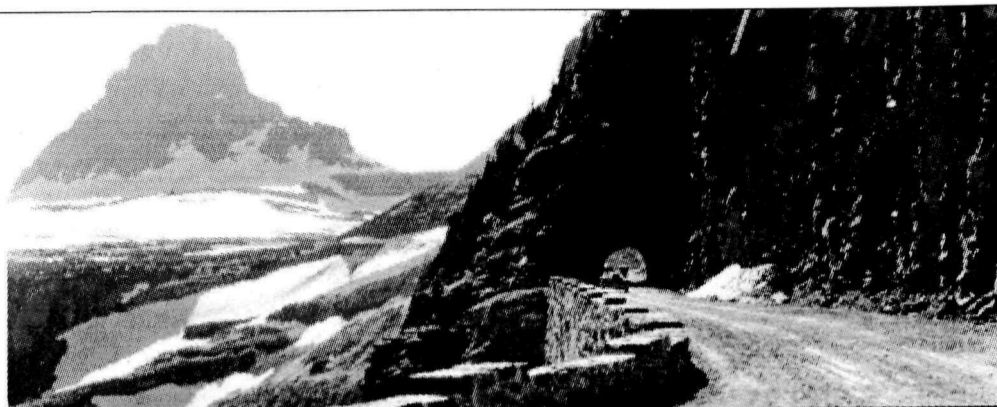


# Glacier

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

## Going-to-the-Sun Road Construction Information



Going-to-the-Sun Road circa 1933

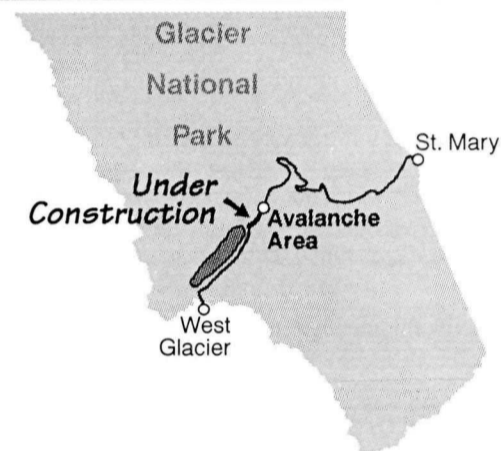
### The Road Gets a Face Lift

Beginning in the late 1980's funds for reconstruction of the 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. Road rehabilitation in Glacier will continue over the next several years. Because of the short construction season, work must be undertaken during the summer and fall. We regret any inconvenience to you and thank you for your patience.

### Current Construction

A four mile section of the Going-to-the-Sun Road west of the Avalanche Developed Area is undergoing reconstruction. In addition to the new road surface, scenic turnouts along the road between the head of Lake McDonald and Avalanche will be improved. Expect delays of up to 25 minutes throughout the construction.



## Going-to-the-Sun Road An Engineering Marvel



A drive over the Going-to-the-Sun Road is as spectacular today as it was in the early 1930's.

Prior to the 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 routes over several passes were considered including Logan, Swiftcurrent, and Gunsight. In 1924 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 receives considerable snowfall each winter. 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.

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 nearly 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. In 1997 the road was designated a National Historic Landmark.

## Partners for Quality Park Roads

The National Park Service and the Bureau of Public Roads, which later became the Federal Highway Administration, entered into a cooperative agreement in 1926 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 the Federal Highway Administration and the National Park Service continue this spirit of cooperation, jointly working on road improvement projects in national parks across the country.