

MEMORANDUM

TO: Plans in Hand Review Distribution
FROM: Project Team
DATE: September 18, 2025
PROJECT: Glenn Highway & Hiland Road Interchange Improvements
Project No: 0A16055/CFHWY00917
SUBJECT: Memorandum to Reviewers

This memorandum serves as information for reviewers on design elements that have not been fully detailed at this Plans in Hand (PIH) Review and Draft Design Study Report stage for the Glenn Highway & Hiland Road Interchange Improvements project.

Project Overview

We understand the challenges of reviewing a design layout through a plan set. See Attachment A for an overview of the project improvements.

Structural Section

The Geotech investigation and associated Geotech recommendations have not yet been developed. Structural Sections shown in the plans were provided as temporary place holders until the investigation and recommendations can be provided.

Controlled Access Modification and Associated Controlled Access Fencing

A controlled access break already exists for the interchange. However, due to the geometry changes and nature of the divergabout design the existing controlled access lines will need to be modified to fit with the proposed improvements. The project team will work in coordination with ROW to modify the controlled access linework after this submittal. The project team would like guidance on any new controlled access fencing or linework that may need to be added. Currently, the southeast quadrant doesn't appear to have C/A linework and several quadrants don't appear to have fencing. The quantities and estimate may not reflect the full length of need or replacement of controlled access fencing.

Transit Stop and Nearby Unofficial Park & Ride

The Draft Design Study Report provides detailed and historical information regarding the unofficial Park & Ride located near the existing and proposed transit stop. The project team is actively coordinating with Public Transportation Department's People Mover Division to finalize the location, layout, and number of transit stops for Route 92, with ongoing discussions and a meeting scheduled for October 2025.

Route 92 is currently operating on a detour due to the ongoing construction project on VFW Road and is expected to return to its normal route upon project completion. The Transit Development Plan (Transit on the Move) is being updated, with proposed projects that may realign Route 92 to either the full length of Eagle River Loop Road or the current detour path ([Alternatives](#)). Other proposals include extending Route 92 to the North Birchwood Park & Rides. These project ideas are under consideration and the Glenn-Hiland project team will work with People Mover to set stops that meet these future plans.

The PIH plans currently include an on-street stop on VFW Road and a widened shoulder on the northbound entrance ramp.

Anchorage Regional Landfill Entrance

The preferred alternative requires limited ROW acquisition at the ARL entrance, aligning with the MOA Solid Waste Services (SWS) planned upgrades to the ARL entrance. In coordination with SWS, the design incorporates a snowplow truck turnaround for MOA Maintenance and Operations to plow the ARL approach and perform a U-turn. Additionally, a path allows ARL trucks to cross from ERLR westbound to eastbound, requiring ARL flagging to manage access when queues extend back to the roundabout. The project team will continue coordinating with SWS to integrate their entrance improvements with this project.

Bridge Stationing and Proposed Lane and Pathway Widths

After this submittal, and when the mainline of Eagle River Loop Road is final, we will be coordinating alignments updates with bridge. Currently the bridge sheet alignment differs from the roadway plans.

Currently the bridge and roadway plans differ in the eastbound lane width (bridge plans show 11.5', roadway plans show 11') and pathway width (bridge plans show 10', roadway plans show 10.5') on the bridge. Coordination will be on-going to confirm which option is feasible with a wider pathway width of 10.5' preferred.

Landscaping

Landscape details are in preliminary stage. Plans for the project will take the approach of restoring and enhancing areas affected by construction. All disturbed areas will be revegetated with low-maintenance native grasses to improve visual aesthetics and reduce long-term maintenance costs. Additionally, the proposed roundabouts will incorporate colored concrete to visually distinguish truck aprons from the raised median, enhancing both functionality and visual appeal. The roundabout central islands will be landscaped with vegetation and hardscapes to enhance visibility and improve safety.

Existing Automatic Vehicle Classification Features

Topographic survey was not available during design to fully model the proposed corridor. Impacts shown on Sheets F13, HS13, and HL21 are approximate. The project team will try to avoid replacement and relocation of the automatic vehicle classification system for the next submittal. This PIH submittal assumes replacement as noted along with associated costs.

Storm Drain Design and Analysis

The storm drain configuration and basins (only shown in Attachment A) shown in the plans are conceptual. The H&H field review and analysis scope to support design is in negotiations. An H&H analysis will be conducted and summarized in an H&H memorandum after this PIH Submittal

Overhead Signage

The project team requests feedback from Traffic & Safety and Statewide Bridge reviewers on the overhead signage options and bridge mounting feasibility shown on Sheet HS2. Please review the proposed designs and provide comments on structural considerations, placement, and any other relevant factors. We'd also like feedback on any additional overhead-advanced warning signage between Wolf Den Drive and VFW Road on Eagle River Loop Road for eastbound travelers.

ATTACHMENT A

OA16055: GLENN HIGHWAY & HILAND ROAD INTERCHANGE IMPROVEMENTS
PROJECT ROLL PLOT (Updated 09/18/2025)

