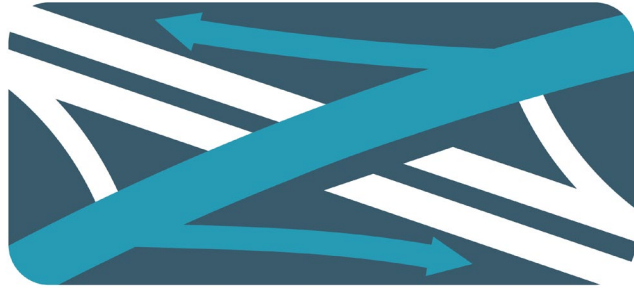


Tudor Road



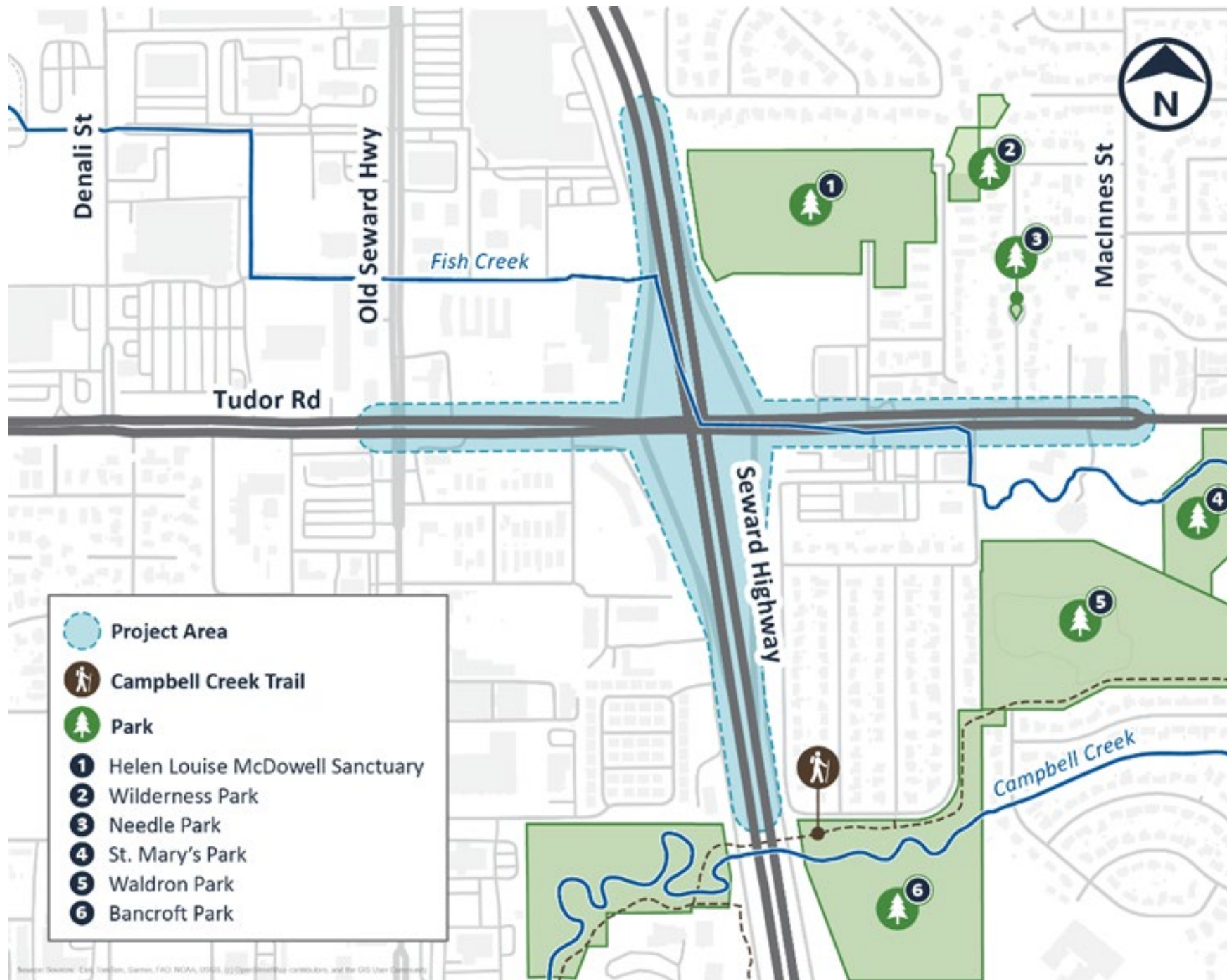
INTERCHANGE



AMATS: Community Advisory Committee Meeting

April 28, 2026

Project Area



Project Purpose and Need



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



- Improve traffic flow
- Reduce crash risk
- Reduce queuing



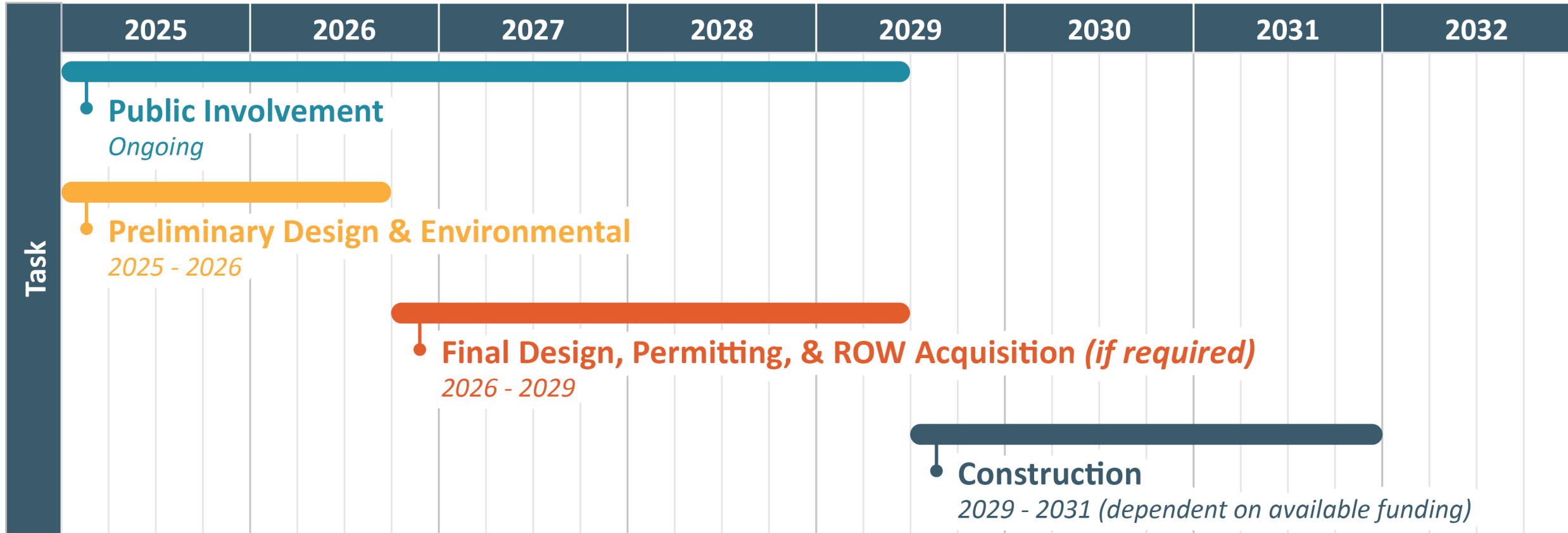
- Widen & enhance active transportation facilities
- Improve safety & connectivity

Project 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*

Project Schedule



Existing Interchange Conditions

- **Existing Traffic Volumes:**
 - Seward Highway: 50,000 vehicles per day (vpd)
 - Tudor Road: 36,500 vpd
- **Aging, 1970s-era Diamond Interchange**
- **Non-motorized facilities:**
 - Narrow sidewalks
 - Minimal/no separation
 - Challenging crossings



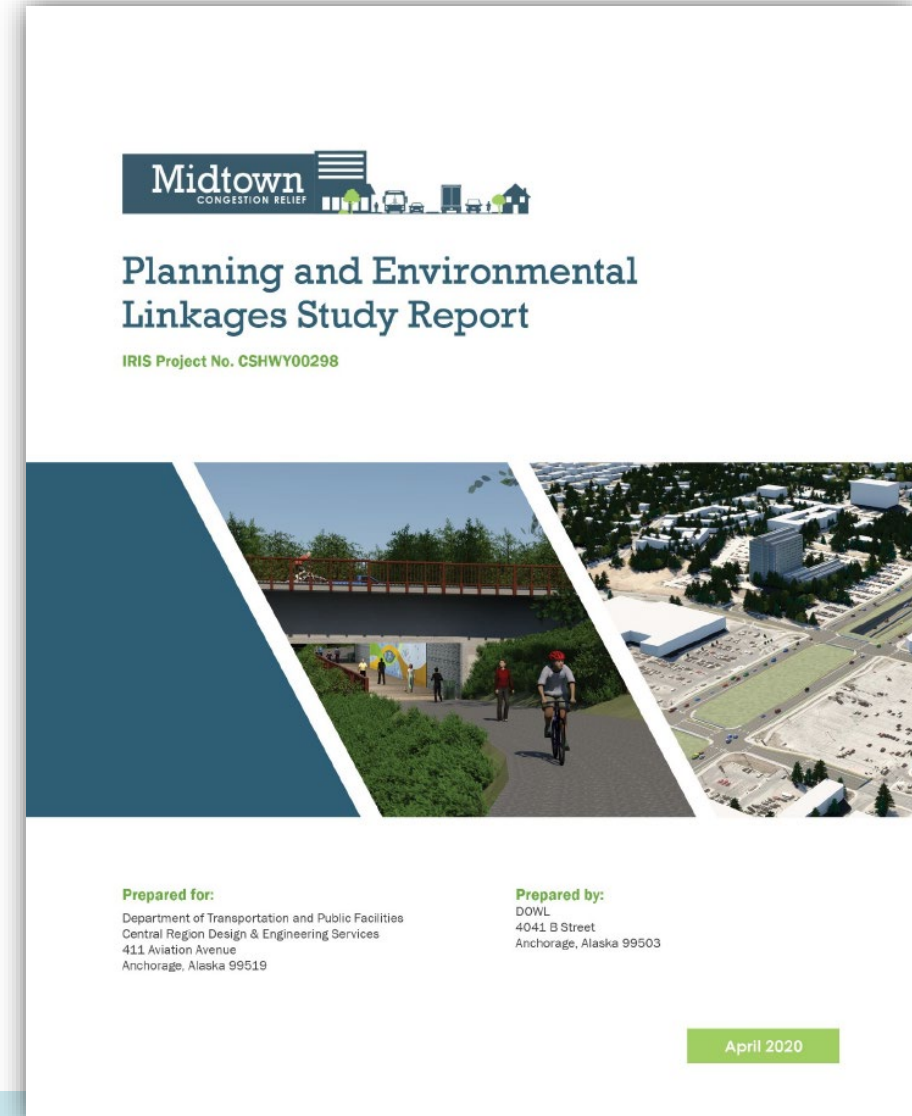
Interchange Background

AMATS Major Corridors Study (1982):

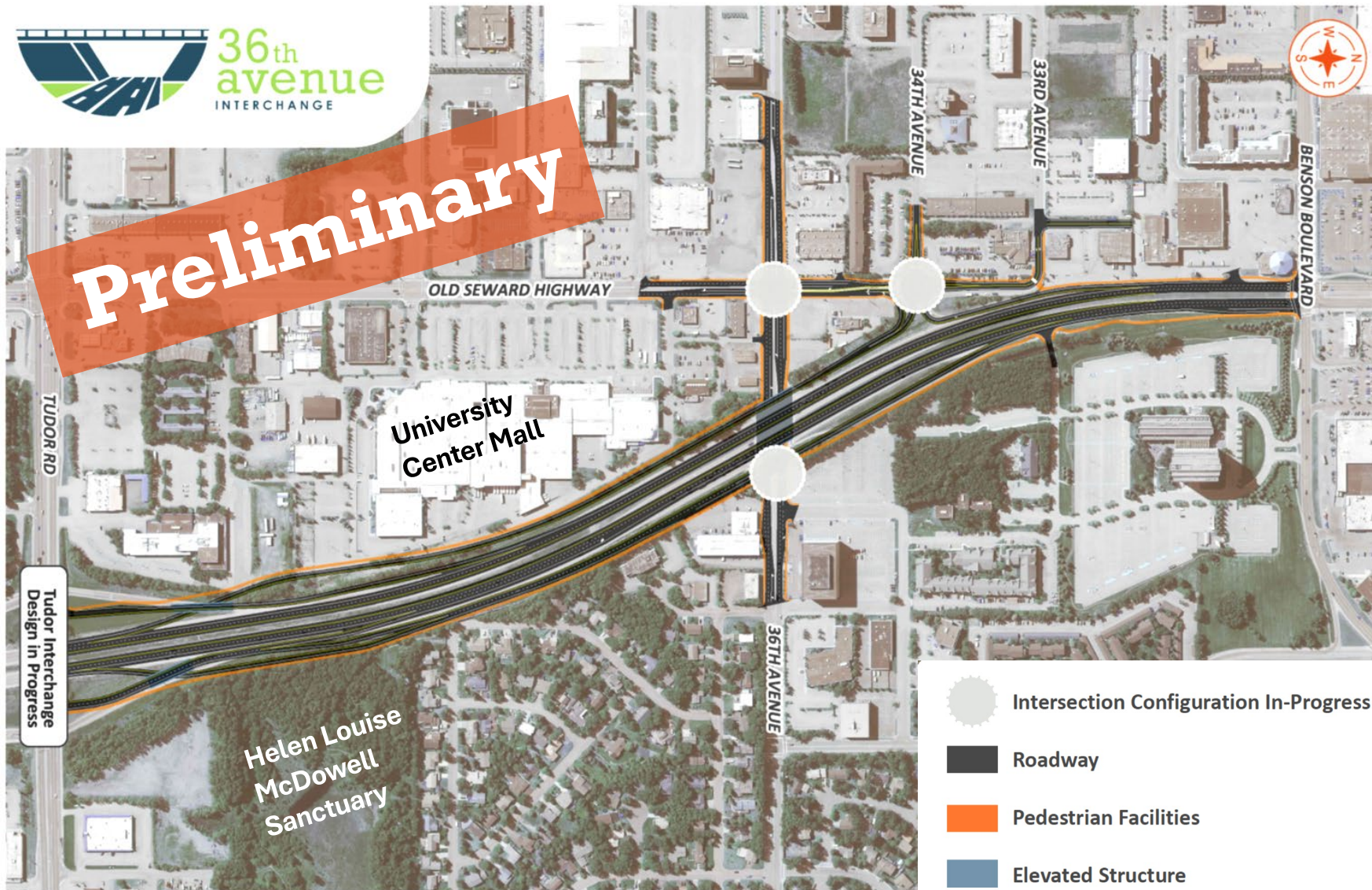
- Identified the Seward Highway–Tudor Road corridor as a critical regional connection for mobility and safety in Anchorage.
- Established a long-range planning framework that guided future transportation studies and investments.

Midtown Congestion Relief (MCR) 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.



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
 - **Braided ramps** near Tudor Rd
- **Construction anticipated after** Tudor Road Interchange

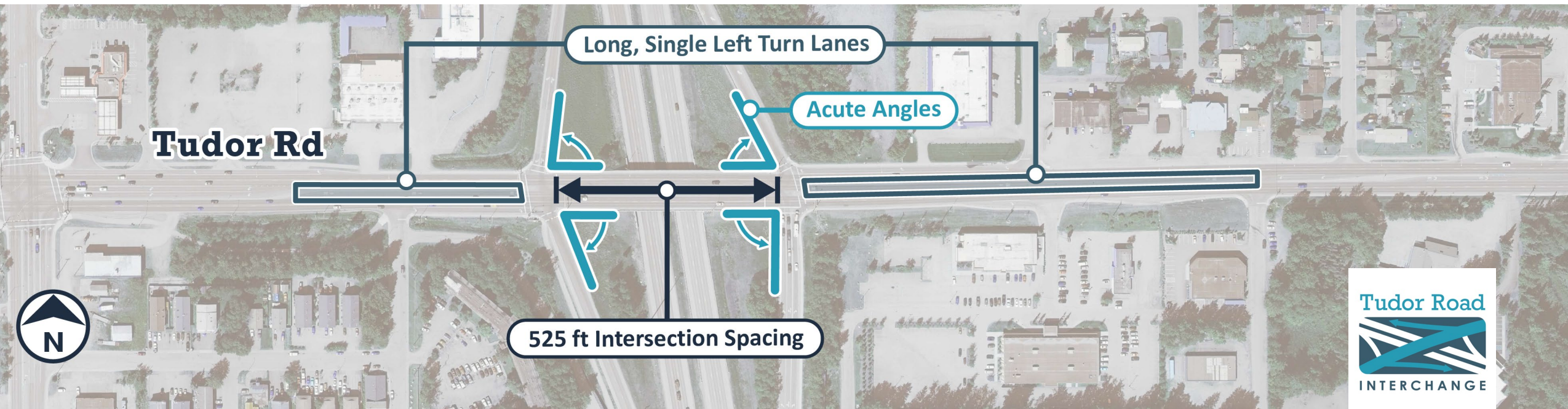
Existing Interchange

“Compressed” Diamond

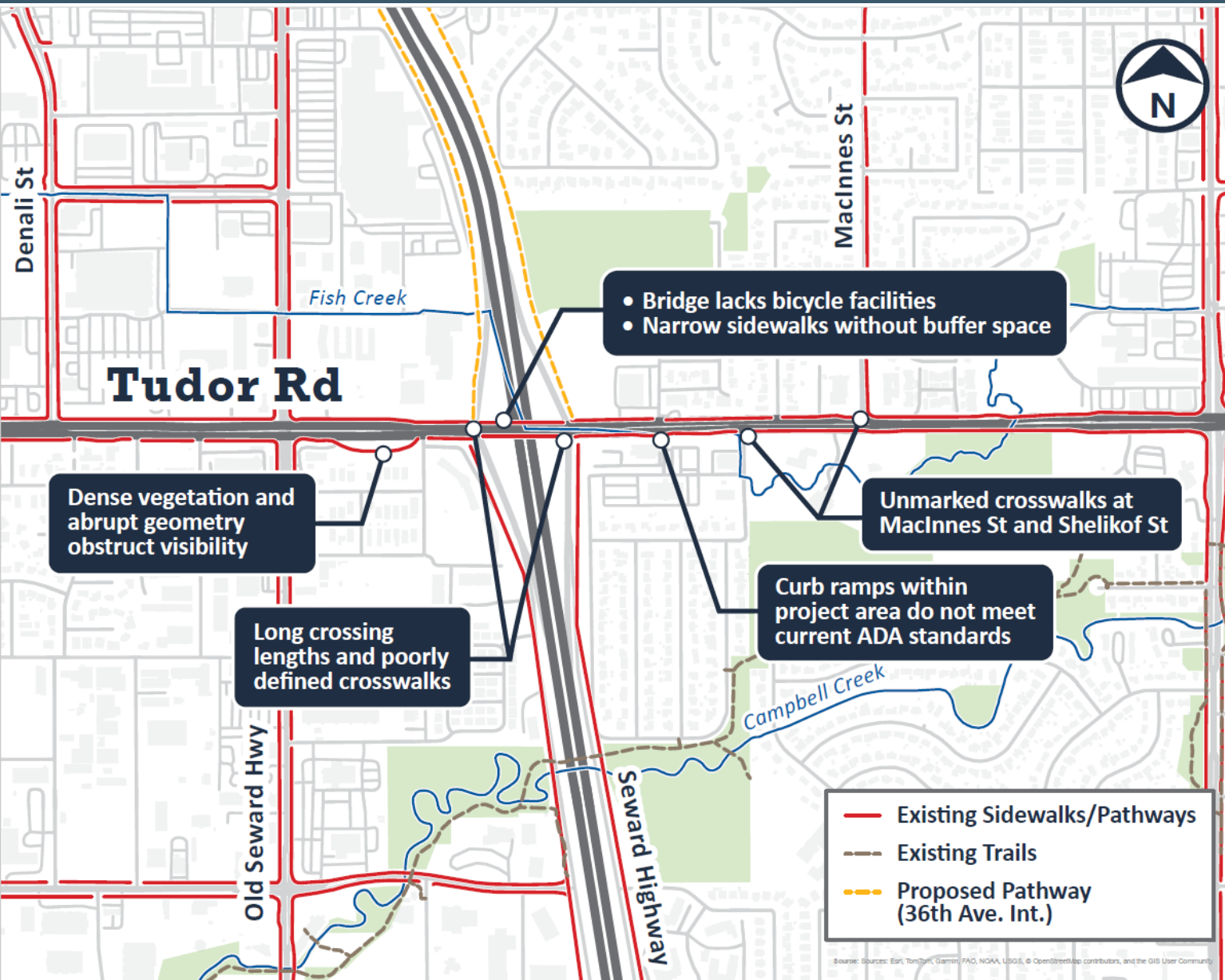
- Suburban 1950s/60s design
- Medium capacity
- Signalized intersections, 475' apart
- Typically 500'-700' signal spacing

Issues

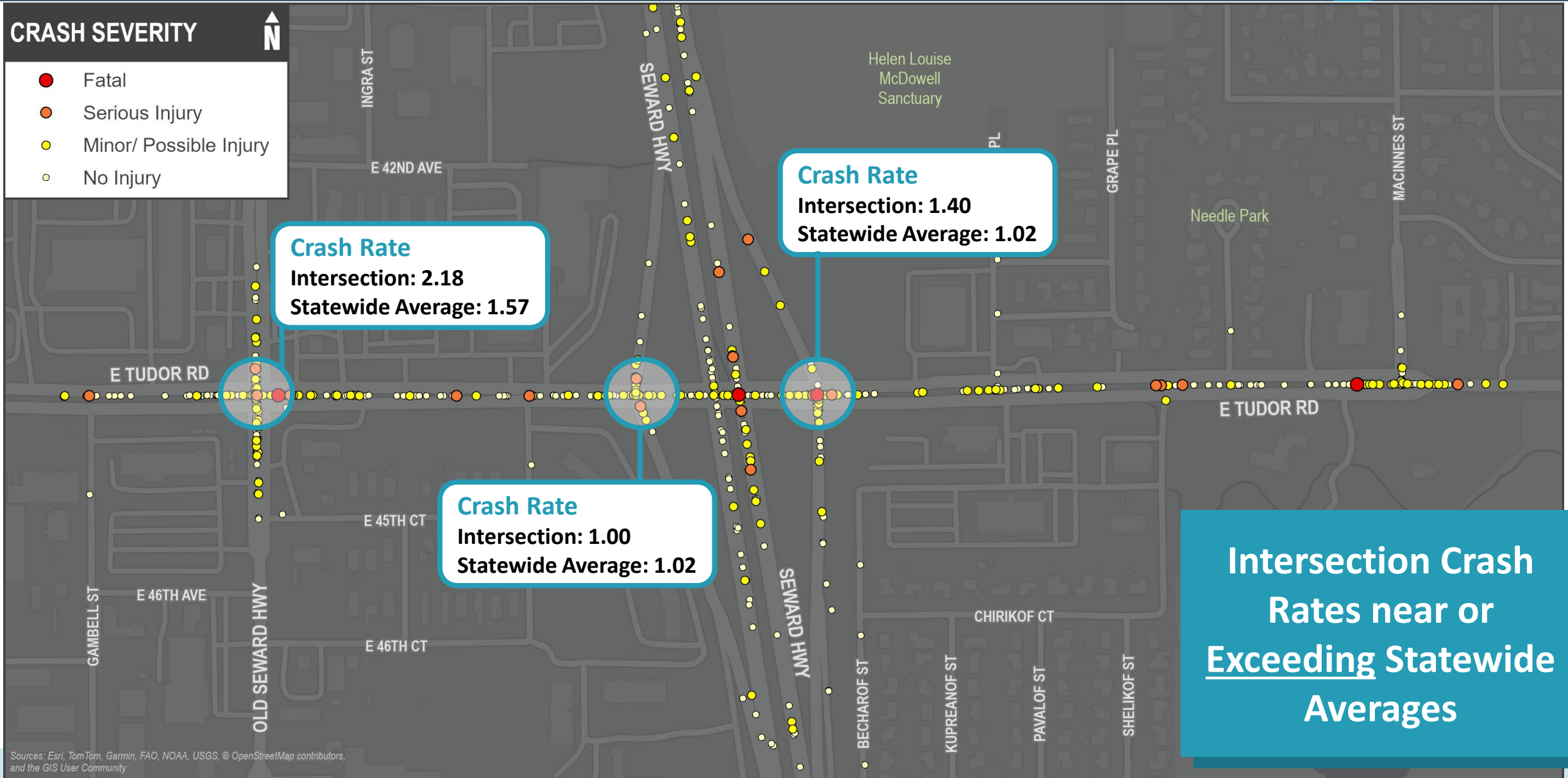
- Difficult to coordinate signals
- Traffic platoons break down / spread out
- Queuing between ramp terminal intersections
- Acute ramp intersection angles degrade vehicular flow (especially large trucks)
- Current bridge height is 2-ft below minimum standards



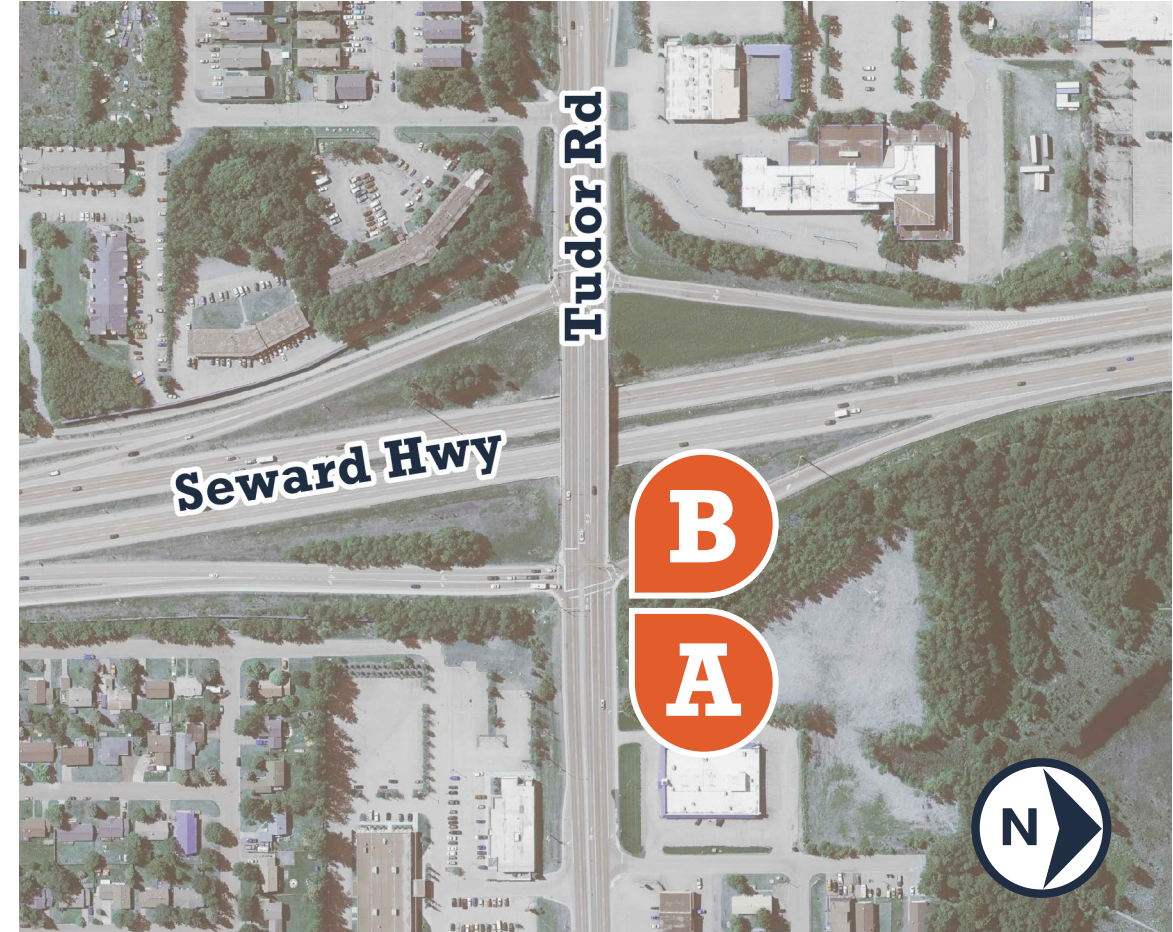
Active Transportation Considerations



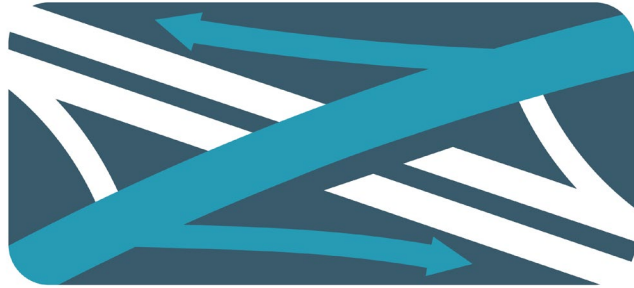
Safety Performance (2014-2023)



Traffic Operations & Queueing



Tudor Road

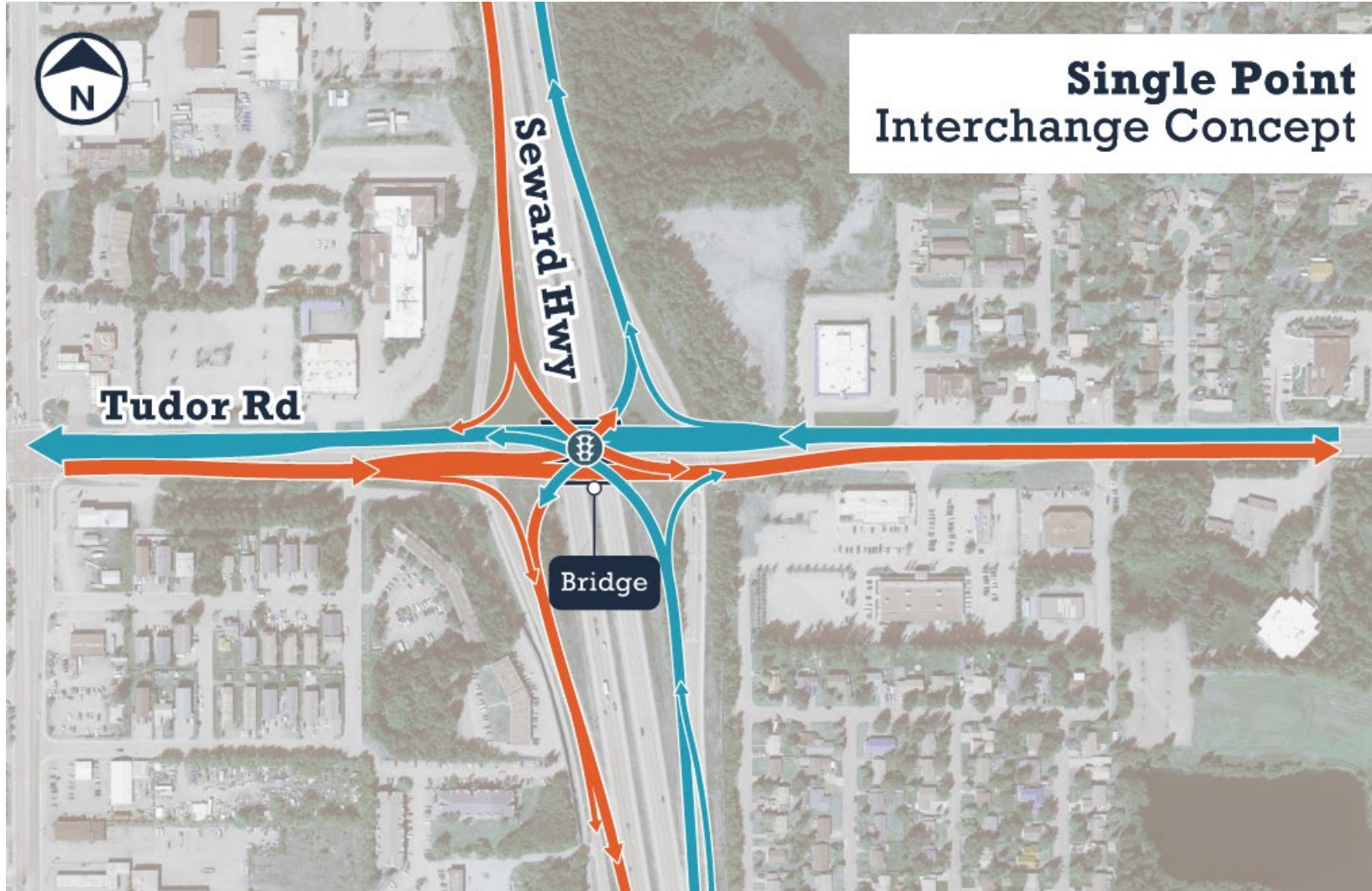


INTERCHANGE

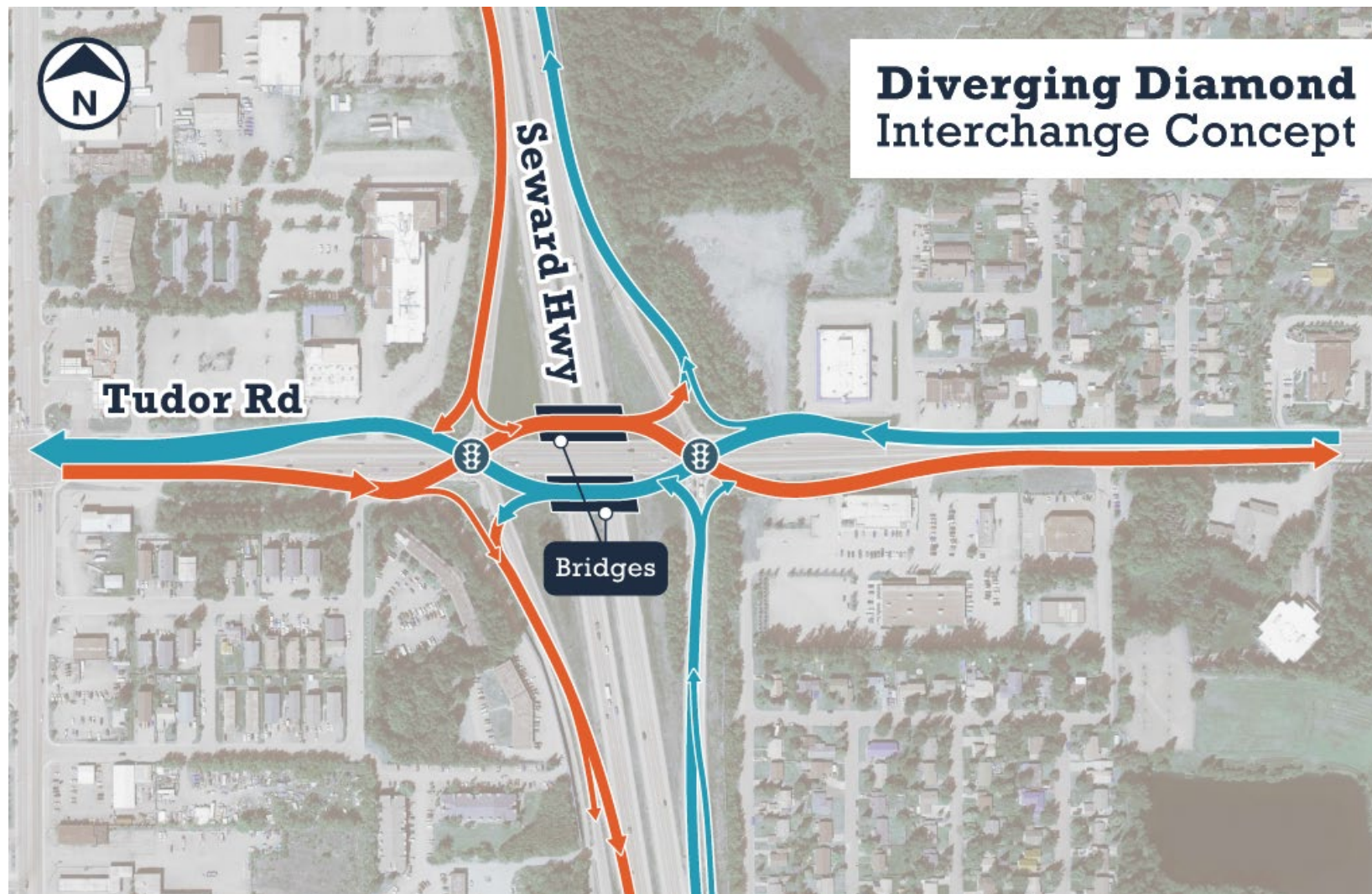


Alternatives Analysis

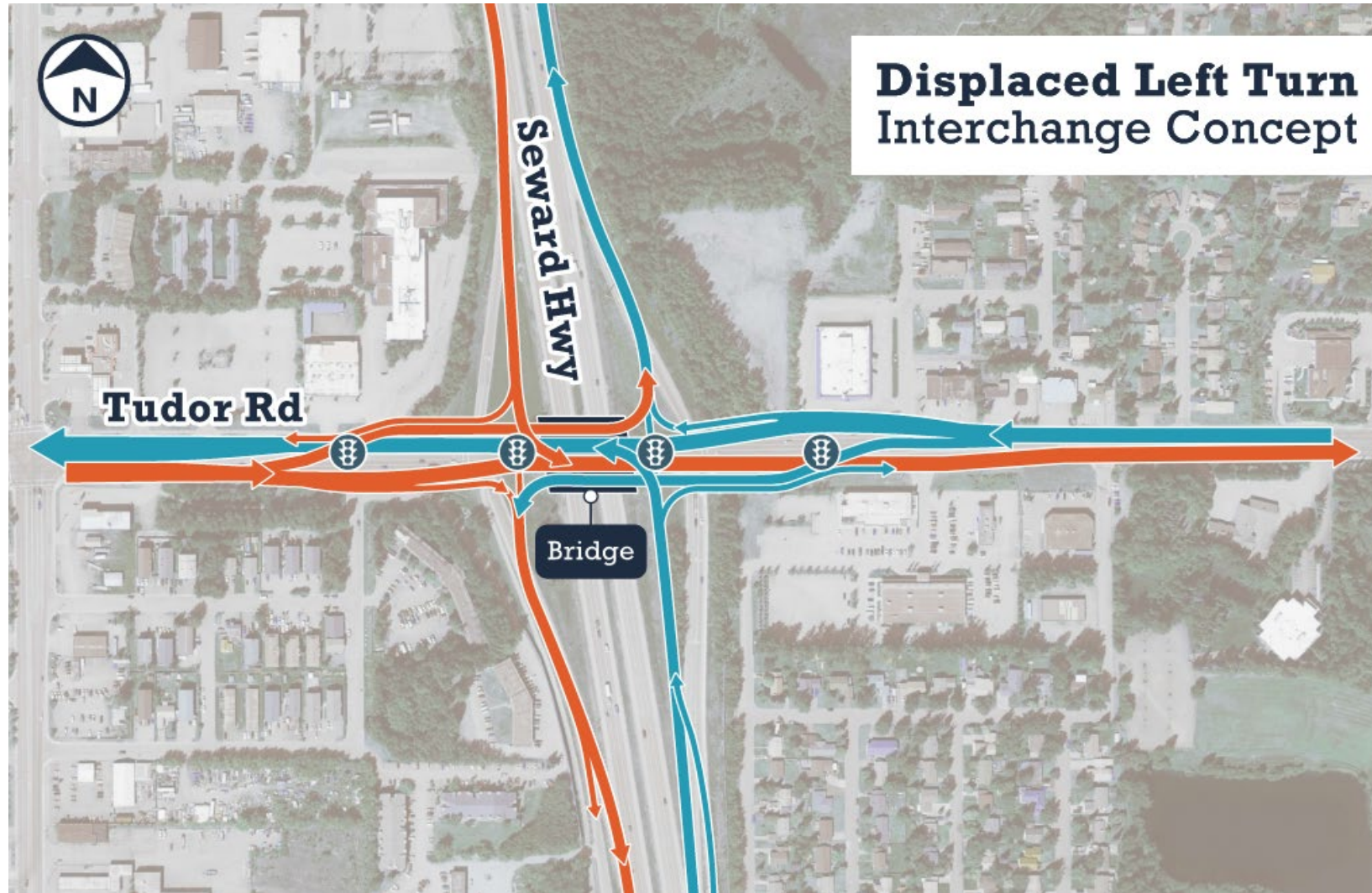
Single Point Interchange Concept



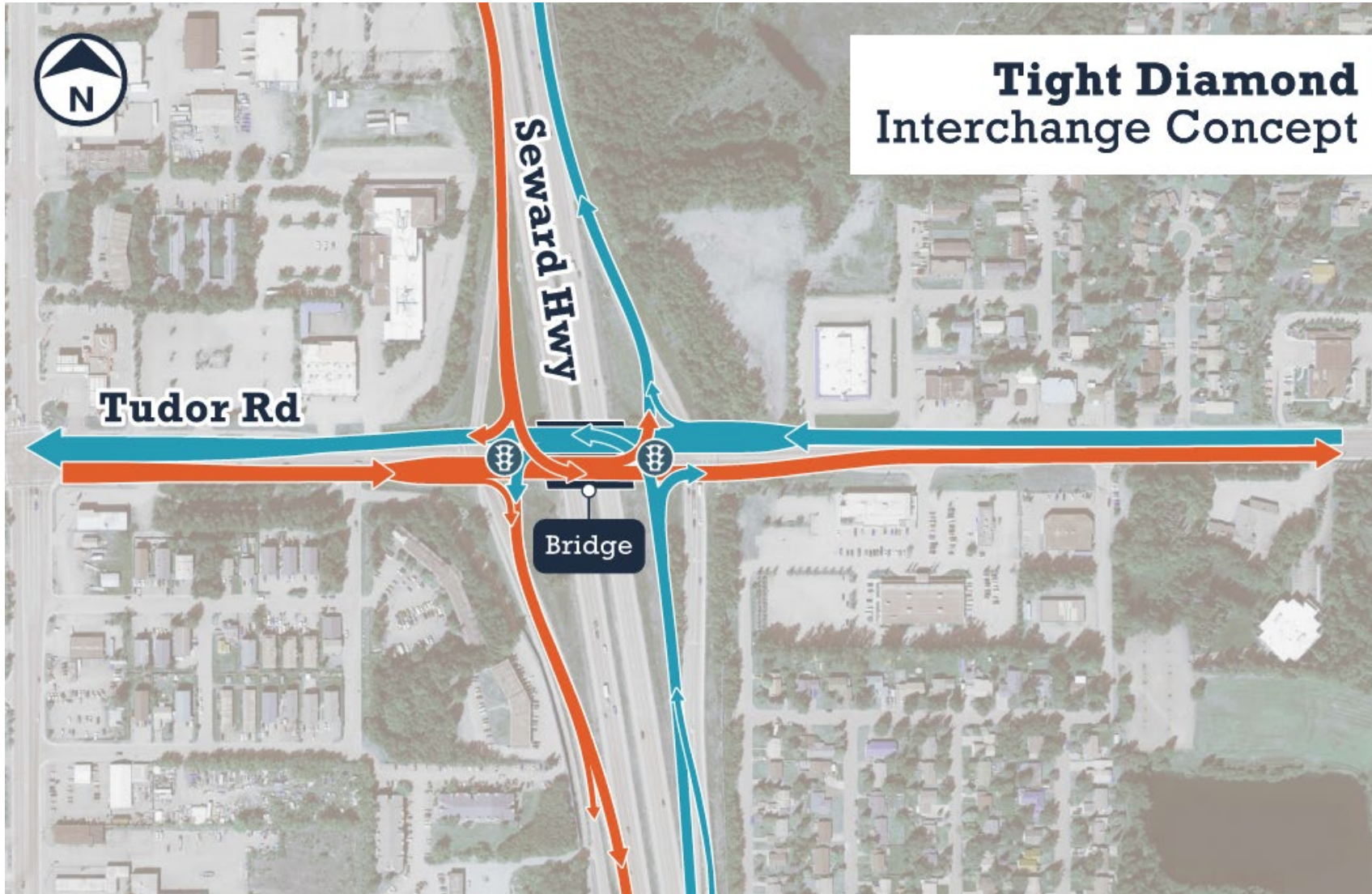
Diverging Diamond Interchange Concept



Displaced Left Turn Interchange Concept



Tight Diamond 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

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

■ Purpose:

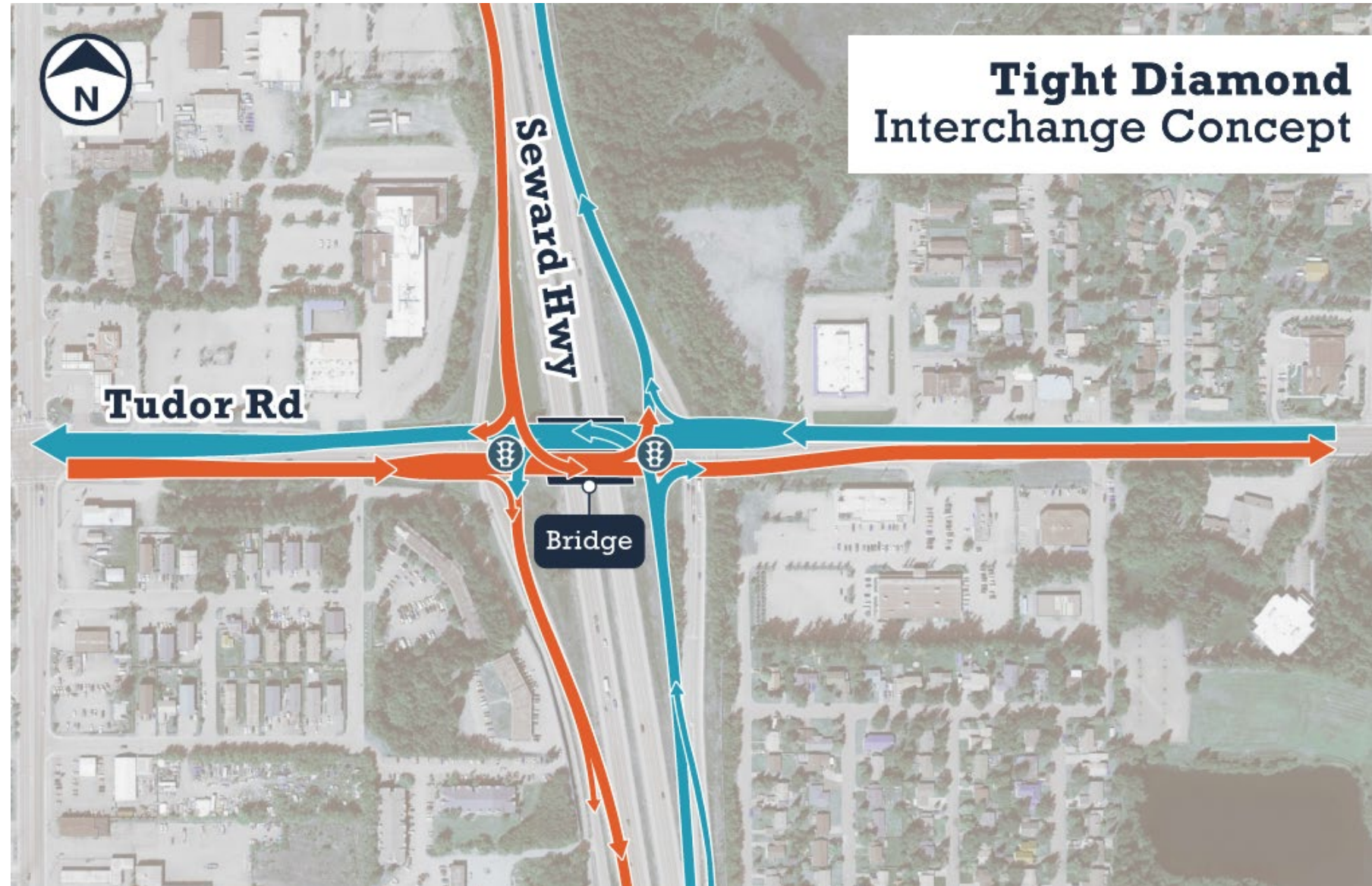
- Informed stakeholders about the Tudor Rd Interchange project Purpose & Need
- Reviewed existing issues & corridor constraints
- Collected input on interchange concepts & multimodal priorities

■ 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



Preferred Alternative Advancing in Environmental Review



Project Contacts



DOT&PF

Galen Jones, PE | *Project Manager*

DOWL

Steve Noble, PE | *Project Manager*

Jovie Garcia | *Public Involvement*



Email

TudorInterchange@dowl.com



Website

www.tudorinterchange.com



Alternatives Considered

