



**Glenn Highway
& Hiland Road**
Interchange Improvements



Glenn Highway & Hiland Road Interchange

AMATS Bicycle and Pedestrian
Advisory Committee

February 2, 2026

Project Area

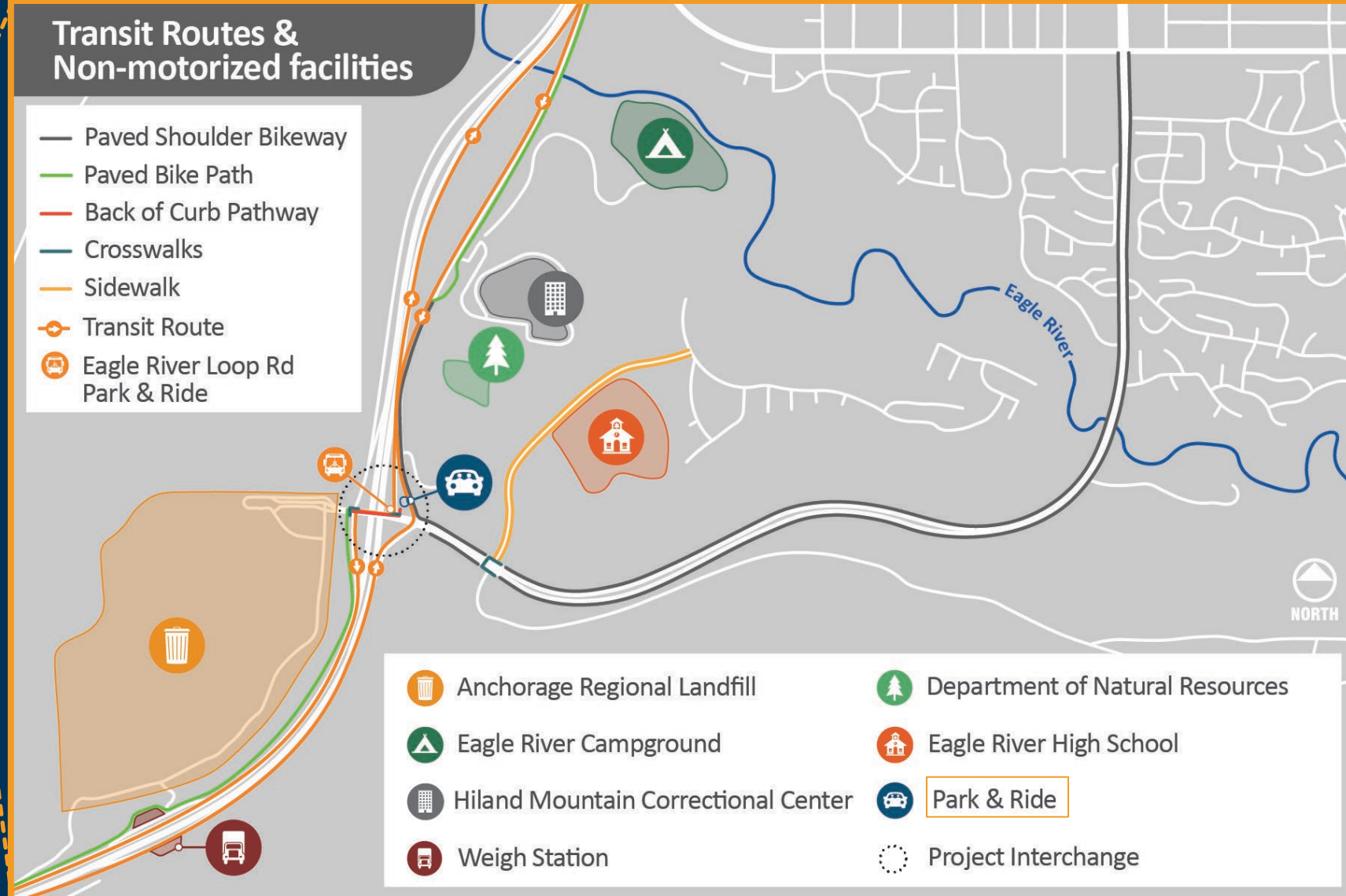


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Transit Routes & Non-motorized facilities

- Paved Shoulder Bikeway
- Paved Bike Path
- Back of Curb Pathway
- Crosswalks
- Sidewalk
- Transit Route
- Eagle River Loop Rd Park & Ride



Project Purpose & Objectives



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Purpose

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



Objectives

- Queuing Issues Mitigation
- Enhance Highway Merging
- Bridge Preservation

Existing Conditions – Traffic



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Drivers in rolling queue let side street drivers in (courtesy gap)



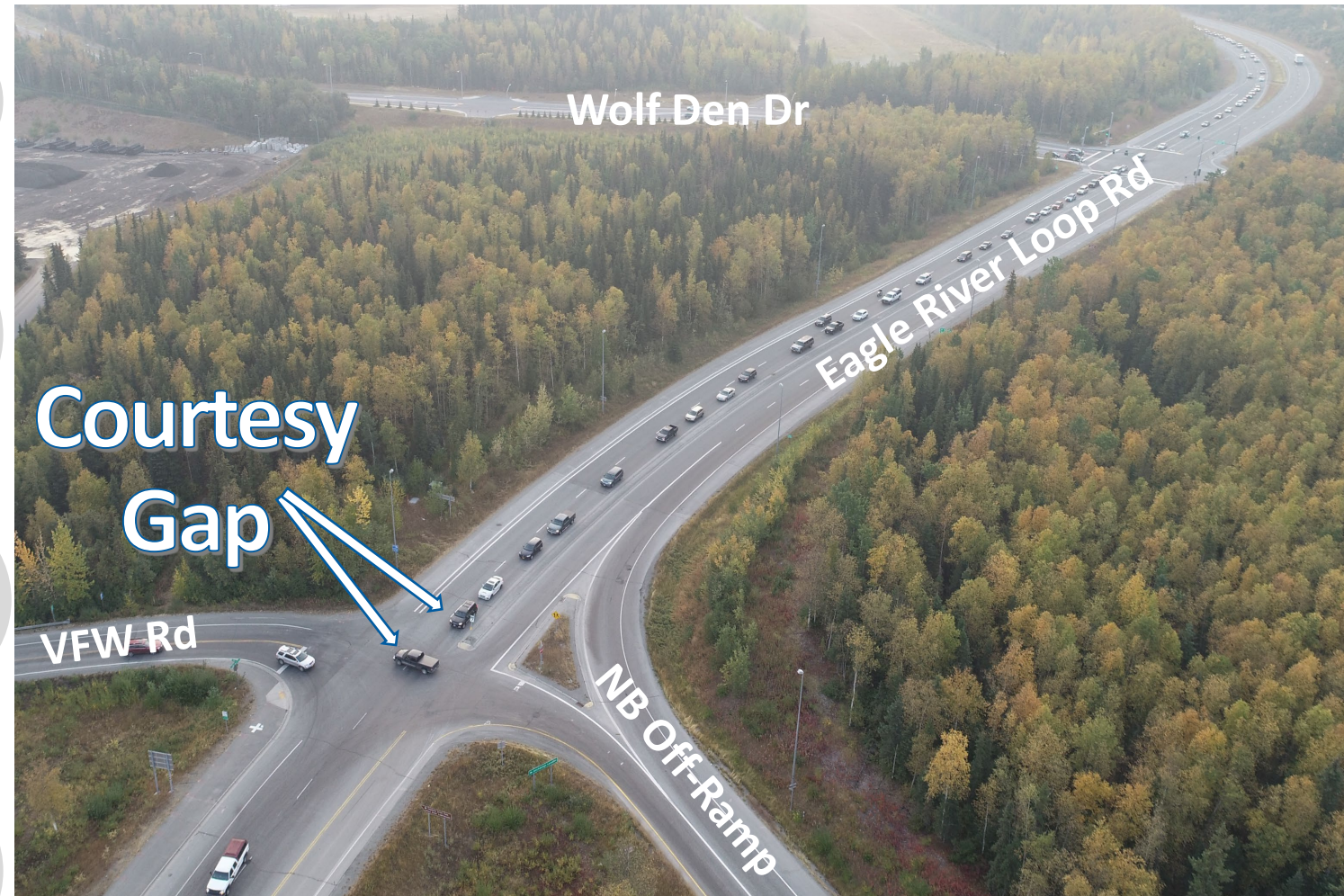
Drivers prepare for single lane turn in advance, using single lane through the Wolf Den Drive signal



Rolling queue entering the southbound on-ramp causes insufficient gaps in the a.m. peak



Long westbound left-turn morning queues can be seen as far back as Briggs Bridge (1.9 miles)



Alternative Constraints



The existing bridge must be retained & integrated into proposed solutions



Non-motorized & transit facilities must be maintained or enhanced



Solutions must address each of the traffic operational issues during the morning peak

- Balanced lane volumes on Eagle River Loop Road
- Increase capacity for westbound to southbound vehicles
- Increase southbound entrance ramp capacity
- SWS access needs
- Over height vehicle needs



Divergabout – Preferred

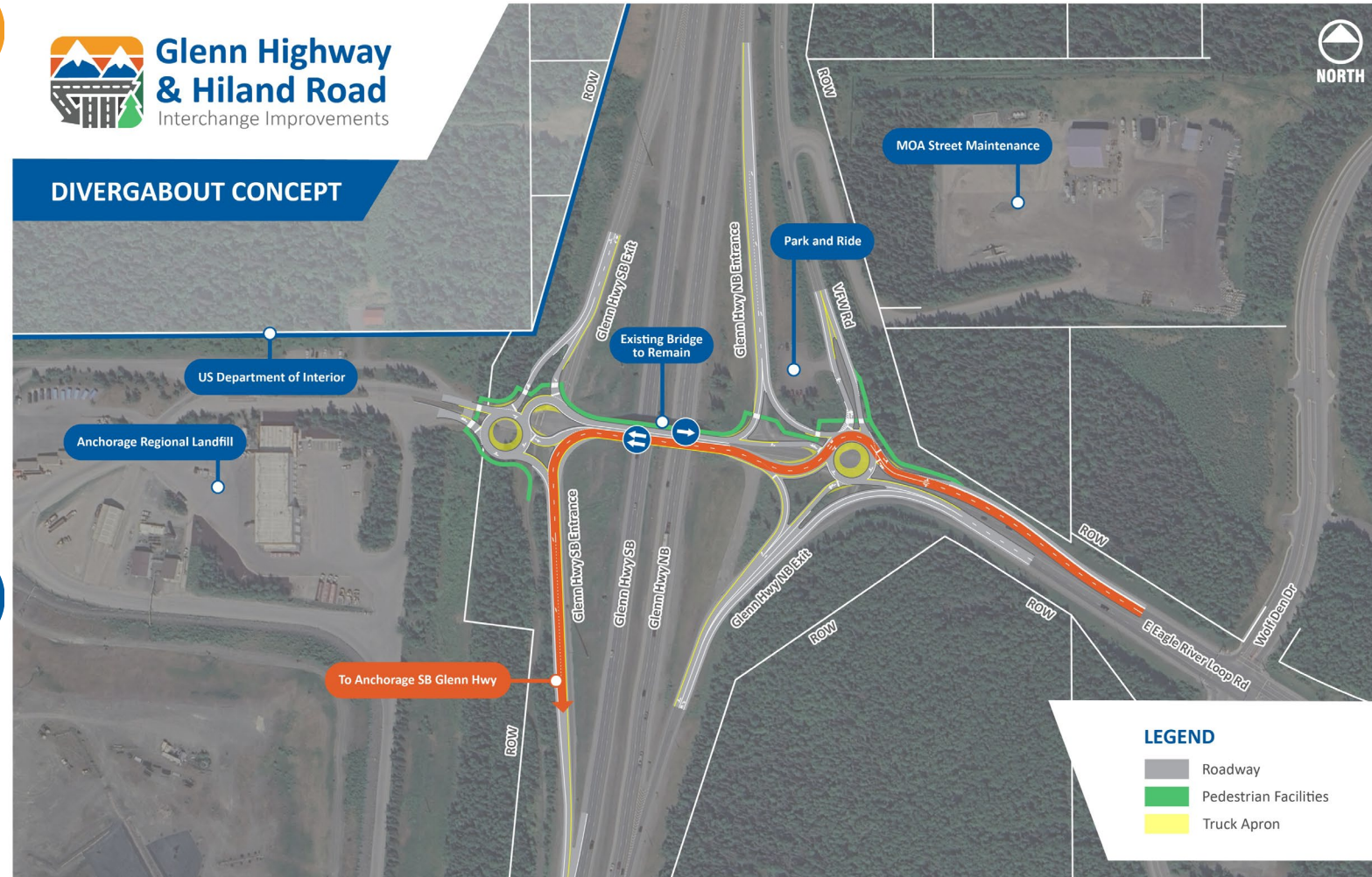


+ Positives

- Comprehensively improves interchange operations and performance for all movements
- Non-motorized facilities have refuges and single-lane crossings.
- Does not require high-cost utility impacts
- Does not required ROW acquisition from JBER
- Simple future bridge replacement



DIVERGABOUT CONCEPT



- Negatives

- Small ROW impact at MOA Regional Landfill entrance
- Alaska's first Diverging Diamond with Roundabout intersections
- Higher impacts to traveling public during construction than other alternatives

Existing Transit Routes & Non-Motorized Facilities

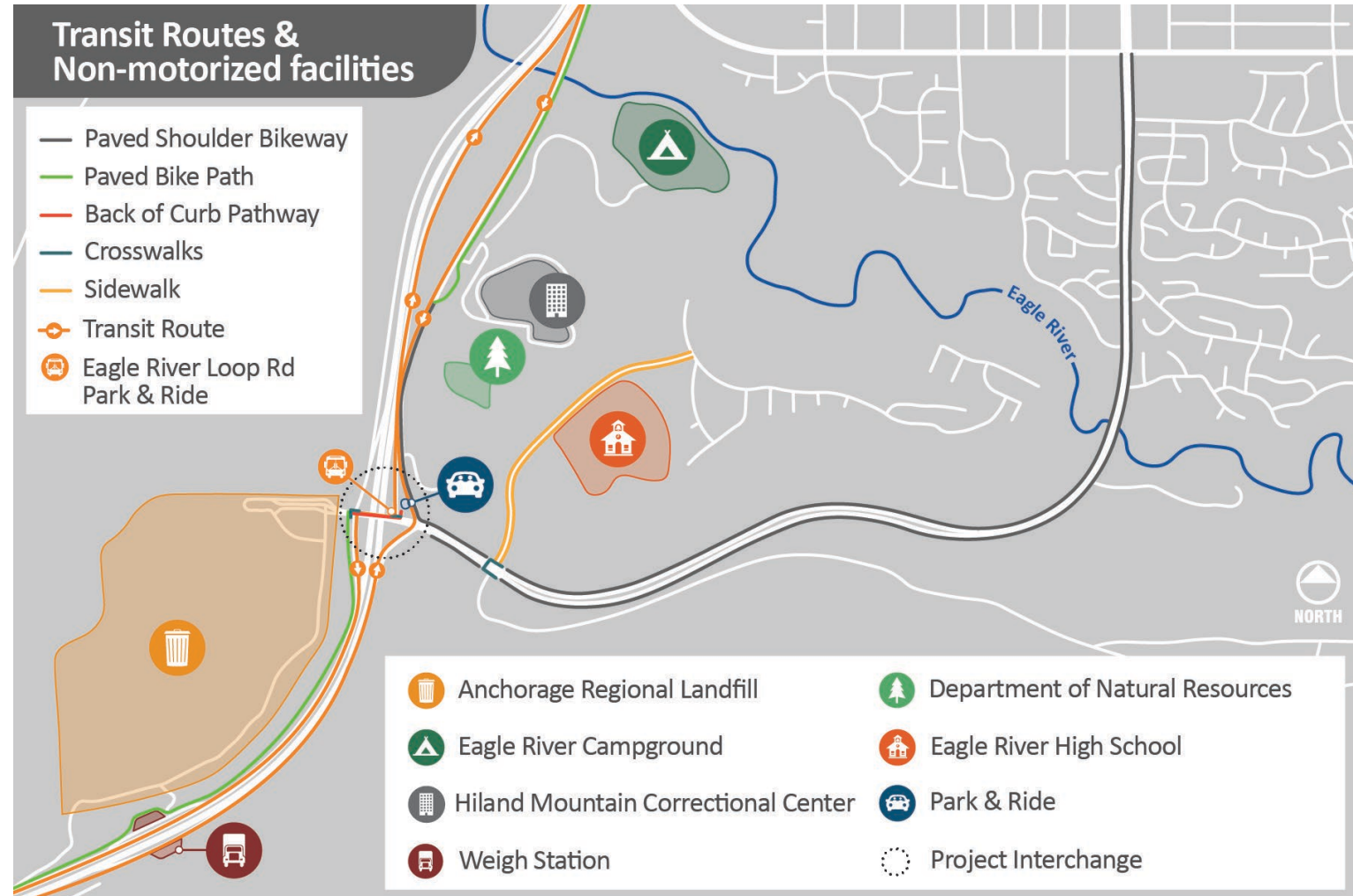


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✓ Design will maintain or improve existing facilities with proposed interchange improvements

✓ Coordinated with Bike Anchorage, MOA Transit, & DOT&PF Traffic Safety



Non-Motorized Facilities Current Design - Feedback



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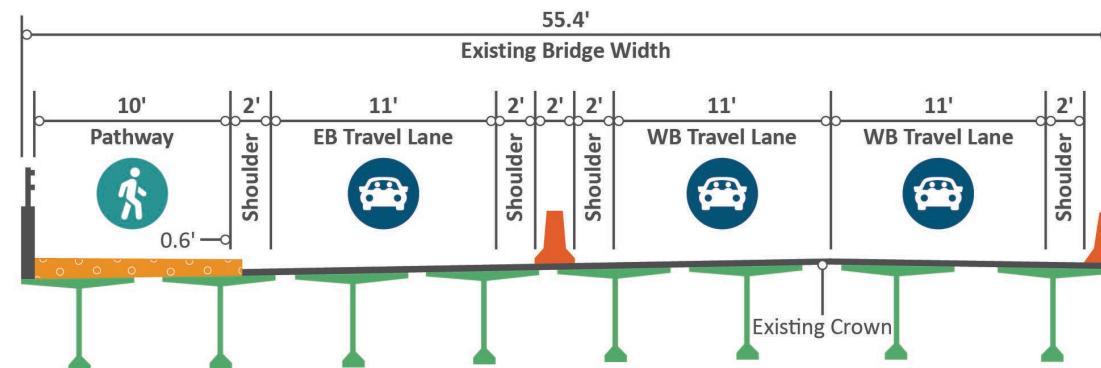
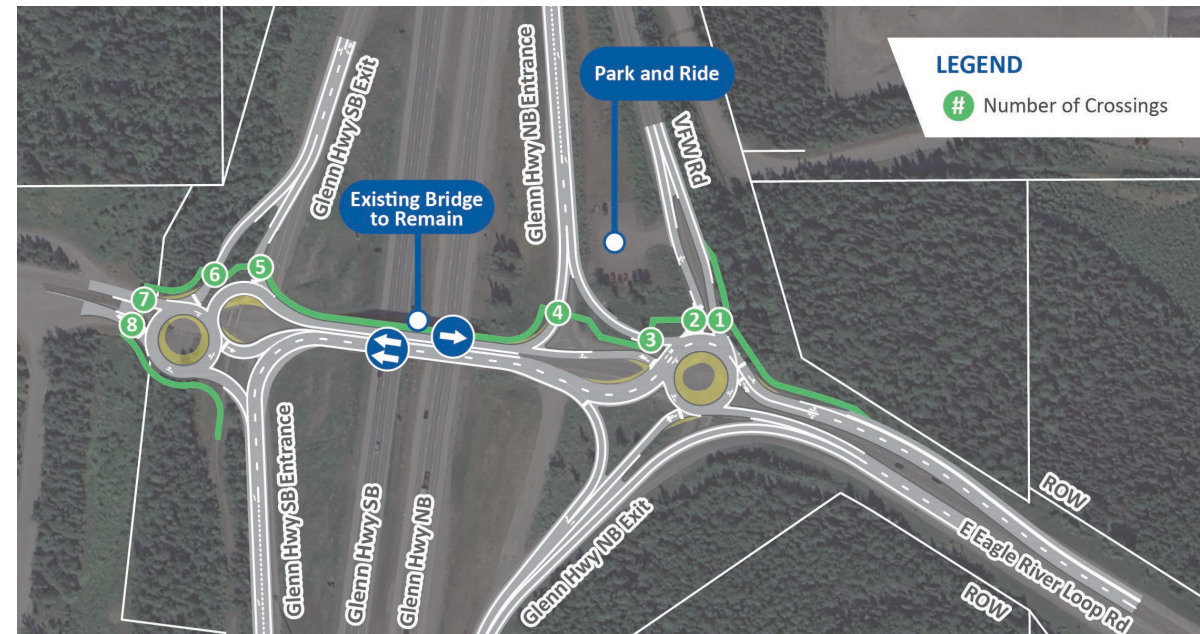
Pedestrian route similar to existing - north side of the bridge



8 single-lane crossings
7 existing lane crossings



Received feedback to reduce the number of crossings



Current Approach to Non-Motorized Facilities



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Route pedestrians down the middle of the bridge with barriers



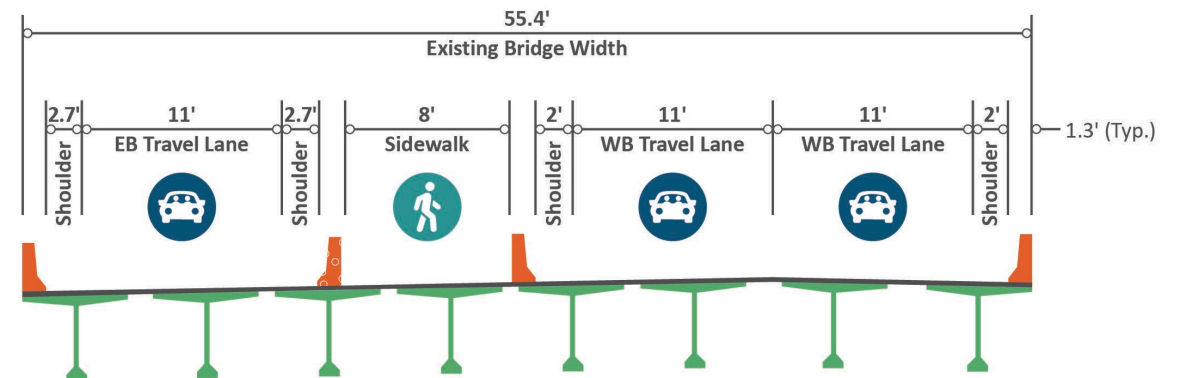
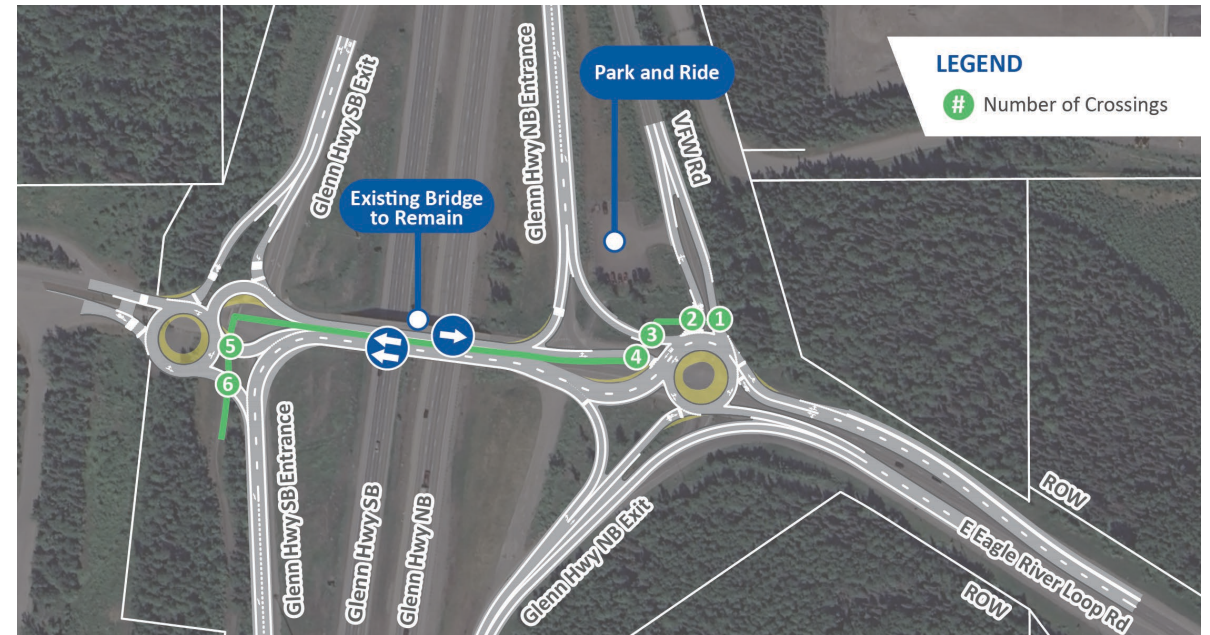
Reduces lane crossings from 8 to 6



Reduces distance from the Park & Ride to the Glenn Hwy pathway from 1,330 feet to 930 feet



Confirming feasibility with Bridge M&O and Utilities



Current Approach to Transit Routes & Facilities



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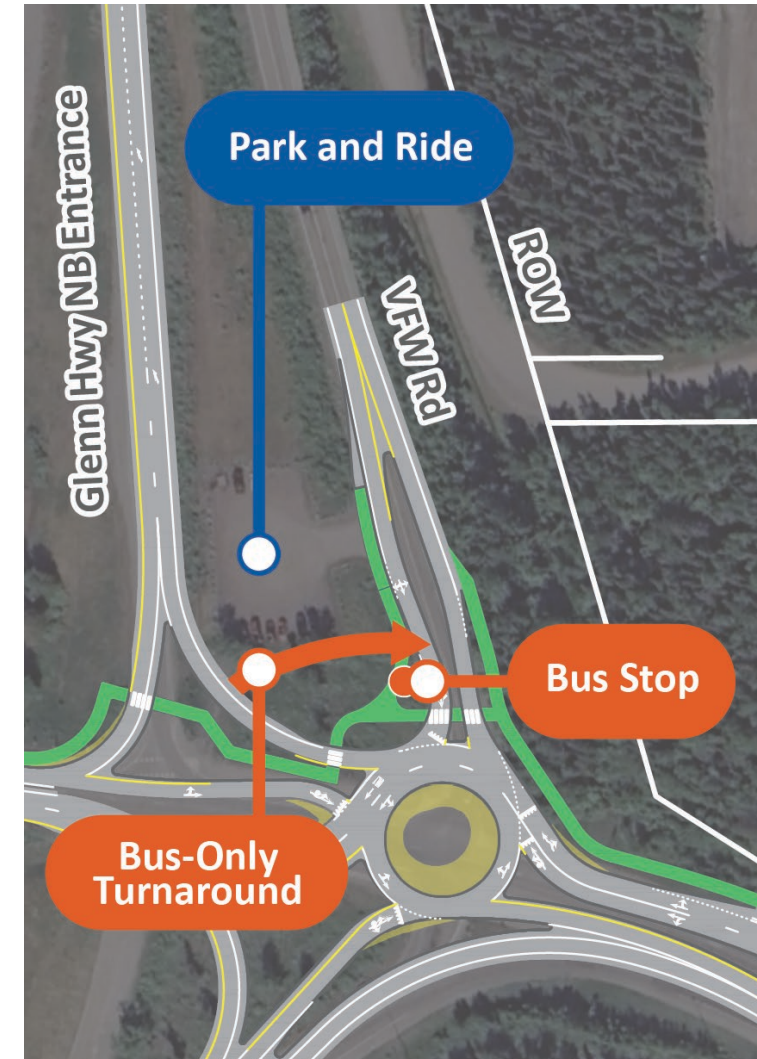
Met with MOA Transit to determine the best location for a bus stop



Other facilities requested: shelter, bench, trash cans, & upgraded pedestrian scale lighting



Bus stop layout and circulation design is in progress



Updates to Accommodate Semi-Trucks



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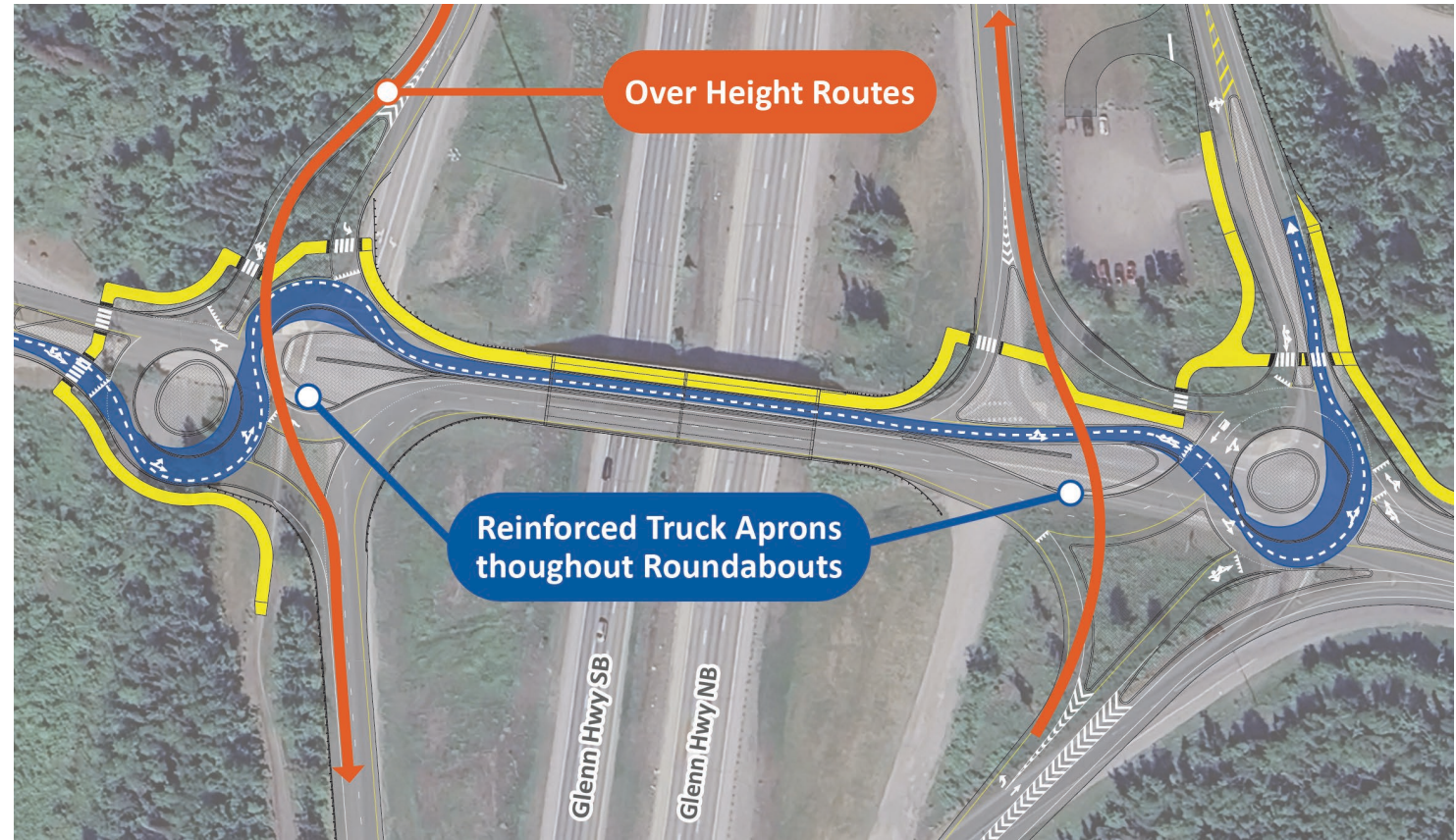
Met with ARL and Alaska Trucking Association to determine priorities & semi-truck safety



Over height vehicles (removal of signposts and mountable curbs)



Truck aprons



Updates to Anchorage Regional Landfill Gate



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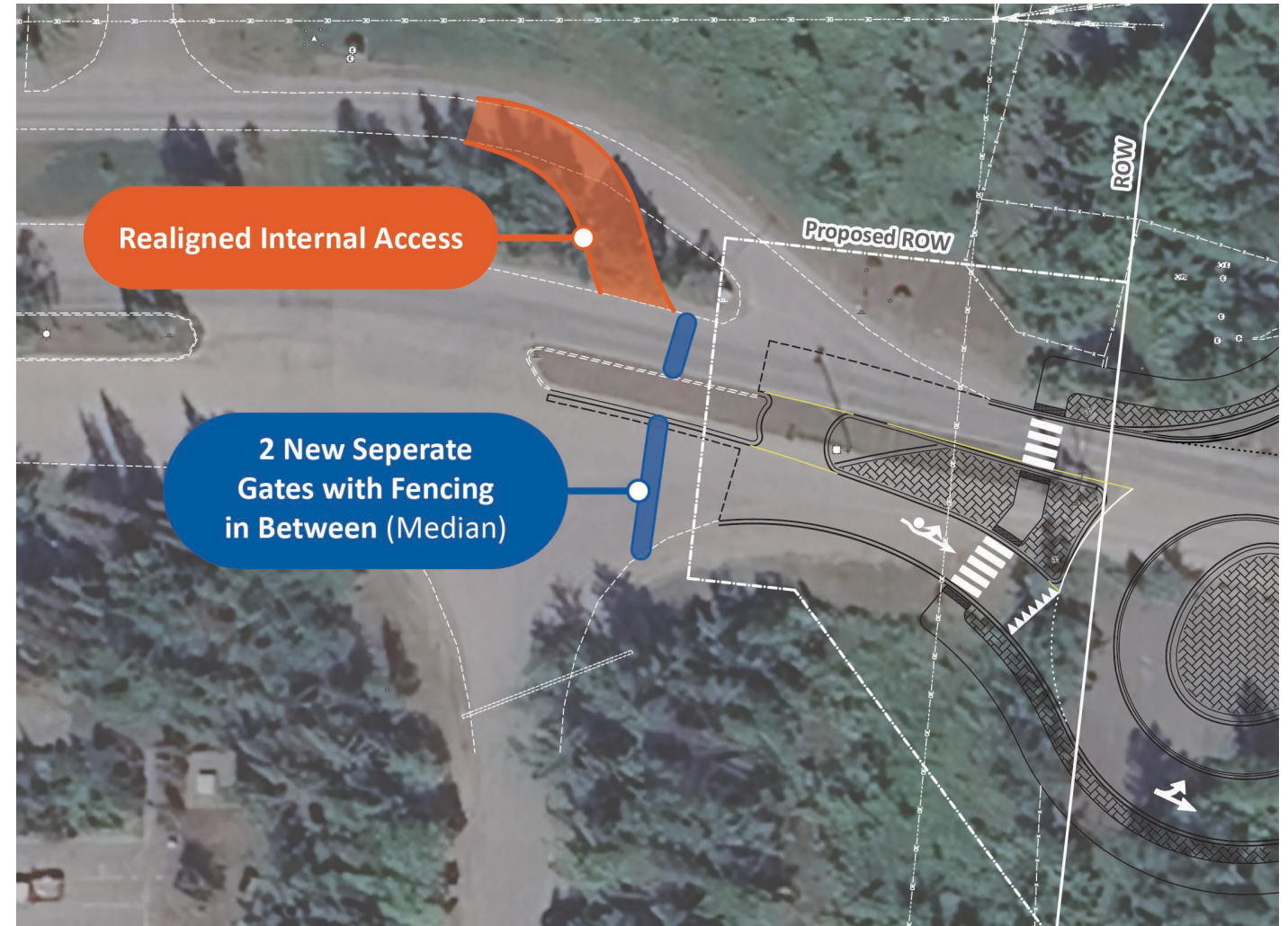


✓ Gate locations

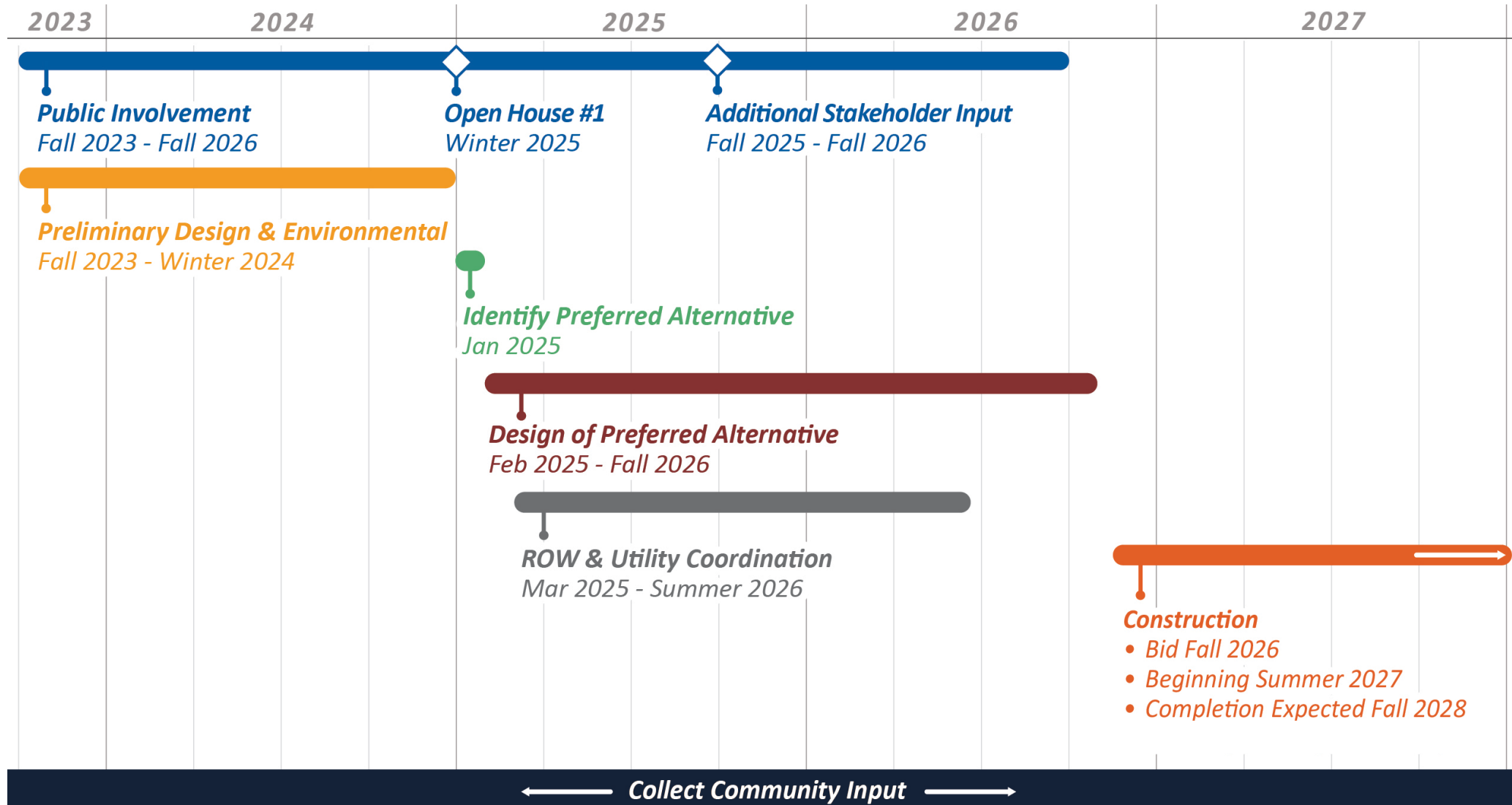
✓ Accommodate a semi-truck leaving ARL with space to wait for the gate to close

✓ Cross over ability for ARL vehicles entering through the exit during heavy traffic

✓ Snowplow turn around in the ROW



Schedule & Next Steps



Project Contacts



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Public Involvement



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