



GLENN HIGHWAY & HILAND ROAD INTERCHANGE IMPROVEMENTS STAKEHOLDER MEETING MOA SOLID WASTE SERVICES

March 4, 2025, 10:30-11:15 a.m.

Via Microsoft Teams

Project Team 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

James Armstrong, P.E., Manager of Engineering and Planning, Anchorage Solid Waste Services

Ian Goodwin, Superintendent, Anchorage Solid Waste Services

Meeting Summary

Members of the project team held a stakeholder meeting with representatives of Municipality of Anchorage (MOA) Solid Waste Services (SWS) via Teams on Tuesday, March 4, 2025, from 10:30 to 11:15 a.m.

Kelly Kilpatrick, DOWL Project Manager, began by reviewing SWS involvement with the project to date, including past meeting participation. Kelly then began the presentation, which served as the basis of discussion throughout the meeting. James Armstrong, SWS Manager of Engineering and Planning, expressed his awareness of the existing conditions and the project. He indicated his interest in discussing topics of concern to SWS, including the project's design history, specific design elements, and impacts on other SWS design plans.

James described SWS design plans to improve operations within the landfill, to include a roundabout and new weigh-house design. He indicated the design for these projects does not have significant progress to share due to ongoing design and concept updates but offered to share designs and concepts with the project team as they become available. Galen Jones, Alaska Department of Transportation and Public Facilities (DOT&PF) Project Manager, noted changes in



lane arrangement at the landfill entrance would be important to incorporate into this project's design.

Galen explained the purpose of this meeting was to inform a future preferred alternative selection based on feedback from key stakeholders, like SWS. He confirmed SWS supports the diverging diamond interchange (DDI) with roundabouts, also known as the divergabout, alternative.

Kelly described the movements through the divergabout, particularly those that lead to and from the landfill on the west side of the intersection. Galen also described the southbound on-ramp onto Glenn Highway.

Galen concluded the meeting by thanking attendees for their participation.

Comments and Questions Summary

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

- James mentioned SWS would need to coordinate funding and design input for the landfill entrance, which would need to be replaced due to the interchange project. He asked about the process for relocating or improving the gate.
 - o Galen responded the gate relocation and replacement would be done in kind by DOT&PF as part of this project, similar to the replacement of other features like utilities. He added if a betterment would replace the existing feature, SWS would be responsible for the difference in cost.
 - o Kelly added it might be an issue of right-of-way (ROW) and gate replacement funds could be paid to SWS to equal the cost of the existing gate. James said he is less interested in the reimbursement process than the in-kind replacement due to the need for pavement replacement as well. Kelly added the interchange project is still early in design, and will be revisited, considered, and incorporated into design and construction plans.
- Ian Goodwin, Anchorage Solid Waste Services Superintendent, asked about the construction schedule, particularly when it could impact the landfill entrance.
 - o Galen responded construction is anticipated to start in spring 2027. Ian noted SWS could postpone the landfill entrance construction and make temporary repairs until the interchange construction begins in 2027. James countered that SWS could develop design plans to complete the work before the interchange construction starts by coordinating design impacts with the interchange team. Galen reiterated these issues would be addressed as the design progresses.
- James noted ROW is owned by Heritage Land Bank, not SWS, which necessitates further discussions regarding construction coordination between SWS and the project team.
 - o Galen responded James Sowerwine, DOT&PF ROW and Project Coordination Manager, is already coordinating with the MOA and other stakeholders, pending the preferred alternative selection.
- Kelly asked if SWS Landfill improvements would impact public utilities.



- James responded designs would only affect Landfill utilities, but no public utilities.
- James expressed concern about the eastern roundabout, noting the 2-lane design could lead to conflicts between westbound vehicles on Eagle River Loop Road (ERLR) exiting the roundabout and westbound trucks bypassing the roundabout as they enter the contraflow road segment crossing the Glenn Highway bridge. More specifically, he was concerned the trucks merging westbound onto ERLR will have trouble anticipating the movements of the westbound vehicles accelerating out of the east roundabout, increasing the likelihood of a collision between vehicles or longer wait time.
 - Kelly responded that the trucks could choose instead to enter the roundabout upstream of the westbound entering traffic since they would have a higher priority.
 - Galen mentioned this potential issue would only occur between 7 am to 9 am on weekdays during the morning commute.
 - Ian added the landfill sees between 40 and 80 truck-trailers on an average business day.
 - James shared the Dowling Road roundabouts have sufficient truck aprons for their typical trucks.
 - Galen asked how many vehicles enter and exit the landfill during peak morning hours. Ian responded customers typically avoid morning rush hour and enter the landfill later in the morning. However, on a good-weather day, traffic volumes can be consistently high at the landfill.
- James asked if the team has considered acceleration needs for trucks for the southbound on-ramp.
 - Galen explained the plan to extend the on-ramp as much as possible while still leaving space before the weigh station entrance, considering the acceleration speeds of common vehicles in the corridor. Sam Tyler, DOWL Project Engineer, added the ramp would likely have an extended length from existing of 1,200 to 1,500 feet.
- James asked the team to coordinate with the SWS designer for future design.
 - Galen responded all the materials shown in this meeting are published on the project website for review.
 - The Glenn-Hiland Interchange design team met with the SWS consultant on 4/18/2025 to begin coordination on their design concepts and project goals.