



FREQUENTLY ASKED QUESTIONS

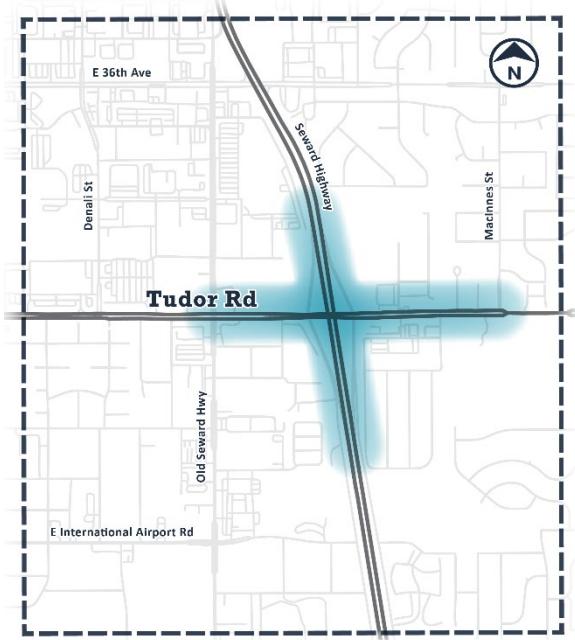
Project # 0A31067 / Federal # CFHWY00909

FAQ Last Updated December 2025

What is the purpose of this project? The State of Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to reconstruct the Seward Highway and Tudor Road interchange. The project will raise and replace the existing bridge, improve active transportation facilities, reconstruct ramps and intersections, and improve safety and east/west connectivity for all users.

What is the project area? The project area includes the Seward Highway and Tudor Road interchange, which extends west to Old Seward Highway, east to MacInnes Street, north roughly halfway to the 36th Avenue intersection, and south to the Cambell Creek trail crossing.

Why is this project needed? The Tudor Road interchange is central to the traffic network in Anchorage. With approximately 50,000 vehicles per day traveling north and south on the Seward Highway and 36,500 vehicles traveling east and west on Tudor Road, this interchange is one of Anchorage's (and Alaska's) busiest. Both roadways provide key access and mobility for the entire Anchorage Bowl. Most of the improvements will occur on Tudor Road, which is Anchorage's longest two-way east-west arterial, spanning from Muldoon Road to Minnesota Drive.



This diamond interchange, constructed in the 1970s, no longer meets current standards. The bridge's 16-foot vertical clearance falls below today's minimum height standard, and repeated bridge strikes have necessitated extensive repairs. Narrow sidewalks and poor active transportation connectivity will be improved and brought into compliance with current Americans with Disabilities Act (ADA) standards.

What is the project schedule? The project is currently in the preliminary design and environmental document phase, which is expected to continue through winter 2026. During this phase, the project team will gather input from the public, collect and analyze engineering data including survey, traffic and safety, geotechnical, hydrology and hydraulics, and utilities. The project team will begin final design, environmental permitting and right-of-way (ROW) acquisitions (if required) to allow construction activities to begin in 2030, or as soon as funding allows.





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What traffic impacts are expected during construction? Lane closures, detours, and temporary changes to access will be necessary; however, the project team will work to minimize disruptions. Updates to construction phasing and traffic control plans will be shared regularly through the project website, a future public open house, and public notices.

How is this project funded? This project is primarily federally funded through the National Highway Performance Program (NHPP) at 93.4% with a State of Alaska match of 6.6%.

What are the ROW needs for this project? ROW needs for the project have not yet been evaluated. If ROW needs are identified, a project team member will reach out directly to affected property owners. As required by law, DOT&PF and its contractors will follow all applicable federal and state regulations for any property identified for acquisition. Additional information can be found on the DOT&PF Real Estate/Right-of-Way page at <https://dot.alaska.gov/stwddes/dcsrow/>.

Will this project result in any changes to the speed limit? Why not just reduce the speed limit to improve safety? Speed limits are determined through speed studies that consider average speeds, crash numbers, roadway environments, and State regulations. The project team is working with the DOT&PF Central Region Traffic Safety Engineer and the Municipality of Anchorage (MOA) to determine whether a posted speed limit reduction is appropriate for Tudor Road within the project limits.

Will pedestrian and bicycle facilities be improved with this project? Yes. This project aims to enhance active transportation facilities, improve connectivity, and increase safety for all transportation modes, including vulnerable road users. Planned improvements will also bring pathways and routes within the project area into compliance with current Americans with Disabilities Act (ADA) standards.

How does this project tie into the 36th Avenue Interchange Project? Several configurations have been evaluated for the Tudor Road interchange, with some offering more efficient integration with the future 36th Avenue interchange than others. Although 36th Avenue interchange is being advanced as a separate project, the Tudor Road interchange design is being developed to optimize connectivity between the two interchanges. Construction of the 36th Avenue interchange is expected to follow the completion of the Tudor Road interchange as to not cause widespread disruption for travelers in the area.

How can I make suggestions or give feedback about the project? Will my comments impact the design? The project team will accept comments and be available to answer questions throughout the project. The earlier feedback is received, the easier it is to incorporate into project design considerations. Throughout the design phase, the project team will identify solutions that address public comments and concerns while balancing the project's goals.

Comments can be emailed to the project team at TudorInterchange@dowl.com.

Where can I find the latest information about the project? The project website, www.TudorInterchange.com, is regularly updated with project information as it is developed.