

CHAPTER 2D. GUIDE SIGNS—CONVENTIONAL ROADS

Section 2D.06 Size of Lettering

Support:

- 01 Sign legibility is a direct function of letter size and spacing. Legibility distance has to be sufficient to give road users enough time to read and comprehend the sign. Under optimum conditions, a guide sign message can be read and understood in a brief glance. The legibility distance takes into account factors such as inattention, blocking of view by other vehicles, unfavorable weather, inferior eyesight, or other causes for delayed or slow reading. Where conditions permit, repetition of guide information on successive signs gives the road user more than one opportunity to obtain the information needed.

Standard:

- 02 **Design layouts for conventional road guide signs showing interline spacing, edge spacing, and other specification details shall be as shown in the “Standard Highway Signs and Markings” book (see Section 1A.11).**
- 03 **The principal legend on guide signs shall be in letters and numerals at least 6 inches in height for all upper-case letters, or a combination of 6 inches in height for upper-case letters and 4.5 inches in height for lower-case letters. ~~On low-volume roads (as defined in Section 5A.01) with speeds of 25 mph or less, and on urban streets with speeds of 25 mph or less~~ On roads with speeds of 25 mph or less or at a stop condition, the principal legend shall be in letters at least 4 inches in height for all upper-case letters, or a combination of 4 inches in height for upper-case letters and 3 inches in height for lower-case letters.**

Guidance:

- 04 *Lettering sizes should be consistent on any particular class of highway.*
- 05 *The minimum lettering sizes provided in this Manual should be exceeded where conditions indicate a need for greater legibility.*

Section 2D.09 Numbered Highway Systems

Support:

- 01 The purpose of numbering and signing highway systems is to identify routes and facilitate travel.
- 02 The Interstate and United States (U.S.) highway systems are numbered by the American Association of State Highway and Transportation Officials (AASHTO) upon recommendations of the State highway organizations because the respective States own these systems. State and county road systems are numbered by the appropriate authorities.
- 03 The basic policy for numbering the Interstate and U.S. highway systems is contained in the following Purpose and Policy statements published by AASHTO (see Page i for AASHTO’s address):
- A. “Establishment and Development of United States Numbered Highways,” and
 - B. “Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways.”

Guidance:

- 04 *The principles of these policies should be followed in establishing the highway systems described in Paragraph 2 and any other systems, with effective coordination between adjacent jurisdictions. Care should be taken to avoid the use of numbers or other designations that have been assigned to Interstate, U.S., or State routes in the same geographic area. Overlapping numbered routes should be kept to a minimum.*

Standard:

- 05 **Route systems shall be given preference in this order: Interstate, United States, State, and county. The preference shall be given by installing the highest-priority legend on the top or the left of the sign.**
- 05A **The route numbers shown on Figure 2D-100 shall be used on route markers.**

Support:

- 05B Table 2D-100 provides a description of the numbered routes in Figure 2D-100.

Figure 2D-100. Alaska Numbered Routes

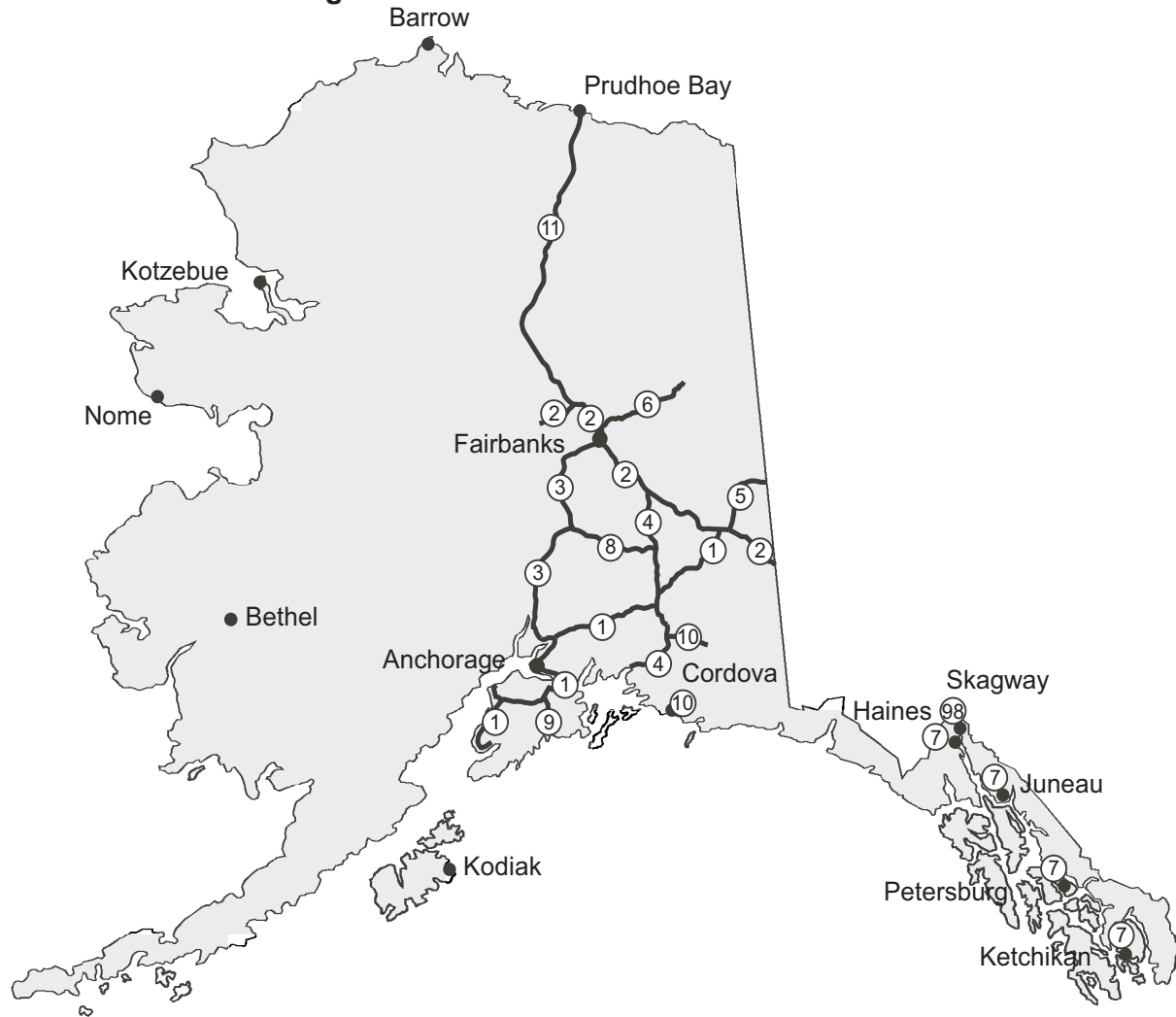


Table 2D-100. Description of Numbered Routes Shown on Figure 2D-100

Route Number	Route Description and Termini	Cardinal Direction
	Intermediate Junctions, Destinations	
AK-1	Homer to Tok, via:	N – S
	Sterling Hwy, Homer to junction with Seward Hwy	
	Seward Hwy, junction with Sterling Hwy to Anchorage	
	Glenn Hwy, Anchorage to Glennallen	
	Richardson Hwy, Glennallen to Gakona Junction	
	Tok Cutoff, Gakona to Tok	
AK-2	Canadian border to Manley Hot Springs, via:	E – W
	Alaska Hwy, Canadian border to Delta Junction	
	Richardson Hwy, Delta Junction to Fairbanks	
	Steese Hwy, Fairbanks to junction with Elliott Hwy	
	Elliott Hwy, junction with Steese Hwy to Manley Hot Springs	
AK-3	Parks-Glenn intersection to Fairbanks, via:	N – S
	George Parks Hwy, junction with Glenn Hwy to junction with Mitchell Expy in Fairbanks	
	Mitchell Expy, junction with Parks Hwy to junction with Richardson Hwy	
AK-4	Valdez to Delta Junction via Richardson Hwy	N – S
AK-5	Tetlin junction to Canadian border via Taylor Hwy	N – S
AK-6	Elliott/Steese junction to Circle via Steese Hwy	E – W
AK-7	Major highways in Southeast, including:	N – S
	South Tongass Hwy, North Tongass Hwy (Ketchikan)	
	Nordic Drive, Mitkoff Hwy (Petersburg)	
	Glacier Hwy, Egan Drive (Juneau)	
	Haines Hwy, Haines to Border	
AK-8	Parks Hwy to Richardson Hwy via Denali Hwy	E – W
	Denali Hwy, Cantwell to Paxson	
AK-9	Seward Hwy, Seward to junction with Sterling Hwy	N – S
AK-10	Copper River Hwy, Cordova to Richardson/Edgerton Highway	E – W
	Copper River Hwy, Cordova to end	
	Edgerton Hwy, McCarthy to junction with Richardson Hwy	
AK-11	Elliott/Dalton junction to Prudhoe Bay via James Dalton Hwy	N – S
AK-98	Skagway to Canadian border via Klondike Hwy	N – S

Support:

- 06 Section 2D.53 contains information regarding the signing of unnumbered highways to enhance route guidance and facilitate travel.

Section 2D.11 Design of Route Signs

Standard:

- 08 U.S. Route signs (see Figure 2D-3) shall consist of black numerals on a white shield surrounded by a rectangular black background without a border. This sign shall be used on all U.S. routes and in connection with route sign assemblies on intersecting highways.
- 09 A 24 x 24-inch minimum sign size shall be used for U.S. route numbers with one or two digits, and a 30 x 24-inch minimum sign size shall be used for U.S. route numbers having three digits.

~~10 State Route signs shall be designed by the individual State highway agencies.~~

10A Route Markers for all Numbered State Highways shall be M1-5 signs as shown in the ASDS.

Section 2D.36 Destination and Distance Signs

Support:

01 In addition to guidance by route numbers, it is desirable to supply the road user information concerning the destinations that can be reached by way of numbered or unnumbered routes. This is done by means of Destination signs and Distance signs.

Option:

02 Route shields and cardinal directions may be included on the Destination sign with the destinations and arrows.

Guidance:

03 *If Route shields and cardinal directions are included on a Destination sign, the height of the route shields should be at least two times the height of the upper-case letters of the principal legend and not less than 18 inches, and the cardinal directions should be in all upper-case letters that are at least the minimum height specified for these signs.*

Standard:

03A The control and intermediate destinations in Table 2D-101 shall be used for destination and distance signs.

Option:

03B In addition to control and intermediate destinations, hamlets and unincorporated communities may be shown on destination signs on state roads when allowed by the agency with road jurisdiction.

Table 2D-101. Destination Control Cities for Alaska Guide Signs

Road Segment	Route Number(s)	Control Destinations	Intermediate Destinations
Sterling Highway, Homer to Soldotna	1	Homer, Anchorage	Soldotna, Kenai
Sterling Highway, Soldotna to Seward "Y"	1	Homer, Anchorage, Seward	Soldotna, Kenai
Seward Highway, Seward to Seward "Y"	9	Seward, Homer, Anchorage	Kenai Fjords Nat. Park
Seward Highway, Seward "Y" to Anchorage	1	Homer, Seward, Anchorage	Girdwood, Whittier Access, Hope Road Junction
Glenn Highway, Anchorage to Parks/Glenn junction	1	Anchorage, Fairbanks, Tok	Eagle River, Palmer
Parks Highway, Parks/Glenn junction to Fairbanks	3	Anchorage, Fairbanks	Wasilla, Cantwell, Denali Nat. Park, Healy, Nenana
Glenn Highway, Parks/Glenn junction to Glennallen	1	Anchorage, Valdez, Tok	Palmer, Glennallen
Tok Cutoff Highway, Gakona Junction to Tok	1	Anchorage, Tok	Glennallen
Richardson Highway, Valdez to Glennallen	4	Valdez, Fairbanks, Anchorage	Edgerton junction, Glennallen, Delta Jct.
Richardson Highway, Glennallen to Gakona Junction	4, 1	Valdez, Fairbanks, Anchorage	Edgerton junction, Glennallen, Delta Jct.
Richardson Highway, Gakona Junction to Delta Jct.	4	Valdez, Fairbanks, Anchorage	Edgerton junction, Glennallen, Delta Jct.
Alaska Highway, Border to Tok	2	Border, Fairbanks, Anchorage	Taylor Hwy Jct.
Alaska Highway, Tok to Delta Junction	2	Tok, Fairbanks	
Alaska Highway, Delta Jct. to Fairbanks	2	Tok, Fairbanks, Anchorage	Eielson AFB, North Pole
Steese/Elliott/Dalton, Fairbanks to Prudhoe Bay	2, 11	Fairbanks, Prudhoe Bay	Coldfoot