

Transportation Management Plan

For

SEWARD HIGHWAY: MP 25.5-36 TRAIL RIVER TO STERLING WYE REHABILITATION

Project Number: 0311(031) / Z546590000

Moose Pass, Alaska



Alaska Department of Transportation & Public Facilities
Central Region, Mat-Su District Office

500 S. Seward Meridian Pkwy

Wasilla, Alaska USA 99654

Prepared By: Zachary Kay, Engineering Assistant

Phase: PS&E Review

Preparation Date: December 15, 2025

The following Transportation Management Plan (TMP) has been prepared for/by the Alaska Department of Transportation and Public Facilities (DOT&PF) to assist contractors in successfully planning for project transportation impacts in accordance with 23 CFR 630, Subparts J & K, and DOT&PF Policy and Procedure 05.05.015 "Highway Work Zone Safety and Mobility".

This document lays out a set of strategies for managing the work zone impacts and is required by the [Work Zone Safety Mobility Rule](#). This TMP was developed from the Oregon DOT Transportation Management Plan Template, FHWA Sample Transportation Management Plans and Templates, and DOT&PF Highway Preconstruction Manual.

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1.0 Introduction

1.1 Purpose

The purpose of this Transportation Management Plan (TMP) is to provide the details regarding the development of the Traffic Control Plan (TCP) and other measures recommended during the construction phase of this project. During construction, it is desired that disruptions and delays to travelers and freight be minimized without compromising public or worker safety and the quality of the work being performed. This TMP is considered a living document and will be subject to additions and modifications throughout the project's life.

1.2 Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate approximately 11 miles of the Seward Highway from historical milepost (MP) 25.5 (mile point 25.3) near the Trail River bridge to MP 36.6 (mile point 36.1), just south of the Sterling Wye. The project is located in the Matanuska-Susitna Borough (MSB) in S27, T18N, R1E, SM and S34, T18N, R1E, SM, 61.614601 Latitude, and -149.254848 Longitude. See Traffic Control Plan for location and vicinity map.

The proposed rehabilitation includes: widening the roadway to provide 6 foot shoulders outside of the community of Moose Pass; removing and upgrading guardrail; replacing culverts, signing, and striping; improving ditching and drainage; clearing vegetation for improved sight distance; upgrading existing pedestrian amenities; and adding traffic calming measures through the community of Moose Pass.

1.3 Project Staff

Design Manager
DOT&PF
Name/Title: Chris Bentz, P.E., Project Manager Unit: Mat-Su District Office Phone: 907 707-1912 Email: chris.bentz@alaska.gov
Roles and Responsibilities:

Design Engineer
DOT&PF
Name/Title: Claire Ellis, P.E., Project Engineer Unit: Mat-Su District Office Phone: 907 707-1920 Email: claire.ellis@alaska.gov
Roles and Responsibilities:

The Construction Project Manager is responsible for overseeing TMP components and other safety and mobility aspects of the project. They may delegate to traffic control representatives. Personnel require training in accordance with P&P 05.05.015. (DOT&PF Alaska Construction Manual, Section 3.10, pg. 3-8)

Construction Manager
DOT&PF / Consultant
Name/Title: Unit: Phone: Email:
Roles and Responsibilities:

Construction Project Engineer
DOT&PF / Consultant
Name/Title: Unit: Phone: Email:
Roles and Responsibilities:

TMP Implementation/Monitoring Staff	
DOT&PF / Consultant	Contractor
Name/Title: Unit: Phone: Email:	Name/Title: Unit: Phone: Email:
Roles and Responsibilities:	

Public Information Officer	
DOT&PF / Consultant	Contractor
Name/Title: Unit: Phone: Email:	Name/Title: Unit: Phone: Email:
Roles and Responsibilities:	

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

2.0 Transportation Management Plan

2.1 Stakeholder Involvement

Table 1. Project Stakeholders

Agency/ Organization	Name	Title	Phone Number
Agency Representatives			
DOT&PF	Chris Bentz	Design Project Manager	907-707-1912
Schools			
Kenai Peninsula Borough School District Planning and Operations	Kevin Lyon	Director of Planning and Operations	907-714-8821
Kenai Peninsula Borough School District Pupil Transportation	Melody Best Seward Area Dispatch	Transportation Supervisor	907-714-8834 907-224-3559
Emergency Services			
Office of Emergency Management			907-262-4910
Kenai Peninsula Borough Fire & EMS	Bear Creek Fire Service Area		907-235-9811
Alaska State Troopers Seward Post			907-224-3346
Hospitals			
Providence Seward Medical Center			907-224-5205

2.2 Construction Impacts on Traffic Mobility

Contractor to follow section 643 for traffic restrictions as it applies. Contractor to utilize various construction techniques to ensure traffic mobility through the site. Contractor and on-site Inspector(s) shall coordinate with road users/stakeholders as necessary.

Table 2. Roadways Affected by Project

Roadways Affected by TMP – Summary				
Roadway/Street Name	Classification	AADT	Truck Percentage	Posted Speed
Seward Highway	Rural Arterial	2,309	12.50%	55-35 MPH
Post Office Drive	Rural Local Rd	N/A	N/A	25 MPH
Depot Road	Rural Local Rd	N/A	N/A	25 MPH

2.3 Existing Road Users

Land use in the vicinity of the project is mixed including residential subdivisions and businesses. This area services several schools which include bus routes in the surrounding area that pass through this project location. Two volunteer fire stations are within the project limits, one in Moose Pass proper, and the other just south of the Wye.

Seasonal traffic fluctuations occur, with a significant increase in recreational traffic during the summer months. Nearby Seward provides a hub for tour buses as well as supporting a large percentage of truck traffic. Percent truck traffic is approximately 12.5%.

Seward Highway is classified as a rural arterial and is a major north-south connection within the KPB, connecting the city of Seward to the city of Anchorage.

2.4 Road Capacity Analysis

Based on the DOT&PF Central Region Annual Traffic Geographic Information System (GIS) Map and the project developed Traffic Control Plans (TCP), it is not expected that road capacity needs to be analyzed under the anticipated construction conditions. The project TCP provides reasonable workspace, suggested detour routes, suggested work phasing, and maintains through traffic on Seward Highway through construction.

2.5 Project-Specific Safety Concerns

Should construction activities coincide with school season, Contractor shall coordinate any potential impacts to bus stops and bus routes with school bus services to ensure safe and accessible bus stop locations can be maintained throughout the project corridor.

2.6 TOP and PIP

The HPCM Section 1400.2 sets forth the criteria for determining if a project is to be classified as a “Significant Project” for purposes of determining the level of effort required in developing a Traffic Management Plan (TMP). Although Seward Highway is classified as a Rural Arterial and is located within the Kenai Borough’s Road Service Area (RSA), AADTs are below 30,000 vehicles per day, will not require greater attention than normal traffic control, and full closures for blasting or culvert installation are required to be outside peak traffic hours per project specifications. Therefore, the project is not considered a “Significant Project”, and a PIP is not required.

The Department will coordinate with relevant public agencies and event organizers and incorporate means and methods for minimizing traffic impacts with the contractor not covered by the TCP within the project plans.

2.7 ROW & Public Access

Access to the two volunteer Fire Stations located within the project limits shall be maintained throughout construction unless otherwise coordinated with KPB Emergency Services. Access to residence(s), businesses, and through traffic shall be maintained via approved Traffic Control Plan as demonstrated in appendix A. The project required acquisition of several parcels, temporary construction permits, and temporary construction easements that provide adequate space for all construction activities to occur within permanent ROW, easements or temporary work areas.

2.8 Utility Proximity

AT&T Telecommunications Co., Chugach Electric Association, and TelAlaska, Inc. all own utilities within the project vicinity. Work on and adjacent to the existing or proposed utilities will follow utility agreements and best practices. All utility relocation work will be completed within permanent ROW, easements or temporary work areas and is expected not have any adverse impacts to traffic. All joint trenching, bores, and overhead work needs are accounted for within the utility agreements and the project specifications.

2.9 Oversize/Overweight Vehicles

Analysis of the project location, proposed design, and potential construction methods indicates that no special permitting will be required for shipping of materials or equipment. The contractor should coordinate with the Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE) as needed.

Alaska Railroad does operate within the project area, however there are no crossings within the project limits.

2.10 Environmental Impacts from Temporary Construction

The proposed project does not involve any unusual circumstances or significant environmental impacts; it meets the criteria for classification as a Categorical Exclusion per 23 CFR 771.117. A Categorical Exclusion for the project was approved on May 9, 2018. An Expedited Re-Evaluation was completed on June 14, 2023. The contractor will be required to prepare and implement a SWPPP that conforms to the DOT&PF BMPs for Erosion and Sediment Control in accordance with the DOT&PF contract specifications. Appropriate erosion and sediment controls will be used and maintained in optimal condition during construction and all other exposed soils/fills will be permanently stabilized.

The contractor will be required to dispose of solid waste at an ADEC approved landfill. An ESCP will be made available to the contractor to use as guidance in developing the SWPPP.

The contractor is responsible for obtaining all necessary permits and clearances for materials sites, disposal sites, and staging areas unless DOT&PF has obtained all necessary permits.

2.11 Traffic Control Plan (TCP)

See Appendix A.

Appendix A: Temporary Traffic Control Plan

Standard: The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel (see definition in Section 1A.13), including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents. (2009 MUTCD, Part 6, pg. 547)

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 CHECKED BY: ZDK
 DRAFTED BY: ZDK

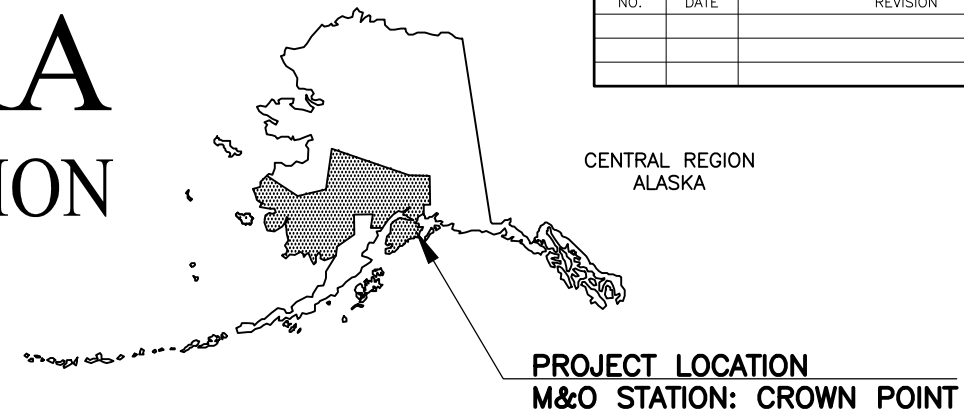
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0311(031)/Z546590000	2027	J01	J08

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



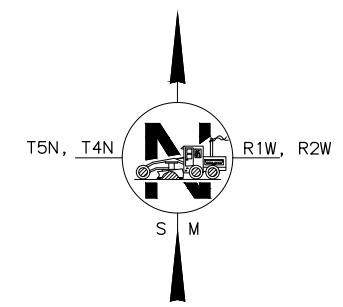
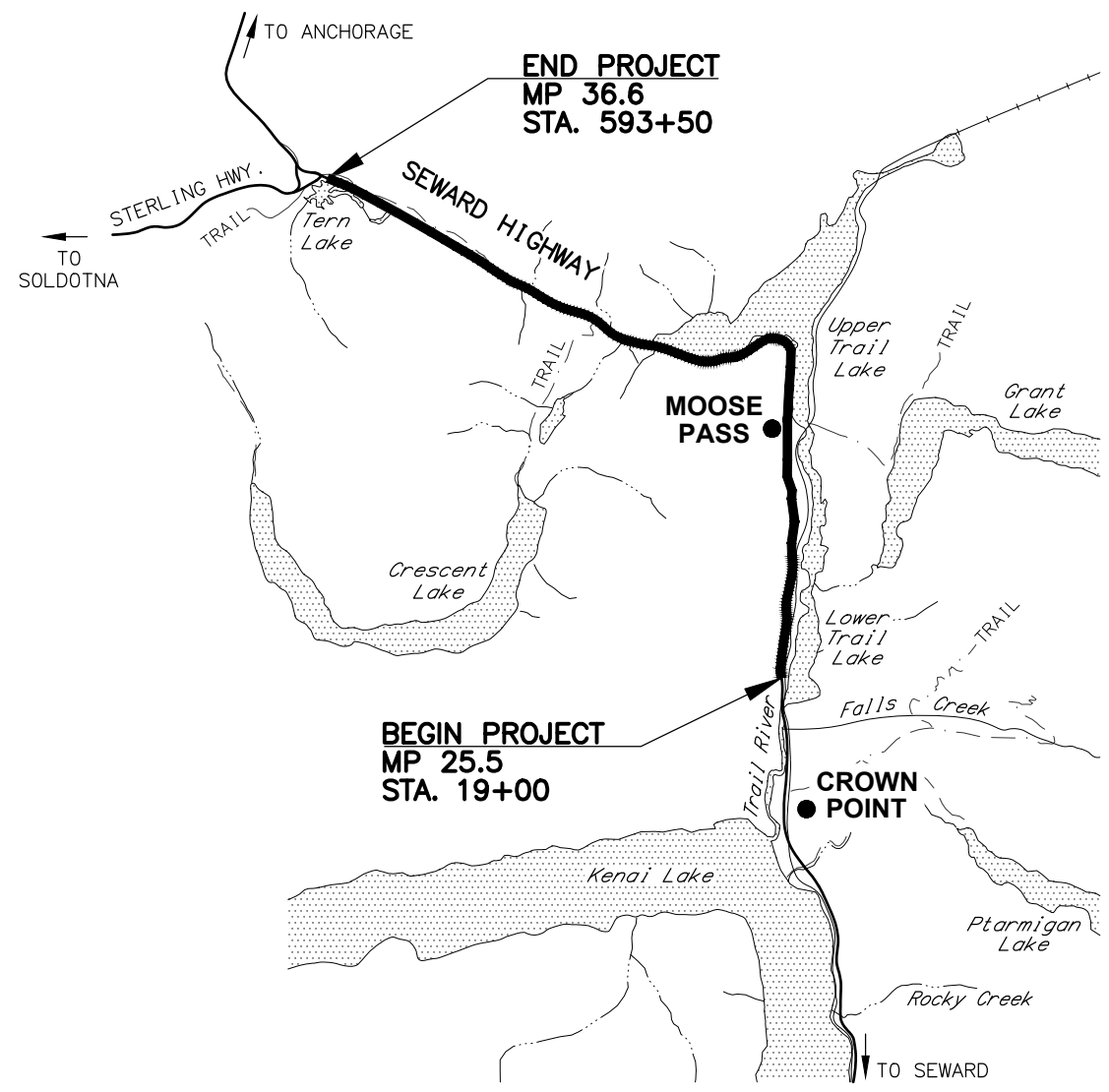
PROPOSED HIGHWAY PROJECT

SEWARD HIGHWAY: MP 25.5-36

TRAIL RIVER TO STERLING WYE REHABILITATION

PROJECT NO. 0311(031)/Z546590000

TRAFFIC CONTROL PLAN

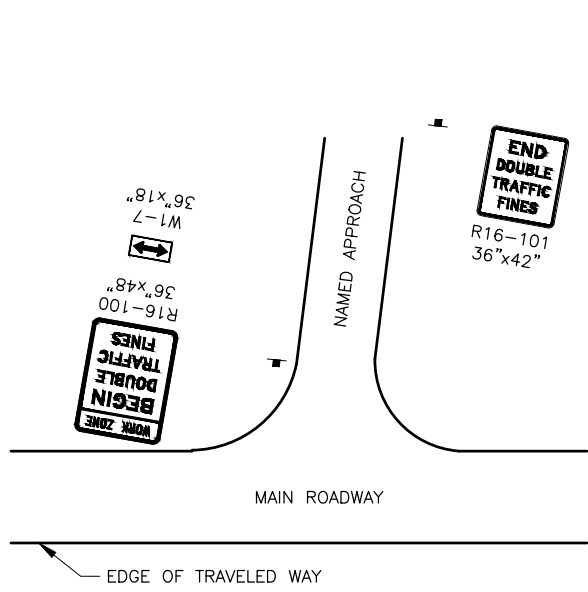
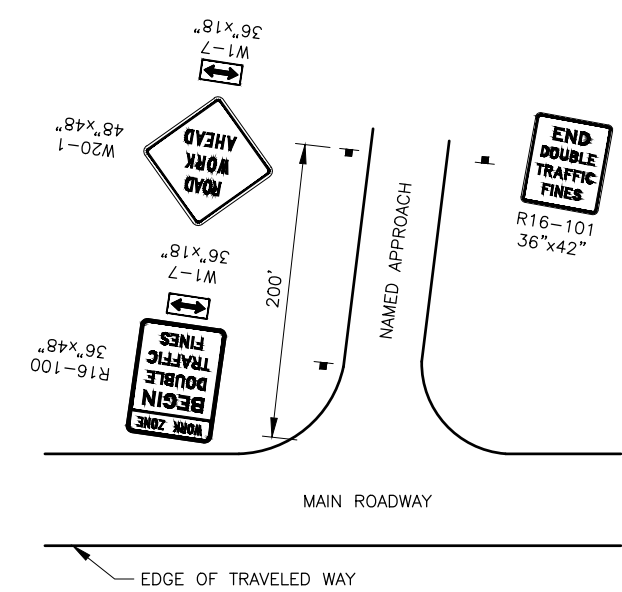
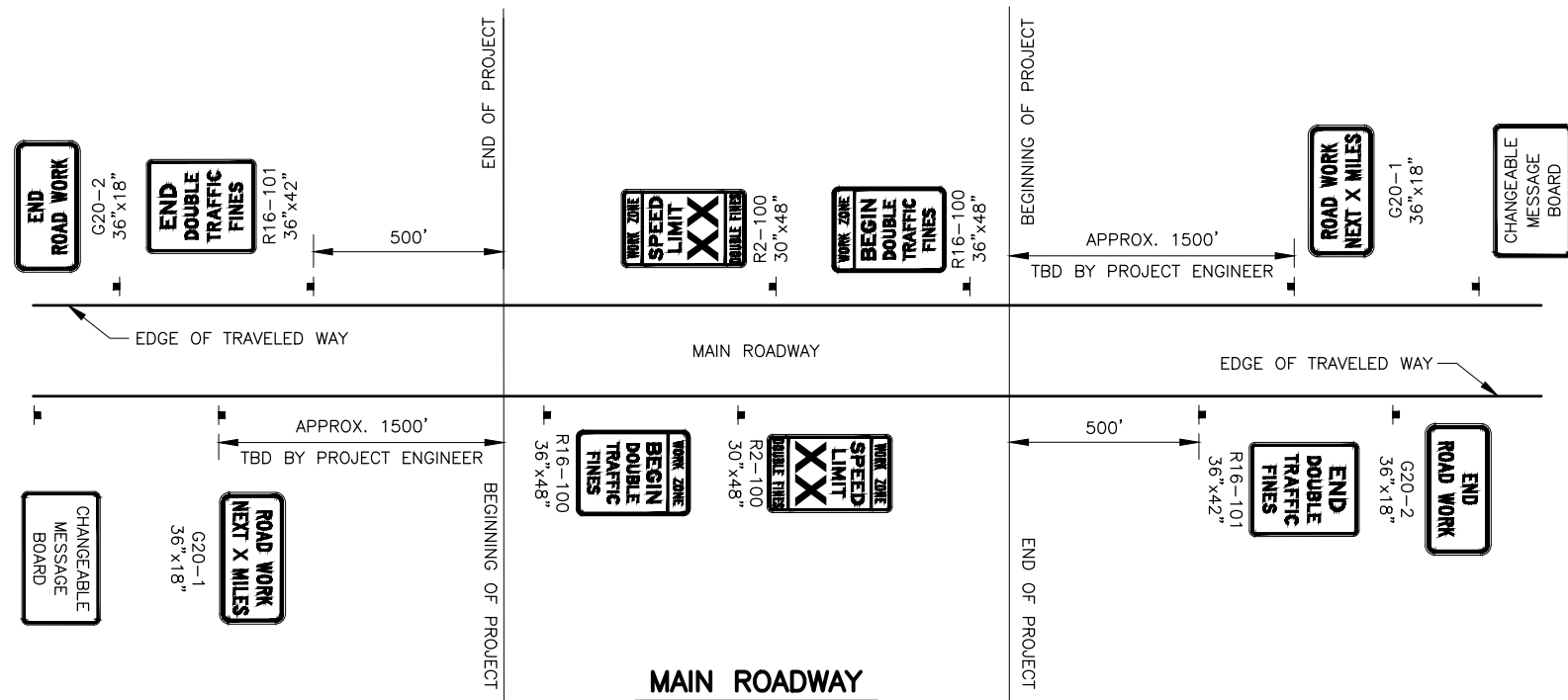


INDEX	
SHEET	DESCRIPTION
J01	TITLE SHEET
J02	PERMANENT CONSTRUCTION SIGNS DETAIL
J03-J04	TRAFFIC CONTROL & WORK SPACE
J04	DETOUR TYPICAL SECTIONS
J05-J08	PROJECT DETOURS & DIVERSION

PS&E REVIEW
MARCH 2026

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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 DRAFTED BY: [blank]
 CROOK: [blank]
 CLE: [blank]
 CRD01: [blank]



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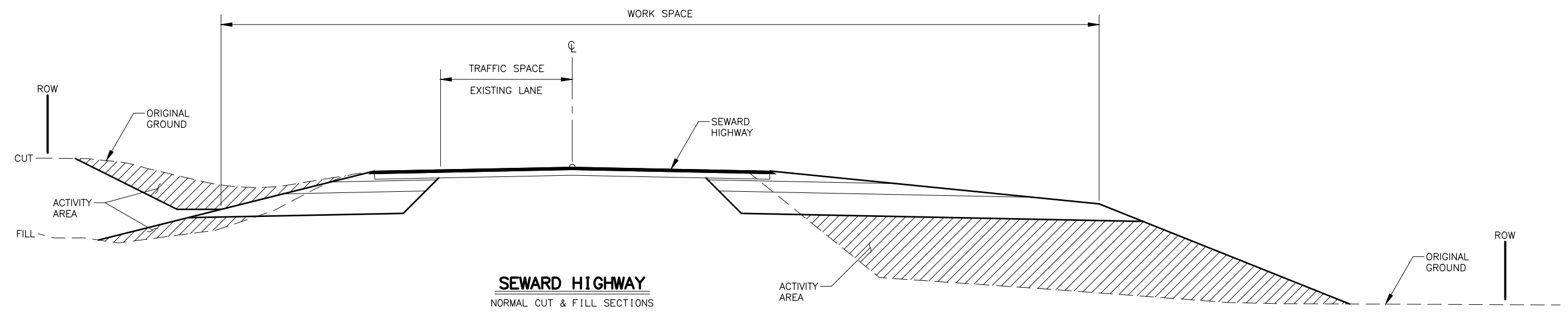
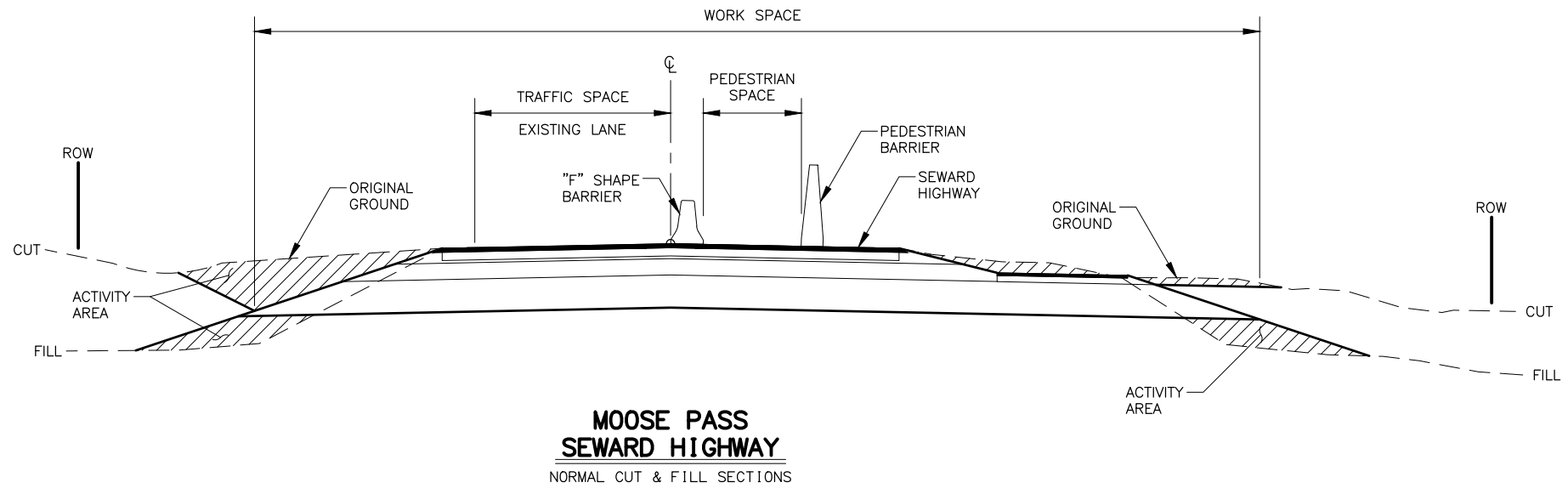
1. SPEED LIMIT TO BE DETERMINED BY THE PROJECT ENGINEER.
2. SEE ALASKA STANDARD PLAN C-04 FOR SPACING OF DOUBLE FINE SIGNS AND SPEED LIMIT SIGNS.
3. CHANGEABLE MESSAGE BOARD SHALL BE USED FOR ADVANCED NOTIFICATION. LOCATION OF CHANGEABLE MESSAGE BOARDS SHALL BE DETERMINED BY THE ENGINEER.
4. CHANGEABLE 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.

PS&E
REVIEW

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
SEWARD HIGHWAY
 MP 25.5-36 TRAIL RIVER TO
 STERLING WYE REHABILITATION
 PERMANENT CONSTRUCTION
 SIGNS LAYOUT

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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GENERAL NOTES:

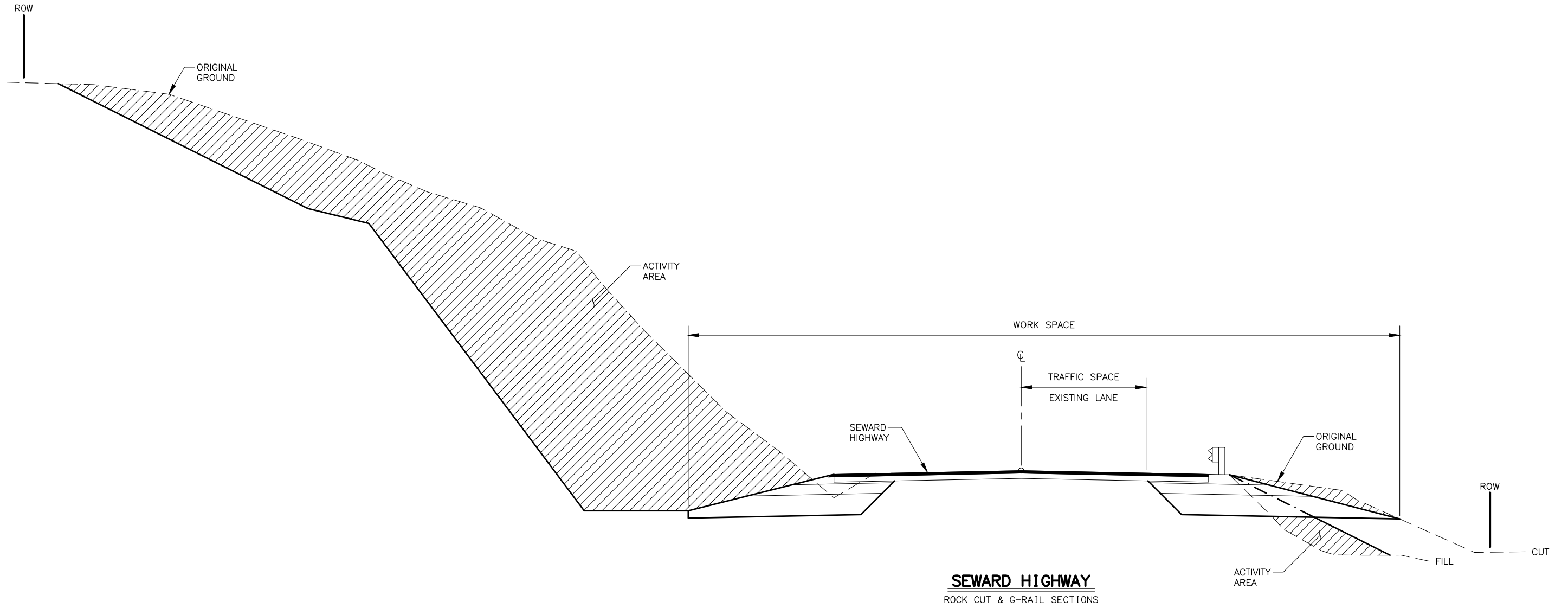
1. TRAFFIC SPACE ALTERNATES LT TO RT TO ACCOMMODATE CONSTRUCTION ACTIVITIES IN THE WORK SPACE.
2. EXISTING PEDESTRIAN ROUTES MUST BE MAINTAINED AT ALL TIMES.

**PS&E
REVIEW**

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
SEWARD HIGHWAY
 MP 25.5-36 TRAIL RIVER TO
 STERLING WYE REHABILITATION
 TRAFFIC CONTROL &
 WORK SPACE

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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**PS&E
REVIEW**

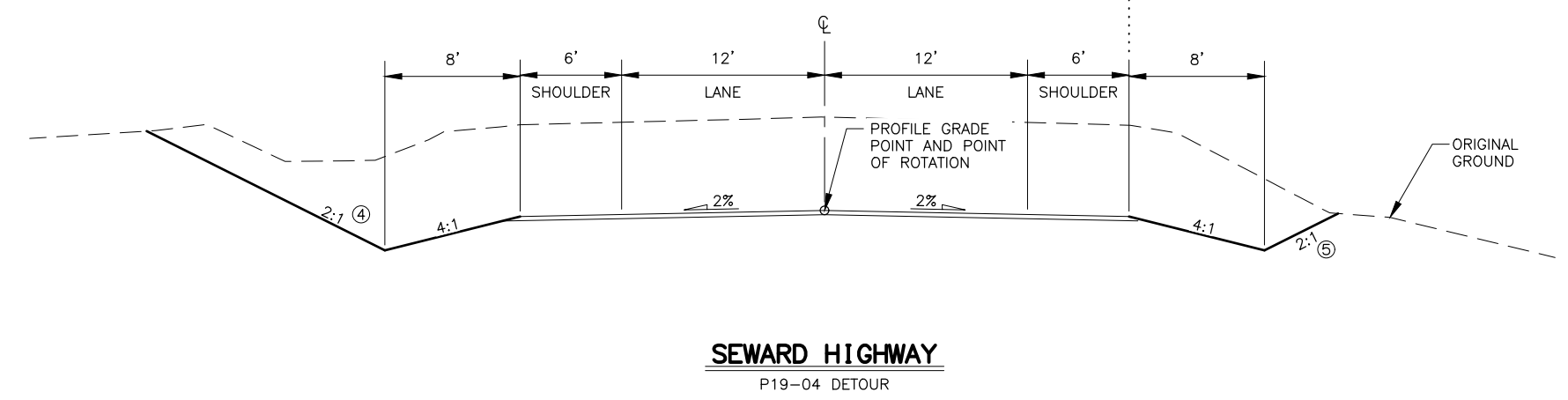
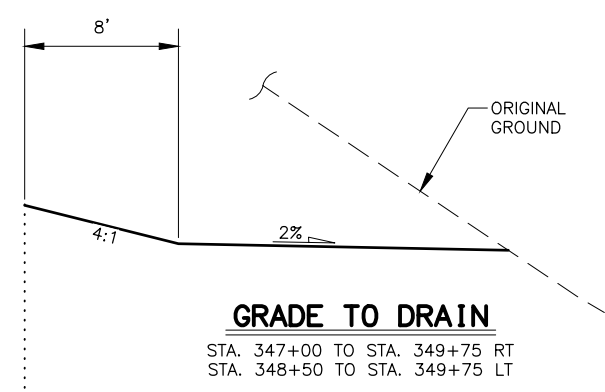
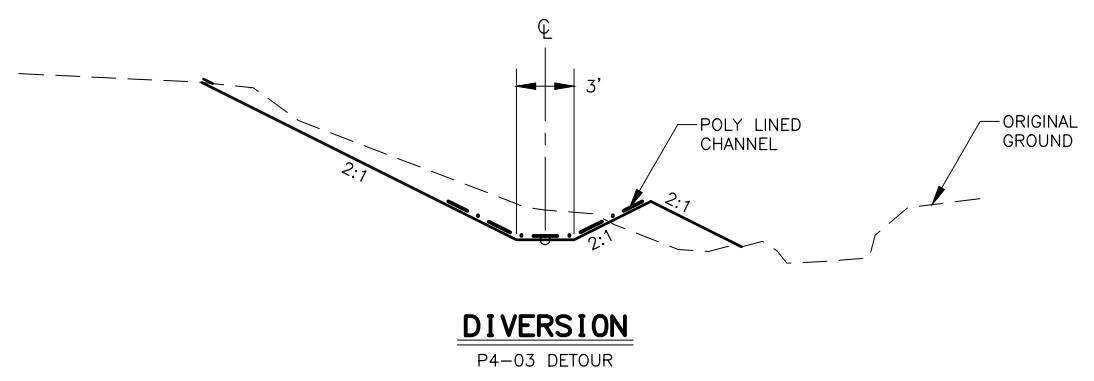
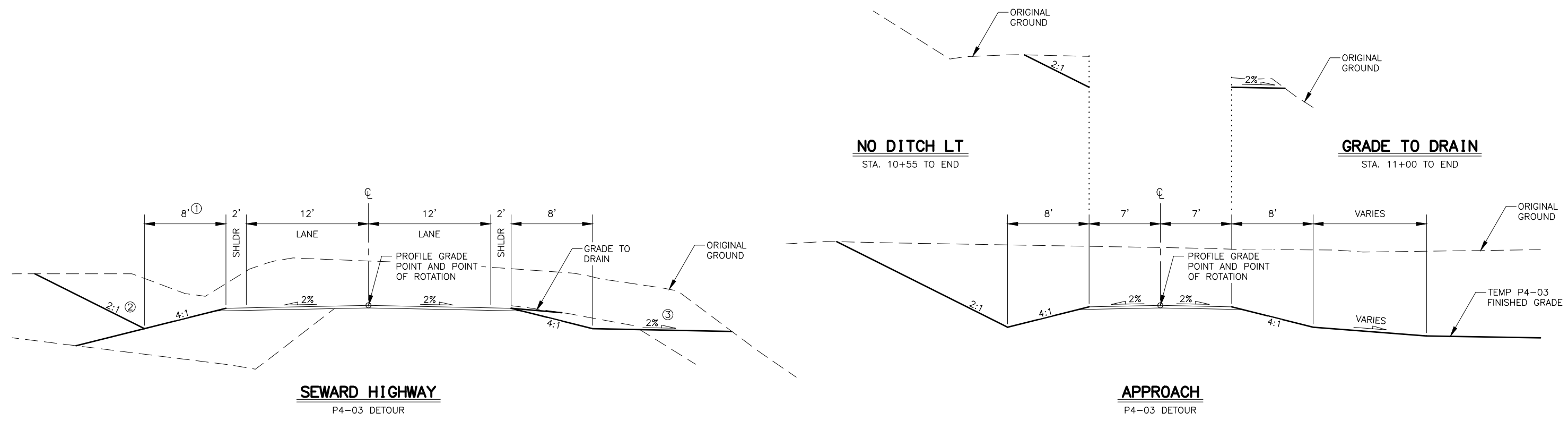
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

**SEWARD HIGHWAY
 MP 25.5-36 TRAIL RIVER TO
 STERLING WYE REHABILITATION**

**TRAFFIC CONTROL &
 WORK SPACE**

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0311(031)/Z546590000	2027	J05	J08

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- NOTES:**
- P4-03 DETOUR:
- ① USE 4' FORESLOPE WIDTH STA. 72+50 TO STA. 74+25 LT.
 - ② GRADE TO DRAIN STA. 72+50 TO STA. 74+00 RT.
 - ③ USE 2:1 BACKSLOPE FROM STA. 77+50 TO END OF DETOUR.
- P19-04 DETOUR:
- ④ TRANSITION LT BACKSLOPE FROM 2:1 TO 1:1 FROM STA. 351+00 TO STA. 352+00. USE 1:1 BACKSLOPE FOR REMAINDER OF DETOUR.
 - ⑤ USE 1.5:1 BACKSLOPE STA. 350+75 TO END OF DETOUR RT.

PS&E REVIEW

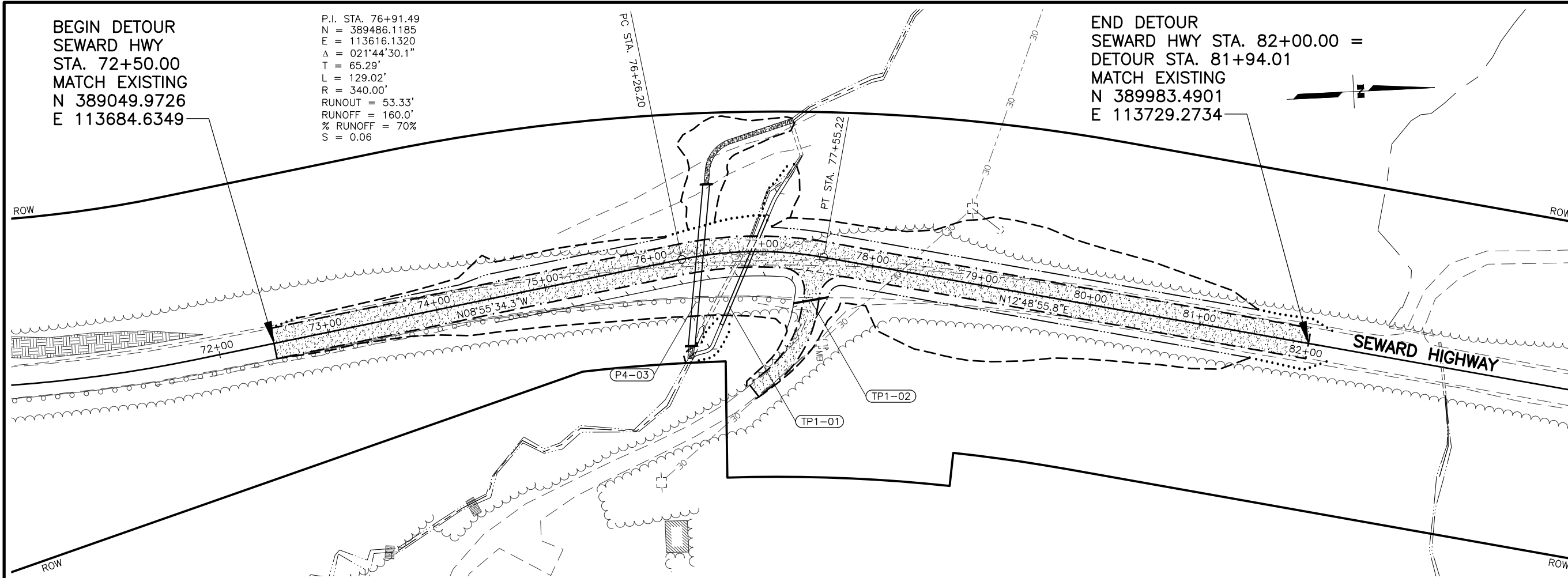
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
SEWARD HIGHWAY
MP 25.5-36 TRAIL RIVER TO
STERLING WYE REHABILITATION
 DETOUR
 TYPICAL SECTIONS

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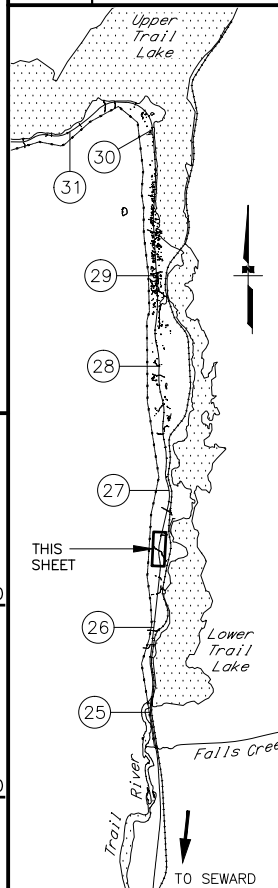
BEGIN DETOUR
SEWARD HWY
STA. 72+50.00
MATCH EXISTING
N 389049.9726
E 113684.6349

P.I. STA. 76+91.49
 N = 389486.1185
 E = 113616.1320
 Δ = 021°44'30.1"
 T = 65.29'
 L = 129.02'
 R = 340.00'
 RUNOUT = 53.33'
 RUNOFF = 160.0'
 % RUNOFF = 70%
 S = 0.06

END DETOUR
SEWARD HWY STA. 82+00.00 =
DETOUR STA. 81+94.01
MATCH EXISTING
N 389983.4901
E 113729.2734

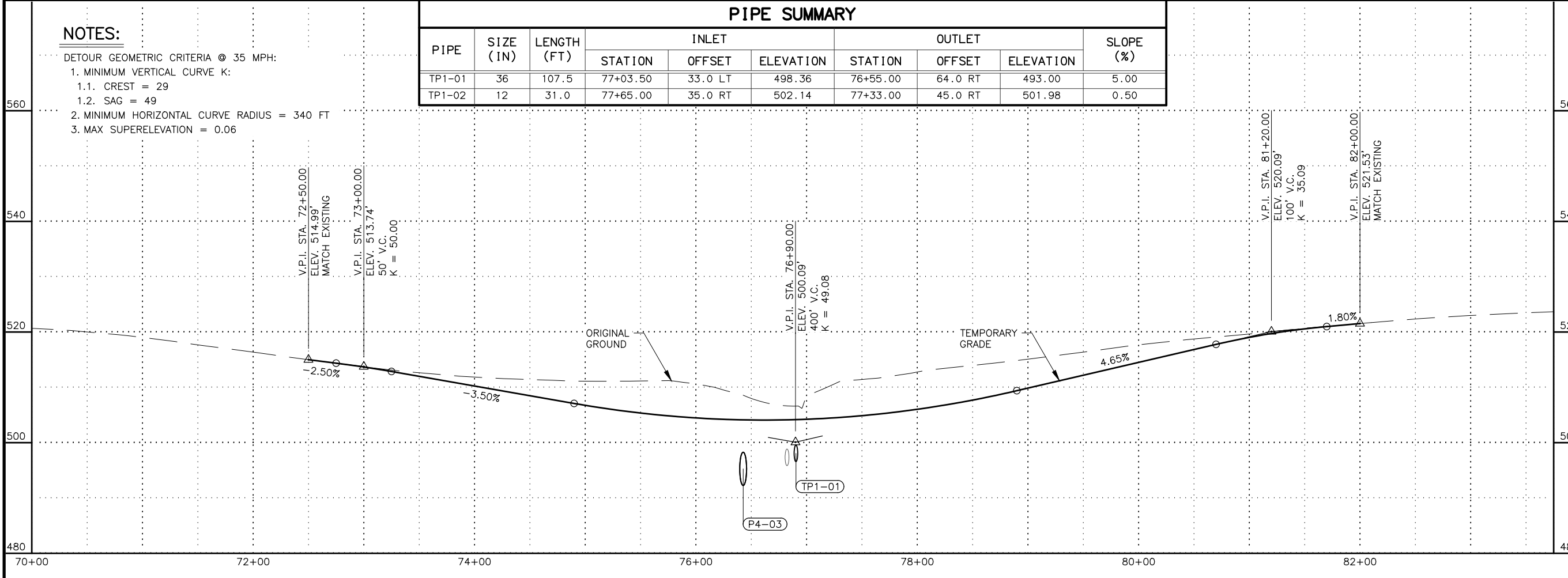


SHEET NO.	TOTAL SHEETS
J06	J08
STATE	YEAR
ALASKA	2027
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0311(031)/Z546590000	
NO.	REVISION
NO.	REVISION
NO.	REVISION
NO.	REVISION



- NOTES:**
- DETOUR GEOMETRIC CRITERIA @ 35 MPH:
 - 1. MINIMUM VERTICAL CURVE K:
 - 1.1. CREST = 29
 - 1.2. SAG = 49
 - 2. MINIMUM HORIZONTAL CURVE RADIUS = 340 FT
 - 3. MAX SUPERELEVATION = 0.06

PIPE SUMMARY									
PIPE	SIZE (IN)	LENGTH (FT)	INLET			OUTLET			SLOPE (%)
			STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION	
TP1-01	36	107.5	77+03.50	33.0 LT	498.36	76+55.00	64.0 RT	493.00	5.00
TP1-02	12	31.0	77+65.00	35.0 RT	502.14	77+33.00	45.0 RT	501.98	0.50



PS&E
 REVIEW

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
SEWARD HWY MP 25.5
TO 36 TRAIL RIVER TO
STERLING WYE REHAB
PLAN AND PROFILE
P4-03 DETOUR
35 MPH

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BEGIN TEMPORARY
 APPROACH
 STA. 77+50.00 =
 STA. 10+00.00
 MATCH PROPOSED
 N 389544.6912
 E 113629.4970

P.I. STA. 10+88.51
 N = 389526.3858
 E = 113716.0890
 $\Delta = 043^{\circ}09'03.0''$
 T = 39.54'
 L = 75.31'
 R = 100.00'

END TEMPORARY
 APPROACH
 STA. 11+40.00
 MATCH EXISTING
 N 389481.0645
 E 113747.7206

BEGIN TEMPORARY
 DRAINAGE DIVERSION
 STA. 77+21.31 =
 STA. 0+15.00
 MATCH EXISTING
 N 389525.6284
 E 113550.6849

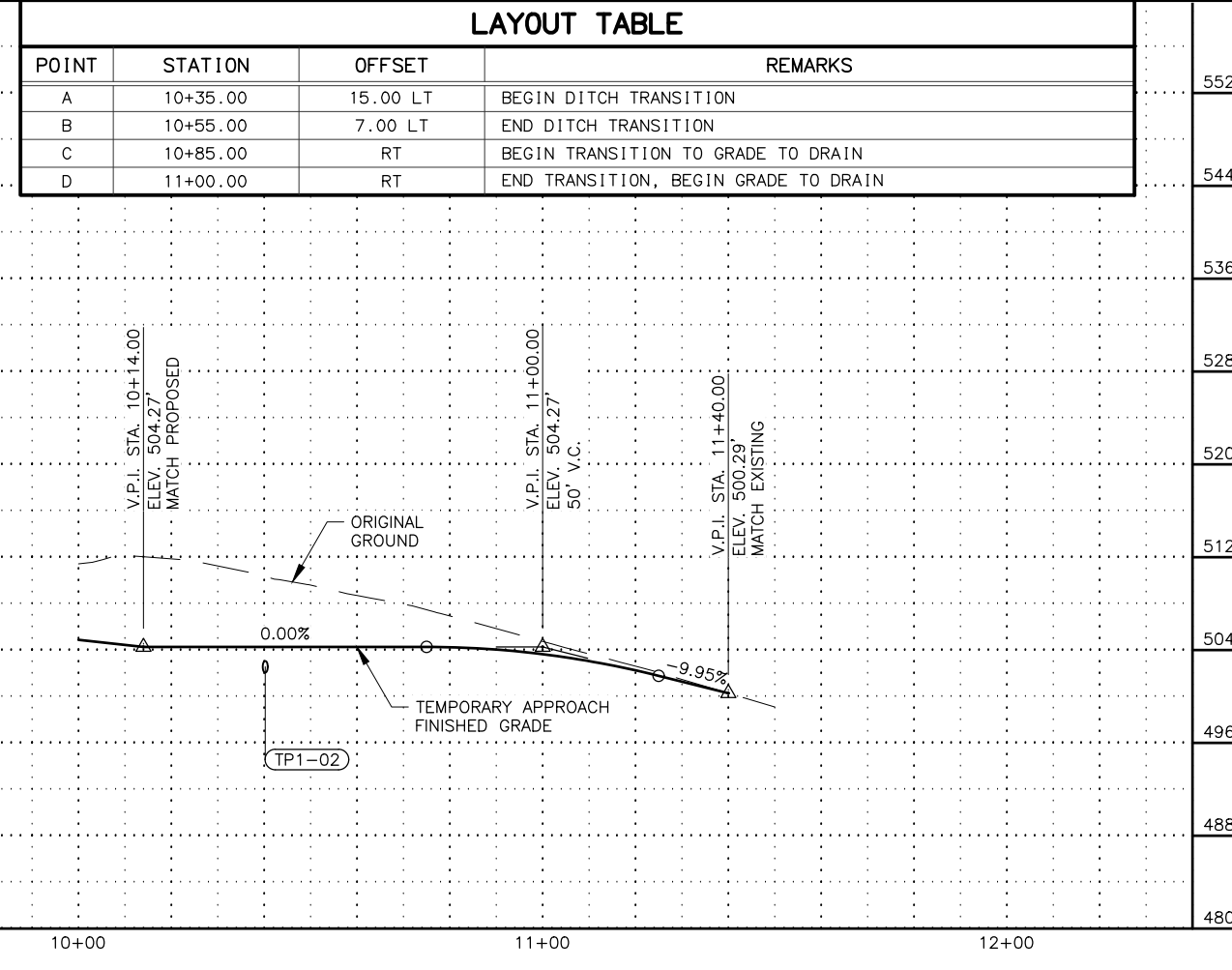
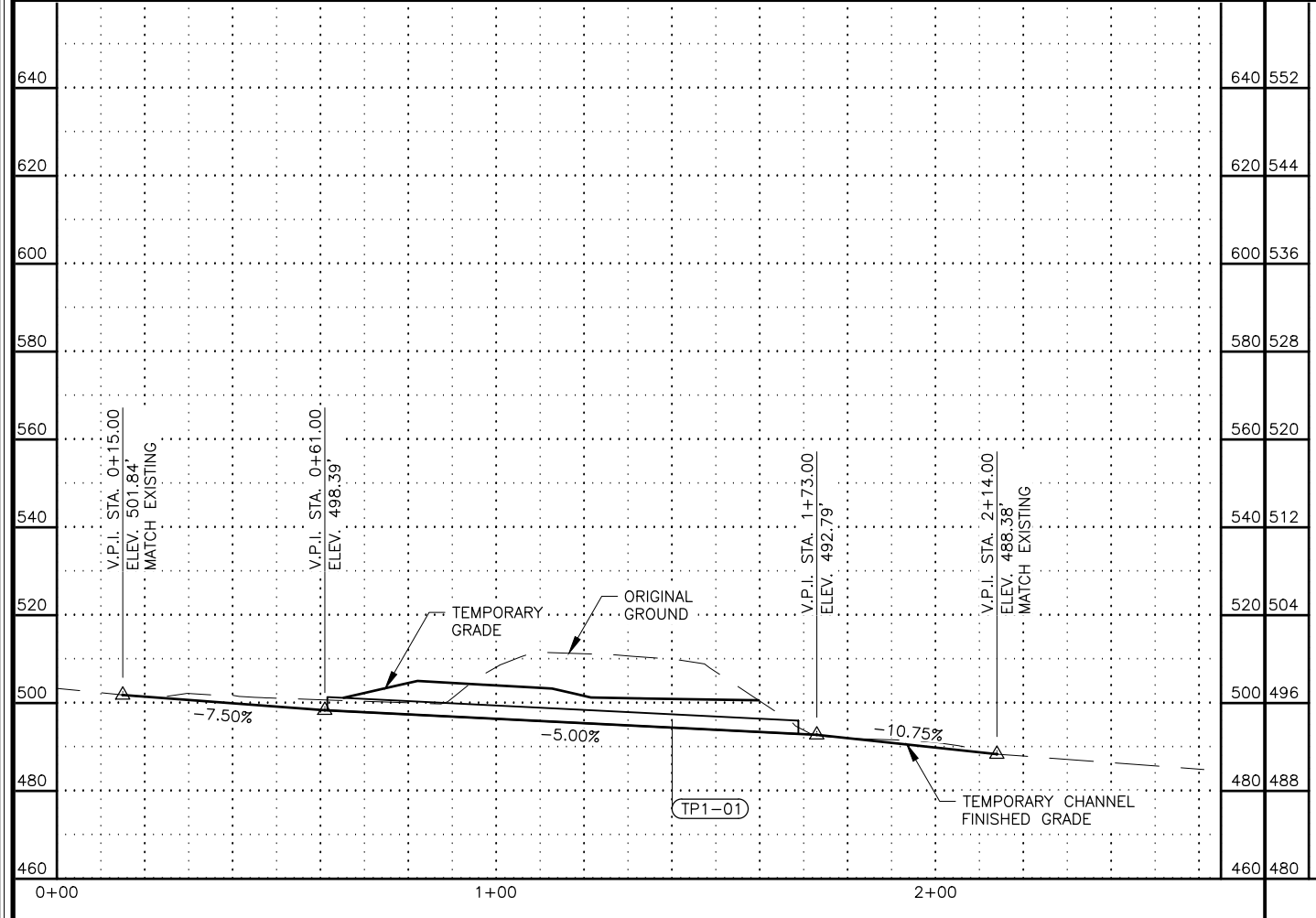
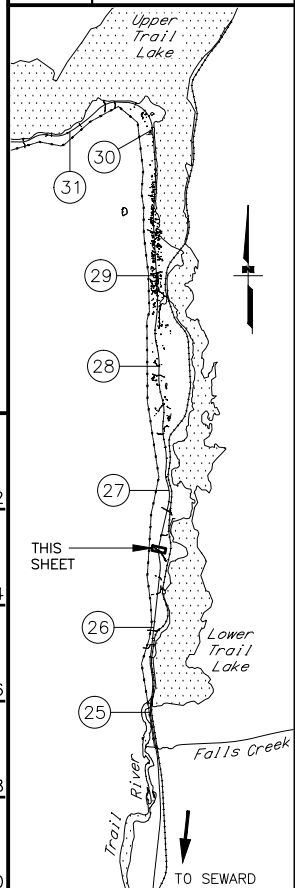
P.I. STA. 0+45.91
 N = 389507.8118
 E = 113575.9454
 $\Delta = 009^{\circ}38'00.4''$
 T = 4.21'
 L = 8.41'
 R = 50.00'

END TEMPORARY
 DRAINAGE DIVERSION
 STA. 2+14.00
 MATCH EXISTING
 N 389425.2150
 E 113716.8355

P.I. STA. 1+93.77
 N = 389444.0027
 E = 113709.3496
 $\Delta = 052^{\circ}24'28.5''$
 T = 4.92'
 L = 9.15'
 R = 10.00'

P.I. STA. 2+09.99
 N = 389427.4575
 E = 113712.8753
 $\Delta = 048^{\circ}26'56.5''$
 T = 4.50'
 L = 8.46'
 R = 10.00'

SHEET NO.	TOTAL SHEETS
J07	J08
STATE	YEAR
ALASKA	2027
PROJECT DESIGNATION	
0311(031)/ Z546590000	
NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



POINT	STATION	OFFSET	REMARKS
A	10+35.00	15.00 LT	BEGIN DITCH TRANSITION
B	10+55.00	7.00 LT	END DITCH TRANSITION
C	10+85.00	RT	BEGIN TRANSITION TO GRADE TO DRAIN
D	11+00.00	RT	END TRANSITION, BEGIN GRADE TO DRAIN

PS&E
 REVIEW

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SEWARD HWY MP 25.5
 TO 36 TRAIL RIVER TO
 STERLING WYE REHAB
 PLAN AND PROFILE
 P4-03 DETOUR
 35 MPH

ZDK
 DESIGNED BY
 CHECKED BY
 DRAFTED BY
 SCALE
 1" = 50'
 TIME
 7:57 AM
 DATE
 2/19/2026
 DRAWING LOCATION
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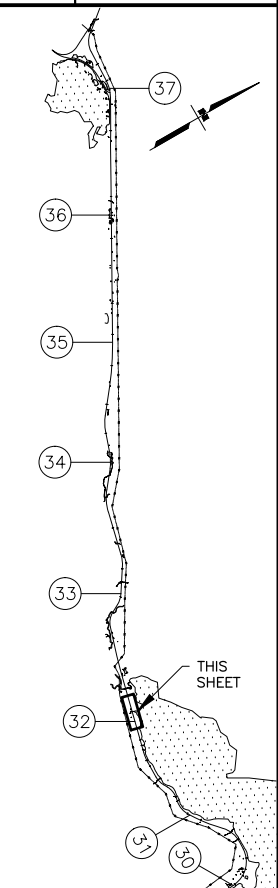
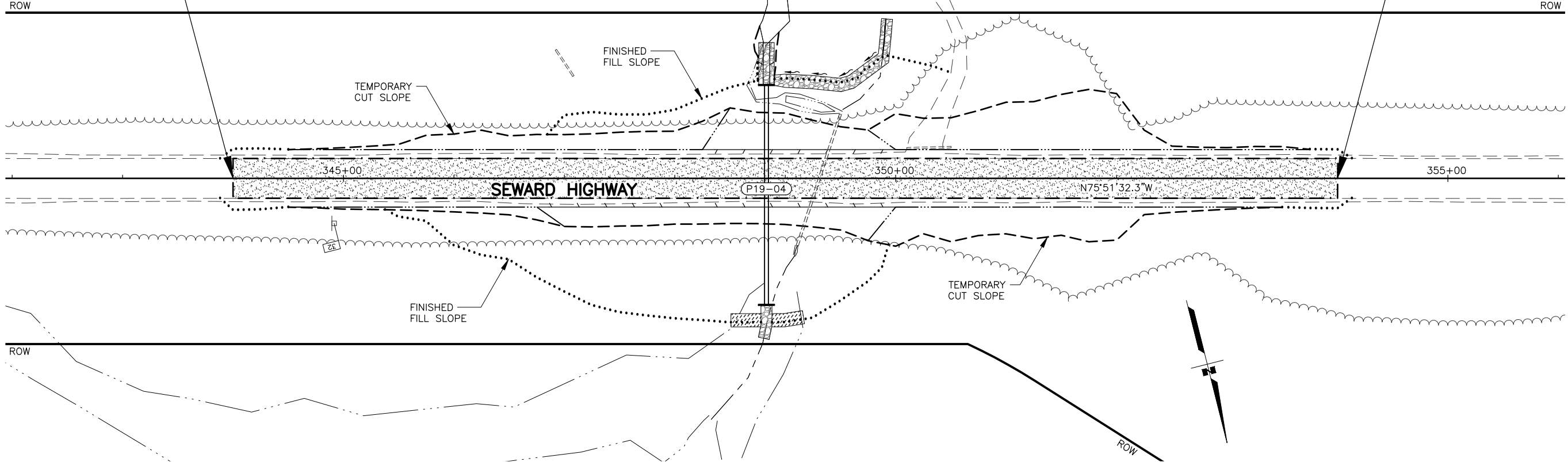
BEGIN DETOUR
 STA. 344+00.00
 MATCH EXISTING
 N 406852.9683
 E 105518.3238

END DETOUR
 STA. 354+00.00
 MATCH EXISTING
 N 407097.2778
 E 104548.6265

SHEET NO.	TOTAL SHEETS
J08	J08
STATE	YEAR
ALASKA	2027

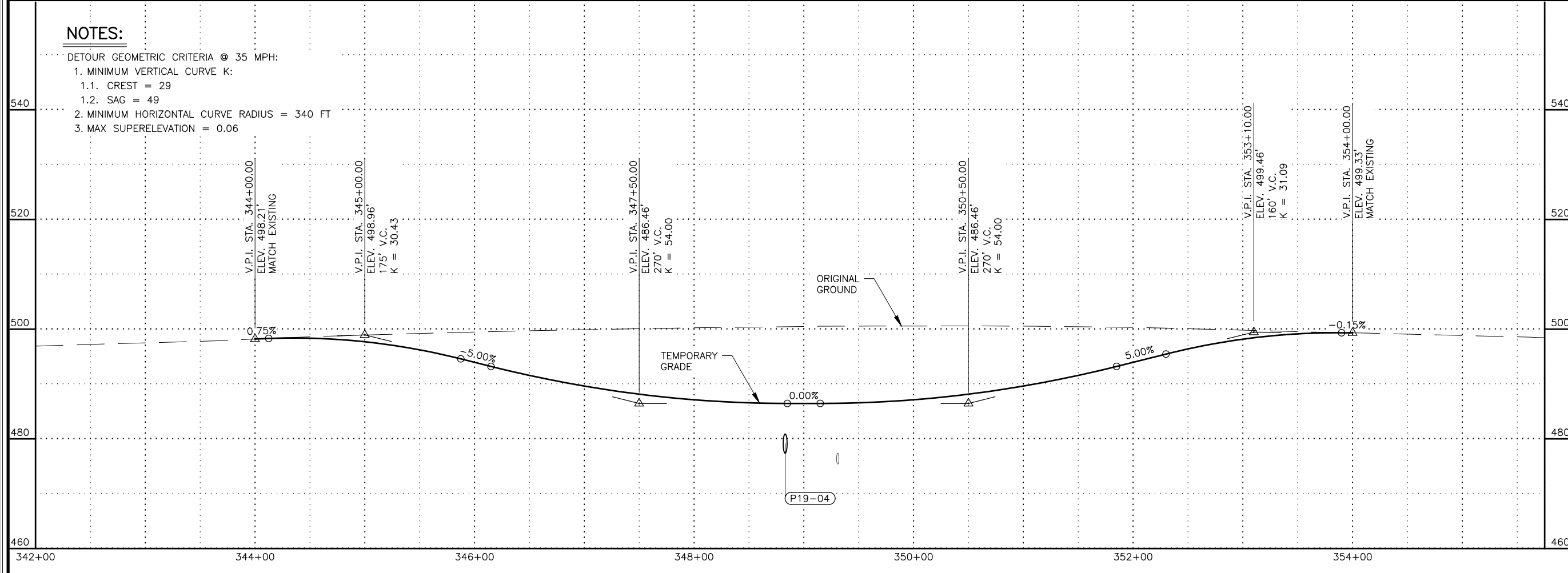
PROJECT DESIGNATION
**0311(031)/
 Z546590000**

NO.	REVISION



NOTES:

- DETOUR GEOMETRIC CRITERIA @ 35 MPH:
 1. MINIMUM VERTICAL CURVE K:
 1.1. CREST = 29
 1.2. SAG = 49
 2. MINIMUM HORIZONTAL CURVE RADIUS = 340 FT
 3. MAX SUPERELEVATION = 0.06



**PS&E
 REVIEW**

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SEWARD HWY MP 25.5
 TO 36 TRAIL RIVER TO
 STERLING WYE REHAB
 PLAN AND PROFILE
 P19-04 DETOUR
 35 MPH