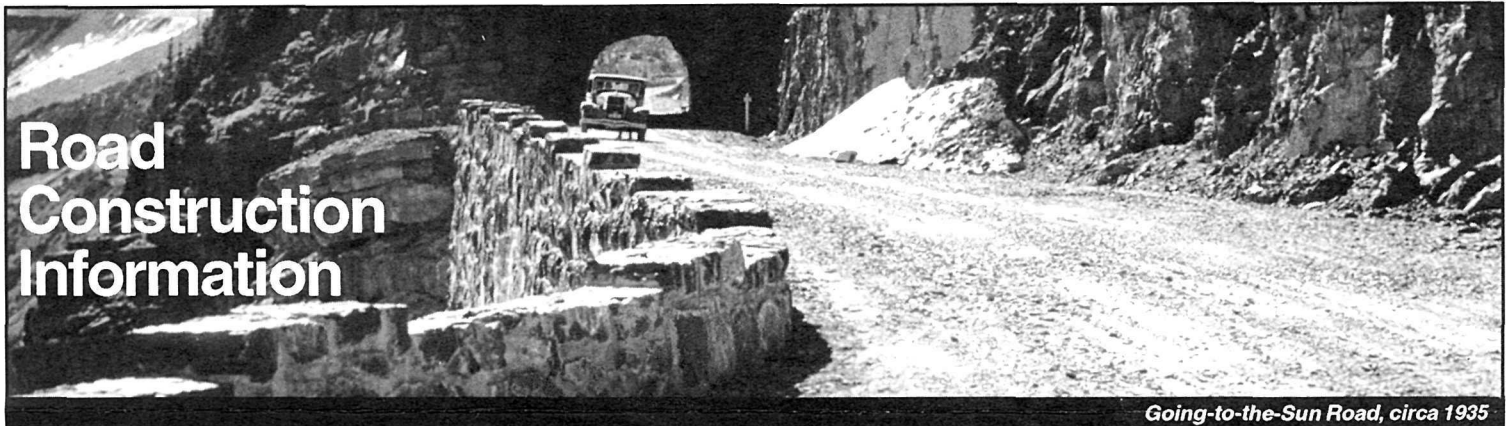


Glacier

National Park
National Park Service
U. S. Department of the Interior



Road Construction Information

Going-to-the-Sun Road, circa 1935

The Road Gets a Face Lift

Beginning in the late 1980's funds for improving the deteriorating Going-to-the-Sun Road became available through the Federal Lands Highway Program. This program is administered by the Federal Highway Administration and pays for all road studies, planning, design, and construction using money raised through a five cent/gallon tax

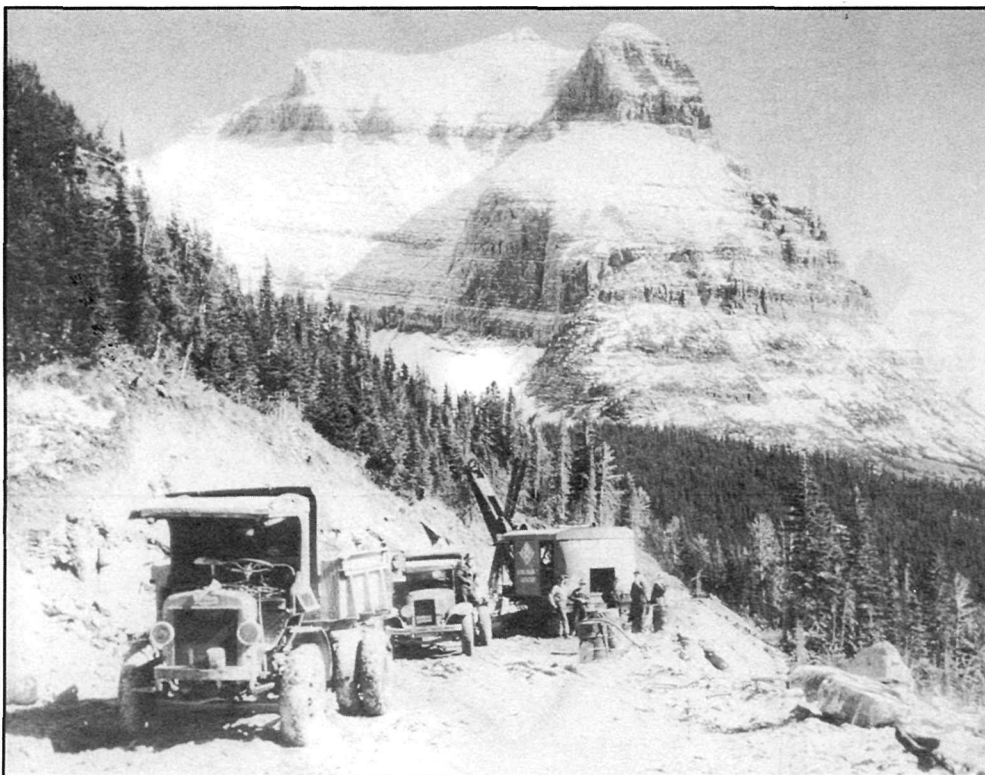
added at gas pumps. Road rehabilitation in Glacier will continue over the next several years. Because of the short construction season, work must be undertaken during the summer. We regret any inconvenience to you and thank you for your patience.

See map of 1995 construction areas on back.

Going-to-the-Sun Road An Engineering Marvel

Prior to building of the Going-to-the-Sun Road the only way to see the newly established Glacier National Park was by horse or foot. Only a few miles of rough wagon road existed. In 1910, Glacier's first Superintendent William R. Logan wanted a transmountain road constructed to open up the interior of the park to all visitors. Routes over several passes were considered, including Logan, Swiftcurrent, and Gunsight. In 1916 the Logan Pass route was chosen. This route connected with

existing roads along St. Mary Lake, required only one switch-back, and maintained a 6% grade. Also, the mostly south or west exposure would keep the road in the sun and out of the shadows of surrounding peaks, an important consideration in an area that gets several feet of snow each year. In 1921 Congress appropriated funds to begin, and in 1925 the Bureau of Public Roads took over construction and started on the difficult section along the Garden Wall.



Going-to-the-Sun Mountain looms above construction workers, circa 1932.

On July 15, 1933 over 4,000 people gathered at Logan Pass to dedicate the opening of the Going-to-the-Sun Road. Speeches were made, bands played, and the afternoon ended with a ceremony of peace between the Blackfeet, Salish, and Kootenai Indian Nations. The ceremonies that day commemorated the completion of two decades of planning and construction of what is considered one of the most scenic roads in all of North America.

Today, over two million visitors come to Glacier to discover the majesty of the Rocky Mountains. The Going-to-the-Sun Road is a significant part of each visitor's experience. The narrow alignment combined with the spectacular scenery of the surrounding landscape leave a one-of-a-kind impression. In 1983, the Going-to-the-Sun Road was placed on the National Register of Historic Places as an outstanding engineering achievement.

Partners for Quality Park Roads

The National Park Service and the Bureau of Public Roads entered into a cooperative agreement in 1925 to ensure that new and existing park roads met a high standard for design and safety. The Going-to-the-Sun Road was the first to benefit from this partnership.

Today, this spirit of cooperation continues on road improvement projects in national parks across the country. However, it is now a partnership between the National Park Service and the Federal Highway Administration.

Construction Timetable

Road construction for 1995 includes improvements to Logan Pass and Oberlin Bend, reconstructing about .8 mile of the road, and stabilizing the Triple Arches area (refer to map). Some closures and delays will occur. We hope to keep inconvenience to a minimum.

July 5 to August 14

From Sunday through Thursday the Going-to-the-Sun Road between Big Bend and Logan Pass will close nightly at 9 p.m. and reopen the following morning at 7 a.m.

August 15 until Winter Closure*

From Sunday through Thursday the Going-to-the-Sun Road between Big Bend and Siyeh Bend will close nightly at 9 p.m. and reopen the following morning at 7 a.m.

On August 15th the Logan Pass Visitor Center and Parking Lot will close for the season to allow time for reconstruction of the parking lot.

*The Going-to-the-Sun Road will close for the season on Monday, October 16th.

After Labor Day

(exact dates weather dependent)

Prior to closing the road for the season, it will be necessary to implement a 24 hour closure between the Big Bend and Siyeh Bend for 3-5 days for resurfacing.

Oberlin Bend Area Closure

The area around Oberlin Bend is closed to public use for two years. During this time rehabilitation and revegetation of previously damaged subalpine areas will begin. Please do not enter the closed area.

