

# Transportation Management Plan

For

## Anchorage Area Drainage Preservation:

Dimond Blvd – Jewel Lake Rd to Seward Hwy

Seward Hwy – Tudor Rd to 20<sup>th</sup> Ave

0001822 / CFHWY01389

Anchorage, Alaska



Alaska Department of Transportation & Public Facilities  
Central Region

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Company Name: DOWL

Phase: Preliminary

Preparation Date: November 21, 2025

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# 1.0 Introduction

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) is undertaking the Anchorage Area Roads Group A Pavement Preservation project to address deteriorated pavement conditions and extend roadway service life while reducing future maintenance costs. This project includes resurfacing Dimond Boulevard from Seward Highway to Jewel Lake Road and Seward Highway between Tudor Road and 20th Avenue.

An amendment to the parent project incorporates Cured-In-Place Pipe (CIPP) rehabilitation for 41 culverts along Dimond Boulevard and 17 storm drain pipes along Seward Highway, within their respective project limits. This Transportation Management Plan (TMP) is focused specifically on the traffic control and mitigation strategies required for the CIPP efforts. It presents the analysis of alternate traffic control schemes, anticipated construction impacts, and the strategies to be deployed to minimize those impacts.

The purpose of this TMP is to detail the development of Temporary Traffic Control Plans (TTCP) and other measures recommended during the CIPP construction phase. Disruptions and delays to travelers will be minimized to the greatest extent practicable without compromising public or worker safety or the quality of the work. This TMP is a living document and will be updated as needed throughout the duration of the CIPP activities.

## 1.1 TMP Roles and Responsibilities

<b>Design Manager</b>
<b>DOWL</b>
Name/Title: Kelly Kilpatrick, P.E. Project Manager Company: DOWL Phone: 907-562-2000 Email: kkilpatrick@dowl.com
<b>Roles and Responsibilities:</b> Project Manager

<b>Design Engineer</b>
<b>DOWL/Coffman</b>
Name: Colton Fisher, P.E. (DOWL) /Brian Gastrock, P.E. (Coffman) Company: DOWL Phone: (907)562-2000/ (907)257-9299 Email: cfisher@dowl.com/ brian.gastrock@coffman.com
<b>Roles and Responsibilities:</b> Lead Engineer

<b>Construction Manager</b>	
<b>DOT&amp;PF</b>	
Name: TBD Company: DOT&PF Phone: TBD Email: TBD	
<b>Roles and Responsibilities:</b> Technical Quality Control	

<b>Construction Project Engineer</b>	
<b>DOT&amp;PF / Consultant</b>	
Name/Title: Unit: Phone: Email:	
<b>Roles and Responsibilities:</b>	

<b>TMP Implementation/Monitoring Staff</b>	
<b>DOT&amp;PF / Consultant</b>	<b>Contractor</b>
Name: Company: Phone: Email:	Name/Title: Unit: Phone: Email:
<b>Roles and Responsibilities:</b>	

<b>Public Information Officer</b>	
<b>DOT&amp;PF / Consultant</b>	<b>Contractor</b>
Name/Title: Company: Phone: Email:	Name/Title: Unit: Phone: Email:
<b>Roles and Responsibilities:</b>	

<b>Emergency Service Contacts</b>	
<b>Fire and Emergency Medical Services (FEMS)</b>	<b>Police Department (PD)</b>
Name/Title: Unit: Phone: Email:	Name/Title: Unit: Phone: Email:
<b>Roles and Responsibilities:</b>	

## 2.0 Project Description

The Anchorage Area Roads Group A Pavement Preservation project, managed by the Alaska Department of Transportation and Public Facilities (DOT&PF), has been amended to include Cured-In-Place Pipe (CIPP) rehabilitation and storm drain cleaning. This amendment expands the original pavement preservation scope to address the rehabilitation of aging storm drain systems and culverts that are 24 inches or less in diameter.

The CIPP process enables the renewal of existing pipes without excavation by inserting and curing a resin-saturated liner within the host pipe, effectively creating a new structural pipe inside the old one. This trenchless method minimizes surface disruption, extends infrastructure service life, and supports the overall goals of the pavement preservation effort. Additional storm drain structures and pipes identified within the project limits will also undergo cleaning to improve drainage efficiency and prepare pipes for re-inspection.

### 2.1 Goals and Objectives

- Rehabilitate small-diameter storm drains and culverts using the CIPP method to restore structural integrity and hydraulic function without excavation.
- Improve surface drainage performance through targeted cleaning of identified storm drain structures and pipes.
- Minimize construction impacts to the traveling public and nearby properties by employing efficient, trenchless rehabilitation techniques.
- Extend the service life of existing storm drain infrastructure while supporting pavement preservation and reducing long-term maintenance costs.

### 2.2 Proposed Improvements

This project will rehabilitate and clean selected storm drain pipes and culverts measuring 24 inches or less in diameter. Storm drain structures connected to pipes scheduled for CIPP rehabilitation, as well as the pipes themselves, will be cleaned in advance to facilitate proper liner installation and ensure optimal system performance.

### 2.3 Project Schedule

Anticipated Project Milestone	Date
ESCP/TMP	01/09/2026
Plans in Hand/PS&E Review	11/21/2025
Certification Set	1/09/2026
Advertise	3/23/2026
Begin Construction	Summer 2026
Finish Construction	Fall 2026

## 2.4 Nearby Projects

HSIP: Anchorage Flashing Yellow Arrow and Signal Head Display Improvement – Stage 1 (0001808/CFHWY01334) is scheduled to start Construction in Spring 2026.

**Table 1. Project Stakeholders**

Agency/Organization	Name	Title	Phone Number
<b>Agency Representatives</b>			
DOT&PF	Ryan Harris	Project Manager	907-269-0568
<b>DOT&amp;PF Construction</b>			
Municipality of Anchorage	Shane Locke	Traffic Engineering (TCP)	907-343-7100
Municipality of Anchorage	Levi Piehl	Traffic Signals	907-343-8363
DOT&PF	Kirk Warren	M&O Chief	907-269-0760
Public Transportation			907-343-8402
<b>Utilities</b>			
Chugach Electric Association			907-563-7494
ENSTAR Natural Gas			907-376-7979
AWWU			907-564-2700
<b>Schools</b>			
Dimond High School	Whitney D’Atri	Principal	907-742-7000
<b>Emergency Services</b>			907-343-8402
Anchorage Fire Department			
Anchorage Police Department			907-267-4900
Public Safety			907-269-5511
<b>Hospitals</b>			907-786-8900
<b>Other</b>			

## 3.0 Existing Roadway & Traffic Conditions

### 3.1 Roadway & Traffic Characteristics

Dimond Blvd is classified as a Principal Arterial by the Municipality of Anchorage designed to accommodate high traffic volumes and connect major destinations. The segment between Jewel Lake Rd and Seward Hwy typically feature four to six lanes, with a center lane in some sections, and includes signalized intersections, sidewalks, and dedicated turn bays. The corridor passes through a blend of suburban trail zones and urban residential areas, with notable commercial density near Dimond Center Mall. According to the Municipality of Anchorage Traffic Data Division, average annual daily traffic (AADT) volumes range from 18,000 near Jewel Lake Rd to over 36,000 vehicles as Dimond Blvd approaches Seward Hwy. Peak hours for Dimond Blvd are 11:00am and 5:00pm.

This stretch of the Seward Hwy is classified as an interstate and is part of Alaska Route 1. It is designed to accommodate high-capacity movement and freight traffic with six lanes (three in each direction) and is separated by a median. The segment between Tudor Rd and 20<sup>th</sup> Ave includes major intersections at Northern Lights Blvd and Benson Blvd. The corridor is urban, lined with shopping centers, homes, and public buildings. According to Alaska DOT&PF data, average daily traffic volumes in this segment range from 40,000 to 50,000 vehicles with 4% truck traffic. Peak hours typically occur between 7:00-9:00am and 4:00-6:00pm due to congestion. The posted speed limit is 45 mph within the project limits.

**Table 2. Roadways Affected by Project**

Roadways Affected by TMP – Summary					
Roadway/Street Name	Classification	ADT	Truck Percentage	Peak Hour Volume	Posted Speed
Dimond Blvd	Principal Arterial	25,300	3%	2238	45
Washburn St	Local	N/A	N/A	N/A	20
Arlene St	Local	5740	2%	541	25
Northwood Dr	Local	N/A	N/A	N/A	N/A
Victoria Dr	Local	N/A	N/A	N/A	N/A
Carnelian St	Local	N/A	N/A	N/A	20
Arctic Blvd	Minor Arterial	1700	4%	168	40
C St	Principal Arterial	13600	N/A	1278	50
Old Seward Hwy	Principal Arterial	19100	6%	1476	45
Seward Hwy	Interstate	46800	6%	3756	45
E. 36 <sup>th</sup> Ave	Principal Arterial	14400	N/A	1437	35
E. Benson Blvd	Principal Arterial	14800	N/A	1504	40
E. Northern Lights Blvd	Principal Arterial	18800	N/A	1550	35
E. Fireweed Ln	Minor Collector	1270	N/A	163	35

### 3.2 Pedestrian/Bicycle Facilities

Multi-use pathways run along both the north and south sides of Dimond Boulevard, beginning at Jewel Lake Road and continuing consistently throughout the corridor, with brief interruptions at intersections and driveways. At Humphrey Dr, the east-side path transitions through a tunnel beneath Dimond Blvd, marking the end of the northern sidewalk. Meanwhile, the southern path remains adjacent to the roadway and resumes at Arctic Blvd, continuing for the remainder of the corridor. The northern path resumes at Arctic Boulevard, extending to the Seward Hwy.

Pedestrian facilities along the Seward Hwy corridor first appear at the intersection of E. 36<sup>th</sup> Ave. A multi-use pathway runs along the east side, initially separated from the highway to enhance safety due to high traffic volumes. This path begins to align directly with the roadway at E. Benson Blvd. At the same intersection, a second multi-use separated pathway begins on the west side of the Seward Hwy. It transitions to run adjacent to the highway at E. Northern Lights Blvd and continues uninterrupted for the remainder of the corridor. Meanwhile, the east-side path diverges from the roadway at E. Northern Lights Blvd but reconnects just before reaching 20<sup>th</sup> Ave.

### 3.3 Transit Facilities

The Anchorage Downtown Public Transit Routes 65, 35, 55, and 85 each have stops located along Dimond Blvd. The Dimond transit center is located south of Dimond Blvd.

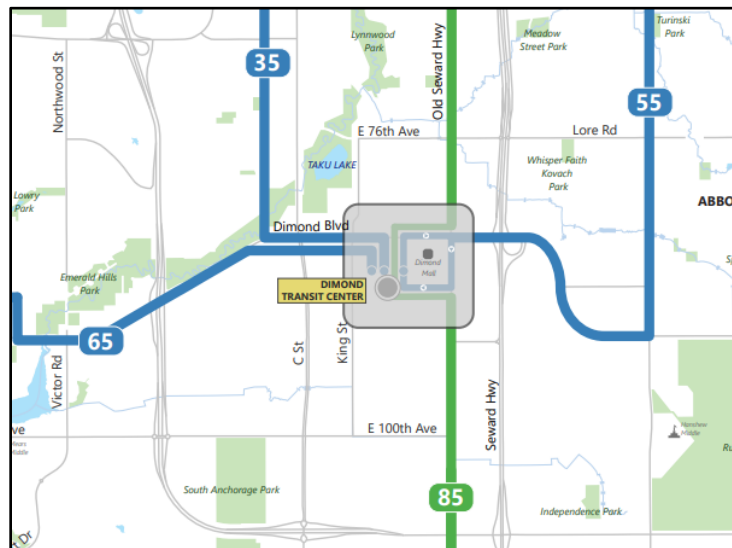


Figure 1 - Dimond Transit Center Access Map

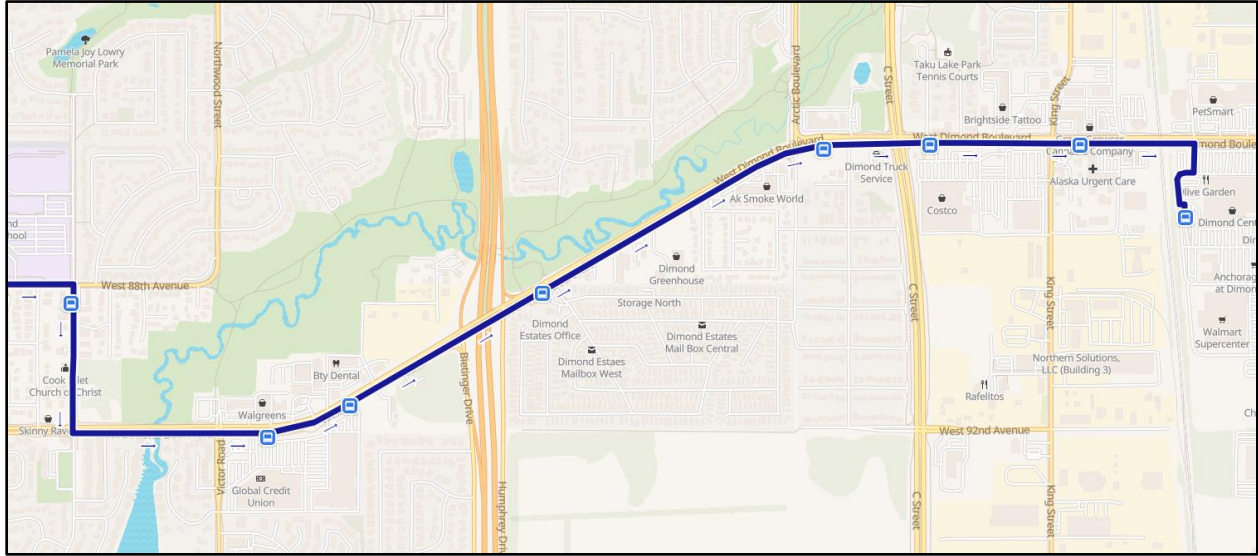


Figure 2 - Route 65 East on Dimond Route Map

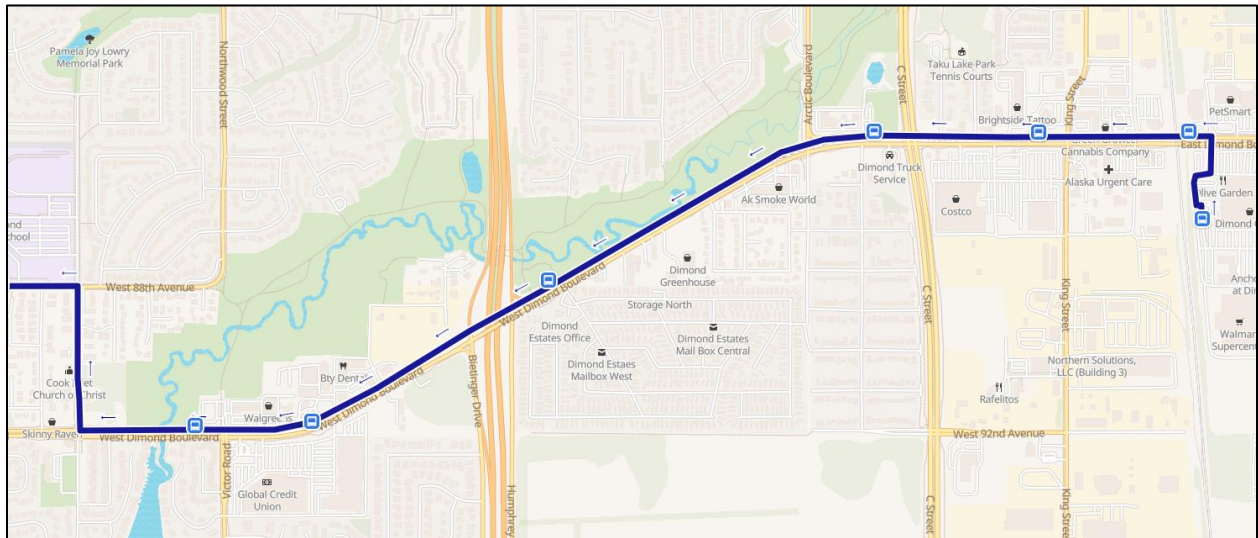


Figure 3 - Route 65 West on Dimond Route Map

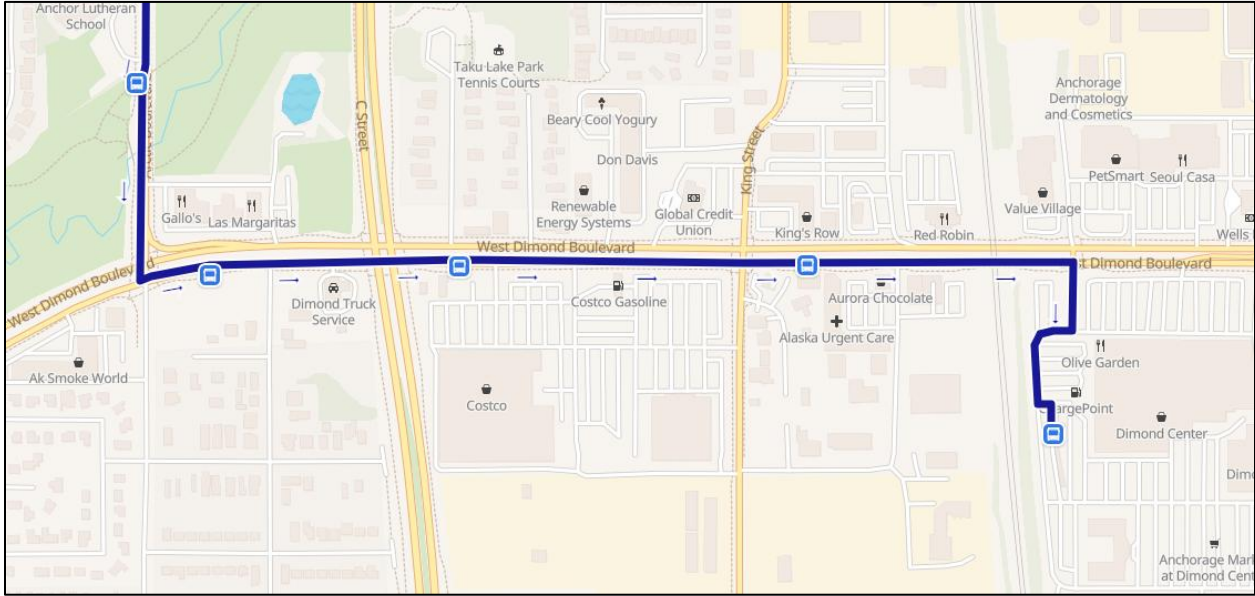


Figure 4 - Route 35 West on Dimond Route Map

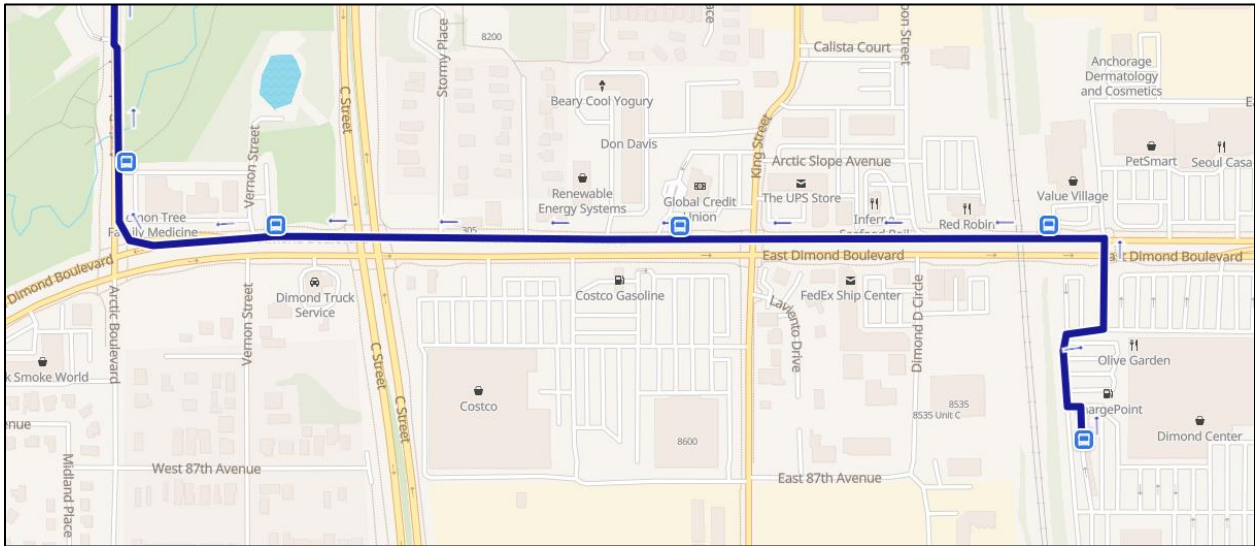


Figure 5 - Route 35 East on Dimond Route Map

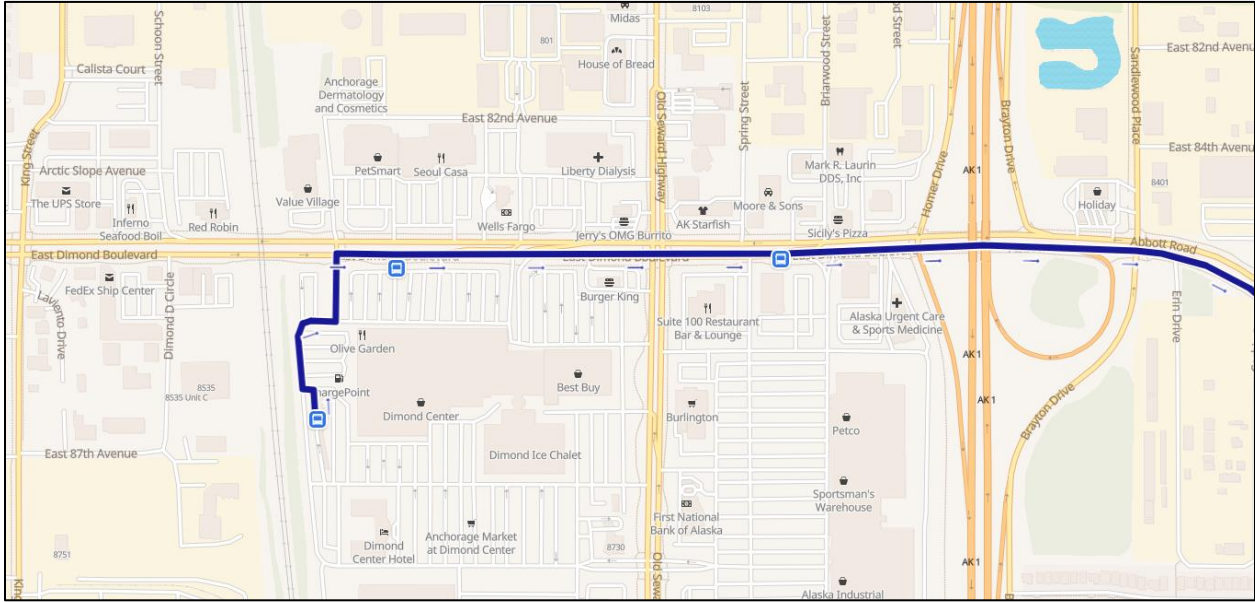


Figure 6 - Route 55 West on Dimond Route Map

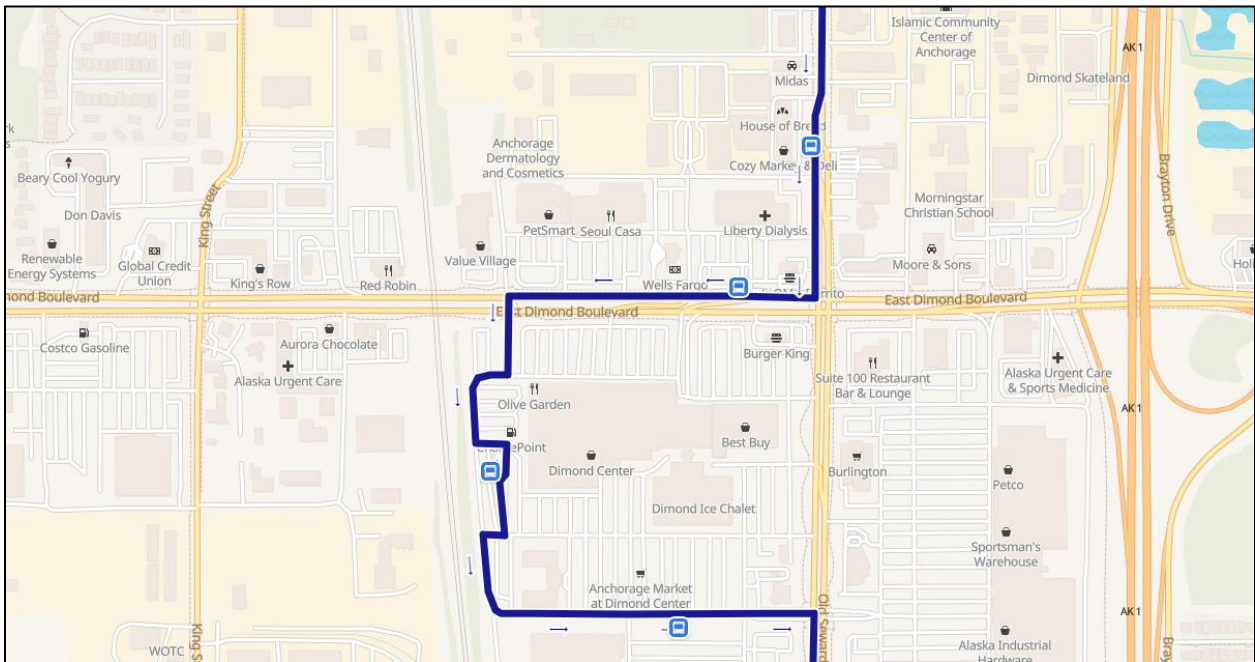


Figure 7 - Route 85 East on Dimond Route Map

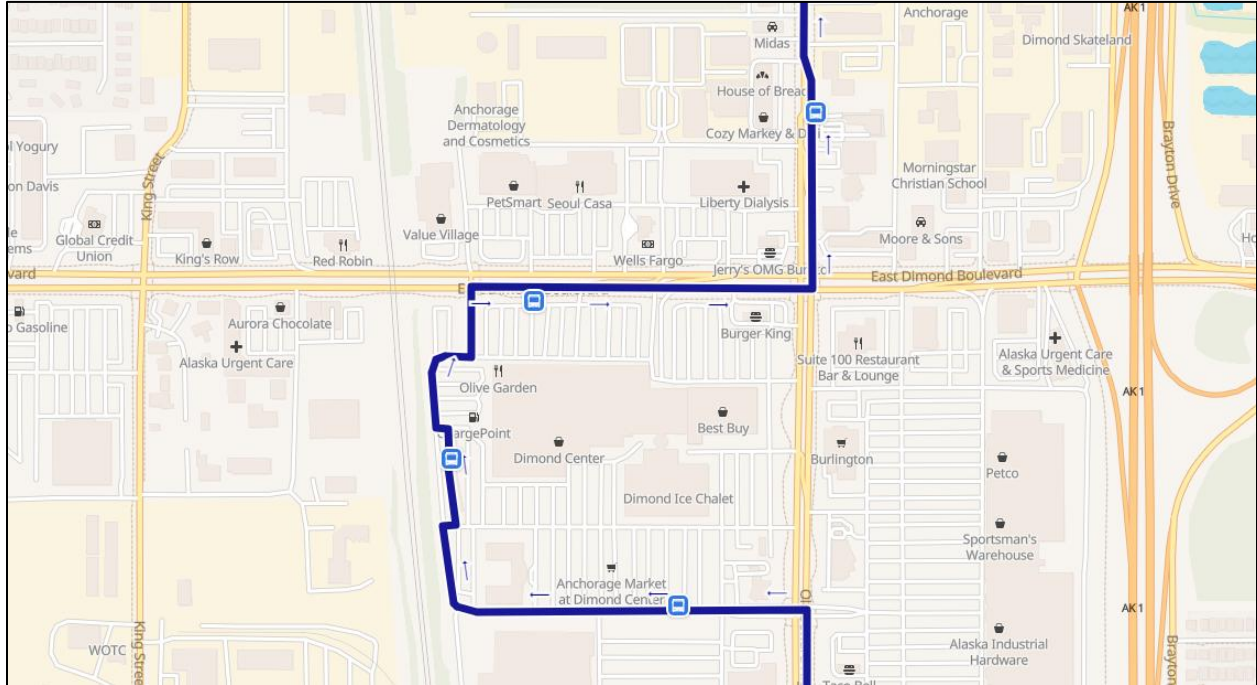


Figure 8 - Route 85 West on Dimond Route Map

### 3.4 Freight

Primary Highway Freight System Routes include the Seward Highway (Alaska Route 1). This runs from Homer through Anchorage to the Alaska/Yukon Border – over 550 miles long.

### 3.5 Land Use

Land use immediately abutting both the Dimond Blvd and Seward Hwy corridors are designed for residential and commercial use. This includes several neighborhoods, businesses, restaurants, and grocery stores.

### 3.6 Stakeholder Outreach & Input

Public Involvement was initiated early on for the parent Pavement Preservation Projects for Dimond Blvd and Seward Hwy, and public concerns were collected throughout the project development. Information was communicated with agencies, key stakeholders, organizations, and the public.

A project website was established by DOT&PF and contains a project overview, status, schedule, Fact Sheet, design documents, project area map, and contact information. Project information was provided in the Anchorage Daily News on January 30<sup>th</sup>, 2022. Outreach efforts, to date, do not include the CIPP efforts for this amendment project.

## 4.0 Preliminary Work Zone Impact Assessment

Table 3. Preliminary Work Zone Impacts Dimond Blvd

<p><b>Does the project include long-term closures/extended weekend closures?</b></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>If Yes, check all applicable types of facilities</p> <p><input checked="" type="checkbox"/> Principal Arterial</p> <p><input type="checkbox"/> Minor Arterial</p> <p><input type="checkbox"/> Collector</p> <p><input type="checkbox"/> Local</p> <p><b>Can traffic be detoured?</b>      <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>    Is the local alternate detour route in good condition?      <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>    Will the detour route have a detrimental impact on emergency vehicles, school buses, or other sensitive traffic?      <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>    Are there load limit restrictions on the detour?      <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>    Are there bridge/culvert height or width restrictions on the detour?      <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>Is the existing shoulder sufficient to support traffic during construction?      <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>Is additional width required on culverts or bridges to maintain traffic?      <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>Is there a pedestrian/bicycle facility that must be maintained?      <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>Would a temporary structure(s) be required?      <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>Would a median crossover be needed?      <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>Would there be a need to maintain railroad traffic?      <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>Could maintenance of traffic have an impact on existing or proposed utilities?      <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>Does it appear that maintenance of traffic will require additional right-of-way?      <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p>	<p><b>Significant Project Rating:</b></p> <p><input checked="" type="checkbox"/> Doesn't Meet Significant Project Criteria</p> <p><input type="checkbox"/> Significant – Category 1</p> <p><input type="checkbox"/> Significant – Category 2</p> <p><input type="checkbox"/> Significant – Exempt</p>
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Can the contractor restrict the roadway during the time periods listed?

- |                                  |                                     |                                  |                                     |
|----------------------------------|-------------------------------------|----------------------------------|-------------------------------------|
| a.m. peak hours, one direction   | <input checked="" type="checkbox"/> | p.m. peak hours, one direction   | <input checked="" type="checkbox"/> |
| a.m. peak hours, both directions | <input checked="" type="checkbox"/> | p.m. peak hours, both directions | <input checked="" type="checkbox"/> |
| Overnight                        | <input checked="" type="checkbox"/> | Local celebrations               | <input type="checkbox"/>            |
| Holidays or weekends             | <input type="checkbox"/>            | Special events                   | <input type="checkbox"/>            |

Will project timing (for example, start or end date) be affected by special events:

- |                             |                          |          |                          |                |                          |
|-----------------------------|--------------------------|----------|--------------------------|----------------|--------------------------|
| School closings or openings | <input type="checkbox"/> | Holidays | <input type="checkbox"/> | Special Events | <input type="checkbox"/> |
|-----------------------------|--------------------------|----------|--------------------------|----------------|--------------------------|

Are there any projects to be considered along the corridor or in the area?

Roadwork in the immediate area that may affect traffic or the contractor’s operations?  Yes  No

Roadwork on other roads that may affect the use of alternate routes?  Yes  No

Are there other maintenance of traffic issues?  Yes  No

**Does the project need operational analysis to assess impacts?**

- Yes  
 No

<b>TMP Components Included</b>	<b>Location</b>	<b>Appendix (if included)</b>
<input type="checkbox"/> Traffic Operation Analysis		
<input checked="" type="checkbox"/> Temporary Traffic Control Plan	TMP	A (TTCP)
<input type="checkbox"/> Public Information & Outreach	TMP	B (PIOP)
<input type="checkbox"/> Traffic Operations Strategies	TMP	
<input type="checkbox"/> Traffic Operation Plan	TMP	C (TOP)
<input type="checkbox"/> Other Impact Assessment		
<input type="checkbox"/> Incident Management Plan		

**Table 4. Preliminary Work Zone Impacts Seward Hwy**

<b>Does the project include long-term closures/extended weekend closures?</b>	<b>Significant Project Rating:</b>
<input type="checkbox"/> Yes	<input type="checkbox"/> Doesn’t Meet Significant Project Criteria
<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Significant – Category 1
	<input type="checkbox"/> Significant – Category 2
If Yes, check all applicable types of facilities	<input checked="" type="checkbox"/> Significant – Exempt

Interstate

Principal Arterial

Minor Arterial

Collector

Local

**Can traffic be detoured?**             Yes     No

Is the local alternate detour route in good condition?             Yes     No

Will the detour route have a detrimental impact on emergency vehicles, school buses, or other sensitive traffic?             Yes     No

Are there load limit restrictions on the detour?             Yes     No

Are there bridge/culvert height or width restrictions on the detour?             Yes     No

Is the existing shoulder sufficient to support traffic during construction?             Yes     No

Is additional width required on culverts or bridges to maintain traffic?             Yes     No

Is there a pedestrian/bicycle facility that must be maintained?             Yes     No

Would a temporary structure(s) be required?             Yes     No

Would a median crossover be needed?             Yes     No

Would there be a need to maintain railroad traffic?             Yes     No

Could maintenance of traffic have an impact on existing or proposed utilities?             Yes     No

Does it appear that maintenance of traffic will require additional right-of-way?             Yes     No

Can the contractor restrict the roadway during the time periods listed?

a.m. peak hours, one direction                p.m. peak hours, one direction           

a.m. peak hours, both directions                p.m. peak hours, both directions           

Overnight                Local celebrations           

Holidays or weekends                Special events           

Will project timing (for example, start or end date) be affected by special events:

School closings or openings                Holidays                Special Events           

Are there any projects to be considered along the corridor or in the area?

Roadwork in the immediate area that may affect traffic or the contractor's operations?             Yes     No

Roadwork on other roads that may affect the use of alternate routes?  Yes  No

Are there other maintenance of traffic issues?  Yes  No

**Does the project need operational analysis to assess impacts?**

Yes

No

<b>TMP Components Included</b>	<b>Location</b>	<b>Appendix (if included)</b>
<input type="checkbox"/> Traffic Operation Analysis		
<input checked="" type="checkbox"/> Temporary Traffic Control Plan	TMP	A (TTCP)
<input type="checkbox"/> Public Information & Outreach	TMP	
<input type="checkbox"/> Traffic Operations Strategies	TMP	
<input type="checkbox"/> Traffic Operation Plan	TMP	
<input type="checkbox"/> Other Impact Assessment		
<input type="checkbox"/> Incident Management Plan		

## 4.1 Traffic

The project scope and existing conditions will necessitate possible one lane closures during construction. This is anticipated to create moderate impacts to existing traffic and can be mitigated by restricting construction operations to off peak hours. Some locations are within intersections which may affect signalized intersections.

## 4.2 Pedestrian & Bicycle

Both roadway corridors include portions of multi-use pathway and sidewalk impacts and will require accessible detours.

## 4.3 Environmental

DOT&PF and the Contractor will adhere to the Alaska Department of Environmental Conservation (ADEC) guidelines for general project activities near public water systems (PWS), wherever applicable to water supplies located within or adjacent to the project area.

Texaco/Hanna Car Care Center Hazard ID 2305 is active, and a Soil and Groundwater Management Work Plan must be submitted to the Contaminated Sites Program for review and approval in advance of work. If previously unknown contamination in soil or groundwater is discovered anywhere in the project areas during construction, it will be reported to ADEC in accordance with 18 AAC 75.300.

Permits and Authorizations from USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit were obtained. In addition, Alaska Department of Fish

and Game Fish Habitat Permit (Title 16.05.871 and Title 16.05.841) Flood Hazard, ADEC Non-domestic Wastewater Plan Approval, required 401 Cert, ADEC APDES, and Local Permits have all been anticipated to be needed.

The Environmental Document was approved on 02/13/2023.

## **4.4 Utilities**

Manholes and drainage inlets/outlets will need to be accessed for the installation of the CIPP liner. No utilities will be obstructed.

## **4.5 Right-of-Way (Public Access)**

Temporary Construction Easements are anticipated for work set up locations that are near the right of way.

## **4.6 Public Transportation**

Four routes along the Anchorage Downtown Public Transit System will be impacted by CIPP construction. Multiple stops along routes 65, 35, 55, and 85 may be impacted due to temporary traffic control.

## **4.7 Commercial Vehicles (including the Alaska Railroad)**

No special permitting is anticipated for shipping of materials or equipment. The contractor should coordinate with the Division of Measurement Standards and Commercial Vehicle Enforcement as needed.

The Alaska Railroad crosses over an overpass above Dimond Blvd and will not be affected by construction.

## **4.8 Navigable Waters**

No navigable waters are crossed by the project corridors.

## 5.0 Work Zone Impact Management Strategies

### 5.1 Work Zone Traffic Control Narrative

#### 5.1.1 Construction Stages and Phases

Construction phasing and staging will be determined in collaboration with the contractor. Work maybe be done at multiple locations simultaneously. Work will be allowed at night.

#### 5.1.2 Construction Schedule

Construction will be in Spring of 2026.

#### 5.1.3 Lane Use

Maximum lanes of traffic should be maintained as much as practical. Intermittent periods of lane closures may be necessary to complete construction and should be kept to a minimum.

#### 5.1.4 Work Zone Traffic Analysis/Lane Restriction Hours

Lane closure restrictions for high volume roadways (~20,000 AADT or greater) should be reserved for off peak hours to avoid excessive delay or other travel impacts.

#### 5.1.5 Holidays, Local and Special Events

Construction will avoid work during holidays, local, and special events.

#### 5.1.6 Detours

Side streets are available should detours be needed. Small sections of the roadway could be closed and detoured through local roads if access is maintained to the adjacent lots that cannot access side streets.

### 5.2 Temporary Pedestrian & Bicycle Accessible Routing

Bicycle and pedestrian traffic will need to be maintained during construction operations. When construction interferes with the normal operation of the existing multi-use pathway or sidewalk pedestrian and bicycle traffic will need to be shifted within the project. Pedestrian and bicycle traffic should be separated from vehicular traffic. Detours, temporary facilities, and rerouting of pedestrians should meet Americans with Disabilities Act (ADA) standards for temporary pathways.

### 5.3 Property Access

Access to adjacent properties will be maintained at all times. Any direction disruption to a specific property should be coordinated directly with the affected parties.

## 5.4 Freight Mobility

Any freight traffic along the corridor should be accommodated through the allowance of regular traffic. Oversize or overweight loads should be coordinated with the Measures Standard & Commercial Vehicle Compliance (MSCVE).

## 5.5 Public Information and Outreach

Public information and outreach should be used to notify the public of potential delay due to lane closures while traveling through construction zones. This could help manage congestion and encourage motorists to use alternate routes during work. Two possible methods for public outreach include:

- **Press Releases:** Press releases can be released by the Alaska Department of Transportation (DOT&PF) or Municipality of Anchorage (MOA) to inform the media and public regarding planned closures and construction work.
- **Public Outreach:** Public outreach, which is assumed will be performed by AKDOT or MOA staff, is a more active method of information awareness, potentially involving flyer distribution, advertisements, town hall meetings, or hotlines.

## 5.6 Traffic Operations

Construction team and contractor should coordinate with (MOA) traffic team for signal impacts as necessary during construction. No other strategies are anticipated.

## 5.7 Work Zone Strategies Checklists

**Table 4. Temporary Traffic Control Strategies Checklist**

Temporary Traffic Control			
<b>Traffic Control Devices</b>			
Temporary signs	<input checked="" type="checkbox"/>	Flaggers	<input checked="" type="checkbox"/>
Sequential arrow boards	<input checked="" type="checkbox"/>	Flaggers station lighting	<input checked="" type="checkbox"/>
Channelizing devices (tubular markers, drums)	<input checked="" type="checkbox"/>	Radar speed trailers	<input type="checkbox"/>
Pedestrian channelizing devices (PCD)	<input checked="" type="checkbox"/>	Temporary barrier glare screen	<input type="checkbox"/>
Bicycle channelization devices (BCD)	<input checked="" type="checkbox"/>	Surface mounted tubular markers	<input type="checkbox"/>
Temporary pavement markings	<input checked="" type="checkbox"/>	Uniformed traffic control officers	<input type="checkbox"/>
Temporary traffic signals	<input type="checkbox"/>		<input type="checkbox"/>
<b>Project Coordination Strategies</b>			
Other area projects	<input type="checkbox"/>	Right-of-Way	<input checked="" type="checkbox"/>

Temporary Traffic Control			
Utilities	<input type="checkbox"/>	Other transportation infrastructure	<input type="checkbox"/>
Innovative Contracting Strategies			
Alternative Contracting Procurement	<input type="checkbox"/>	Performance specifications	<input type="checkbox"/>
Incentive / Disincentive clauses	<input type="checkbox"/>		
Innovative or Accelerated Construction Techniques			
Prefabricated / precast elements	<input type="checkbox"/>	Rapid cure materials	<input checked="" type="checkbox"/>
Traffic Control Strategies			
Construction phasing / staging	<input checked="" type="checkbox"/>	Day work	<input checked="" type="checkbox"/>
Full roadway closures / detour	<input checked="" type="checkbox"/>	Weekend work	<input checked="" type="checkbox"/>
Lane shifts or closures	<input checked="" type="checkbox"/>	Work hour restrictions for peak travel	<input checked="" type="checkbox"/>
Two-way, one-lane closures	<input checked="" type="checkbox"/>	Pedestrian accommodation	<input checked="" type="checkbox"/>
Ramp closures	<input type="checkbox"/>	Bicycle accommodation	<input checked="" type="checkbox"/>
Night work	<input checked="" type="checkbox"/>	Business access improvements	<input checked="" type="checkbox"/>

**Table 5. Public Information and Outreach Strategies Checklist**

Public Information and Outreach			
Public Awareness Strategies			
Branding	<input type="checkbox"/>	Project website	<input type="checkbox"/>
Press kits	<input type="checkbox"/>	Public meetings, hearings, workshops	<input type="checkbox"/>
Brochures and mailers	<input type="checkbox"/>	Community task forces	<input type="checkbox"/>
Work zone education and safety campaigns	<input type="checkbox"/>	Coordination with media/schools/business/EMS	<input checked="" type="checkbox"/>
Mass media (earned and/or paid)	<input type="checkbox"/>	Press releases / media alerts	<input type="checkbox"/>
Paid advertisements	<input type="checkbox"/>	Work zone safety highway signs	<input checked="" type="checkbox"/>
Project Information Center	<input checked="" type="checkbox"/>	Rideshare promotions	<input type="checkbox"/>
Telephone hotline	<input type="checkbox"/>	Visual information	<input checked="" type="checkbox"/>
Planned lane closure website	<input checked="" type="checkbox"/>		
Motorist Information Strategies			
Radio traffic news	<input type="checkbox"/>	Traveler information systems (511)	<input checked="" type="checkbox"/>
Variable message signs (VMS)	<input checked="" type="checkbox"/>	Live traffic camera(s) on a website	<input type="checkbox"/>
Temporary motorist information signs	<input type="checkbox"/>	Project information hotline	<input type="checkbox"/>

<b>Public Information and Outreach</b>			
Trip Check	<input type="checkbox"/>	Email alerts	<input type="checkbox"/>

## **6.0 Construction Monitoring**

**6.1 Traffic**

**6.2 Pedestrian & Bicycle**

**6.3 Environmental**

**6.4 Utilities**

**6.5 Right-of-Way (Property Access)**

**6.6 Public Transportation**

**6.7 Commercial Vehicles (including Alaska Railroad)**

**6.8 Navigable Waters**

**6.9 Other**

## **7.0 TMP Evaluation**

## **Appendix A: Temporary Traffic Control Plan**

# MEMORANDUM

# State of Alaska

Department of Transportation & Public Facilities  
Design and Engineering Services – Central Region  
Highway design

TO: File

DATE: November 21, 2025

TELEPHONE NO: (907) 562-2000

FROM: Colton Fischer, P.E.  
Project Engineer

SUBJECT: Temporary Traffic Control Plan  
Anchorage Area Drainage Preservation:  
Dimond Blvd – Jewel Lake Rd to Seward  
Hwy & Seward Hwy – Tudor Rd to 20<sup>th</sup> Ave  
0001822/CFHWY01389

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This Temporary Traffic Control Plan (TTCP) has been prepared to summarize and provide details for the temporary traffic control methods necessary for construction of the **Anchorage Area Drainage Preservation 0001822/CFHWY01389** project.

The Alaska Department of Transportation & Public Facilities (DOT&PF) requires a TTCP that identifies what traffic control devices to use and show their location and operation in a work zone to ensure traffic flow. This plan informs the contractor with Design's assumed phasing and plans to construct the project.

It is recognized that different contractors will have various methods for controlling traffic and safety and additional TTC drawings may be needed. All TTC drawings must adhere to the Alaska Traffic Manual and Chapter 9 of the AASHTO Roadside Design Guide.

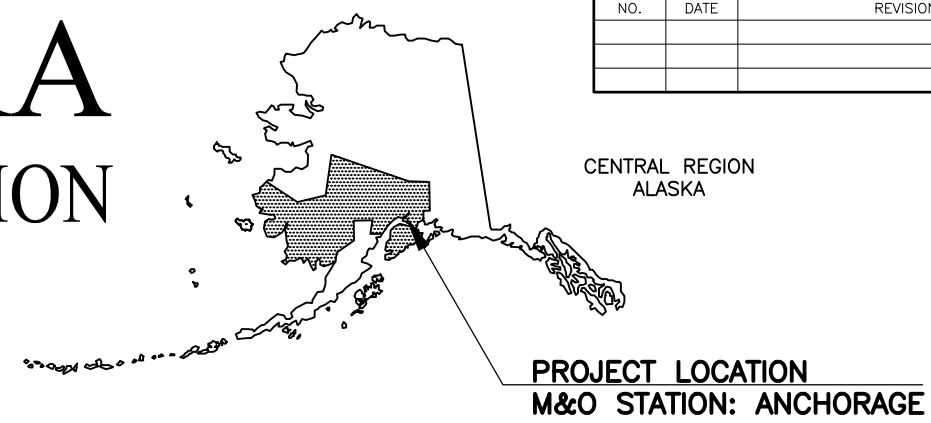
This TTCP includes permanent construction signage, various scenarios for lane closures during storm drain cleaning and CIPP efforts, and reference to Alaska Standard Plans C-03.30 "Temporary Pedestrian Accessible Routes (TPAR)" and C-04.12, "Location of Double Traffic Fine Signs."

Refer to the project specifications for further guidance on public information efforts and agency coordination requirements.

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001822/CFHWY0189	2026	1	5

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



### PROPOSED HIGHWAY PROJECT

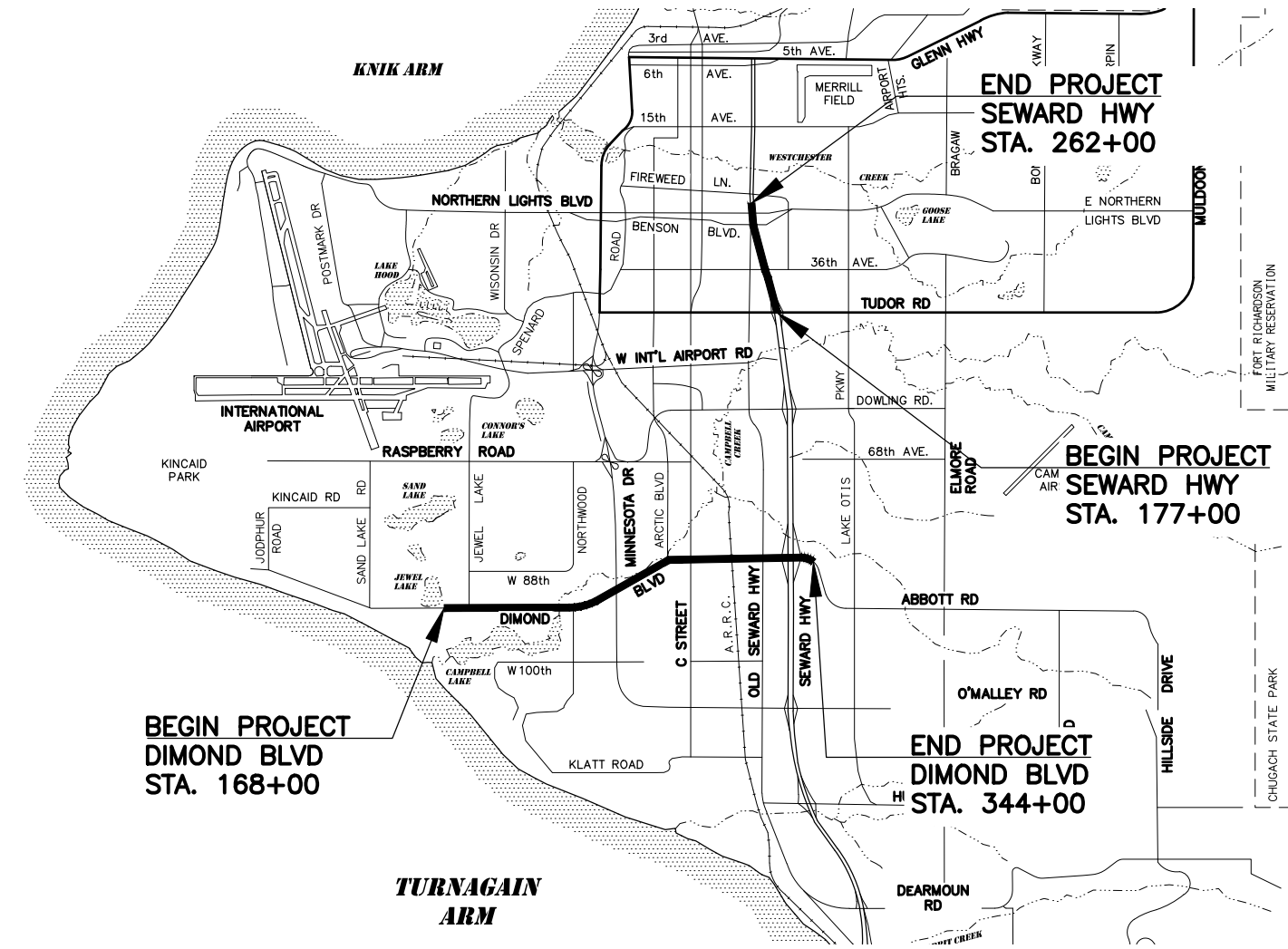
# ANCHORAGE AREA DRAINAGE PRESERVATION:

## DIMOND BLVD - JEWEL LAKE RD TO SEWARD HWY

## SEWARD HWY - TUDOR RD TO 20TH AVE

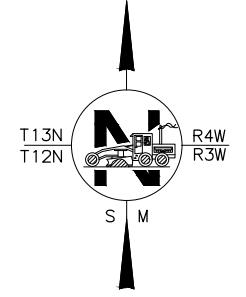
## PROJECT NO. 0001822/CFHWY0189

### TEMPORARY TRAFFIC CONTROL PLAN



INDEX	
SHEET	DESCRIPTION
1	TITLE SHEET
2	PERMANENT CONSTRUCTION SIGNS LAYOUT
3	TRAFFIC CONTROL DEVICES FOR ROADSIDES
4	TRAFFIC CONTROL DEVICES FOR ROADSIDES
5	TRAFFIC CONTROL DEVICES FOR ROADSIDES

THE FOLLOWING ALASKA STANDARD PLANS APPLY:  
C-03.30 AND C-04.12



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 TIME: [ ]  
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DRAFTED BY

SCALE

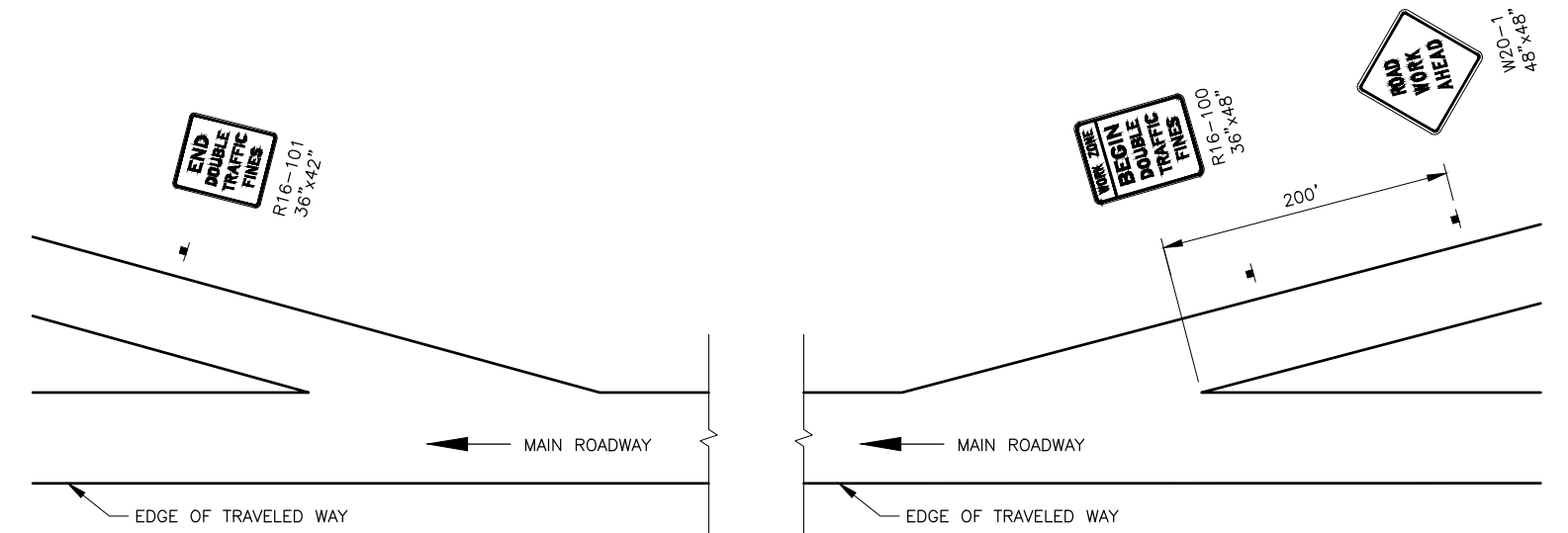
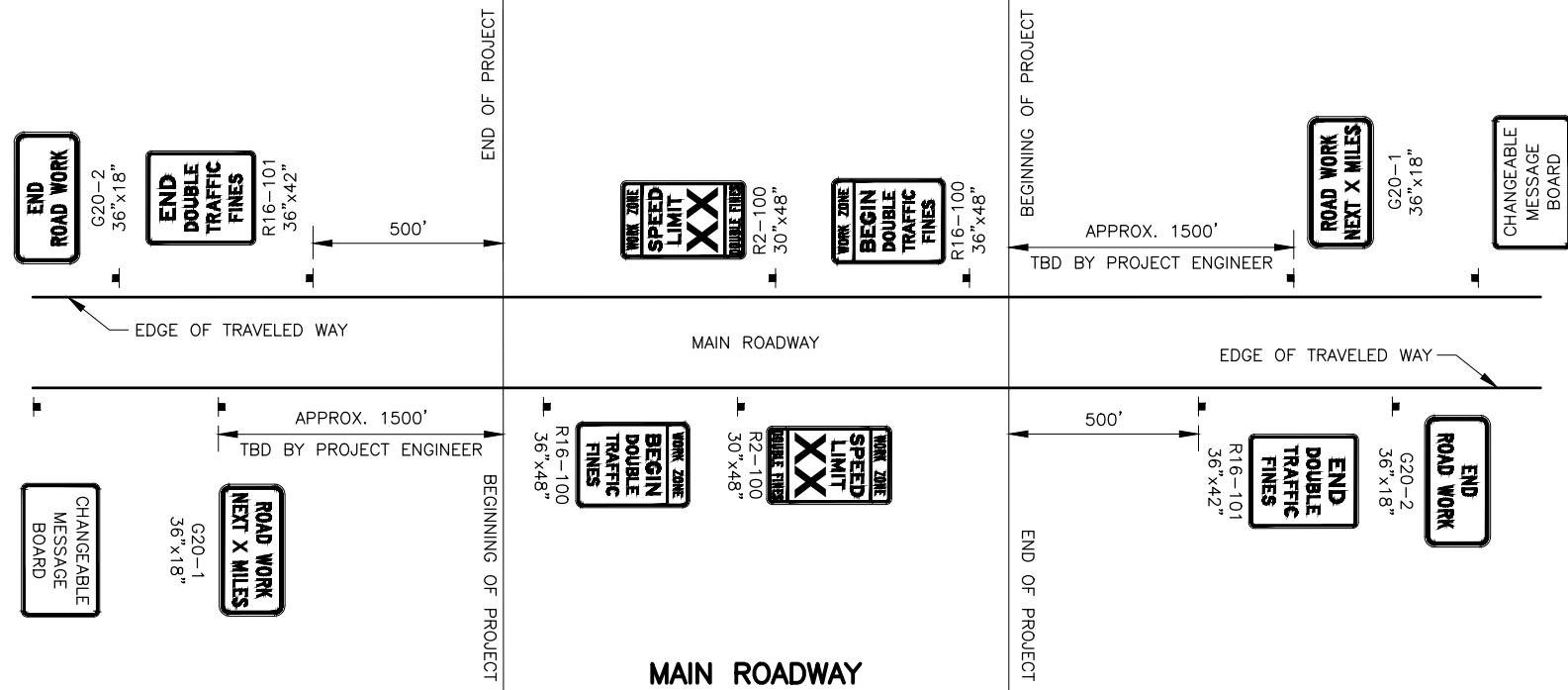
TIME

DATE

11/12/2025 11:53 AM

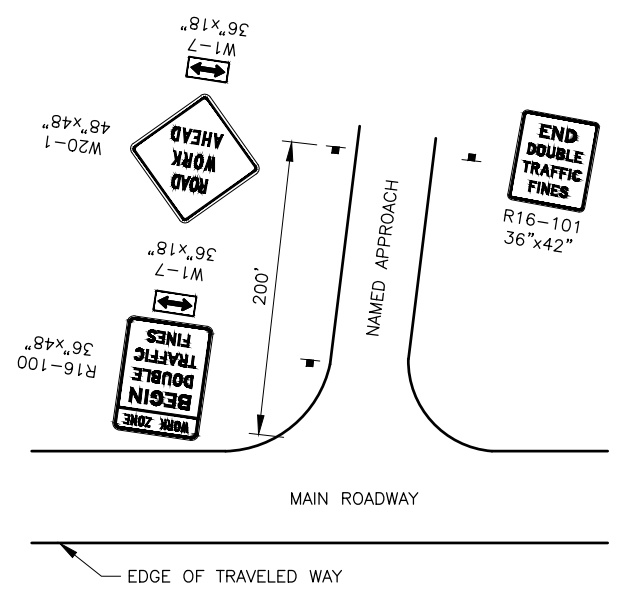
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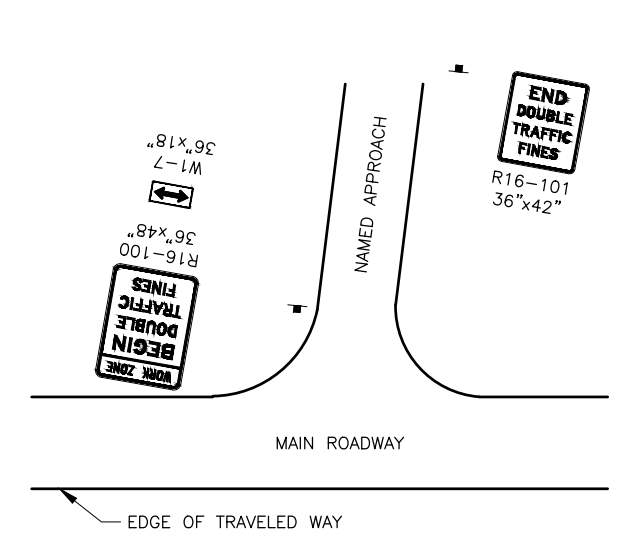


**OFF RAMPS**

**ON RAMPS**



**MAJOR SIDE STREETS**



**MINOR SIDE STREETS**

**CONSTRUCTION SIGN NOTES:**

1. SPEED LIMIT TO BE DETERMINED BY THE PROJECT ENGINEER.
2. SEE ALASKA STANDARD PLAN C-04 FOR SPACING OF DOUBLE FINE SIGNS AND SPEED LIMIT SIGNS.
3. CHANGEABLE MESSAGE BOARD SHALL BE USED FOR ADVANCED NOTIFICATION. LOCATION OF CHANGEABLE MESSAGE BOARDS SHALL BE DETERMINED BY THE ENGINEER.
4. CHANGEABLE MESSAGE BOARDS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER PAY ITEM 643.0003.0000.
5. FOR W1-7 SIGNS SHOWN ON THIS SHEET, BACKGROUND SHALL BE ORANGE.

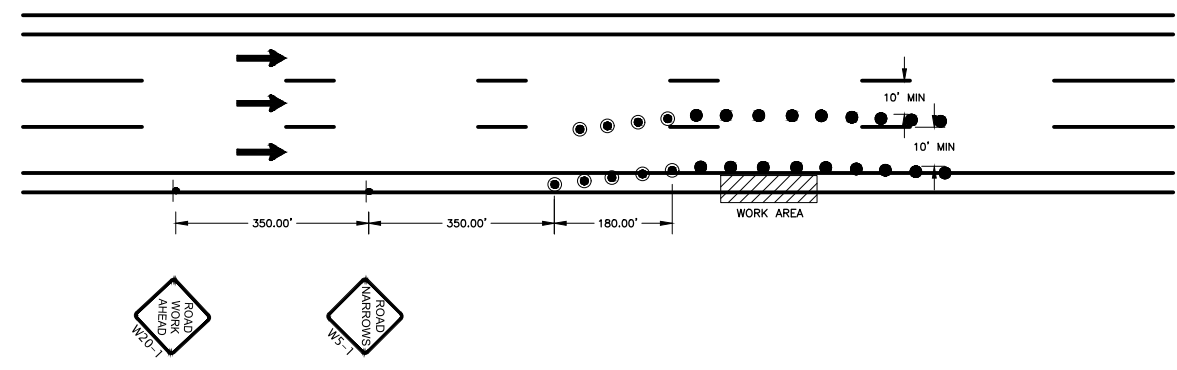
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

**ANCHORAGE AREA  
DRAINAGE PRESERVATION**

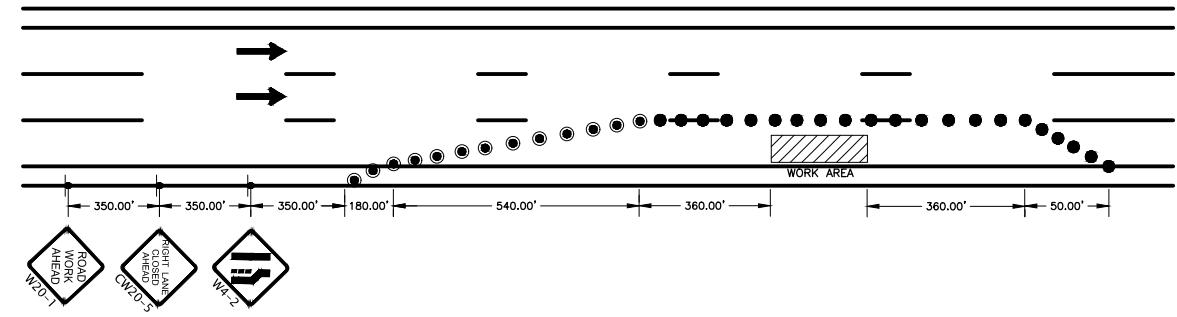
**PERMANENT  
CONSTRUCTION SIGNS  
LAYOUT**

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001822/CFHWY01389	2026	3	5

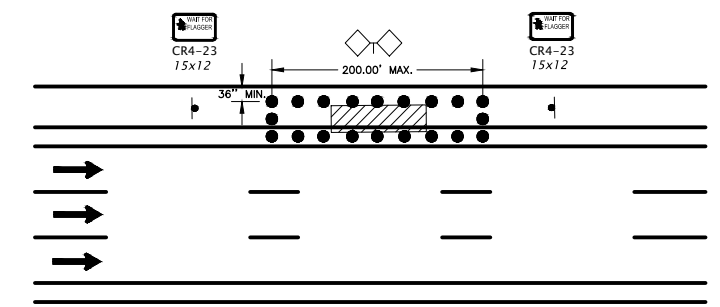
### MAIN STREET SHOULDER WORK



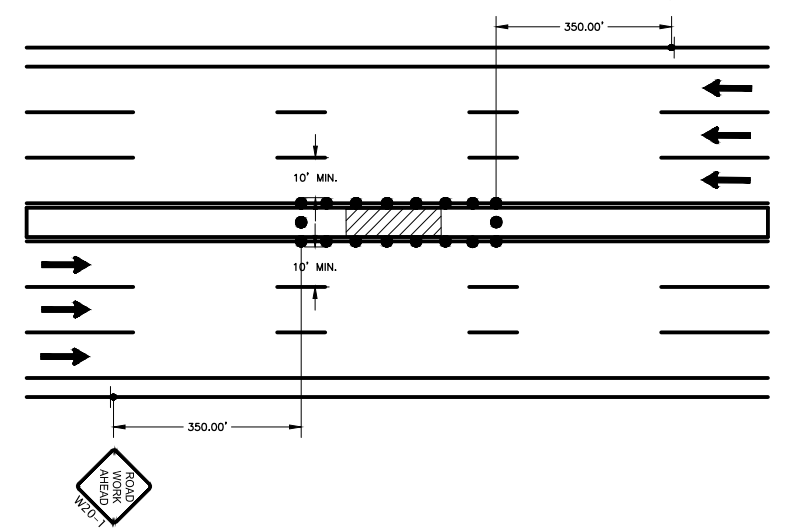
### MAIN STREET SINGLE LANE CLOSURE



### PEDESTRIAN PATH FLAGGING



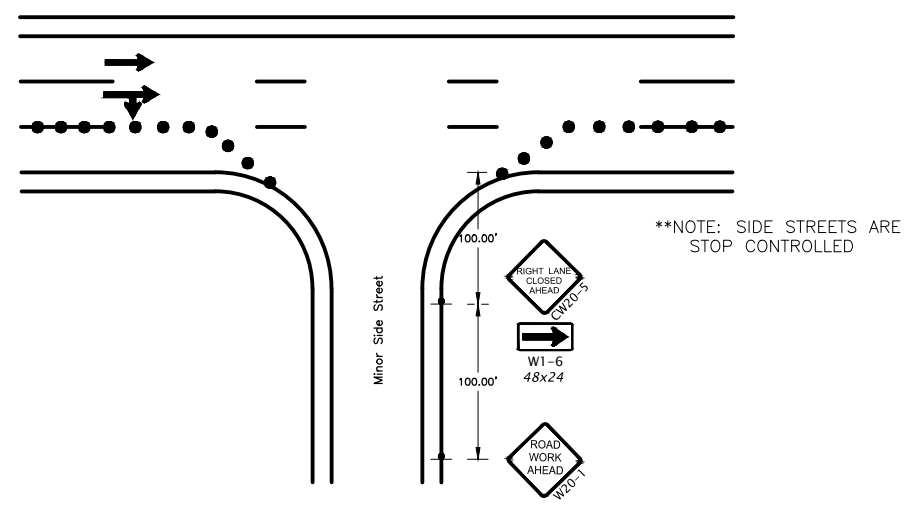
### MEDIAN CLOSURE



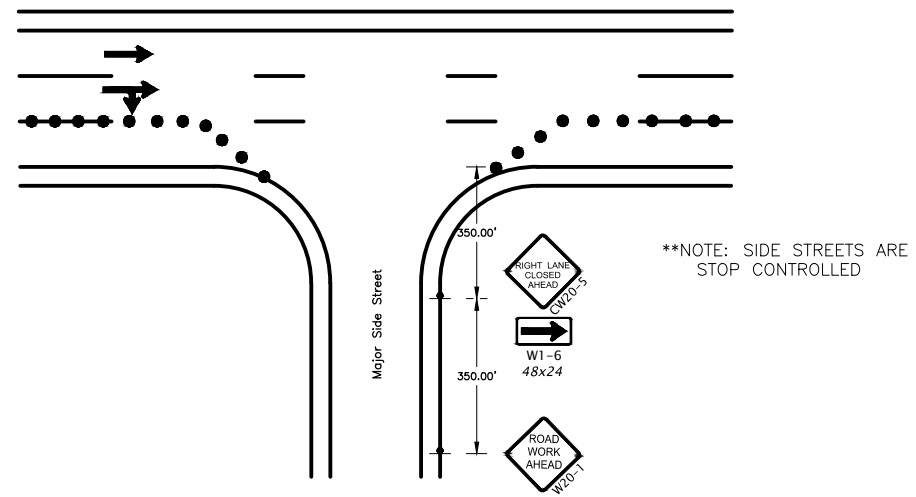
### NOTES:

1. MAINTAIN ACCESS TO ALL BUSINESSES AND PROPERTIES AT ALL TIMES
2. FOR A SPEED LIMIT OF 45 MPH: DISTANCE BETWEEN SIGNS IS 350FT.
3. FOR A SPEED LIMIT OF <45 MPH: DISTANCE BETWEEN SIGNS IS 100FT.
4. FOR A SPEED LIMIT OF 45 MPH: BUFFER LENGTH IS 360FT.
5. FORMULA FOR DETERMINING TAPER LENGTH FOR 45 MPH:  $L=W*S$ . WHERE W IS WIDTH OF ROADWAY AND S IS THE POSTED SPEED LIMIT IN MPH.
6. MERGING TAPER LENGTH:  $L=540FT$
7. SHOULDER TAPER LENGTH:  $\frac{1}{3} L=180FT$
8. DOWNSTREAM TAPER LENGTH: 50FT MINIMUM, 100FT MAXIMUM
9. CONTRACTOR WILL WORK AT ONE LOCATION AT A TIME AND MAINTAIN A MIN 10FT TRAVEL LANE.
10. ADVANCED WARNING SIGNS ARE 48 X 48 FT
11. THE SPACING BETWEEN CONES AND DRUMS SHOULD NOT EXCEED A DISTANCE IN FT > 45FT.
12. TRANSITION TAPER 50'-100', 6 CONES, 10'-20' APART
13. TRAFFIC CONES. USED REFLECTORIZED TRAFFIC CONES THAT CONFORM TO THE REQUIREMENTS OF THE ATM.
14. USE TRAFFIC CONES AT LEAST 28" HIGH
15. SIDEWALK FLAGGERS WILL ASSIST PEDESTRIANS AROUND THE WORK ZONE. THE SIDEWALK CLOSURE/DETOUR WILL BE SET UP ACCORDINGLY PER LOCATION
16. VEHICLES ANTICIPATED FOR THIS WORK INCLUDE A BOX TRUCK AND A FULL SIZE PICKUP TRUCK.
17. SIGN AND DEVICE SPACING ARE NOT TO SCALE

### MINOR SIDE STREET SIGNAGE



### MAJOR SIDE STREET SIGNAGE



### LEGEND

- TRAFFIC CONES
- DRUMS
- ◇ FLAGGER
- ▨ WORK AREA
- CONSTRUCTION SIGN
- BARRICADE

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

**ANCHORAGE AREA  
DRAINAGE PRESERVATION**

**TEMPORARY TRAFFIC  
CONTROL DETAILS**

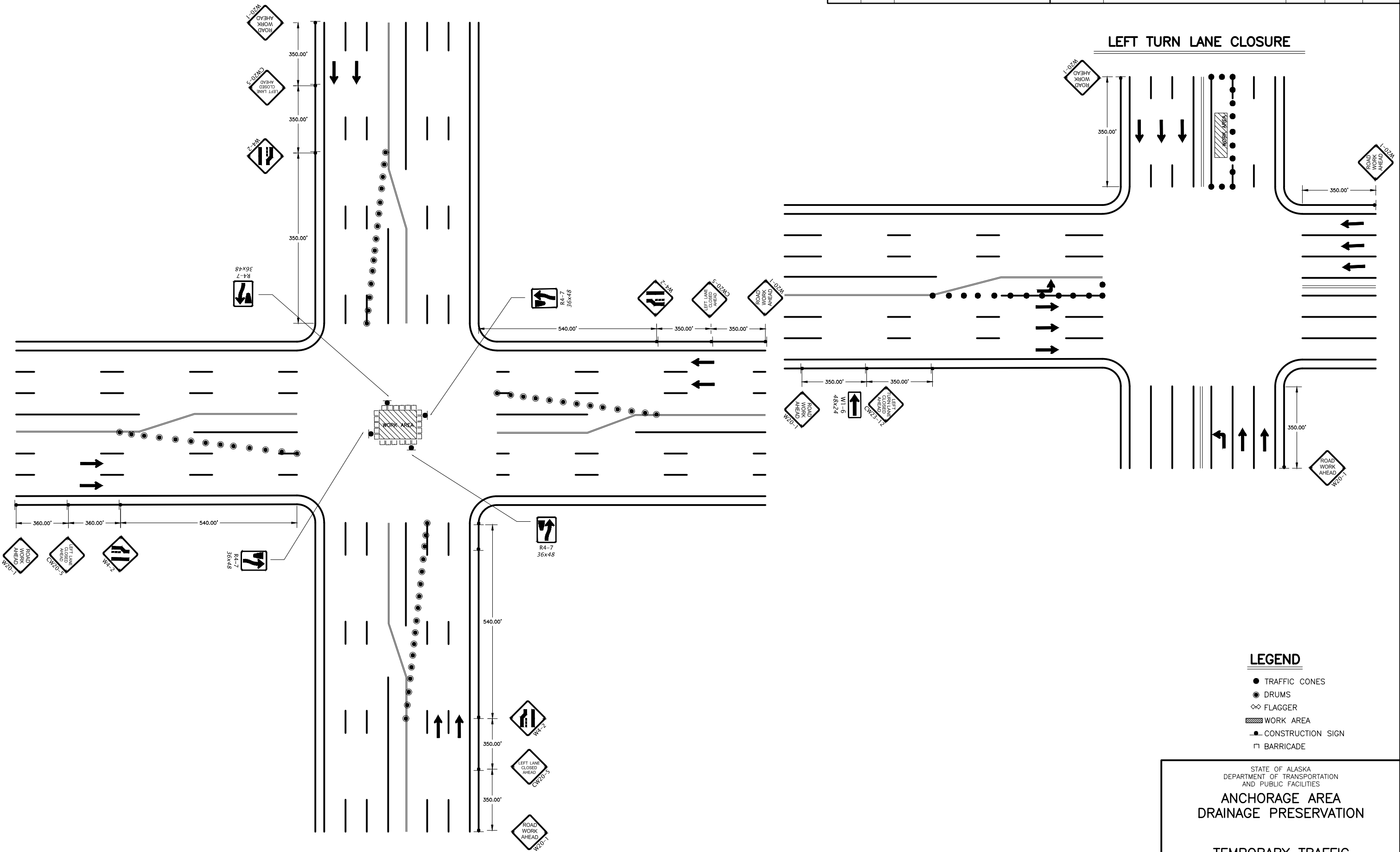
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# CLOSURE CENTER OF AN INTERSECTION

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## LEGEND

- TRAFFIC CONES
- DRUMS
- ◇ FLAGGER
- ▨ WORK AREA
- CONSTRUCTION SIGN
- BARRICADE

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
**ANCHORAGE AREA  
 DRAINAGE PRESERVATION**  
**TEMPORARY TRAFFIC  
 CONTROL PLAN**