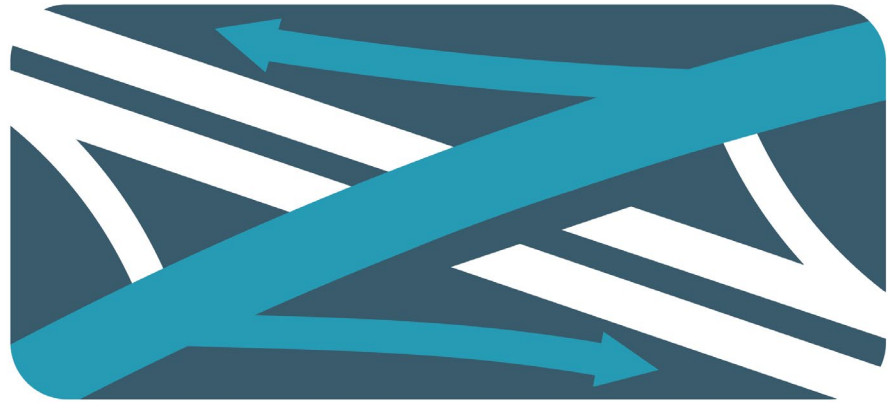


Tudor Road

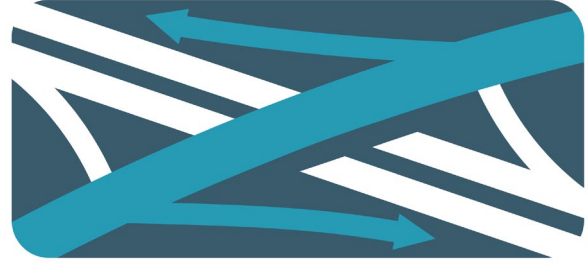


INTERCHANGE

Campbell Park Community Council Update

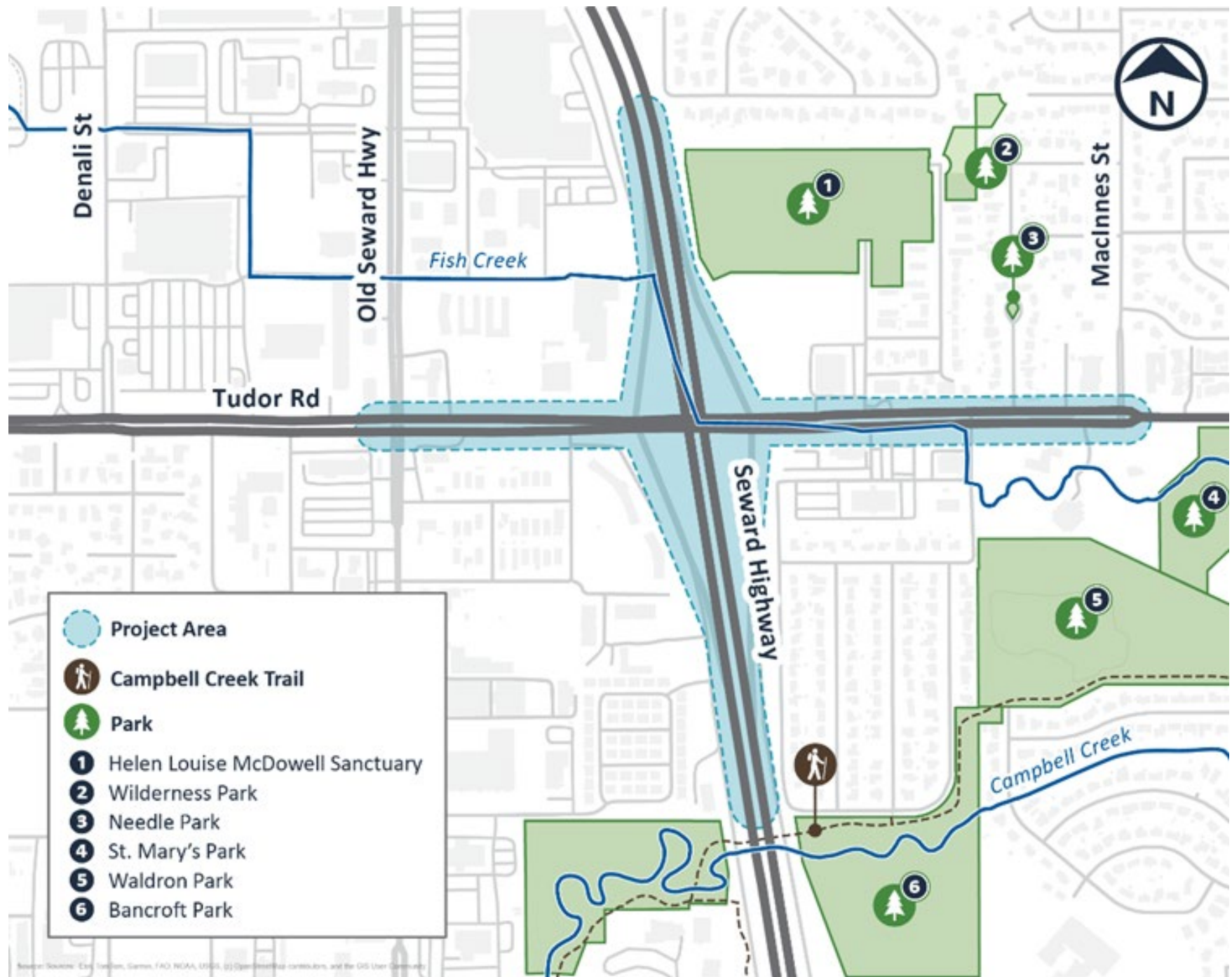
May 21, 2026

Tudor Road



INTERCHANGE

Project Area



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



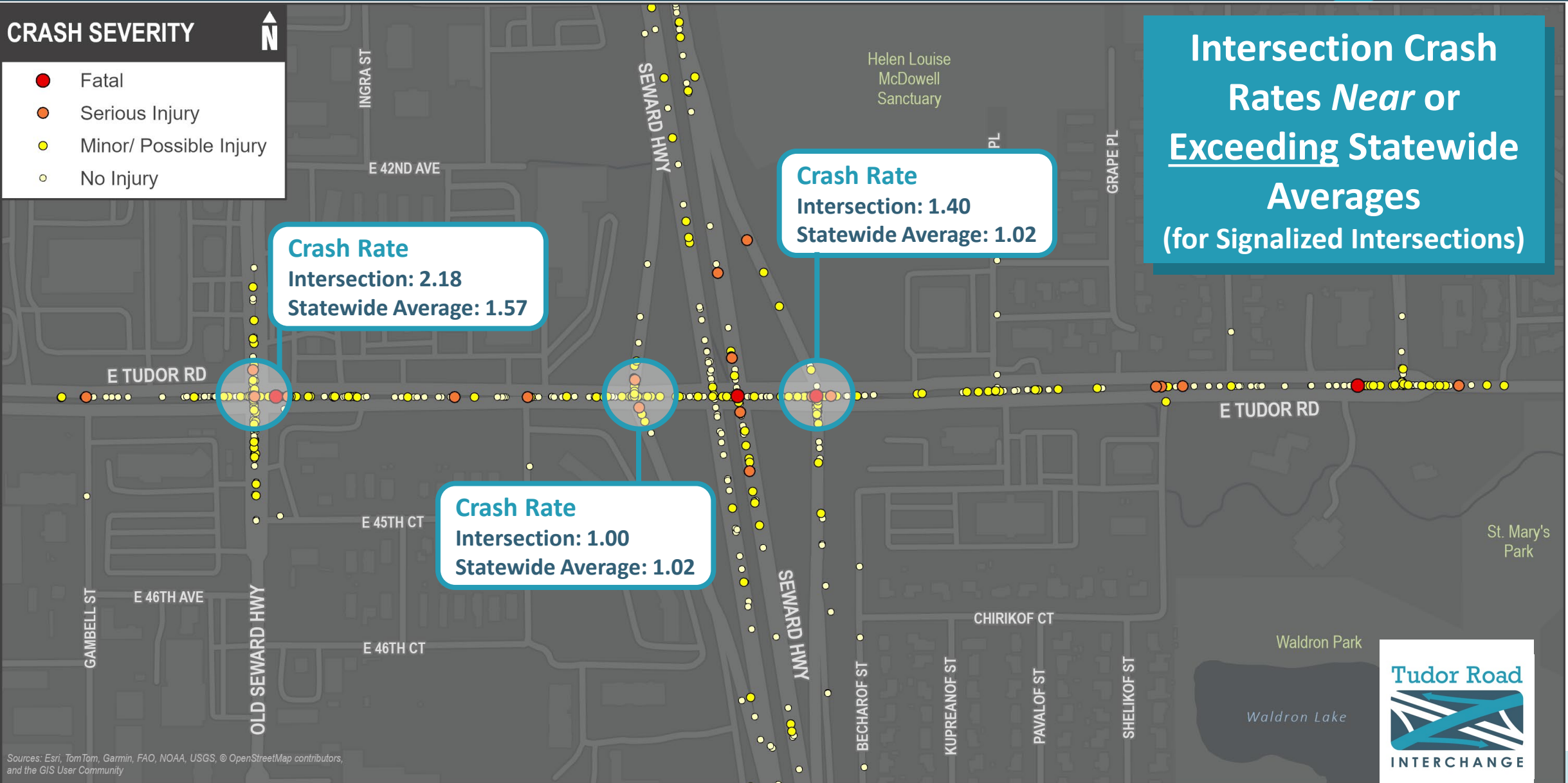
- Widen & enhance active transportation facilities
- Improve safety & connectivity

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



Safety Performance (2014-2023)



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:

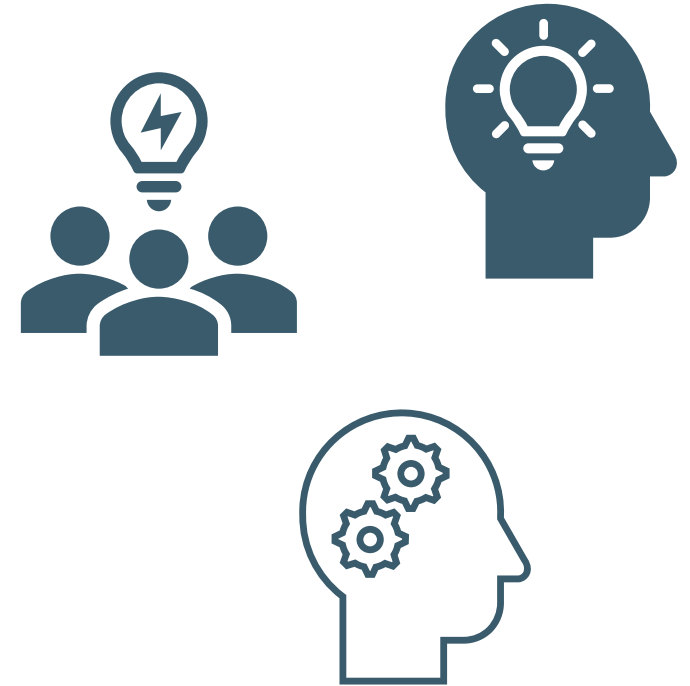
- Support for the project to address the aging bridge & on-going safety issues
- Above-average crash rates & congestion on Tudor Rd highlight need for operational & safety improvements
- Desire to improve active transportation (pedestrian + bicycle), transit comfort, & ADA accessibility
- Support for 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:

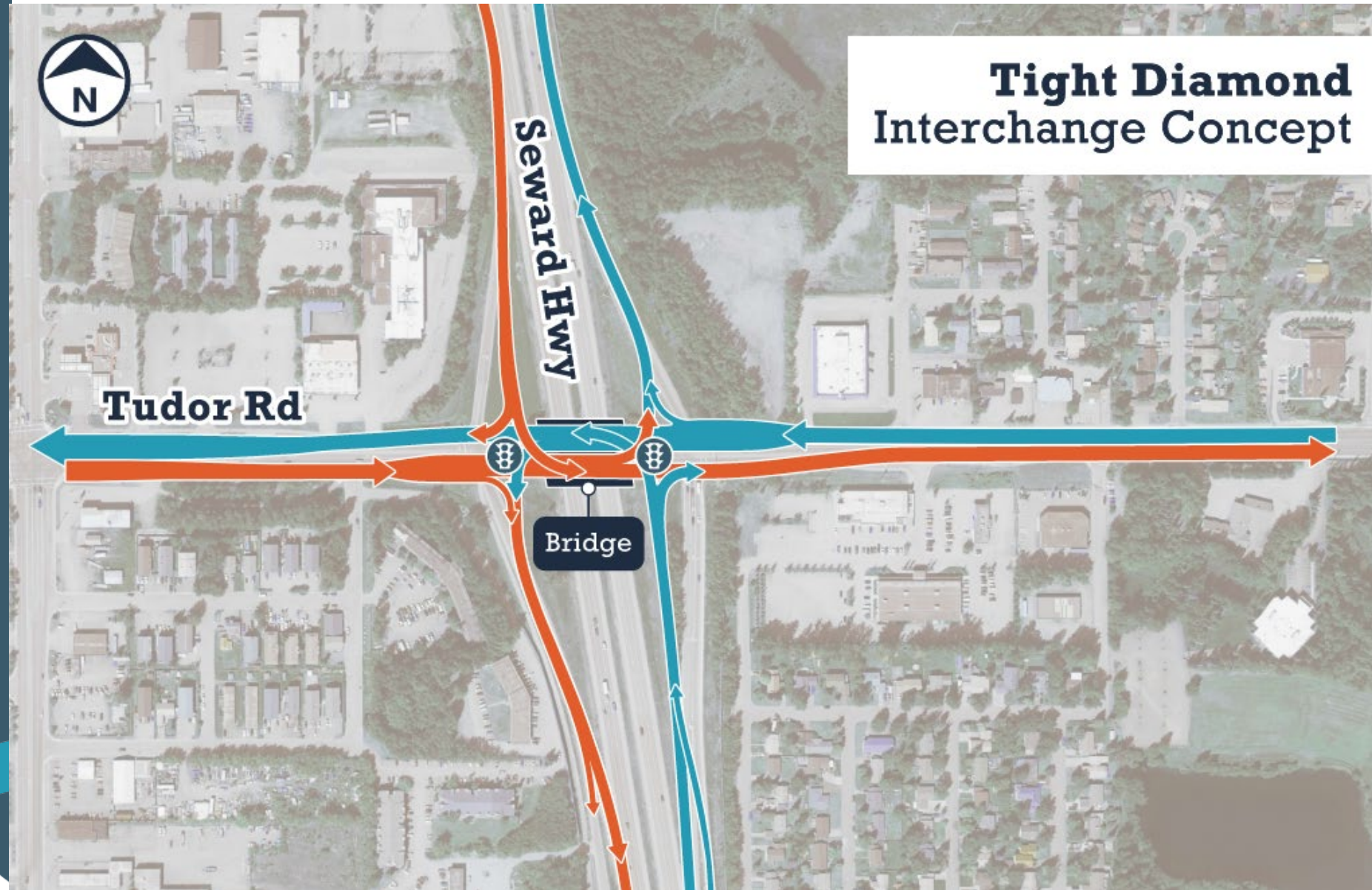
- AMATS Policy Committee
- AMATS Technical Advisory Committee
- AMATS Community Advisory Committee
- AMATS Bike & Pedestrian Advisory Committee (scheduled June 2026)
- MOA Planning & Zoning Commission (Concept Report approval)

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	

 Optimal
  Fair
  Lowest

**Recommended
Alternative for
Advancing
Environmental
Review**



Preliminary Bridge Cross-Section

Eastbound Traffic

Westbound Traffic

10'
Pathway

2'
8'
Buffer for
Pedestrian
Comfort
& Snow
Storage

11'
Lane

11'
Lane

11'
Lane

11'
Lane

8'
Median

11'
Lane

11'
Lane

11'
Lane

11'
Lane

8'
Buffer for
Pedestrian
Comfort
& Snow
Storage

2'

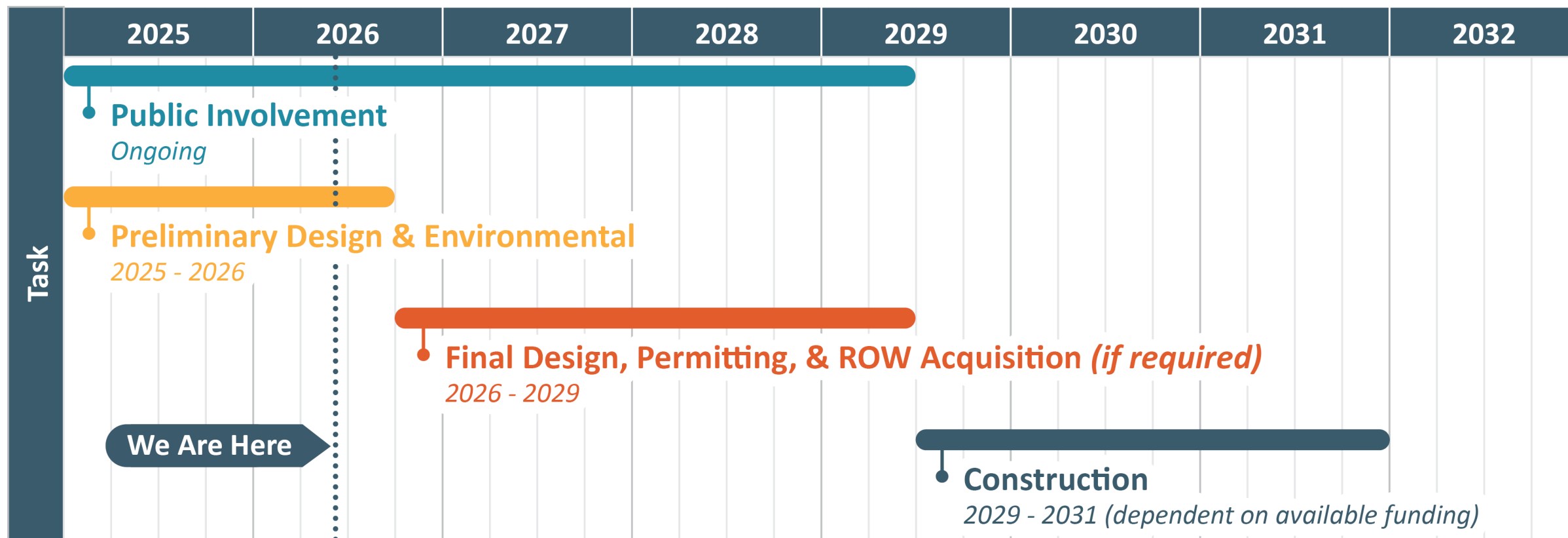
10'
Pathway

Pedestrian Barrier &
Screening/Safety Fence

Traffic Barrier &
Pedestrian Railing



Project Schedule



Project Contacts

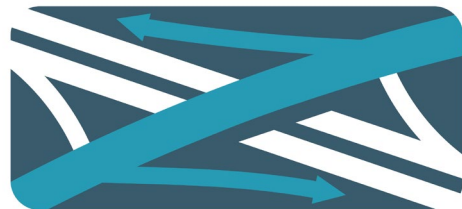
DOT&PF

- Galen Jones, PE | *Project Manager*

DOWL

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

Tudor Road



INTERCHANGE



www.tudorinterchange.com



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