

MEMORANDUM

TO: Ryan Harris, Project Manager
State of Alaska Department of Transportation and Public Facilities

FROM: Sam Tyler, P.E., Project Manager
DOWL

DATE: September 11, 2025

PROJECT: Anchorage Area Pavement Preservation Group A: Seward Hwy – Tudor Rd. to
20th Ave.
0001821/CFHWY01390

SUBJECT: Memorandum to Reviewers for PIH Documents

This submittal includes the Plans in Hand (PIH) documents for the Seward Hwy – Tudor Rd. to 20th Ave. pavement preservation project. This memorandum serves as information for reviewers on design elements that have not been fully detailed at this stage of the project.

Storm Drain

An inspection of the storm drain system was conducted for this project, including visual assessment, photographic documentation, video footage, and CCTV inspection. In coordination with DOT&PF, it was determined that a separate Cured-In Place Pipe (CIPP) project will be completed in advance of the pavement preservation project. The following outlines the scope and approach for addressing storm drain improvements within project corridor through the CIPP project and the pavement preservation project:

CIPP Project Storm Drain Improvements Scope:

- CIPP lining will be applied to candidate pipes with a diameter of 24 inches or smaller. Larger CIPP lining candidate pipes requiring excavation (due to potential impacts on utilities, curbs, sidewalks, or surface infrastructure) will be addressed in the pavement preservation project.

Pavement Preservation Project Storm Drain Improvements Scope:

- CIPP lining will be applied to candidate pipes with a diameter greater than 24 inches
- Pipes with a diameter of 18 inches or smaller requiring replacement within the Tudor Interchange or 36th Avenue Interchange project limits will be replaced in kind, without upsizing.
- Pipes with a diameter less than 18 inches identified for replacement, located outside the Tudor Interchange and 36th Avenue Interchange project limits, will be evaluated for upsizing, provided it does not adversely affect upstream or downstream structures.

The storm drain improvements for the Pavement Preservation project is in progress based on this direction. A preliminary cost estimate is included with the PIH documents; design details and quantities will be updated at PS&E review.

Driveway Access

Several commercial driveways are located on both sides of Seward Highway between 36th Ave. and Benson Blvd. A note has been added to the plans indicating that existing driveway permits and Right-of-Way encroachments are currently under review by DOT&PF. Once permit conditions are finalized, the design team will incorporate the provided information to adjust driveway layouts and show reconstruction of sidewalk, curb and gutter as needed.

Additionally, per DOT&PF direction, the short southbound right-turn lane just south of Benson Blvd., which provides access to the adjacent commercial parking lot, has been removed. The space previously occupied by the lane will now serve as a buffer between the existing pathway and the road.

Curb and Gutter/ Medians

The height of the existing curb and gutter varies along the medians within the project area due to previous capping efforts. These capped curbs continue to deteriorate, particularly during snow plowing and routine maintenance. A cost estimate was developed for full curb and gutter reconstruction, and several median treatment options were evaluated. These include reconstruction with a fully hardscaped median, a partially hardscaped median, and curb and gutter reconstruction only.

After reviewing the estimate with DOT&PF, the decision was made to include a two-foot backing of patterned concrete behind the reconstructed curb and gutter for medians north of Benson Blvd. This approach supports maintenance efforts and improves visibility while minimizing costs. The narrow median between Benson Blvd. and Northern Lights Blvd. will be fully hardscaped for ease of construction. Medians south of Benson Boulevard will receive only curb and gutter reconstruction, as they will be further addressed in the 36th Avenue Interchange project.

Sidewalk and Pathway Repairs

Multiple sidewalk and pathway segments exhibit significant cracking, settlement, or surface degradation that impede ADA accessibility. These sections are identified in the plans to be repaired and reconstructed as part of this project.

Traffic Loops

The design team and DOT&PF recently met with MOA Traffic to review the southwest corner of the Benson Boulevard and Seward Highway intersection. An existing junction box is located within the westernmost curb ramp flare, which does not comply with ADA standards. To address this, the junction box will be relocated outside of the curb ramp area. This relocation will require the replacement of nine traffic signal loops on that leg of the intersection. The associated costs have been included in the PIH estimate, and detailed design for the relocation will be provided during the PS&E review.

Guardrail

The Chester Creek culvert and trail undercrossing, located just south of 20th Ave. and running perpendicular to the Seward Highway, is currently shielded by a chain link fence installed by DOT&PF M&O. However, this fence does not meet MASH (Manual for Assessing Safety Hardware) standards for protecting errant vehicles from the vertical drop to the pathway and creek below.

A Guardrail Length of Need (LON) analysis was conducted for both northbound and southbound traffic. Due to highway speeds, the required guardrail length would extend across two key access points: a gated drive aisle to the park on the east side and the bike route connection to the Chester Creek Trail on the west side. Modifying these access points would require significant regrading and could result in utility conflicts, which are beyond the scope of this pavement preservation project. The identified safety issue will be addressed under a separate project, and the existing chain-link fence will remain in place until then.