36th avenue INTERCHANGE

Tudor Road INTERCHANGE

May 13, 2026

Midtown Community Council Meeting

Project CFHWY01078

36th avenue INTERCHANGE

2026 PROGRESS & STATUS

36th avenue INTERCHANGE

Environmental Document:

- Categorical Exclusion
- Cultural & Historical Resources
- Noise Study
- Wetlands Analysis
- Tentative completion: August 2026

Preliminary Design:

- Update old Travel Demand Model (TDM) based on newer AMATS 2050 Metropolitan Transportation Plan TDM
- Evaluate whether *fewer* travel lanes & *roundabouts* satisfy future demand
- Reduce impacts to *private property* & *Helen Louise McDowell Sanctuary*

2026 PROGRESS & STATUS (CONT.)

36th avenue INTERCHANGE

Community Engagement:

- **Public Open House #2:** April 2022
- **MOA Planning & Zoning Commission:** November 2021 & January 2022
- **Anchorage Transportation Fair:** April 2025 & April 2026
- **Geneva Woods HOA:** May 2025 & April 2026
- **Rogers Park Community Council (CC):** February 2022 & May 2026
- **Tudor-UMed CC:** May 2026
- **Midtown CC:** May 2026

Construction Schedule & Funding:

- Project funding included in AMATS TIP & DOT&PF STIP
- Construction after Tudor Rd Interchange completion in 2031:
  - Reduce impacts to traveling public & businesses
  - Align with ROW timeline (no full acquisitions or relocations anticipated)

INTERSECTION CRASH ANALYSIS (2010-2014) FROM THE MCR PEL STUDY

36th avenue INTERCHANGE

Intersection	Total Crashes	Total Million Entering Vehicles	Crash Rate (per MEV)	DOT&PF Average Crash Rate (per MEV)	Critical Crash Rate
20th Ave / Seward Hwy (Ingra St)	25	10.1	0.50	0.19	0.30
Fireweed Ln / Seward Hwy	149	20.8	1.43	1.45	1.65
Northern Lights Blvd / Seward Hwy	211	26.2	1.61	1.13	1.29
Benson Blvd / Seward Hwy	280	28.9	1.94	1.13	1.28
36th Ave / Seward Hwy	**277**	**25.7**	**2.15 >**	**1.41**	**1.59**
Tudor Rd / NB Seward Hwy Ramps	93	16.7	1.11 [1.40*]	1.13 [1.02*]	1.33
Tudor Rd / SB Seward Hwy Ramps	65	17.0	0.76 [1.00*]	1.13 [1.02*]	1.33

Notes:

MEV = Million Entering Vehicles: A traffic volume measure representing one-million vehicles entering an intersection.

Average Crash Rate: Statewide average for similar intersection types.

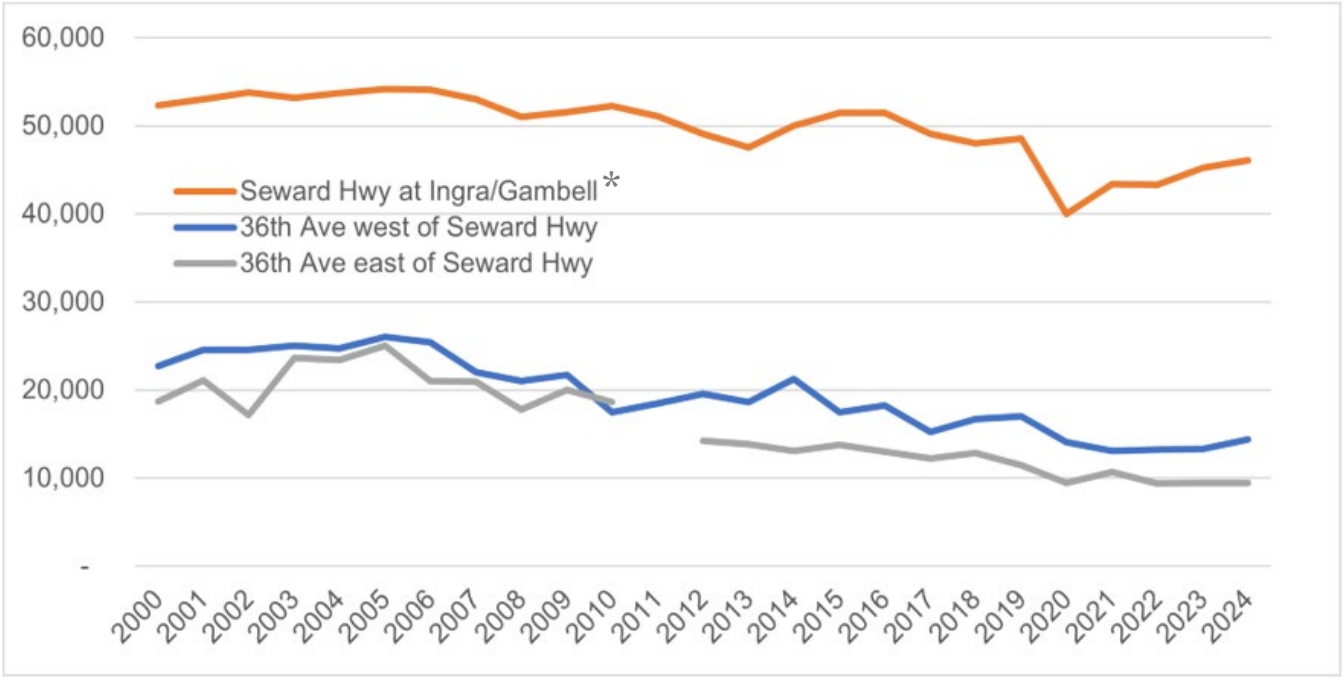
Critical Crash Rate (CCR): A threshold used to identify intersections with crash rates meaningfully higher than expected for similar intersection types. CCR helps distinguish between random variation and a location that may truly have a safety problem. Intersections with a crash rate *above* the CCR are generally considered to have a potentially correctable safety issue.

Data Source: Midtown Congestions Relief PEL Study, Table 1
**(Updated with 2014-2023 crash data)*

TRAFFIC VOLUME TRENDS

- ***Long-term trend shows slight decline, then stable*** traffic volumes in the last 25 years
- Traffic volume trend supports the need to ***improve operations & safety, not expand capacity***

Historical AADT on 36th Ave & Seward Hwy
(vehicles per day)



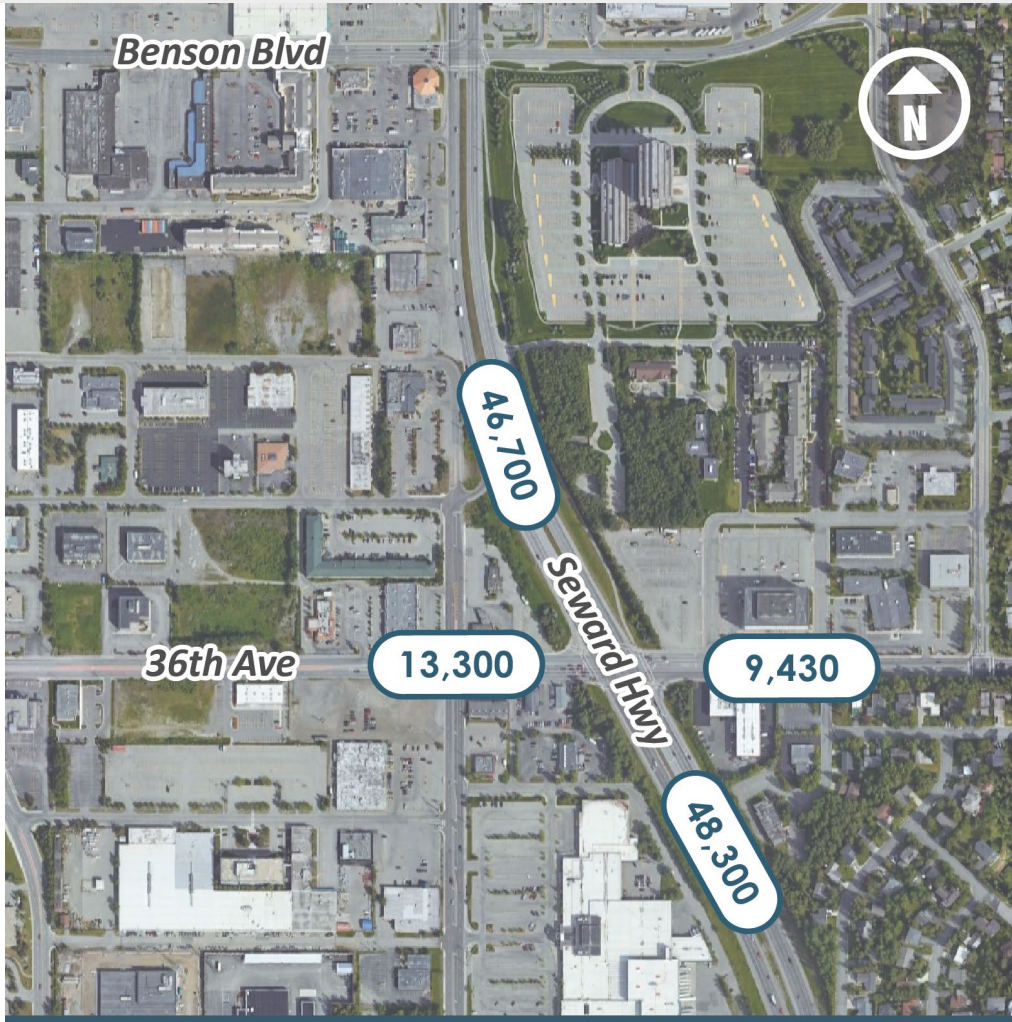
* Ingra/Gambell location used because 36th Ave traffic counter only has data back to 2019. Trends are similar at both locations.

TRAFFIC OPERATIONS & SAFETY CONDITIONS

- **Corridor Issues:**
  - High delay during peak periods
  - Complex, dual-lane turning movements
  - At-grade intersection w/ high-volume conflict points
  - Two fatalities near the intersection in the last 2 years*

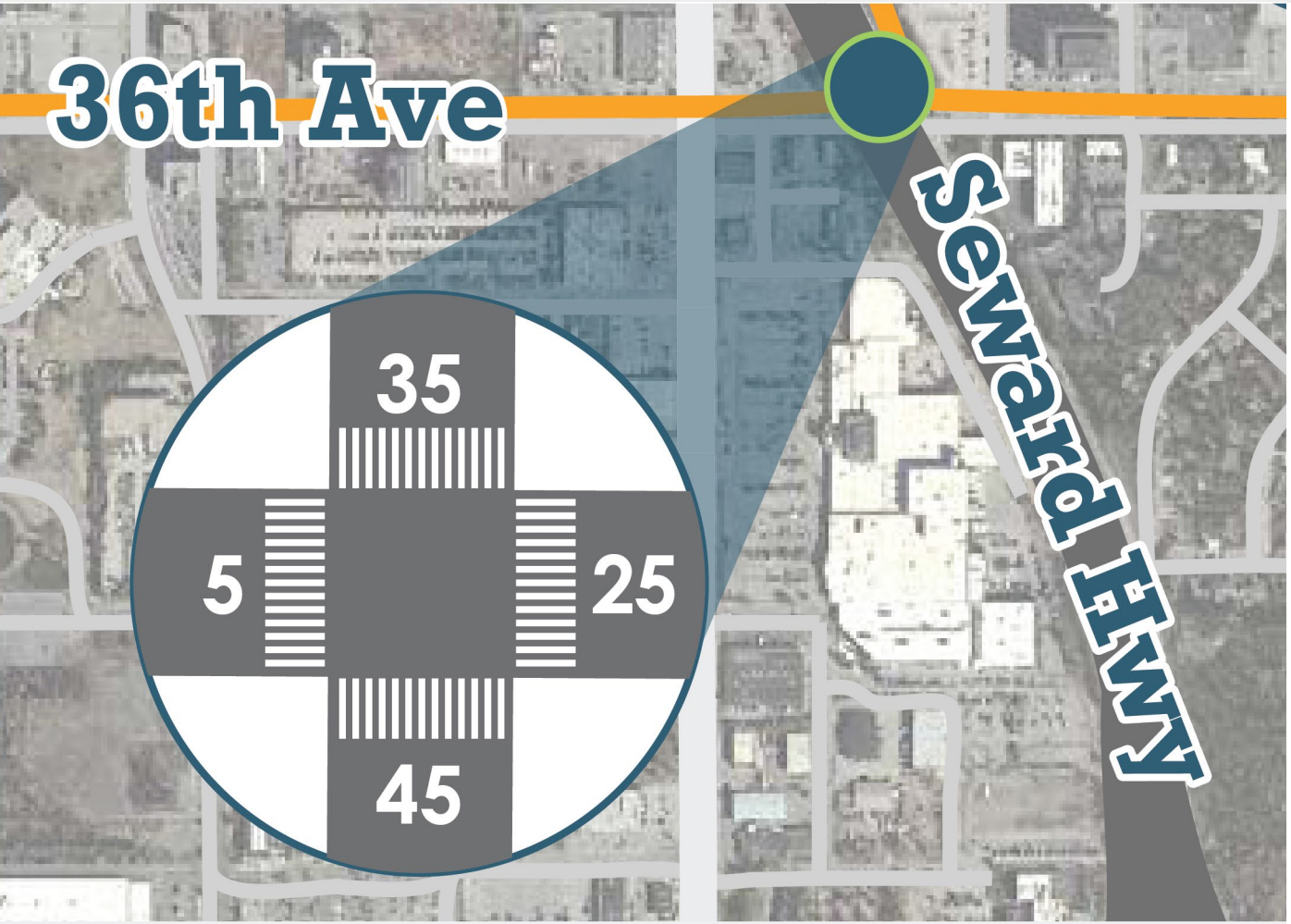
- **The project will:**
  - Remove ~75% of vehicle traffic from proposed 36th Ave Intersection with Seward Hwy
  - Separate regional & local traffic
  - Improve long-term safety
  - Improve east-west (residential to commercial) connectivity

Source: Anchorage Police Department traffic incident, September 2024-2025.



2025 Existing AADT
(vehicles per day)

EXISTING NON-MOTORIZED CROSSING VOLUMES



7am to 7pm Pedestrian Crossing Volumes

*Source: Midtown Congestion Relief PEL Study, Appendix 4, Figure 23: Pedestrian and Bicycle Crossing Volumes

Low Non-Motorized Crossing Volumes are likely due to:

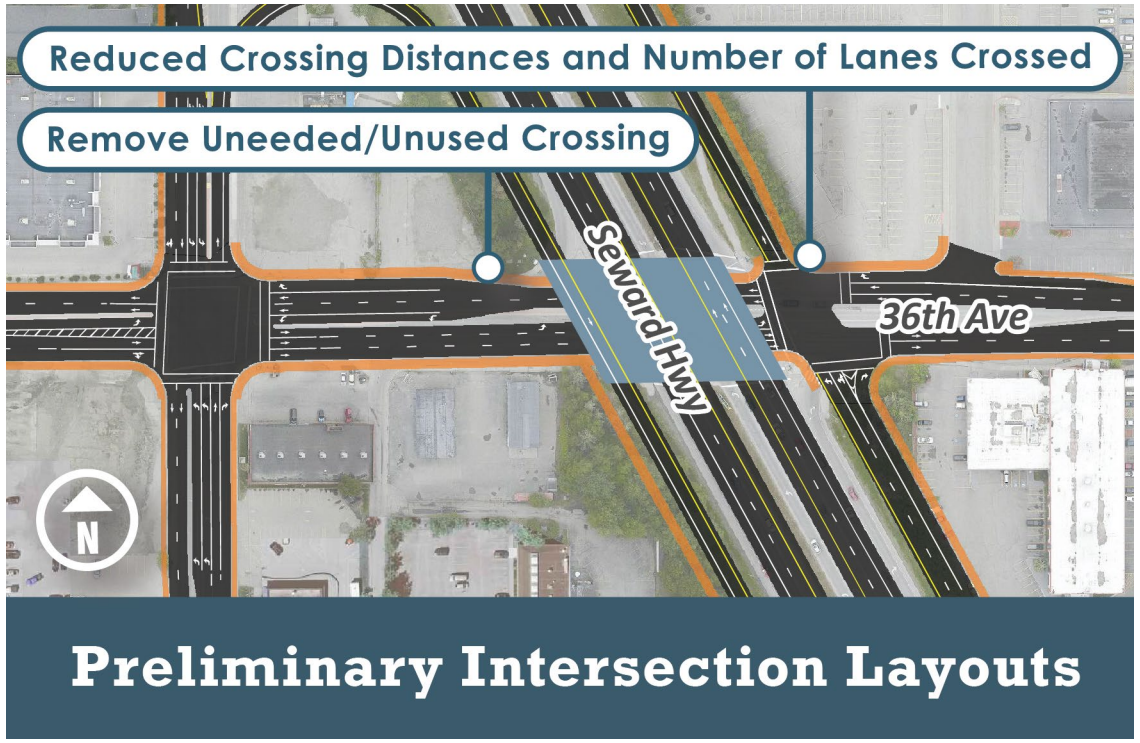
- High intersection traffic volumes
- High-speed traffic
  - Seward Hwy = 45 mph (posted)
- High number of lane crossings:
  - 9 lanes east-west
  - 8 lanes north-south
- Low-comfort facilities:
  - Narrow pedestrian refuges (~13')
  - Narrow sidewalks (6')
  - No separation from traffic

NON-MOTORIZED SAFETY & CONNECTIVITY

- **Non-Motorized Crossings Comparison:**

Crossing Direction		# of Lanes Crossed		
		Existing	Proposed	Reduction
East – West	North Side	9	1	8
	South Side	9	3	6
North – South	West Side	8	[removed]	[removed]
	East Side	8	5	3

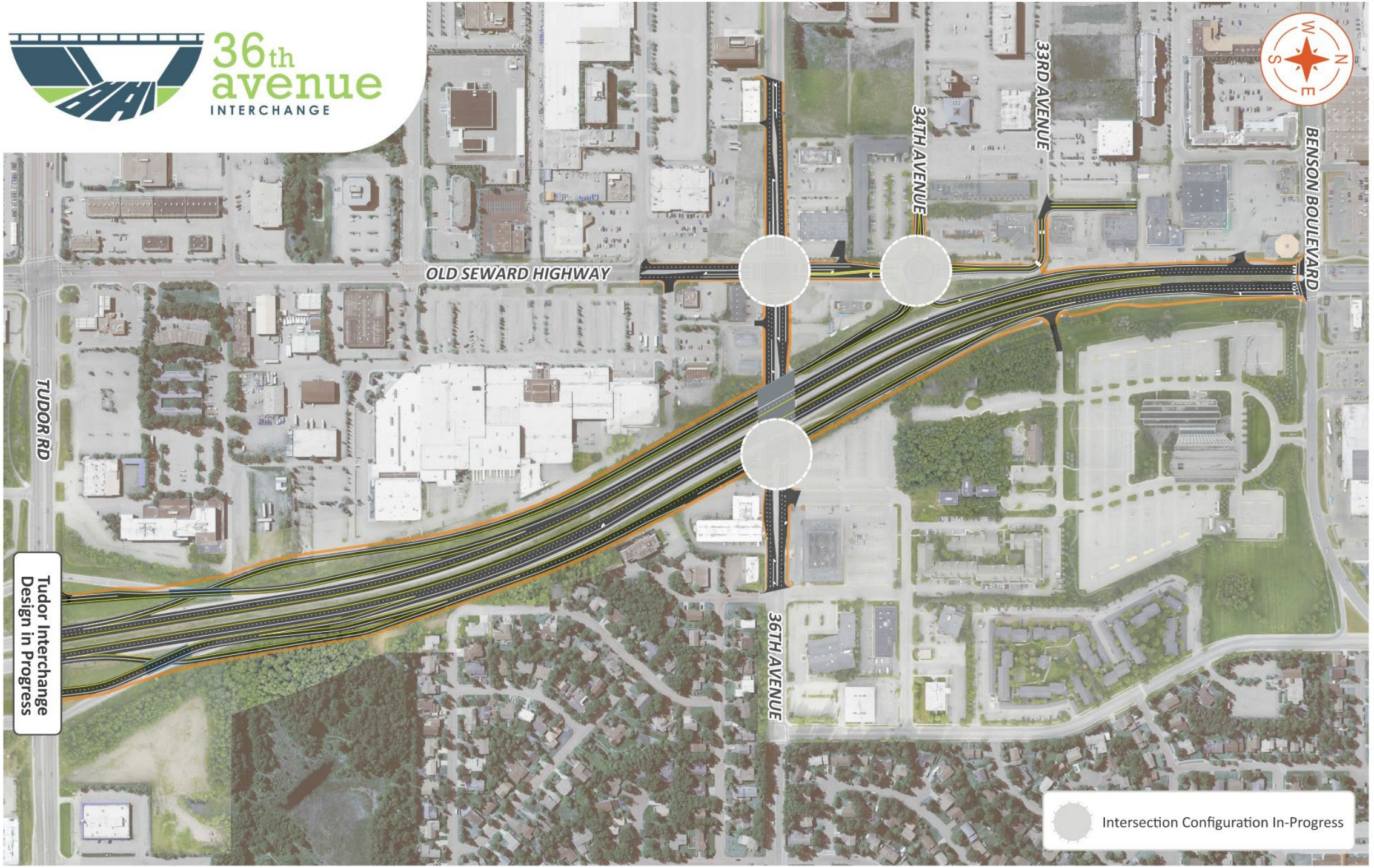
- **The project will:**
  - Reduce non-motorized crash risk by removing Seward Hwy (regional) traffic
  - Reduce non-motorized conflict points with vehicles
  - Shorten crosswalk distances
  - Reduce # of lanes crossed
  - Improve east-west connectivity



Preliminary Intersection Layouts

**Source: Anchorage Police Department traffic incident, September 2024-2025.*

36th avenue INTERCHANGE



CONCEPTUAL RENDERINGS

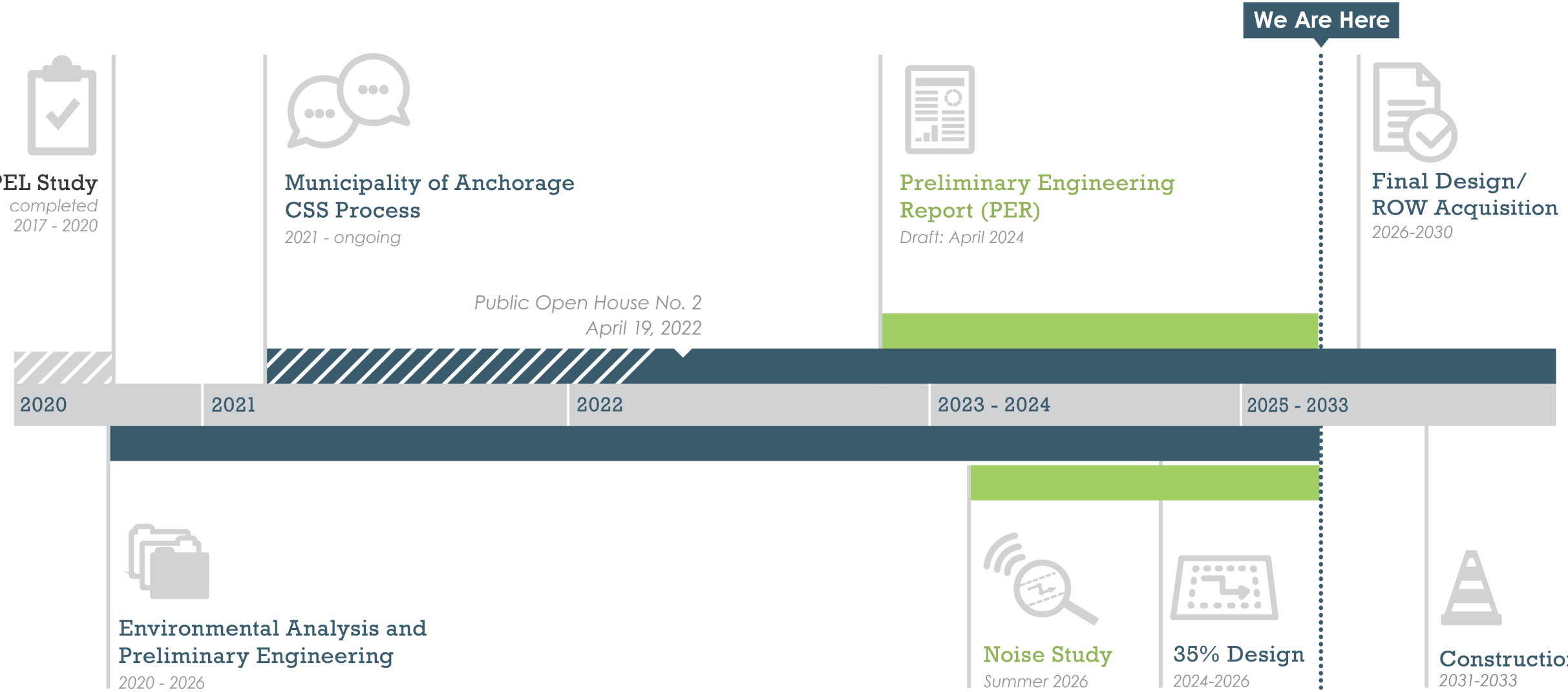
1 SEWARD HIGHWAY SOUTHBOUND VIEW

3 36TH AVENUE EASTBOUND VIEW

2 AERIAL VIEW

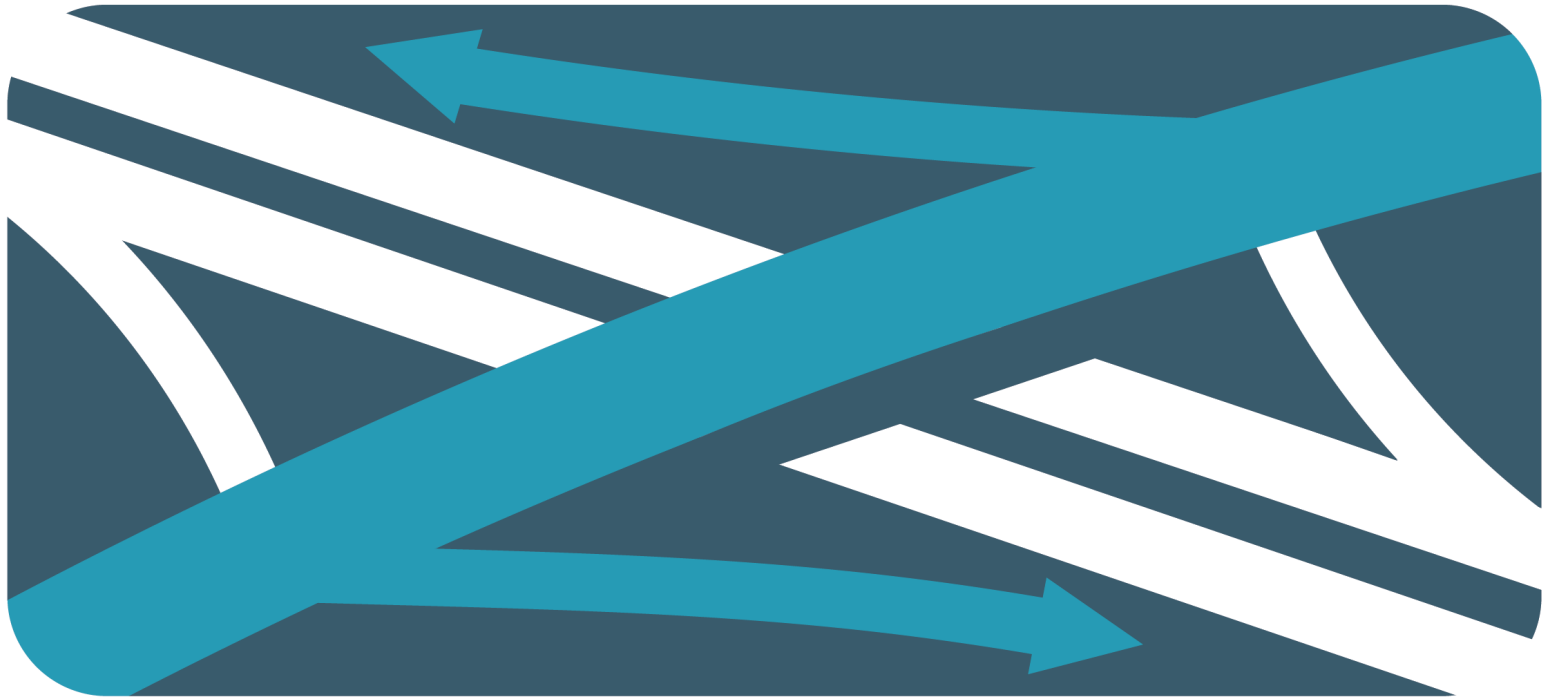
4 36TH AVENUE WESTBOUND VIEW

SCHEDULE


We Are Here
PEL Study
completed
2017 - 2020
Municipality of Anchorage
CSS Process
2021 - ongoing
Public Open House No. 2
April 19, 2022
Preliminary Engineering
Report (PER)
Draft: April 2024
Final Design/
ROW Acquisition
2026-2030
2020
2021
2022
2023 - 2024
2025 - 2033
Environmental Analysis and
Preliminary Engineering
2020 - 2026
Noise Study
Summer 2026
35% Design
2024-2026
Construction
2031-2033

Project CFHWY00909

Tudor Road



INTERCHANGE

Tudor Road

INTERCHANGE

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

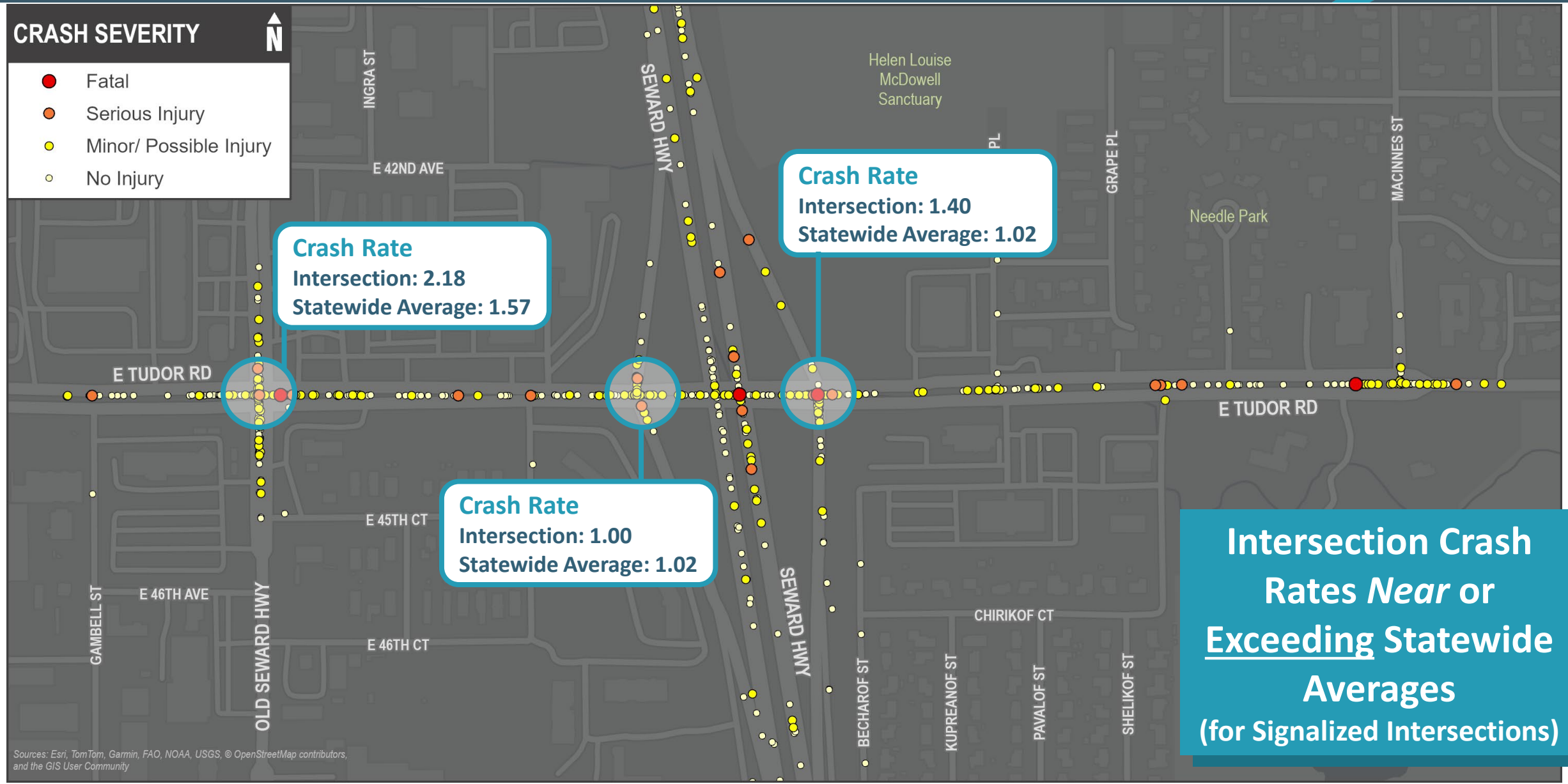
- Improve traffic flow
- Reduce crash risk
- Reduce queuing

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

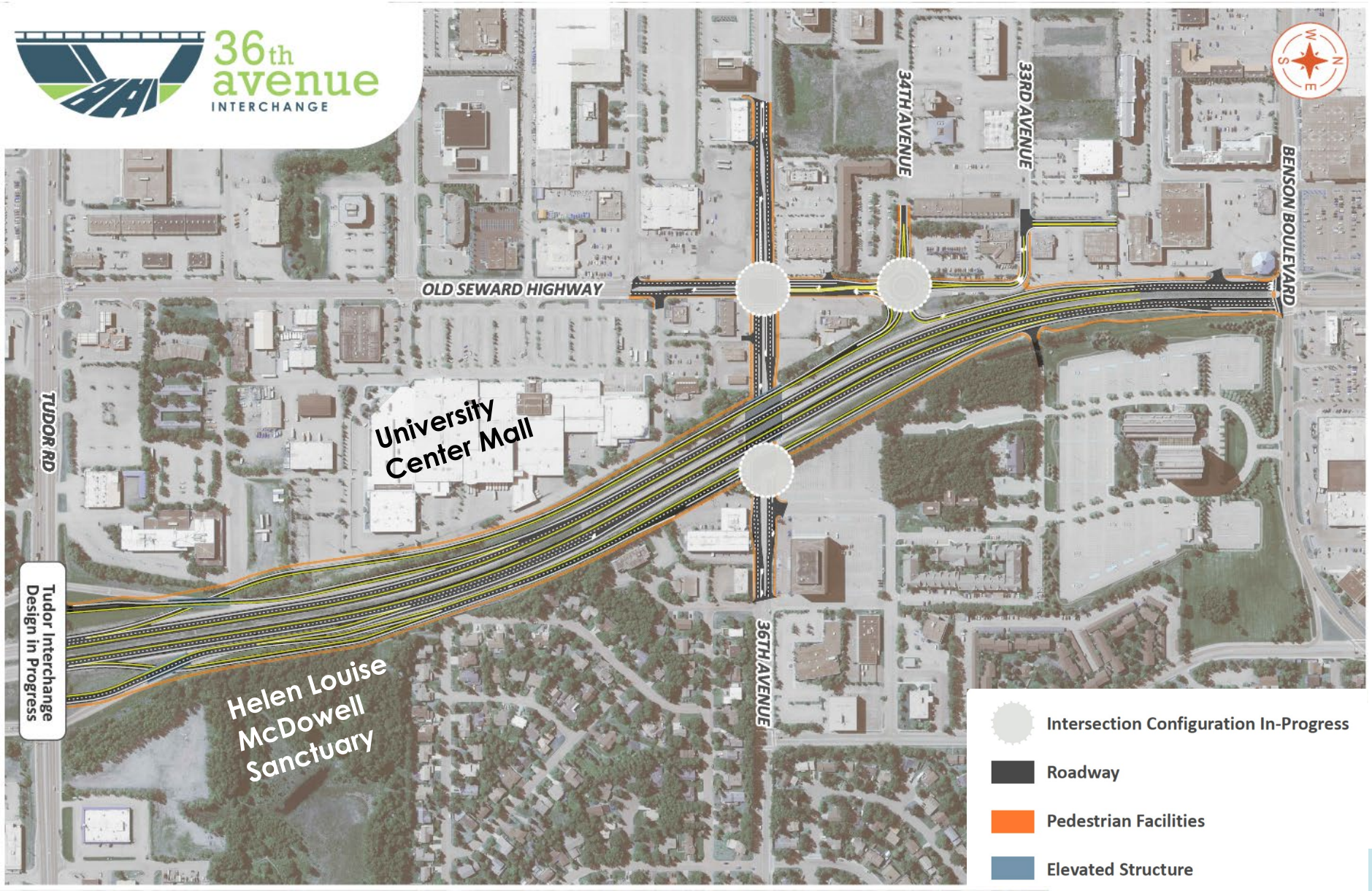
Existing Interchange Conditions

- **Existing Traffic Volumes:**
  - Seward Highway: 50,000 vehicles per day (vpd)
  - Tudor Road: 36,500 vpd
- **1970s-era** Compressed Diamond Interchange (suburban 1950s/60s design)
- **Non-motorized facilities:**
  - Narrow sidewalks
  - Minimal/no separation
  - Challenging crossings
- **Aging Bridge:**
  - Vertical clearance 2’ below minimum standards (strike hazard)
  - Built in early 1970s (~55 years old)

Safety Performance (2014-2023)



Integration with 36th Avenue Interchange



- **36th Avenue 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 ramps near Tudor Rd
- **Construction anticipated after Tudor Road Interchange**

Tudor Road INTERCHANGE

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

Tudor Road INTERCHANGE

- **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

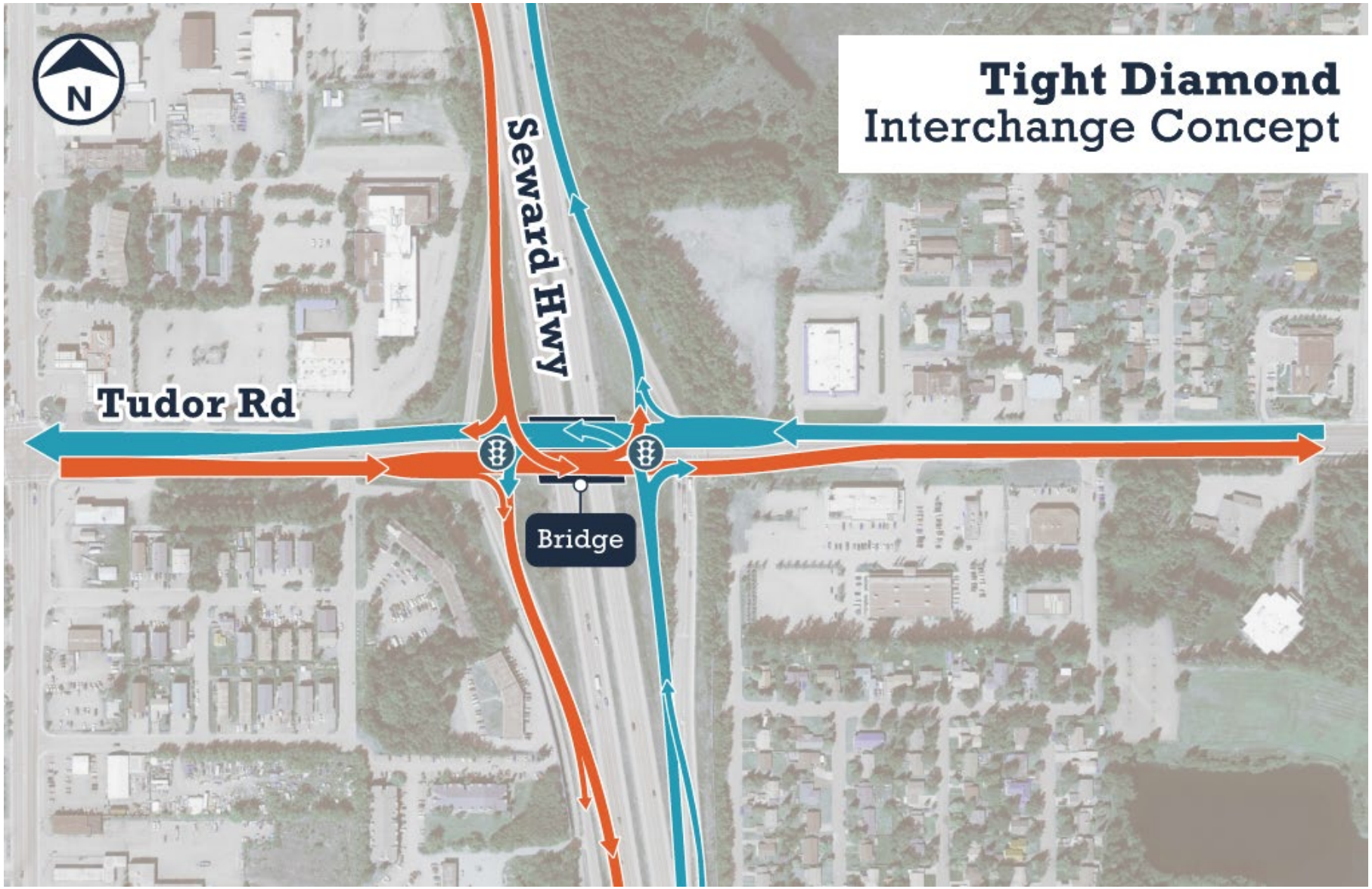
Compatibility Assessment

Considerations	Diamond Forms			
	Tight Diamond	Single Point	Diverging Diamond	Displaced Left
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

Tudor Road INTERCHANGE

Preferred Alternative for Advancing Environmental Review



Preliminary Bridge Cross-Section

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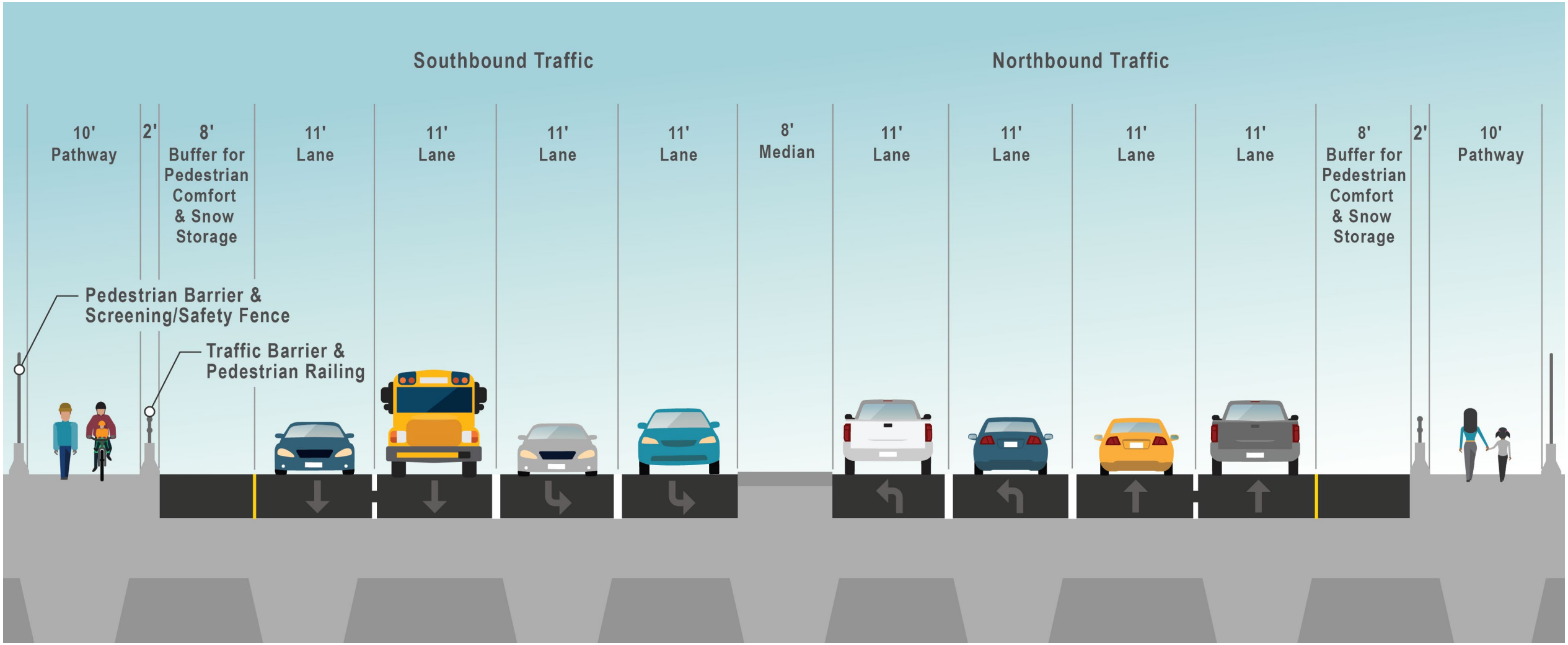
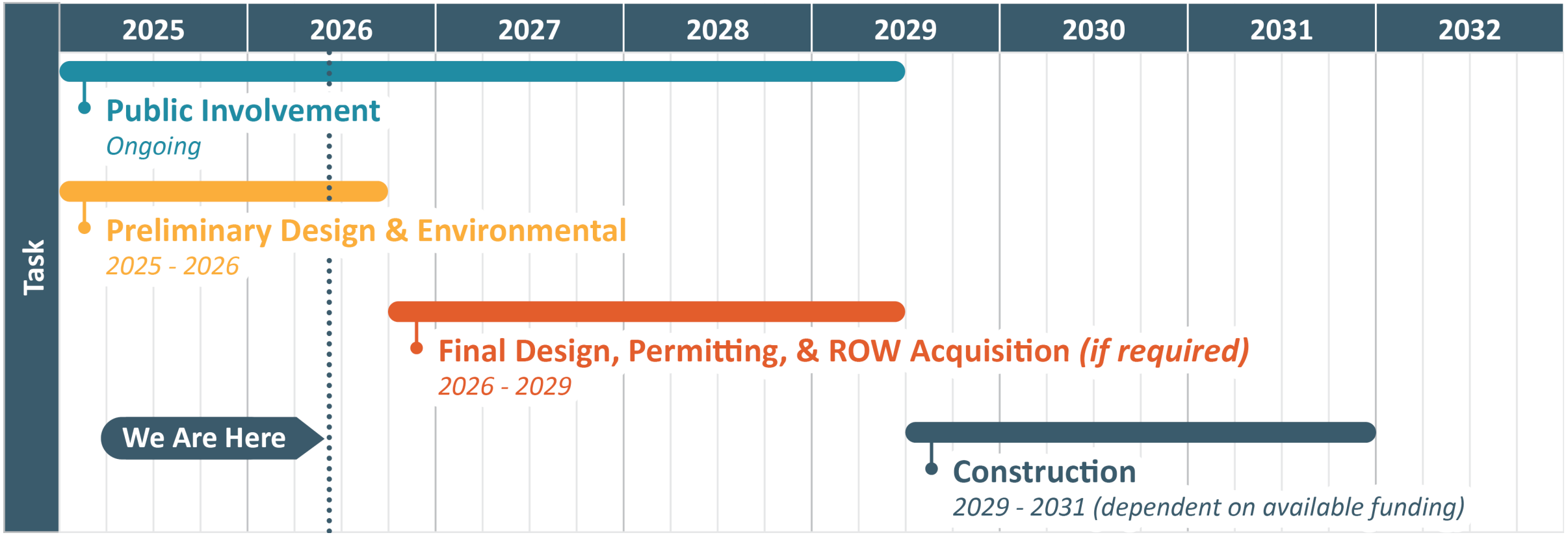


Project Schedule



Tudor Road
INTERCHANGE

PROJECT CONTACTS

DOT&PF

- **Galen Jones, PE** | *Project Manager*

DOWL

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

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