

INTRODUCTION

The Alaska Department of Transportation and Public Facilities (ADOT&PF) proposes to reconstruct the Glenn Highway from the Parks Highway (MP 35) to MP 109, 3 miles east of Caribou Creek. The Glenn Highway is considered a major transportation corridor, providing access to interior Alaska and the "Lower 48". Originally, much of the roadway was constructed as a military supply route during World War II.

During the mid 1970's to early 1980's, a period of rapid population growth in the Matanuska-Susitna Valley, major highway upgrades were proposed to serve anticipated traffic volumes. Numerous location alternatives north and south of the Matanuska River were evaluated.

The recession of the mid 1980's and subsequent downturn in population growth necessitated updating traffic projections. Traffic analysis in 1988 and 1990 determined that reconstruction along the existing alignment would provide an acceptable facility except in areas where terrain conditions were prohibitive and required alignment shifts: Moose Creek, Ida Lake, Chickaloon River, Long Lake, Hicks Creek, Pinochle Hill, and Caribou Creek.

The length of the project makes it impractical to reconstruct the entire facility at one time. Project sections would be prioritized according to funding availability, roadway deficiencies, and public need. Section lengths of 7 to 10 miles are anticipated. Phased construction would occur over several years; a two-year period is required for each section.

It is anticipated that some sections of the highway could receive improvements prior to full reconstruction under the Resurfacing, Restoration, and Rehabilitation (3R) program, such as currently under construction between MP 35 and MP 54. These 3R projects provide immediate repair, extending the service life of the roadway by 10 years. Major reconstruction of sections improved by 3R projects would not be considered within the 10-year 3R design life period.