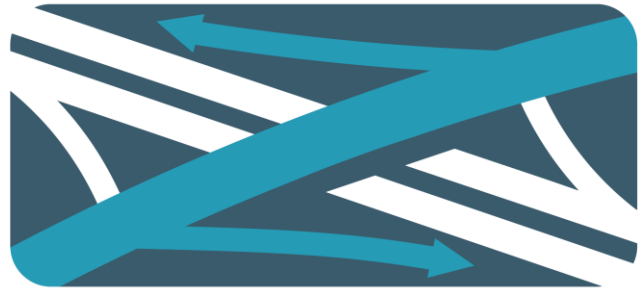


Tudor Road



INTERCHANGE



WELCOME

Public Open House

December 10, 2025

Project Area



Existing Interchange



Project Purpose and Need



**Replace the bridge and
improve safety**

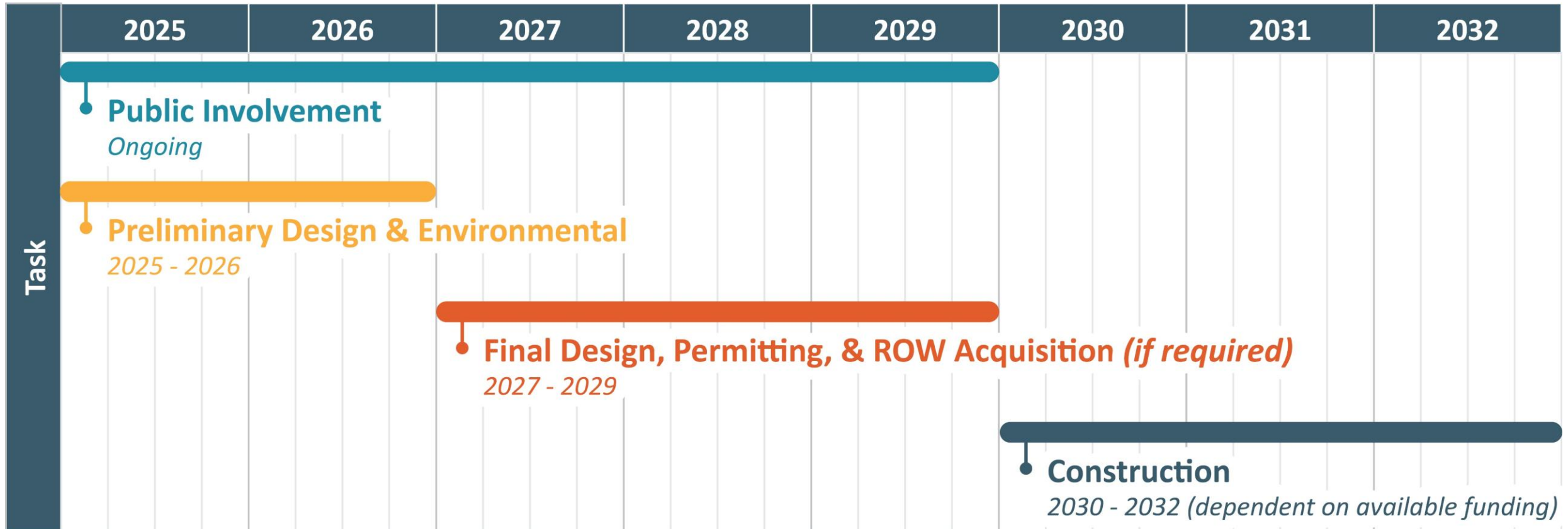


**Improve traffic flow,
reduce crash risk, reduce
queuing**

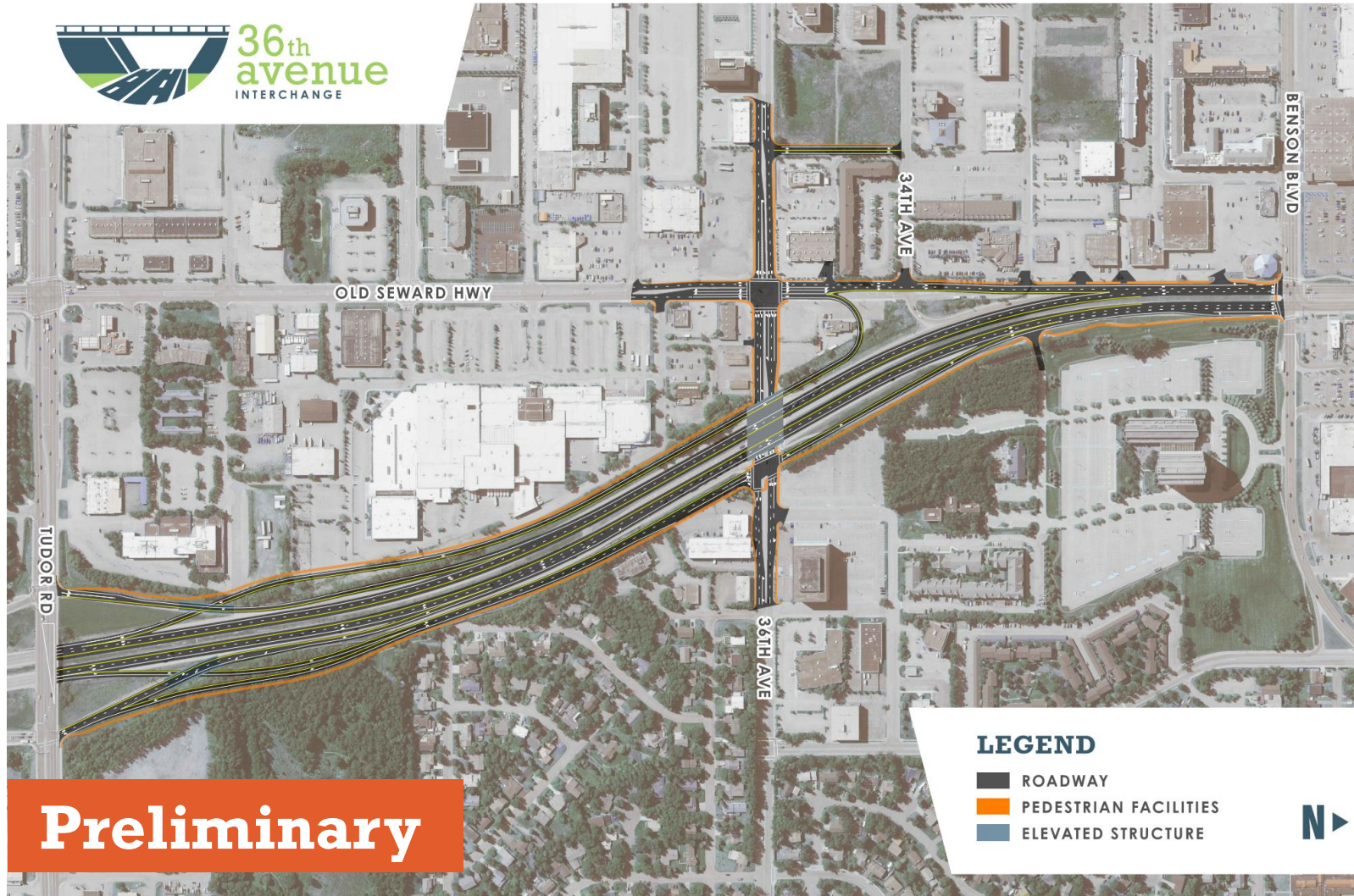


**Enhance facilities and
mobility for active
transportation users**

Project Schedule



Integrating with 36th Avenue Interchange



Preliminary

- The future 36th Ave. interchange includes a northbound connection from Tudor Rd.
- Some Tudor Rd. interchange forms are less impactful and easier to connect to the 36th Ave. interchange design.
- Construction of the 36th Ave. interchange is anticipated to begin after completion of the Tudor Rd. interchange

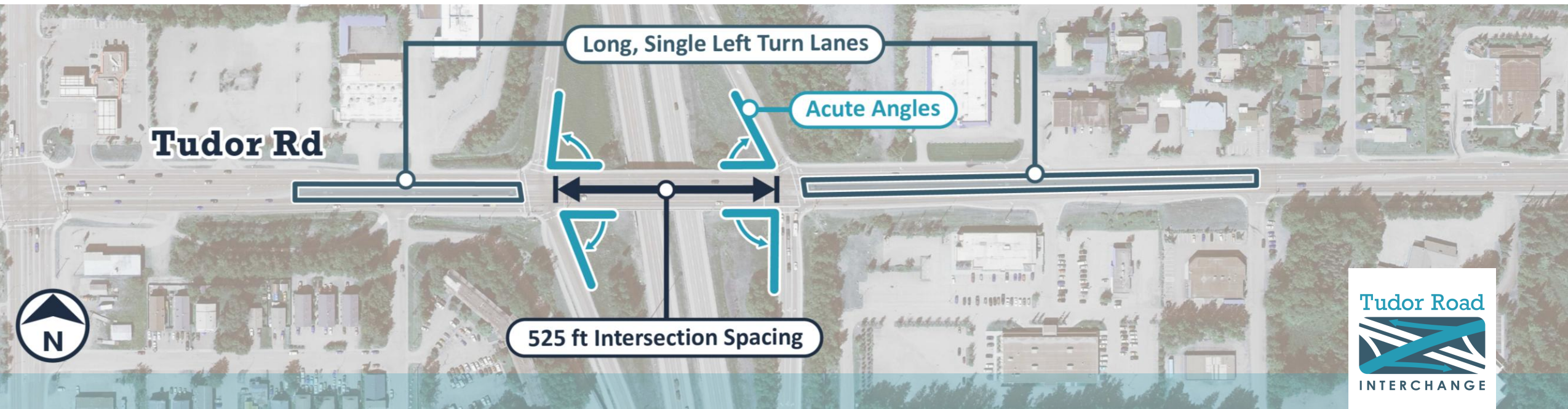
Existing Interchange

Form is “Compressed” Diamond

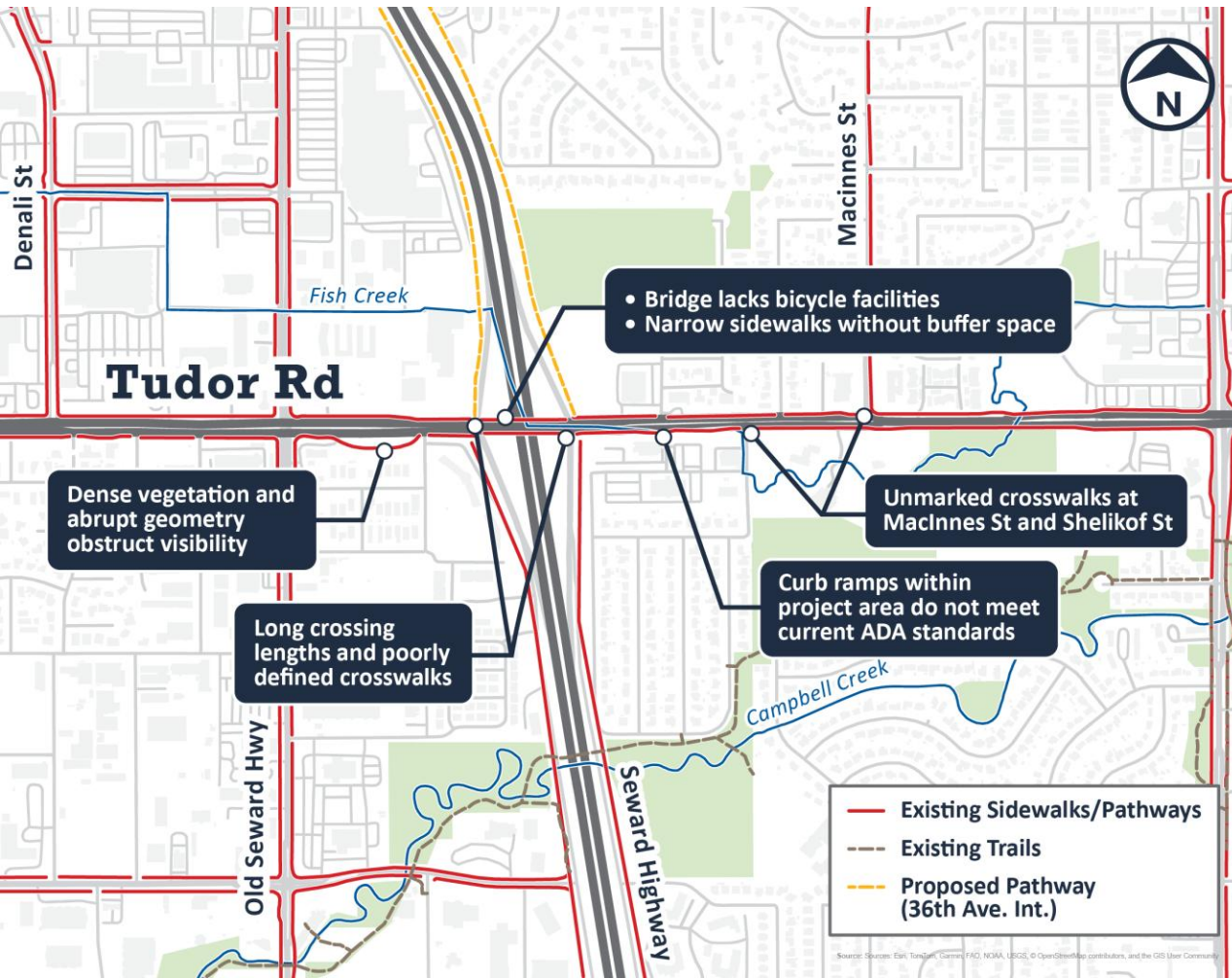
- Intersections typically 500'-700' apart
- Signalized (3-phase)
- Suburban area 1950's/60's design
- Medium capacity

Issues

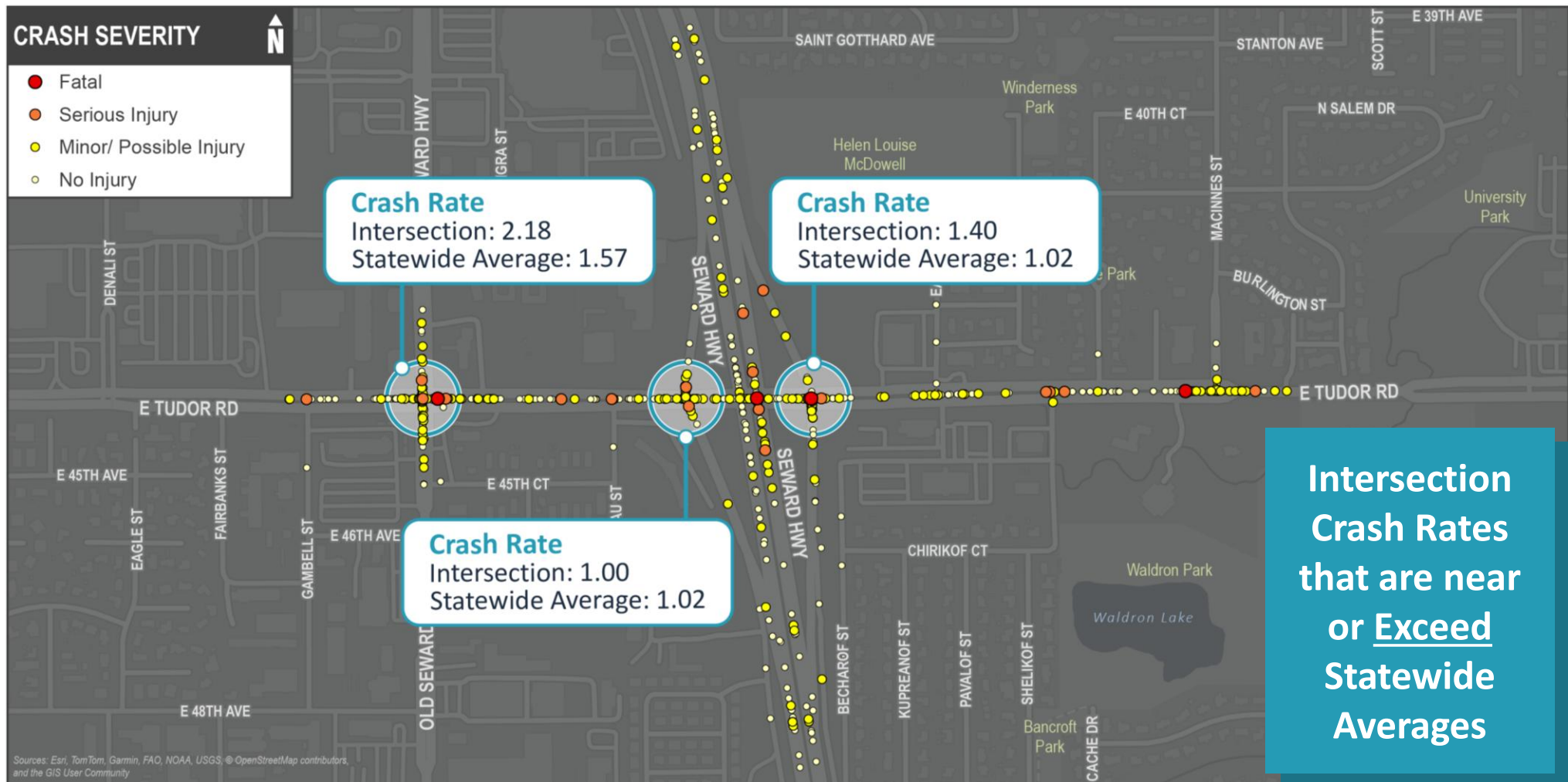
- Difficult to coordinate signals
- Traffic platoons break down
- Queuing between ramp terminal intersections
- Acute ramp intersection angles degrade vehicular flow (especially trucks)
- Current bridge height is 2-ft below requirements



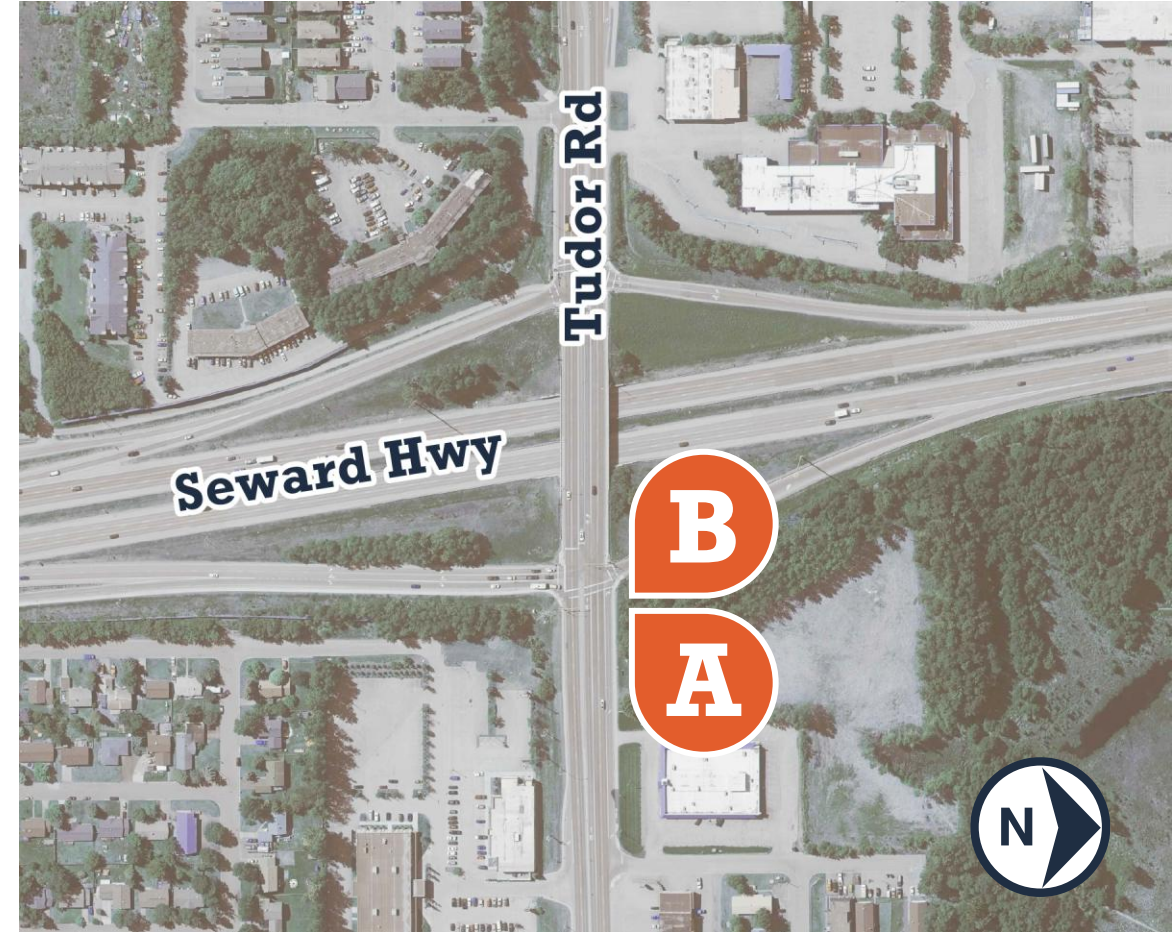
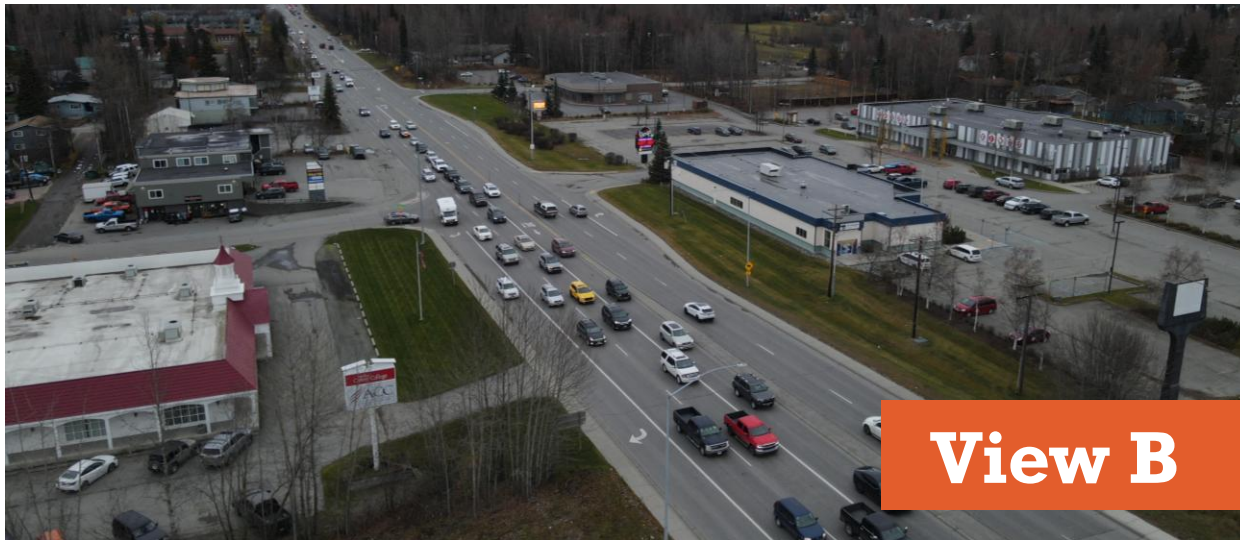
Active Transportation Considerations and Concerns



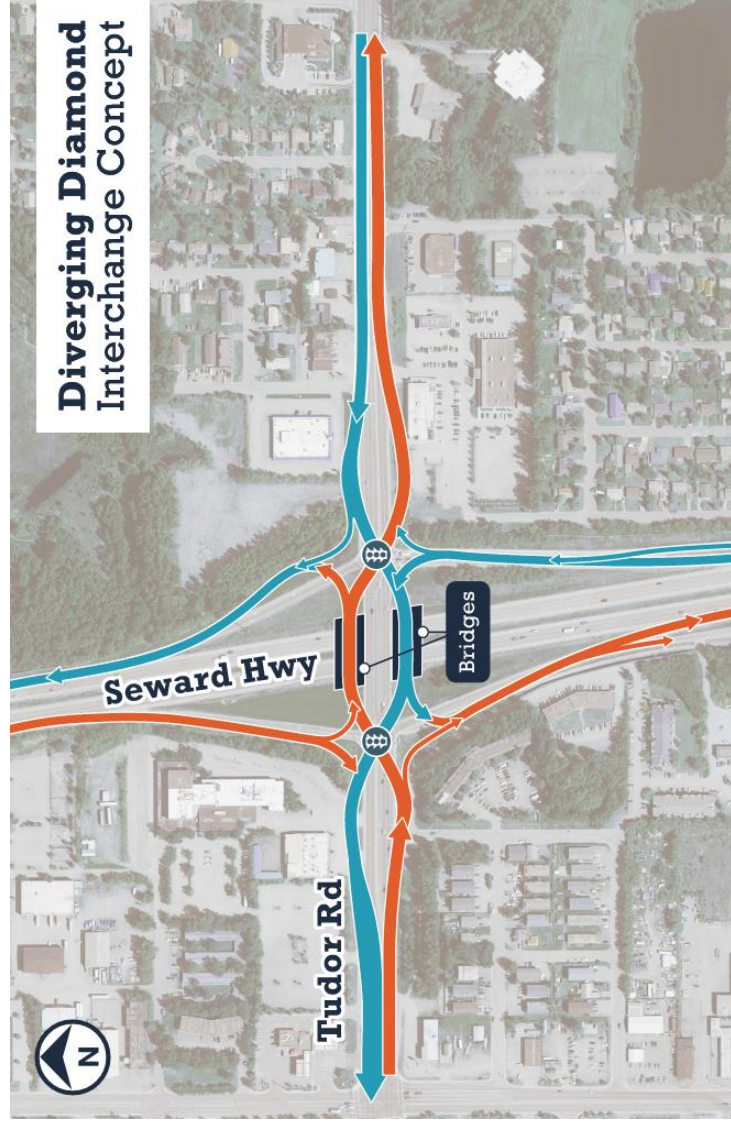
Safety Performance: All Crashes (2014-2023)



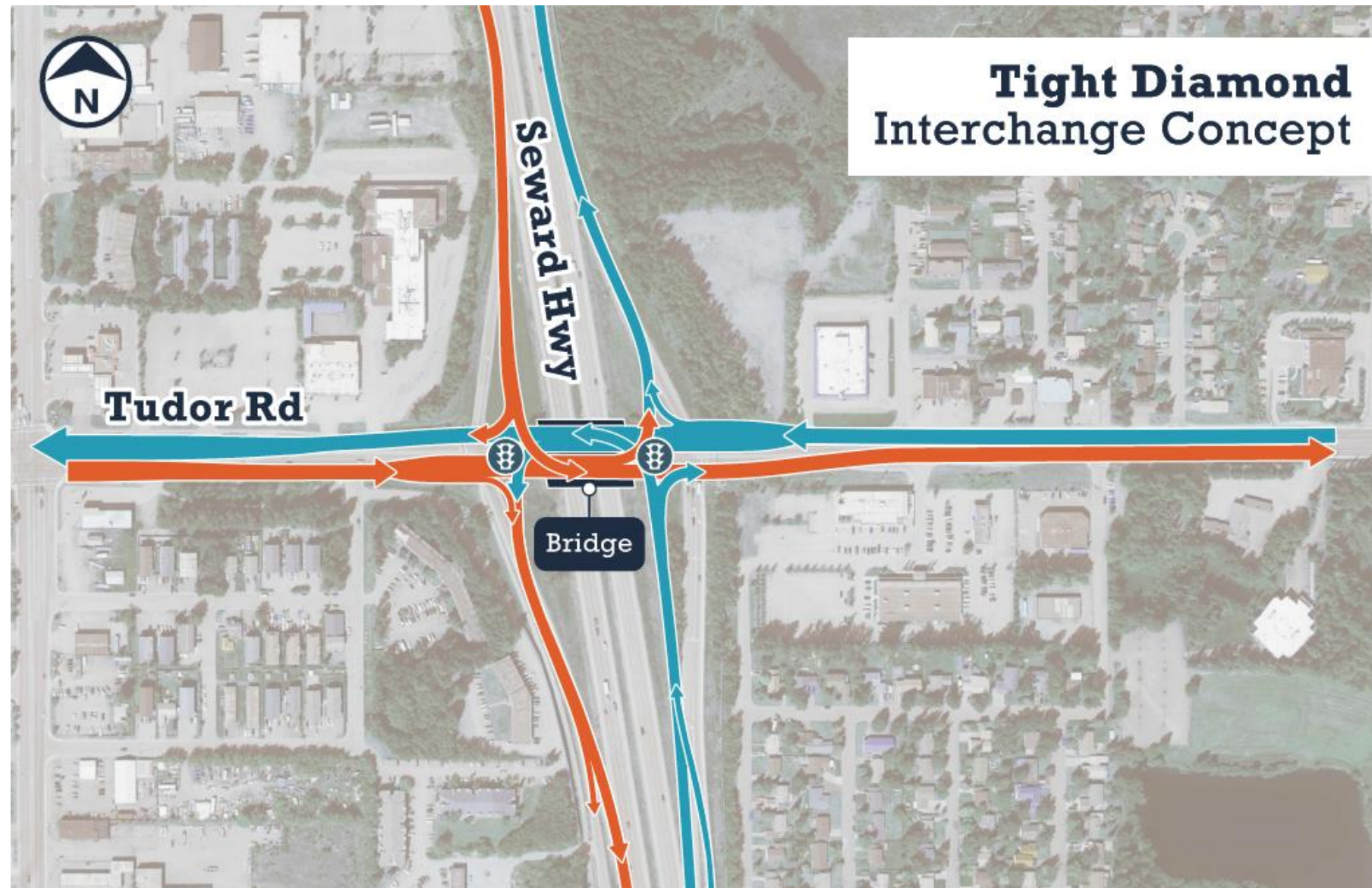
Traffic Operations: Queueing



Alternatives Considered



Preferred Alternative



Compatibility Assessment

		Diamond Forms			
		Tight Diamond	Single Point	Diverging Diamond	Displaced Left
Considerations	Capacity	Optimal	Optimal	Optimal	Optimal
	Footprint	Optimal	Optimal	Poor	Poor
	Active Transportation Suitability	Optimal	Fair	Fair	Fair
	Allows ramp-to-ramp Movements	Optimal	Poor	Poor	Optimal
	Compatible with 36th Ave Interchange	Optimal	Poor	Poor	Optimal
	Constructability	Fair	Poor	Optimal	Fair

 Optimal
  Fair
  Poor

Footnote Placeholder

Project Contacts



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Jovie Garcia | *Public Involvement*



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