


SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 43.05.015 PURPOSE AND SCOPE, TO REFERENCE THE 2022 SUBDIVISION CONSTRUCTION MANUAL.






AGENDA OF: June 21, 2022

ASSEMBLY ACTION:

Adopted without objection 7-19-22


MANAGER RECOMMENDATION: Introduce and set for public hearing.

APPROVED BY MICHAEL BROWN, BOROUGH MANAGER: 

Route To:	Department/Individual	Initials	Remarks
	Originator - A. Strawn		
	Planning Director		
	Public Works Director		
	Borough Attorney		
	Borough Clerk		

ATTACHMENT (S) : Fiscal Note: YES ___ NO X

2022 Subdivision Construction Manual (67 pp)

2022 Subdivision Construction Manual - Redlined
 (56 pp)

Planning Commission Resolution 22-18 (2 pp)

Transportation Advisory Board Resolution 22-04
 (3 pp)

Ordinance Serial No. 22-057 (1 pp)

Planning Board Res 22-039 (2 pp)

SUMMARY STATEMENT: LKSAAB Res 22-04 (7 pp)

In August 2020 the Matanuska-Susitna Borough Assembly adopted a major revision to the Subdivision Construction Manual. After working with the new manual for a construction season, both staff and the development community identified modifications that will clarify requirements of the manual. The modifications consist of general cleanup, modification of standards, and clarification of acceptable engineering techniques. Specifically, the changes can be summarized as follows:

1. General cleanup and clarification

2. Removed the number of lot and length restriction on residential streets before it becomes a residential Subcollector
3. Modified standards for turnarounds and paved aprons
4. Clarified compaction standards and added requirements for testing methods
5. Require the use of NOAA rainfall data for all locations and added standards how to use the data
6. Allow developers to put drainage facilities within utility easements while providing protections for future and existing utility facilities
7. Modified standards for water quality associated with treatment of runoff
8. Modified downstream evaluation and mitigation criteria for flood hazards
9. Added requirements to the flood bypass design requirements
10. Added standards for ditch stabilization
11. Added minimum freeboard for all ditches
12. Added culvert gauge standards
13. Added energy dissipation requirements at culvert outlets
14. Added soil infiltration facility standards
15. Added pre-approved runoff calculation methods
16. Modified warranty timeframes to work better for both DPW and developers
17. Added inspection deadline for Subdivision Agreements
18. Removed appendices for example construction plan and paving special provision

RECOMMENDATION OF ADMINISTRATION:

Staff respectfully recommends considering adoption of this legislation.

RECEIVED

JUN 17 2022

LOCAL ROAD SERVICE AREA ADVISORY BOARD
RESOLUTION 22-04

CLERKS OFFICE

A RESOLUTION BY THE MATANUSKA-SUSITNA BOROUGH LOCAL ROAD SERVICE
AREA ADVISORY BOARD (LRSAAB)
RECOMMENDING CONDITIONAL APPROVAL OF AN ORDINANCE AMENDING MSB
43.05.015 PURPOSE AND SCOPE IN REFERENCE TO THE 2022
SUBDIVISION CONSTRUCTION MANUAL

WHEREAS: In August 2020, the MSB Assembly adopted a significant revision to the Subdivision Construction Manual (SCM); and

WHEREAS: After working with the revised SCM for a construction season, both MSB staff and the development community identified modifications that could clarify the requirements of the Manual; and

WHEREAS: The modifications consist of general cleanup, modification of standards, and clarification of acceptable engineering techniques. Specifically the changes may be summarized as follows:

1. General cleanup and clarification.
2. Removal of the number of lot and length restrictions on Residential streets before they become residential Sub-Collectors.
3. Modification of standards for turnarounds and paved aprons.
4. Clarification of compaction standards and additional requirements for testing methods.
5. Requiring the use of NOAA rainfall data for all locations and adding standards on how to use that data.
6. Allows developers to place drainage facilities within Utility Easements while providing protections for existing and future utility facilities.
7. Modification of standards for water quality associated with the treatment of runoff.
8. Modification of downstream evaluation and mitigation criteria for flood hazards.
9. Adds requirements to the flood bypass design requirements.
10. Adds standards for ditch stabilization.
11. Adds minimum freeboard for all ditches.
12. Adds culvert gauge standards.
13. Adds energy dissipation requirements at culvert outlets.
14. Adds soil infiltration facility standards.
15. Adds pre-approved runoff calculation methods.
16. Modifies Warranty timeframes to work better for both the DPW and developers.
17. Adds an inspection deadline for Subdivision Agreements.
18. Removes the Appendices for "example construction plan" and "paving special provision".

NOW THEREFORE BE IT RESOLVED: That the LRSAAB recommends amending MSB 43.05.015 Purpose and Scope in reference to the 2022 SCM, *if the following conditions are met:*

1. Prohibit drainage detention/retention facilities within Utility Easements for new subdivisions; and

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2. Incorporate all the recommendations contained within the Department of Public Works Memorandum dated May 11, 2022 (see attached); and
3. Ensurance that all Utility Companies have been notified and had the opportunity to provide input; and
4. Requirement of a maximum 12-inch lift thickness for sub-base as described in C02.5(c) for new or upgraded roads.

Attached: Department of Public Works Memorandum to Alex Strawn, 5/11/22.

Approved by majority vote (9 to 4) on June 16, 2022.

Stephen Edwards ^{by MS} Stephen Edwards Board Chair

Mike Shields, Mike Shields Board Secretary

CC: MSB Public Works Director
Transportation Advisory Board

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MATANUSKA-SUSITNA BOROUGH

Public Works Department

350 East Dahlia Avenue • Palmer, AK 99645 (mailing address)

Phone (907) 861-7751 • Fax (907) 861-7735

e-mail: Terry.Dolan@matsugov.us

MEMORANDUM

DATE: May 11, 2022

TO: Alex Strawn, Planning & Land Use Director

FROM: Terry Dolan, Public Works Director Terry Dolan

Digitally signed by Terry
Dolan
Date: 2022 05 11
16 01:57 -0800

SUBJECT: Department of Public Works' Position on the Subdivision Construction
Manual 2022 Update

I have reviewed the updates to the Subdivision Construction Manual and I support the implementation with the attached notes.

Attachment: as noted

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DPW's Position on the Subdivision Construction Manual 2022 Update

Construction: We recommend the addition of language regarding the use of stormwater best management practices (BMPs) during construction.

BMPs should always be used, whether required for Alaska Pollutant Discharge Elimination System permit coverage or not, to maintain compliance with the Clean Water Act, Clean Air Act, Alaska Water Quality Standards (18 AAC 70), etc.

Water Quality: We recommend no change to the "first flush" design requirement.

The proposed change to this design requirement appears to be more stringent than the current standard, however in many cases the runoff calculations will show that the entirety of a 0.50" rain event will be absorbed in the ground and no treatment of runoff will need to be provided. This change overlooks the need for runoff treatment during frozen ground conditions, such as during a winter rain event or spring breakup. The current design requirement to treat the initial 0.25 inch of post-developed runoff intentionally ignores the differing permeability of site soils to account for when the ground or snow surface is sealed by ice.

Industry Standards

Section 12.3, page 12-8, of Highway Drainage Guidelines, 4th edition (AASHTO, 2007) says [emphasis mine] "Water quality facilities are most often designed to treat the "first flush" from a storm event, because the initial flush of runoff contains the highest percentage of pollutants. The first 15 mm (0.6 in) of storm runoff is generally considered to contain this surcharge of pollutants." Subdivision roads see considerably less traffic than the highways considered in this AASHTO manual, however winter sand and salt, oil leaks from parked vehicles, etc still contribute a significant amount of pollutants that should be considered.

The Municipality of Anchorage requires treatment of runoff from the 90th percentile storm (0.52") which is comparable to the proposed change to the Water Quality design requirement. However, the Muni requires treatment of runoff from all impermeable areas with Green Infrastructure (i.e. rain garden or sedimentation basin).

Soil Infiltration Facilities: We recommend the addition of standards for soil infiltration facilities. MSB currently has no standards for the size or location of these facilities which has resulted in large discrepancies between designers. Many of these soil infiltration facilities are being constructed within the roadside ditch which can cause damage to the road prism during freeze thaw cycles and are more likely to become clogged with sediment. See excerpt below from Section 12.3.3.2, page 12-17, of Highway Drainage Guidelines, 4th edition (AASHTO, 2007) supporting many of our recommended standards.

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12.3.3.2 Infiltration Facilities

Properly functioning infiltration practices are effective water quality controls. To ensure that the longest possible life is realized from an installation, the engineer should consider the following points:

- The facility depth should be set to allow complete draining of the structure within 24 to 72 hours. This will ensure that the design volume is available to treat the next storm event.
- The minimum practical soil permeability is 25 mm/h (1 in./h). Advance soil tests should be conducted at all proposed infiltration sites to verify this rate.
- When water quality is a concern, the bottom of the facility should be set above the seasonal high groundwater table or bedrock to provide for filtering. An additional factor of safety should be considered if limited information on the groundwater table is available or if large fluctuations in water table elevations are typical of the area.
- A filter strip or vegetated swale should be provided upstream to buffer the facility from sources of high sediment loadings. Additionally, infiltration facilities should be kept a sufficient distance from the edge of pavement to prevent saturation of the roadway subbase.
- To avoid problems of slope saturation and excessive settlement, infiltration facilities should not be placed in fill areas.
- Construction of trenches (Figure 12-10), dry wells, and basins should be the last item completed on a project. Allowing stabilization of all contributing areas prior to constructing infiltration facilities will limit premature clogging through sediment deposition.
- To maximize storage volumes, infiltration facilities should be constructed with a flat bottom. In areas of steep slopes, use of several small facilities in series will reduce the depth of excavation over that required for a single large facility.
- Porous pavement (Figure 12-11) should be limited to application in low-volume traffic areas. A typical application would be a commuter parking lot. The passenger vehicle parking area would use porous pavement while the access lanes and the bus loading areas would have conventional pavement. Regular vacuuming will be necessary to maintain porosity.

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C01 General

This section establishes minimum construction requirements. Prior to any ground disturbing activities, call the Alaska Dig Line for utility locates in accordance with AS 42.30.400 and initiate construction stormwater Best Management Practices (BMPs). If required by Alaska Department of Environmental Conservation (ADEC) obtain coverage under the Construction General Permit (CGP) or individual APDES permit.

D03 Drainage Design Criteria

Table D-1: Drainage Sizing and Analysis Criteria

Design Requirement	Purpose	Criteria
Water Quality	Treat first flush pollutant loading	Treat the initial 0.25 inch of post-developed runoff for each storm event.

D07 Soil Infiltration Facilities

Soil infiltration may be used to reduce stormwater flow and volume with the following criteria:

- Perform field testing to determine soil infiltration rates using ASTM D3385 (Standard Test Method for Infiltration Rate of Soils in Field Using Double-Ring Infiltrometer) or the Falling Head Percolation Test Procedure (EPA) at or below the proposed bottom of the infiltration facility.
- The design infiltration rate shall be no more than 50% of field-measured rate.
- Where the field measured infiltration rate exceeds eight inches per hour, evaluate potential for groundwater contamination and provide appropriate measures to reduce rate of infiltration or provide pre-treatment.
- Soil infiltration facilities are not recommended in locations where the field measured infiltration rate is less than one inch per hour.
- In compliance with 18 AAC 80, facilities must be located a minimum distance of 200 feet from Public Water System wells. Water lines cannot be located in or under soil infiltration facilities.
- Consider ground water hydraulics and the proximity of soil infiltration facilities to private drinking water wells.
- Underground soil infiltration facilities shall not be located in utility easements.
- Minimum separation distance between the seasonal high groundwater table elevation and the bottom of soil infiltration facilities is two feet.
- Soil infiltration facilities shall be located such that water is not held against the structural section and are generally not allowed in the roadside ditches.
- Construction of soil infiltration facilities should occur after all contributing areas have been stabilized to limit premature clogging through sediment deposition.
- Soil infiltration facilities within Borough rights-of-way or drainage easements should be designed such that they are not considered Class V injection wells. See Appendix A for the EPA's June 2008 memorandum addressing the subject.

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- (1) Private drainage facilities that are considered Class V injection wells require conformance with EPA regulations.

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By: A. Strawn
Introduced: June 2, 2022
Public Hearing: June 16, 2022
Action: ADOPTED

MATANUSKA-SUSITNA BOROUGH
PLATTING BOARD RESOLUTION NO. 22-039

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLATTING BOARD
RECOMMENDING ADOPTION OF AN ORDINANCE AMENDING MSB 43.05.015
PURPOSE AND SCOPE, TO REFERENCE THE 2022 SUBDIVISION CONSTRUCTION
MANUAL.

WHEREAS, in August 2020, the Matanuska-Susitna Borough
Assembly adopted a major revision to the Subdivision Construction
Manual; and

WHEREAS, after working with the new manual for a construction
season, both staff and the development community identified
modifications that will clarify requirements of the manual; and

WHEREAS, the modifications consist of general cleanup,
modification of standards, and clarification of acceptable
engineering techniques.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna
Borough Platting Board hereby recommends Assembly amending MSB
43.05.015 Purpose and Scope, to reference the 2022 Subdivision
Construction Manual.

ADOPTED by the Matanuska-Susitna Borough Platting Board this
16th day of June, 2022.



WILFRED FERNANDEZ, Chair

ATTEST



THERESA TARANTO
Platting Board Clerk



(SEAL)

YES: (7) Cottini, Leffel, Shadrach, McCabe, Fernandez, Leonard,
and Koan

NO: (0)

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**Matanuska-Susitna Borough
Public Works Department**

**2022
Subdivision Construction Manual**

(Roads, Drainage, and Utilities)

Adopted June 21, 2022

Effective June 21, 2022

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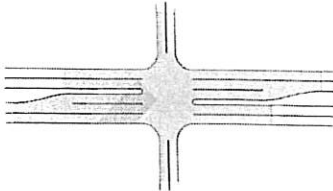
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Acronyms & Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADFG	Alaska Department of Fish and Game
ADT	Average Daily Traffic
ADOT&PF	Alaska Department of Transportation and Public Facilities
ATM	Alaska Test Method
cfs	cubic feet per second
CMP	Corrugated metal pipe
DPW	Department of Public Works of the Matanuska-Susitna Borough
FHWA	Federal Highway Administration
ft	feet
h:v	horizontal to vertical
IDF	Intensity-Duration-Frequency
IFC	International Fire Code
in	inches
ITE	Institute of Transportation Engineers
LEW	Low Erosivity Waiver
LRTP	Long Range Transportation Plan
mph	miles per hour
MSB	Matanuska-Susitna Borough
N/A	not applicable
NOAA	National Oceanic and Atmospheric Administration
NRCS	Natural Resources Conservation Service
NTP	notice to proceed
OHWM	ordinary high water mark
OSHP	Official Streets and Highways Plan
PUE	public use easement
ROW	right-of-way
SCS	Soil Conservation Service
VPD	vehicles per day

Definitions

Access Point	The location along a road at which a driveway or road intersects.
Arterial	A road that provides a high level of mobility within the transportation network. Arterials have managed access with a minimal number of intersections or interchanges.
Average Daily Traffic	The total number of vehicle trips during a given time period (in whole days greater than one day and less than one year) divided by the number of days in that time period.
Backslope	On a roadway section in a cut, the portion of the roadside that slopes up from the roadside ditch and away from the roadway to the top of the cut, see Figure A-3.
Catchment Area	The total area contributing stormwater runoff to a particular point, site, or structure.
Collector	A road that links local roads with arterials and performs some duties of each. Collectors have managed access with a moderate number of intersections and driveways.
Curve Return	The curve located at the corner of an intersection, connecting the roadway edge of one road to the roadway edge of an intersecting road or driveway.
Detention	The temporary storage of runoff, for later controlled release.
Drainage Pattern	The configuration of a drainage system including manmade and natural features within a catchment area.
Driveway	A vehicular access way between a road and a parking area within a lot or property.
Embankment	Earthen material that is placed and compacted for the purpose of raising the grade of a roadway.
Engineer	An individual who is registered as a Professional Civil Engineer in the State of Alaska.

Feasible	Reasonable and capable of being done or carried out.
Foreslope	On a roadway section, the portion of the roadside that slopes down and away from the roadway, see Figure A-3.
Functional Area	<p>The physical area of an intersection and the area extending both upstream and downstream which includes perception reaction distance, maneuver distance, and storage length.</p> 
Intersection	The general area where two or more roads join or cross.
Local Road	A road that provides access to abutting property, rather than to serve through traffic. Local roads are not access controlled and can have frequent intersections and driveways.
Lot Frontage	A property line that abuts the right-of-way that provides access to the lot.
Ordinary High Water Mark	The elevation marking the highest water level which has been maintained for a sufficient time to leave evidence upon the landscape. Generally, it is the point where the natural vegetation changes from predominately aquatic to upland species.
Positive Drainage	Clear, unobstructed flow of water away from structures and roadways without localized ponding.
Public Use Easement	Provides the rights for ingress, egress, roadways, right-of-way, public utilities, and slopes for cuts and fills. The rights are to the public in general, and public utilities governed by permits required under federal, state, and local laws and regulations. May also be known as a public access easement or right-of-way.
Regulated Stream	Any watercourse along which the flood hazard areas have been mapped and approved by the Federal Emergency Management Agency; any stream which harbors fish, as determined by the Alaska Department of Fish and Game; or any stream designated as regulated by MSB.
Retention	The prevention of runoff. Stormwater, which is retained, remains indefinitely, with the exception of the volume lost to evaporation, plant uptake, or infiltration.

Right-of-way	A strip of land reserved, used, or to be used for a street, alley, walkway, airport, railroad, or other public or private purpose.
Road	A general term denoting a public thoroughfare used, or intended to be used, for passage or travel.
Road Prism	The foundation that supports the roadway; see Figure A-3.
Roadway	The portion of a road that includes driving lanes and shoulders, see Figure A-3.
Segment	A portion of road between two significant intersections or an intersection and its terminus.
Shoulder	The portion of a roadway contiguous to any traveled way for lateral support of surface courses, see Figure A-3.
Street	A general term usually denoting an urban or suburban road.
Stub	A right-of-way or road segment that is planned to be extended, typically short in length, which terminates at the boundary of a subdivision or masterplan phase.
T-intersection	A three leg intersection in the form of a "T".
Through Street	A road given preferential right of way; roads which intersect a through street are controlled, such as with a stop sign or yield sign.
Water Body	A permanent or temporary area of standing or flowing water. Water depth is such that water, and not air, is the principal medium in which organisms live. Water bodies include, but are not limited to: lakes, ponds, streams, rivers, sloughs, and all salt water bodies.

Introduction

This manual is intended to accomplish the following goals:

- (1) To establish standards for the design and construction of transportation networks throughout the Matanuska-Susitna Borough.
- (2) To provide information and guidelines for the design, construction, and upgrade of roads, drainage facilities, and utilities within rights-of-way.
- (3) To develop and maintain a safer and more efficient transportation system.
- (4) To minimize operation & maintenance efforts.

Section A. Street Design

A01 General

These provisions establish appropriate standards for the design of roads. The purpose of these provisions is to:

- (1) promote the safety and convenience of motorized and non-motorized traffic;
- (2) promote the safety of neighborhood residents;
- (3) minimize the long term costs for maintenance and repair;
- (4) protect the residential qualities of neighborhoods by limiting traffic volume, speed, noise, and air pollution;
- (5) encourage the efficient use of land; and
- (6) minimize the cost of road construction and thereby restrain the rise in housing costs.

A02 Applicability

These standards apply to the design and construction of all subdivision improvements within the Matanuska-Susitna Borough (MSB), with the exception of those streets within cities that exercise road powers by ordinance.

A03 Street Classifications

Roads within the MSB fall within one of the following functional classifications, in accordance with the Long Range Transportation Plan (LRTP): Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local Road. Functional classification of a road is based on its function, design, and current potential use. The applicant may request review of the functional classification of existing roads abutting or affecting the design of a subdivision or land development during the preapplication process.

This section provides design guidance for roads falling under local road and minor collector functional classifications.

A03.1 Residential Street

Residential streets are local roads intended to carry the least amount of traffic at the lowest speed. The Residential street will provide the safest and most desirable environment for a residential neighborhood. Developments should be designed so that all, or the maximum number possible, of the homes will front on this class of street.

A03.2 Residential Subcollector Street

Residential Subcollector streets are local roads that carry more traffic than Residential streets.

A03.3 Residential Collector Street

Residential Collector streets are the highest order of residential streets and are a type of minor collector. In large residential developments, this class of street may be necessary to carry traffic from

one neighborhood to another or from the neighborhood to other areas in the community. Residential Collector streets should provide the fewest direct accesses as possible.

A03.4 Mountain Access Road

Mountain Access Roads may be used in areas where the average cross slope exceeds 15 percent or to traverse terrain features in excess of 25 percent. Maintenance of Mountain Access Roads will be at the discretion of Department of Public Works (DPW). School bus access should be considered as school bus routes require all grades less than 10 percent. Mountain Access Road standards allow for steeper grades and switchbacks, but should otherwise be designed to Residential, Residential Subcollector, or Residential Collector standard as required by this section.

A03.5 Pioneer Road

Pioneer Roads may only be used where allowed by MSB or other applicable code. This classification establishes minimum requirements for roads providing physical access, but should otherwise be designed to Residential, Residential Subcollector, or Residential Collector standard as required by this section. No MSB maintenance will be provided for Pioneer Roads. Pioneer roads may be constructed offset from the centerline of the right-of-way (ROW) to facilitate future expansion of the road.

A03.6 Alleys

Alleys are permitted provided legal and physical access conforms to MSB or other applicable code. No MSB maintenance will be provided for Alleys.

A03.7 Other Street Types

The above classifications may be further typed as one of the following streets. These other street types should be designed to Residential, Residential Subcollector, or Residential Collector standard as required by this section.

- (a) Frontage Street – streets parallel and adjacent to a major road corridor which provides access to abutting properties and separation from through traffic. See Section B for additional design standards.
- (b) Backage Street – streets that provide access to lots located between the Backage Street and a major road corridor. See Section B for additional design standards.
- (c) Connector Street – the portion of a street that connects a frontage or backage street to a major road corridor. See Section B for additional design standards.
- (d) Divided Street – streets may be divided for the purpose of accommodating environmental features or avoiding excessive grading. In such a case, the design standards shall be applied to the appropriate street classification and a single lane width with a shoulder on each side.

A04 Access Criteria

A04.1 Residential Street

- (a) A Residential street provides access to abutting properties.
- (b) The anticipated average daily traffic (ADT) volume on Residential streets shall not exceed 400. A loop street shall be designed such that the anticipated ADT at each terminus of the loop street does not exceed 400, see Figure A-1.
- (c) Residential streets may intersect or take access from an equal or higher classification street. Both ends of a loop Residential street are encouraged to intersect the same collecting street and be designed to discourage through traffic.

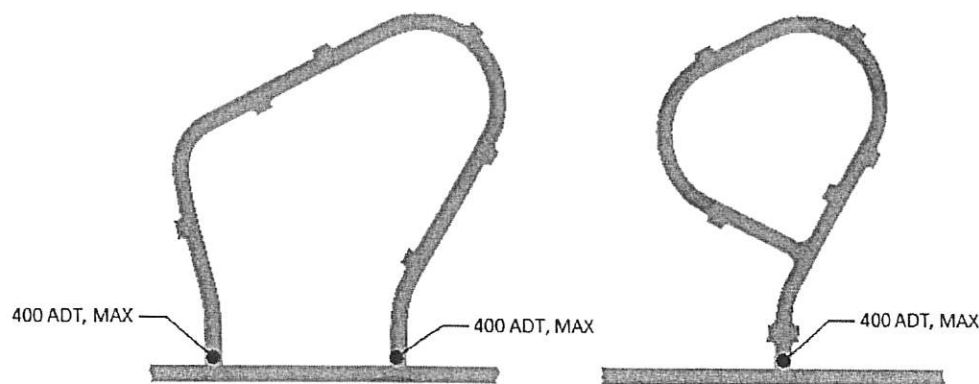


Figure A-1: Loop Residential Streets

A04.2 Residential Subcollector Street

- (a) A Residential Subcollector street provides access to abutting properties and may also move traffic from Residential streets that intersect it. Residential Subcollector streets are required when the ADT anticipated on the street will exceed the limits for Residential.
- (b) The anticipated ADT on Residential Subcollector streets shall not exceed 1000. A loop street shall be designed such that the anticipated ADT at each terminus of the loop street does not exceed 1000, see Figure A-2.
- (c) Residential Subcollector streets shall be designed to exclude all external through traffic that has neither origin nor destination on the Residential Subcollector or its tributary Residential streets. Adjacent parcels may acquire access if proven landlocked by legal or terrain features or if such Residential Subcollector access can be demonstrated to be beneficial to the public.
- (d) Residential Subcollector streets shall take access from a street of equal or higher classification.
- (e) Traffic calming elements should be considered for the design of Residential Subcollectors, such as avoiding long, straight segments and reducing the length of roadway from farthest lot to a collector.

- (f) Residential Subcollector streets shall be provided with two continuous moving lanes within which no parking is permitted.

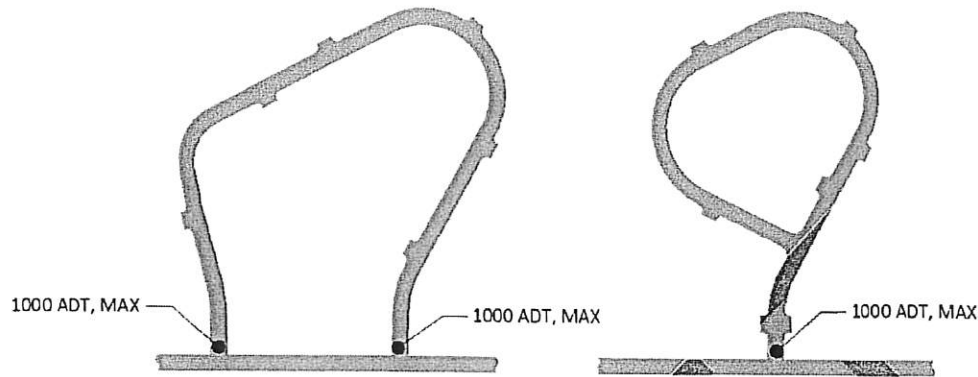


Figure A-2: Loop Residential Subcollector Streets

A04.3 Residential Collector Street

- (a) A Residential Collector street carries residential neighborhood traffic, but restricts or limits direct residential access. Residential Collector streets are required when the ADT anticipated on the street will exceed the limits for Residential Subcollectors.
- (b) Residential Collector streets should be designed to have as few residential lots directly fronting them as possible. When efficient subdivision design or physical constraints make this not possible, the average access point spacing shall be a minimum of 250 feet. Average access point spacing is calculated per segment and is equal to the segment length divided by the number of potential access points on both sides of the street. Undeveloped lots with only access to Residential Collector streets are counted as having at least one access point. When the average access point spacing on a segment of an existing Residential Collector street is less than 250 feet, the average access point spacing shall not decrease due to the subdivision.
- (c) Space shall be provided on these lots for turnaround so that vehicles will not have to back out onto Residential Collector streets.
- (d) Proposed access points on Residential Collector streets shall be shown on the preliminary plat.
- (e) Residential Collector streets shall be laid out to encourage connectivity within the transportation network.
- (f) If the anticipated ADT will exceed 3000, the street shall be classified at a higher level than Residential Collector by DPW.
- (g) Every Residential Collector shall be provided with no fewer than two access intersections to streets of equal or higher classification. If it is shown by the applicant that two accesses are not feasible, Residential Collector streets shall be provided with access to one street of equal or higher classification and be designed to accommodate a future second connection to a street of equal or higher classification, or otherwise be approved by DPW.
- (h) All Residential Collector streets shall be provided with two continuous moving lanes within which no parking shall be permitted.

A04.4 Access through Existing Streets

The anticipated ADT on existing Residential streets used to access a proposed subdivision may exceed 400, but shall not exceed 800, if:

- (a) alternate road corridors are not available or feasible;
- (b) horizontal geometry or access density prohibits upgrade to a higher standard road; and
- (c) the traffic impacts are mitigated.

A04.5 Traffic Impact Mitigation for Access through Existing Streets

Traffic impact mitigation on existing residential streets can include but is not limited to:

- (a) Traffic control devices (signage, striping) on segments where potential ADT exceeds 440;
- (b) LED street lighting, speed feedback signs, widened shoulders, inside corner widening for offtracking, or all-way stop intersections on segments where potential ADT exceeds 600.

A04.6 Commercial Uses on Residential and Residential Subcollector Streets

Exceptions to the ADT limits on Residential and Residential Subcollector streets, as set forth in A04.1 and A04.2, respectively, may be allowed for commercial uses that access the first 600 feet of such streets that intersect a Collector standard road or higher classification, as measured from the intersection point. The affected portion of the street and intersection shall be constructed to a higher standard as needed to accommodate the anticipated commercial traffic.

A05 Design Criteria

The design criteria for Residential, Residential Subcollector, and Residential Collector streets and Mountain Access and Pioneer roads are set forth in Table A-1. Any unspecified design criteria shall meet or exceed the design criteria for the roadway design speed in the latest edition of *A Policy on Geometric Design of Highways and Streets* (AASHTO).

Table A-1: Design Criteria

	Unit	Residential	Residential Subcollector	Residential Collector	Mountain Access ¹	Pioneer ¹
Average Daily Traffic	VPD	≤400	401 – 1000	1001 – 3000	–	–
Typical Section						
ROW Width ²	ft	60	60	60	60	60
Lane Width	ft	10	10	11	10	10
Standard Gravel Shoulder Width	ft	2	2	2	0 ³	0 ³
Shared Paved Shoulder Width ⁴	ft	4	4	6	–	–
Roadway Width	ft	24	24	26	20 ³	20
Foreslope ⁵	h:v	3:1	3:1	4:1	2:1	3:1
Backslope ⁶	h:v	2:1	2:1	2:1	2:1 ⁷	2:1
Crown, gravel	%	3	3	3	3	3
Crown, pavement	%	2	2	2	2	–
Engineering Criteria						
Design Speed	mph	25	30	35	–	–
Posted Speed	mph	20	25	30	–	–
Stopping Sight Distance	ft	155	200	250	–	–
Horizontal Alignment						
Minimum Centerline Radius	ft	225	350	550	– ⁸	–
with DPW Approval	ft	190	275	400	–	–
Minimum Tangent Between Curves	ft	100	100	100	100	100
Maximum superelevation	%	N/A	N/A	4	N/A	N/A

¹ Where a value is not given, Mountain Access and Pioneer Roads shall meet the criteria of the anticipated street classification.

² Minimum ROW required for new dedications; width of existing ROW may vary.

³ Where grades exceed 7 percent, the shoulder width shall be 2 feet for a total roadway width of 24 feet.

⁴ An optional paved shoulder may be provided on one or both sides of paved streets for non-motorized shared use.

⁵ Slope for the first 7.5 feet from the shoulder; may be steepened to 2:1 thereafter. Install guardrail when required by the latest edition of the *Roadside Design Guide* (AASHTO).

⁶ 2:1 Back slopes may be steepened to 1.5:1 if cuts exceed 5 feet and appropriate slope stabilization, as determined by the design engineer, is used. Retaining walls may be used to replace or augment backslopes.

⁷ Or backslope recommended by the design engineer based on actual conditions.

⁸ Switch backs are allowed provided cul-de-sac criteria is met or turning radius is 40 feet with a 2% grade.

	Unit	Residential	Residential Subcollector	Residential Collector	Mountain Access ¹	Pioneer ¹
Vertical Alignment						
Maximum Centerline Grade	%	10	10	10	15 ⁹	10
Minimum Rate of Vertical Curvature ¹⁰ ; Crest		12	19	29	—	—
Minimum Rate of Vertical Curvature ¹⁰ ; Sag		26	37	49	—	—
Minimum Flow Line Grades	%	0.5	0.5	0.5	1.0	0.5
Intersections						
Minimum ROW Corner Radius	ft	30	30	30	30	30
Minimum Curve Return Radius ¹¹	ft	20	25	30	—	—
Maximum Grade on through street within 50 feet of intersection	%	7	7	4	9	7

A06 Typical Section

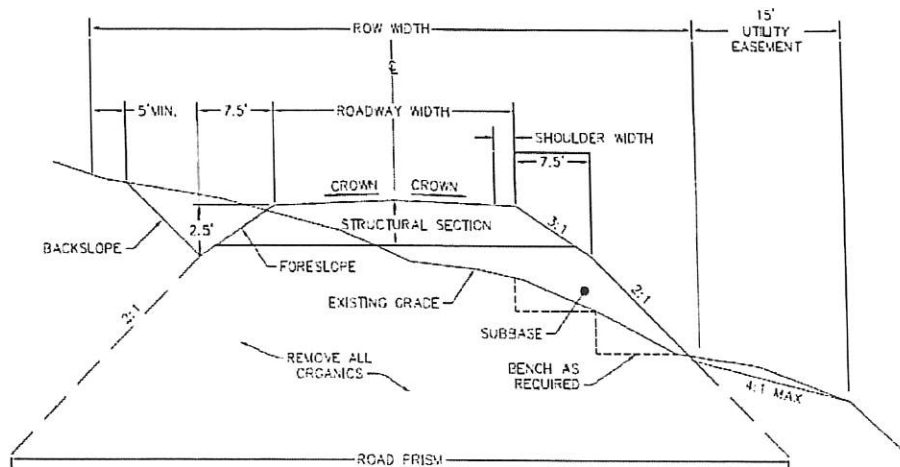


Figure A-3: Typical Section

⁹ Up to 15% grade with no more than 200 linear feet of over 10% grade with a minimum of 100 linear feet of less than 10% grade for runout between steeper sections. Maximum grade in a horizontal curve is 10%.

¹⁰ Rate of vertical curvature (K) is the length of curve (L) in feet per percent algebraic difference in intersecting grades (A); $K = L / A$

¹¹ 40-foot minimum curve return radius at intersections with higher order streets.

A07 Turnarounds

Streets with only one inlet shall terminate with a constructed turnaround, unless otherwise provided by A08.2.

A07.1 Cul-de-sac Turnarounds

- (a) A cul-de-sac turnaround with a drivable surface diameter (shoulder to shoulder) of 85 feet centered in a ROW diameter of 120 feet shall be provided at the terminus of Residential and Residential Subcollector streets.
- (b) Cul-de-sac turnarounds shall meet the configuration and dimensions shown in Figure A-4.
- (c) The grade throughout the surface of a cul-de-sac, as depicted in the shaded portion of Figure A-4, shall not exceed 4 percent.

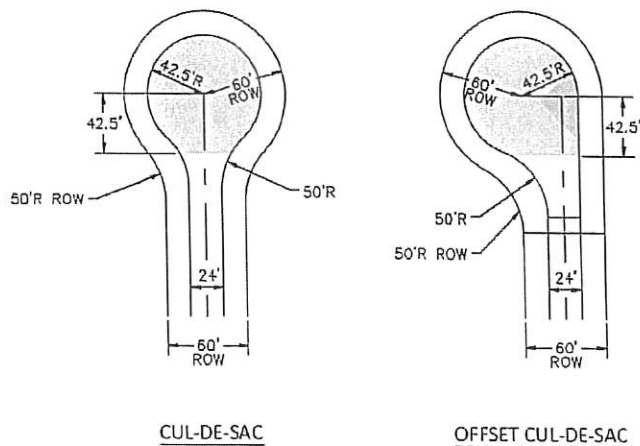


Figure A-4: Cul-de-sac Options

A07.2 Alternate Turnarounds

- (a) DPW may permit a street to terminate with an alternative turnaround that meets fire code when such a design is required by extreme environmental or topographical conditions, unusual or irregularly shaped tract boundaries, or when the location of the turnaround is intended to become an intersection.
- (b) Alternate turnarounds shall meet the configuration and dimensions shown in Figure A-5.
- (c) The grade throughout the turnaround surface, as depicted in the shaded portion of Figure A-5, shall not exceed 4 percent.

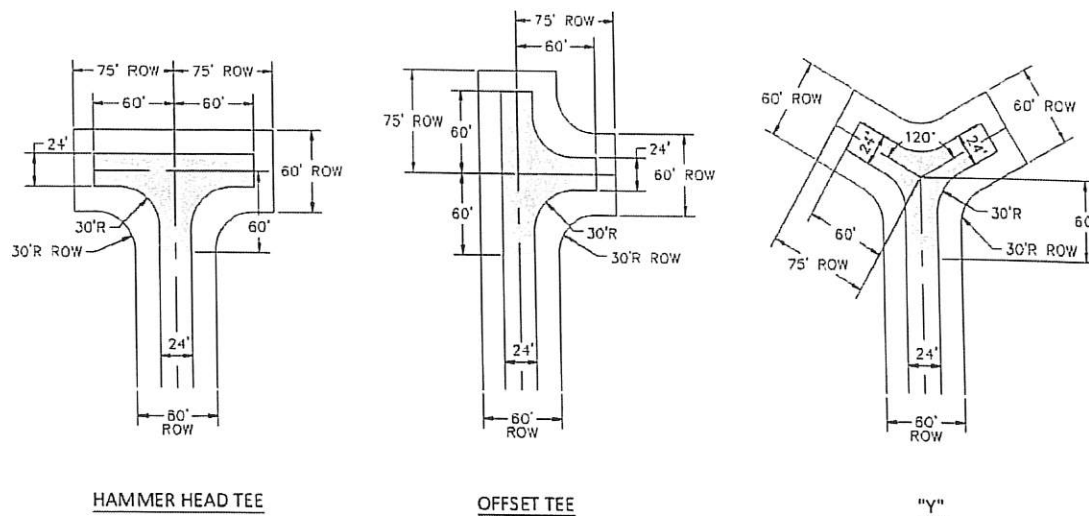


Figure A-5: Alternate Turnarounds

A08 Stub Streets

A08.1 Stub Street Construction

No construction is required if physical access is provided to all lots by adjoining streets as required by MSB or other applicable code.

A08.2 Temporary Turnarounds

Stub streets requiring construction that exceed 200 feet in length (measured from the intersection point to the end of required construction) will meet the requirements of A07.1 or A07.2. A temporary easement will be provided for the turnaround, which will automatically terminate upon extension of the street and physical removal of the turnaround. The centerline grade on stub streets without turnarounds shall not exceed 4%.

A09 Intersections

A09.1 Intersection Sight Distance

- Whenever a proposed street intersects an existing or proposed street of higher order, the street of lower order shall be made a stop controlled street, unless alternate intersection control is used as allowed by this subsection.
- Stop controlled streets shall be designed to provide intersection sight distance as specified in this subsection, Table A-2, and Figure A-6.
- The entire area of the intersection sight triangles shown in Figure A-6 shall be designed to provide a clear view from point A at 3.5 feet above the roadway to all points 3.5 feet above the roadway along the lane centerlines from point B to point C and point D to point E.

- (d) Sight distances less than the recommended shall only be used when there are topographical or other physical constraints outside of the applicant's control.
- (e) The minimum sight distances listed in Table A-2 are for a passenger car to turn onto a two-lane undivided street and minor road approach grades of 3 percent or less. For other conditions, the minimum sight distance should be calculated by the applicant's engineer according to *A Policy on Geometric Design of Highways and Streets* (AASHTO).
- (f) Sight distances less than the minimum, where no other options exist, will require alternate intersection control or warning signs as determined by the applicant's engineer and approved by DPW.
- (g) Intersection sight triangles shall be located in their entirety within ROW or a sight distance maintenance easement.
- (h) Yield controlled intersections shall conform to sight distance requirements according to *A Policy on Geometric Design of Highways and Streets* (AASHTO).
- (i) Intersections with state or other municipal ROW are subject to their respective requirements and review.

Table A-2: Recommended and Minimum Intersection Sight Distance

Design Speed or Posted Speed Limit (whichever is greater)	S_d Recommended	S_d Minimum
MPH	ft	ft
25	370	280
30	450	335
35	580	390
40	750	445
45	950	500
50	1180	555
55	1450	610
60	1750	665
65	2100	720

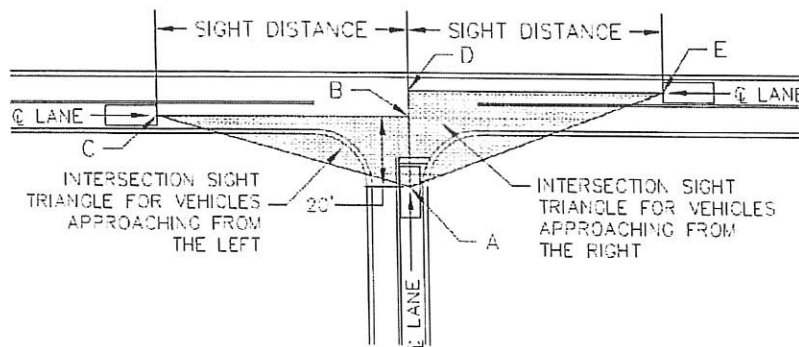


Figure A-6: Intersection Sight Distance

A09.2 Intersection Spacing

- (a) Minimum centerline to centerline distance between intersections on the same side or opposing sides of the through street shall be:
 - (1) 155 feet on Residential streets;
 - (2) 200 feet on Residential Subcollector streets;
 - (3) 300 feet on Residential Collectors and Minor Collectors; or
 - (4) 650 feet on higher order streets where other access standards do not exist.
- (b) If the above spacing along the through street cannot be met, intersections shall be aligned directly across from each other. Intersections on opposing sides of the through street may be offset up to 30 feet, with a preference for a left-right offset, as shown in Figure A-7.
- (c) Where pre-existing conditions do not allow for the above spacing and no other legal access exists, alternate spacing or offset most closely meeting (a) or (b) above may be allowed.
- (d) Additional intersections should be avoided within the functional area of major intersections with turning bays and approach tapers. Exceptions require DPW approval based upon constraints and no other feasible alternatives.

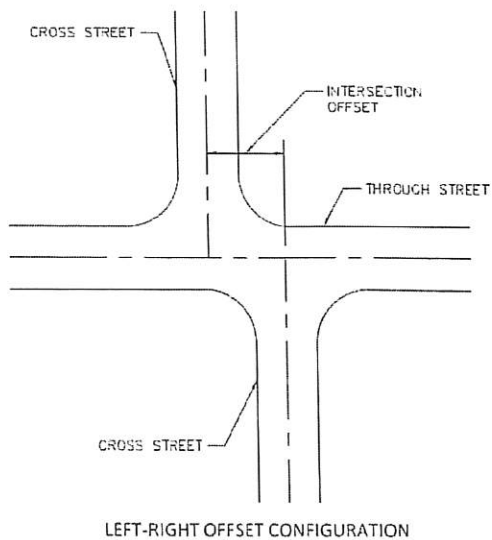


Figure A-7: Intersection Offset

A09.3 Minimum Intersection Angle

Streets should intersect with a straight segment at an angle as close to 90° as possible, but no less than 70°, for a minimum of 75 feet from the intersection point, as shown in Figure A-8.

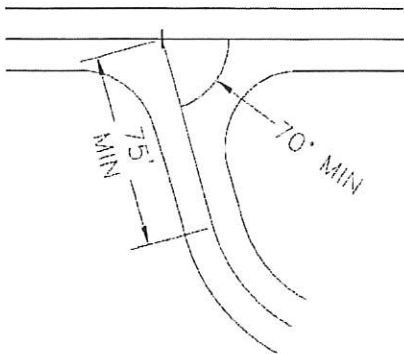


Figure A-8: Intersection Angle

A09.4 Landing

Controlled streets shall be provided with a typical 30-foot landing, conforming to Figure A-9, at its approach to a through street. The landing shall be sloped to match the crown of the through street. Vertical curves shall not be located in the landing to the extent feasible. Where a negative slope away from the through street is not feasible due to topographical constraints, the road shall be constructed in a manner that prevents water from flowing onto the through street.

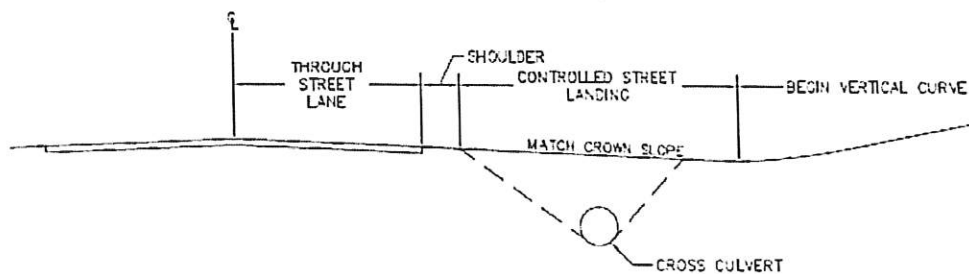


Figure A-9: Controlled Street Landing Profile

A09.5 Paved Apron

A proposed street which intersects an existing paved street shall be provided with a paved apron 40 feet from the edge of the existing pavement.

A10 Driveways

Driveways are not usually required to be constructed within the ROW at time of road construction. However, if an applicant chooses to construct driveways, driveway permits are required. The applicant may permit all driveways with one application. A driveway permit application can be obtained from the MSB Permit Center. Driveways onto state or other municipal ROW are subject to their respective requirements and review.

A11 Trailhead

Trailhead parking lot layout shall conform to applicable local, state, and federal requirements.

A12 Bicycle and Pedestrian Paths

Bicycle and pedestrian paths constructed within public ROW shall conform to the current edition of *Guide for the Development of Bicycle Facilities* (AASHTO), and any other applicable local, state, and federal requirements.

A13 Signage

Signs shall be provided and installed by the applicant in conformance with the latest edition of the *Alaska Traffic Manual* (ADOT&PF) and the *Alaska Sign Design Specifications* (ADOT&PF) prior to plat recordation.

- (a) Each street within a subdivision shall be identified and signed at its point of egress and ingress. Cul-de-sac streets will be signed and identified at their point of ingress
- (b) Intersection control signs shall be provided at designated intersections within the confines of the subdivision and at the intersection with the access road, if applicable.
- (c) Intersection control signs shall be located such that they are visible to approaching traffic and near corresponding stop or yield bars.
- (d) Speed limit signs shall be provided at entrances to the subdivision, where the speed limit changes, and at a minimum of one-mile intervals throughout the subdivision.
- (e) If a constructed stub street provides access to two or fewer lots and has no turnarounds a sign indicating a dead-end street shall be posted.
- (f) If a dedicated stub street is not constructed, no signs are required.
- (g) Install signs according to the criteria in Figure A-10, Figure A-11, and Figure A-12.
- (h) Signs within state or other municipal ROW are subject to their respective requirements and review.

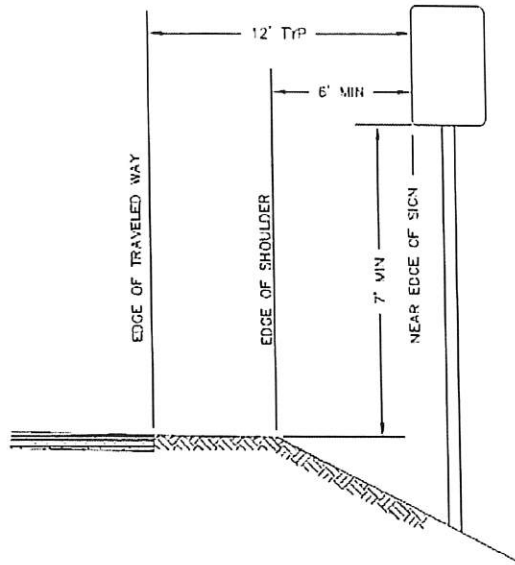


Figure A-10: Sign Placement

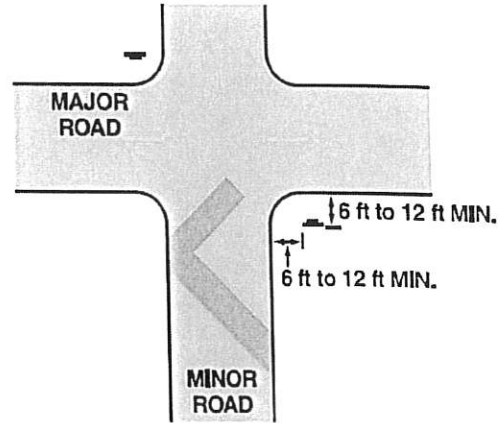
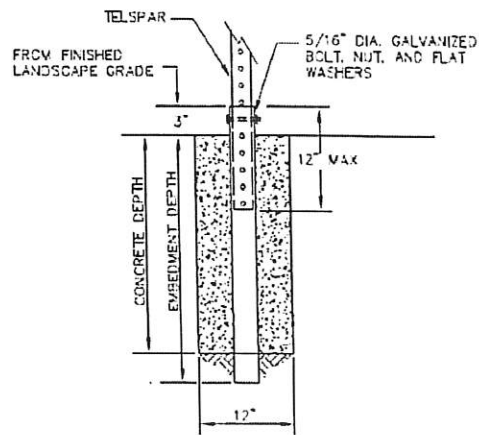


Figure A-11: Stop Sign Location



PERFORATED STEEL TUBES (P.S.T.) (12ga. - .105" Wall Thickness)			
SIGN SURFACE AREA SQ. FT.	POST SIZE	EMBEDMENT DEPTH	CONCRETE DEPTH
7' OR LESS	2" x 2"	27"	24"
GREATER THAN 7'	2 1/2" x 2 1/2"	33"	30"

Figure A-12: Concrete Foundation for Sign Post

A14 Railroad Crossings

All access requiring a crossing of the Alaska Railroad shall be subject to the *Alaska Policy on Railroad/Highway Crossings* (Alaska Railroad).

A15 Average Daily Traffic

- (a) The following formula shall be used to determine the required classification of streets:
ADT = Number of lots x 10 for single-family residential use.
- (b) See Section G for other land uses.
- (c) For subdivisions of five or more lots, submit potential ADT calculations for the following locations with the preliminary plat:
 - (1) at each intersection within the subdivision,
 - (2) at each intersection en route to an existing Residential Collector street or higher classification, and
 - (3) at an existing Residential Collector street or higher classification.

A16 Design Deviations

Design deviations will be considered to address extenuating circumstances including but not limited to: existing substandard ROW, environmental conditions, or existing utilities or other structures. Design deviation requests shall be in writing and contain supporting information, justification, and suggested solutions. Design deviations may be allowed by DPW only for matters that do not fall under the jurisdiction of a Board or Commission. In no circumstances will a roadway width less than 20 feet or foreslopes steeper than 2:1 be allowed. Residential Collector streets shall be no less than 24 feet wide.

Section B. Major Road Corridors

B01 General

Major road corridors include major collectors, arterials, and interstates. This section provides references to and guidelines for the design and construction of major road corridors within the MSB.

B02 Right-of-way and Surface Widths

Table B-1: ROW and Surface Widths

Classification	Minimum ROW Width (ft)	Standard Lane Width (ft)	Number of Lanes	Shoulder Width (ft)
Major Collector	80	12	2 – 3	4
Arterial	100	12	3 – 4	4 – 8
Interstate	200	12	4 – 6	12

B03 Frontage, Backage, and Connector Street Standards

Subdivisions adjacent to planned or existing major road corridors shall plan for future frontage or backage streets when any of the following conditions apply, unless it is shown by the applicant to be not necessary or feasible for future development and public safety with no written objection from the road authority.

- (a) Subdivisions accessing roads that are classified by ADOT&PF as Interstates.
- (b) Subdivisions accessing roads that are or are projected to grow above 20,000 vehicles per day (VPD).
- (c) Subdivisions accessing roads that are or are projected to have four or more lanes or median control per the LRTP or Official Streets and Highways Plan (OSHPP).
- (d) Subdivisions that require a second access route.
- (e) To gain access to an existing or planned signal.
- (f) Where access to a minor arterial or collector as a connector road is feasible.
- (g) When there are existing or platted frontage or backage routes adjacent to the property.

B03.1 Separation Distances

Minimum ROW to ROW separation distance between major corridors and frontage or backage streets shall be:

- (a) 0 feet for locations with no connector street to the major road corridor;
- (b) 100 feet for locations with a connector street to the major road corridor that lie between section lines and planned or existing intersections with other major road corridors;
- (c) 300 feet for locations where the connector street to the major road corridor is on a section line or planned or existing major road corridor.

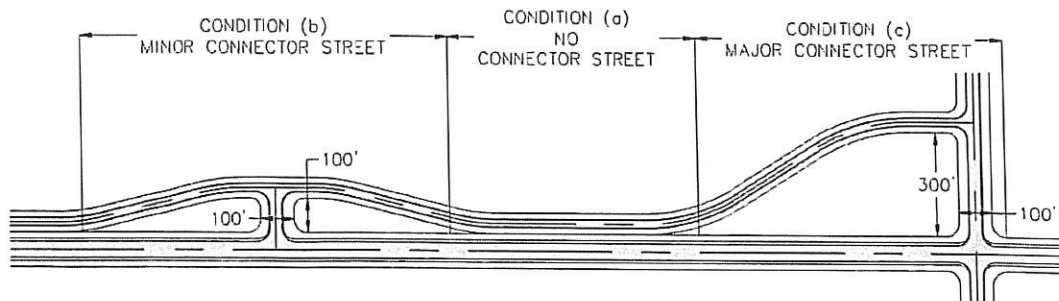


Figure B-1: Frontage Street Configurations

B03.2 Design Standards

- (a) Frontage streets
 - (1) Minimum centerline radii may be reduced near intersections with through connector streets.
- (b) Connector streets
 - (1) 100-foot ROW width desirable.
 - (2) Minimum 40-foot radius curve returns at the major road corridor.
 - (3) Minimum 4-foot wide shoulders for 100 feet from the edge of roadway of the major road corridor.
 - (4) Minimal direct access.

B03.3 Dedication and Setbacks

Dedicate ROW or additional building setbacks to allow for the frontage, backage, and connector street standards in this manual. The applicant shall submit design information sufficient to demonstrate that frontage, backage, and connector street dedications or building setbacks are in a practical location where road construction is feasible in accordance with this manual. The applicant shall be required to submit plan, profile, and cross-sections for the sections of road where existing grades along the proposed route exceed 10 percent, existing cross slopes exceed 15 percent, or if existing utilities or other physical features appear to create impediments to a road design meeting standards of this manual. Road plan and profile shall extend at least 300 linear feet on either side of the subject sections or to intersecting or adjacent ROW within 500 linear feet.

B04 Access Standards

- (a) The average access point spacing on major road corridors, where other access standards do not exist, shall not exceed the minimums listed in Table B-2, based on the posted speed limit. Average access point spacing is calculated per segment and is equal to the segment length divided by the number of access points on both sides of the street. Undeveloped lots with only access to the major road corridor are counted as having at least one access point.

- (b) When the average access point spacing on a segment of an existing major road corridor is less than the minimum listed in Table B-2, the average access point spacing shall not decrease due to the subdivision.

Table B-2: Average Access Point Spacing

Posted Speed Limit (mph)	Minimum Average Access Point Spacing (feet)
30	250
35	300
40	360
45	425
50	495
55	570

B05 Future Corridors

Subdivisions shall be designed in a manner that does not conflict with the LRTP or the OSHP.

Subdivisions containing future road corridors identified in the LRTP or OSHP are encouraged to include the future road corridor as part of the road layout of the subdivision.

Building setbacks prohibiting the location of any permanent structure within the future corridor may be voluntarily designated on the final plat. The area within the future road corridor shall be excluded from usable septic area calculations. The area within the future road corridor and building setbacks shall be excluded from usable building calculations.

B06 References

The following publications shall be used for design and construction standards of these classes of streets that are not otherwise established herein:

- (a) *A Policy on Geometric Design of Highways and Streets*, AASHTO (current edition).
- (b) *Standard Specifications for Highway Construction*, ADOT&PF (current edition);
- (c) *Standard Modifications to the ADOT&PF Standard Specifications for Highway Construction*, MSB (latest revision)
- (d) *Alaska Highway Preconstruction Manual*, ADOT&PF (latest revision)

Section C. Construction Requirements

C01 General

This section establishes minimum construction requirements. Prior to any ground disturbing activities, call the Alaska Dig Line for utility locates in accordance with AS 42.30.400.

C02 Road Construction

C02.1 Clearing

Cut and dispose of all trees, down timber, stumps, brush, bushes, and debris. Cut trees and brush to a height of not more than 6 inches above the surrounding ground. Clear the ROW, slope easements, and sight distance triangles. Where ROW exceeds 60 feet, clear a minimum of 60 feet. Clear utility easements, if used, for utilities constructed with the development.

C02.2 Grubbing

Remove and dispose of all stumps, roots, moss, grass, turf, debris, or other deleterious material within the fill and cut catch limits of the road plus 5 feet on each side, within the ROW, and cleared utility easements for underground utilities.

C02.3 Disposal

Dispose of clearing and grubbing debris in an area designated by the applicant outside of all ROW, platted utility easements, and platted private road corridors. Organic debris 3 inches in diameter by 8 inches long, or smaller, may be left in place, outside of the road prism.

C02.4 Slit Trenches

Slit trenches are not allowed in the ROW. Utility easements may be used as a borrow source above a 2:1 extension of the road prism, as shown in Figure A-3. Topsoil or other organic non-deleterious material may be disposed within the utility easement. Compact the disposal area with heavy equipment and grade the surface with positive drainage no steeper than 4:1 and no lower than the ditch line. Submit an as-built drawing showing the horizontal locations of borrow extraction along the road corridor with the Final Report.

C02.5 Embankment Construction

- (a) Construct the road with the required structural section, see Figure C-1, and dimensions, see Table A-1 and Figure A-3, as determined by its classification.
- (b) Prepare the subgrade. Remove all organics from the area below the road prism and dispose in locations where embankment is not proposed. Bench existing slopes that are steeper than 4:1, measured at a right angle to the roadway, where roadway embankment is to be placed.
- (c) Place material meeting, or verify in-situ material meets, the requirements for Subbase specified in subsection C07 to a minimum depth of 20 inches with the upper 6 inches having no material with

a diameter larger than 6 inches. Place embankment in horizontal layers, as directed by the engineer, for the full width of the embankment and compact as specified before the next lift is placed.

- (d) Place 4 inches of Surface Course meeting the requirements specified in subsection C07. Finish with a 3 percent crown, and compact as specified.
- (e) For Residential and Residential Subcollector standard roads, compact all embankment to not less than 90 percent of the maximum dry density at the optimum moisture content and the top 24 inches to not less than 95 percent of the maximum dry density at the optimum moisture content. For Residential Collector standard roads, compact all embankment to not less than 95 percent of the maximum dry density at the optimum moisture content.
- (f) Optimum moisture and maximum dry density will be determined by Alaska Test Method (ATM) 207 and ATM 212 or alternative methods approved by DPW.
- (g) In-place density shall be determined by ATM 213 or alternative method approved by DPW. Compaction tests on the Subbase layer shall be taken at representative locations along the roadways as follows:
 - (1) a minimum of three;
 - (2) at least one per segment;
 - (3) one additional test per 1000 linear feet, or portion thereof, when the combined length of roadway exceeds 1000 linear feet;
 - (4) at least one out of every three within three feet of the shoulder, and the remainder in the center of a driving lane.
- (h) For paved roadways, substitute Surface Course with a minimum of 2 inches of Base Course and 2 inches of HMA Type II, Class B, for Residential and Residential Subcollector streets, and a minimum of 3 inches of Base Course and 3 inches of HMA Type II, Class B, for Residential Collector Streets. Pavement shall meet MSB Special Provision Section 401 Hot Mix Asphalt Pavement. The width of the pavement shall be equal to two lane widths plus the shared paved shoulder width, if used, and finished with a 2 percent crown. Pavement edges shall be backed with additional Base Course graded and compacted flush with the pavement surface and tapered to the edge of the roadway. The pavement shall be washed or swept immediately following shouldering work.
- (i) Remove all loose material exceeding 6 inches in diameter from the ditches and foreslopes. Where slopes are 3:1 or steeper and longer than 10 feet measured along the slope face, trackwalk perpendicular to the slope, or the equivalent, to form 1-inch wide grooves parallel to the road no more than 12 inches apart.
- (j) Permanently stabilize backslopes 3:1 or steeper. Stabilization can be part of a subdivision agreement. Stabilization may be allowed to establish during the warranty period.

C02.6 Unsuitable Subgrades

When structurally unsuitable material such as peat, saturated material, or permafrost are present within the ROW, provide an appropriate structural design for approval by DPW, according to Section F, prior to construction. Place embankment to a depth that will produce a stable road surface with a final grade 18 inches above the surrounding ground.

C03 Roads Outside of a Road Service Area

Roads outside of a Road Service Area are not subject to the requirement for Surface Course.

C04 Pioneer Road Construction Requirements

Pioneer roads, whether proposed or existing, shall meet the requirements of Figure C-1, Table A-1, and Figure A-3. Place material meeting, or verify in-situ material meets, the requirements for Subbase specified in subsection C07 to a minimum depth of 12 inches. Additional road embankment may be required to provide a stable road surface. Surface Course is not required. Pioneer roads may be constructed offset from the centerline of the ROW to facilitate future expansion of the road. Cross drainage culverts, minimum 18 inch diameter, will be installed where determined necessary and 24 inch ditches will be provided for drainage.

C05 Winter Construction

Winter construction may be allowed. DPW will not accept any roads until all ground has thawed and any settlement areas corrected.

C06 Alternate Methods and Materials

Use of alternate materials and road construction methods that will more appropriately fit the conditions of the specific road locations, following general engineering practices, may be proposed by the applicant or their engineer in writing. Final acceptance of such plans must be approved by DPW.

C07 Materials

C07.1 Subbase

- (a) Is aggregate containing no muck, frozen material, roots, sod, or other deleterious matter;
- (b) has a plasticity index not greater than 6 as tested by ATM 204 and ATM 205; and
- (c) meets the requirements of Table C-2, as determined by ATM 304.

C07.2 Base Course

- (a) Crushed stone or crushed gravel, consisting of sound, rough, durable pebbles or rock fragments of uniform quality;
- (b) free from clay balls, vegetable matter, or other deleterious matters;
- (c) meets the requirements of Table C-1; and
- (d) meets the requirements of Table C-2, as determined by ATM 304.

C07.3 Surface Course

- (a) Is a screened or crushed gravel, consisting of sound, rough, durable pebbles or rock fragments of uniform quality;
- (b) free from clay balls, vegetable matter, or other deleterious matters; and
- (c) meets the requirements of Table C-2, as determined by ATM 304.

Table C-1: Aggregate Quality Properties for Base Course

Property	Test Method	Base Course
L.A. Wear, %	AASHTO T 96	50, max
Degradation Value	ATM 313	45, min
Fracture, %	ATM 305	70, min
Plastic Index	ATM 205	6, max
Sodium Sulfate Loss, %	AASHTO T 104	9, max (5 cycles)

Table C-2: Aggregate Gradations

Sieve Designation	Subbase	Base Course	Surface Course
1 1/2 inch			100
1 inch		100	
3/4 inch		70 to 100	70 to 100
3/8 inch		50 to 80	50 to 85
No. 4	20 to 60	35 to 65	35 to 75
No. 8		20 to 50	20 to 60
No. 50		6 to 30	15 to 30
No. 200	0 to 10	0 to 6	7 to 13

(Percent Passing By Weight)

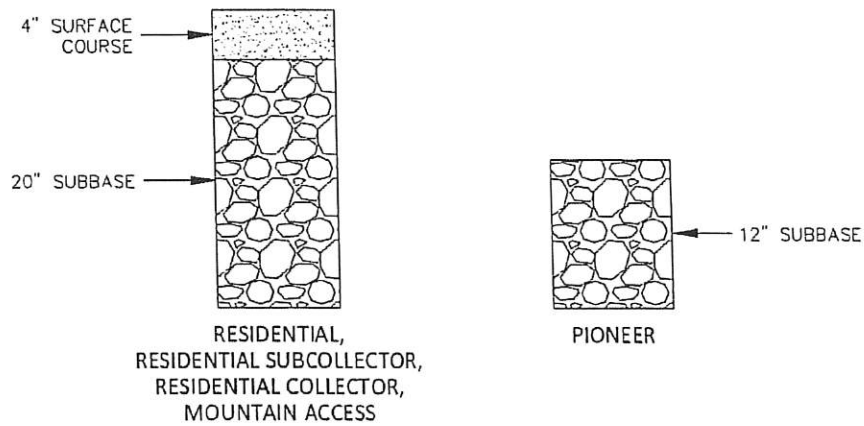


Figure C-1: Structural Sections for Gravel Roads

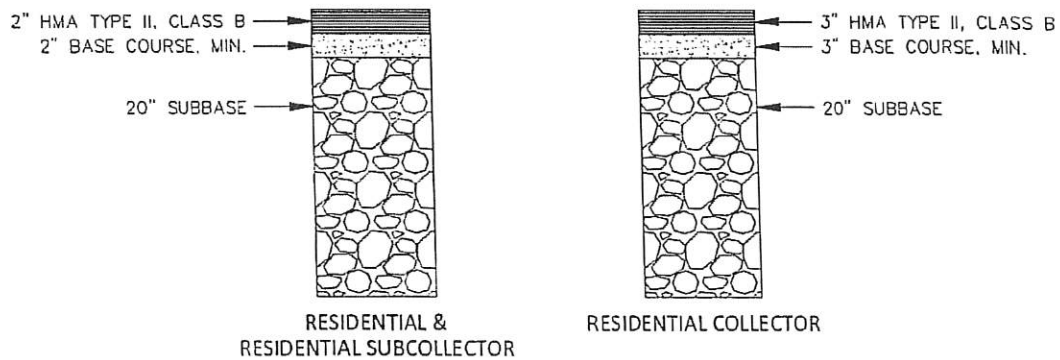


Figure C-2: Structural Sections for Paved Roads

Section D. Drainage

D01 General

The purpose of this section is to ensure that stormwater management is provided with land development activities. Responsible stormwater management is the treatment, retention, detention, infiltration, and conveyance of stormwater and other surface waters without adversely impacting adjoining, nearby, or downstream properties and receiving waters.

D02 Requirements

A preliminary drainage plan is required when road construction or disturbing land to create useable area for a subdivision is proposed. A drainage report is required for projects that include road construction, disturb 10,000 square feet of land or more, fill in wetlands, disturb land within 100 feet of the ordinary high water mark (OHWM) of a water body, disturb land within a mapped flood hazard area, or change the location, direction, quantity, or type of runoff leaving a site. See subsection D06 for specific requirements regarding fish passage culverts. It is the applicant's responsibility to comply with all other applicable federal, state, and local codes and regulations.

D02.1 Preliminary Drainage Plan

Submit a preliminary drainage plan, prepared by an engineer or other qualified professional registered in the State of Alaska, with the preliminary plat or ROW construction permit application. The preliminary drainage plan shall show the project site at a legible scale plottable on 11" by 17" paper or larger and depict the following:

- (a) Existing and proposed property lines, plottable easements disclosed in the title report, the OHWM of water bodies with 100-foot upland offset, and existing mapped flood hazard areas.
- (b) Existing topography with horizontal and vertical accuracy meeting US National Map Accuracy standards, with 5-foot contour intervals if the ground slope is less than 10 percent and 10-foot contour intervals if the ground slope is greater than 10 percent.
- (c) Existing features that convey or retain drainage, including but not limited to: water bodies, wetlands, natural valleys, swales, ditches, check dams, culverts, and pipe systems.
- (d) Proposed drainage pattern and features, both constructed and natural, on site. Identify conveyance types, flow directions, and any drainage changes that may affect adjacent property.
- (e) Proposed stream crossings and anticipated culvert sizes. Identify fish-bearing streams.

D02.2 Drainage Report

Submit a drainage report, prepared by an engineer or other qualified professional registered in the State of Alaska, as part of the construction plan submittal in subsection F01.2. The drainage report shall include the following:

- (a) The drainage plan as specified in D02.1 (may be shown on two plans for clarity), updated to include:

- (1) Pre-development and post-development catchment area boundaries determined using 2-foot contour intervals; and
 - (2) Locations of peak flow, peak velocity, and where runoff leaves the project site.
- (b) Description of methods, assumptions, and data sources used or made, including but not limited to:
 - (1) Rainfall data from the NOAA-14 Precipitation Frequency Data Server.
 - (2) Assumed post-development land cover conditions.
 - (3) Method used to determine runoff quantities, time of concentration, peak flows, etc.
- (c) Catchment area maps used or created to evaluate down-gradient conditions.
- (d) Identify design elements, with supporting runoff calculations, necessary to show compliance with the drainage design criteria set forth in D03.
- (e) Fish passage culvert plans, if applicable.

D03 Drainage Design Criteria

- (a) Design a drainage system for the project site to meet the criteria listed in Table D-1.
- (b) Retain natural drainage patterns to the extent possible.
- (c) Changes to drainage patterns must not adversely affect adjacent property or ROW.
- (d) Base the size and capacity of the drainage system on runoff volumes and flow rates assuming full development of the subdivision and a 10 percent increase to runoff from the catchment area.
- (e) Drainage easements are required where the ROW is not sufficient to accommodate drainage needs. See subsection E01.2.
- (f) Where drainage easements overlap utility easements:
 - (1) Above ground drainage facilities, such as retention and detention basins, may be located in new utility easements only in a manner that will not interfere with utilities. See subsection H02.
 - (2) Above ground drainage facilities located within existing utility easements require a letter of non-objection from affected utilities.
 - (3) Culverts crossing utility easements require a letter of non-objection from affected utilities.
 - (4) Underground drainage facilities such as infiltration trenches and vertical inlets shall not be located in utility easements.
- (g) Drainage to state or other municipal ROW are subject to their respective requirements and review.

Table D-1: Drainage Sizing and Analysis Criteria

Design Requirement	Purpose	Criteria
Conveyance	Size conveyances to pass design peak flows.	Drainage ditches: 10-year, 24-hour Non-regulated streams: 10-year, 24-hour Regulated streams: 100-year, 24-hour
Wetlands	Retain function of original wetlands	Preserve the pre-development function of wetlands. For jurisdictional wetland areas, comply with United States Army Corps of Engineers wetlands development retention requirements.
Water Quality	Treat first flush pollutant loading	Treat runoff generated by 0.50 inch of rainfall in a 24-hour period.
Erosion and Sedimentation Control	Ensure channel stability for all project conveyances	Control flows in conveyance channels so that transport of particles sized D50 and greater will not occur for the post-development peak flow.
Extended Detention	Protect streams and channels from damage from smaller, more frequent storm flows	Provide 12 to 24 hours of detention for the post-development project runoff in excess of pre-development runoff volume for the 1-year, 24-hour storm.
Flood Hazard	Control peak flow to minimize downstream impacts	Option 1 Maintain the post-development project runoff peak flows from the 10-year, 24-hour storm to less than or equal to pre-development runoff peak flow at all project discharge points. Option 2 Maintain the post-development project runoff peak flows to less than 1.10 times pre-development runoff peak flow at all project discharge points. Evaluate downstream until the project site area is less than 10% of the total upstream basin area and mitigate adverse impacts.
Flood Bypass	Prevent an increased risk of flood damage from large storm events.	Compute post-development peak flow and delineate an unobstructed, overland flow path for runoff to overtop or bypass project conveyance routes for the post-development 100-year, 24-hour storm.

D04 Drainage Ditches

Stabilize ditches with gravel, turf, or rock riprap. See Table D-2 and Table D-3 for most common conditions and acceptable ditch lining materials. Evaluate channel stability for compliance with the Erosion and Sedimentation Control design requirement in Table D-1 for other conditions.

Normal ditch depth shall be 30 inches and according to the typical section shown in subsection A06. The design peak flow required by Conveyance Design in Table D-1 shall be conveyed within ditches with a minimum freeboard of 12 inches.

The ditch depth may be reduced at local high points of the ditch, provided the flow line offset is maintained and with DPW concurrence. Alternate ditch design along Residential and Residential Subcollector streets may be considered, if evidence is provided that the following conditions exist:

- (a) Ditches are a minimum of 18" deep;
- (b) The design peak flow required by Table D-1 is demonstrated to be conveyed within ditches with a minimum freeboard of 12 inches;
- (c) Adequate drainage routes are provided and constructed within the ROW or designated drainage easements;
- (d) Flow lines are established at least 8 feet from the edge of roadway.
- (e) Ditches are deepened to provide cross drainage through 24" corrugated metal culverts (18" with DPW approval).
- (f) Cross sectional area of ditch is at least 15 square feet.

Table D-2: Ditch Stabilization

Flow (cfs)	Ditch Slope (ft/ft)										
	0.005	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10
2.0	A	A	A	A	A	A	A	A	A	A	A
4.0	A	A	A	A	A	A	A	A	B	B	B
6.0	A	A	A	A	A	A	B	B	B	B	B
8.0	A	A	A	A	A	B	B	B	B	B	B
10.0	A	A	A	A	B	B	B	B	B	B	C
20.0	A	A	A	B	B	B	C	C	C	C	C
30.0	A	A	A	B	B	C	C	C	D	D	D
40.0	A	A	B	B	C	C	C	D	D	D	E
50.0	A	A	B	B	C	C	D	D	D	E	E
60.0	A	A	B	C	C	D	D	D	E	E	E
70.0	A	A	B	C	C	D	D	E	E	E	E
80.0	A	B	C	C	C	D	E	E	E	E	E
90.0	A	B	C	C	D	D	E	E	E	E	F
100.0	A	B	C	C	D	D	E	E	E	F	F

Table D-3: Ditch Lining Materials

Type	Material	D50 (in)	Dmax (in)	Dmin (in)	Thickness (in)
A	Native Grass, Turf, or Gravel with < 6% fines				
B	Riprap or Bone Rock	3.0	4.5	1.5	6.0
C	Riprap or Bone Rock	6.0	9.0	3.0	12.0
D	Riprap or Bone Rock	9.0	13.5	4.5	18.0
E	Riprap or Bone Rock	12.0	18.0	6.0	24.0

D05 Culverts

D05.1 General Culvert Design Criteria

The following criteria apply to all cross road culverts for runoff or seasonal drainage:

- (a) The minimum culvert slope is 0.5 percent.
- (b) Culverts longer than 100 feet require appropriate maintenance access and DPW approval
- (c) Cross road culverts shall have a minimum diameter of 18 inches.
- (d) Culverts shall be sized to convey the design peak flow required by Table D-1, based on the larger of the two computed sizes using inlet control and outlet control.
- (e) Culverts shall be corrugated metal pipe (CMP) and minimum:
 - (1) 16 gauge galvanized steel on Residential and Residential Subcollector streets;
 - (2) 12 gauge galvanized steel on Residential Collector and Minor Collector streets; or
 - (3) 16 gauge aluminum or aluminized if needed due to soil or water conditions.
- (f) Design and install energy dissipation rock aprons at culvert outlets in accordance with Hydraulic Engineering Circular No. 14 (FHWA).
- (g) Install culverts in accordance with the manufacturer's recommendations for the anticipated traffic loads.

D05.2 Stream Crossing Culvert Criteria

The following criteria apply to all stream crossing culverts:

- (a) Prior to preliminary plat submittal, contact the Alaska Department of Fish and Game (ADFG), Division of Habitat to determine if a stream reach harbors fish. If so, stream crossing culverts shall be designed, constructed, and maintained according to D06.
- (b) Stream crossing culverts shall be placed as close to the pre-existing channel alignment as possible. Avoid placing culverts at pools and stream bends.
- (c) Road alignment shall be as close to perpendicular to the stream channel as possible.
- (d) Culvert slope shall be within 25 percent of the natural stream slope. For example, if the natural stream slope is 1.0 percent, the minimum design slope of the culvert would be 0.75 percent and the maximum design slope would be 1.25 percent.
- (e) Culvert outlet and inlet protection shall be used as necessary to reduce the risk of scour and perching.

- (f) Stream crossings shall be composed of a single pipe or arch for the main stream channel.
- (g) Overflow culverts may be used but should be placed at a higher elevation so that flows up to the OHWM pass through the primary culvert.
- (h) Stream crossings shall maintain the connectivity of wetlands adjacent to stream channels and shall accommodate sheet flow within such wetlands.
- (i) Stream crossing culverts shall not interfere with the functioning of floodplains and shall be designed to convey the design peak flow required by Table D-1. If the stream crossing culvert is not designed to accommodate the 100-year flow, a route must be established to safely convey flows exceeding the design peak flow without causing damage to property, endangering human life or public health, or causing significant environmental damage.
- (j) In cases of crossings within high entrenchment ratio environments, the ratio of the flood prone width to the OHWM width is greater than 2.2, floodplain overflow culverts may be beneficial to floodplain connectivity and can be used to pass the design flow. Minimum width requirements for the primary culvert still apply.
- (k) Stream crossing culverts shall have a minimum diameter of three feet.
- (l) Stream crossing culvert pipes and arches shall be metal.
- (m) Culverts longer than 100 feet require appropriate maintenance access and DPW approval
- (n) Install culverts in accordance with the manufacturer's recommendations for the anticipated traffic loads.

D06 Fish Passage Culverts

These criteria provide general design guidance for road crossings of fish-bearing streams to maintain the full hydrologic functioning of the water body they are crossing. Site-specific conditions, such as multi-thread channels, may require alternate design approaches.

D06.1 Pre-design Conference

Schedule a fish passage pre-design conference with DPW prior to permit submittals. The pre-design conference is to:

- (a) determine required permits;
- (b) coordinate interagency requirements;
- (c) determine any site-specific design requirements; and
- (d) establish a plan review process.

D06.2 Stream Simulation Method

Stream simulation methodologies shall be used for the design of all fish-bearing stream crossings. The stream simulation method uses reference data from a representative section, or reference reach, of the specific water body crossed. This method attempts to replicate the natural stream channel conditions found upstream and downstream of the crossing. Sediment transport, flood and debris conveyance, and fish passage are designed to function as they do in the natural channel.

Reference Reach

- (a) Select a reference reach on the water body being crossed that is outside any anthropogenic influence, such as an existing culvert. In most cases of new crossings, the reference reach can be at the crossing location.
- (b) The length of the reference reach should be a minimum of 20 times the reference bankfull width and no less than 200 feet.
- (c) If there is not a suitable reference reach on the water body being crossed, a reference reach may be chosen from another water body with similar geomorphic and hydrologic characteristics. The reference reach characteristics should meet the following criteria in comparison to the water body being crossed:
 - (1) The reference reach bankfull width should be at least one half and no more than two times that of the water body being crossed;
 - (2) The reference reach bankfull discharge should be at least one half and no more than one and one half times the bankfull discharge of the water body being crossed; and
 - (3) The stream order of the reference reach should be within one stream order of the water body being crossed.
- (d) For a reference reach from another water body, the geomorphic characteristics of the crossing shall be scaled using ratios of the bankfull conditions.
- (e) The reference reach bankfull dimensions should be determined in the field by surveying a detailed cross section at the upper 1/3 of a representative riffle.
- (f) Reference data shall include, at a minimum:
 - (1) channel width at the OHWM,
 - (2) bankfull width,
 - (3) bankfull cross-sectional area,
 - (4) bankfull slope based on the longitudinal profile,
 - (5) substrate, and
 - (6) potential for floating debris.

Culvert Size, Slope, and Substrate

In addition to D05.2, the following criteria apply to fish passage culverts:

- (a) Under normal flow conditions, the channel within or under the fish passage culvert shall not differ from the reference reach condition in regards to the channel width at the OHWM, cross-sectional area, slope, substrate, and ability to pass floating debris.
- (b) The width of fish passage culverts shall not be less than the greater of 1.2 times the channel width at the OHWM and 1.0 times the bankfull width.
- (c) Fish passage culverts shall have a minimum diameter of five feet.
- (d) The use of smooth wall culverts is prohibited.
- (e) The use of trash racks or debris interceptors is prohibited
- (f) Round culvert pipes shall have a minimum invert burial depth of 40 percent of the culvert diameter into the substrate. Arch or box culverts shall have a minimum invert burial depth of 20

percent of the culvert's rise into the substrate, unless scour analysis shows less fill is acceptable. The minimum invert burial depth is 1 foot.

- (g) The gradation of the substrate material within a fish passage culvert shall be designed to be a dense, well-graded mixture with adequate fines to ensure that the majority of the stream flows on the surface and the minimum water depth is maintained.
- (h) Substrate material within or under the fish passage culvert shall remain dynamically stable at all flood discharges up to and including a 50-year flood. Dynamic stability means that substrate material mobilized at higher flows will be replaced by bed material from the natural channel upstream of the crossing. For crossings without an adequate upstream sediment supply, the substrate material within the crossing shall be designed to resist the predicted critical shear forces up to the 100-year flood. For culverts with a slope of 6 percent or greater, substrate retention sills may be required to allow the bed load to continuously recruit within the culvert.
- (i) Substrate material within or under the fish passage culvert shall incorporate a low flow channel. The low flow channel should mimic the reference reach where possible. If the low flow channel dimensions are not discernable from the reference reach, the low flow channel should have a cross sectional area of 15 to 30 percent of the bankfull cross sectional area and a minimum depth of 4 inches for juvenile fish and 12 inches for adult fish. The low flow channel should be defined by rock features that will resist critical shear forces up to the 100-year flood.
- (j) Constructed streambanks are recommended inside fish passage culverts to protect the culvert from abrasion, provide resting areas for fish, and provide for small mammal crossing. If streambanks are constructed through a crossing, the streambanks shall be constructed of rock substrate designed to be stable at the 100-year flood. The streambank width should be a minimum of 1.5 times the maximum sieve size of the streambed material (D100). The crossing width shall be increased to allow for the channel width plus the streambanks.
- (k) If substrate retention sills are used, they shall have a maximum weir height of one half of the culvert invert burial depth. Substrate retention sills shall be spaced so that the maximum drop between weirs is 4 inches. The use of sills without substrate is not allowed.
- (l) Other state and federal requirements may apply.

D06.3 Hydraulic Method

Hydraulically designed culverts are discouraged for fish-bearing stream crossings, though may be approved by DPW and ADFG in circumstances where stream simulation is not practical. In addition to D05.2, the following criteria apply to hydraulically designed culverts:

- (a) The hydraulic method uses the swimming capability and migration timing of target design species and sizes of fish to create favorable hydraulic conditions throughout the culvert crossing. Information and design software for this methodology is available from ADFG, Division of Sport Fisheries (Fishpass) and the US Forest Service (FishXing).
- (b) The design fish shall be a 55-millimeter (2.16-inch) juvenile coho salmon for anadromous streams and a 55-millimeter (2.16-inch) Dolly Varden char for non-anadromous streams. These criteria may change based on ongoing research by federal and state agencies.

- (c) Fish passage high flow design discharge will not exceed the 5 percent annual exceedance flow or 0.4 times the 2-year peak flow, whichever is lower and has the most supporting hydrologic data.
- (d) Fish passage low-flow design discharge shall ensure a minimum 6-inch water depth or natural low flow and depth within the reach the crossing occurs. In cases where local conditions preclude natural low flow characteristics, backwatering or in-culvert structures should be considered.
- (e) In cases where flared end sections with aprons are necessary and fish passage is required, water depths and velocities that satisfy fish passage criteria must be demonstrated across the apron in addition to within the culvert.
- (f) Fish passage criteria for culverts crossing tidally-influenced streams must be satisfied 90 percent of the time. Tidally-influenced streams may sometimes be impassable due to insufficient depth at low flow and low tide. If the tidal area immediately downstream of a culvert is impassable for fish at low tide, the exceedance criterion shall apply only to the time during which fish can swim to the culvert.
- (g) Other state and federal requirements may apply.

D07 Soil Infiltration Facilities

Soil infiltration may be used to reduce stormwater flow and volume with the following criteria:

- (a) Soil infiltration facilities within Borough ROW or drainage easements should be designed such that they are not considered Class V injection wells. See Appendix A for the EPA's memorandum addressing the subject in June 2008.
 - (1) Private drainage facilities that are considered Class V injection wells require conformance with EPA regulations.

D08 Rainfall Data

D08.1 Rainfall Distribution

Intensity-Duration-Frequency (IDF) and 24-hour rainfall data are furnished by NOAA Atlas 14 Point Precipitation Frequency Estimates. Use SCS Type-I Rainfall Distribution and 24-hour rainfall depth to compute runoff.

D08.2 Runoff Transformation

Use the Rational Method for estimating peak flows in drainage basins less than 200 acres and with times of concentration less than 20 minutes for design of conveyances. Use NRCS (SCS) Unit Hydrograph Method for estimating runoff volumes and peak flows for other conditions and applications. Other methods more appropriate for site conditions may be utilized upon DPW approval.

Section E. Easements

E01 General

E01.1 Common Access Easements

When a shared driveway is required for two or more lots, a common access easement shall be granted for the exclusive use of the subject lots, unless otherwise accommodated. The common access easement shall be sized to reasonably accommodate separation of the shared driveway to the individual lots.

E01.2 Drainage Easements

Drainage easements are required where the ROW is not sufficient to accommodate drainage needs. Drainage easements can overlap with other platted easements and shall begin or terminate at the ROW. Drainage easements shall be a minimum width of 20 feet, and a minimum average length of 20 feet outside of any overlapping easements or of sufficient size and area shown to facilitate construction and maintenance.

E01.3 Slope Easements

Slope easements are required to contain all cut and fill slopes steeper than 2.5:1 that extend outside of the ROW, plus at least 5 feet outside the cut or fill catches.

E01.4 Sight Distance Maintenance Easements

Sight distance maintenance easements are required where intersection sight triangles extend outside of the ROW.

E01.5 Snow Storage Easements

Snow storage easements are required where the ROW is not sufficient to accommodate anticipated snow removal needs. Snow storage easements shall be located where the storage of snow would not impede sight distance.

E01.6 Utility Easements

Unless lots are otherwise served by alternate utility easements or agreements, at least one 15-foot utility easement adjacent to the ROW is required to allow for utility installation and maintenance. Additional utility easements may be required as deemed reasonably necessary by utility companies to serve the subdivision or protect existing facilities. The applicant is responsible for satisfying any conflicts that may occur in the request for easements from any utility company during the platting process.

Platted utility easements are to be clear of wells, septic systems, structures, or encroachments, as defined by MSB or other applicable code; unless the applicant has obtained an encroachment permit from the MSB and a "Non-Objection to Easement Encroachment" from each utility.

Utility easements are to be fully useable for utility installation where installation equipment can safely work. Whenever possible, utility easements should not be placed in swamps, steep slopes, or other unusable areas.

Section F. Development Implementation

F01 General

This section describes the procedure that is to be followed before constructing any improvements required for recording a subdivision plat. The applicant's engineer shall be the primary point of contact throughout this process.

It is the applicant's responsibility to determine, acquire, and follow permits required by other agencies. Approval from MSB does not supersede other agencies' permit requirements.

F01.1 Preliminary Plat Submittal

The preliminary plat submittal is to be accompanied by:

- (a) ADT calculations per A15;
- (b) Preliminary drainage plan per D02.1;
- (c) Road plan and profile for sections of road where proposed grades exceed 6 percent where cuts and fills exceed 5 feet in height measured from the centerline, or where slope easements will be required, and cross sections at the maximum cut and fill sections. Road plan and profile shall include the vertical curves or grade breaks on either side of the subject sections;
- (d) Road plan, profile, and cross-sections if required by B03.3; and
- (e) Intersection sight distance evaluation, if requested, according to A09.1.

F01.2 Construction Plans

Submit construction plans to DPW at least seven calendar days before the preconstruction conference. All plan drawing submittals shall be at a scale of 1 inch = 50 feet or more detailed, plottable on 11" by 17" paper. Construction plans shall include the following:

- (a) Drainage Report, according to D02.2;
- (b) Plan & Profile of proposed roads (if required by F01.1);
 - (1) Existing topography with horizontal and vertical accuracy meeting US National Map Accuracy standards, two-foot contour intervals within the proposed road corridors.
- (c) Asbuilt survey of visible improvements and above ground utilities within and adjacent to the subdivision;
- (d) Copy of agency accepted permit applications required for the improvements prior to construction, including but not limited to ADOT&PF Approach Road Permit, DNR Section Line Easement authorization, MSB Flood Hazard Development permit, and USACE wetland fill permit; and
- (e) Plans for any proposed improvements within the ROW that are outside of the scope of this manual (e.g. retaining walls or guard rail) or do not conform to the standards set forth herein, conforming to ADOT&PF design criteria and standards.

F01.3 Preconstruction Conference

The preconstruction conference is for the purpose of reviewing and approving the Subdivision Construction Plan for the required improvements. The engineer may request scheduling of a preconstruction conference with DPW after the preliminary plat has been approved by the Platting Board, the Platting Board Action Letter has been received, and the construction plans have been submitted. Scheduling of preconstruction conference requests may be delayed during the month of October. The applicant, or designated representative, and the engineer must attend the preconstruction conference. In addition to the construction plans, the following items will be provided at or prior to the preconstruction conference:

- (a) Cost estimate of required improvements for the determination of the inspection fee according to the most recently adopted Schedule of Rates and Fees;
- (b) Proof of compliance with the Alaska Pollutant Discharge Elimination System Program;
 - (1) Acceptable proof includes a Notice of Intent (NOI), a Low Erosivity Waiver (LEW), or a determination by a qualified person that neither is needed.
- (c) Rough plan and time line for construction;
- (d) Copy of any issued permits required for the improvements prior to construction;
- (e) Off-site material source and quantities; and
- (f) On-site clearing, grubbing, and topsoil disposal plan, location map.

The Subdivision Construction Plan must be signed by the applicant, or designated representative, and the engineer. Upon acceptance of the Subdivision Construction Plan by DPW and payment of the inspection fee, the Platting Division will issue a Notice to Proceed (NTP).

Some construction plans or permit approvals may take longer to develop or obtain, such as fish passage culvert plans and associated permits. Those finalized plans and issued permits may be submitted later but must be received and reviewed by DPW before construction begins within the respective areas.

F01.4 Interim Inspections

The applicant's engineer shall supervise all phases of construction. Notify DPW of changes to the Subdivision Construction Plan, such as adding or deleting a cross culvert, changes in culvert size, adding or deleting a drainage facility, grade changes of more than 1 percent or that would result in grades of over 6 percent or cuts or fills of over 5 feet in height measured from the centerline, or changes to foreslopes or backslopes. The changes should be approved by DPW prior to completion of construction. Periodic interim inspections may be conducted by DPW. Interim inspections may be requested by the engineer.

F01.5 Subdivision Agreements

If a developer wishes to enter into a Subdivision Agreement and the requirements of MSB 43.55.010(A) are met, the engineer shall submit a request to DPW no later than October 15th for an Interim Inspection. The Interim Inspection shall be attended by the engineer and DPW, and a list of remaining improvements and work items will be developed. The engineer shall then submit a request for a

Subdivision Agreement containing the scope of work, quantity estimates, and cost estimate in accordance with MSB 43.55 to Platting and for approval by DPW. DPW will only approve the request for a Subdivision Agreement if all of the minimum required improvements have been inspected by October 31st or before winter conditions prohibit inspection, whichever comes first.

F01.6 Pre-Final Inspection

When the engineer has determined that construction of the improvements will be substantially complete according to the Subdivision Construction Plan, the engineer will request a Pre-Final Inspection. The Pre-Final Inspection request must be received by September 30th and shall include a description of work yet to be completed. The Pre-Final Inspection will be scheduled to occur within 14 calendar days of the request and shall be attended by the engineer and DPW. A punch list will be developed, if any work items remain, at the Pre-Final Inspection.

F01.7 Final Inspection

When construction of the improvements and punch list items are complete according to the Subdivision Construction Plan, the engineer will request a Final Inspection of the improvements. The Final Inspection request must be received by October 15th. Final Inspections will cease October 31st, or when winter conditions prohibit inspection, whichever comes first. The Final Inspection will be scheduled to occur within 14 calendar days of the request and shall be attended by the engineer and DPW.

F01.8 Final Report

Upon DPW approval of the Final Inspection, the engineer shall submit a written Final Report to the Platting Division. The Final Report shall include:

- (a) Stamped and signed narrative describing at a minimum:
 - (1) road construction process and equipment used,
 - (2) material source and disposal areas,
 - (3) road embankment and subbase used,
 - (4) road topping or pavement used,
 - (5) compactive effort,
 - (6) road dimensions and shaping (length, roadway width, material thicknesses, pavement width, crown, cul-de-sac or t-turnaround dimensions and slope, foreslope, backslope, maximum centerline grade, etc.) for each road constructed,
 - (7) drainage, ditch depth, location of drainage easements, and
 - (8) road standard certification (Pioneer Road, Residential Street, etc.) for each road constructed;
- (b) Stamped and signed final drainage plan, (minimum 11"x17");
- (c) As-built drawing showing the horizontal locations of borrow extraction along the road corridor;
- (d) Documentation verifying Surface Course thickness such as photos and descriptions of test pits, scale tickets, asbuilt surveys, or alternative methods approved by DPW;
- (e) Compaction test reports;
- (f) Gradation tests, if required; and

(g) Photos of each stage of construction.

DPW will review the report and provide comments, if necessary, within 14 calendar days.

F01.9 Construction Acceptance

Upon approval of the Final Report, DPW will issue a Certificate of Construction Acceptance.

F01.10 Warranty

All improvements are to be guaranteed until October 31st of the calendar year following DPW approval of the Final Inspection. Roads within a Road Service Area may be accepted for maintenance at the end of the warranty. Pioneer Roads are not eligible for maintenance. Maintenance of Mountain Access Roads is at the discretion of DPW.

During the warranty period, the applicant is responsible for any road maintenance including, but not limited to: snow removal, maintaining a smooth road surface and crown, maintaining stabilized foreslopes and backslopes, and maintaining positive drainage. If any deficiencies arise during the warranty, DPW will issue a punch list to the applicant by September 1st to allow time for completion of repairs. The applicant must notify DPW of completion of repairs by October 15th for the roads to be eligible for maintenance on November 1st.

The warranty period for improvements following completion of a subdivision agreement may be lessened to one calendar year. The applicant shall request a punch list from DPW no more than one month before the end of the one-year warranty.

If the subdivision plat has not recorded by April 30th or if warranty repairs are not completed by October 15th, the warranty will be extended an additional year and the warranty process will be repeated.

Maintenance may be denied and the Certificate of Construction Acceptance revoked if deficiencies are not corrected to the satisfaction of DPW. A notice may be recorded indicating to the public that the MSB is not responsible for road upkeep and maintenance until such a time that the deficiencies are corrected.

Section G. Commercial and Industrial Subdivisions

G01 General

Commercial and Industrial subdivisions shall be designed using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, and to meet the standards of AASHTO, International Fire Code (IFC), and any other applicable standards or code.

Section H. Utilities

H01 General

These standards apply to the design and construction of utility facilities within the MSB. All utility installation within existing or proposed ROW or utility easements must comply with the provisions of MSB or other applicable code, or as otherwise approved by the permitting authority.

H02 Utility Location Guidelines

H02.1 Underground Utility Facilities:

- (a) The location of utility facilities placed within the ROW shall be coordinated with the permitting authority.
- (b) Backslopes or foreslopes which extend into a utility easement should not exceed 4:1. These limits are necessary for construction equipment for utility installation.
- (c) Utility facilities paralleling the road shall not be located within 10 feet of the roadway, unless otherwise approved by the permitting authority.
- (d) Underground road crossings shall be buried a minimum of 48 inches below finished grade. Backfill shall be compacted according to the requirements of Section C, or as otherwise approved by the permitting authority.
- (e) Conduit road crossings, if used, shall be installed in accordance with each utility company's standards and applicable code.
- (f) Standard burial depth of longitudinal utilities is 36 inches below grade. The applicant should delineate areas, such as where driveways and drainage easements are planned, where deeper burial may be needed.

H02.2 Above Ground Utility Facilities:

- (a) Above ground pedestals, poles, and utility facilities shall not be located within 10 feet of the roadway, unless an alternate design meets clear zone requirements.
- (b) Above ground pedestals, poles, and utility facilities shall not be located such that they substantially block intersection or driveway sight triangles.
- (c) Unless otherwise authorized by the permitting authority, above ground pedestals, poles, and utility facilities shall not be located within the ROW nearer than 40 feet from the point of intersection of the extension of the property lines at any existing or proposed intersection on Residential Collector streets or higher classification.
- (d) Above ground pedestals, poles, and utility facilities shall not be located within a common access easement or drainage easement, within 20 feet of a common access point, or within 10 feet of a roadway cross culvert.
- (e) Permanent 5-foot high snow marker poles, grey with white retroreflective sheeting or yellow, shall be installed on all pedestals and vaults.
- (f) All guy wires installed within the ROW or utility easements adjacent to, or near to a roadway shall have a minimum 8-foot long yellow delineator installed above the anchor.

- (g) Pedestals located within the ROW shall be located within the outer 1 foot of the ROW.

H02.3 Separation of Utilities:

- (a) Recommend 5-foot horizontal separation between power poles and buried utilities.
- (b) Recommend minimum 1-foot physical separation between all underground utilities.
- (c) Separation of storm, sewer, and water utilities shall meet the requirements of the Alaska Department of Environmental Conservation.

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Appendix A

Environmental Protection Agency Memorandum - Class V Injection Wells



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

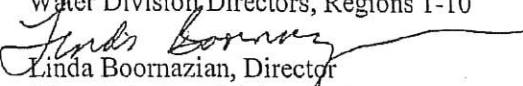
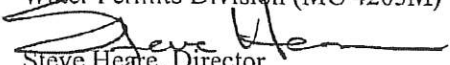
JUN 15 2008

OFFICE OF
WATER

MEMORANDUM

SUBJECT: Clarification on which stormwater infiltration practices/technologies have the potential to be regulated as "Class V" wells by the Underground Injection Control Program

TO: Water Division Directors, Regions 1-10

FROM: 
Linda Boornazian, Director
Water Permits Division (MC 4203M)

Steve Heate, Director
Drinking Water Protection Division (MC 4606M)

Over the past several years stormwater infiltration has become an increasingly effective tool in the management of stormwater runoff. Although primary stormwater management responsibilities within EPA fall under the Clean Water Act (CWA), the infiltration of stormwater is, in some cases, regulated under the Safe Drinking Water Act (SDWA) with the goal of protecting underground sources of drinking water (USDWs). Surface and ground water protection requires effective integration between the overlapping programs. This memorandum is a step forward in that effort and is meant to provide clarification on stormwater implementation and green infrastructure, in particular under the CWA, which is consistent with the requirements of the SDWA's Underground Injection Control (UIC) Program.

In April 2007, EPA entered into a collaborative partnership with four national groups (the Association of State and Interstate Water Pollution Control Administrators, the Low Impact Development Center, the National Association of Clean Water Agencies, and the Natural Resources Defense Council) to promote green infrastructure as a cost-effective, sustainable, and environmentally friendly approach to stormwater management. The primary goals of this collaborative effort are to reduce runoff volumes and sewer overflow events through the use of green infrastructure wet weather management practices.

Within the context of this collaborative partnership, green infrastructure includes a suite of management practices that use soils and vegetation for infiltration, treatment, and evapotranspiration of stormwater. Rain gardens, vegetated swales, riparian buffers and porous pavements are all common examples of green infrastructure techniques that capture and treat stormwater runoff close to its source. Green infrastructure management practices typically do not include commercially manufactured or proprietary infiltration

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devices or other infiltration practices such as simple drywells, which do not provide for pre-treatment prior to infiltration.

The partnership is promoting green infrastructure as an effective approach to stormwater management because these practices are associated with a number of environmental benefits. In addition to reducing and delaying runoff volumes, green infrastructure approaches can also reduce pollutant levels in stormwater, enhance ground water recharge, protect surface water from stormwater runoff, increase carbon sequestration, mitigate urban heat islands, and increase wildlife habitat.

Given the multiple benefits that green infrastructure can provide, EPA and its partners have increased efforts to incorporate green infrastructure techniques into stormwater management strategies nationwide. In recent years, public support for these practices has gradually increased. For more information on green infrastructure, please visit www.epa.gov/npdes/greeninfrastructure.

There are cases where stormwater infiltration practices are regulated as Class V wells under the UIC program, and State and local stormwater managers report that some developers are hesitant to incorporate green infrastructure practices because they fear regulatory approvals will slow the process and increase costs. EPA believes those fears are unfounded and notes that most green infrastructure practices do not meet the Class V well definition and can be installed without regulatory oversight by the UIC Program. However, EPA remains committed to the protection of USDWs and emphasizes the need for UIC program compliance (per 40 CFR 144).

To provide clarification on which stormwater infiltration techniques meet EPA's UIC Class V well definition, EPA's Office of Water has developed the attached "Class V Well Identification Guide." State or Regional stormwater and nonpoint source control programs, developers, and other interested parties are requested to contact the State or Regional UIC Program Director with primary authority for the UIC Class V program when considering the use of practices that have been identified, or potentially identified, as Class V wells. UIC program managers should consider the proximity to sensitive ground water areas when looking at the suitability of stormwater infiltration practices. Depending on local conditions, infiltration without pretreatment may not be appropriate in areas where ground waters are a source of drinking water or other areas identified by federal, state, or local governments as sensitive ground water areas, such as aquifers overlain with thin, porous soils.

Please share this memo and the attached guide with your State and Regional stormwater, nonpoint source control, UIC and other ground water managers, as well as with appropriate green infrastructure contacts. These programs are encouraged to coordinate on stormwater management efforts when sensitive ground water issues arise.

Attachment

Underground Injection Control (UIC) Program Class V Well Identification Guide

This reference guide can be used to determine which stormwater infiltration practices/technologies have the potential to be regulated as “Class V” wells. Class V wells are wells that are not included in Classes I through IV. Typically, Class V wells are shallow wells used to place a variety of fluids directly below the land surface. By definition, a well is “any bored, drilled, driven shaft, or dug hole that is deeper than its widest surface dimension, or an improved sinkhole, or a subsurface fluid distribution system” and an “injection well” is a “well” into which “fluids” are being injected (40 CFR §144.3). Federal regulations (40 CFR §144.83) require all owners/operators of Class V wells to submit information to the appropriate regulatory authorities including the following:

1. Facility name and location
2. Name and address of legal contact
3. Ownership of property
4. Nature and type of injection well(s)
5. Operating status of injection well(s)

For more information on Class V well requirements, please visit http://www.epa.gov/safewater/uic/class5/comply_minrequirements.html. For more information on green infrastructure, please visit <http://www.epa.gov/npdes/greeninfrastructure>.

The stormwater infiltration practices/technologies in rows A through I below are generally not considered to be wells as defined in 40 CFR §144.3 because typically they are not subsurface fluid distribution systems or holes deeper than their widest surface dimensions. If these practices/technologies are designed in an atypical manner to include subsurface fluid distribution systems and/or holes deeper than their widest surface dimensions, then they may be subject to the Class V UIC regulations. The stormwater infiltration practices/technologies in rows J through K however, depending upon their design and construction probably would be subject to UIC regulations.

	Infiltration Practice/Technology	Description	Is this Practice/Technology Generally Considered a Class V Well?
A	Rain Gardens & Bioretention Areas	Rain gardens and bioretention areas are landscaping features adapted to provide on-site infiltration and treatment of stormwater runoff using soils and vegetation. They are commonly located within small pockets of residential land where surface runoff is directed into shallow, landscaped depressions; or in landscaped areas around buildings; or, in more urbanized settings, to parking lot islands and green street applications.	No.
B	Vegetated Swales	Swales (e.g., grassed channels, dry swales, wet swales, or bioswales) are vegetated, open-channel management practices designed specifically to treat and attenuate stormwater runoff. As stormwater runoff flows along these channels, vegetation slows the water to allow sedimentation, filtering through a subsoil matrix, and/or infiltration into the underlying soils.	No.
C	Pocket Wetlands & Stormwater Wetlands	Pocket/Stormwater wetlands are structural practices similar to wet ponds that incorporate wetland plants into the design. As stormwater runoff flows through the wetland, pollutant removal is achieved through settling and biological uptake. Several design variations of the stormwater wetland exist, each design differing in the relative amounts of shallow and deep water, and dry storage above the wetland.	No.
D	Vegetated Landscaping	Self-Explanatory.	No.
E	Vegetated Buffers	Vegetated buffers are areas of natural or established vegetation maintained to protect the water quality of neighboring areas. Buffer zones slow stormwater runoff, provide an area where runoff can infiltrate the soil, contribute to ground water recharge, and filter sediment. Slowing runoff also helps to prevent soil and stream bank erosion.	No

	Infiltration Practice/Technology	Description	Is this Practice/Technology Generally Considered a Class V Well?
F	Tree Boxes & Planter Boxes	Tree boxes and planter boxes are generally found in the right-of-ways alongside city streets. These areas provide permeable areas where stormwater can infiltrate. The sizes of these boxes can vary considerably.	No.
G	Permeable Pavement	Permeable pavement is a porous or pervious pavement surface, often built with an underlying stone reservoir that temporarily stores surface runoff before it infiltrates into the subsoil. Permeable pavement is an environmentally preferable alternative to traditional pavement that allows stormwater to infiltrate into the subsoil. There are various types of permeable surfaces, including permeable asphalt, permeable concrete and even grass or permeable pavers.	No.
H	Reforestation	Reforestation can be used throughout a community to reestablish forested cover on a cleared site, establish a forested buffer to filter pollutants and reduce flood hazards along stream corridors, provide shade and improve aesthetics in neighborhoods or parks, and improve the appearance and pedestrian comfort along roadsides and in parking lots.	No.
I	Downspout Disconnection	A practice where downspouts are redirected from sewer inlets to permeable surfaces where runoff can infiltrate.	In certain circumstances, for example, when downspout runoff is directed towards vegetated/pervious areas or is captured in cisterns or rain-barrels for reuse, these practices generally would not be considered Class V wells.
J	Infiltration Trenches	An infiltration trench is a rock-filled trench designed to receive and infiltrate stormwater runoff. Runoff may or may not pass through one or more pretreatment measures, such as a swale, prior to entering the trench. Within the trench, runoff is stored in the void space between the stones and gradually infiltrates into the soil matrix. There are a number of different design variations.	In certain circumstances, for example, if an infiltration trench is "deeper than its widest surface dimension," or includes an assemblage of perforated pipes, drain tiles, or other similar mechanisms intended to distribute fluids below the surface of the ground, it would probably be considered a Class V injection well.

	Infiltration Practice/Technology	Description	Is this Practice/Technology Generally Considered a Class V Well?
K	Commercially Manufactured Stormwater Infiltration Devices	Includes a variety of pre-cast or pre-built proprietary subsurface detention vaults, chambers or other devices designed to capture and infiltrate stormwater runoff.	These devices are generally considered Class V wells since their designs often meet the Class V definition of subsurface fluid distribution system.
L	Drywells, Seepage Pits, Improved Sinkholes.	Includes any bored, drilled, driven, or dug shaft or naturally occurring hole where stormwater is infiltrated.	These devices are generally considered Class V wells if stormwater is directed to any bored, drilled, driven shaft, or dug hole that is deeper than its widest surface dimension, or has a subsurface fluid distribution system.

Matanuska-Susitna Borough Public Works Department

~~2020~~2022 Subdivision Construction Manual

(Roads, Drainage, and Utilities)

Adopted ~~Date August 18, 2020~~July 19, 2022

Effective Date ~~January 1, 2021~~July 19, 2022

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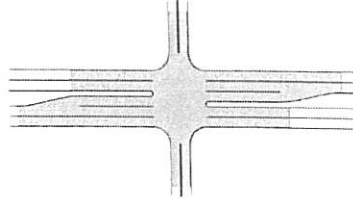
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Acronyms & Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADFG	Alaska Department of Fish and Game
ADT	Average Daily Traffic
ADOT&PF	Alaska Department of Transportation and Public Facilities
ATM	Alaska Test Method
<u>cfs</u>	<u>cubic feet per second</u>
<u>CMP</u>	<u>Corrugated metal pipe</u>
DPW	Department of Public Works of the Matanuska-Susitna Borough
<u>FHWA</u>	<u>Federal Highway Administration</u>
<u>ft</u>	<u>feet</u>
<u>h:v</u>	<u>horizontal to vertical</u>
<u>IDF</u>	<u>Intensity-Duration-Frequency</u>
IFC	International Fire Code
<u>in</u>	<u>inches</u>
ITE	Institute of Transportation Engineers
<u>LEW</u>	<u>Low Erosivity Waiver</u>
LRTP	Long Range Transportation Plan
<u>mph</u>	<u>miles per hour</u>
MSB	Matanuska-Susitna Borough
N/A	not applicable
<u>NOAA</u>	<u>National Oceanic and Atmospheric Administration</u>
<u>NRCS</u>	<u>Natural Resources Conservation Service</u>
NTP	notice to proceed
OHWM	ordinary high water mark
OSHP	Official Streets and Highways Plan
PUE	public use easement
ROW	right-of-way
<u>SCS</u>	<u>Soil Conservation Service</u>
VPD	vehicles per day

Definitions

Access Point	The location along a road at which a driveway or road intersects.
Arterial	A road that provides a high level of mobility within the transportation network. Arterials have managed access with a minimal number of intersections or interchanges.
Average Daily Traffic	The total number of vehicle trips during a given time period (in whole days greater than one day and less than one year) divided by the number of days in that time period.
Backslope	On a roadway section in a cut, the portion of the roadside that slopes up from the roadside ditch and away from the roadway to the top of the cut, see Figure A-3.
Catchment Area	The total area contributing stormwater runoff to a particular point, site, or structure.
Collector	A road that links local roads with arterials and performs some duties of each. Collectors have managed access with a moderate number of intersections and driveways.
Curve Return	The curve located at the corner of an intersection, connecting the roadway edge of one road to the roadway edge of an intersecting road or driveway.
Detention	The temporary storage of runoff, for later controlled release.
Drainage Pattern	The configuration of a drainage system including manmade and natural features within a catchment area.
Driveway	A vehicular access way between a road and a parking area within a lot or property.
Embankment	Earthen material that is placed and compacted for the purpose of raising the grade of a roadway.
Engineer	An individual who is registered as a Professional Civil Engineer in the State of Alaska.

Feasible	Reasonable and capable of being done or carried out.
Foreslope	On a roadway section, the portion of the roadside that slopes down and away from the roadway, see Figure A-3.
Functional Area	<p>The physical area of an intersection and the area extending both upstream and downstream which includes perception reaction distance, maneuver distance, and storage length.</p> 
Intersection	The general area where two or more roads join or cross.
Local Road	A road that provides access to abutting property, rather than to serve through traffic. Local roads are not access controlled and can have frequent intersections and driveways.
Lot Frontage	A property line that abuts the right-of-way that provides access to the lot.
Ordinary High Water Mark	The elevation marking the highest water level which has been maintained for a sufficient time to leave evidence upon the landscape. Generally, it is the point where the natural vegetation changes from predominately aquatic to upland species.
Positive Drainage	Clear, unobstructed flow of water away from structures and roadways without localized ponding.
Public Use Easement	Provides the rights for ingress, egress, roadways, right-of-way, public utilities, and slopes for cuts and fills. The rights are to the public in general, and public utilities governed by permits required under federal, state, and local laws and regulations. May also be known as a public access easement or right-of-way.
Regulated Stream	Any watercourse along which the flood hazard areas have been mapped and approved by the Federal Emergency Management Agency; any stream which harbors fish, as determined by the Alaska Department of Fish and Game; or any stream designated as regulated by MSB.
Retention	The prevention of runoff. Stormwater, which is retained, remains indefinitely, with the exception of the volume lost to evaporation, plant uptake, or infiltration.

Right-of-way	A strip of land reserved, used, or to be used for a street, alley, walkway, airport, railroad, or other public or private purpose.
Road	A general term denoting a public thoroughfare used, or intended to be used, for passage or travel.
Road Prism	The foundation that supports the roadway; see Figure A-3.
Roadway	The portion of a road that includes driving lanes and shoulders, see Figure A-3.
Segment	A portion of road between two significant intersections or an intersection and its terminus.
Shoulder	The portion of a roadway contiguous to any traveled way for lateral support of surface courses, see Figure A-3.
Street	A general term usually denoting an urban or suburban road.
Stub Road	A <u>right-of-way or road segment, that is planned to be extended</u> , typically short in length, which terminates at the boundary of a subdivision <u>or masterplan phase, or site plan, the purpose of which is to ultimately connect to abutting property when it is developed.</u>
T-intersection	A three leg intersection in the form of a "T".
Through Street	A road given preferential right of way; roads which intersect a through street are controlled, such as with a stop sign or yield sign.
Water Body	A permanent or temporary area of standing or flowing water. Water depth is such that water, and not air, is the principal medium in which organisms live. Water bodies include, but are not limited to: lakes, ponds, streams, rivers, sloughs, and all salt water bodies.

Introduction

This manual is intended to accomplish the following goals:

- (1) To establish standards for the design and construction of transportation networks throughout the Matanuska-Susitna Borough.
- (2) To provide information and guidelines for the design, construction, and upgrade of roads, drainage facilities, and utilities within rights-of-way.
- (3) To develop and maintain a safer and more efficient transportation system.
- (4) To minimize operation & maintenance efforts.

Section A. Street Design

A01 General

These provisions establish appropriate standards for the design of roads. The purpose of these provisions is to:

- (1) promote the safety and convenience of motorized and non-motorized traffic;
- (2) promote the safety of neighborhood residents;
- (3) minimize the long term costs for maintenance and repair;
- (4) protect the residential qualities of neighborhoods by limiting traffic volume, speed, noise, and air pollution;
- (5) encourage the efficient use of land; and
- (6) minimize the cost of road construction and thereby restrain the rise in housing costs.

A02 Applicability

These standards apply to the design and construction of all subdivision improvements within the Matanuska-Susitna Borough (MSB), with the exception of those streets within cities that exercise road powers by ordinance.

A03 Street Classifications

Roads within the MSB fall within one of the following functional classifications, in accordance with the Long Range Transportation Plan (LRTP): Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local Road. Functional classification of a road is based on its function, design, and current potential use. The applicant may request review of the functional classification of existing roads abutting or affecting the design of a subdivision or land development during the preapplication process.

This section provides design guidance for roads falling under local road and minor collector functional classifications.

A03.1 Residential Street

Residential streets are local roads intended to carry the least amount of traffic at the lowest speed. The Residential street will provide the safest and most desirable environment for a residential neighborhood. Developments should be designed so that all, or the maximum number possible, of the homes will front on this class of street.

A03.2 Residential Subcollector Street

Residential Subcollector streets are local roads that carry more traffic than Residential streets.

A03.3 Residential Collector Street

Residential Collector streets are the highest order of residential streets and are a type of minor collector. In large residential developments, this class of street may be necessary to carry traffic from

one neighborhood to another or from the neighborhood to other areas in the community. Residential Collector streets should provide the fewest direct accesses as possible.

A03.4 Mountain Access Road

Mountain Access Roads may be used in areas where the average cross slope exceeds 15 percent or to traverse terrain features in excess of 25 percent. Maintenance of Mountain Access Roads will be at the discretion of Department of Public Works (DPW). School bus access should be considered as school bus routes require all grades less than 10 percent. Mountain Access Road standards allow for steeper grades and switchbacks, but should otherwise be designed to Residential, Residential Subcollector, or Residential Collector standard as required by this section.

A03.5 Pioneer Road

Pioneer Roads may only be used where allowed by MSB or other applicable code. This classification establishes minimum requirements for roads providing physical access, but should otherwise be designed to Residential, Residential Subcollector, or Residential Collector standard as required by this section. No MSB maintenance will be provided for Pioneer Roads. Pioneer roads may be constructed offset from the centerline of the right-of-way (ROW) to facilitate future expansion of the road.

A03.6 Alleys

Alleys are permitted provided legal and physical access conforms to MSB or other applicable code. No MSB maintenance will be provided for Alleys.

A03.7 Other Street Types

The above classifications may be further typed as one of the following streets. These other street types should be designed to Residential, Residential Subcollector, or Residential Collector standard as required by this section.

- (a) Frontage Street – streets parallel and adjacent to a major road corridor which provides access to abutting properties and separation from through traffic. See Section B for additional design standards.
- (b) Backage Street – streets that provide access to lots located between the Backage Street and a major road corridor. See Section B for additional design standards.
- (c) Connector Street – the portion of a street that connects a frontage or backage street to a major road corridor. See Section B for additional design standards.
- (d) Divided Street – streets may be divided for the purpose of accommodating environmental features or avoiding excessive grading. In such a case, the design standards shall be applied to the appropriate street classification and a single lane width with a shoulder on each side.

A04 Access Criteria

A04.1 Residential Street

- (a) A Residential street provides access to abutting properties.
- (b) The anticipated average daily traffic (ADT) volume on Residential streets shall not exceed 400. A loop street shall be designed such that the anticipated ADT at each terminus of the loop street does not exceed 400, see [Figure A-1](#).
- (c) Residential streets may intersect or take access from an equal or higher classification street. Both ends of a loop Residential street are encouraged to intersect the same collecting street and be designed to discourage through traffic.
- ~~(d) Residential streets with only one inlet/outlet shall provide access to no more than 20 lots and not exceed 1000 feet in length (measured from the intersection point to the center point of the turnaround).~~

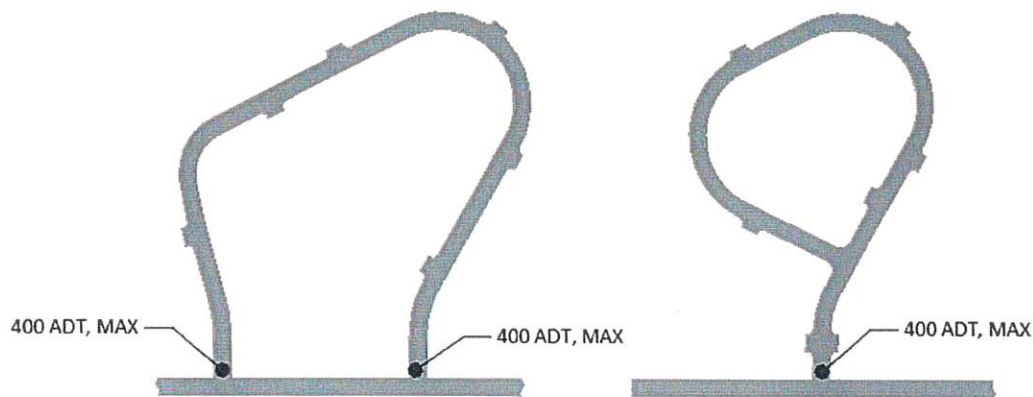


Figure A-1: Loop Residential Streets

A04.2 Residential Subcollector Street

- (a) A Residential Subcollector street provides access to abutting properties and may also move traffic from Residential streets that intersect it. Residential Subcollector streets are required when the ADT anticipated on the street will exceed the limits for Residential ~~or when a street with only one inlet/outlet provides access to more than 20 lots or exceeds 1000 feet in length.~~
- (b) The anticipated ADT on Residential Subcollector streets shall not exceed 1000. A loop street shall be designed such that the anticipated ADT at each terminus of the loop street does not exceed 1000, see Figure A-2.
- (c) Residential Subcollector streets shall be designed to exclude all external through traffic that has neither origin nor destination on the Residential Subcollector or its tributary Residential streets. Adjacent parcels may acquire access if proven landlocked by legal or terrain features or if such Residential Subcollector access can be demonstrated to be beneficial to the public.
- (d) Residential Subcollector streets shall take access from a street of equal or higher classification.

- (e) Traffic calming elements should be considered for the design of Residential Subcollectors, such as avoiding long, straight segments and reducing the length of roadway from farthest lot to a collector.
- (f) Residential Subcollector streets shall be provided with two continuous moving lanes within which no parking is permitted.

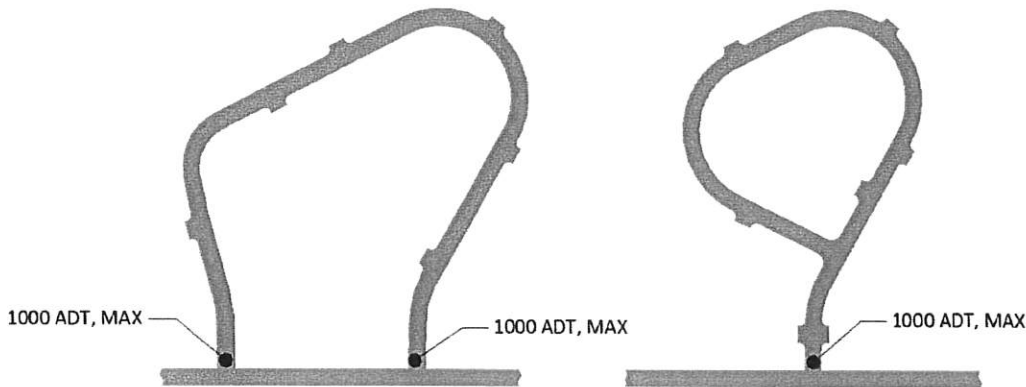


Figure A-2: Loop Residential Subcollector Streets

A04.3 Residential Collector Street

- (a) A Residential Collector street carries residential neighborhood traffic, but restricts or limits direct residential access. Residential Collector streets are required when the ADT anticipated on the street will exceed the limits for Residential Subcollectors.
- (b) Residential Collector streets should be designed to have as few residential lots directly fronting them as possible. When efficient subdivision design or physical constraints make this not possible, the average access point spacing shall be a minimum of 250 feet. Average access point spacing is calculated per segment and is equal to the segment length divided by the number of potential access points on both sides of the street. Undeveloped lots with only access to Residential Collector streets are counted as having at least one access point. When the average access point spacing on a segment of an existing Residential Collector street is less than 250 feet, the average access point spacing shall not decrease due to the subdivision.
- (c) Space shall be provided on these lots for turnaround so that vehicles will not have to back out onto Residential Collector streets.
- (d) Proposed access points on Residential Collector streets shall be shown on the preliminary plat.
- (e) Residential Collector streets shall be laid out to encourage connectivity within the transportation network.
- (f) If the anticipated ADT will exceed 3000, the street shall be classified at a higher level than Residential Collector by DPW.
- (g) Every Residential Collector shall be provided with no fewer than two access intersections to streets of equal or higher classification. If it is shown by the applicant that two accesses are not feasible, Residential Collector streets shall be provided with access to one street of equal or higher

classification and be designed to accommodate a future second connection to a street of equal or higher classification, or otherwise be approved by DPW.

- (h) All Residential Collector streets shall be provided with two continuous moving lanes within which no parking shall be permitted.

A04.4 Access through Existing Streets

The anticipated ADT on existing Residential streets used to access a proposed subdivision may exceed 400, but shall not exceed 800, if:

- (a) alternate road corridors are not available or feasible;
- (b) horizontal geometry or access density prohibits upgrade to a higher standard road; and
- (c) the traffic impacts are mitigated.

A04.5 Traffic Impact Mitigation for Access through Existing Streets

Traffic impact mitigation on existing residential streets can include but is not limited to:

- (a) Traffic control devices (signage, striping) on segments where potential ADT exceeds 440;
- (b) LED street lighting, speed feedback signs, widened shoulders, inside corner widening for offtracking, or all-way stop intersections on segments where potential ADT exceeds 600.

A04.6 Commercial Uses on Residential and Residential Subcollector Streets

Exceptions to the ADT limits on Residential and Residential Subcollector streets, as set forth in A04.1 and A04.2, respectively, may be allowed for commercial uses that access the first 600 feet of such streets that intersect a Collector standard road or higher classification, as measured from the intersection point. The affected portion of the street and intersection shall be constructed to a higher standard as needed to accommodate the anticipated commercial traffic.

A05 Design Criteria

The design criteria for Residential, Residential Subcollector, and Residential Collector streets and Mountain Access and Pioneer roads are set forth in Table A-1~~Table A-1~~. Any unspecified design criteria shall meet or exceed the design criteria for the roadway design speed in the latest edition of *A Policy on Geometric Design of Highways and Streets* (AASHTO).

Table A-1: Design Criteria

	Unit	Residential	Residential Subcollector	Residential Collector	Mountain Access ¹	Pioneer ¹
Average Daily Traffic	VPD	≤400	401 – 1000	1001 – 3000	–	–
Typical Section						
ROW Width ²	ft	60	60	60	60	60
Lane Width	ft	10	10	11	10	10
Standard Gravel Shoulder Width	ft	2	2	2	0 ³	0 ³
Shared Paved Shoulder Width ⁴	ft	4	4	6	–	–
Roadway Width	ft	24	24	26	20 ³	20
Foreslope ⁵	h:v	3:1	3:1	4:1	2:1	3:1
Backslope ⁶	h:v	2:1	2:1	2:1	2:1 ⁷	2:1
Crown, gravel	%	3	3	3	3	3
Crown, pavement	%	2	2	2	2	–
Engineering Criteria						
Design Speed	mph	25	30	35	–	–
Posted Speed	mph	20	25	30	–	–
Stopping Sight Distance	ft	155	200	250	–	–
Horizontal Alignment						
Minimum Centerline Radius	ft	225	350	550	– ⁸	–
with DPW Approval	ft	190	275	400	–	–
Minimum Tangent Between Curves	ft	100	100	100	100	100
Maximum superelevation	%	N/A	N/A	4	N/A	N/A

¹ Where a value is not given, Mountain Access and Pioneer Roads shall meet the criteria of the anticipated street classification.

² Minimum ROW required for new dedications; width of existing ROW may vary.

³ Where grades exceed 7 percent, the shoulder width shall be 2 feet for a total roadway width of 24 feet.

⁴ An optional paved shoulder may be provided on one or both sides of paved streets for non-motorized shared use.

⁵ Slope for the first 7.5 feet from the shoulder; may be steepened to 2:1 thereafter. Install guardrail when required by the latest edition of the *Roadside Design Guide* (AASHTO).

⁶ 2:1 Back slopes may be steepened to 1.5:1 if cuts exceed 5 feet and appropriate slope stabilization, as determined by the design engineer, is used. Retaining walls may be used to replace or augment backslopes.

⁷ Or backslope recommended by the design engineer based on actual conditions.

⁸ Switch backs are allowed provided cul-de-sac criteria is met or turning radius is 40 feet with a 2% grade.

	Unit	Residential	Residential Subcollector	Residential Collector	Mountain Access ¹	Pioneer ¹
Vertical Alignment						
Maximum Centerline Grade	%	10	10	10	15 ⁹	10
Minimum Rate of Vertical Curvature ¹⁰ ; Crest		12	19	29	–	–
Minimum Rate of Vertical Curvature ¹⁰ ; Sag		26	37	49	–	–
Minimum Flow Line Grades	%	0.5	0.5	0.5	1.0	0.5
Intersections						
Minimum ROW Corner Radius	ft	30	30	30	30	30
Minimum Curve Return Radius ¹¹	ft	20	25	30	–	–
Maximum Grade on through street within 50 feet of intersection	%	7	7	4	9	7

A06 Typical Section

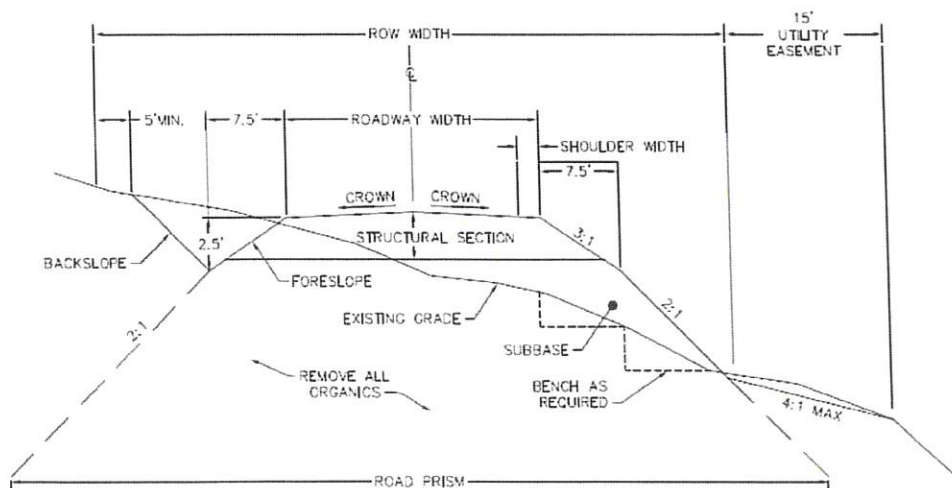


Figure A-3: Typical Section

⁹ Up to 15% grade with no more than 200 linear feet of over 10% grade with a minimum of 100 linear feet of less than 10% grade for runout between steeper sections. Maximum grade in a horizontal curve is 10%.

¹⁰ Rate of vertical curvature (K) is the length of curve (L) in feet per percent algebraic difference in intersecting grades (A); $K = L / A$

¹¹ 40-foot minimum curve return radius at intersections with higher order streets.

A07 Turnarounds

Streets with only one inlet that exceed 200 feet in length (measured from the intersection point to the end of required construction) shall terminate with a constructed turnaround, unless otherwise provided by A08.2.

A07.1 Cul-de-sac Turnarounds

- (a) A cul-de-sac turnaround with a drivable surface diameter (shoulder to shoulder) of 85 feet centered in a ROW diameter of 120 feet shall be provided at the terminus of Residential and Residential Subcollector streets.
- (b) Cul-de-sac turnarounds shall meet the configuration and dimensions shown in Figure A-4.
- (c) The grade throughout the surface of a cul-de-sac, as depicted in the shaded portion of Figure A-4, shall not exceed 4 percent.

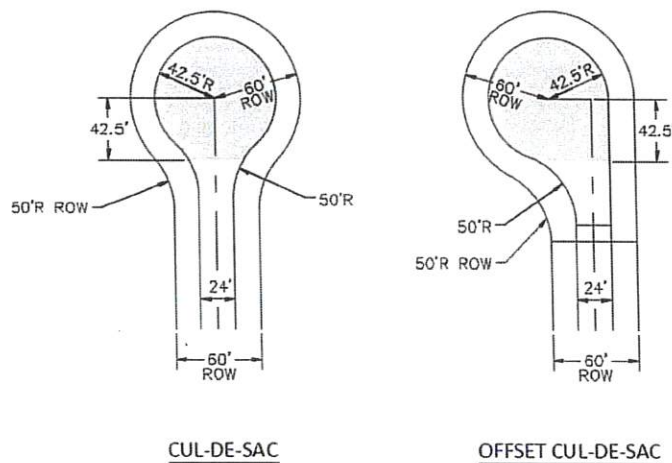


Figure A-4: Cul-de-sac Options

A07.2 Alternate Turnarounds

- (a) DPW may permit a street to terminate with an alternative turnaround that meets fire code when such a design is required by extreme environmental or topographical conditions, unusual or irregularly shaped tract boundaries, or when the location of the turnaround is intended to become an intersection.
- (b) Alternate turnarounds shall meet the configuration and dimensions shown in Figure A-5.
- (c) The grade throughout the turnaround surface, as depicted in the shaded portion of Figure A-5, shall not exceed 4 percent.

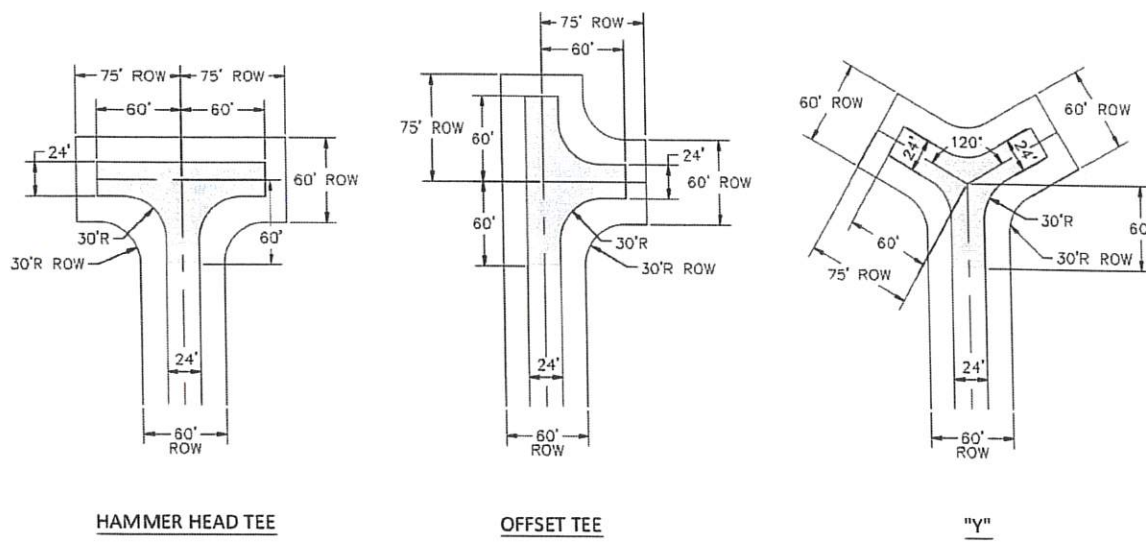


Figure A-5: Alternate Turnarounds

A08 Stub Streets

A08.1 Stub Street Construction

No construction is required if physical access is provided to all lots by adjoining streets as required by MSB or other applicable code.

A08.2 Temporary Turnarounds

All stub streets requiring construction that exceed 200 feet in length (measured from the intersection point to the end of required construction) will meet the requirements of A07A07.1 or A07.2. A temporary easement will be provided for the turnaround, which will automatically terminate upon extension of the street and physical removal of the turnaround. The centerline grade on stub streets without turnarounds shall not exceed 4%.

A09 Intersections

A09.1 Intersection Sight Distance

- Whenever a proposed street intersects an existing or proposed street of higher order, the street of lower order shall be made a stop controlled street, unless alternate intersection control is used as allowed by this subsection.
- Stop controlled streets shall be designed to provide intersection sight distance as specified in this subsection, Table A-2Table A-2, and Figure A-6Figure A-6.
- The entire area of the intersection sight triangles shown in Figure A-6Figure A-6 shall be designed to provide a clear view from point A at 3.5 feet above the roadway to all points 3.5 feet above the roadway along the lane centerlines from point B to point C and point D to point E.

- (d) Sight distances less than the recommended shall only be used when there are topographical or other physical constraints outside of the applicant's control.
- (e) The minimum sight distances listed in [Table A-2](#) are for a passenger car to turn onto a two-lane undivided street and minor road approach grades of 3 percent or less. For other conditions, the minimum sight distance should be calculated by the applicant's engineer according to *A Policy on Geometric Design of Highways and Streets* (AASHTO).
- (f) Sight distances less than the minimum, where no other options exist, will require alternate intersection control or warning signs as determined by the applicant's engineer and approved by DPW.
- (g) Intersection sight triangles shall be located in their entirety within ROW or a sight distance maintenance easement.
- (h) Yield controlled intersections shall conform to sight distance requirements according to *A Policy on Geometric Design of Highways and Streets* (AASHTO).
- (i) Intersections with state or other municipal ROW are subject to their respective requirements and review.

Table A-2: Recommended and Minimum Intersection Sight Distance

Design Speed or Posted Speed Limit (whichever is greater)	S_d Recommended	S_d Minimum
MPH	ft	ft
25	370	280
30	450	335
35	580	390
40	750	445
45	950	500
50	1180	555
55	1450	610
60	1750	665
65	2100	720

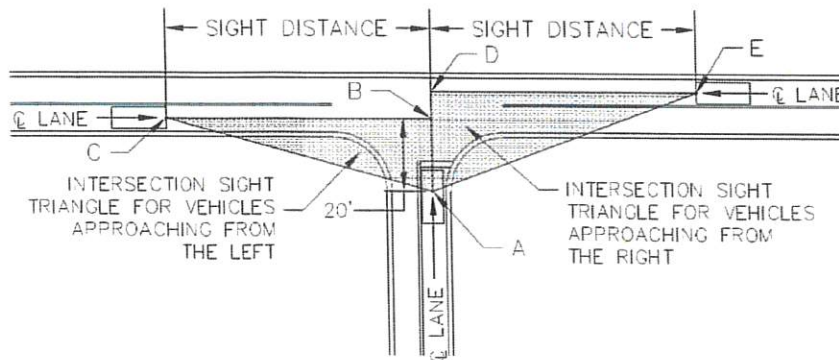


Figure A-6: Intersection Sight Distance

A09.2 Intersection Spacing

- (a) Minimum centerline to centerline distance between intersections on the same side or opposing sides of the through street shall be:
 - (1) 155 feet on Residential streets;
 - (2) 200 feet on Residential Subcollector streets;
 - (3) 300 feet on Residential Collectors and Minor Collectors; or
 - (4) 650 feet on higher order streets where other access standards do not exist.
- (b) If the above spacing along the through street cannot be met, intersections shall be aligned directly across from each other. Intersections on opposing sides of the through street may be offset up to 30 feet, with a preference for a left-right offset, as shown in Figure A-7.
- (c) Where pre-existing conditions do not allow for the above spacing and no other legal access exists, alternate spacing or offset most closely meeting (a) or (b) above may be allowed.
- (d) Additional intersections should be avoided within the functional area of major intersections with turning bays and approach tapers. Exceptions require DPW approval based upon constraints and no other feasible alternatives.

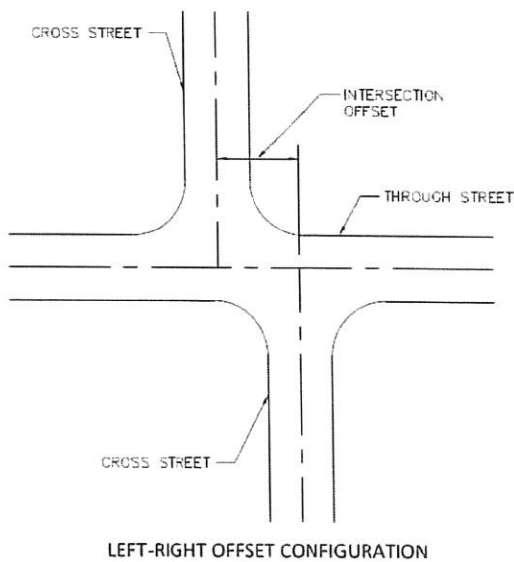


Figure A-7: Intersection Offset

A09.3 Minimum Intersection Angle

Streets should intersect with a straight segment at an angle as close to 90° as possible, but no less than 70°, for a minimum of 75 feet from the intersection point, as shown in Figure A-8.

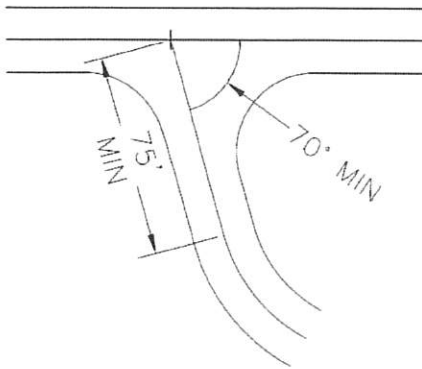


Figure A-8: Intersection Angle

A09.4 Landing

Controlled streets shall be provided with a typical 30-foot landing, conforming to Figure A-9, at its approach to a through street. The landing shall be sloped to match the crown of the through street. Vertical curves shall not be located in the landing to the extent feasible. Where a negative slope away from the through street is not feasible due to topographical constraints, the road shall be constructed in a manner that prevents water from flowing onto the through street.

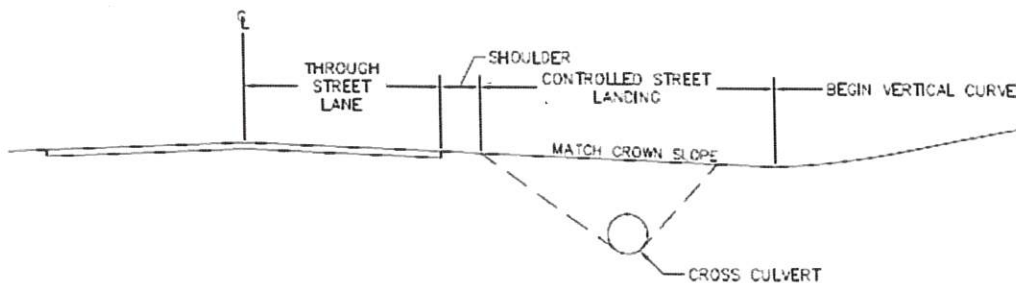


Figure A-9: Controlled Street Landing Profile

A09.5 Paved Apron

A proposed street which intersects an existing paved street shall be provided with a paved apron 40 feet from the edge of the existing pavement.

~~A proposed street which intersects an existing paved street shall be provided with a paved apron from the edge of the existing pavement to the end of the curve return plus 10 feet.~~

A10 Driveways

Driveways are not usually required to be constructed within the ROW at time of road construction. However, if an applicant chooses to construct driveways, driveway permits are required. The applicant may permit all driveways with one application. A driveway permit application can be obtained from the

MSB Permit Center. Driveways onto state or other municipal ROW are subject to their respective requirements and review.

A11 Trailhead

Trailhead parking lot layout shall conform to applicable local, state, and federal requirements.

A12 Bicycle and Pedestrian Paths

Bicycle and pedestrian paths constructed within public ROW shall conform to the current edition of *Guide for the Development of Bicycle Facilities* (AASHTO), and any other applicable local, state, and federal requirements.

A13 Signage

Signs shall be provided and installed by the applicant in conformance with the latest edition of the *Alaska Traffic Manual* (ADOT&PF) and the *Alaska Sign Design Specifications* (ADOT&PF) prior to plat recordation.

- (a) Each street within a subdivision shall be identified and signed at its point of egress and ingress. Cul-de-sac streets will be signed and identified at their point of ingress
- (b) Intersection control signs shall be provided at designated intersections within the confines of the subdivision and at the intersection with the access road, if applicable.
- (c) Intersection control signs shall be located such that they are visible to approaching traffic and near corresponding stop or yield bars.
- (d) Speed limit signs shall be provided at entrances to the subdivision, where the speed limit changes, and at a minimum of one-mile intervals throughout the subdivision.
- (e) If a constructed stub street provides access to two or fewer lots and has no turnarounds a sign indicating a dead-end street shall be posted.
- (f) If a dedicated stub street is not constructed, no signs are required.
- (g) Install signs according to the criteria in Figure A-10, Figure A-11, and Figure A-12.
- (h) Signs within state or other municipal ROW are subject to their respective requirements and review.

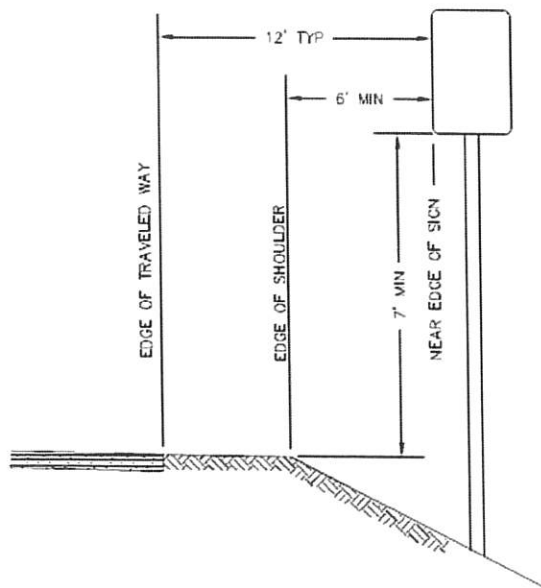


Figure A-10: Sign Placement

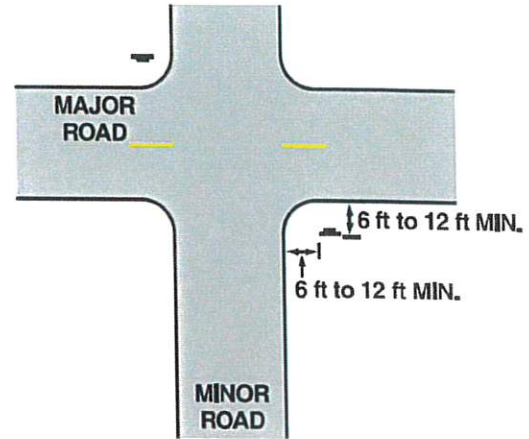
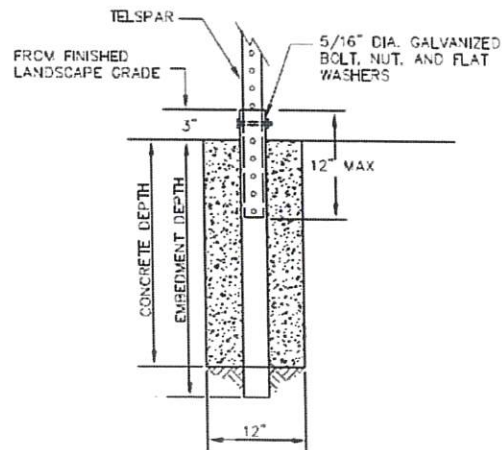


Figure A-11: Stop Sign Location



PERFORATED STEEL TUBES (P.S.T.) (12ga. - .105" Wall Thickness)			
SIGN SURFACE AREA SQ. FT.	POST SIZE	EMBEDMENT DEPTH	CONCRETE DEPTH
7' OR LESS	2" X 2"	27"	24"
GREATER THAN 7'	2 1/2" X 2 1/2"	33"	30"

Figure A-12: Concrete Foundation for Sign Post

A14 Railroad Crossings

All access requiring a crossing of the Alaska Railroad shall be subject to the *Alaska Policy on Railroad/Highway Crossings* (Alaska Railroad).

A15 Average Daily Traffic

- (a) The following formula shall be used to determine the required classification of streets:
ADT = Number of lots x 10 for single-family residential use.
- (b) See Section G for other land uses.
- (c) For subdivisions of five or more lots, submit potential ADT calculations for the following locations with the preliminary plat:
 - (1) at each intersection within the subdivision,
 - (2) at each intersection en route to an existing Residential Collector street or higher classification, and
 - (3) at an existing Residential Collector street or higher classification.

A16 Design Deviations

Design deviations will be considered to address extenuating circumstances including but not limited to: existing substandard ROW, environmental conditions, or existing utilities or other structures. Design deviation requests shall be in writing and contain supporting information, justification, and suggested solutions. Design deviations may be allowed by DPW only for matters that do not fall under the jurisdiction of a Board or Commission. In no circumstances will a roadway width less than 20 feet or foreslopes steeper than 2:1 be allowed. Residential Collector streets shall be no less than 24 feet wide.

Section B. Major Road Corridors

B01 General

Major road corridors include major collectors, arterials, and interstates. This section provides references to and guidelines for the design and construction of major road corridors within the MSB.

B02 Right-of-way and Surface Widths

Table B-1: ROW and Surface Widths

Classification	Minimum ROW Width (ft)	Standard Lane Width (ft)	Number of Lanes	Shoulder Width (ft)
Major Collector	80	12	2 – 3	4
Arterial	100	12	3 – 4	4 – 8
Interstate	200	12	4 – 6	12

B03 Frontage, Backage, and Connector Street Standards

Subdivisions adjacent to planned or existing major road corridors shall plan for future frontage or backage streets when any of the following conditions apply, unless it is shown by the applicant to be not necessary or feasible for future development and public safety with ~~non-objection~~ no written objection from the road authority.

- Subdivisions accessing roads that are classified by ADOT&PF as Interstates.
- Subdivisions accessing roads that are or are projected to grow above 20,000 vehicles per day (VPD).
- Subdivisions accessing roads that are or are projected to have four or more lanes or median control per the LRTP or Official Streets and Highways Plan (OSHP).
- Subdivisions that require a second access route.
- To gain access to an existing or planned signal.
- Where access to a minor arterial or collector as a connector road is feasible.
- When there are existing or platted frontage or backage routes adjacent to the property.

B03.1 Separation Distances

Minimum ROW to ROW separation distance between major corridors and frontage or backage streets shall be:

- 0 feet for locations with no connector street to the major road corridor;
- 100 feet for locations with a connector street to the major road corridor that lie between section lines and planned or existing intersections with other major road corridors;
- 300 feet for locations where the connector street to the major road corridor is on a section line or planned or existing major road corridor.

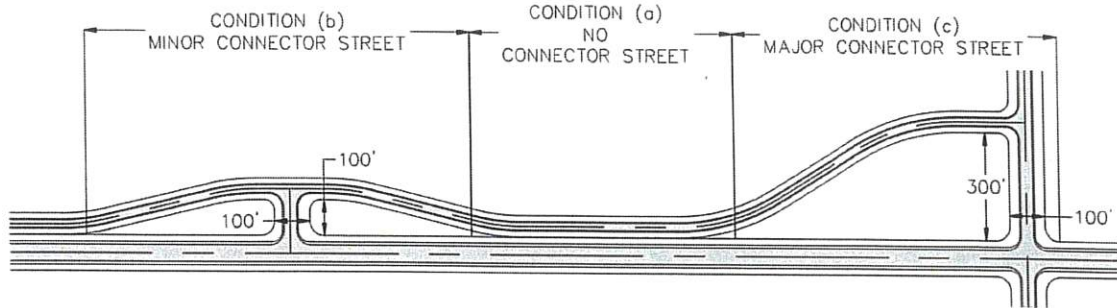


Figure B-1: Frontage Street Configurations

B03.2 Design Standards

(a) Frontage streets

- (1) Minimum centerline radii may be reduced near intersections with through connector streets.

(b) Connector streets

- (1) 100-foot ROW width desirable.
- (2) Minimum 40-foot radius curve returns at the major road corridor.
- (3) Minimum 4-foot wide shoulders for 100 feet from the edge of roadway of the major road corridor.
- (4) Minimal direct access.

B03.3 Dedication and Setbacks

Dedicate ROW or additional building setbacks to allow for the frontage, backage, and connector street standards in this manual. The applicant shall submit design information sufficient to demonstrate prove that frontage, backage, and connector street dedications or building setbacks are in a practical location where road construction is feasible in accordance with this manual. The applicant shall be required to submit plan, profile, and cross-sections for the sections of road where if existing grades along the proposed route exceed 10 percent, existing cross slopes exceed 15 percent, or if existing utilities or other physical features appear to create impediments to a road design meeting standards of this manual. Road plan and profile shall extend at least 300 linear feet on either side of the subject sections or to intersecting or adjacent ROW within 500 linear feet.

B04 Access Standards

- (a) The average access point spacing on major road corridors, where other access standards do not exist, shall not exceed the minimums listed in Table B-2Table B-1, based on the posted speed limit. Average access point spacing is calculated per segment and is equal to the segment length divided by the number of access points on both sides of the street. Undeveloped lots with only access to the major road corridor are counted as having at least one access point.

- (b) When the average access point spacing on a segment of an existing major road corridor is less than the minimum listed in ~~Table B-2~~Table B-1, the average access point spacing shall not decrease due to the subdivision.

~~Table B-2~~Table B-1: Average Access Point Spacing

Posted Speed Limit (mph)	Minimum Average Access Point Spacing (feet)
30	250
35	300
40	360
45	425
50	495
55	570

B05 Future Corridors

Subdivisions shall be designed in a manner that does not conflict with the ~~Long Range Transportation Plan~~LRTP or the ~~Official Streets and Highways Plan~~OSHP. Subdivisions containing future road corridors identified in the LRTP or OSHP are encouraged to include the future road corridor as part of the road layout of the subdivision.

Building setbacks prohibiting the location of any permanent structure within the future corridor may be voluntarily designated on the final plat. The area within the future road corridor shall be excluded from usable septic area calculations. The area within the future road corridor and building setbacks shall be excluded from usable building calculations.

B06 References

The following publications shall be used for design and construction standards of these classes of streets that are not otherwise established herein:

- (a) *A Policy on Geometric Design of Highways and Streets*, AASHTO (current edition).
- (b) *Standard Specifications for Highway Construction*, ADOT&PF (current edition);
- (c) *Standard Modifications to the ADOT&PF Standard Specifications for Highway Construction*, MSB (latest revision)
- (d) *Alaska Highway Preconstruction Manual*, ADOT&PF (latest revision)

Section C. Construction Requirements

C01 General

This section establishes minimum construction requirements. Prior to any ground disturbing activities, call the Alaska Dig Line for utility locates in accordance with AS 42.30.400.

C02 Road Construction

C02.1 Clearing

Cut and dispose of all trees, down timber, stumps, brush, bushes, and debris. Cut trees and brush to a height of not more than 6 inches above the surrounding ground. Clear the ROW, slope easements, and sight distance triangles. Where ROW exceeds 60 feet, clear a minimum of 60 feet. Clear utility easements, if used, for utilities constructed with the development.

C02.2 Grubbing

Remove and dispose of all stumps, roots, moss, grass, turf, debris, or other deleterious material within the fill and cut catch limits of the road plus 5 feet on each side, within the ROW, and cleared utility easements for underground utilities.

C02.3 Disposal

Dispose of clearing and grubbing debris in an area designated by the applicant outside of all ROW, platted utility easements, and platted private road corridors. Organic debris 3 inches in diameter by 8 inches long, or smaller, may be left in place, outside of the road prism.

C02.4 Slit Trenches

Slit trenches are not allowed in the ROW. Utility easements may be used as a borrow source above a 2:1 extension of the road prism, as shown in Figure A-3. Topsoil or other organic non-deleterious material may be disposed within the utility easement. Compact the disposal area with heavy equipment and grade the surface with positive drainage no steeper than 4:1 and no lower than the ditch line. Submit an as-built drawing showing the horizontal locations of borrow extraction along the road corridor with the Final Report.

C02.5 Embankment Construction

- (a) Construct the road with the required structural section, see Figure C-1, and dimensions, see [Table A-1](#) and Figure A-3, as determined by its classification.
- (b) Prepare the subgrade. Remove all organics from the area below the road prism and dispose in locations where embankment is not proposed. Bench existing slopes that are steeper than 4:1, measured at a right angle to the roadway, where roadway embankment is to be placed.
- (c) Place material meeting, or verify in-situ material meets, the requirements for Subbase specified in subsection C07 to a minimum depth of 20 inches with the upper 6 inches having no material with

a diameter larger than 6 inches. Place embankment in horizontal layers, as directed by the engineer, for the full width of the embankment and compact as specified before the next lift is placed.

- (d) Place 4 inches of Surface Course meeting the requirements specified in subsection C07. Finish with a 3 percent crown, and compact as specified.

(e) For Residential and Residential Subcollector standard roads, compact all embankment to not less than 90 percent of the maximum dry density at the optimum moisture content and the top 24 inches to not less than 95 percent of the maximum dry density at the optimum moisture content. For Residential Collector standard roads, compact all embankment to not less than 95 percent of the maximum dry density at the optimum moisture content.

(f) Optimum moisture and maximum dry density will be determined by Alaska Test Method (ATM) 207 and ATM 212 or alternative methods approved by DPW.

(e)(g) In-place density shall be determined by ATM 213 or alternative method approved by DPW.

Compaction tests on the ~~subbase~~-Subbase layer shall be taken at representative locations along the roadways as follows:

- (1) a minimum of three;
- (2) at least one per segment;
- (3) one additional test per 1000 linear feet, or portion thereof, when the combined length of roadway exceeds 1000 linear feet;
- (4) at least one out of every three within three feet of the shoulder, and the remainder in the center of a driving lane.

~~(f)(h)~~ For paved roadways, substitute Surface Course with a minimum of 2 inches of Base Course and 2 inches of HMA Type II, Class B, for Residential and Residential Subcollector streets, and a minimum of 3 inches of Base Course and 3 inches of HMA Type II, Class B, for Residential Collector Streets, ~~in accordance with Appendix A.~~ Pavement shall meet MSB Special Provision Section 401 Hot Mix Asphalt Pavement. The width of the pavement shall be equal to two lane widths plus the shared paved shoulder width, if used, and finished with a 2 percent crown. Pavement edges shall be backed with additional Base Course graded and compacted flush with the pavement surface and tapered to the edge of the roadway. The pavement shall be washed or swept immediately following shouldering work.

~~(g)(i)~~ Remove all loose material exceeding 6 inches in diameter from the ditches and foreslopes. Where slopes are 3:1 or steeper and longer than 10 feet measured along the slope face, trackwalk perpendicular to the slope, or the equivalent, to form 1-inch wide grooves parallel to the road no more than 12 inches apart.

~~(h)(i)~~ Permanently stabilize backslopes 3:1 or steeper. Stabilization can be part of a subdivision agreement. Stabilization may be allowed to establish during the warranty period.

C02.6 Unsuitable Subgrades

When structurally unsuitable material such as peat, saturated material, or permafrost are present within the ROW, provide an appropriate structural design for approval by DPW, according to Section F, prior to

construction. Place embankment to a depth that will produce a stable road surface with a final grade 18 inches above the surrounding ground.

C03 Roads Outside of a Road Service Area

Roads outside of a Road Service Area are not subject to the requirement for Surface Course.

C04 Pioneer Road Construction Requirements

Pioneer roads, whether proposed or existing, shall meet the requirements of Figure C-1, ~~Table A-1~~Table A-1, and Figure A-3. Place material meeting, or verify in-situ material meets, the requirements for Subbase specified in subsection C07 to a minimum depth of 12 inches. Additional road embankment may be required to provide a stable road surface. Surface Course is not required. Pioneer roads may be constructed offset from the centerline of the ROW to facilitate future expansion of the road. Cross drainage culverts, minimum 18 inch diameter, will be installed where determined necessary and 24 inch ditches will be provided for drainage.

C05 Winter Construction

Winter construction may be allowed. DPW will not accept any roads until all ground has thawed and any settlement areas corrected.

C06 Alternate Methods and Materials

Use of alternate materials and road construction methods that will more appropriately fit the conditions of the specific road locations, following general engineering practices, may be proposed by the applicant or their engineer in writing. Final acceptance of such plans must be approved by DPW.

C07 Materials

C07.1 Subbase

- (a) Is aggregate containing no muck, frozen material, roots, sod, or other deleterious matter;
- (b) has a plasticity index not greater than 6 as tested by ~~Alaska Test Method (ATM)~~ 204 and ATM 205; and
- (c) meets the requirements of Table C-2, as determined by ATM 304.

C07.2 Base Course

- (a) Crushed stone or crushed gravel, consisting of sound, rough, durable pebbles or rock fragments of uniform quality;
- (b) free from clay balls, vegetable matter, or other deleterious matters;
- (c) meets the requirements of Table C-1; and
- (d) meets the requirements of Table C-2, as determined by ATM 304.

C07.3 Surface Course

- (a) Is a screened or crushed gravel, consisting of sound, rough, durable pebbles or rock fragments of uniform quality;
- (b) free from clay balls, vegetable matter, or other deleterious matters; and
- (c) meets the requirements of Table C-2, as determined by ATM 304.

Table C-1: Aggregate Quality Properties for Base Course

Property	Test Method	Base Course
L.A. Wear, %	AASHTO T 96	50, max
Degradation Value	ATM 313	45, min
Fracture, %	ATM 305	70, min
Plastic Index	ATM 205	6, max
Sodium Sulfate Loss, %	AASHTO T 104	9, max (5 cycles)

Table C-2: Aggregate Gradations

Sieve Designation	Subbase	Base Course	Surface Course
1 1/2 inch			100
1 inch		100	
3/4 inch		70 to 100	70 to 100
3/8 inch		50 to 80	50 to 85
No. 4	20 to 60	35 to 65	35 to 75
No. 8		20 to 50	20 to 60
No. 50		6 to 30	15 to 30
No. 200	0 to 10	0 to 6	7 to 13

(Percent Passing By Weight)

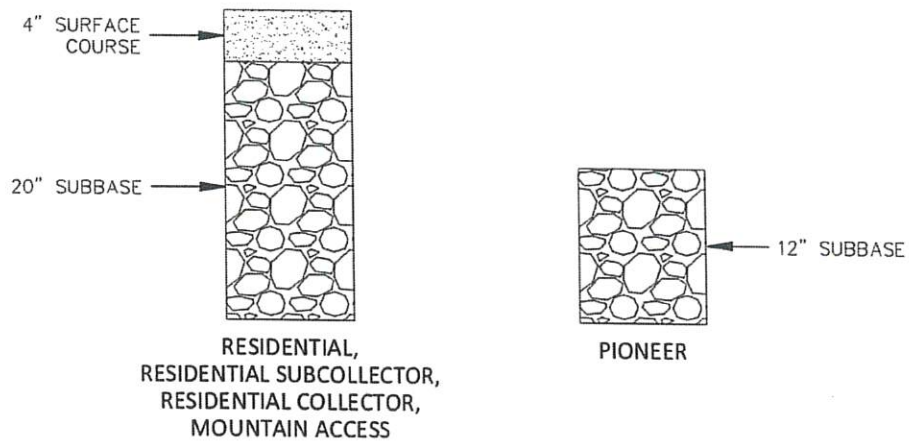


Figure C-1: Structural Sections for Gravel Roads

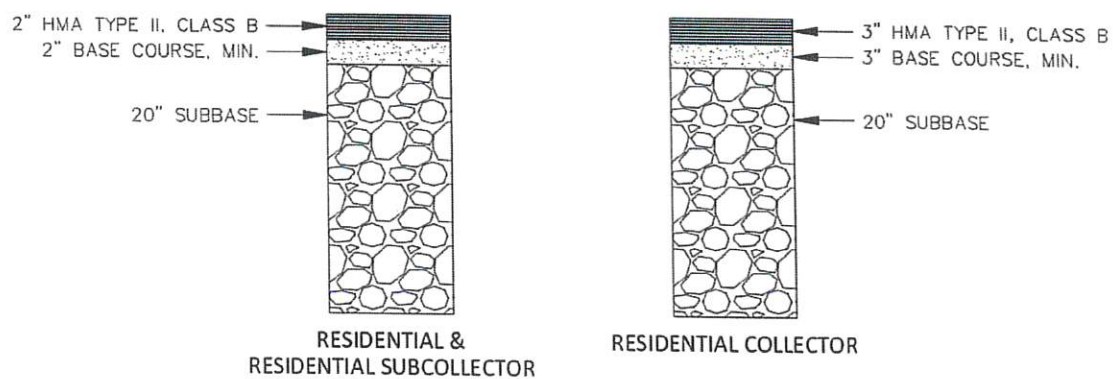


Figure C-2: Structural Sections for Paved Roads

Section D. Drainage

D01 General

The purpose of this section is to ensure that stormwater management is provided with land development activities. Responsible stormwater management is the treatment, retention, detention, infiltration, and conveyance of stormwater and other surface waters without adversely impacting adjoining, nearby, or downstream properties and receiving waters.

D02 Requirements

A preliminary drainage plan is required when road construction or disturbing land to create useable area for a subdivision is proposed. A drainage report is required for projects that include road construction, disturb 10,000 square feet of land or more, fill in wetlands, disturb land within 100 feet of the ordinary high water mark (OHWM) of a water body, disturb land within a mapped flood hazard area, or change the location, direction, quantity, or type of runoff leaving a site. See subsection D06 for specific requirements regarding fish passage culverts. It is the applicant's responsibility to comply with all other applicable federal, state, and local codes and regulations.

D02.1 Preliminary Drainage Plan

Submit a preliminary drainage plan, prepared by an engineer or other qualified professional registered in the State of Alaska, with the preliminary plat or ROW construction permit application. The preliminary drainage plan shall show the project site at a legible scale plottable on 11" by 17" paper or larger and depict the following:

- (a) Existing and proposed property lines, plottable easements disclosed in the title report, the OHWM of water bodies with 100-foot upland offset, and existing mapped flood hazard areas.
- (b) Existing topography with horizontal and vertical accuracy meeting US National Map Accuracy standards, with 5-foot contour intervals if the ground slope is less than 10 percent and 10-foot contour intervals if the ground slope is greater than 10 percent.
- (c) Existing features that convey or retain drainage, including but not limited to: water bodies, wetlands, natural valleys, swales, ditches, check dams, culverts, and pipe systems.
- (d) Proposed drainage pattern and features, both constructed and natural, on site. Identify conveyance types, flow directions, and any drainage changes that may affect adjacent property.
- (e) Proposed stream crossings and anticipated culvert sizes. Identify fish-bearing streams.

D02.2 Drainage Report

Submit a drainage report, prepared by an engineer or other qualified professional registered in the State of Alaska, as part of the construction plan submittal in subsection F01.2. The drainage report shall include the following:

- (a) The drainage plan as specified in D02.1 (may be shown on two plans for clarity), updated to include:

- (1) Pre-development and post-development catchment area boundaries determined using 2-foot contour intervals; and
- (2) Locations of peak flow, peak velocity, and where runoff leaves the project site.
- (b) Description of methods, assumptions, and data sources used or made, including but not limited to:
 - (1) Rainfall data ~~used (from the NOAA-14's Precipitation Frequency Data Server or the Palmer Airport IDF curves in Figure D-1, whichever is more appropriate for the local conditions).~~
 - (2) Assumed post-development land cover conditions.
 - (3) Method used to determine runoff quantities, time of concentration, peak flows, etc.
- (c) Catchment area maps used or created to evaluate down-gradient conditions.
- (d) Identify design elements, with supporting runoff calculations, necessary to show compliance with the drainage design criteria set forth in D03.
- (e) Fish passage culvert plans, if applicable.

D03 Drainage Design Criteria

- (a) Design a drainage system for the project site to meet the criteria listed in Table D-1.
- (b) Retain natural drainage patterns to the extent possible.
- (c) Changes to drainage patterns must not adversely affect adjacent property or ROW.
- (d) Base the size and capacity of the drainage system on runoff volumes and flow rates assuming full development of the subdivision and a 10 percent increase to runoff from the catchment area.
- ~~(e) Utility easements may be crossed by drainage features, but cannot be used to retain or detain water.~~ Drainage easements are required where the ROW is not sufficient to accommodate drainage needs. See subsection E01.2.
- (f) Where drainage easements overlap utility easements:
 - (1) Above ground drainage facilities, such as retention and detention basins, may be located in new utility easements only in a manner that will not interfere with utilities. See subsection H02.
 - (2) Above ground drainage facilities located within existing utility easements require a letter of non-objection from affected utilities.
 - (3) Culverts crossing utility easements require a letter of non-objection from affected utilities.
 - (4) Underground drainage facilities such as infiltration trenches and vertical inlets shall not be located in utility easements.
- ~~(e)(g)~~ Drainage to state or other municipal ROW are subject to their respective requirements and review.

Table D-1: Drainage Sizing and Analysis Criteria

Design Requirement	Purpose	Criteria
Conveyance Design	Size conveyances to pass design peak flows.	Drainage ditches: 10-year, 24-hour Non-regulated streams: 10-year, 24-hour Regulated streams: 100-year, 24-hour
Wetlands Retention	Retain function of original wetlands	In areas where wetlands are disturbed, drainage must be designed to p Preserve the pre-development function of the remaining wetlands. For jurisdictional wetland areas, comply with United States Army Corps of Engineers wetlands development retention requirements.
Water Quality Protection	Treat first flush pollutant loading Ensure channel stability for all project conveyances	Treat runoff generated by 0.50 inch of rainfall in a 24-hour period. Treat the initial 0.25 inch of post-developed runoff for each storm event. Control flows in conveyance channels so that transport of particles sized D50 and greater will not occur for the post-development 10-year, 24-hour storm.
Erosion and Sedimentation Control	Ensure channel stability for all project conveyances	Control flows in conveyance channels so that transport of particles sized D50 and greater will not occur for the post-development peak flow.
Extended Detention	Protect streams and channels from damage from smaller, more frequent storm flows	Provide 12 to 24 hours of detention for the post-development project runoff in excess of pre-development runoff volume for the 1-year, 24-hour storm.
Flood Hazard Protection	Control project peak flow to minimize downstream impacts	<u>Option 1</u> Maintain the post-development project runoff peak flows from the 10-year, 24-hour storm to less than 1.10 times or equal to pre-development runoff peak flow at all project discharge points. <u>Option 2</u> Maintain the post-development project runoff peak flows to less than 1.10 times pre-development runoff peak flow at all project discharge points. Evaluate downstream until the project site area is less than 10% of the total upstream basin area and mitigate adverse impacts. If post-development discharge is greater than pre-development discharge, evaluate down gradient conditions for and mitigate adverse impacts for a

		distance of 1 mile downstream from the project as measured along the flow path or to the receiving water body, whichever is less,
Project Flood Bypass	Prevent an increased risk of flood damage from large storm events.	Compute post-development peak flow and delineate Design or identify an unobstructed, overland flow path for runoff to overtop or bypass project conveyance routes for the post-development 100-year, 24-hour storm.

D04 Drainage Ditches

Stabilize ditches with gravel, turf, or rock riprap. See Table D-2 and Table D-3 for most common conditions and acceptable ditch lining materials. Evaluate channel stability for compliance with the Erosion and Sedimentation Control design requirement in Table D-1 for other conditions.

Normal ditch depth shall be 30 inches and according to the typical section shown in subsection A06. The design peak flow required by Conveyance Design in Table D-1 shall be conveyed within ditches with a minimum freeboard of 12 inches.

The ditch depth may be reduced at local high points of the ditch, provided the flow line offset is maintained and with DPW concurrence. Alternate ditch design along Residential and Residential Subcollector streets may be considered, if evidence is provided that the following conditions exist:

- Ditches are a minimum of 18" deep;
- The design peak flow required by Table D-1 is demonstrated to be conveyed within ditches with a minimum freeboard of 12 inches;
- Adequate drainage routes are provided and constructed within the ROW or designated drainage easements;
- Flow lines are established at least 8 feet from the edge of roadway.
- Ditches are deepened to provide cross drainage through 24" corrugated metal culverts (18" with DPW approval).
- Cross sectional area of ditch is at least 15 square feet.

Table D-2: Ditch Stabilization

<u>Flow</u> <u>(cfs)</u>	<u>Ditch Slope (ft/ft)</u>										
	<u>0.005</u>	<u>0.01</u>	<u>0.02</u>	<u>0.03</u>	<u>0.04</u>	<u>0.05</u>	<u>0.06</u>	<u>0.07</u>	<u>0.08</u>	<u>0.09</u>	<u>0.10</u>
<u>2.0</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>4.0</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>6.0</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>8.0</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>10.0</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>C</u>
<u>20.0</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>30.0</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>40.0</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>E</u>
<u>50.0</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>E</u>	<u>E</u>
<u>60.0</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>E</u>	<u>E</u>	<u>E</u>
<u>70.0</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>D</u>	<u>E</u>	<u>E</u>	<u>E</u>	<u>E</u>
<u>80.0</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>E</u>	<u>E</u>	<u>E</u>	<u>E</u>
<u>90.0</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>D</u>	<u>E</u>	<u>E</u>	<u>E</u>	<u>E</u>	<u>F</u>
<u>100.0</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>D</u>	<u>E</u>	<u>E</u>	<u>E</u>	<u>F</u>	<u>F</u>

Table D-3: Ditch Lining Materials

Type	Material	D50 (in)	Dmax (in)	Dmin (in)	Thickness (in)
A	Native Grass, Turf, or Gravel with < 6% fines				
B	Riprap or Bone Rock	3.0	4.5	1.5	6.0
C	Riprap or Bone Rock	6.0	9.0	3.0	12.0
D	Riprap or Bone Rock	9.0	13.5	4.5	18.0
E	Riprap or Bone Rock	12.0	18.0	6.0	24.0

D05 Culverts

D05.1 General Culvert Design Criteria

The following criteria apply to all cross road culverts for runoff or seasonal drainage:

- (a) The minimum culvert slope is 0.5 percent.
- (b) Culverts longer than 100 feet require appropriate maintenance access and DPW approval
- (c) Cross road culverts shall have a minimum diameter of 18 inches.
- (d) Culverts shall be sized to convey the design peak flow required by Table D-1, based on the larger of the two computed sizes using inlet control and outlet control.
- (e) Culverts shall be corrugated metal pipe (CMP) and minimum:
 - (1) 16 gauge galvanized steel on Residential and Residential Subcollector streets;
 - (2) 12 gauge galvanized steel on Residential Collector and Minor Collector streets; or
 - (3) 16 gauge aluminum or aluminized if needed due to soil or water conditions.
- (f) Design and install energy dissipation rock aprons at culvert outlets in accordance with Hydraulic Engineering Circular No. 14 (FHWA).
- ~~(e)~~(g) Install culverts in accordance with the manufacturer's recommendations for the anticipated traffic loads.

D05.2 Stream Crossing Culvert Criteria

The following criteria apply to all stream crossing culverts:

- (a) Prior to preliminary plat submittal, contact the Alaska Department of Fish and Game (ADFG), Division of Habitat to determine if a stream reach harbors fish. If so, stream crossing culverts shall be designed, constructed, and maintained according to D06.
- (b) Stream crossing culverts shall be placed as close to the pre-existing channel alignment as possible. Avoid placing culverts at pools and stream bends.
- (c) Road alignment shall be as close to perpendicular to the stream channel as possible.
- (d) Culvert slope shall be within 25 percent of the natural stream slope. For example, if the natural stream slope is 1.0 percent, the minimum design slope of the culvert would be 0.75 percent and the maximum design slope would be 1.25 percent.
- (e) Culvert outlet and inlet protection shall be used as necessary to reduce the risk of scour and perching.

- (f) Stream crossings shall be composed of a single pipe or arch for the main stream channel.
- (g) Overflow culverts may be used but should be placed at a higher elevation so that flows up to the OHWM pass through the primary culvert.
- (h) Stream crossings shall maintain the connectivity of wetlands adjacent to stream channels and shall accommodate sheet flow within such wetlands.
- (i) Stream crossing culverts shall not interfere with the functioning of floodplains and shall be designed to convey the design peak flow required by Table D-1. If the stream crossing culvert is not designed to accommodate the 100-year flow, a route must be established to safely convey flows exceeding the design peak flow without causing damage to property, endangering human life or public health, or causing significant environmental damage.
- (j) In cases of crossings within high entrenchment ratio environments, the ratio of the flood prone width to the OHWM width is greater than 2.2, floodplain overflow culverts may be beneficial to floodplain connectivity and can be used to pass the design flow. Minimum width requirements for the primary culvert still apply.
- (k) Stream crossing culverts shall have a minimum diameter of three feet.
- (l) Stream crossing culvert pipes and arches shall be metal.
- (m) Culverts longer than 100 feet require appropriate maintenance access and DPW approval
- (n) Install culverts in accordance with the manufacturer's recommendations for the anticipated traffic loads.

D06 Fish Passage Culverts

These criteria provide general design guidance for road crossings of fish-bearing streams to maintain the full hydrologic functioning of the water body they are crossing. Site-specific conditions, such as multi-thread channels, may require alternate design approaches.

D06.1 Pre-design Conference

Schedule a fish passage pre-design conference with DPW prior to permit submittals. The pre-design conference is to:

- (a) determine required permits;
- (b) coordinate interagency requirements;
- (c) determine any site-specific design requirements; and
- (d) establish a plan review process.

D06.2 Stream Simulation Method

Stream simulation methodologies shall be used for the design of all fish-bearing stream crossings. The stream simulation method uses reference data from a representative section, or reference reach, of the specific water body crossed. This method attempts to replicate the natural stream channel conditions found upstream and downstream of the crossing. Sediment transport, flood and debris conveyance, and fish passage are designed to function as they do in the natural channel.

Reference Reach

- (a) Select a reference reach on the water body being crossed that is outside any anthropogenic influence, such as an existing culvert. In most cases of new crossings, the reference reach can be at the crossing location.
- (b) The length of the reference reach should be a minimum of 20 times the reference bankfull width and no less than 200 feet.
- (c) If there is not a suitable reference reach on the water body being crossed, a reference reach may be chosen from another water body with similar geomorphic and hydrologic characteristics. The reference reach characteristics should meet the following criteria in comparison to the water body being crossed:
 - (1) The reference reach bankfull width should be at least one half and no more than two times that of the water body being crossed;
 - (2) The reference reach bankfull discharge should be at least one half and no more than one and one half times the bankfull discharge of the water body being crossed; and
 - (3) The stream order of the reference reach should be within one stream order of the water body being crossed.
- (d) For a reference reach from another water body, the geomorphic characteristics of the crossing shall be scaled using ratios of the bankfull conditions.
- (e) The reference reach bankfull dimensions should be determined in the field by surveying a detailed cross section at the upper 1/3 of a representative riffle.
- (f) Reference data shall include, at a minimum:
 - (1) channel width at the OHWM,
 - (2) bankfull width,
 - (3) bankfull cross-sectional area,
 - (4) bankfull slope based on the longitudinal profile,
 - (5) substrate, and
 - (6) potential for floating debris.

Culvert Size, Slope, and Substrate

In addition to D05.2, the following criteria apply to fish passage culverts:

- (a) Under normal flow conditions, the channel within or under the fish passage culvert shall not differ from the reference reach condition in regards to the channel width at the OHWM, cross-sectional area, slope, substrate, and ability to pass floating debris.
- (b) The width of fish passage culverts shall not be less than the greater of 1.2 times the channel width at the OHWM and 1.0 times the bankfull width.
- (c) Fish passage culverts shall have a minimum diameter of five feet.
- (d) The use of smooth wall culverts is prohibited.
- (e) The use of trash racks or debris interceptors is prohibited
- (f) Round culvert pipes shall have a minimum invert burial depth of 40 percent of the culvert diameter into the substrate. Arch or box culverts shall have a minimum invert burial depth of 20

percent of the culvert's rise into the substrate, unless scour analysis shows less fill is acceptable. The minimum invert burial depth is 1 foot.

- (g) The gradation of the substrate material within a fish passage culvert shall be designed to be a dense, well-graded mixture with adequate fines to ensure that the majority of the stream flows on the surface and the minimum water depth is maintained.
- (h) Substrate material within or under the fish passage culvert shall remain dynamically stable at all flood discharges up to and including a 50-year flood. Dynamic stability means that substrate material mobilized at higher flows will be replaced by bed material from the natural channel upstream of the crossing. For crossings without an adequate upstream sediment supply, the substrate material within the crossing shall be designed to resist the predicted critical shear forces up to the 100-year flood. For culverts with a slope of 6 percent or greater, substrate retention sills may be required to allow the bed load to continuously recruit within the culvert.
- (i) Substrate material within or under the fish passage culvert shall incorporate a low flow channel. The low flow channel should mimic the reference reach where possible. If the low flow channel dimensions are not discernable from the reference reach, the low flow channel should have a cross sectional area of 15 to 30 percent of the bankfull cross sectional area and a minimum depth of 4 inches for juvenile fish and 12 inches for adult fish. The low flow channel should be defined by rock features that will resist critical shear forces up to the 100-year flood.
- (j) Constructed streambanks are recommended inside fish passage culverts to protect the culvert from abrasion, provide resting areas for fish, and provide for small mammal crossing. If streambanks are constructed through a crossing, the streambanks shall be constructed of rock substrate designed to be stable at the 100-year flood. The streambank width should be a minimum of 1.5 times the maximum sieve size of the streambed material (D100). The crossing width shall be increased to allow for the channel width plus the streambanks.
- (k) If substrate retention sills are used, they shall have a maximum weir height of one half of the culvert invert burial depth. Substrate retention sills shall be spaced so that the maximum drop between weirs is 4 inches. The use of sills without substrate is not allowed.
- (l) Other state and federal requirements may apply.

D06.3 Hydraulic Method

Hydraulically designed culverts are discouraged for fish-bearing stream crossings, though may be approved by DPW and ADFG in circumstances where stream simulation is not practical. In addition to D05.2, the following criteria apply to hydraulically designed culverts:

- (a) The hydraulic method uses the swimming capability and migration timing of target design species and sizes of fish to create favorable hydraulic conditions throughout the culvert crossing. Information and design software for this methodology is available from ADFG, Division of Sport Fisheries (Fishpass) and the US Forest Service (FishXing).
- (b) The design fish shall be a 55-milimeter (2.16-inch) juvenile coho salmon for anadromous streams and a 55-milimeter (2.16-inch) Dolly Varden char for non-anadromous streams. These criteria may change based on ongoing research by federal and state agencies.

- (c) Fish passage high flow design discharge will not exceed the 5 percent annual exceedance flow or 0.4 times the 2-year peak flow, whichever is lower and has the most supporting hydrologic data.
- (d) Fish passage low-flow design discharge shall ensure a minimum 6-inch water depth or natural low flow and depth within the reach the crossing occurs. In cases where local conditions preclude natural low flow characteristics, backwatering or in-culvert structures should be considered.
- (e) In cases where flared end sections with aprons are necessary and fish passage is required, water depths and velocities that satisfy fish passage criteria must be demonstrated across the apron in addition to within the culvert.
- (f) Fish passage criteria for culverts crossing tidally-influenced streams must be satisfied 90 percent of the time. Tidally-influenced streams may sometimes be impassable due to insufficient depth at low flow and low tide. If the tidal area immediately downstream of a culvert is impassable for fish at low tide, the exceedance criterion shall apply only to the time during which fish can swim to the culvert.
- (g) Other state and federal requirements may apply.

D07 Soil Infiltration Facilities

Soil infiltration may be used to reduce stormwater flow and volume with the following criteria:

- (a) Soil infiltration facilities within Borough ROW or drainage easements should be designed such that they are not considered Class V injection wells. See Appendix A for the EPA's memorandum addressing the subject in June 2008.
 - (1) Private drainage facilities that are considered Class V injection wells require conformance with EPA regulations.

D07D08 Rainfall Data

D07.1D08.1 Rainfall Distribution

Intensity-Duration-Frequency (IDF) and 24-hour rainfall data are furnished by NOAA Atlas 14 Point Precipitation Frequency Estimates. Use SCS Type-I Rainfall Distribution and 24-hour rainfall depth to compute runoff.

D08.2 Runoff Transformation

Use the Rational Method for estimating peak flows in drainage basins less than 200 acres and with times of concentration less than 20 minutes for design of conveyances. Use NRCS (SCS) Unit Hydrograph Method for estimating runoff volumes and peak flows for other conditions and applications. Other methods more appropriate for site conditions may be utilized upon DPW approval.

The following IDF curves and hyetograph, derived from data measured at the Palmer airport, may be used for runoff calculations.

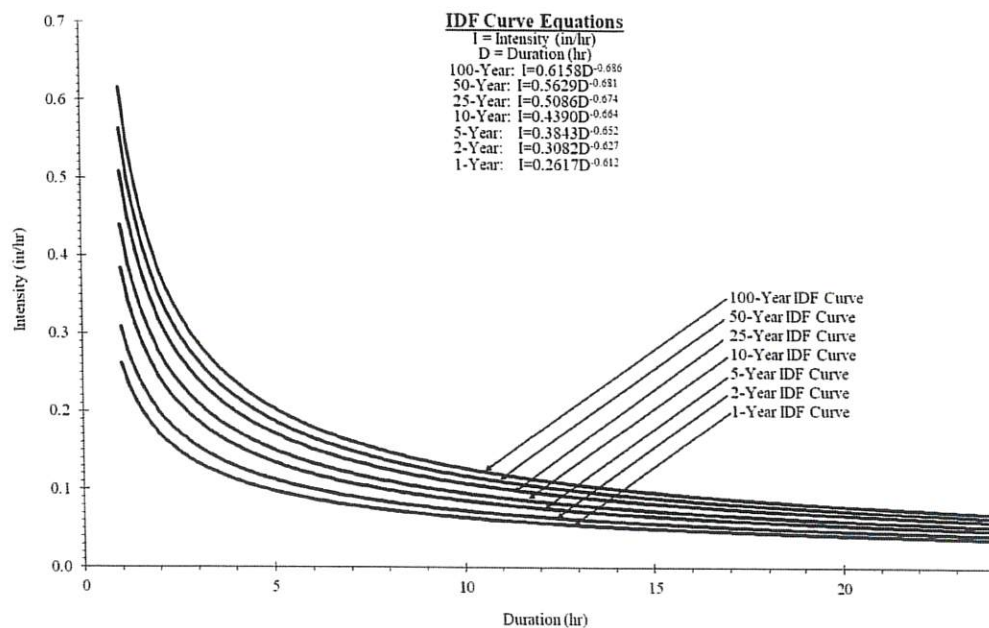


Figure D-1: Intensity-Duration-Frequency Relationships for the Matanuska-Susitna Borough
 Source: Palmer Municipal Airport, 1999 to 2008, Stantec—2009

Table D-2: Recurrence Interval Hyetographs (in/hr) for the Matanuska-Susitna Borough

Time (hr)	1 Year	2 Year	5 Year	10 Year	25 Year	50 Year	100 Year
1	0.01	0.02	0.02	0.02	0.02	0.02	0.02
2	0.02	0.02	0.02	0.02	0.02	0.02	0.02
3	0.02	0.02	0.02	0.02	0.02	0.02	0.03
4	0.02	0.02	0.02	0.02	0.02	0.03	0.03
5	0.02	0.02	0.02	0.02	0.03	0.03	0.03
6	0.02	0.02	0.02	0.03	0.03	0.03	0.03
7	0.02	0.02	0.03	0.03	0.03	0.03	0.04
8	0.03	0.03	0.03	0.03	0.04	0.04	0.04
9	0.03	0.03	0.04	0.04	0.04	0.05	0.05
10	0.04	0.04	0.04	0.05	0.05	0.06	0.06
11	0.05	0.05	0.06	0.06	0.07	0.08	0.08
12	0.06	0.07	0.07	0.08	0.09	0.10	0.10
13	0.26	0.31	0.38	0.44	0.51	0.56	0.62
14	0.08	0.09	0.10	0.12	0.13	0.14	0.15
15	0.04	0.04	0.05	0.05	0.06	0.06	0.07
16	0.03	0.04	0.04	0.04	0.05	0.05	0.05
17	0.03	0.03	0.03	0.04	0.04	0.04	0.04
18	0.02	0.03	0.03	0.03	0.03	0.04	0.04
19	0.02	0.02	0.03	0.03	0.03	0.03	0.03
20	0.02	0.02	0.02	0.02	0.03	0.03	0.03
21	0.02	0.02	0.02	0.02	0.03	0.03	0.03
22	0.02	0.02	0.02	0.02	0.02	0.02	0.03
23	0.02	0.02	0.02	0.02	0.02	0.02	0.02
24	0.02	0.02	0.02	0.02	0.02	0.02	0.02
Total	0.90	1.01	1.16	1.28	1.43	1.55	1.67

Note: Total values of rainfall calculated by adding un-rounded average rainfall intensities for each time step.
Source: Palmer Municipal Airport, 1999 to 2008, Stantec — 2009

Section E. Easements

E01 General

E01.1 Common Access Easements

When a shared driveway is required for two or more lots, a common access easement shall be ~~dedicated~~ granted for the exclusive use of the subject lots, unless otherwise accommodated. ~~The MSB is the permitting authority within common access easements.~~ The common access easement shall be sized to reasonably accommodate separation of the shared driveway to the individual lots.

E01.2 Drainage Easements

Drainage easements are required where the ROW is not sufficient to accommodate drainage needs. Drainage easements can overlap with other platted easements and shall begin or terminate at the ROW. Drainage easements shall be a minimum width of 20 feet, and a minimum average length of 20 feet outside of any overlapping easements or of sufficient size and area shown to facilitate construction and maintenance.

E01.3 Slope Easements

Slope easements are required to contain all cut and fill slopes steeper than 2.5:1 that extend outside of the ROW, plus at least 5 feet outside the cut or fill catches.

E01.4 Sight Distance Maintenance Easements

Sight distance maintenance easements are required where intersection sight triangles extend outside of the ROW.

E01.5 Snow Storage Easements

Snow storage easements are required where the ROW is not sufficient to accommodate anticipated snow removal needs. Snow storage easements shall be located where the storage of snow would not impede sight distance.

E01.6 Utility Easements

Unless lots are otherwise served by alternate utility easements or agreements, at least one 15-foot utility easement adjacent to the ROW is required to allow for utility installation and maintenance. Additional utility easements may be required as deemed reasonably necessary by utility companies to serve the subdivision or protect existing facilities. The applicant is responsible for satisfying any conflicts that may occur in the request for easements from any utility company during the platting process.

Platted utility easements are to be clear of wells, septic systems, structures, or encroachments, as defined by MSB or other applicable code; unless the applicant has obtained an encroachment permit from the MSB and a "Non-Objection to Easement Encroachment" from each utility.

Utility easements are to be fully useable for utility installation where installation equipment can safely work. Whenever possible, utility easements should not be placed in swamps, steep slopes, or other unusable areas.

Section F. Development Implementation

F01 General

This section describes the procedure that is to be followed before constructing any improvements required for recording a subdivision plat. The applicant's engineer shall be the primary point of contact throughout this process.

It is the applicant's responsibility to determine, acquire, and follow permits required by other agencies. Approval from MSB does not supersede other agencies' permit requirements.

F01.1 Preliminary Plat Submittal

The preliminary plat submittal is to be accompanied by:

- (a) ADT calculations per A15;
- (b) Preliminary drainage plan per D02.1;
- (c) Road plan and profile for sections of road where proposed grades exceed 6 percent where cuts and fills exceed 5 feet in height measured from the centerline, or where slope easements will be required, and cross sections at the maximum cut and fill sections. Road plan and profile shall include the vertical curves or grade breaks on either side of the subject sections;
- (d) Road plan, profile, and cross-sections if required by B03.3; and
- (e) Intersection sight distance evaluation, if requested, according to A09.1.

F01.2 Construction Plans

Submit construction plans to DPW at least seven calendar days before the preconstruction conference. All plan drawing submittals shall be at a scale of 1 inch = 50 feet or more detailed, plottable on 11" by 17" paper. Construction plans shall include the following:

- (a) Drainage Report, according to D02.2;
- (b) Plan & Profile of proposed roads (if required by F01.1);
 - (1) Existing topography with horizontal and vertical accuracy meeting US National Map Accuracy standards, two-foot contour intervals within the proposed road corridors.
- (c) Asbuilt survey of visible improvements and above ground utilities within and adjacent to the subdivision;
- (d) Copy of agency accepted permit applications required for the improvements prior to construction, including but not limited to ADOT&PF Approach Road Permit, DNR Section Line Easement authorization, MSB Flood Hazard Development permit, and USACE wetland fill permit; and
- (e) Plans for any proposed improvements within the ROW that are outside of the scope of this manual (e.g. retaining walls or guard rail) or do not conform to the standards set forth herein, conforming to ADOT&PF design criteria and standards.

F01.3 Preconstruction Conference

The preconstruction conference is for the purpose of reviewing and approving the Subdivision Construction Plan for the required improvements. The engineer may request scheduling of a preconstruction conference with DPW after the preliminary plat has been approved by the Platting Board, the ~~Notification of Action (NOA)~~ Platting Board Action Letter has been received, and the construction plans have been submitted. Scheduling of preconstruction conference requests may be delayed during the month of October. The applicant, or designated representative, and the engineer must attend the preconstruction conference. In addition to the construction plans, the following items will be provided at or prior to the preconstruction conference:

- (a) Cost estimate of required improvements for the determination of the inspection fee according to the most recently adopted Schedule of Rates and Fees;
- (b) Proof of compliance with the Alaska Pollutant Discharge Elimination System Program;
 - (1) Acceptable proof includes a Notice of Intent (NOI), a Low Erosivity Waiver (LEW), or a determination by a qualified person that neither is needed.
- (c) Rough plan and time line for construction;
- (d) Copy of any issued permits required for the improvements prior to construction;
- (e) Off-site material source and quantities; and
- (f) On-site clearing, grubbing, and topsoil disposal plan, location map.

The Subdivision Construction Plan must be signed by the applicant, or designated representative, and the engineer. Upon acceptance of the Subdivision Construction Plan by DPW and payment of the inspection fee, the Platting Division will issue a Notice to Proceed (NTP). ~~See Appendix B for an example of the Subdivision Construction Plan.~~

Some construction plans or permit approvals may take longer to develop or obtain, such as fish passage culvert plans and associated permits. Those finalized plans and issued permits may be submitted later but must be received and reviewed by DPW before construction begins within the respective areas.

F01.4 Interim Inspections

The applicant's engineer shall supervise all phases of construction. Notify DPW of changes to the Subdivision Construction Plan, such as adding or deleting a cross culvert, changes in culvert size, adding or deleting a drainage facility, grade changes of more than 1 percent or that would result in grades of over 6 percent or cuts or fills of over 5 feet in height measured from the centerline, or changes to foreslopes or backslopes. The changes should be approved by DPW prior to completion of construction. Periodic interim inspections may be conducted by DPW. Interim inspections may be requested by the engineer.

F01.5 Subdivision Agreements

If a developer wishes to enter into a Subdivision Agreement and the requirements of MSB 43.55.010(A) are met, the engineer shall submit a request to DPW no later than October 15th for an Interim Inspection. The Interim Inspection shall be attended by the engineer and DPW, and a list of remaining

improvements and work items will be developed. The engineer shall then submit a request for a Subdivision Agreement containing the scope of work, quantity estimates, and cost estimate in accordance with MSB 43.55 to Platting and for approval by DPW. DPW will only approve the request for a Subdivision Agreement if all of the minimum required improvements have been inspected by October 31st or before winter conditions prohibit inspection, whichever comes first.

~~F01.5~~F01.6 Pre-Final Inspection

When the engineer has determined that construction of the improvements will be substantially complete according to the Subdivision Construction Plan, the engineer will request a Pre-Final Inspection. The Pre-Final Inspection request must be received by September 30th and shall include a description of work yet to be completed. The Pre-Final Inspection will be scheduled to occur within 14 calendar days of the request and shall be attended by the engineer and DPW. A punch list will be developed, if any work items remain, at the Pre-Final Inspection.

~~F01.6~~F01.7 Final Inspection

When construction of the improvements and punch list items are complete according to the Subdivision Construction Plan, the engineer will request a Final Inspection of the improvements. The Final Inspection request must be received by October 15th. Final Inspections will cease October 31st, or when winter conditions prohibit inspection, whichever comes first. The Final Inspection will be scheduled to occur within 14 calendar days of the request and shall be attended by the engineer and DPW.

~~F01.7~~F01.8 Final Report

Upon DPW approval of the Final Inspection, the engineer shall submit a written Final Report to the Platting Division. The Final Report shall include:

- (a) Stamped and signed narrative describing at a minimum:
 - (1) road construction process and equipment used,
 - (2) material source and disposal areas,
 - (3) road embankment and subbase used,
 - (4) road topping or pavement used,
 - (5) compactive effort,
 - (6) road dimensions and shaping (length, roadway width, material thicknesses, pavement width, crown, cul-de-sac or t-turnaround dimensions and slope, foreslope, backslope, maximum centerline grade, etc.) for each road constructed,
 - (7) drainage, ditch depth, location of drainage easements, and
 - (8) road standard certification (Pioneer Road, Residential Street, etc.) for each road constructed;
- (b) Stamped and signed final drainage plan, (minimum 11"x17");
- (c) As-built drawing showing the horizontal locations of borrow extraction along the road corridor;
- ~~(e)~~(d) Documentation verifying Surface Course thickness such as photos and descriptions of test pits, scale tickets, asbuilt surveys, or alternative methods approved by DPW;
- ~~(d)~~(e) Compaction test reports;

- ~~(e)~~(f) Gradation tests, if required; and
- ~~(f)~~(g) Photos of each stage of construction.

DPW will review the report and provide comments, if necessary, within 14 calendar days.

~~F01.8~~F01.9 Construction Acceptance

Upon approval of the Final Report, DPW will issue a Certificate of Construction Acceptance.

~~F01.9~~F01.10 Warranty

All improvements are to be guaranteed until October 31st of the calendar year following ~~issuance of the Certificate of Construction Acceptance~~DPW approval of the Final Inspection. Roads within a Road Service Area may be accepted for maintenance at the end of the warranty. Pioneer Roads are not eligible for maintenance. Maintenance of Mountain Access Roads is at the discretion of DPW.

During the warranty period, the applicant is responsible for any road maintenance including, but not limited to: snow removal, maintaining a smooth road surface and crown, maintaining stabilized foreslopes and backslopes, and maintaining positive drainage. If any deficiencies arise during the warranty, DPW will issue a punch list to the applicant by September 1st to allow time for completion of repairs. The applicant must notify DPW of completion of repairs by October 15th for the roads to be eligible for maintenance on November 1st.

The warranty period for improvements following completion of a subdivision agreement may be lessened to one calendar year. The applicant shall request a punch list from DPW no more than one month before the end of the one-year warranty.

If the subdivision plat has not recorded ~~within 6 months of the date of the Certificate of Construction Acceptance~~by April 30th or if warranty repairs are not completed by October 15th, the warranty will be extended an additional year and the warranty process will be repeated.

Maintenance may be denied and the Certificate of Construction Acceptance revoked if deficiencies are not corrected to the satisfaction of DPW. A notice may be recorded indicating to the public that the MSB is not responsible for road upkeep and maintenance until such a time that the deficiencies are corrected.

Section G. Commercial and Industrial Subdivisions

G01 General

Commercial and Industrial subdivisions shall be designed using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, and to meet the standards of AASHTO, International Fire Code (IFC), and any other applicable standards or code.

Section H. Utilities

H01 General

These standards apply to the design and construction of utility facilities within the MSB. All utility installation within existing or proposed ROW or utility easements must comply with the provisions of MSB or other applicable code, or as otherwise approved by the permitting authority.

H02 Utility Location Guidelines

H02.1 Underground Utility Facilities:

- (a) The location of utility facilities placed within the ROW shall be coordinated with the permitting authority.
- (b) Backslopes or foreslopes which extend into a utility easement should not exceed 4:1. These limits are necessary for construction equipment for utility installation.
- (c) Utility facilities paralleling the road shall not be located within 10 feet of the roadway, unless otherwise approved by the permitting authority.
- (d) Underground road crossings shall be buried a minimum of 48 inches below finished grade. Backfill shall be compacted according to the requirements of Section C, or as otherwise approved by the permitting authority.
- (e) Conduit road crossings, if used, shall be installed in accordance with each utility company's standards and applicable code.
- (f) Standard burial depth of longitudinal utilities is 36 inches below grade. The applicant should delineate areas, such as where driveways and drainage easements are planned, where deeper burial may be needed.

H02.2 Above Ground Utility Facilities:

- (a) Above ground pedestals, poles, and utility facilities shall not be located within 10 feet of the roadway, unless an alternate design meets clear zone requirements.
- (b) Above ground pedestals, poles, and utility facilities shall not be located such that they substantially block intersection or driveway sight triangles.
- (c) Unless otherwise authorized by the permitting authority, above ground pedestals, poles, and utility facilities shall not be located within the ROW nearer than 40 feet from the point of intersection of the extension of the property lines at any existing or proposed intersection on Residential Collector streets or higher classification.
- (d) Above ground pedestals, poles, and utility facilities shall not be located within a common access easement or drainage easement, within 20 feet of a common access point, or within 10 feet of a roadway cross culvert.
- (e) Permanent 5-foot high snow marker poles, grey with white retroreflective sheeting or yellow, shall be installed on all pedestals and vaults.
- (f) All guy wires installed within the ROW or utility easements adjacent to, or near to a roadway shall have a minimum 8-foot long yellow delineator installed above the anchor.

- (g) Pedestals located within the ROW shall be located within the outer 1 foot of the ROW.

H02.3 Separation of Utilities:

- (a) Recommend 5-foot horizontal separation between power poles and buried utilities.
- (b) Recommend minimum 1-foot physical separation between all underground utilities.
- (c) Separation of storm, sewer, and water utilities shall meet the requirements of the Alaska Department of Environmental Conservation.

References

- American Association of State Highway and Transportation Officials. (2018). *A Policy on Geometric Design of Highways and Streets* (7th ed.). Washington, DC.
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- Alaska Department of Transportation & Public Facilities. (2007). *Alaska Test Methods Manual*. Juneau, AK.
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- Institute of Transportation Engineers. (2017). *Trip Generation Manual*. (10th ed.). Washington, DC.
- Matanuska-Susitna Borough. (2017). *Matanuska-Susitna Borough Long Range Transportation Plan*. Palmer, AK.
- Matanuska-Susitna Borough. (~~1997~~2007). *Matanuska-Susitna Borough Official Streets and Highway Plan*. Palmer, AK.
- Matanuska-Susitna Borough. (2019). *Matanuska-Susitna Borough Standard Modifications to State of Alaska Standard Specification for Highway Construction* (2017 ed.). Palmer, AK.
- U.S. Department of Transportation Federal Highway Administration. (2012). *Manual of Uniform Traffic Control Devices for Streets and Highways* (2009 ed. with 2012 revisions). Washington, DC.

Appendix A

Environmental Protection Agency Memorandum - Class V Injection Wells

~~MSB Special Provision to the ADOT&PF Standard Specifications for Highway Construction~~

Appendix B

Subdivision Construction Plan

By:	A. Strawn
Introduced:	May 16, 2022
Public Hearing:	June 6, 2022
Action:	Approved

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 22-18**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING ADOPTION OF AN ORDINANCE AMENDING MSB 43.05.015 PURPOSE AND SCOPE, TO REFERENCE THE 2022 SUBDIVISION CONSTRUCTION MANUAL.

WHEREAS, in August 2020, the Matanuska-Susitna Borough Assembly adopted a major revision to the Subdivision Construction Manual; and

WHEREAS, after working with the new manual for a construction season, both staff and the development community identified modifications that will clarify requirements of the manual; and

WHEREAS, the modifications consist of general cleanup, modification of standards, and clarification of acceptable engineering techniques.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommends Assembly amending MSB 43.05.015 Purpose and Scope, to reference the 2022 Subdivision Construction Manual.

ADOPTED by the Matanuska-Susitna Borough Planning Commission
this 6th day of June, 2022.

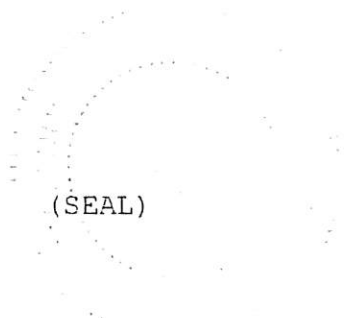


Stafford Glashan, Chair

ATTEST



KAROL RIESE, Planning Clerk


(SEAL)

YES: 5 Commissioners Kendig, Glashan, Scoggin,
Allen, and Eilenn

NO: ϕ

MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD RESOLUTION NO. 22-04

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING APPROVAL OF AN ORDINANCE AMENDING MSB 43.05.015 PURPOSE AND SCOPE TO REFERENCE THE 2022 SUBDIVISION CONSTRUCTION MANUAL.

WHEREAS, in August 2020, the Matanuska-Susitna Borough Assembly adopted a significant revision to the Subdivision Construction Manual; and

WHEREAS, after working with the new manual for a construction season, both staff and the development community-identified modifications that will clarify the requirements of the manual; and

WHEREAS, the modifications consist of general cleanup, modification of standards, and clarification of acceptable engineering techniques. Specifically, the changes can be summarized as follows:

1. General cleanup and clarification
2. Removed the number of lot and length restriction on residential streets before it becomes a residential Sub collector
3. Modified standards for turnarounds and paved aprons
4. Clarified compaction standards and added requirements for testing methods

5. Require the use of NOAA rainfall data for all locations and added standards on how to use the data

6. Allow developers to put drainage facilities within utility easements while providing protections for future and existing utility facilities

7. Modified standards for water quality associated with the treatment of runoff

8. Modified downstream evaluation and mitigation criteria for flood hazards

9. Added requirements to the flood bypass design requirements

10. Added standards for ditch stabilization

11. Added minimum freeboard for all ditches

12. Added culvert gauge standards

13. Added energy dissipation requirements at culvert outlets

14. Added soil infiltration facility standards

15. Added pre-approved runoff calculation methods

16. Modified warranty timeframes to work better for both DPW and developers

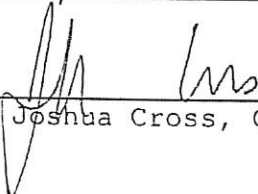
17. Added inspection deadline for Subdivision Agreements

18. Removed appendices for example construction plan and paving special provision.

NOW, THEREFORE, BE IT RESOLVED that the Matanuska-Susitna Borough Transportation Advisory Board recommends amending MSB 43.05.015 Purpose and Scope to reference the 2022 Subdivision Construction Manual with the following conditions:

1. Prohibit drainage detention/retention facilities within utility easements for new subdivisions; and
2. Incorporate recommendations contained within Department of Public Works Memorandum dated May 11, 2022; and
3. Ensure all utilities are notified and had an opportunity to provide input; and
4. Require a maximum 12-inch lift thickness for subbase as described in C02.5(c) for new or upgraded roads.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 23 day of MAY, 2022.


Joshua Cross, Chair

ATTEST:


Kim Sollien, Planning Services

Manager