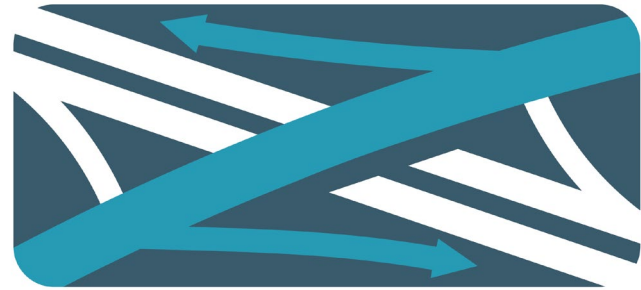


Tudor Road



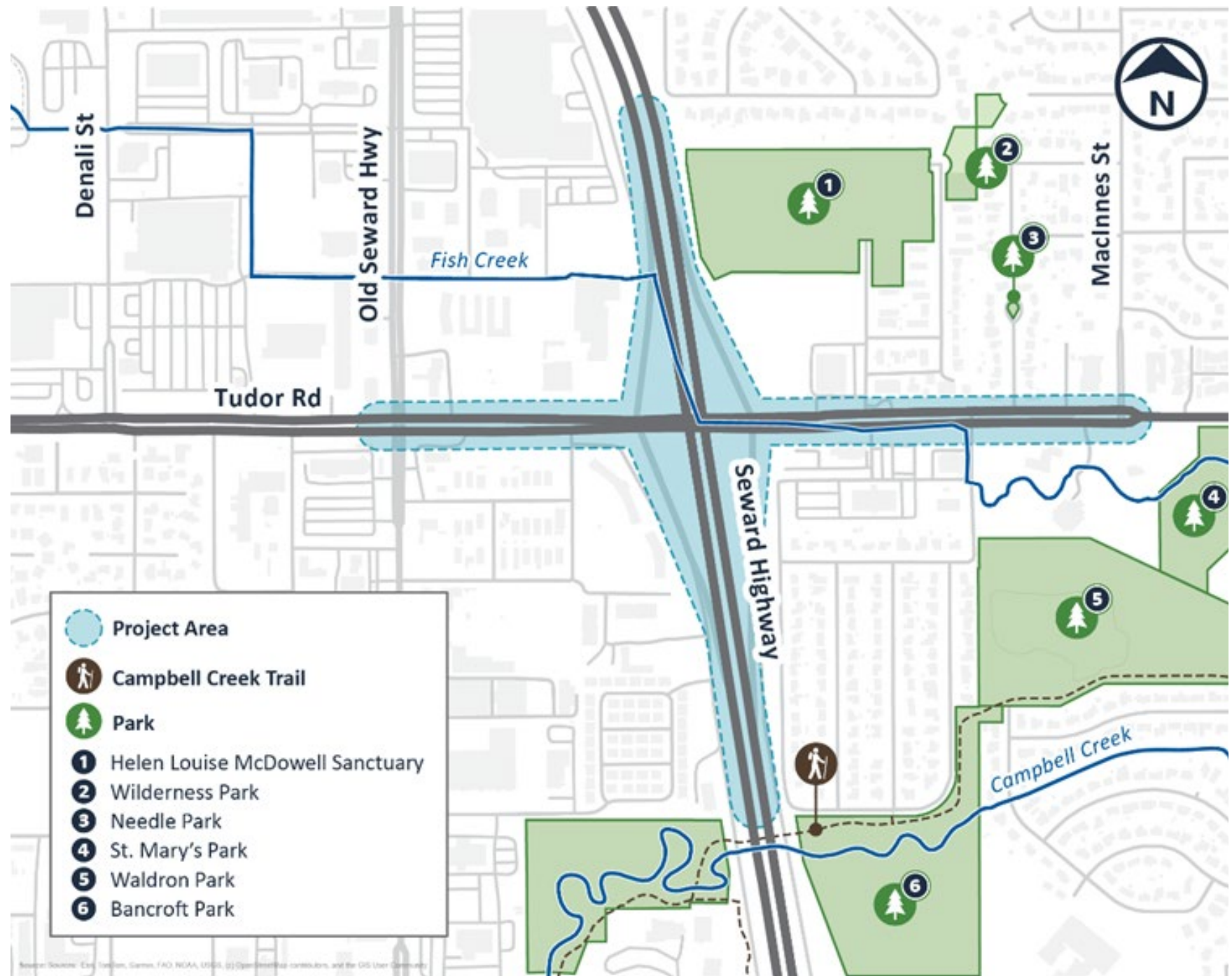
INTERCHANGE



AMATS: Technical Advisory Committee Meeting

May 7, 2026

Project Area



Purpose & Need

Bridge



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

Safety & Operations



- Improve traffic flow
- Reduce crash risk
- Reduce queuing

Active Transportation



- Separate, widen, & enhance facilities
- Improve safety & connectivity

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

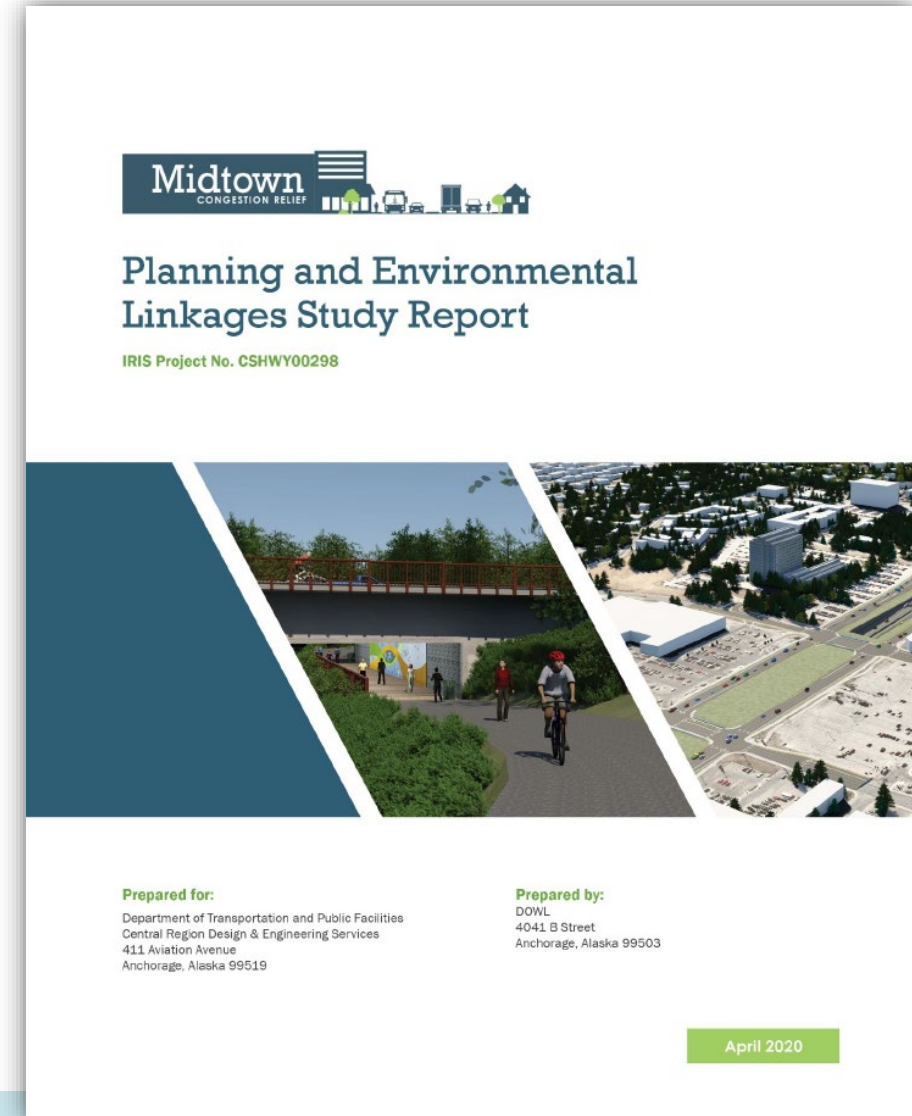
Interchange Background

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.



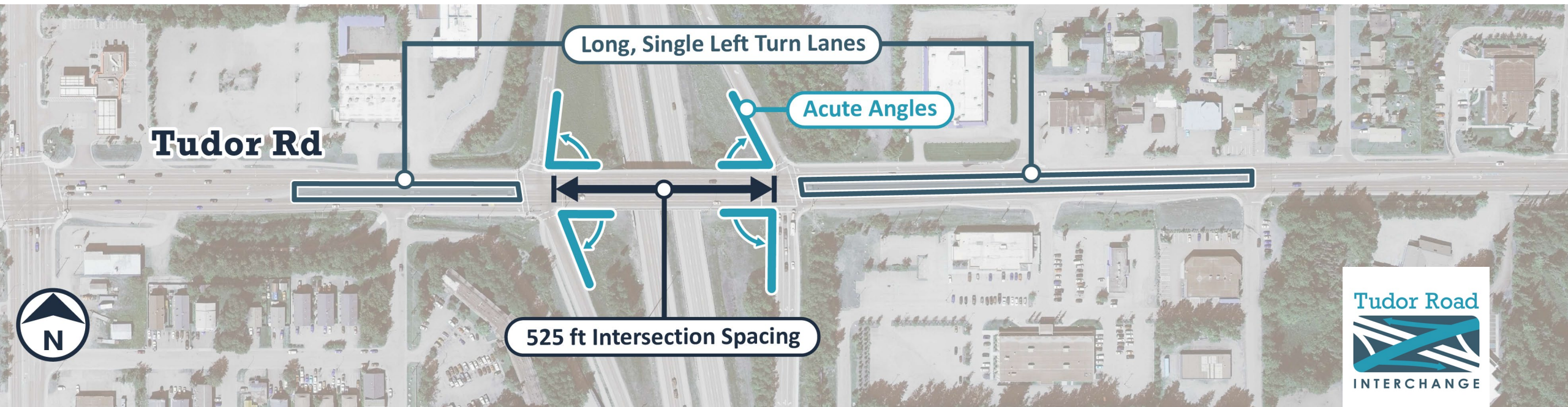
Existing Interchange Conditions

- **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

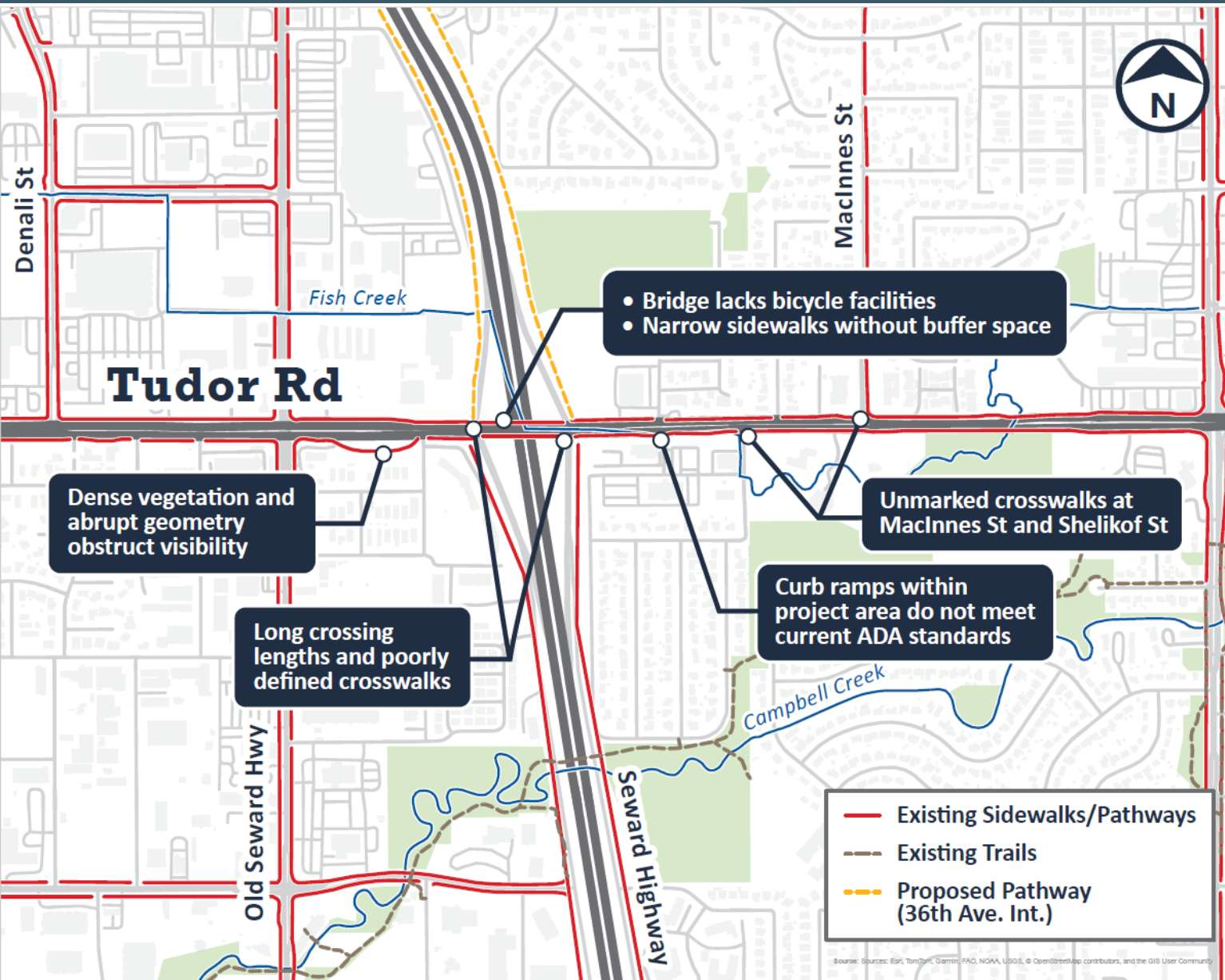


Existing Interchange & Bridge Issues

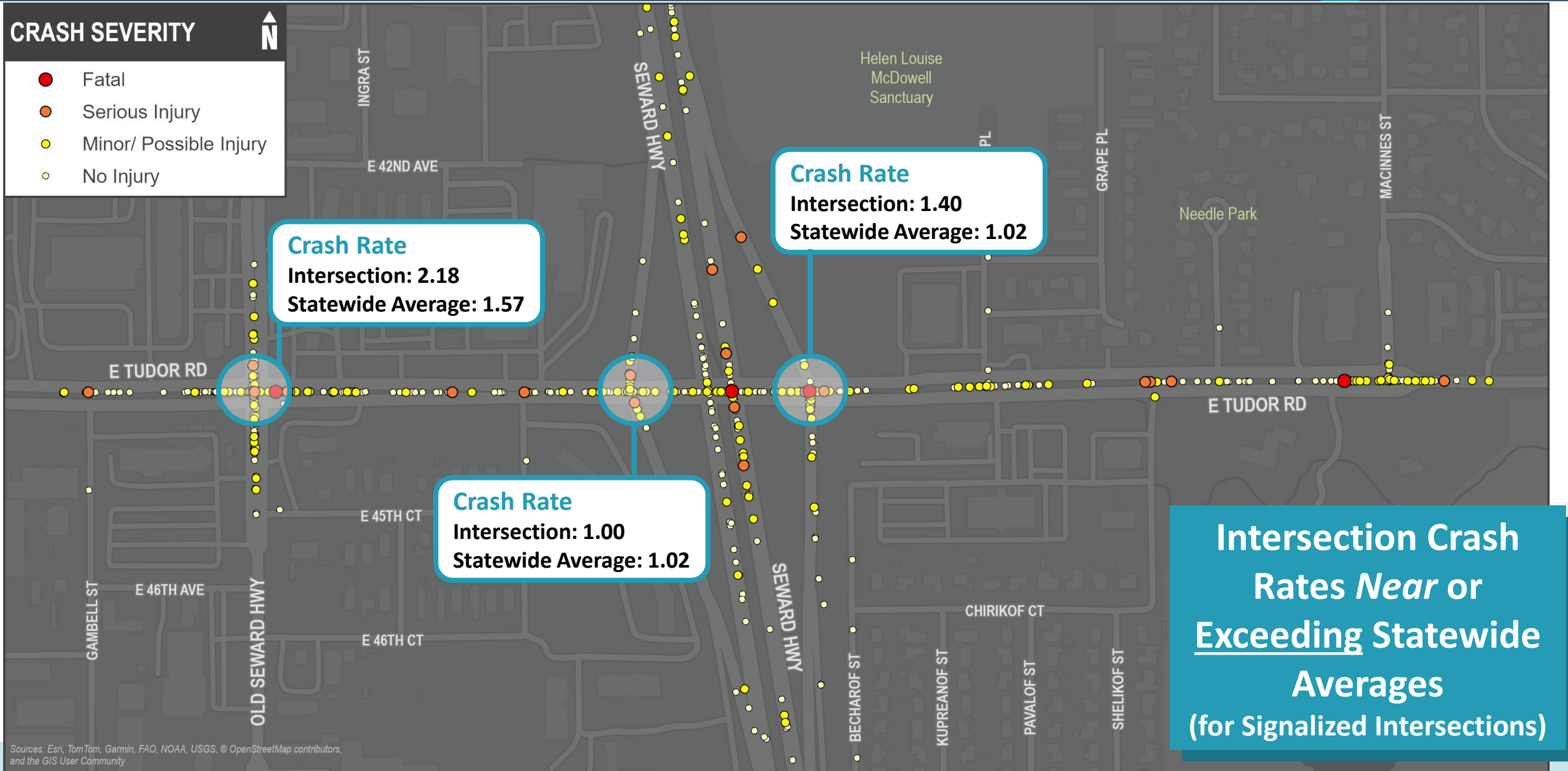
- Existing bridge clearance is 2-ft below min. standards (strike hazard)
- Only 'medium' capacity (growth since '70s)
- Signalized intersections, 475' apart
- Typically 500'-700' signal spacing
- Difficult to coordinate signals
- Traffic platoons break down / spread out
- Queuing between ramp terminal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



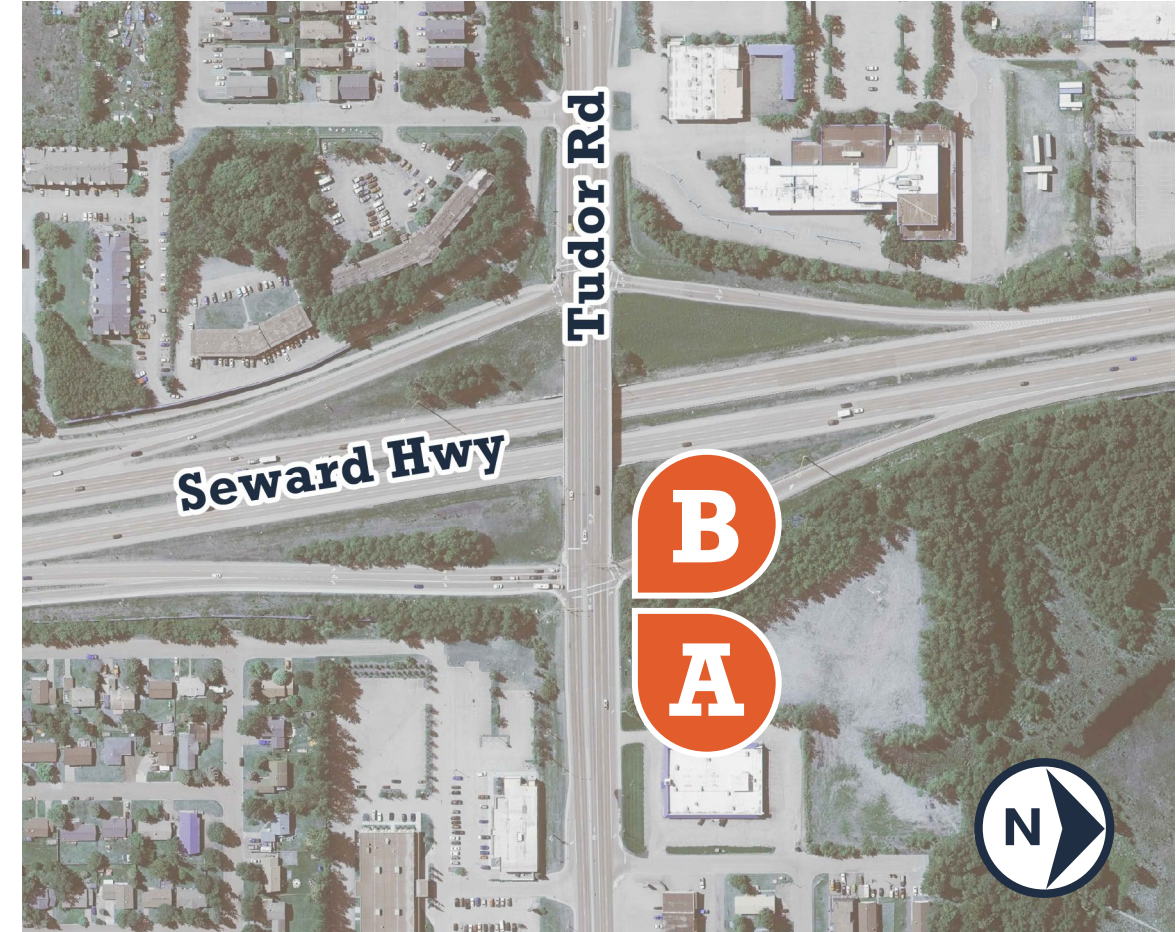
Active Transportation Considerations



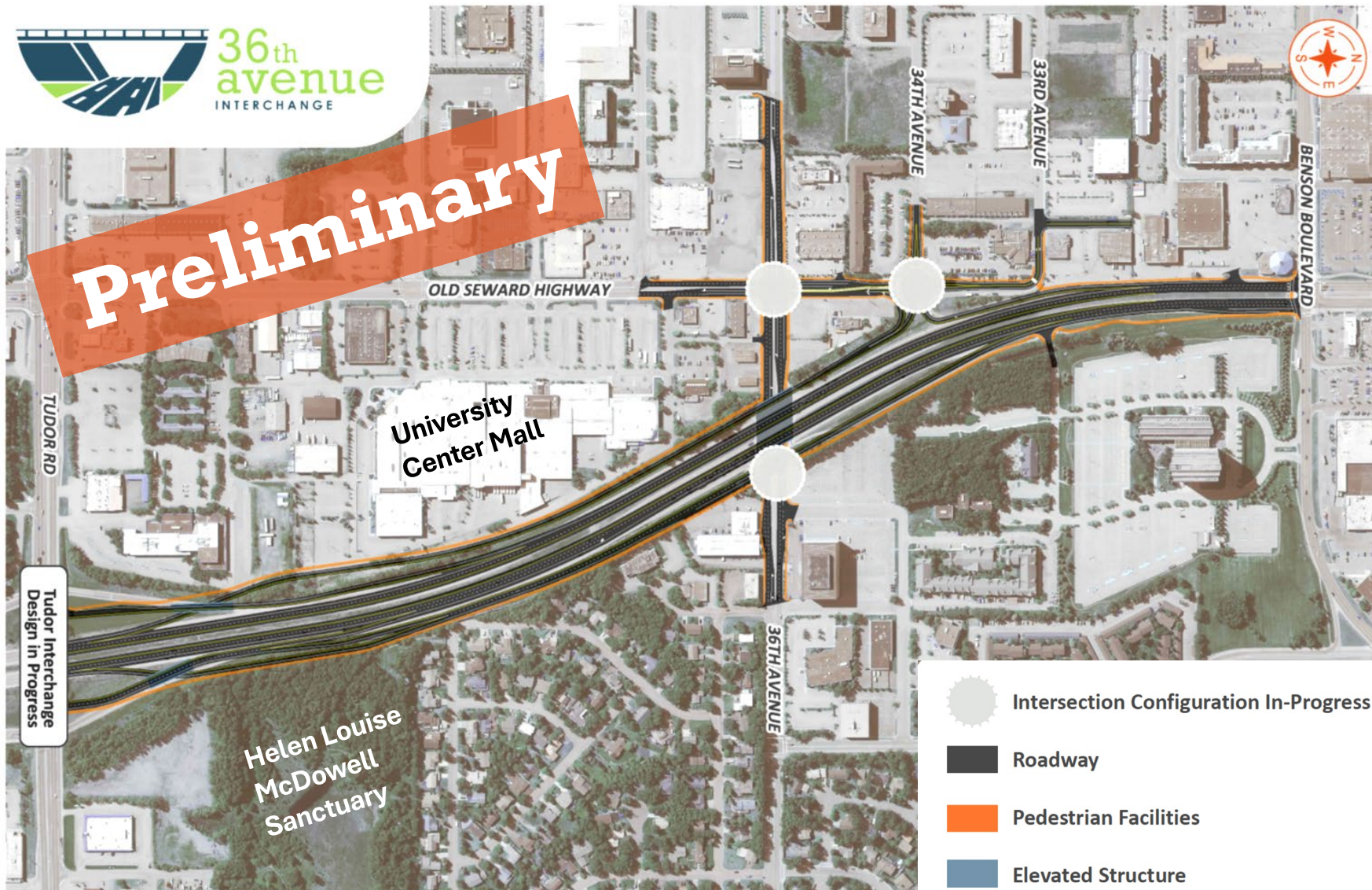
Safety Performance (2014-2023)



Traffic Operations & Queueing

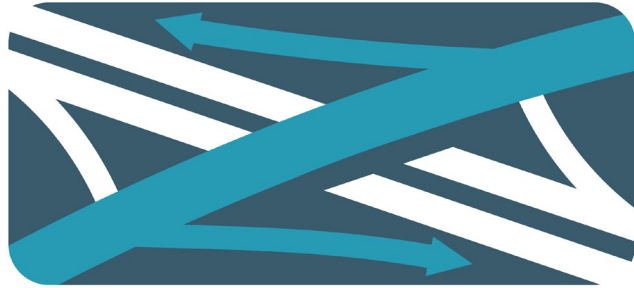


Integration with 36th Ave Interchange



- 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
- Construction anticipated *after* Tudor Rd Interchange

Tudor Road

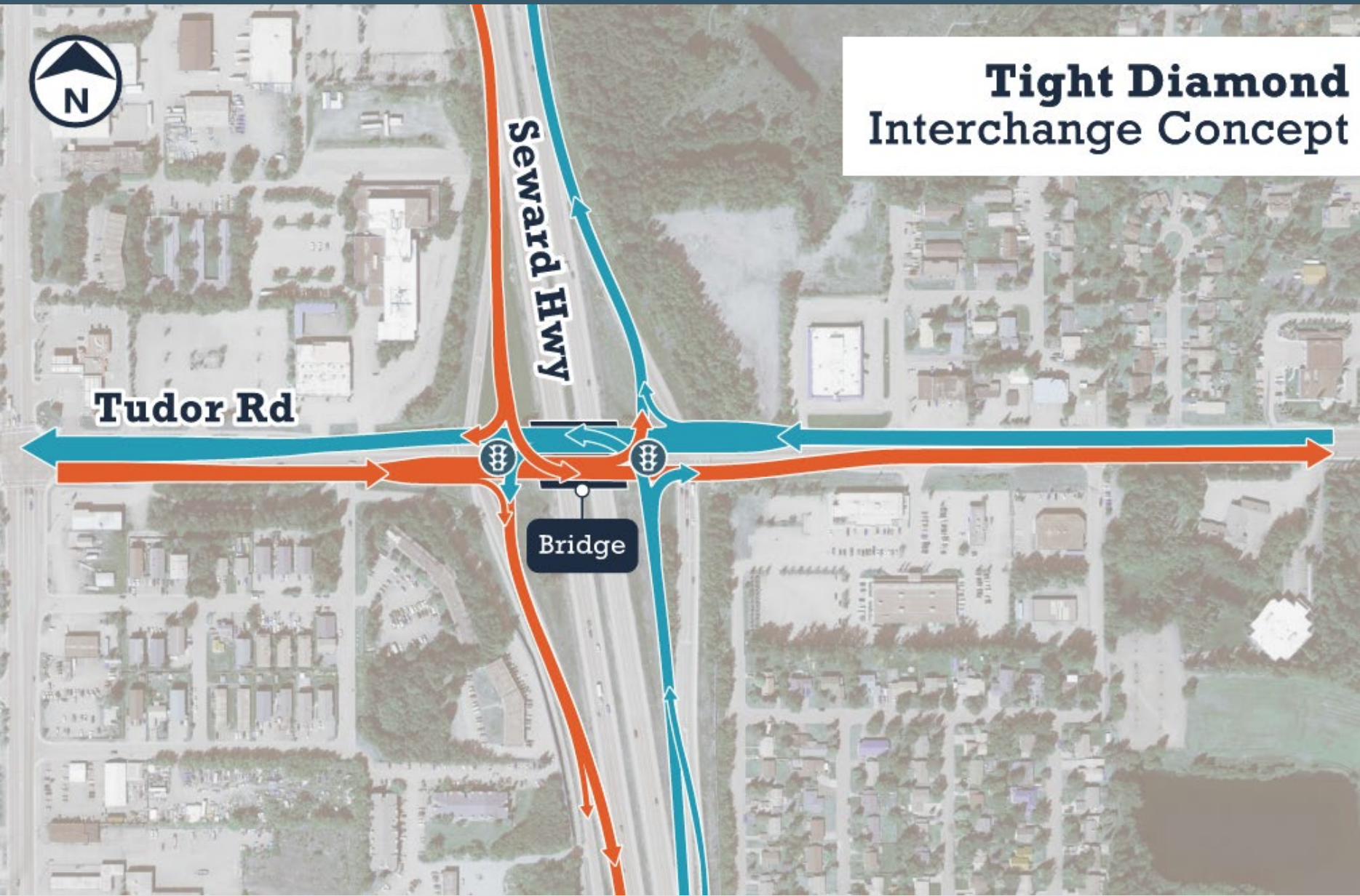


INTERCHANGE

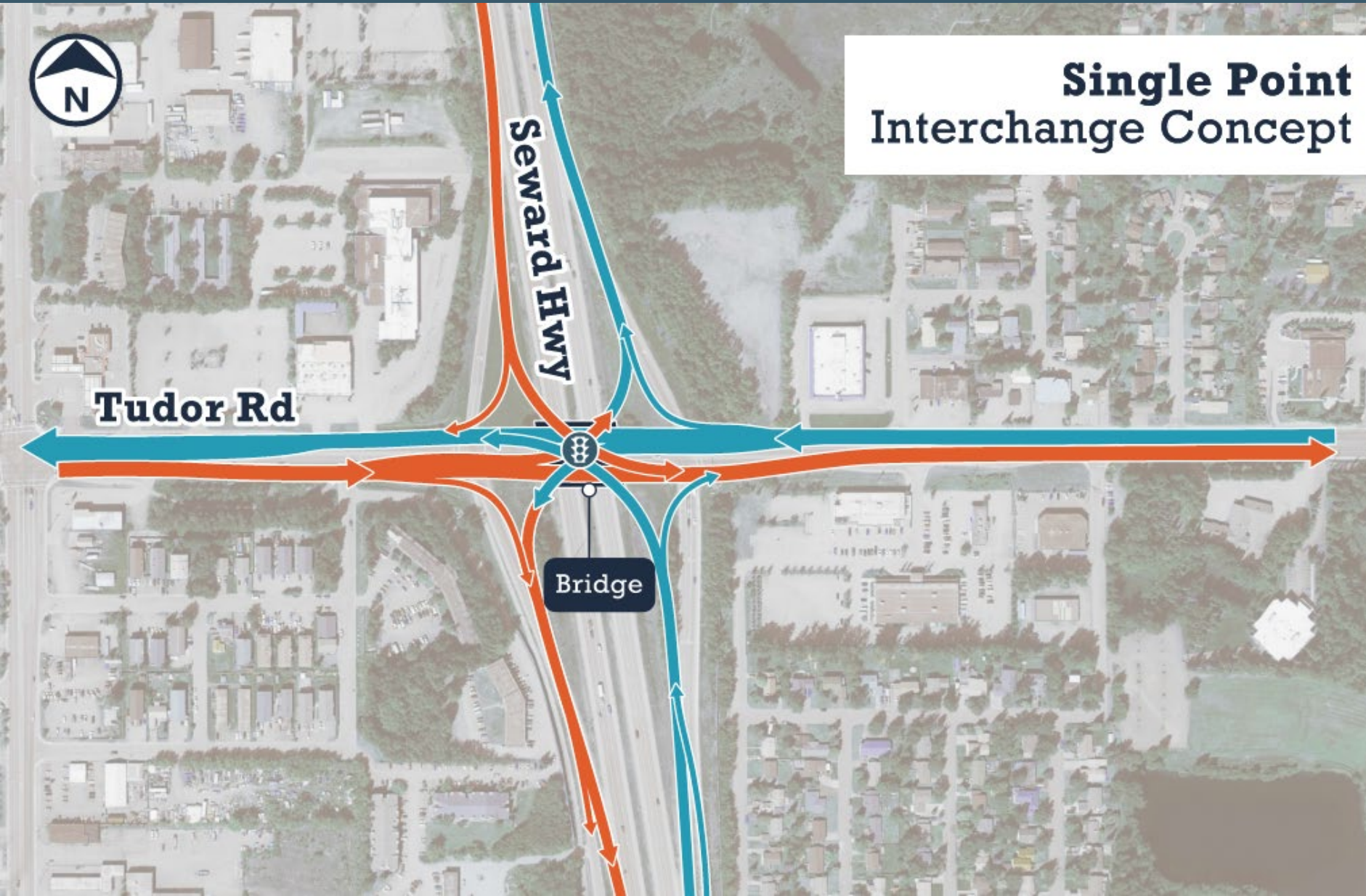


Alternatives Analysis

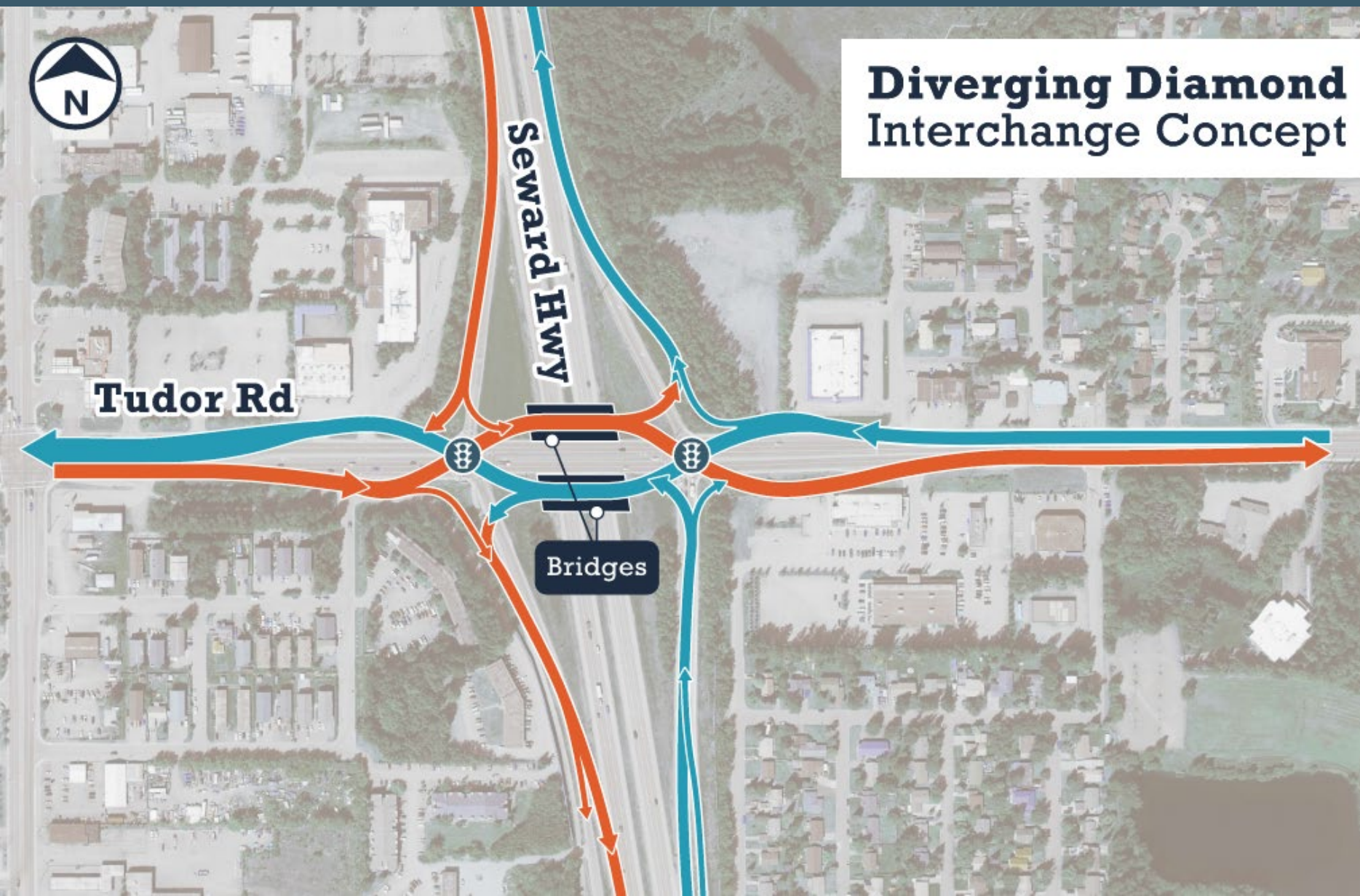
Tight Diamond Interchange Concept



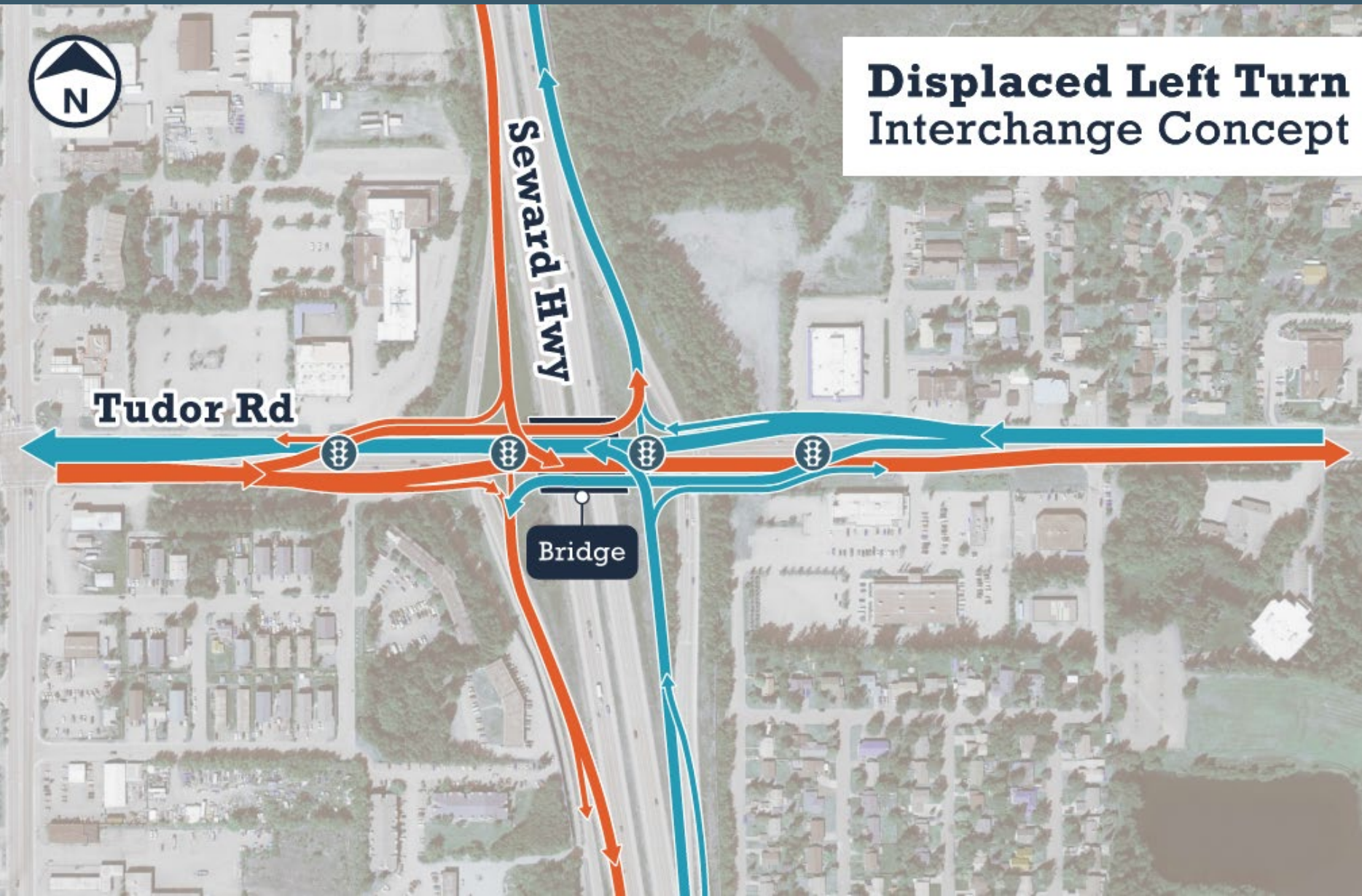
Single Point Interchange Concept



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

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

■ Purpose:

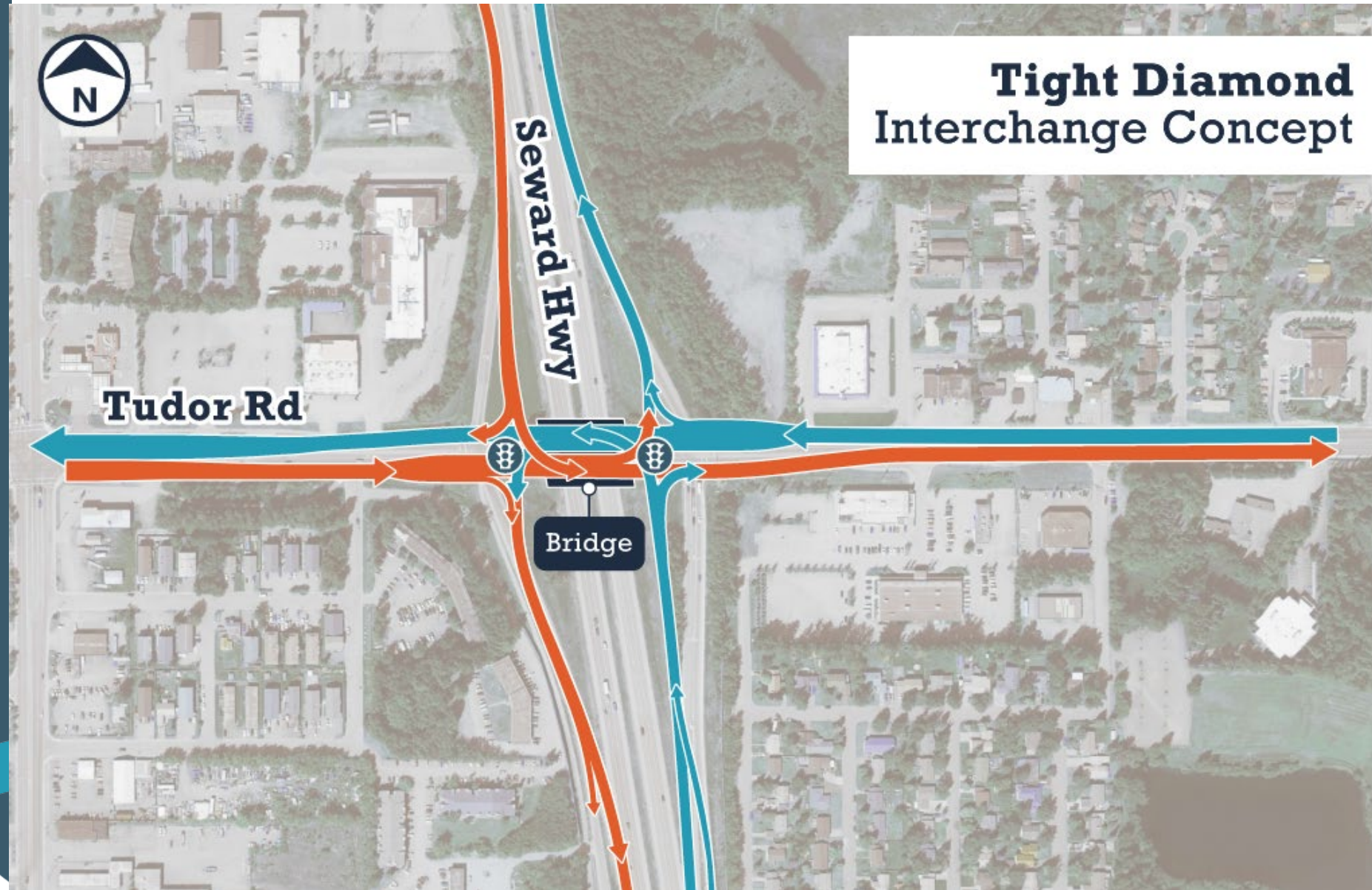
- Inform stakeholders about the project Purpose & Need
- Review existing issues & corridor constraints
- Collect input on interchange concepts & multi-modal priorities

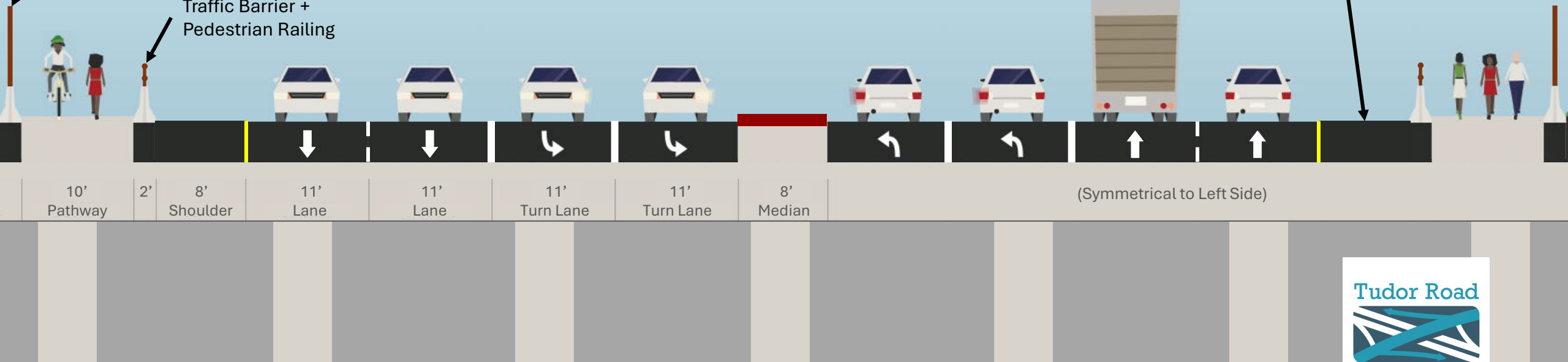
■ Summary of Feedback:

- Support for replacing the aging bridge & improving overhead clearance
- Above-average crash rates & congestion on Tudor Rd highlight need for operational & safety improvements
- Improve non-motorized user comfort, transit connectivity, & ADA accessibility
- Address nonmotorized crossing safety & access near MacInnes St
- Coordinate with Municipality of Anchorage & 36th Ave Interchange design
- Support for evaluating a Tight Diamond interchange to improve pedestrian crossing & signal operations



**Preferred
Alternative
Advancing in
Environmental
Review**



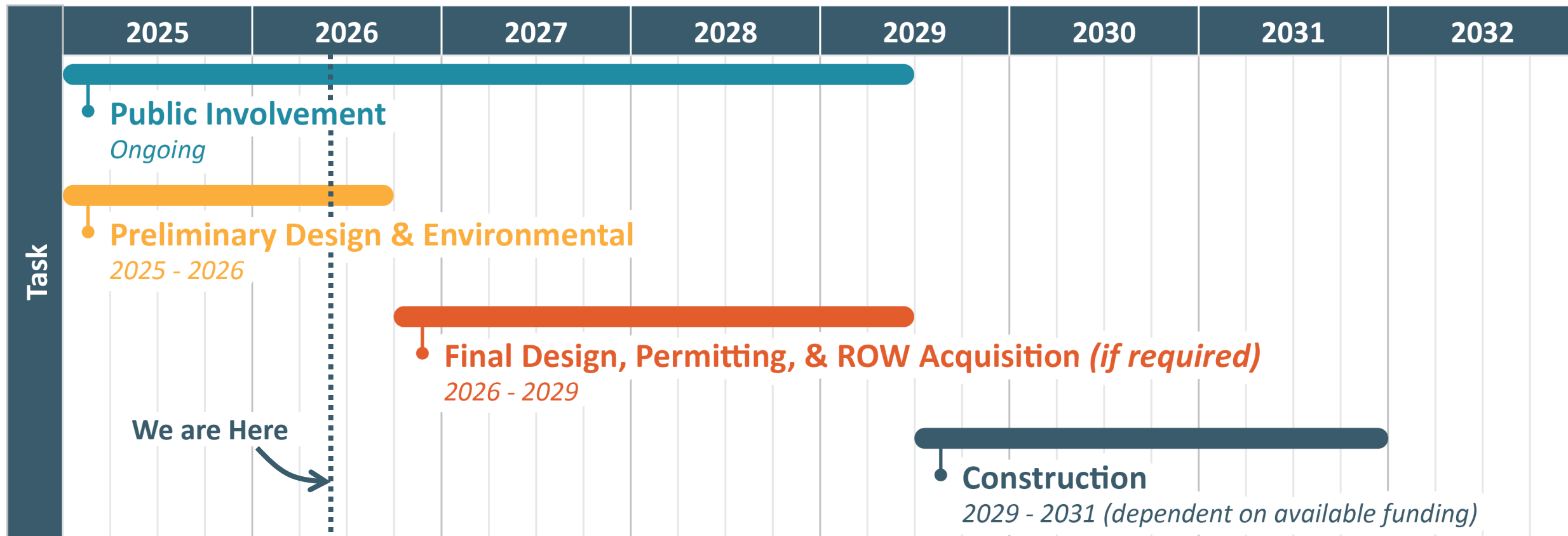


Improvements

- **Sight Distance**
 - Flattening crest vertical curves = improved ability to see crossing users
 - Wide shoulders on bridge = barriers don't block intersection sight distance
- **Non-Motorized**
 - Converting sidewalks to widened shared-use pathways
 - Safety buffers, pedestrian barriers & refuges on Tudor Rd
 - Signalized crossing at MacInnes Dr
 - Investigating wide pedestrian undercrossing on west side (under Tudor Rd)
- **Operational**
 - Mitigate turn-lane queues from blocking intersections and ramp traffic
 - Squaring up ramp angles = less queuing on bridge
 - Tighter signal spacing = improved signal progression
- **Maintenance**
 - Improved snow storage
 - New storm drain + storm water retention basins



Schedule



Project Contacts



DOT&PF

Galen Jones, PE | *Project Manager*

DOWL

Steve Noble, PE | *Project Manager*

Jovie Garcia | *Public Involvement*



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