

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities
Northern Region Preconstruction

TO: Distribution

DATE: December 15, 2003

FILE NO: Bloom/stationing.doc

TELEPHONE NO: 451-2274

FAX NO: 451-5126

FROM: David T. Bloom, P.E.
Preconstruction Engineer
Northern Region

SUBJECT: Stationing

The direction of stationing on Northern Region highway projects shall conform to the following:

On New Projects

For new roads, stationing will increase from the point of connection to the existing system. If the project is a new road and connected to the existing system at both ends, stationing should increase in the same direction as the mileposts. For new roads not connected to the system, stationing will originate at the largest community (or other logical hub). If the project has neither a logical hub nor a connection to the existing system, then the stationing will increase in a northerly and easterly direction, starting at 10+00.

For projects on existing roads, stationing will follow the historical direction of stationing, as defined by recovered monumentation that has stationing on it. If there are no such monuments, the direction of stationing on right-of-way plans will govern. In the absence of both monuments and right-of-way plans, stationing will increase in the same direction as the previous project's plans. For those projects encompassing more than one previous project and where the stationing direction is inconsistent between them, stationing should increase in the same direction as the mileposts.

The Design Engineering Manager should discuss stationing direction with the Location Surveyor and the Regional ROW Engineer at the beginning of work on the project. If agreement on the direction cannot be reached, or if a situation does not fit within the above criteria, see me.

Both design and right-of-way plans for the new project should follow the same stationing direction.

On Existing Projects

For projects that are already under development, each Engineering Manager is to make a list of their projects, call out the stationing direction for each, and send it to the Regional ROW Engineer for a comparison with what ROW has.

For any project where the stationing direction is inconsistent, between Design and ROW, and the Engineering Manager and Regional ROW Engineer cannot reach agreement, the decision will be referred to me.

Where the stationing direction is consistent between them but does not conform to the policy for new projects, the project should be referred for my concurrence.

RECEIVED
DEC 17 2003

Referrals will be made by a memo from the Engineering Manager, summarizing the exception, giving the basis of disagreement if one exists, and stating the reasons for the recommended course of action. Include an approval signature line at the bottom of the memo.

On All Projects

In assembling the project plans, stationing on plan sheets shall increase from left to right (and therefore "north" will not necessarily be toward the top of the sheet).

GCT/lmc

Distribution: Group/Section Chiefs, D&ES, Northern Region
Design Engineering Managers, D&ES, Northern Region
Andrew Niemiec, P.E., Regional Director, Northern Region
Marty Shurr, PLS, Regional ROW Engineer, Northern Region