






G. OTHER

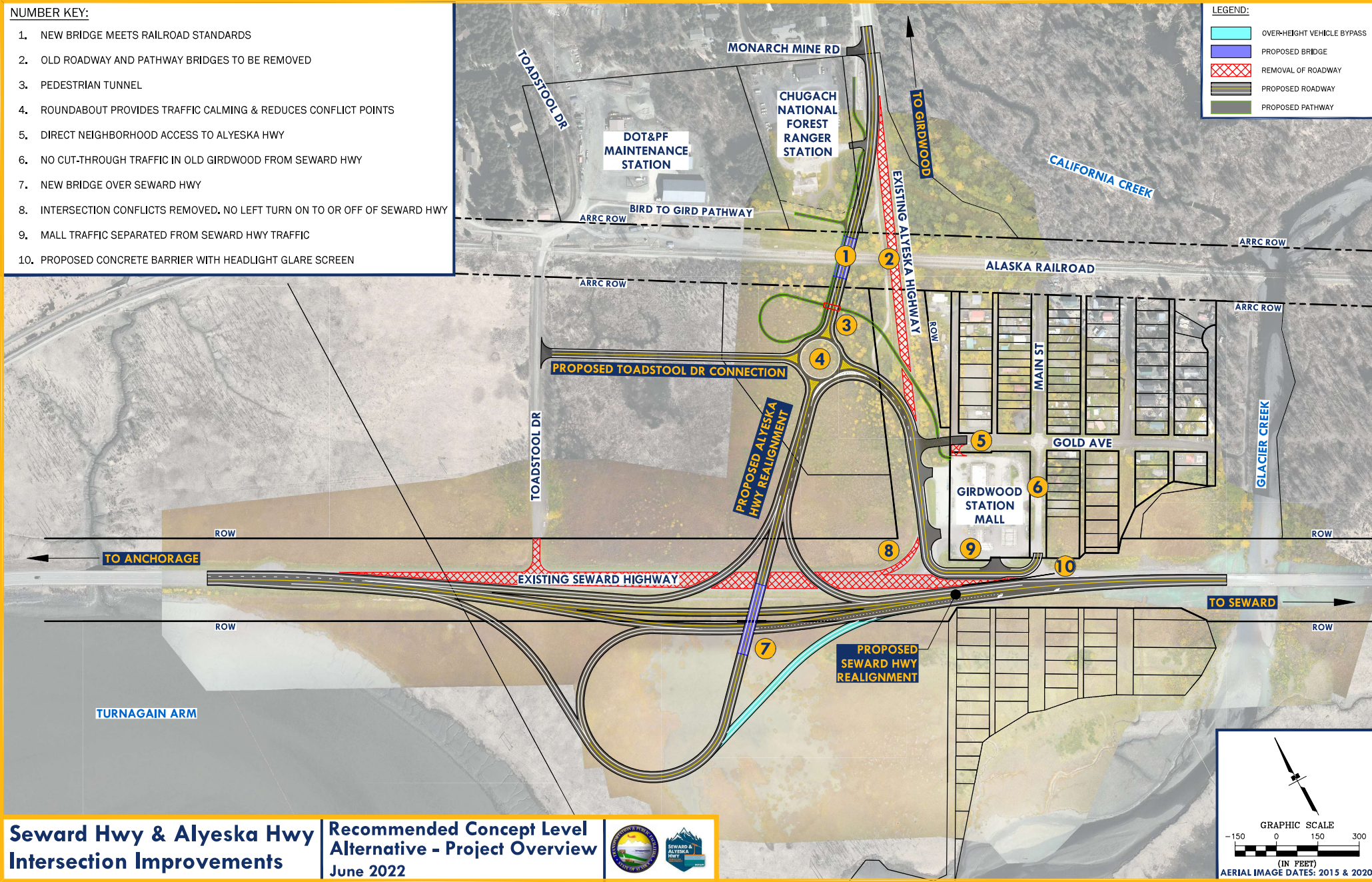
1. Seward Highway & Alyeska Highway Intersection Improvements

NUMBER KEY:

1. NEW BRIDGE MEETS RAILROAD STANDARDS
2. OLD ROADWAY AND PATHWAY BRIDGES TO BE REMOVED
3. PEDESTRIAN TUNNEL
4. ROUNDABOUT PROVIDES TRAFFIC CALMING & REDUCES CONFLICT POINTS
5. DIRECT NEIGHBORHOOD ACCESS TO ALYESKA HWY
6. NO CUT-THROUGH TRAFFIC IN OLD GIRWOOD FROM SEWARD HWY
7. NEW BRIDGE OVER SEWARD HWY
8. INTERSECTION CONFLICTS REMOVED, NO LEFT TURN ON TO OR OFF OF SEWARD HWY
9. MALL TRAFFIC SEPARATED FROM SEWARD HWY TRAFFIC
10. PROPOSED CONCRETE BARRIER WITH HEADLIGHT GLARE SCREEN

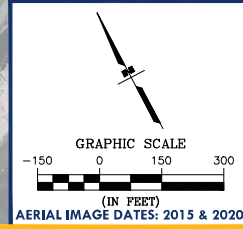
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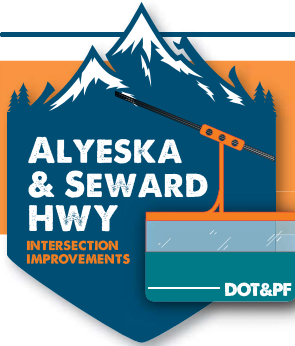
-  OVERHEIGHT VEHICLE BYPASS
-  PROPOSED BRIDGE
-  REMOVAL OF ROADWAY
-  PROPOSED ROADWAY
-  PROPOSED PATHWAY



Seward Hwy & Alyeska Hwy Intersection Improvements

Recommended Concept Level Alternative - Project Overview
June 2022





The Alaska Department of Transportation & Public Facilities (DOT&PF) is working to improve the capacity, operation, and safety of the Alyeska Hwy & Seward Hwy Intersection.

ABOUT:

The Alyeska Hwy intersection at MP 90 of the Seward Hwy is an important node along the 125-mile scenic byway and falls within the Safety Corridor. It is the gateway into Girdwood, and offers the only major stop for fuel and groceries between Anchorage and Seward. The current intersection is an at-grade tee configuration with left and right turn lanes on the Seward Hwy and a free right for Anchorage-bound traffic coming from Alyeska Hwy. Seward Hwy traffic is characterized by extreme seasonal peaks, with July volumes almost six times that of January volumes. That reduces the number of available gaps for turning vehicles, leading to increased delay. This is exacerbated by the many access points around the Girdwood Station Mall and associated turning movements.

While the intersection itself does not experience a higher-than-expected crash rate when compared to similar intersections throughout the state, many of the crashes that have occurred involve left-turning vehicles. These crashes have the potential to be high-severity and involve the movements that experience the most delay. Alternatives that reduce the delay for left turns are likely to also improve safety for these movements.

SCOPE:

DOT&PF has funded the project for engineering, environmental and public involvement activities through the selection of an alternative and development of the design to the 30% level, including compliance with the Municipality of Anchorage's Context Sensitive Solutions (CSS) Policy and the National Environmental Policy Act (NEPA).

BENEFITS OF CONCEPT LEVEL ALTERNATIVE:

- All movement free flow, no stops
- Same number of mall access points
- No impact to internal mall circulation
- Reduce construction impacts due to off-alignment construction
- Pathway designed to current standards
- Seward Hwy designed for 65 mph
- Design accommodates future 4-lane divided hwy
- Roundabout provides opportunity to create a gateway feel into Girdwood
- Intersection lighting to improve visibility

CONTACT:

PROJECT MANAGER, DOT&PF
Christina Huber, PE | 907.269.0572 | christina.huber@alaska.gov






PUBLIC INVOLVEMENT LEAD, R&M CONSULTANTS, INC.
Van Le, AICP | 907.646.9659 | vle@rmconsult.com

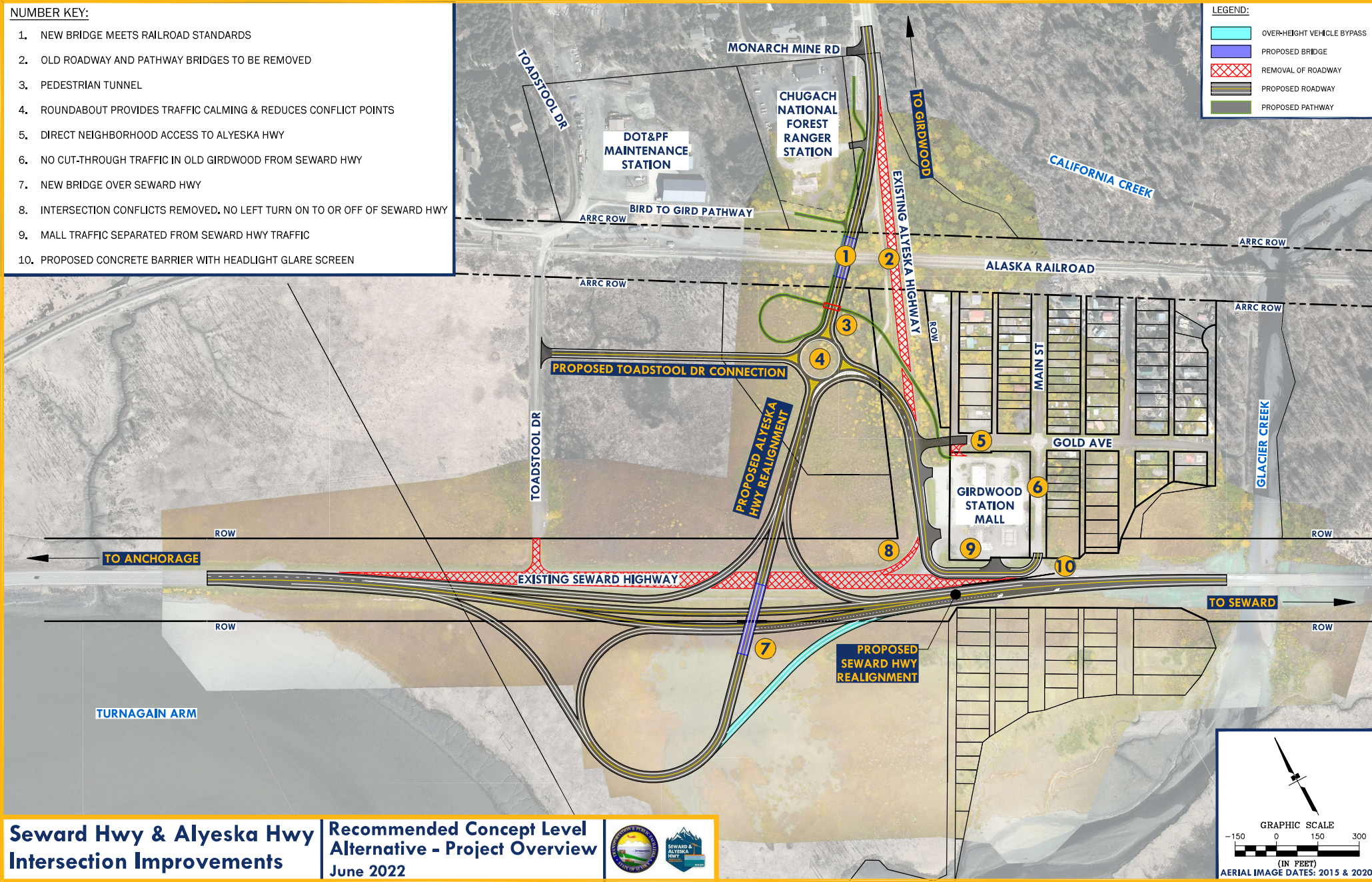
www.SEWARDALYESKAHWYINTERSECTION.com

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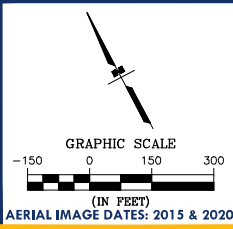
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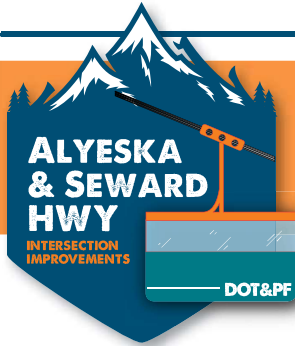
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