

KEY FEATURES

- Mainline could be over or under cross streets
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane
- Includes redesign of Benson Blvd/Northern Lights Blvd to be two-way roads east of A Street to accommodate ramp spacing
- Benson Blvd is free-flowing crossing with greater focus on commercial access
- Active transportation free-flow crossing at Benson Blvd

CONCEPT A

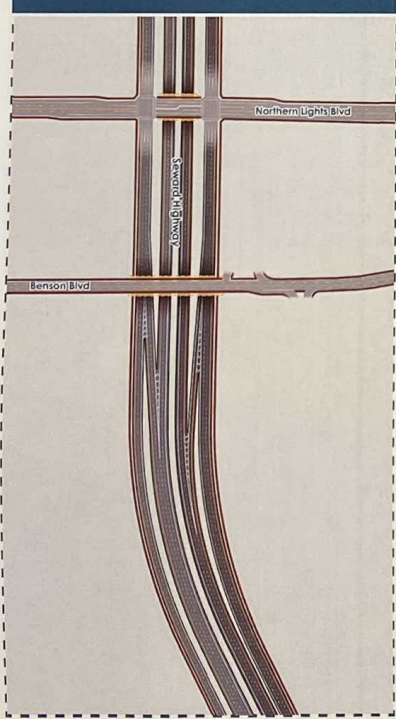
- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ⊕ ⊖ Number of Lanes and Direction of Traffic
- ▨ Structure
- Active Transportation (🚲/🚶)

See active transportation schematic Alignment/footprint to be determined

Transition to Existing



RAMP DETAIL



Transition to Existing

KEY FEATURES

- Ramps north of Northern Lights Blvd avoid signalized intersection at Fireweed Lane and reduce frontage road volumes
- Braided ramps would potentially impact businesses and residential housing. This concept is under consideration for dismissal

CONCEPT B

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ⊙ Number of Lanes and Direction of Traffic
- ▨ Structure
- Active Transportation (Bike/Walk)

See active transportation schematic Alignment/footprint to be determined

Transition to Existing



KEY FEATURES

- Benson Blvd, Northern Lights Blvd, and Fireweed Lane operate as a split diamond
- Full access is provided to 36th Ave
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane
- Manages volume on frontage roads north of Northern Lights Blvd

CONCEPT C1

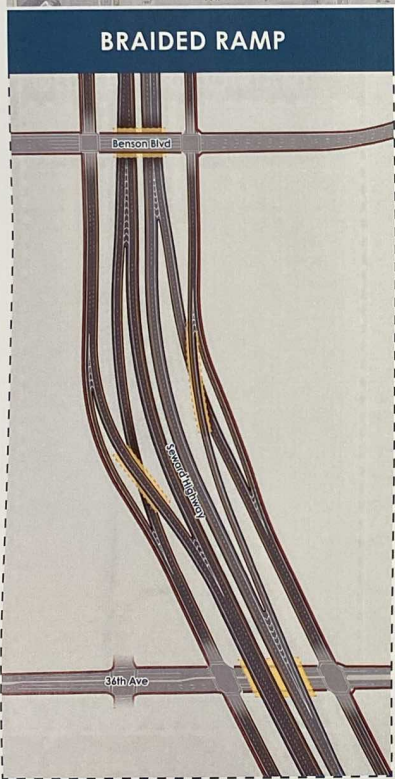
- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ⊙ Number of Lanes and Direction of Traffic
- ▨ Structure
- Active Transportation (🚲/🚶)

See active transportation schematic Alignment/footprint to be determined

Transition to Existing



BRAIDED RAMP



Transition to Existing



KEY FEATURES

- Reduces the number of intersections along 36th Ave
- Tight weaving and additional lane required along Seward Hwy between 36th Ave and Tudor Rd in southbound direction
- Braided exit ramp ties directly to arterial roadway

CONCEPT C2

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- Number of Lanes and Direction of Traffic
- Structure
- Active Transportation (🚲/🚶)

See active transportation schematic Alignment/footprint to be determined

Transition to Existing



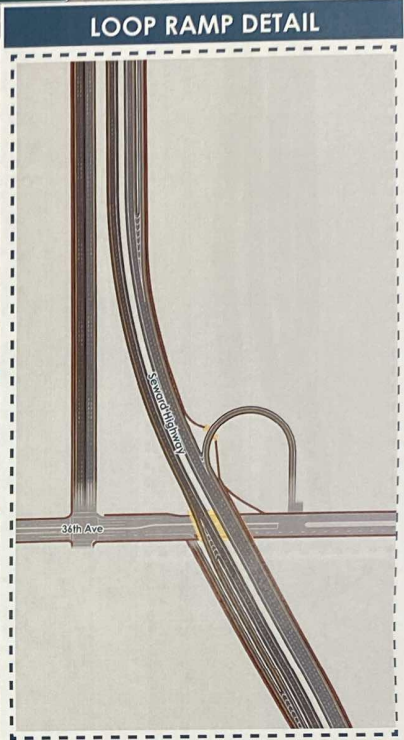
KEY FEATURES

- Mainline could be over or under cross streets
- Traditional two-way road next to the Seward Hwy for Midtown access
- Direct access to businesses may be difficult due to traffic volumes
- Additional structures required crossing mainline to end frontage
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane

CONCEPT E1

- Seward Highway – Freeway Mainline
 - Freeway Ramp
 - Street/Frontage Network and Direction of Traffic
 - - - Future Ramp
 - - - Optional Secondary Road Improvement
 - ⊙ ⊙ Number of Lanes and Direction of Traffic
 - ▨ Structure
 - Active Transportation (🚲/🚶)
- See active transportation schematic Alignment/footprint to be determined*

Transition to Existing



KEY FEATURES

- Mainline could be over or under cross streets
- Traditional two-way road next to the Seward Hwy for Midtown access
- Direct access to businesses may be difficult due to traffic volumes
- Additional structures required crossing mainline to begin and end frontage
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane

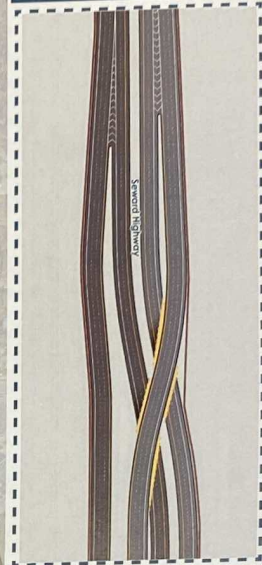
CONCEPT F1

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ① Number of Lanes and Direction of Traffic
- Structure
- Active Transportation (🚲/🚶)

See active transportation schematic Alignment/footprint to be determined

Transition to Existing

CROSSOVER DETAIL



CONCEPT F2



Transition to Existing

KEY FEATURES

- Mainline could be over or under cross streets
- Traditional two-way road next to the Seward Hwy for Midtown access
- Direct access to businesses may be difficult due to traffic volumes
- Additional structures required crossing mainline to begin and end frontage
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane

CONCEPT G

- Seward Highway – Freeway Mainline
- Freeway Ramp
- Street/Frontage Network and Direction of Traffic
- - - Future Ramp
- - - Optional Secondary Road Improvement
- ⊙ ⊙ Number of Lanes and Direction of Traffic
- ▨ Structure
- Active Transportation (🚲/🚶)

See active transportation schematic
Alignment/footprint to be determined

Transition to Existing



CROSSOVER DETAIL

Alignment may need to be changed to shorten bridge lengths

Seward Hwy Mainline
E Tudor Rd

Transition to Existing

KEY FEATURES

- Maintains full access at all cross-streets
- Changes all northbound and southbound left turns to be median u-turns
- Converts all signals to be 2 or 3 phase signal
- High capacity corridor that would be compatible with future construction of any of the one-way frontage road options

CONCEPT H

- Seward Highway – Freeway Mainline
 - Freeway Ramp
 - Street/Frontage Network and Direction of Traffic
 - - - Future Ramp
 - - - Optional Secondary Road Improvement
 - ⊙ Number of Lanes and Direction of Traffic
 - Structure
 - Active Transportation (🚲/🚶)
- See active transportation schematic Alignment/footprint to be determined*



Transition to Existing

20th Ave

Fireweed Ln

Northern Lights Blvd

Benson Blvd

33rd Ave

36th Ave

Old Seward Hwy

E Tudor Rd

Transition to Existing

