



1. What is the Glenn Highway: Arctic Avenue to Palmer-Fishhook project?

The Alaska Department of Transportation and Public Facilities (DOT&PF) seeks to reconstruct approximately 1.75 miles of the existing three-lane road from Arctic Avenue (Old Glenn Highway/Bogard Road) to Palmer-Fishhook Road to address capacity and safety deficiencies.

The planned scope includes:

- » Access Control
- » Reconstructing the highway
- » Enhancing drainage
- » Improving intersections
- » Relocating utilities
- » Offering pedestrian accommodations
- » Improving overall safety

The project corridor is constrained by a narrow right-of-way (ROW), historic properties, utilities, business and residential development, and steep topography. This project will result in a balance of the demand for capacity improvements within those constraints.

The first phase of the project is to develop an environmental document that evaluates social, environmental, economic, and other factors influencing project development. Design alternatives will be developed based on constraints and traffic analysis, anticipating increased traffic through 2050, which is the project's planned design life. The public and project stakeholders will be actively engaged to provide input on opportunities, challenges, and alternative solutions during preliminary design and throughout the project's development. Project development, bidding, and construction are anticipated to begin after 2030.

2. Why was the project corridor expanded to include Arctic Avenue?

Residents and City of Palmer planners have expressed the need for improvements at the Arctic Avenue/Bogard Road and Glenn Highway intersection, particularly concerning congestion, turning movements, and safety. The Palmer Planning & Zoning Commission specifically requested expanded scope to consider mitigation techniques at this intersection.

3. How will this project coordinate with other Glenn Highway improvements and regional traffic plans?

Multiple simultaneous DOT&PF and Mat Su Borough projects occur in the corridor (e.g., Colleen Street intersection, MP 34–42 reconstruction, Bogard Road improvements). Coordination is important to reduce compounded disruptions and align safety strategies across the broader network.

4. How will the project address current safety issues such as left-turn conflicts and limited sight distance?

The project's Traffic and Safety Analysis Report examined the crash history in the corridor and provides possible safety solutions such as turn lanes, medians, access control, and highway geometric improvements (e.g., flattening Bailey Hill) to improve safety in the area. Community comments help us shape our recommendations.

5. How will this project affect me if I commute?

Currently, the highway can be congested at peak commute times, due primarily to vehicles stopping in the through-lanes to make left and right turns to residential and commercial properties immediately off the highway. Residents turning onto the highway are also challenged by poor visibility, making it difficult to see gaps in the traffic. We are still determining what the future roadway will be, but the project aims to improve capacity and safety for all users.

6. How will pedestrians and bicyclists be accommodated on the improved roadway?

As an alternative pedestrian route, an extension of the pedestrian pathway and tunnel improvements are being evaluated. Currently, there are no dedicated pedestrian facilities located north of the underutilized underground tunnel.

7. Will ROW be needed for the project? Will my property be affected?

Yes, the project will require ROW acquisition from adjacent parcels. Through the environmental and preliminary design phase of the project, we will work with property owners and other stakeholders to evaluate various alternatives, balancing social, environmental, economic, and other factors to determine the future roadway.

DOT&PF and the project team will work closely with potentially affected property owners. We are early in the project development phase and are committed to clear, consistent communication throughout the project. For more information on the ROW process, visit DOT&PF's website at <https://dot.alaska.gov/stwddes/dcsrow/>.

The U.S. Constitution and the Alaska Constitution require that compensation be paid to owners of private property acquired for public use. DOT&PF follows the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

8. How much will the project cost?

The estimated project cost for environmental, design, ROW, utility relocation, and construction efforts is between \$30 and \$50 million. Currently, we do not anticipate construction to commence before 2030. However, it is important to note that the project is expected to span 2–3 seasons once construction begins.

9. How can I get involved?

Your feedback and input are important to us! Stay updated and share your thoughts by:

- » Signing up for our [email list](#)
- » Submitting a comment form on our [website](#)
- » Participating online and/or in person at our public meetings



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10. Contact Us

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