

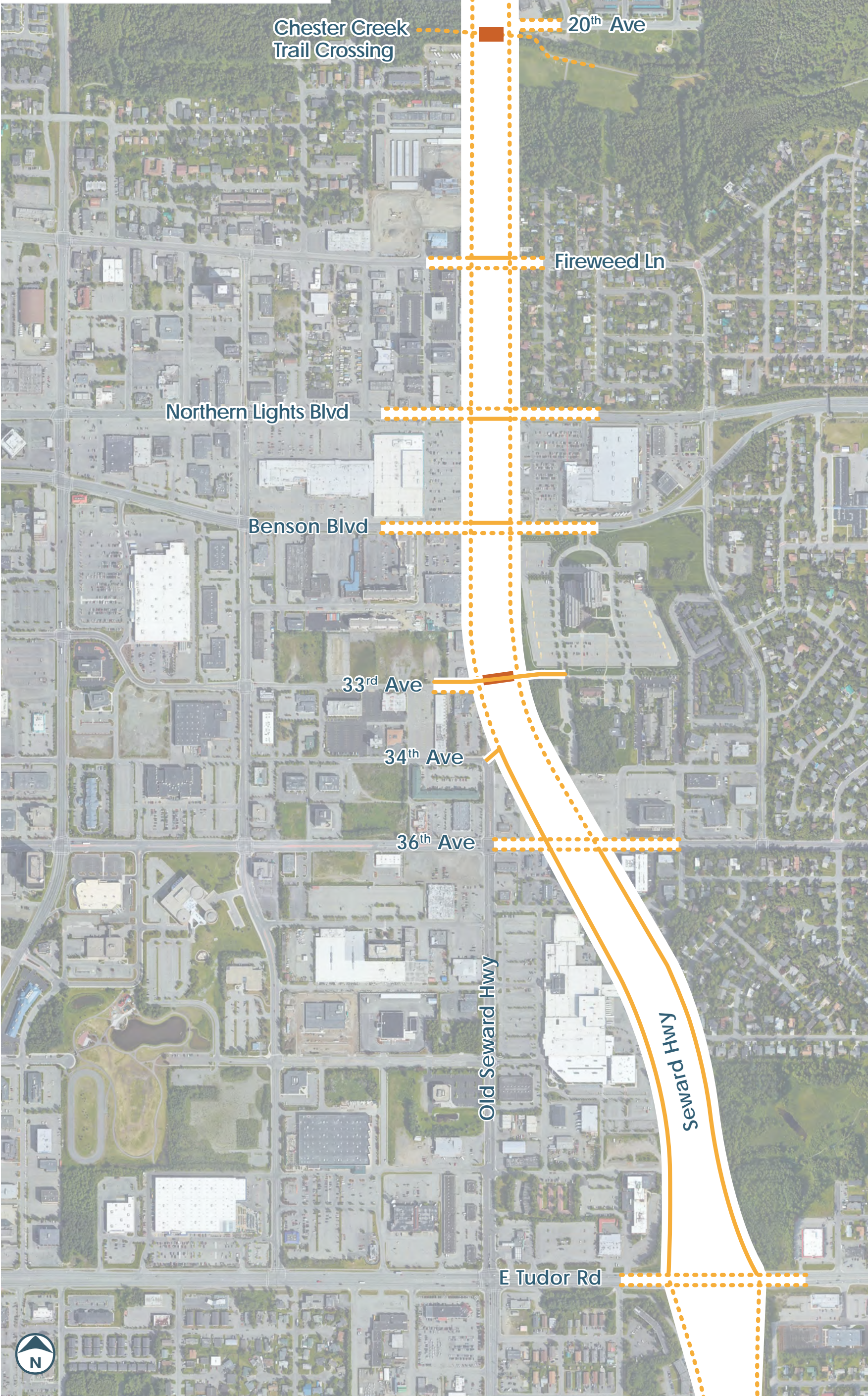
OBJECTIVES

- Provide east-west connection
- North-south mobility along Seward Highway
- Signalized crossings occur at each major intersection
- Grade separated crossings occur at Chester Creek and 33<sup>rd</sup> Ave
- Connection between Chester Creek and Campbell Creek trails

ACTIVE  
TRANSPORTATION

- New active transportation facility segments
- - - Existing active transportation facility to be Reconstructed or improved
- Structure

Active Transportation applies to all concepts





KEY FEATURES

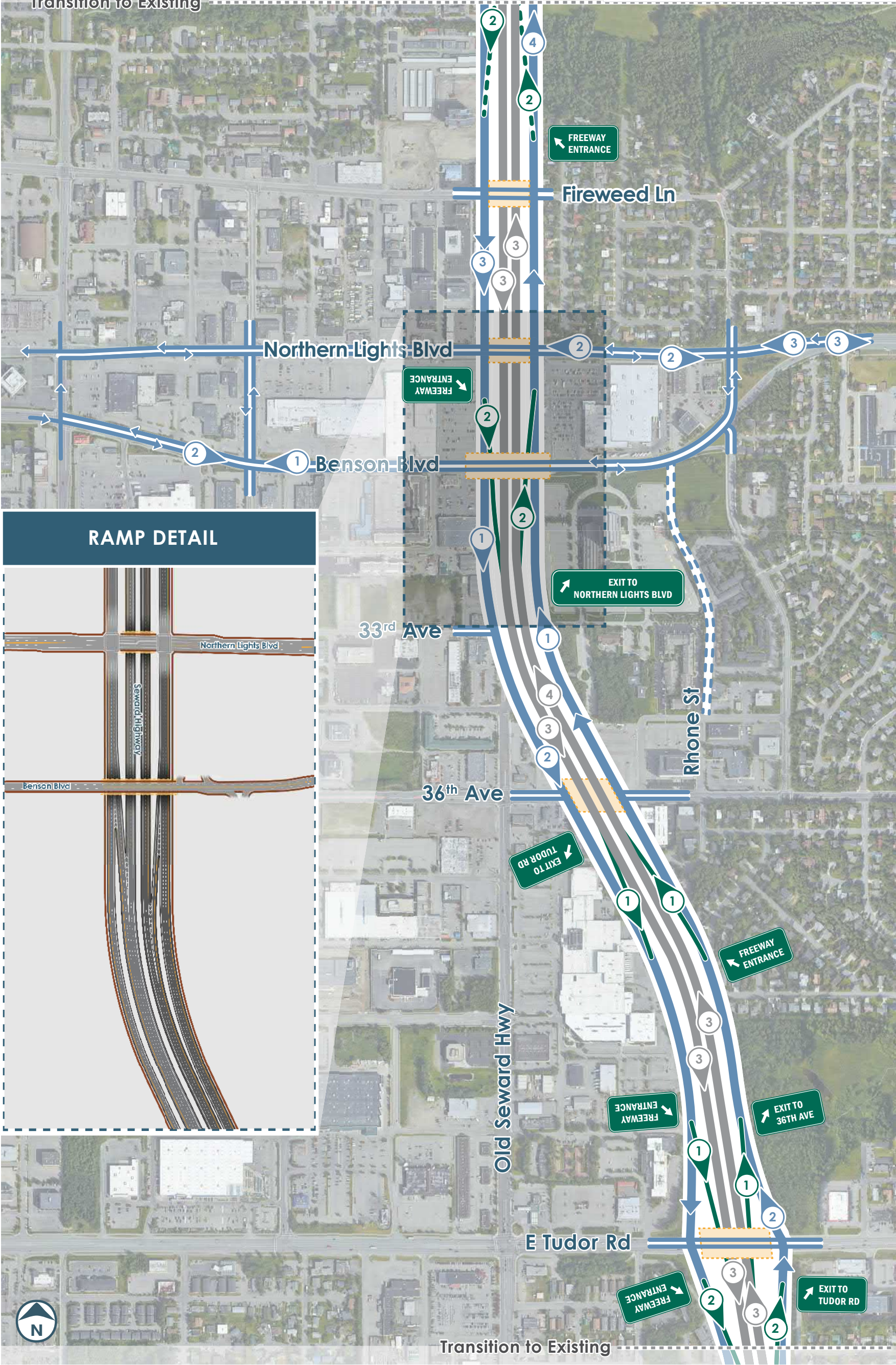
- Mainline could be over or under cross streets
- Accommodates future southbound off and northbound on ramps north of Fireweed Lane
- Includes redesign of Benson Blvd/Northern Lights Blvd to be two-way roads east of A Street to accommodate ramp spacing
- Benson Blvd is free-flowing crossing with greater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



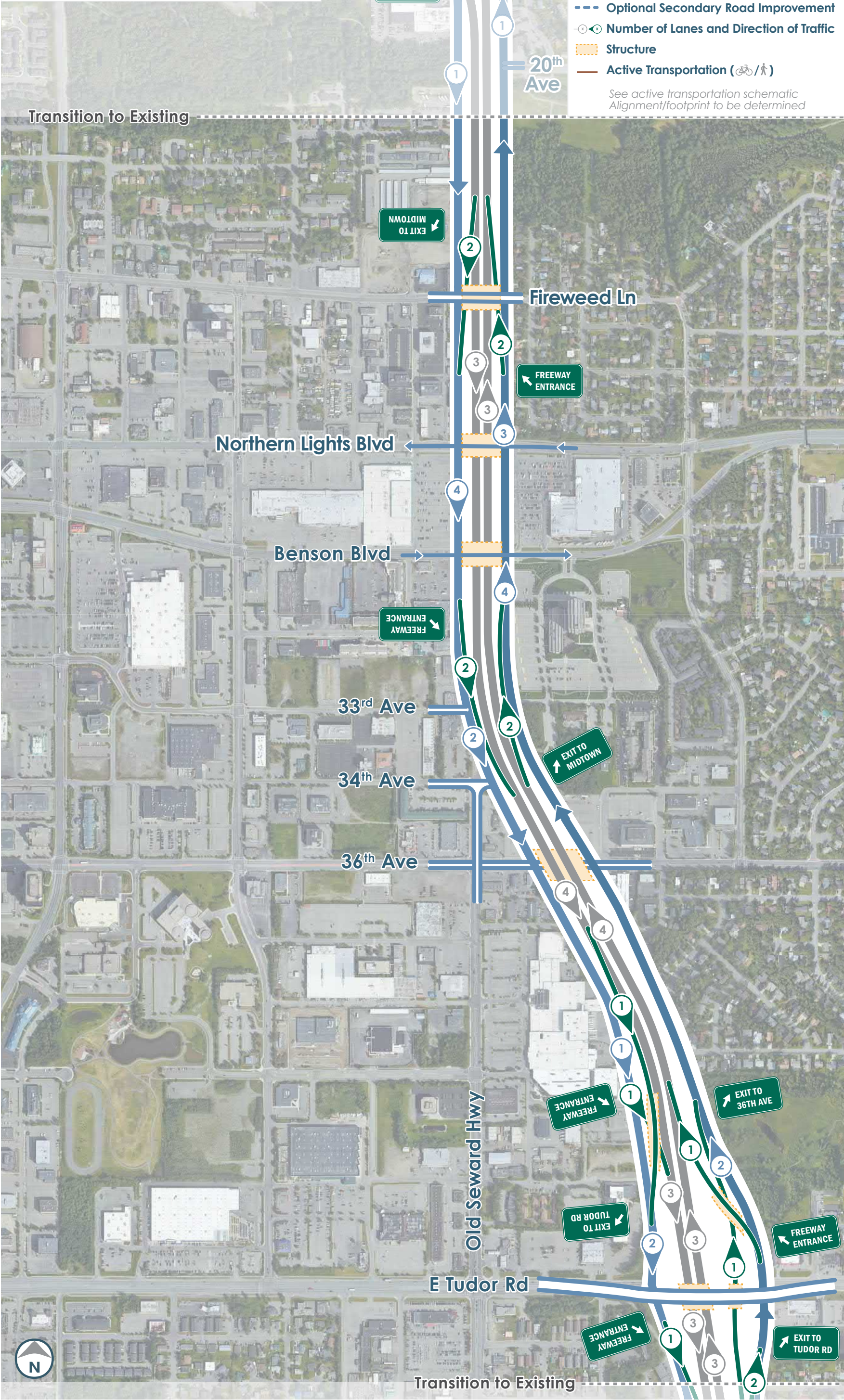


KEY FEATURES

- 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 (🚲/🚶)
- See active transportation schematic  
Alignment/footprint to be determined





KEY FEATURES

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

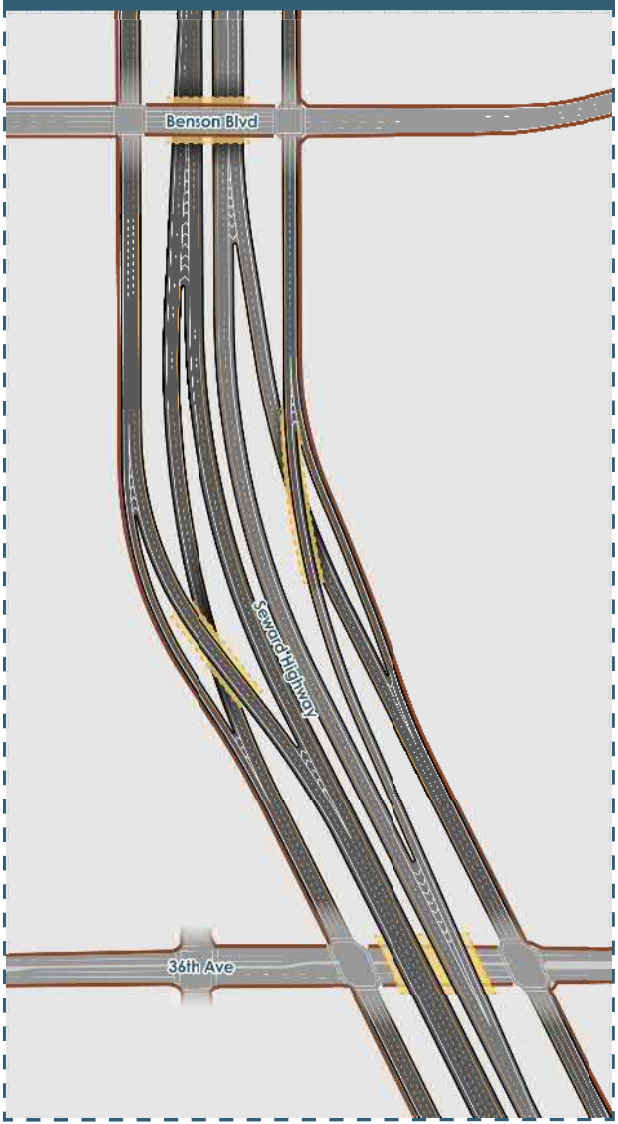
CONCEPT C1

- 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



Benson Blvd

EXIT TO 36th AVE

EXIT TO MIDTOWN

FREEWAY ENTRANCE

FREEWAY ENTRANCE

FREEWAY ENTRANCE

EXIT TO TUDOR RD

Transition to Existing





KEY FEATURES

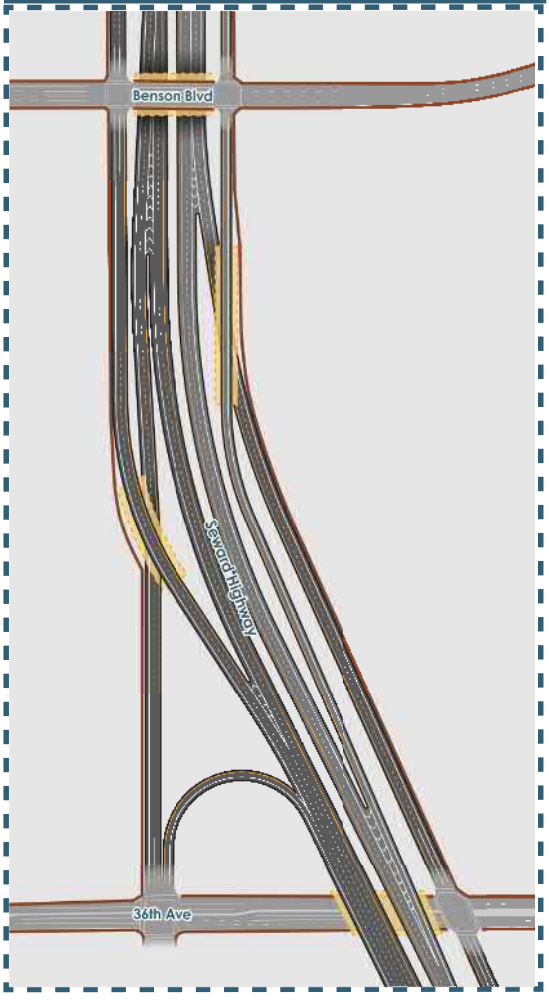
- Reduces the number of intersections along 36<sup>th</sup> Ave
- Tight weaving and additional lane required along Seward Hwy between 36<sup>th</sup> Ave and Tudor Rd in southbound direction
- Braided exit ramp ties directly to arterial roadway

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

BRAIDED RAMP TO OLD SEWARD VARIANT



Benson Blvd →

Fireweed Ln

Northern Lights Blvd

Old Seward Hwy

E Tudor Rd

Transition to Existing





KEY FEATURES

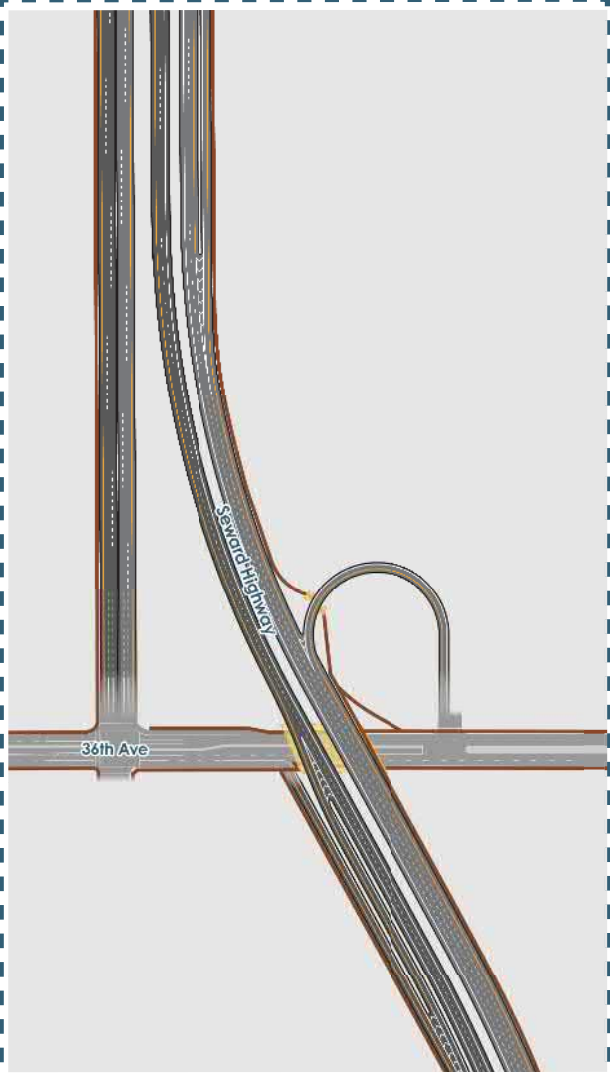
- Mainline could be over or under cross streets
- Traditional two-way road next to the Seward Hwy for Midtown access
- Direct access to businesses may be difficult due to traffic volumes
- Additional structures required crossing mainline to end frontage
- Accommodates future southbound off and northbound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

CONCEPT E1

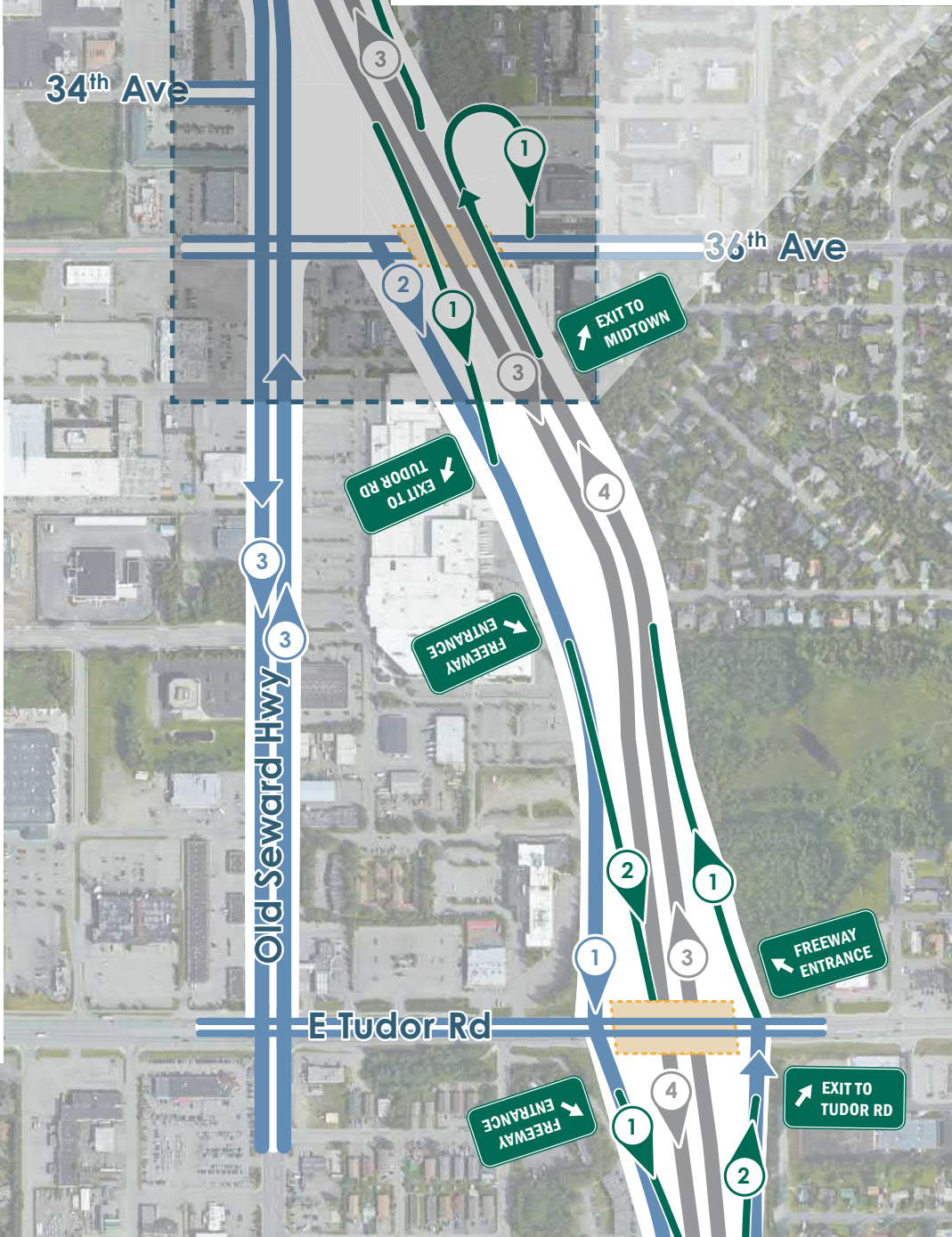
- Seward Highway – Freeway Mainline
  - Freeway Ramp
  - Street/Frontage Network and Direction of Traffic
  - - - Future Ramp
  - - - Optional Secondary Road Improvement
  - ⊗ ⊙ Number of Lanes and Direction of Traffic
  - ▨ Structure
  - Active Transportation (🚲/🚶)
- See active transportation schematic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

Transition to Existing

LOOP RAMP DETAIL



CONCEPT E2





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

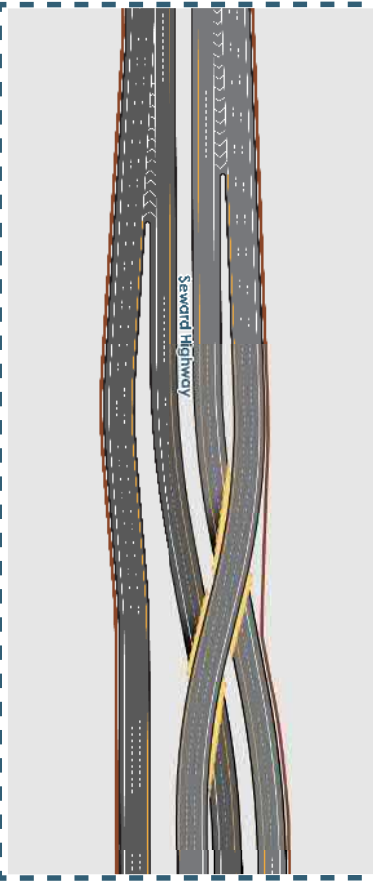
CONCEPT F1

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

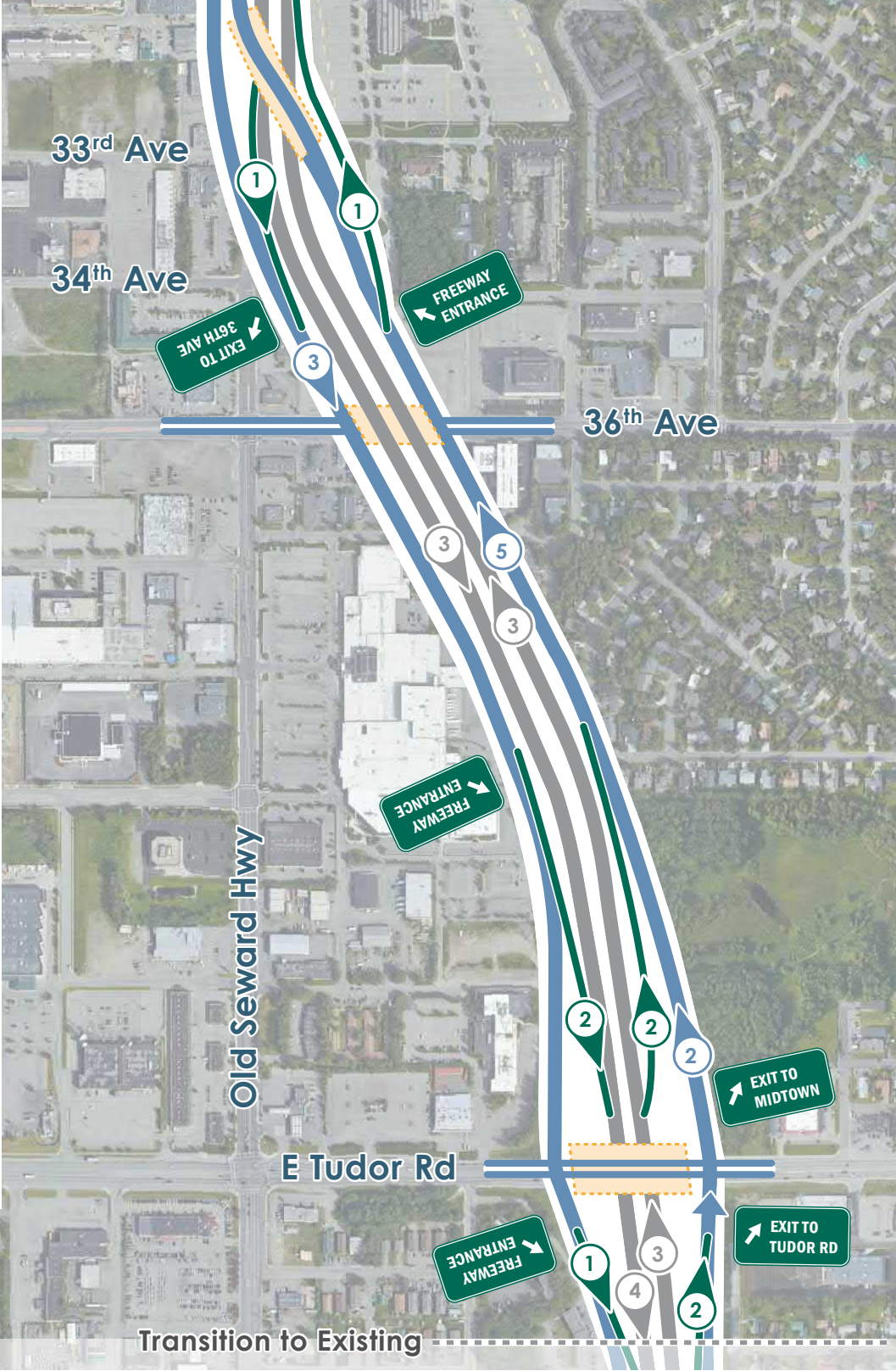
See active transportation schematic  
Alignment/footprint to be determined

Transition to Existing

CROSSOVER DETAIL



CONCEPT F2





KEY FEATURES

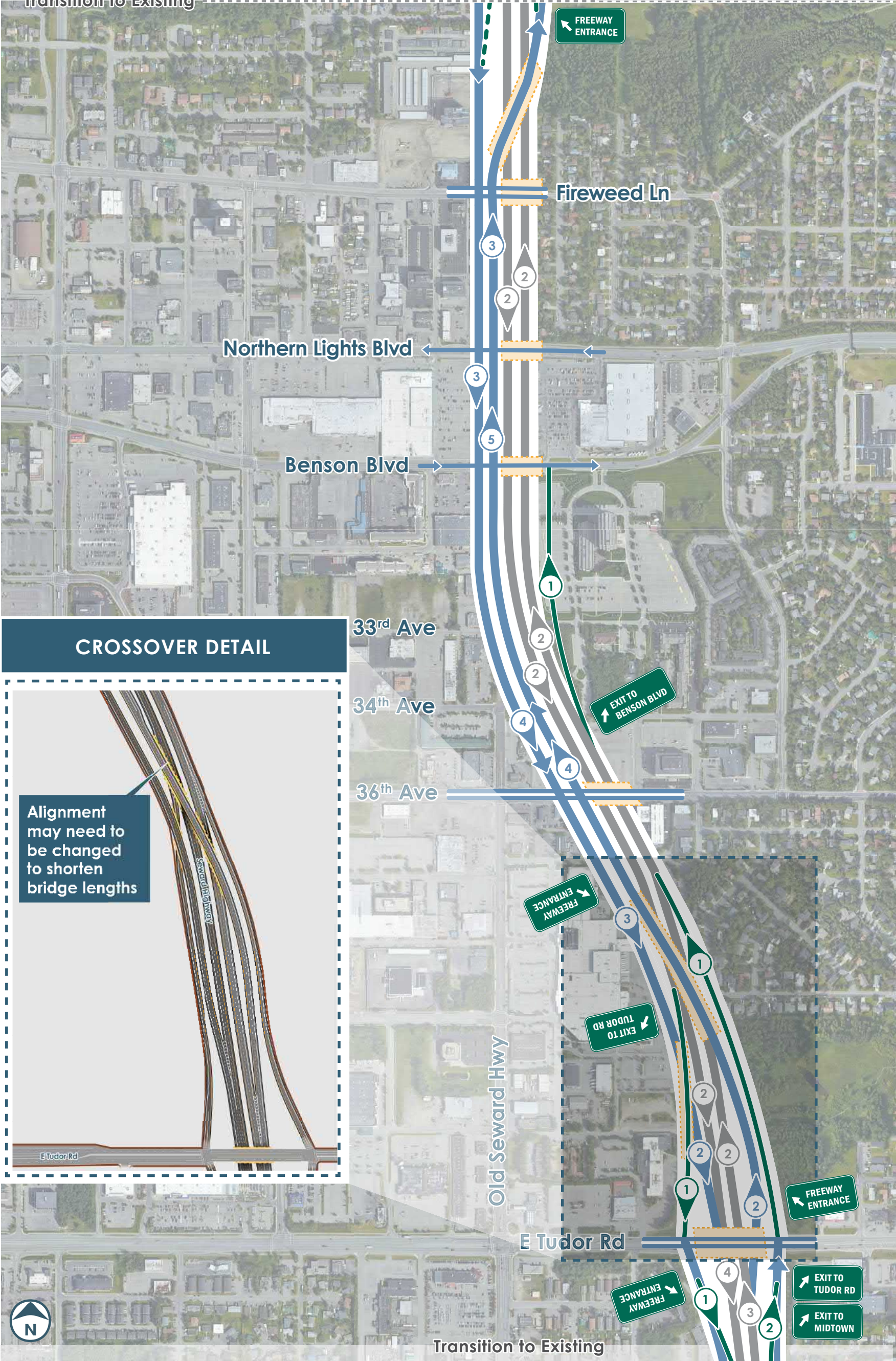
- Mainline could be over or under cross streets
- Traditional two-way road next to the Seward Hwy for Midtown access
- Direct access to businesses may be difficult due to traffic volumes
- Additional structures required crossing mainline to begin and end frontage
- Accommodates future southbound off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

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

