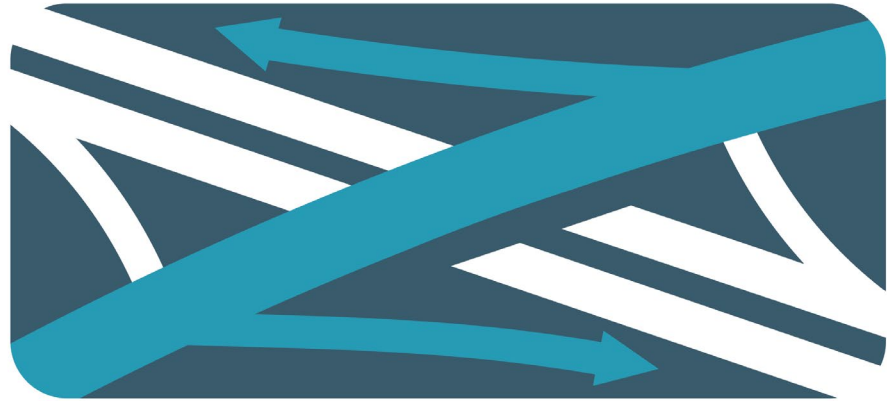


Project CFHWY00909

Tudor Road

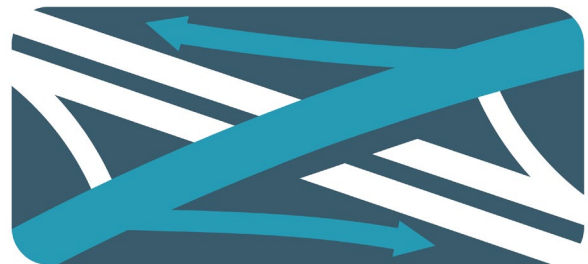


INTERCHANGE

MOA AMATS Policy Committee Meeting

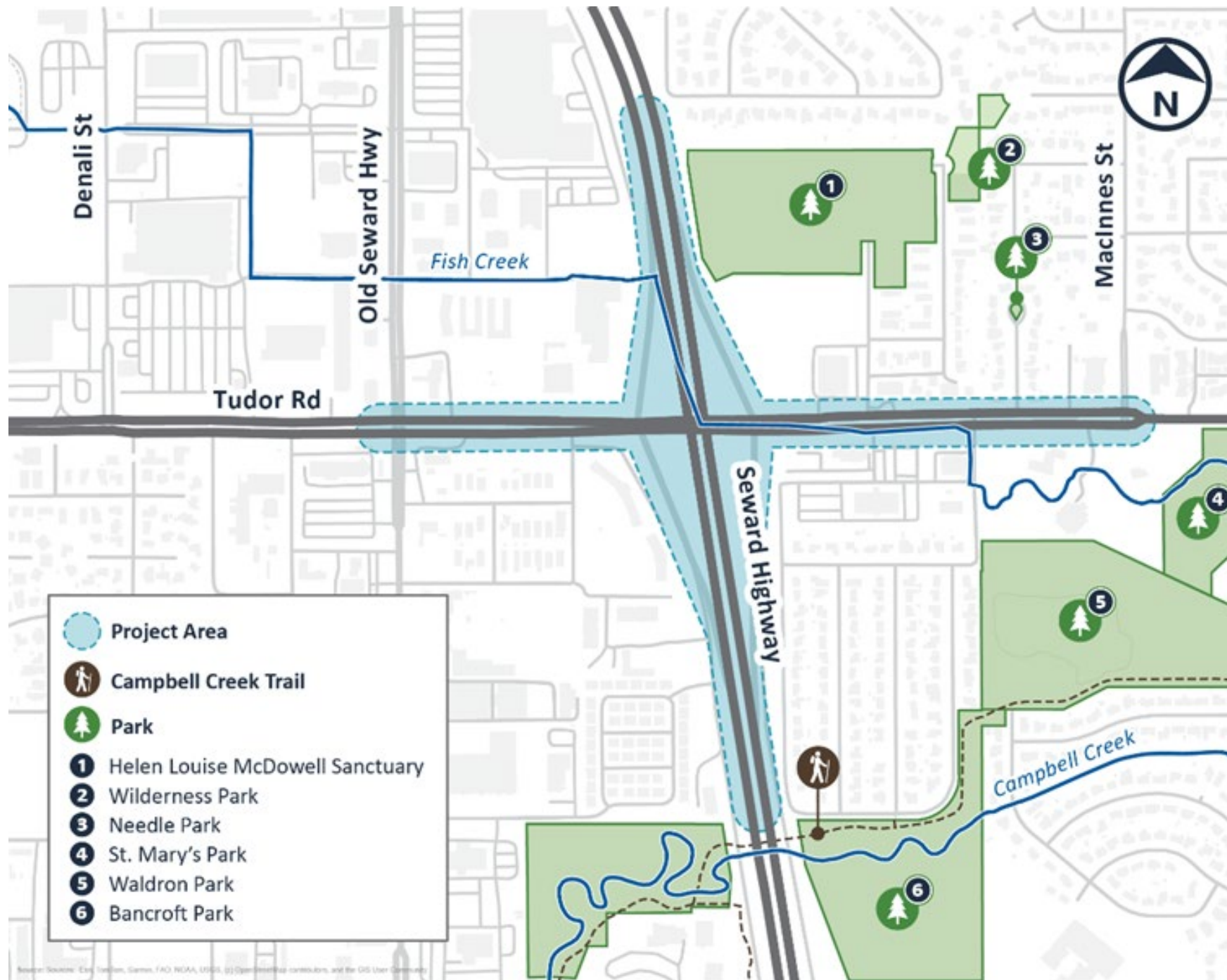
May 21, 2026

Tudor Road



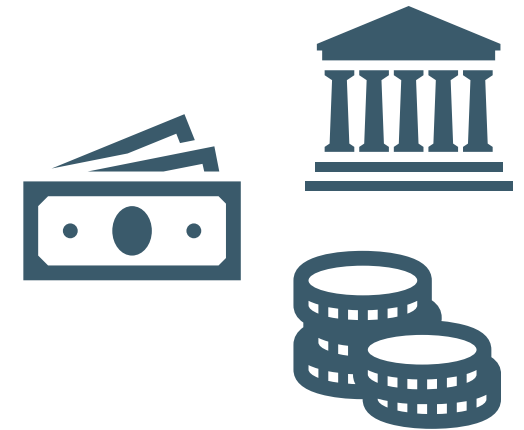
INTERCHANGE

Project Area



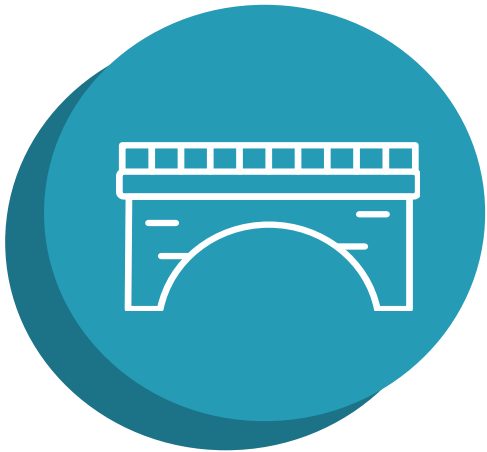
Funding

- **Currently Obligated** for Preliminary Design & Environmental:
 - **State** – \$1M
 - **Federal** – \$3M
 - Future, **Federally funded** project phases:
 - Final Design – \$1M*
 - Right-of-Way Acquisition – \$4M* (if needed)
 - Utility Relocation – \$2.5M*
 - Construction – \$30M*
- *planning-level estimates shown in AMATS TIP and DOT&PF STIP*
- **National Hwy Performance Program (NHPP) funds:**
 - **93.4% Federal + 6.6% State Match**



Purpose and Need

Bridge



- Replace the aging bridge
- Increase vertical clearance to mitigate bridge strikes
- Widen to accommodate needs of all user groups

Operations & Safety



- Improve traffic flow
- Reduce crash risk
- Reduce queuing

Active Transportation



- Widen & enhance active transportation facilities
- Improve safety & connectivity

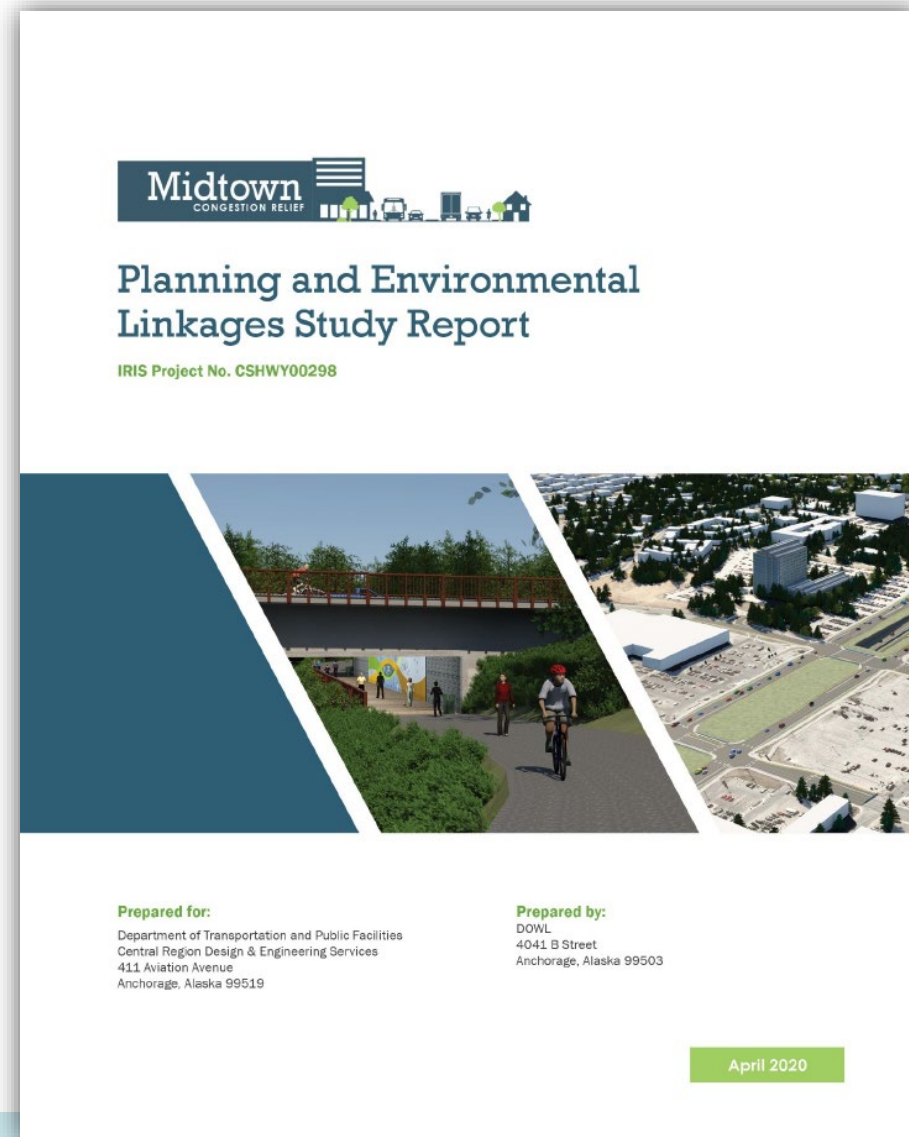
Interchange Background

AMATS Major Corridors Study (1982):

- Identified the Seward Highway–Tudor Road corridor as a *critical regional connection for mobility and safety* in Anchorage.
- Established a long-range planning framework that guided future transportation studies and investments.

Midtown Congestion Relief PEL Study (2020):

- Identified the Tudor Road Interchange as *one of the most congested and crash-prone locations in Alaska*.
- Recommended interchange improvements, *enhanced non-motorized facilities, increased vertical clearance*, and long-term mobility solutions.



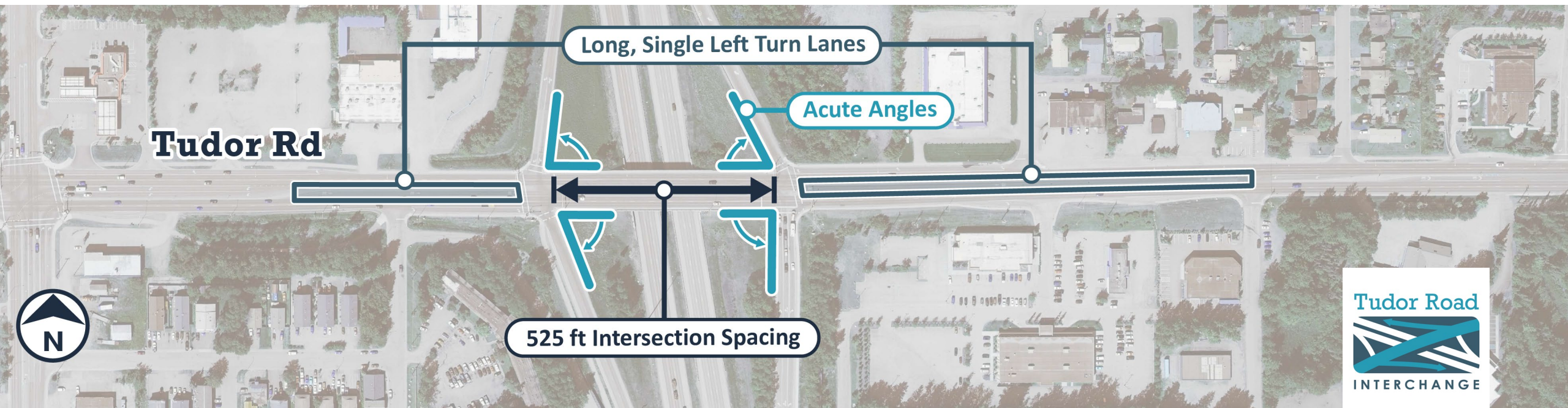
Existing Interchange Conditions

- **Existing Traffic Volumes:**
 - Seward Hwy: 50,000 vehicles per day (vpd)
 - Tudor Rd: 36,500 vpd
- **Compressed Diamond Interchange** (suburban 1950s/60s design)
- **Non-motorized facilities:**
 - Narrow 4-ft sidewalks
 - Minimal/no separation from traffic
 - Lacking crossing at MacInnes St
- **Aging Bridge:**
 - Built 1976 (~50 years old)
 - Increased seismic vulnerability due to heavy traffic, critical corridor, and V-frame piles

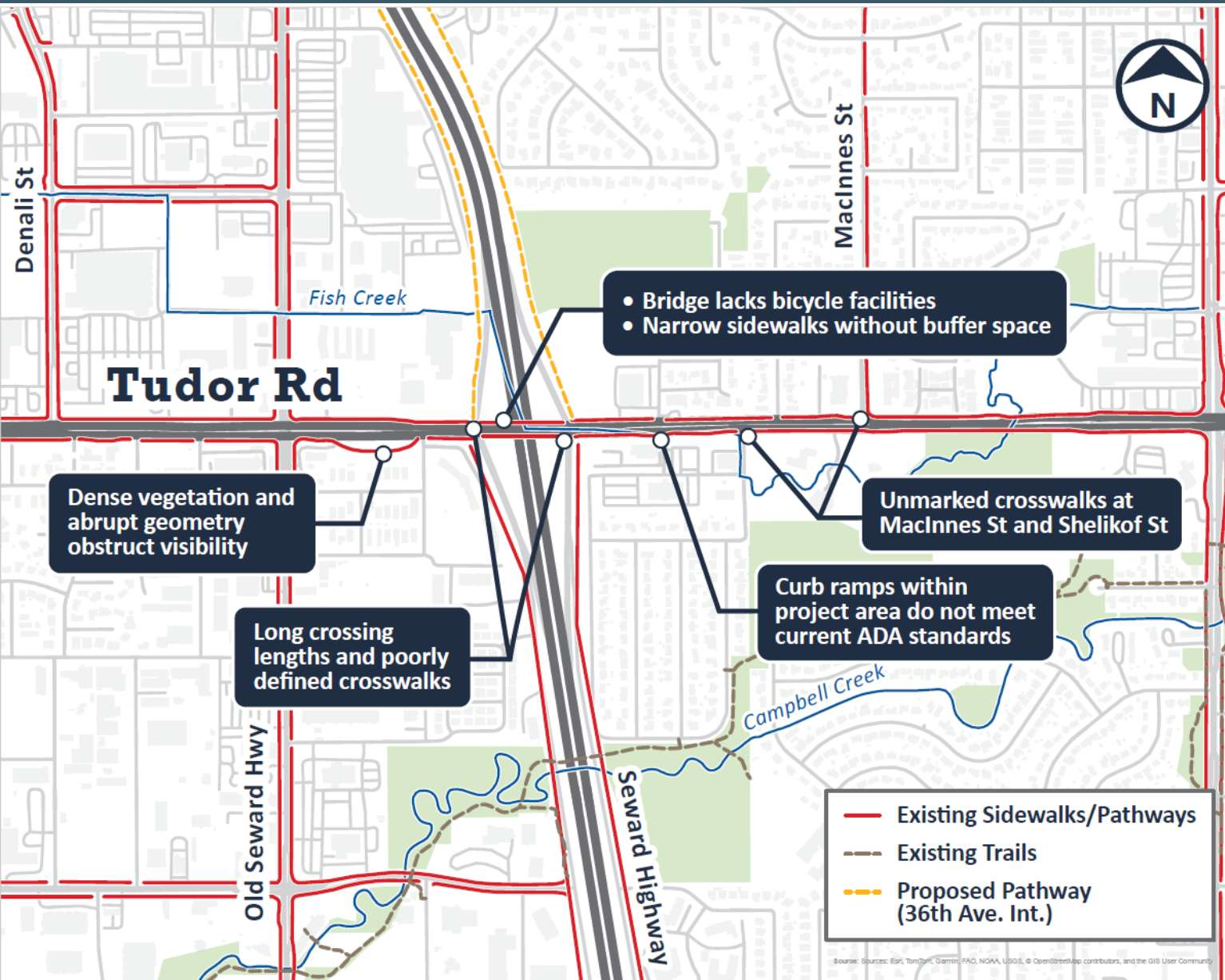


Existing Interchange & Bridge Issues

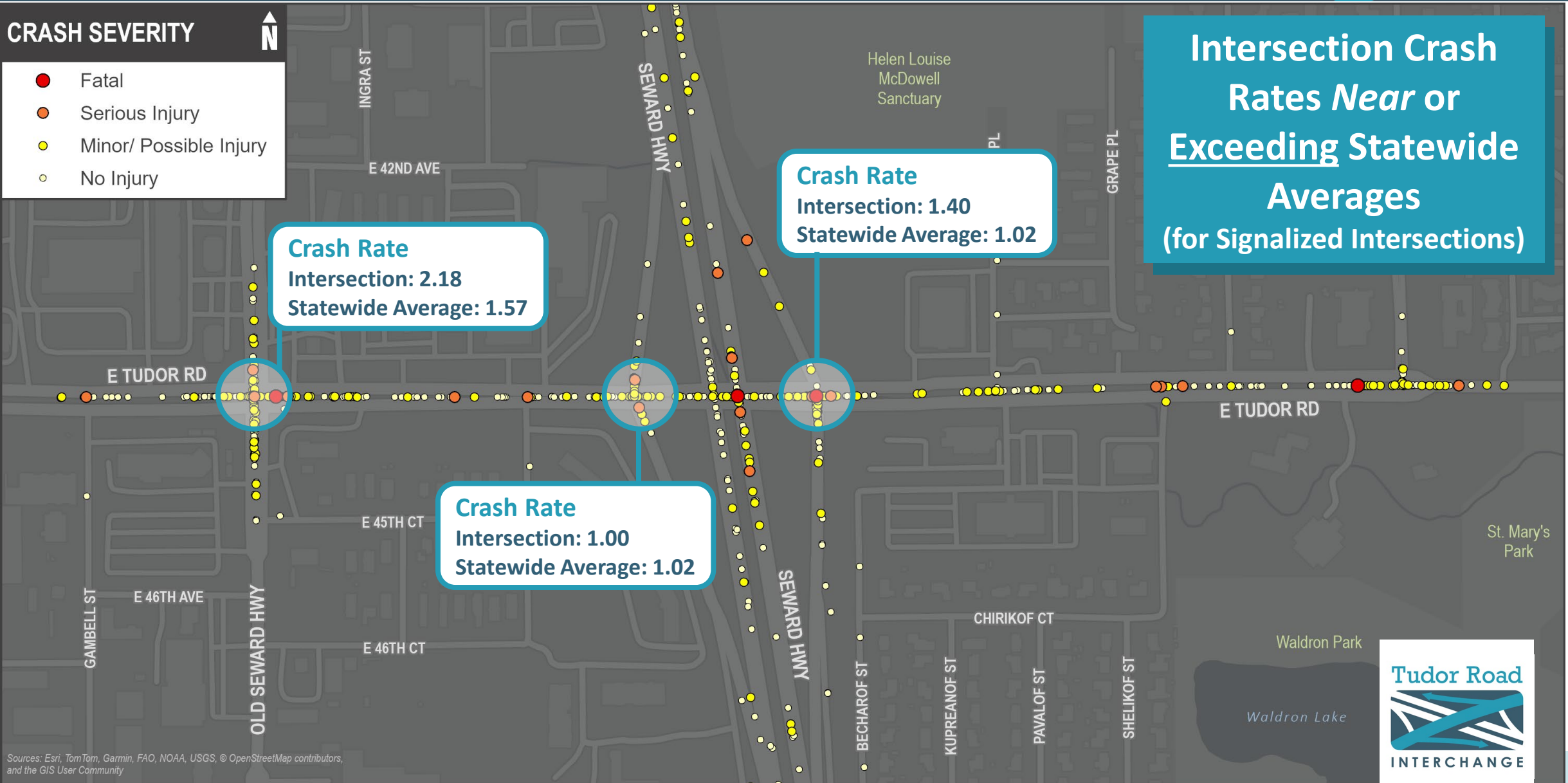
- Existing bridge clearance is 2-ft below min. standards (strike hazard)
- Only 'medium' capacity (growth since '70s)
- Signalized intersections, 475' apart
- Typically 500'-700' signal spacing
- Difficult to coordinate signals
- Traffic platoons break down / spread out
- Queuing between ramp terminal intersections
- Acute ramp intersection angles degrade vehicular flow (large trucks)
- Sight distance (crest vertical curve, acute angles, no shoulders along bridge barriers)



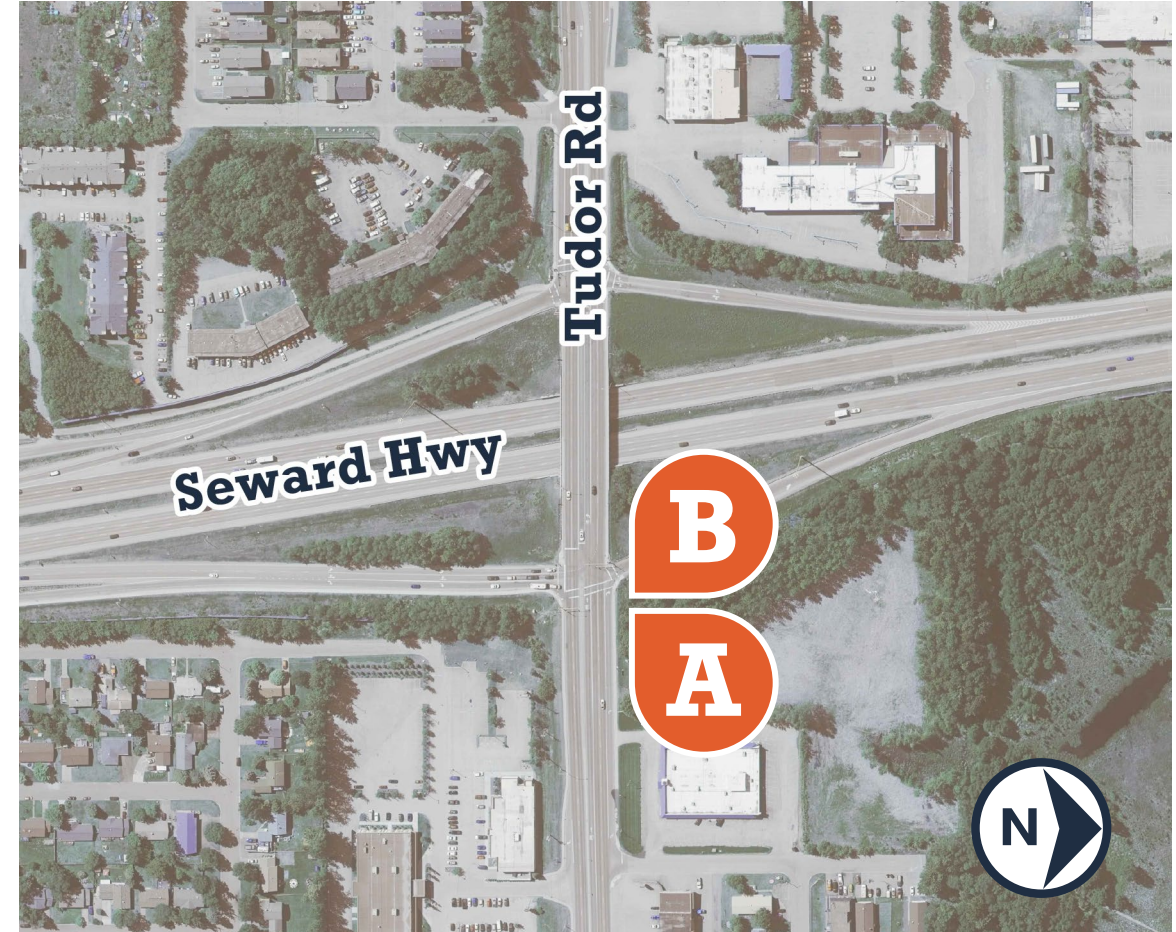
Active Transportation Considerations



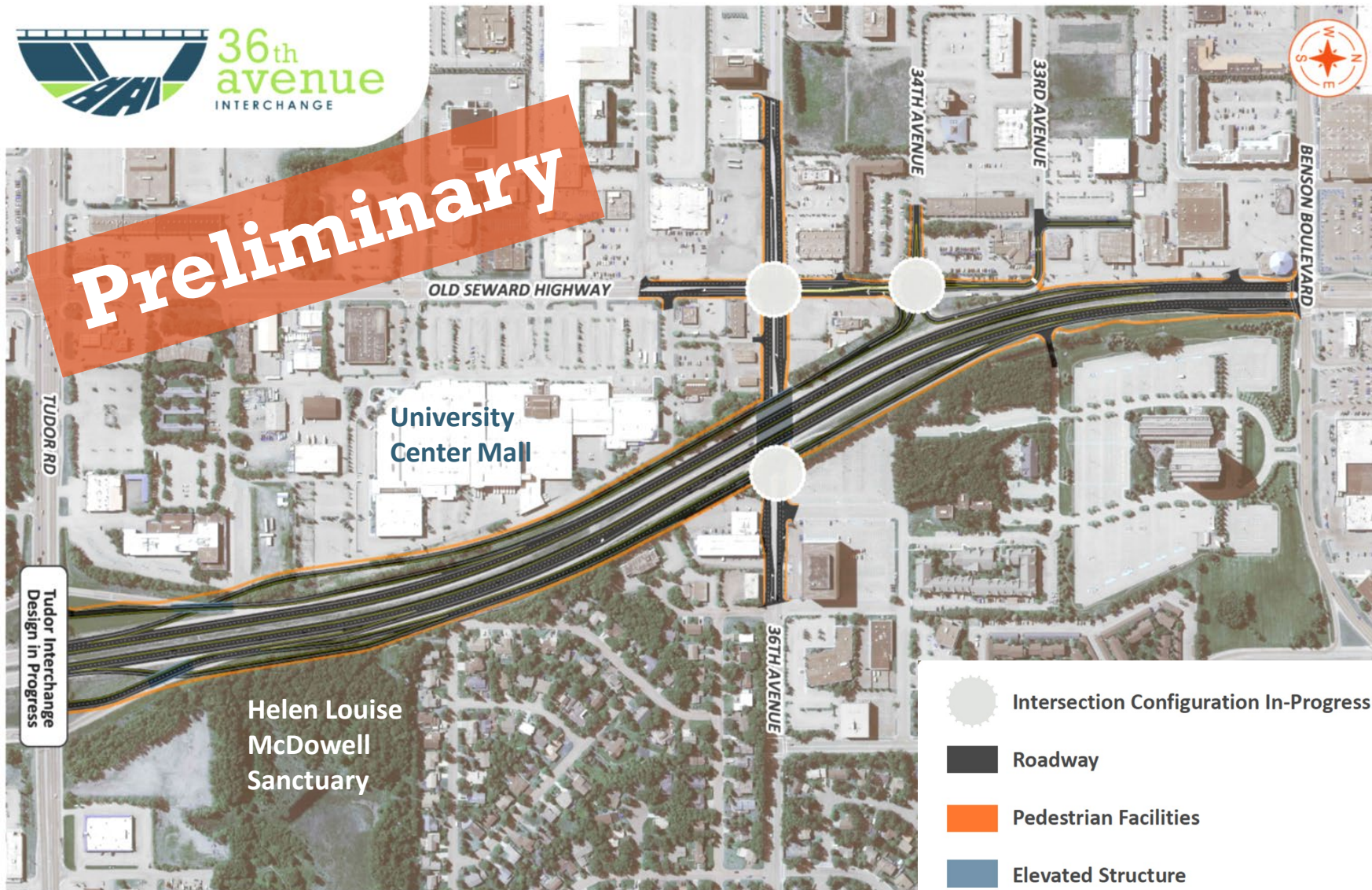
Safety Performance (2014-2023)



Traffic Operations & Queueing



Integration with 36th Ave Interchange



- 36th Ave Interchange design includes:
 - Direct northbound connection between Tudor Rd & 36th Ave
 - Non-motorized pathways between 36th Ave & Tudor Rd
 - Connecting Campbell Creek Trail to Midtown
 - Braided ramp(s) near Tudor Rd
- Investigating wide pedestrian undercrossings at Tudor Rd
- Construction anticipated *after* Tudor Rd Interchange

Interchange Workshop (Nov. '25) & Open House (Dec. '25) Summary

■ Purpose:

- Informed stakeholders about the Tudor Rd Interchange project Purpose & Need
- Reviewed existing issues & corridor constraints
- Collected input on interchange concepts & multimodal priorities

■ Summary of Feedback:

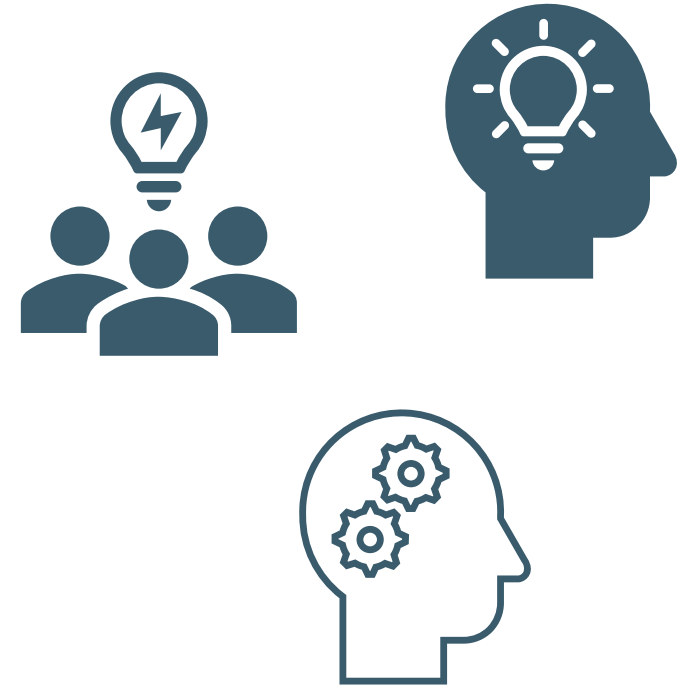
- Support for the project to address the aging bridge & on-going safety issues
- Above-average crash rates & congestion on Tudor Rd highlight need for operational & safety improvements
- Desire to improve active transportation (pedestrian + bicycle), transit comfort, & ADA accessibility
- Support for evaluating a Tight Diamond interchange to improve signal & pedestrian crossing operations
- Need to address nonmotorized crossing safety & access concerns near MacInnes St
- Importance of continuing coordination with MOA & nearby transportation projects



Additional Public Engagement

■ Community:

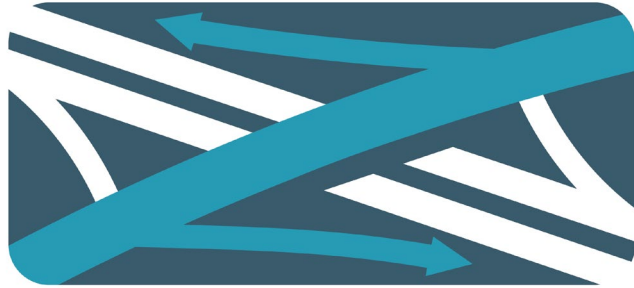
- Campbell Park Community Council (CC)
- Midtown CC
- U-Med / Tudor Area CC
- Anchorage Transportation Fair



■ Agency:

- AMATS Policy Committee
- AMATS Technical Advisory Committee
- AMATS Community Advisory Committee
- AMATS Bike & Pedestrian Advisory Committee (scheduled June 2026)
- MOA Planning & Zoning Commission (Concept Report approval)

Tudor Road

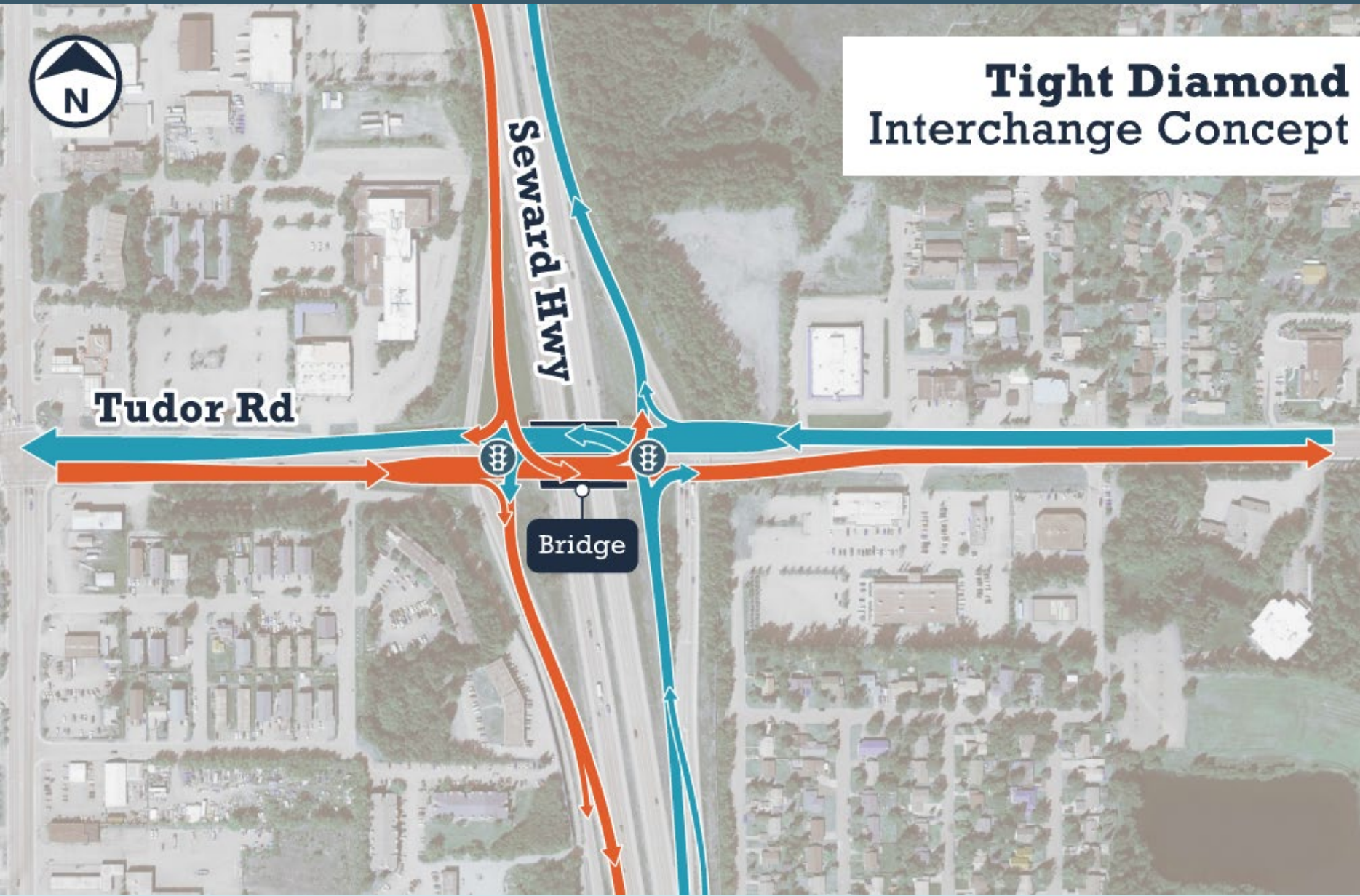


INTERCHANGE

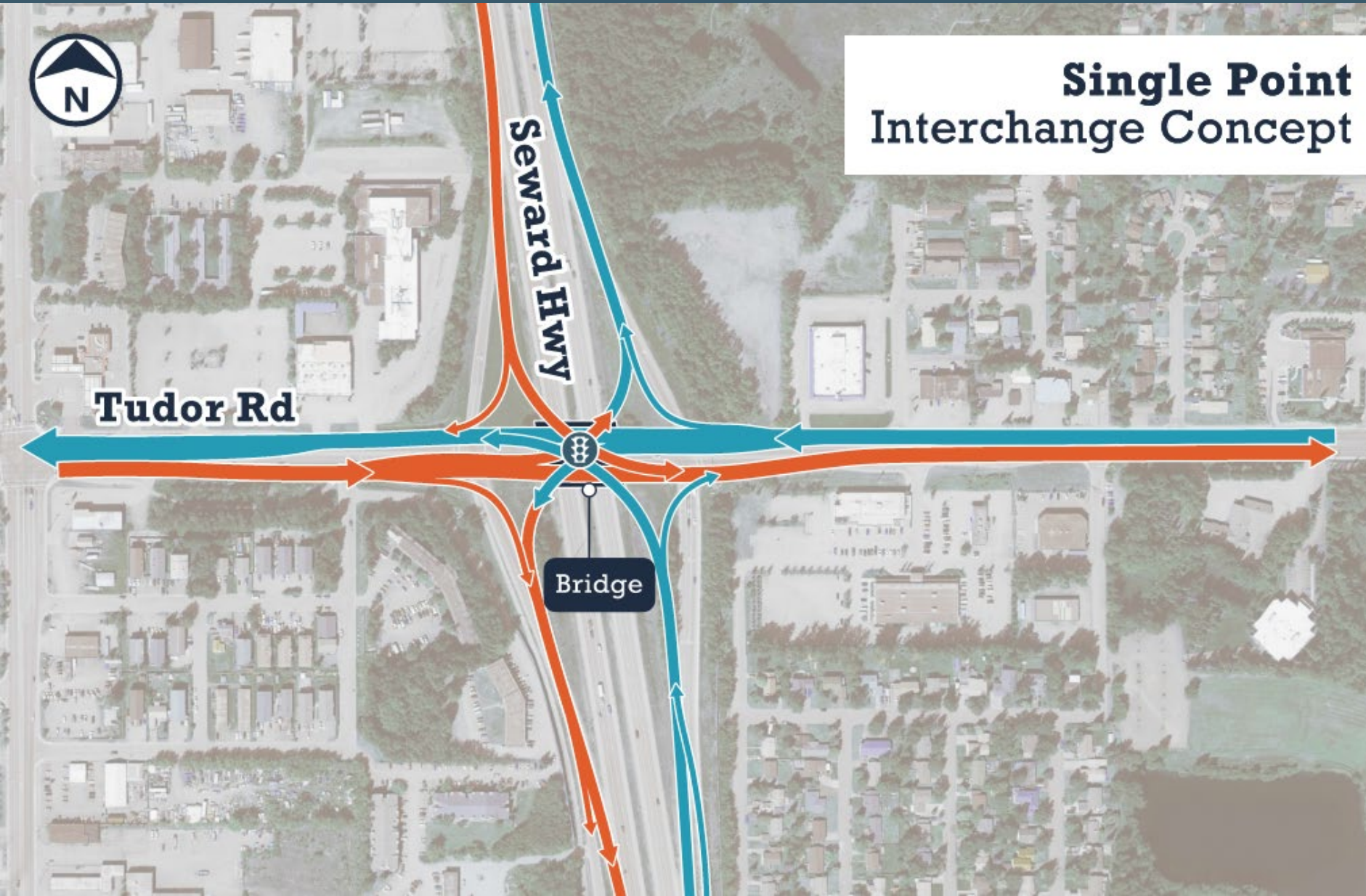


Alternatives Analysis

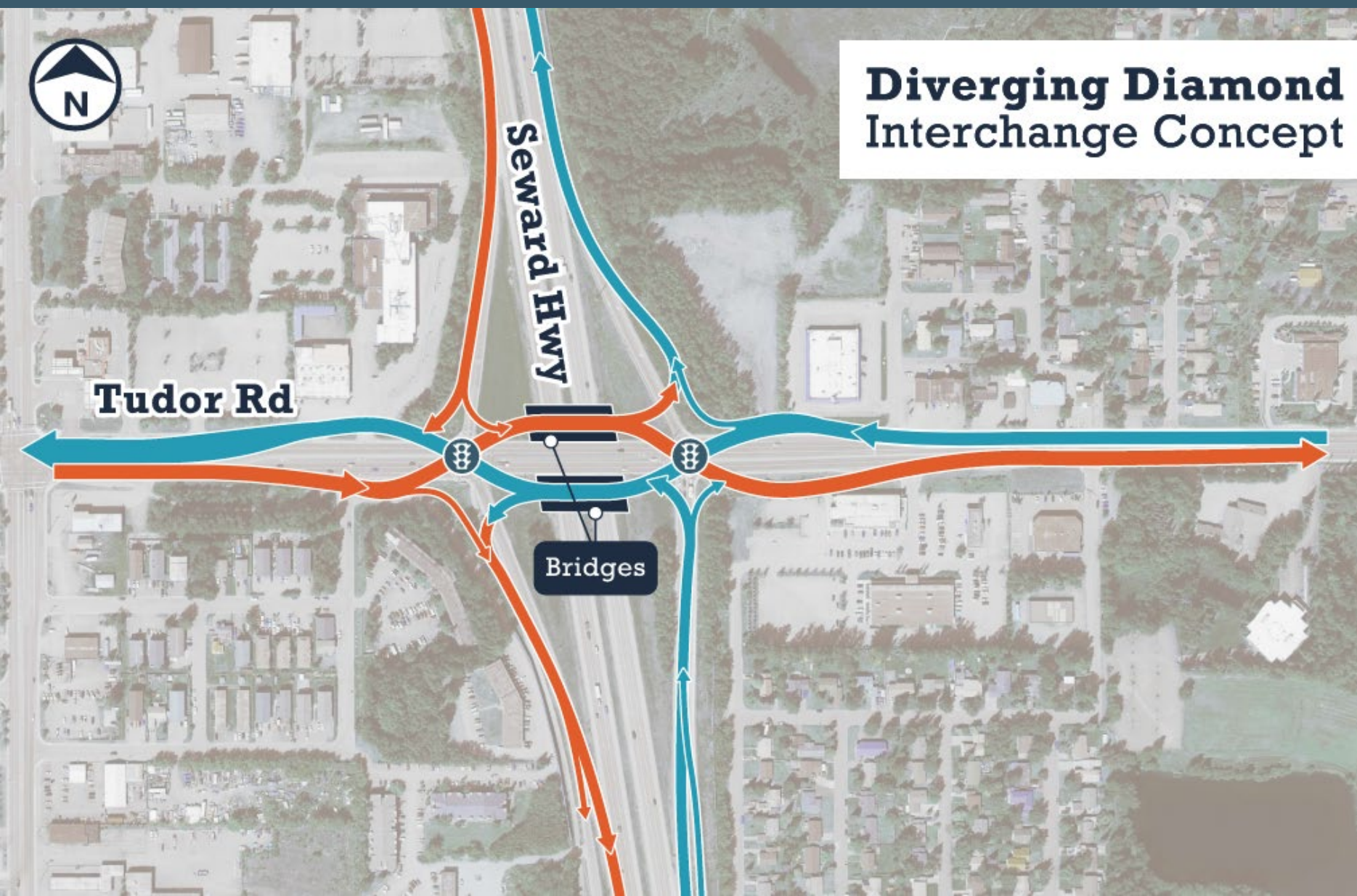
Tight Diamond Interchange Concept



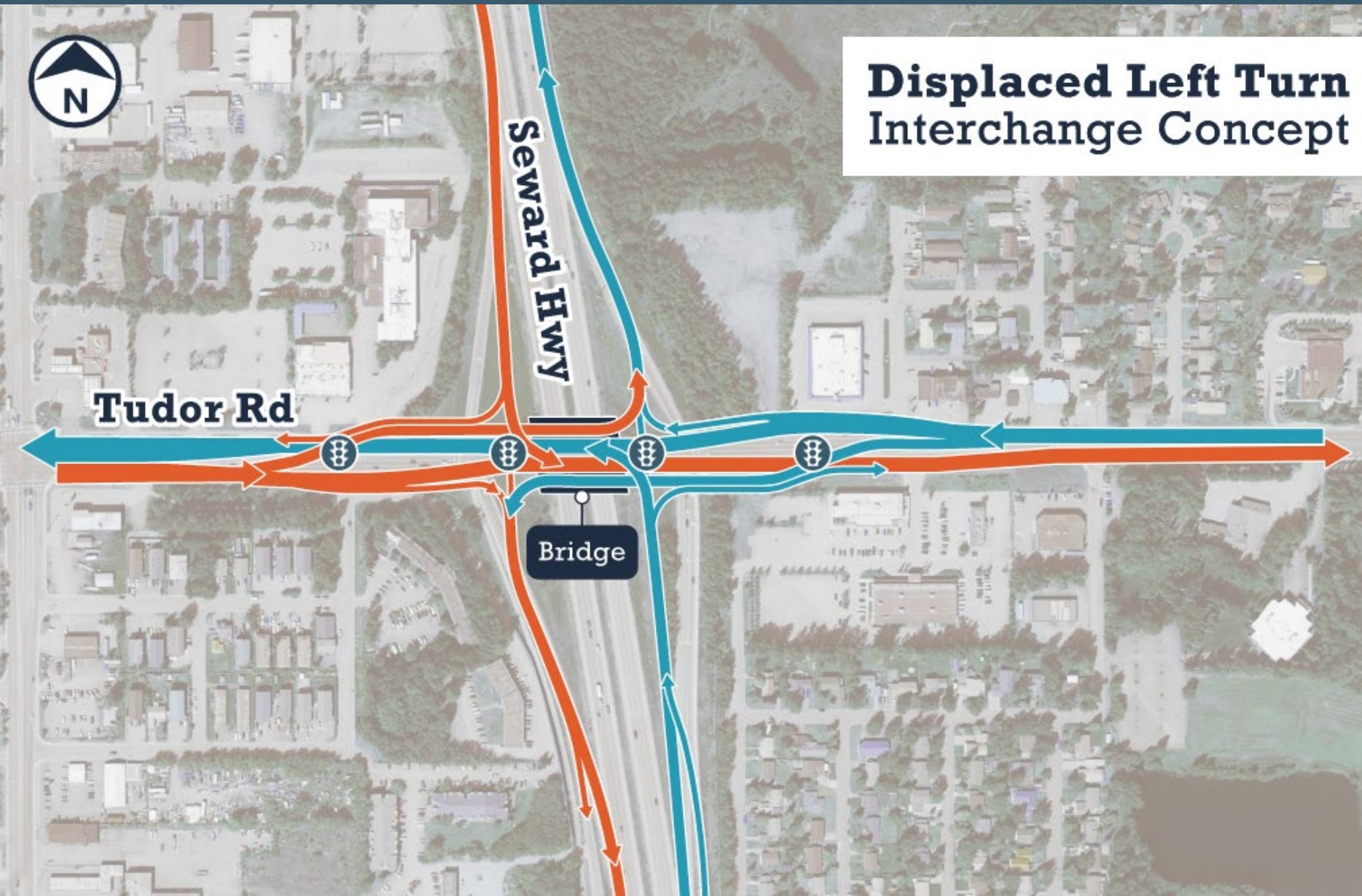
Single Point Interchange Concept



Diverging Diamond Interchange Concept



Displaced Left Turn Interchange Concept

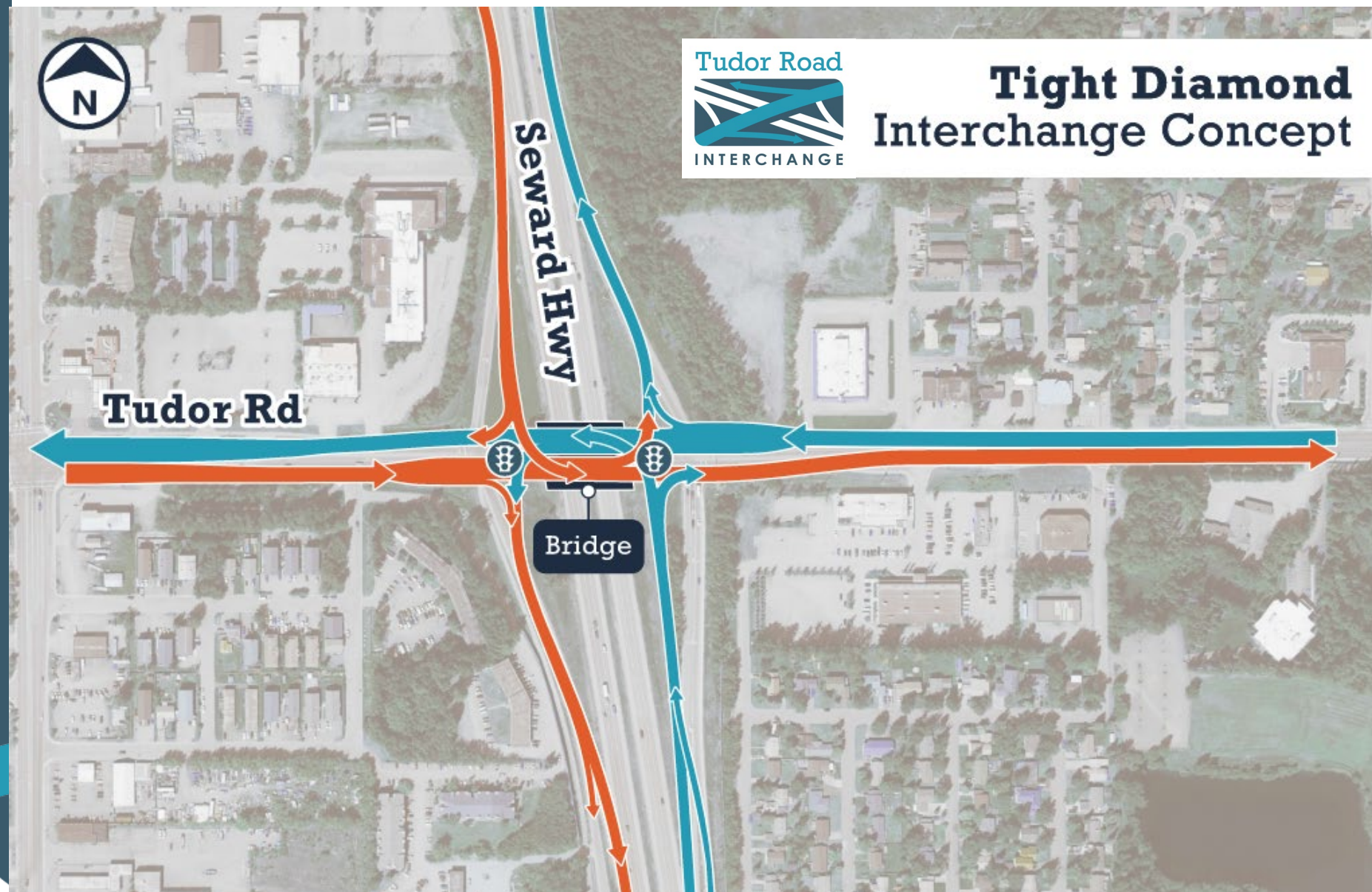


Compatibility Assessment

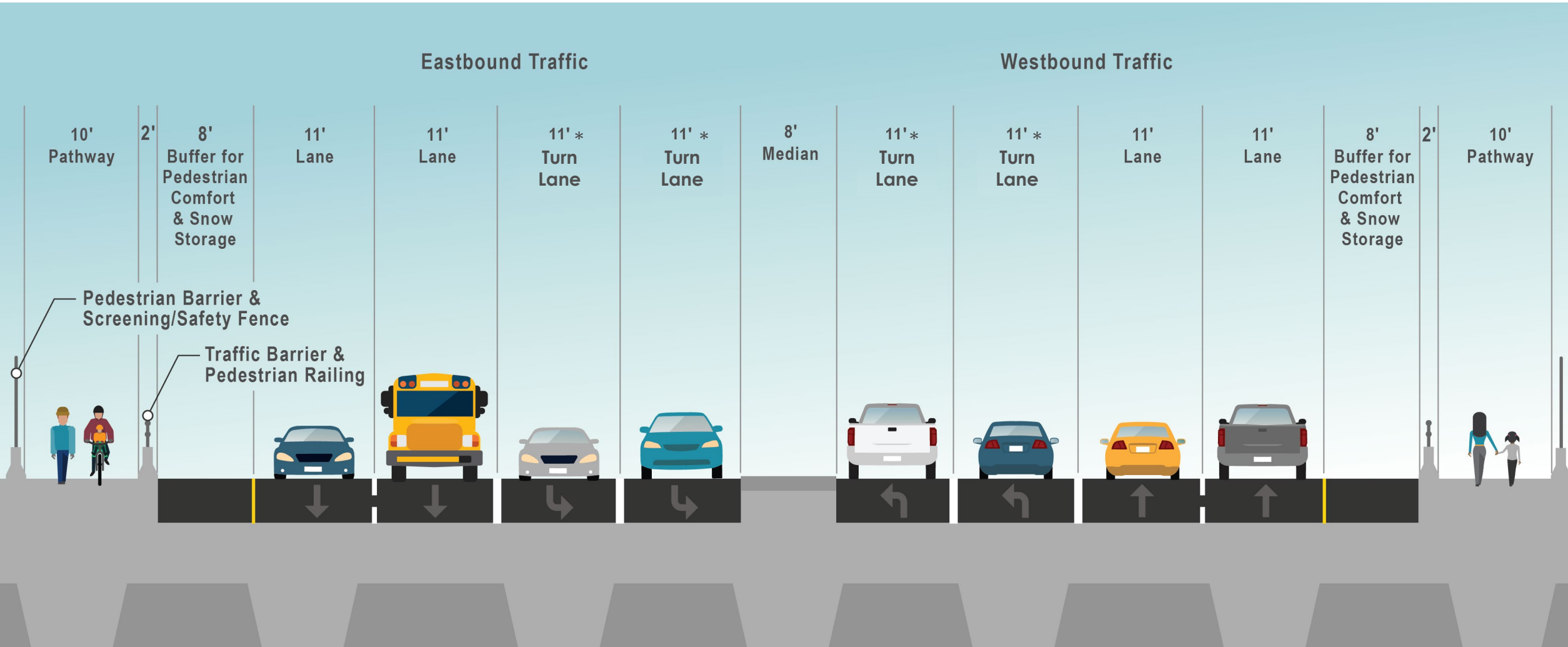
		Diamond Forms			
		Tight Diamond	Single Point	Diverging Diamond	Displaced Left
Considerations	Capacity	Optimal	Optimal	Optimal	Optimal
	Footprint	Optimal	Optimal	Lowest	Lowest
	Active Transportation Suitability	Optimal	Fair	Fair	Fair
	Allows ramp-to-ramp Movements	Optimal	Lowest	Lowest	Optimal
	Compatible with 36th Avenue Interchange	Optimal	Lowest	Lowest	Optimal
	Constructability	Fair	Lowest	Optimal	Fair
	M&O	Fair	Fair	Lowest	Lowest

 Optimal
  Fair
  Lowest

Recommended Alternative for Advancing Environmental Review

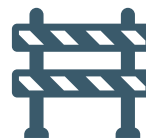
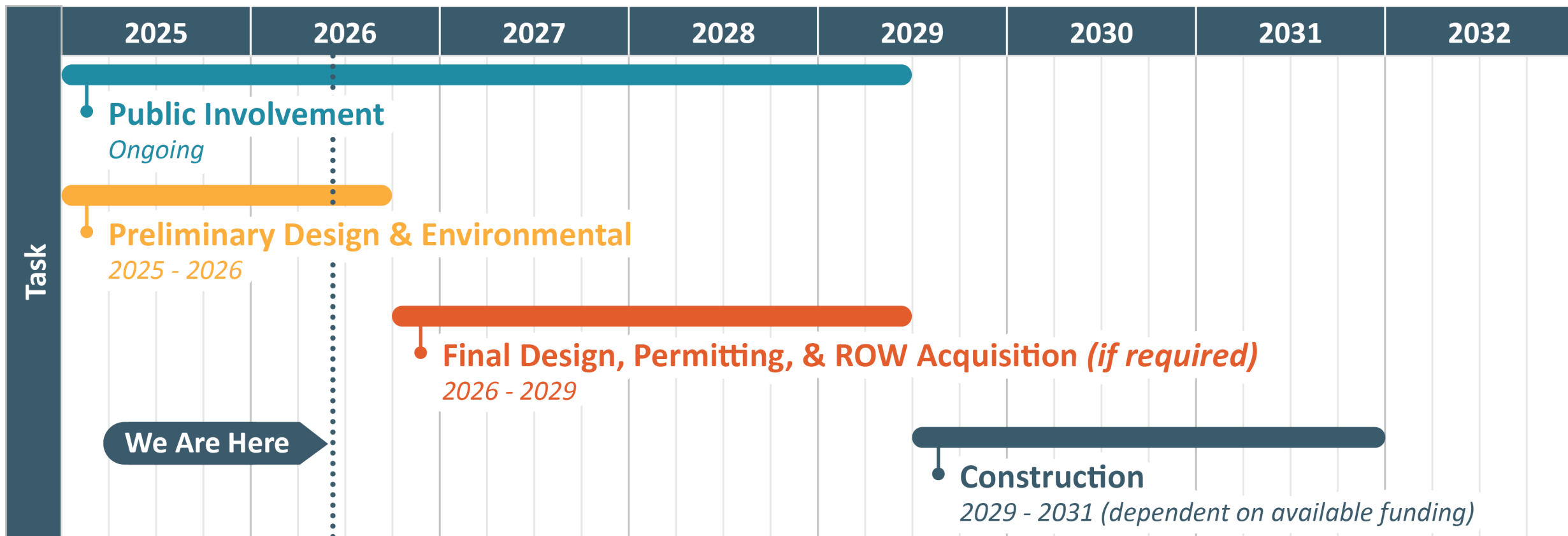


Preliminary Bridge Cross-Section



* Adjacent turn lanes will be combined with the center median to create a 30-ft-wide pedestrian refuge in the east and west ramp intersection crosswalks

Project Schedule



Project Contacts

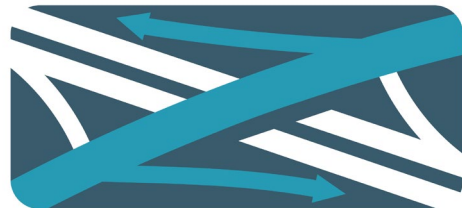
DOT&PF

- Galen Jones, PE | *Project Manager*

DOWL

- Steve Noble, PE | *Project Manager*
- Jovie Garcia | *Public Involvement*

Tudor Road



INTERCHANGE



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