'		200'		100'	
Width of Roadbed	28'		24'		20'	
Width of Paving	20'		none		none	
Clear widths of new bridges	24'		20'		20'	
Design Load, new bridges	H20		H15		H15	
New bridges, vertical clearance	15'		14'		14'	
Bridges to remain, clear width	20'		14'		14'	
Bridges to remain, safe load, posted, tons	H15		H10		H10	
	<u>min.</u>	<u>desirable</u>	<u>min.</u>	<u>desirable</u>	<u>min.</u>	<u>desirable</u>
Sharpest curve, °						
Flat topography	11	7	14	7	14	--
Rolling "	18	11	25	11	25	--
Mountainous "	36	18	56	18	56	--
Maximum Grade, %						
Flat topography	5	--	5	--	8	--
Rolling "	7	--	7	--	10	--
Mountainous "	9	--	9	--	12	--
Non-Passing Sight Distance						
Flat topography	315	415	315	415	--	--
Rolling "	240	315	240	315	--	--
Mountainous "	165	240	165	240	--	--

Exceptions hereto will be considered and must be authorized by the Juneau Office.

John R. Noyes
John R. Noyes,
Commissioner of Roads for Alaska.