

Dillingham Streets and Roads: Standards, Construction, and Maintenance

Complete Reference for Street Development and Maintenance Responsibilities

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Overview

This guide covers all aspects of street and road development in Dillingham subdivisions, focusing on construction standards, city acceptance procedures, and maintenance responsibilities.

The key principle: dedication of right-of-way does not automatically mean city maintenance responsibility.

Critical Distinction:

- **Dedication** = Transfer of right-of-way to public use (automatic upon plat recording)
 - **Acceptance** = City assumes maintenance responsibility (requires formal inspection and written acceptance)
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Street Classification & Standards

Street Types and Right-of-Way Requirements (Section 17.19.050)

A. Arterial Road

- Right-of-Way: 100 feet (public dedicated)
- Improved Width: 26 feet
- Purpose: Major traffic movement, primary utility corridors

B. Collector Street

- Right-of-Way: 60 feet (public dedicated or easement)
- Improved Width: 26 feet
- Purpose: Main access routes to arterials, major utility corridors

C. Major Local Streets

- Right-of-Way: 60 feet (public dedicated or easement)
- Improved Width: 24 feet
- Purpose: Primary residential access to collectors/arterials

D. Minor Local Streets

- Right-of-Way: 50 feet (public dedicated or easement)
- Improved Width: 20 feet
- Purpose: Residential access to major local streets

E. State Highways

- Subject to appropriate state standards
- Not governed by city subdivision requirements

F. Private Access Streets

- Easement: Minimum 50 feet
 - Improved Surface:
 - Up to 6 lots: 12 feet
 - Up to 10 lots: 14 feet
 - More than 10 lots: 20 feet
 - **Maintenance Requirement:** Right-of-way maintained 10 feet on either side of finished surface
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Construction Requirements

General Design Standards (Section 17.19.060)

Street Location Considerations:

- Integration with existing and planned street systems
- Conformance to topographical conditions and natural features
- Public convenience and safety
- Compatibility with proposed land uses

Street Layout Requirements:

- Major streets properly integrated with existing system
- Minor streets conform to topography for efficient drainage/sewer systems
- Street names cannot cause confusion with existing names
- Dead-end streets longer than 150 feet prohibited
- Half streets prohibited

Geometric Design Standards (Section 17.19.080)**Curves:**

- Streets $\geq 100'$ ROW: Minimum 300' centerline radius
- Other streets: Minimum 200' centerline radius
- Deflection $> 10^\circ$: Curve required

Reversed Curves (S-curves):

- Minimum 100' straight section between curves
- Exception: If curve radii $\geq 300'$

Sight Distances (Section 17.19.080.D):

- Minor/Major Local Streets: 125 feet minimum
- Arterials/Collectors: 225 feet minimum

Grades (Section 17.19.100.J):

- Arterial/Collector streets: Maximum 6%
- Other streets: Maximum 10% (unless exceptional topography approved)
- All streets: Minimum 0.5%

Cul-de-Sac Standards (Section 17.19.060.F)**With Community/City Utilities:**

- Maximum length: 600 feet
- Minimum turnaround diameter: 60 feet

With On-site Systems Only:

- Maximum length: 1,300 feet
- Measurement: Centerline from near side of intersecting street to farthest point

Intersection Requirements (Section 17.19.090)

Angles:

- Intersections as close to 90° as possible
- Minimum angle: 60°

Corner Rounding:

- Property lines rounded with minimum 20' radius

Separation:

- Opposite street intersections: Minimum 150' separation (centerline to centerline)
- Prefer 3-way over 4-way intersections

Maximum Streets per Intersection:

- Two streets maximum unless Planning Commission approval

Intersection Sight Distances:

- Local roads: 200' minimum from intersecting road centerline
- Collector roads: 275' minimum
- Arterial roads: 415' minimum

Grades Near Intersections:

- Local streets: Maximum 5% within 50 feet of intersection
- Collector streets: Maximum 3% within 100 feet

Road Maintenance Responsibility

City Acceptance Process (Section 17.23.090)

Key Requirements:

- A. "The city shall approve the quality and installation of all improvements which **will be dedicated to the city**"
- B. "The city shall inspect all improvements to insure that the requirements of this chapter are met"

When City Assumes Maintenance

Standard Process:

1. Subdivider constructs streets to full city standards
2. City inspects completed improvements
3. City formally accepts improvements in writing (Section 17.23.100)
4. Performance guarantees released
5. City assumes maintenance responsibility

Timeline: City acceptance required before performance guarantee release

What City Maintains After Acceptance

Accepted Streets Include:

- Road surface and subsurface
- Drainage structures and culverts
- Street signs and traffic control devices
- Right-of-way maintenance

City Does NOT Accept:

- Streets that don't meet construction standards
- Exception roads (see below)
- Private access streets
- Streets not formally inspected and accepted

Exception Roads & Private Maintenance

Exception Road Authority (Section 17.07.090)

Eligibility Requirements:

- Subdivision creates 4 lots or fewer
- Subdivision has never before been granted road standard exception
- Required findings of fact can be made

Required Findings (Section 17.07.090.C):

1. Exception won't be detrimental to public welfare or injurious to other property
2. Road doesn't provide only/most practical access to adjacent future development
3. Strict application of road standards would cause undue and substantial hardship

Private Maintenance Agreements (Section 17.07.090.E)

Mandatory Requirements:

- **Plat notation required:** "That the road granted the exception does not conform to the road standards of this title"
- **Deed restrictions required:** Must be attached to all subdivided lot deeds
- **City position stated:** "the city, while accepting the dedication of the right-of-way, does not accept responsibility for road improvement or maintenance"

Ongoing Obligations:

- Property owners responsible for all road maintenance
- City has no obligation to improve, plow, grade, or repair
- Property owners must maintain road access for emergency services

Prohibition on Future Subdivision (Section 17.07.090.D)

No Additional Lots: "No subsequent subdivision of lots or tracts included in the original subdivision granted an exception to road standards shall be permitted unless the road granted the exception is constructed to conform to the standards required by this title."

Performance Guarantees for Streets

Guarantee Requirements (Section 17.23.100)

When Required:

- If street improvements not completed before final plat approval
- Guarantee amount equals city's cost estimate for all required street improvements

Guarantee Methods:

Performance Bond (Section 17.23.100.C.1):

- Surety bond approved by city
- Amount equal to improvement cost estimate
- 2-year completion deadline
- Full release upon city acceptance

Bank Deposit/Certificate of Deposit (Section 17.23.100.C.2):

- Funds held in trust for city
- Subdivider earns interest
- 2-year completion deadline
- Release upon city written acceptance notice

Guarantee Release Process

Step 1: Subdivider completes street construction **Step 2:** City inspects improvements **Step 3:** City formally accepts improvements in writing **Step 4:** Guarantee fully released **Step 5:** City assumes maintenance responsibility

If Subdivider Fails:

- City uses guarantee funds to complete improvements
 - Subdivider charged for any cost overruns
 - Any remaining funds returned to subdivider
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Street Naming Requirements

Naming Standards (Section 17.28.010)

Duplication Prohibited:

- Cannot duplicate existing street names in spelling OR sound
- Different suffixes (Ave, St, Ct) do NOT avoid duplication
- Different directional prefixes (N, S, E, W) do NOT avoid duplication

Grid System Integration:

- Streets crossing base line or meridian receive directional designations (N, S, E, W)

Continuity Requirement:

- Extended streets must continue existing names when following same alignment

Naming Process Options

Option 1: During Subdivision

- Subdivider proposes names on preliminary plat
- Names approved as part of plat process (Section 17.23.050.B)

- Subdivider installs signs before city acceptance

Option 2: Post-Dedication Naming (Chapter 17.28)

Who Can Initiate:

- Any property owner along the street
- Planning Commission
- Planning Director

Application Requirements (Section 17.28.020):

- 51% petition from adjoining property owners
- Three name options (preferred + 2 alternates)
- Map showing street location
- Appropriate fee
- 15-day advance submission

Approval Process:

- Planning Commission public hearing
- 10-day notice to adjoining owners
- State recording of approved name
- Applicant pays for all street sign costs

Sign Installation Requirements (Section 17.23.050)

Standards:

- Alaska Traffic Manual compliance
- Metal construction per State Sign Code
- Stop signs at all collector/arterial intersections
- Subdivider responsible for installation cost

Street Vacation Process

Vacation Authority (Section 17.15.010)

Who Can Petition:

- The state
- The city
- Public utility

- Owners of majority of land fronting the area to be vacated

Vacation Process (Sections 17.15.020-17.15.030)

Application Requirements:

- Petition filed with Planning Commission
- Copy of existing plat showing proposed vacation
- Existing buildings and distances from lot lines

Public Process:

- Public hearing within 60 days
- Notice posted 5 days in advance
- Certified mail notice to affected non-petitioning owners (7 days prior)

City Street Vacations:

- Planning Commission recommendation to City Council
- City Council has 45 days to act or consent is assumed

Title Transfer After Vacation (Section 17.15.040)

General Rule: Title attaches to bordering lots in equal proportions

Exceptions:

- Original boundary lines maintained if dedicated by different persons
- Public squares vest in city
- Fair market value paid to city if street acquired for consideration

Reference Tables

Street Standards Summary

Classification	ROW Width	Improved Width	Minimum Sight Distance
Arterial	100'	26'	225'
Collector	60'	26'	225'
Major Local	60'	24'	125'
Minor Local	50'	20'	125'
Private Access (1-6 lots)	50' easement	12'	N/A

Classification	ROW Width	Improved Width	Minimum Sight Distance
Private Access (7-10 lots)	50' easement	14'	N/A
Private Access (>10 lots)	50' easement	20'	N/A

Curve and Grade Standards

Street Type	Min. Curve Radius	Max. Grade	Min. Grade
Streets $\geq$ 100' ROW	300'	6% (Arterial/Collector)	0.5%
Other Streets	200'	10% (Local)	0.5%

Intersection Sight Distances

Intersecting Road Type Required Sight Distance

Local Roads	200' from centerline
Collector Roads	275' from centerline
Arterial Roads	415' from centerline

Construction Specifications (Section 17.19.100)

Component	Requirement
Gravel Depth	Minimum 18" compacted
Compaction	95% compaction
Road Slope	2% from centerline to shoulder
Shoulder Slope	3:1 (horizontal:vertical)
Backslope Ratio	2:1 (horizontal:vertical)
Minimum Culvert Size	18"

Maintenance Responsibility Matrix

Street Type	Right-of-Way Owner	Maintenance Responsibility
Standard Streets (Accepted)	City	City
Exception Roads	City	Property Owners
Private Access Streets	Private Easement	Property Owners
State Highways	State	State
Unaccepted Dedicated Streets	City	Subdivider/Property Owners

Key Takeaways

1. **Dedication ≠ Maintenance:** Dedicating right-of-way does not automatically mean city maintenance responsibility.
2. **Formal Acceptance Required:** City must formally inspect and accept improvements in writing before assuming maintenance.
3. **Exception Roads Stay Private:** Roads granted standard exceptions remain private maintenance responsibility permanently.
4. **Performance Guarantees Protect All:** Guarantee system ensures streets get built properly and protects city, buyers, and subdividers.
5. **Standards Are Mandatory:** Streets must meet full technical standards to qualify for city maintenance acceptance.
6. **Private Streets Require Agreements:** Property owners must maintain private access streets and exception roads.
7. **Future Development Restricted:** Exception roads cannot serve additional lots unless upgraded to full standards.