



Glenn Hwy: Airport Heights to Parks Highway Rehabilitation

Project No: CFHWY00545/0001656

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate the Glenn Highway from Airport Heights Drive to the Parks Highway Interchange. The purpose of the project is to extend the life of the pavement and provide safety and capacity improvements at select interchange on-ramps. On-ramps can cause congestion when traffic entering the highway from the ramp doesn't have time to reach highway speeds and find appropriate gaps for merging.

The following on-ramps will be lengthened and reconfigured from a tapered merge to a parallel merge/acceleration lanes:

JBER	Southbound and Northbound
North Eagle River	Southbound
South Birchwood	Southbound and Northbound
North Birchwood	Southbound and Northbound
South Peters Creek	Southbound and Northbound
North Peters Creek	Southbound and Northbound
Mirror Lake	Southbound
Eklutna	Southbound and Northbound
Old Glenn	Southbound

Additional Improvements

In addition to the on-ramp improvements, other work may include:

- » Resurfacing
- » Repairing pavement structural section
- » Repairing or replacing culverts and other drainage improvements
- » Replacing damaged roadway signs, delineators, and lighting
- » Extending, repairing, or replacing guardrails
- » Pathway repairs
- » Bridge work/repairs

Construction will occur concurrently with the Glenn Highway Incident Management Traffic Accommodations, Project No. CFHWY01033/OA16056.

Status and Schedule

Field survey and culvert inspections are largely complete, and geotechnical drilling will begin soon. The project will be divided into three stages due to availability of funding and to reduce construction impacts to the traveling public. The first stage is anticipated to be ready for construction in 2026.

For more information, visit the project website or contact:

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Scan for Website

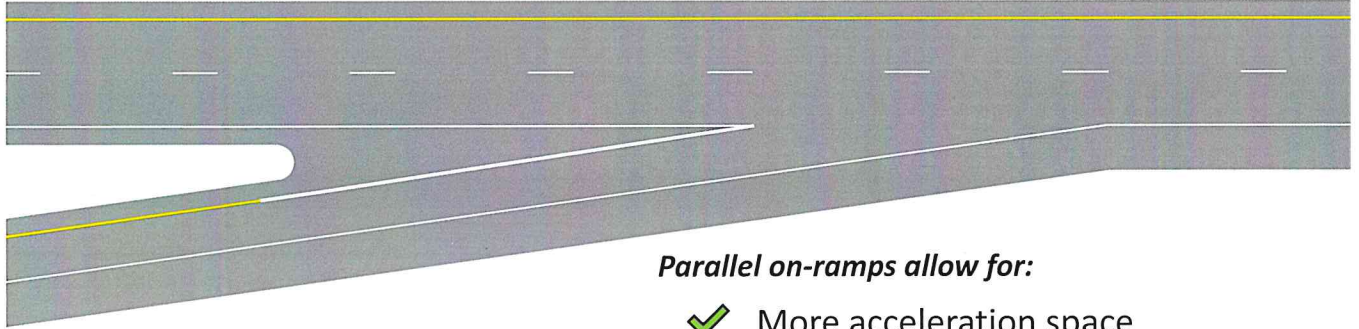
FACT SHEET



Glenn Hwy: Airport Heights to Parks Highway Rehabilitation Project No: CFHWY00545/0001656

At select locations, we're going from this...

TAPERED
RAMPS

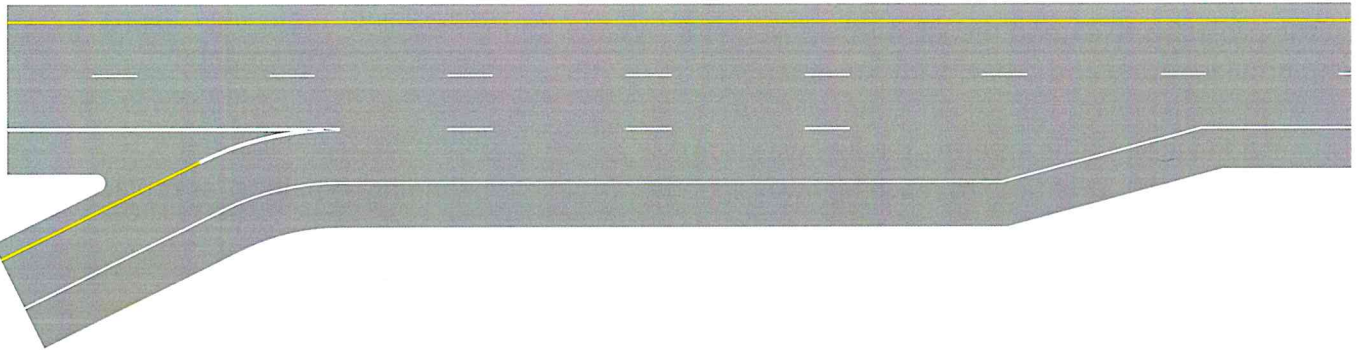


Parallel on-ramps allow for:

- ✓ More acceleration space
- ✓ Better positioning of vehicles into gaps
- ✓ Increased safety
- ✓ Increased capacity

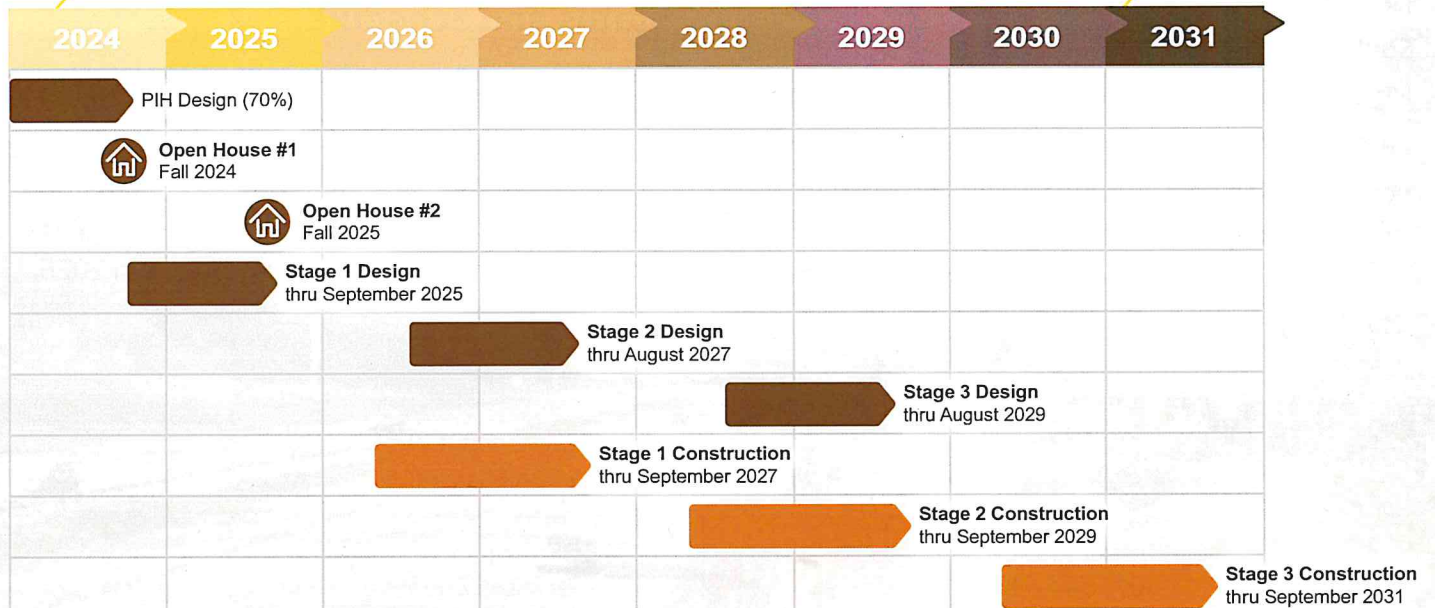
...To this!

PARALLEL
RAMPS



PROJECT SCHEDULE

AS OF NOVEMBER 2024



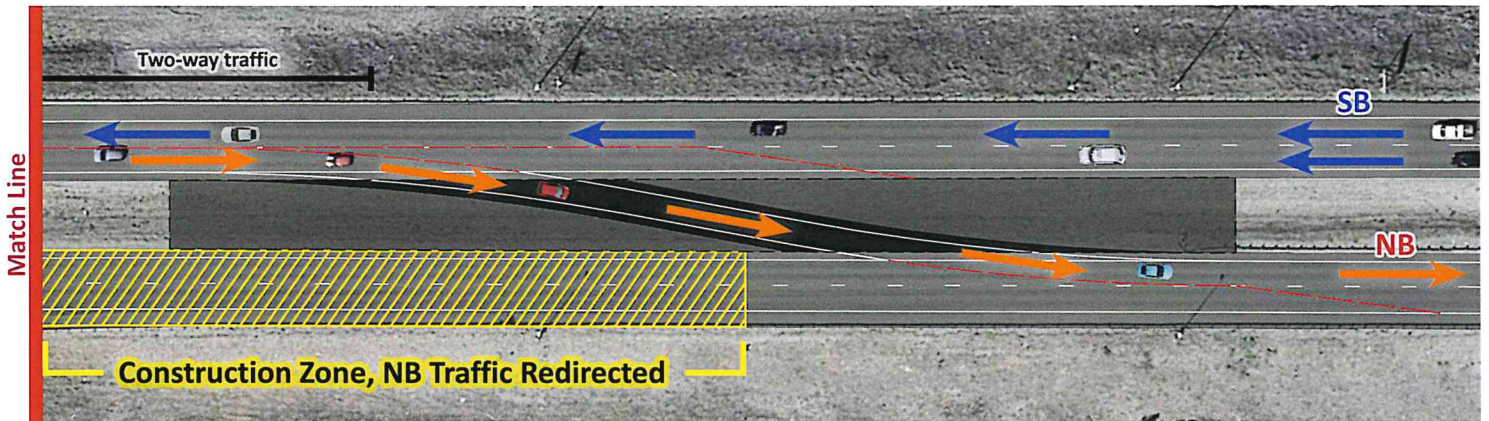
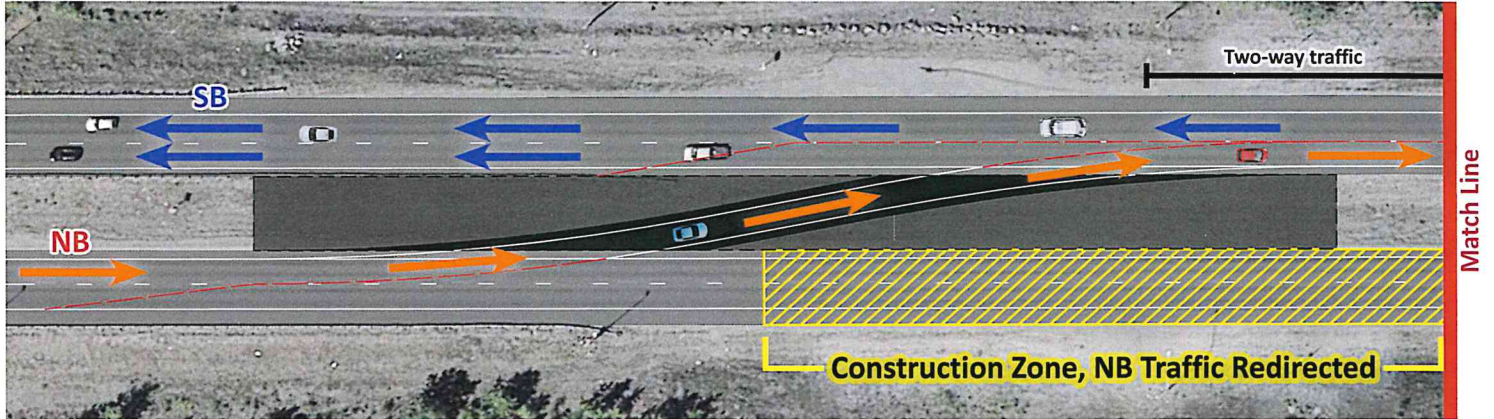
*Note: Construction schedule is estimated.

FACT SHEET



Glenn Hwy Incident Management Traffic Accommodations Project No: CFHWY01033/0A16056

Median Crossover Design:



Median Crossover Example:



Uses/Benefits:

- Can be constructed as a one or two-lane crossover
- Reversible use for detours on either side of highway
- Provides U-turn space exclusively for emergency vehicles



Glenn Hwy Incident Management Traffic Accommodations Project No: CFHWY01033/0A16056

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to install permanent median crossovers at approximately 30 locations on the Glenn Highway between Airport Heights Drive and the Knik River. The purpose of the project is to improve DOT&PF's ability to maintain traffic flow on the highway in the event incidents or construction requires closing bridges or parts of the highway. Median crossovers are areas of the highway median that have been filled and paved, allowing traffic to be routed over the crossover and detoured onto the opposite side of the highway.

Median crossovers were identified as a necessary incident management traffic accommodation feature by the "Emergency Traffic Control Guidelines" developed as part of the "AMATS Glenn Highway Integrated Corridor Management Study" in 2019. That study developed temporary traffic control plans for a closure of each segment of Glenn Highway in Anchorage in the event of an incident. In most locations, highway traffic could be diverted on to other existing roads, but at a significantly reduced capacity. Median crossovers will enable DOT&PF to reconfigure the highway to maintain some traffic flow, regardless of which side of the highway is closed. This will maximize overall road capacity and help reduce congestion impacts on motorists. The crossovers will be especially valuable in locations where alternate routes do not exist, such as between Eklutna and the Knik River.

The crossovers are to support incident management or construction traffic control, not to facilitate u-turns or other use on a day-to-day basis. Removable barriers will be installed to prevent unintended use and/or errant vehicles from crossing the highway median. Access/ openings will be provided to allow u-turns by emergency vehicles.

Median crossovers are planned on each side of interchanges between Airport Heights Drive and Eklutna, the south side of the Old Glenn Highway interchange, both sides of Ship Creek, and south of the Eagle River weigh stations. The median crossovers will be approximately 800 feet long. The type and configuration of removable barriers will be determined during design.

Construction will occur concurrently with the Glenn Highway: Airport Heights to Parks Highway Rehabilitation, Project No. CFHWY00545/0001656.

Status and Schedule

Field survey is largely complete and design is underway. The project is expected to be broken into three stages to match available funding with the first stage anticipated to be under construction in 2026.

For more information, visit the project website or contact:

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<https://dot.alaska.gov/creg/glenn/>



Scan for Website

Project FAQs



Glenn Highway: Airport Heights to Parks Hwy Rehabilitation & Incident Management Traffic Accommodations

What is included in these two projects?

The Rehabilitation project includes:

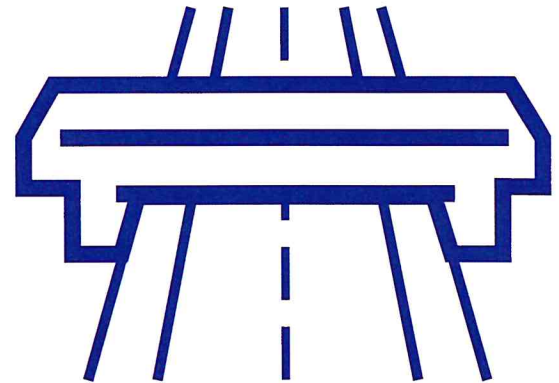
- **Resurfacing:** To improve road conditions and extend the highway's lifespan, reducing wear and tear on vehicles.
- **Pathway repairs:** Ensuring pedestrian and cyclist safety along the corridor.
- **Replacing damaged signs and lights:** Enhancing visibility and guidance for drivers, contributing to safer travel.
- **Replacing and/or upgrading guardrail:** Improving safety by ensuring guardrails meet current standards to protect vehicles from roadside hazards.
- **Some bridge work/repairs:** Addressing structural issues to maintain bridge integrity and ensure they are safe for all vehicles.
- **Repairing or replacing damaged or undersized culverts:** Preventing water flow issues and road damage by ensuring culverts handle expected drainage capacity.
- **Modifying some on-ramps for better acceleration and safer merging:** Reducing collision risks by allowing vehicles to reach highway speeds before merging, thus enhancing overall traffic flow. (see Fact Sheet for more details)

The Incident Management Traffic Accommodations project includes:

- **Constructing median crossovers for traffic diversion:** Enabling traffic to bypass closed sections due to incidents or construction, minimizing disruption and maintaining flow in both directions during emergencies. (see Fact Sheet for more details)

What is NOT included in the project?

- **Reconstructing overpasses.** These projects does not address the issue of potential bridge strikes by oversized loads, as it does not include raising or altering bridge heights.
- **Adding additional lanes.** Expanding the highway to add more lanes is outside the scope of these projects.



What kind of impact will this construction have on traffic?

- **Significant impact on traffic flow:** This construction will create noticeable delays and inconvenience, as lane closures will be necessary to complete these critical improvements.
- **Increased disruptions anticipated in the Stage 2 (Hiland to Mirror Lake) construction zone:** The highest traffic impacts are expected within the Stage 2 work area, from Hiland Road to Mirror Lake, where extensive work, including large culvert repairs or replacements, will take place. This area is likely to experience intensive construction activity, impacting traffic flow and requiring detours as work progresses.
- **Ramp closures with clear detours:** Ramp construction may require temporary closures. Detour routes will be clearly marked, and affected users will be notified in advance to help ease navigation around the work zones.

What can be done to minimize the traffic impacts?

- **Frequent and early communication:** DOT&PF will work closely with the contractor to keep the public informed well in advance and throughout construction. By notifying drivers early, we hope to reduce traffic volume in the construction area as more people plan alternate routes.
- **Time-of-day and week constraints:** To minimize inconvenience, the contractor will work around high-traffic times whenever possible. DOT&PF will aim to limit lane closures during rush hours and encourage work during non-peak hours.
- **Innovative construction methods:** DOT&PF is exploring methods to shorten lane closure durations, such as boring or jacking culvert pipes under the highway. While these approaches can increase costs, DOT&PF will weigh these expenses against the benefit of reducing disruption for drivers.

When will construction take place? How long will it take?

With 33 miles of highway to improve, this project will span several years. To manage the workload and distribute funding, the project is divided into three stages:

- **Stage 1:** Airport Heights to Hiland Road (planned from spring 2026 to fall 2027)
- **Stage 2:** Hiland Road to Mirror Lake (planned from spring 2028 to fall 2029)
- **Stage 3:** Mirror Lake to the Parks Highway interchange (planned from spring 2030 to fall 2031)

These stage divisions and schedules are subject to change based on funding availability and final design decisions. For more detailed timing information, please refer to the full project schedule or go to the project website.

How much will this cost?

The estimated cost for all three stages of this project is approximately \$170 million. While this is a significant investment, it covers extensive improvements across a 33-mile stretch of highway, with 2-3 lanes in each direction.



Who do we contact with our questions, concerns, ideas?

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**Glenn Highway: Airport Heights to Parks Hwy Rehabilitation
& Incident Management Traffic Accommodations**

Project No: CFHWY00545/0001656 and CFHWY01033/OA16056

