



GLENN HIGHWAY & HILAND ROAD INTERCHANGE IMPROVEMENTS STAKEHOLDER MEETING SOLID WASTE SERVICES GATE AND ROW COORDINATION

April 18, 2025, 11 a.m.-12 p.m.

Virtual Meeting via Microsoft Teams

Meeting Attendees

Galen Jones, P.E., Project Manager, Alaska Department of Transportation and Public Facilities

Kelly Kilpatrick, P.E., Project Manager, DOWL

Sam Tyler, P.E., Project Engineer, DOWL

Austin Zavala, P.E., Transportation Engineer, DOWL

Morgan McCammon, Public Involvement, DOWL

Russ Porter, P.E., Anchorage Regional Landfill Gate Replacement Project Manager, Stephi Engineering

Meeting Summary

Members of the project team held a stakeholder meeting with Russ Porter, Anchorage Regional Landfill gate replacement project engineer with Stephi Engineering, on Friday, April 18, 2025, from 11:00 am to 12:00 pm.

The meeting began with introductions and a review of project progress by Galen Jones, DOT&PF Project Manager.

Russ began by sharing images of the project area and describing the gate replacement project phases. The first phase includes replacing tipping buildings on Solid Waste Services (SWS) property, which should not affect the interchange project. The second phase includes changing how the Landfill accepts residential trash: SWS plans to shift from charging customers by load quantity to charging by load weight. This will involve reconstructing the entrance to the Landfill to allow for new weigh stations.



Russ explained one option to add residential trash weighing would be to convert the current commercial load scales into the residential load scales and construct new commercial scales at a different entrance area. Russ noted the interchange project would not affect the viability of this option.

A second alternative under consideration would be to add a new recycling center just southwest of the Landfill entrance. Due to the limited space in this area of the Landfill, this could conflict with the Right-of-Way (ROW) needed by the interchange project near the gate. Galen commented there are some adjustments that could be made to allow both projects the space needed. Galen illustrated the area needed by the interchange project, approximately 10 feet west of the overhead electric line west of the sidewalk, or the minimum needed for maintenance. Russ added the interchange project will likely need more than that 10-foot estimate to allow waiting area on the road for vehicles when the gate is operated, which would impact pedestrian crossing. Russ and Galen agreed on a conservative estimate for interchange project ROW to inform the gate replacement project planning.

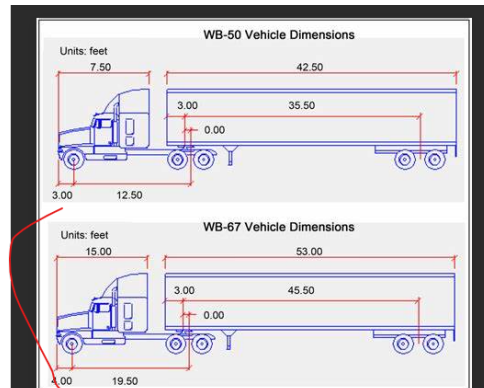
Russ reiterated the gate replacement options presented in this meeting are options only, not firm plans or preferred actions by SWS yet. Galen noted the interchange project team needs to decide what is acceptable for the impacted pedestrian crossing to give Russ to consider when drafting gate replacement project alternatives.

Galen concluded the meeting by emphasizing the importance of maintaining communication between Russ, SWS, and the project team as designs progress on both projects to address concerns that arise. Russ recommended sharing the general layouts of the interchange project ROW discussed in this meeting with James Armstrong of SWS.

Comments and Questions Summary

The following is a summary of comments and questions made during the meeting:

- Galen asked if the Landfill gate must be on the ROW line, or if it could be set back to allow extra space for a truck to fit between the crosswalk and closed landfill gate.
 - Russ responded SWS might be open to reevaluating that option.
- Galen asked if redirecting residential customers would affect the median at the entrance to the Landfill.
 - Russ responded the median would likely be split to redirect traffic in multiple directions.
- Galen asked what typical vehicle or truck configuration should be used to adequately size the area in front of the Landfill gate.
 - Russ responded by sharing an image of the most used SWS truck, a WB-67, for the project team to consider.



- Galen and Russ decided on a 10-foot buffer on either end of the truck as a conservative safety estimate for planning purposes.
- Galen asked if it would be reasonable or necessary to consider having enough space for a passenger vehicle to make a U-turn in front of the gate area in case of an accidental turn-in.
 - Sam Tyler, DOWL project engineer, agreed the ability to U-turn out of that area would be useful to prevent traffic backing directly into the roundabout lanes. Additionally, Sam added extra space for a snowplow truck to also perform the U-turn may be appreciated.
 - Kelly Kilpatrick, DOWL project manager, added a conversation with Maintenance and Operations would help clarify the space needed in this area for maintaining the non-motorized path as well as the roadway. Galen agreed and planned to speak with James Sowerwine about this topic.
- Kelly asked if it is possible to place the gate back from the ROW line instead of directly on the line.
 - Russ commented this may create an issue for maintenance and trespassing responsibility confusion, as a gate is usually seen as the edge of a property line.