

# Did You Know?

... that the **GLENN HIGHWAY IS NEAR CAPACITY** between Anchorage and Palmer! Building the Knik Arm Crossing aids everyone who will use the Glenn Highway.

## CAPACITY

The Glenn Highway already supports over 50,000 vehicles a day to Eagle River and 22,000 vehicles past Mirror Lake. Projections show traffic surpasses the Glenn's current four- or six-lane **CAPACITY** in 13 years. Building the Knik Arm Bridge allows 30,000 vehicles including most commercial and truck traffic to go a different way from the Glenn and that keeps the Glenn under capacity until 2050.

## CONGESTION

Widening 40 miles of the Glenn Highway is expected to cost \$250-300 million in 2006 dollars. Even after this large capital outlay and construction interference, increased capacity still means further Glenn **CONGESTION**.

## SAFETY

**SAFETY** statistics kept on the Glenn Highway for the past ten years (exclusive of the Bragaw and former Parks Highway signaled intersections) reveal one highway death every two weeks, one serious hospital injury every two days, and a major accident every day. As the Glenn becomes more congested, these statistics will only increase.

## TRAVEL TIMES

Keeping the Glenn Highway less congested leads to faster **TRAVEL TIMES**. Currently average speeds are capable of reaching the posted 65 mph. As congestion increases, the service level decreases, hopefully never to a L.A. freeway level, which means slower travel. Even 20 minutes a day can seriously impact a commute.

*Look for continuing information about technical findings from the Knik Arm Crossing project.*

[www.knikarmbridge.com](http://www.knikarmbridge.com)

