



**Glenn Highway  
& Hiland Road**  
Interchange Improvements



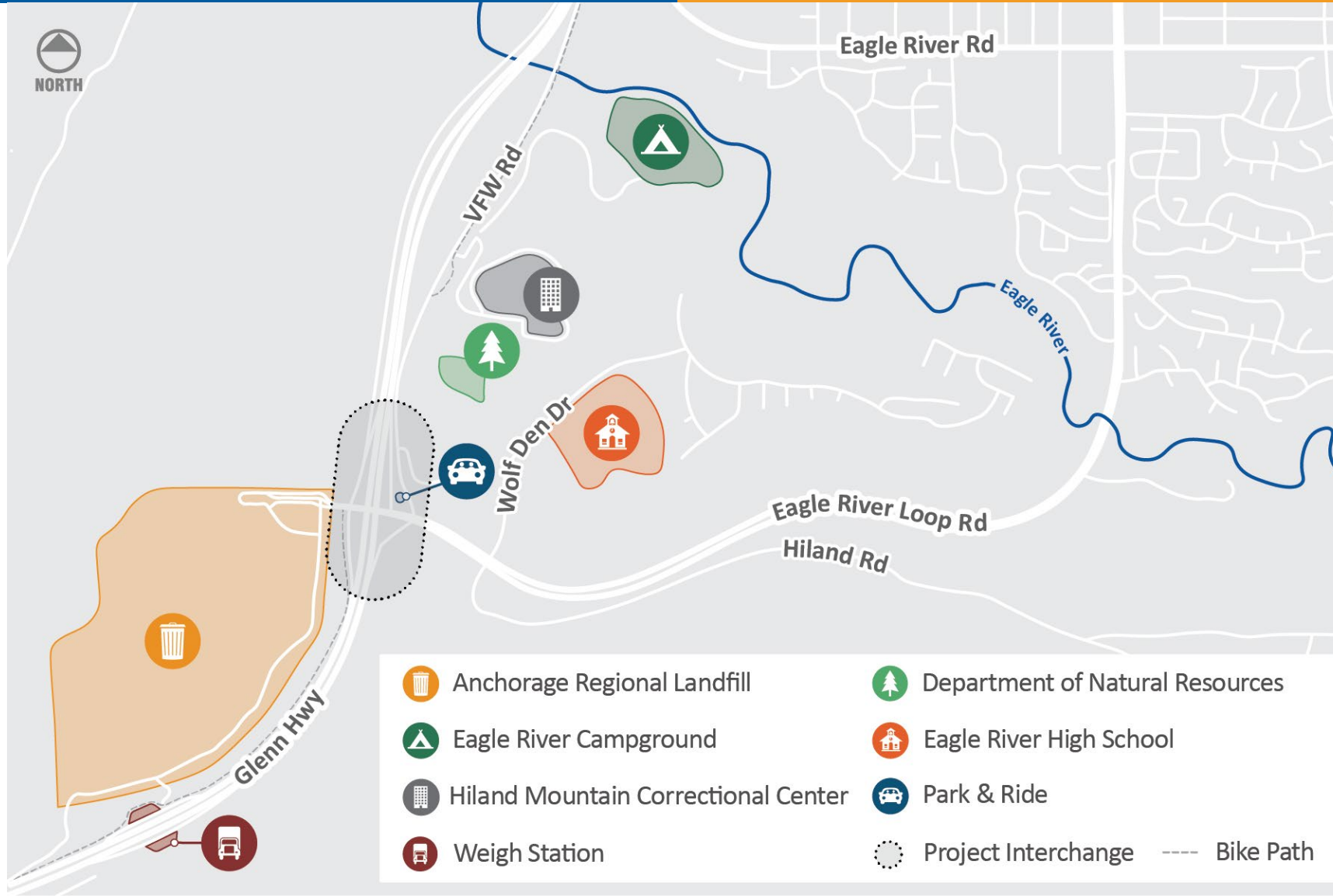
# Glenn Highway & Hiland Road Interchange Improvements

AMATS: Technical Advisory and Policy Committees

August 1 & 15, 2024



# Project Area



# Project Purpose and Objectives

## PURPOSE

- Improve Operations
- Improve Capacity
- Improve Safety for Motorized and Non-Motorized Users

## OBJECTIVES

- Enhance Highway Merging
- Mitigate Queue Issues
- Bridge Preservation Work
- Utilize Existing Bridge

# Project Funding

- Design Funding Approved – \$2.9M
  - \$0.75M State Funds (GO Bond, April 2022)
  - \$0.45M FHWA Funds (NHPP, February 2023)
  - \$1.70M FHWA Funds (NHPP, July 2024)
- 2024-2027 STIP, Draft Amendment 1
  - ~\$19M Total FHWA funding (NHPP)
  - Available for public review through August 5, 2024
- Future funding obligations contingent upon project inclusion/approval in subsequent TIP or TIP Amendment

NHPP = National Highway Performance Program

# Project Schedule

## Project Initiation

*Spring 2022*



**Environmental  
Document  
& Preliminary Design**



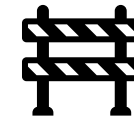
*2023-2024*

**Final Design &  
ROW Acquisition\***



*2025-2026*

**Anticipated  
Construction**



*2026-2027*

← **Public & Stakeholder Involvement** →

*\* if needed*

# Interchange Background

- 1970s: Hiland Interchange Original Connection
- 1980s: Eagle River Loop (ERLR) to Hiland Road Connection Location Study
- 1990s: ERLR to Hiland Connection Location Study Supplement
  - Changed project and funding priorities connected ERLR to Glenn Highway

## Project Area History – 1970s

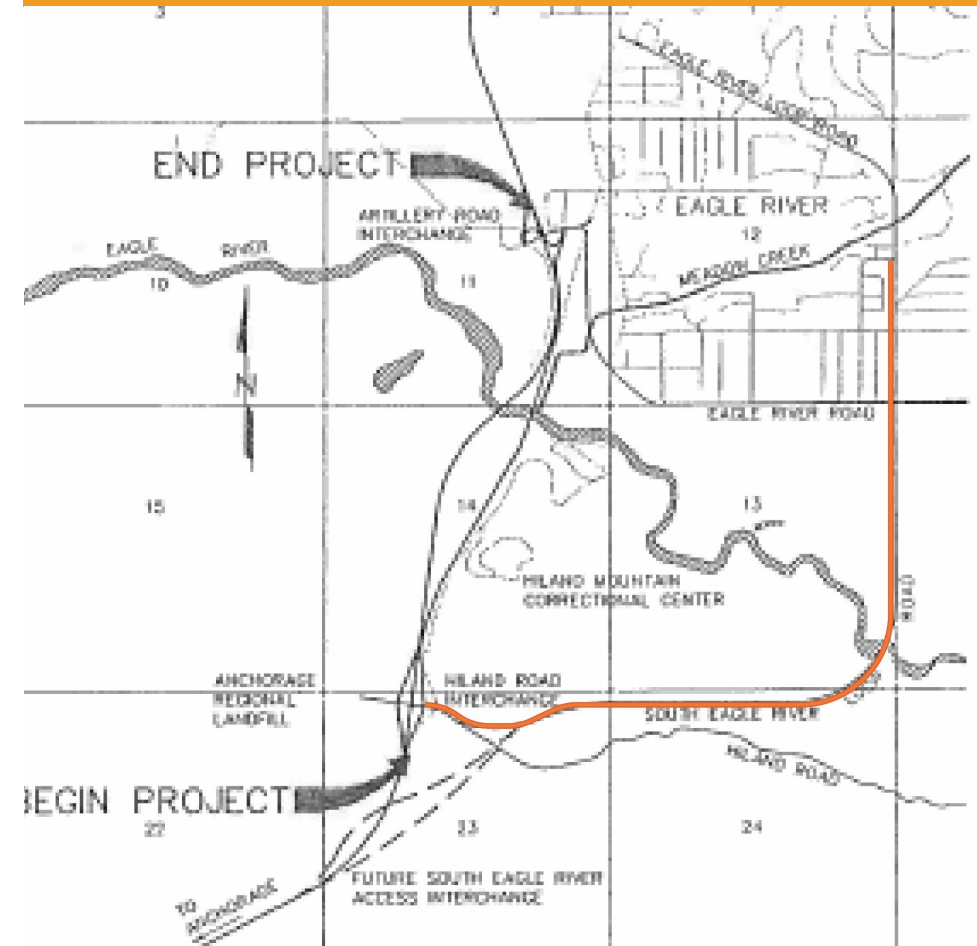


# Interchange Background

- 1990s: ERLR to Hiland Connection Location Study Supplement
  - Bridge widened to add a WB traffic lane and pathway
  - Hiland Road not meant to be a long-term interchange connection
    - Meant to be “temporary” (until directional interchange was built)
    - Never intended to serve the volumes using it today!

*The interchange layout remains nearly identical to its original form from the 1970s when it only serviced the homes on Hiland Road*

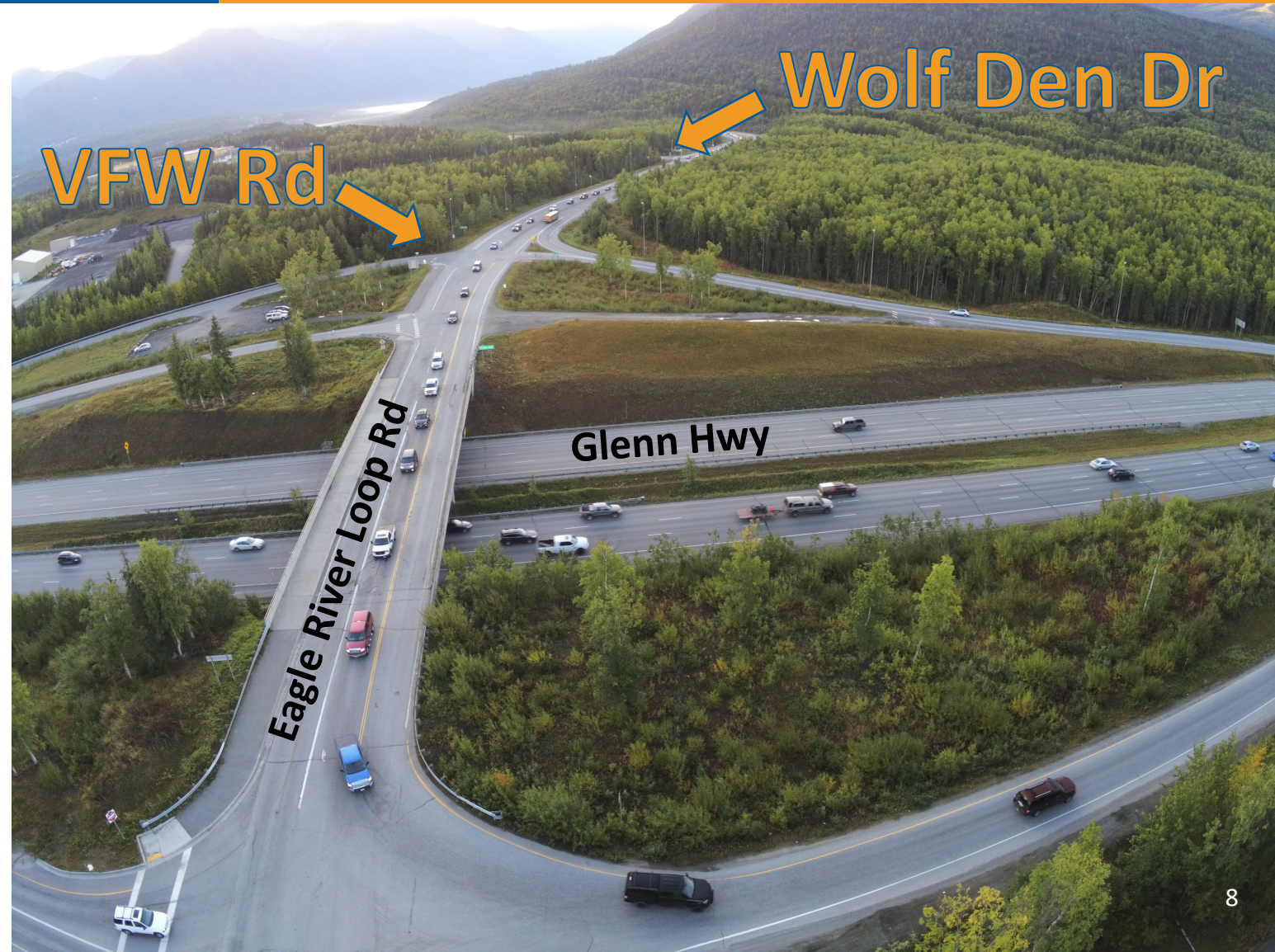
## Project Area History – 1990s





# Existing Conditions - Traffic

- Westbound Lane imbalance east at Wolf Den causes;
  - Long (1.2-mile) westbound left-turn daily queues sometimes backing up 1.9 miles to Briggs Bridge
  - Insufficient gaps in the a.m. peak at east and west ramp terminals
  - Queues Impede VFW Rd and landfill traffic trying to enter intersections





1.2-Mile-Long Daily Queue (AM)

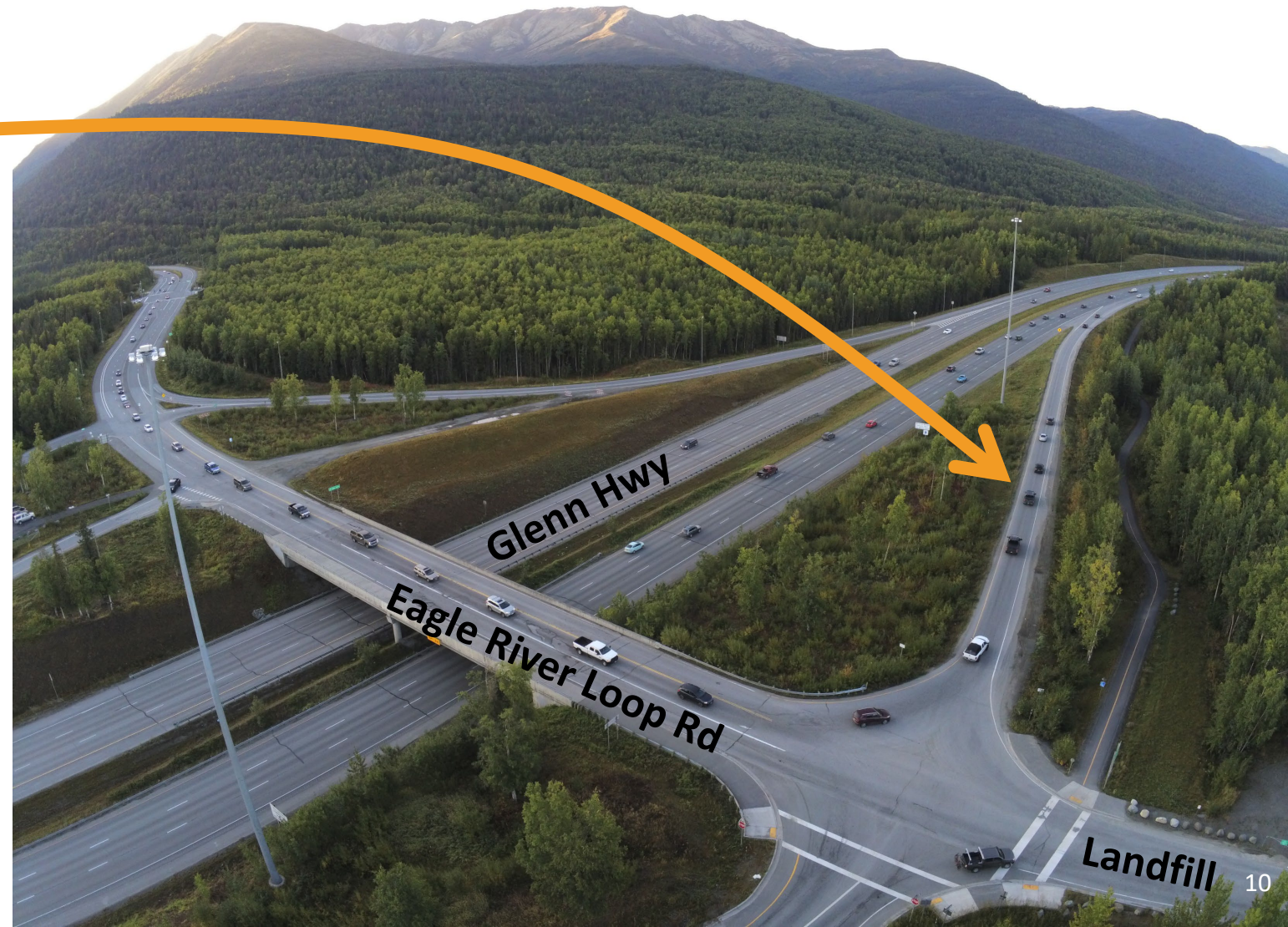
All Vehicles in One Lane

Eagle River Loop Rd



# Existing Conditions - Traffic

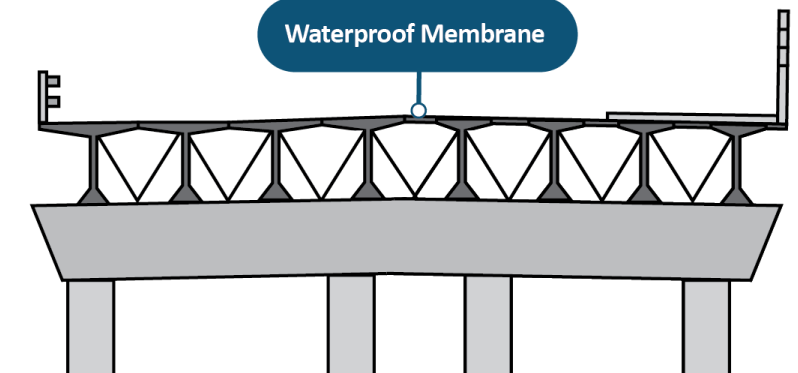
- Southbound On-ramp: Operates near capacity during a.m. peak
- Highway Merge: “Fixing” lane balance and increasing left-turn capacity may push merging operation over capacity



# Existing Bridge – Preserve

- Retain and use the existing bridge
- 75-year design life with ~25 years left
- Already widened once, cannot be widened again
- In good condition but needs preventive maintenance:
  - Pavement has extensive potholing and rutting
  - Bridge railings may need replacing
  - Bridge concrete spalling repair
  - Replace waterproofing membrane to prevent rust of structural elements under pavement

Glenn/Hiland Bridge





# Existing Non-Motorized Facilities

- Design will maintain or improve existing facilities with proposed interchange improvements
- Coordinating with local bicycle groups, high school, and MOA Transit





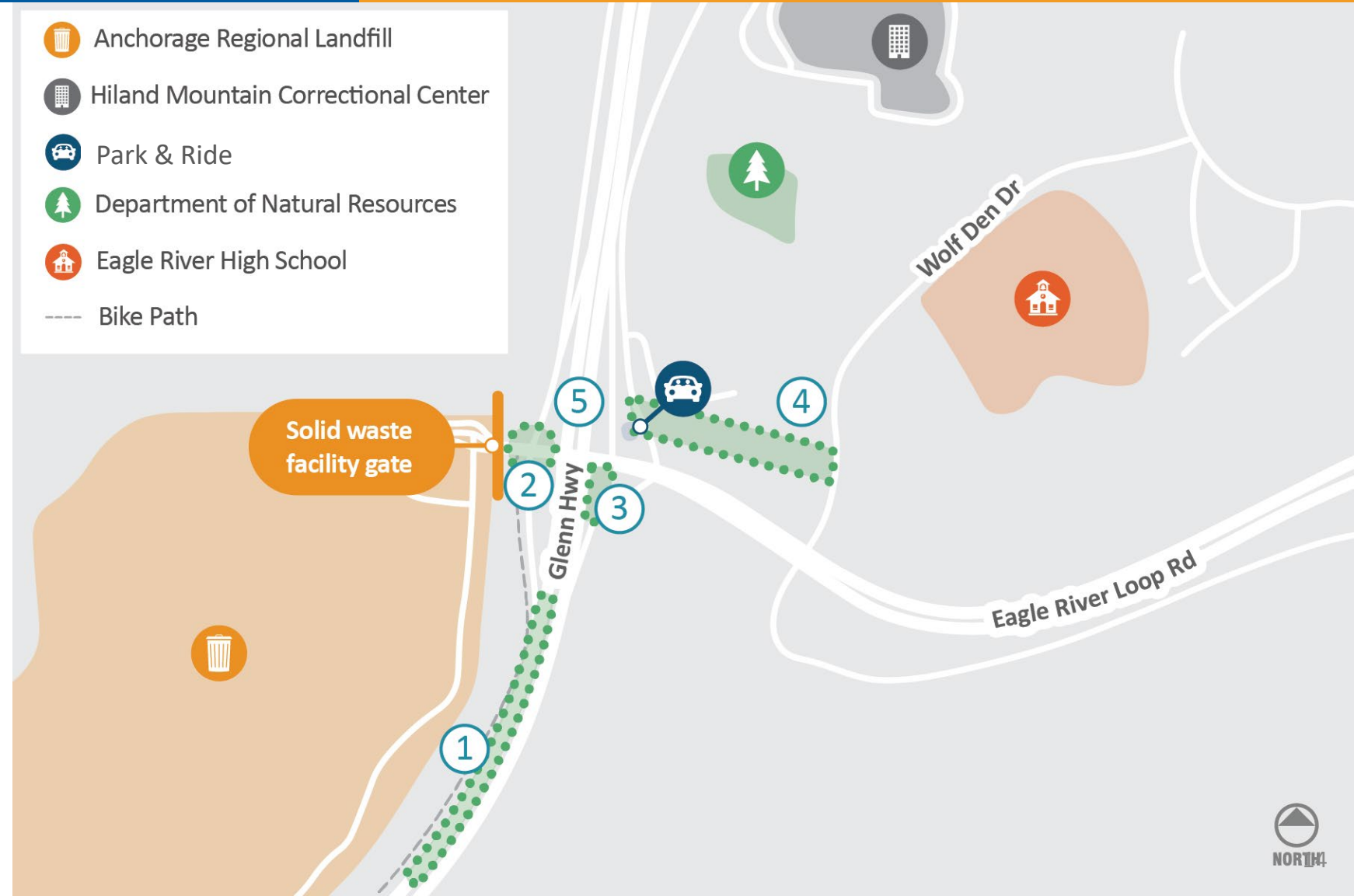
# Existing Transit Facilities/Routing

- Design will maintain or improve existing facilities with proposed interchange improvements
- Existing bus stop is new and not in a desirable location
- Good opportunity to improve the bus stop and Park & Ride facility
- Coordinating with MOA Public Transportation Department



# Brainstorming Ideas

1. Add lane versus merge
2. Provide two turning lanes
3. Reconnect northbound entrance intersection
4. Realign VFW Road to connect with Wolf Den Drive
5. Modified interchange configurations



# Interchange Workshop Summary

- Held April 30, 2024
- Purpose: inform stakeholders about the project need/goals and solicit input on existing issues/concepts being considered
- Summary of Feedback:
  - Project is needed and overdue
  - Congestion is unacceptable during morning commute
  - Enhance and maintain bicycle/pedestrian, Park & Ride, and transit facilities
  - Consider school time change; high school starting an hour later (8:30 a.m.)

# Interchange Workshop Summary

- Summary of Feedback Continued:
  - Concerns about impacts to emergency vehicle access to correctional facility and school traffic with VFW Rd to Wolf Den Dr connection
  - Consider over-height vehicles through interchange
  - Consider roundabout at both ramp terminals
  - Consider signaling ramp node intersections
  - Avoid increasing the number of vehicle traffic lanes





## Project Contacts

### **DOT&PF**

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### **DOWL**

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### **Project Website**

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### **Project Email**

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