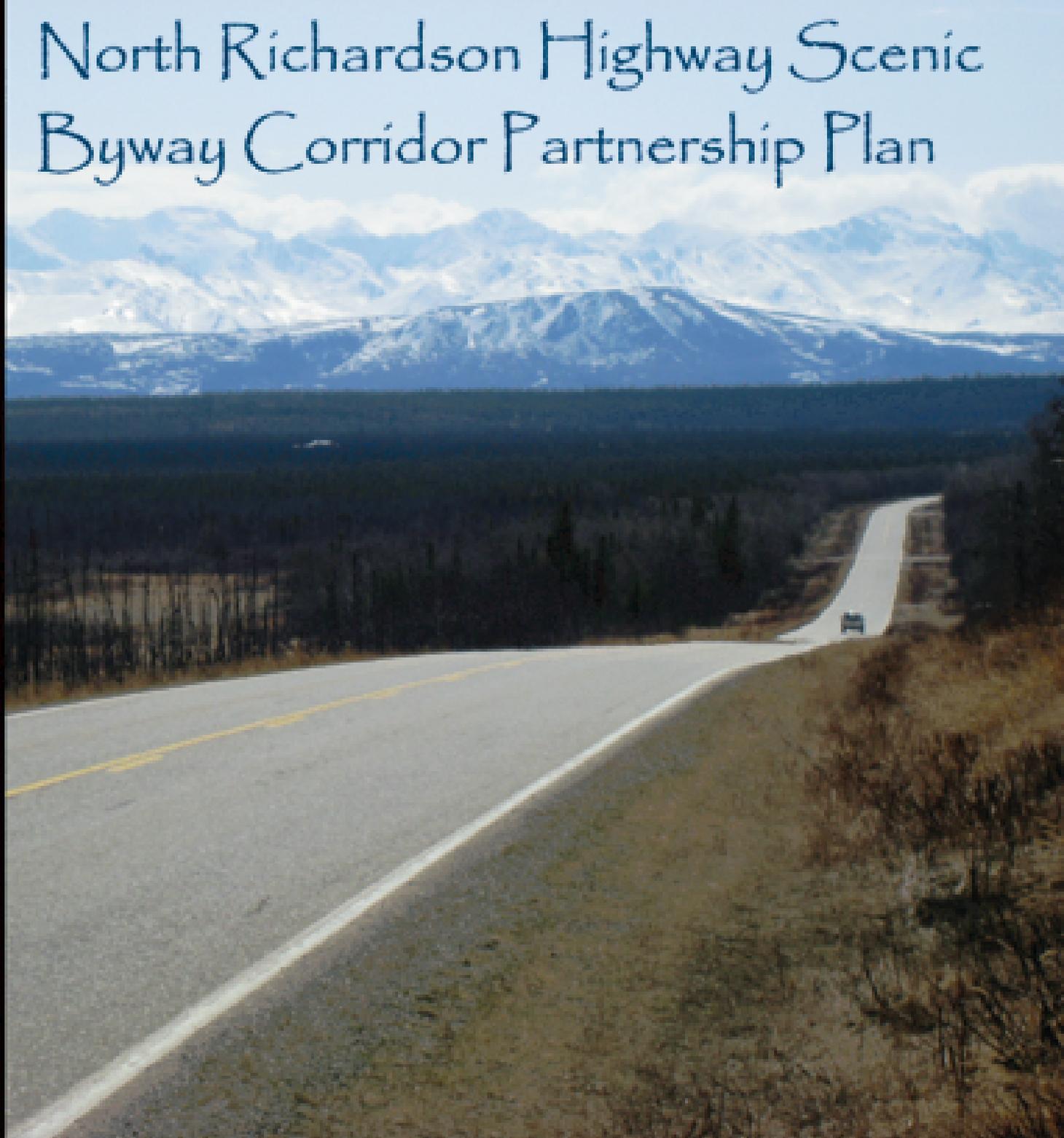


North Richardson Highway Scenic Byway Corridor Partnership Plan





North Richardson Highway Scenic Byway Corridor Partnership Plan

Final
March 2009

North Richardson Highway Scenic Byway Communities
with assistance from the Alaska Department of Transportation & Public Facilities

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North Richardson Highway Scenic Byway Corridor Partnership Plan

Table of Contents

Executive Summary	1
Introduction to the Corridor Partnership Plan	3
Corridor Vision, Goals and Strategies	5
Resource Assessment	8
Maintenance and Enhancement of Intrinsic Resources	22
Implementation Responsibilities	27
Public Participation	34
Tourism and Promotion	36
Roadway Characteristics	38
Signage	42
Bibliography	45
Special Thanks	46
Appendix	47

North Richardson Highway Scenic Byway Corridor Partnership Plan

List of Figures

Figure 1: Corridor Map	2
Figure 2: Resource Map	10-12

List of Tables

Table 1: North Richardson Highway Scenic Byway Intrinsic Resources	9
Table 2: List of Land Management Agencies and Ownership	22
Table 3: List of Historic Properties and Ownership	24
Table 4: Advisory Committee Volunteers (September 2008)	27
Table 5: Implementation Responsibilities	28-33
Table 6: Number of Roadway Lanes	38
Table 7: Accident Data by Milepost	39
Table 8: Accident Occurrence as compared to State	40

Executive Summary

The Richardson Highway (Alaska Highways 2 and 4) has a unique and exciting history unlike any other roadway in Alaska. Originally only a pack trail, in 1903 gold prospectors built a spur road off the Valdez to Eagle Trail to Fairbanks – to become known as the Richardson Highway. The Richardson was made accessible year-round when the Alaska Road Commission upgraded the road for wagon travel. Lined with historic “roadhouses” that provided travelers with food and shelter, a drive along the Richardson was an adventure.

With views of some of Alaska’s tallest peaks, the graceful Tanana River and the engineering-marvel Trans-Alaska Pipeline, the northern 134.6 miles of the Richardson, from Black Rapids Roadhouse to Fairbanks, is beyond compare. Designated by the State as an Alaska State Scenic Byway on December 23, 2004, the North Richardson Highway Scenic Byway is a world class scenic byway and represents the best that Alaska has to offer.

Beginning at the southern end of the corridor near the Black Rapids Roadhouse (Milepost 227.4), travelers will experience a viewshed filled with the eastern end of the great Alaska Range. The stunning rise of the mountain range is in sharp contrast to the braided Delta River. Through rolling hills covered with mature stands of birch and spruce trees, the byway provides breathtaking views of millions of acres of Interior Alaska’s boreal forest, which is a mixture of black and white spruce, birch, aspens, and poplar trees. A trip along the North Richardson Highway Scenic Byway offers views of some of Alaska’s largest peaks, Mt. Hayes, Mt. Hess and Mt. Deborah, and occasionally, travelers can catch a glimpse of America’s tallest peak, Mt. McKinley, which is actually over 150 miles away.

The communities along the North Richardson Highway Scenic Byway mix rural charm, character and urban settings with the more

rustic frontier life of Interior Alaska. Countless state parks and natural resources provide year-round recreational activities. Offering travelers amenities and activities, a trip down the North Richardson Highway Scenic Byway is truly a memorable experience.

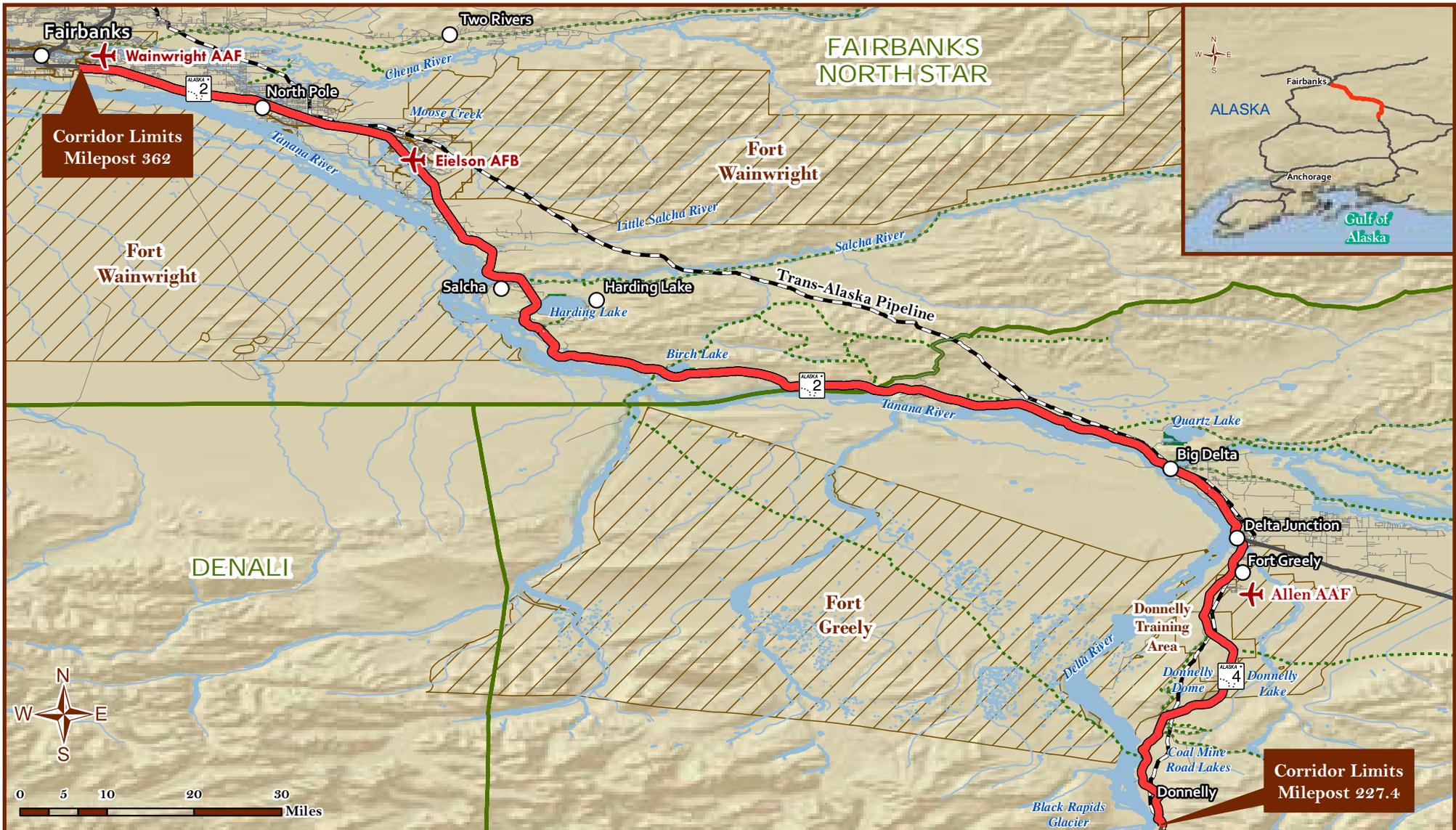
This Corridor Partnership Plan (CPP) is being developed to address each of the 14-Points recommended by the National Scenic Byways Program (NSBP) to ensure that the byway will be eligible for national byways grant funding or national designation if the local community so chooses. Throughout this CPP, the NSBP criteria addressed in each section are shown in brackets:

NSB Criteria # 1 – “a map identifying the corridor boundaries and intrinsic resources”

Figure 1 depicts a map of the North Richardson Highway Scenic Byway Corridor from Milepost 227.4 to Milepost 362, a distance of 134.6 miles.



Photo by Shannon McCarthy



NORTH RICHARDSON HIGHWAY SCENIC BYWAY Corridor Limits Map

FIGURE 1

LEGEND

- North Richardson Highway
- Scenic Byway
- State Highway
- Other Roads
- Railroad
- Trans-Alaska Pipeline
- - - Trail
- Water
- ✚ Airport
- Place Location
- Federal Lands
- Borough Boundary
- Park / Recreational Areas

Map Created by: TranSystems Corporation
Source: Alaska DNR, ESRI, and TranSystems

Introduction to the Corridor Partnership Plan

The purpose of this Corridor Partnership Plan (CPP) is to identify significant intrinsic resources along the North Richardson Highway Scenic Byway and establish an approach to enhance and promote those resources. This CPP, like many others developed for byways across the State, was developed locally and is intended to be a tool for local governments and citizens along the North Richardson Highway Scenic Byway. Development of a Corridor Partnership Plan is also required for state scenic byways that want to seek grants or designation as a National Scenic Byway or All-American Road.

Traditionally, a Corridor Partnership Plan is not intended to examine a corridor on a parcel-by-parcel basis, rather is a look at the long-term maintenance, and promotion of the byway's intrinsic resources.

The Alaska Scenic Byways Program

The Alaska Scenic Byways Program was established in 1993 by the Alaska Department of Transportation and Public Facilities (ADOT&PF). The Program is intended to recognize and honor routes that provide access to Alaska's beautiful scenic areas, cultural sites and recreational resources. The Alaska Scenic Byways Program, and designated Alaska Scenic Byways, begins with local level support organized into a grass-roots byway organization. In most cases the byway organization is the entity that applies for and receives state designation.



The National Scenic Byways Program

At a national-level, the National Scenic Byways Program recognizes certain routes as National Scenic Byways or All-American Roads for their outstanding qualities. Created by Congress in 1991, the National Scenic Byways Program is administered by the Federal Highway Administration (FHWA). Designation as a National Scenic Byway indicates that the route possesses distinctive cultural, historic, natural or other qualities that are unique among neighboring states. Designation as an All-American Road, the higher designation of the two, indicates that the route has not only regional, but national significance and is a destination unto itself.



Both the Alaska Scenic Byways Program and the National Scenic Byways Program are voluntary and are about recognition, not regulation. These programs seek to promote tourism and economic development in the communities along the byways and to educate the traveling public about the history, culture, nature, recreation and scenery along a byway. The programs are designed to work within existing state and local regulations and do not require significant local financial investment, nor do they infringe upon individual private property rights.

Benefits of National Designation

Most communities that seek scenic byway designation benefit from the added economic opportunities and increased tourism along the designated route. In addition, marketing and promotion of the byway not only expands the number of visitors but also educates travelers

about the byways resources. Byways see other benefits as well including:

- A heightened sense of community pride
- Cooperation and collaboration between byway communities.
- Educational and interpretive opportunities.
- Improved eligibility for federal grant funds.

Developing a Corridor Partnership Plan

This Corridor Partnership Plan is intended to serve as a written document outlining goals and objectives, resources and a vision for the North Richardson Highway Scenic Byway. This partnership plan carries with it no regulations for the communities along the byway or the private land holders within the corridor. Rather, this Corridor Partnership Plan is a tool to capture the significance of the North Richardson Highway Scenic Byway; outline a vision, goals and strategies for its betterment; and establish a cooperative effort for the long-term promotion, maintenance and education of the outstanding resources along this byway.

Recognizing that it takes years to meet all the goals and strategies outlined in a plan such as this, the North Richardson Highway Scenic Byway Corridor Partnership Plan (CPP) is designed to be the guide for future efforts along the byway, while encouraging modification as new communities, business and partners take active roles in the byway's success. Each section of the CPP is designed to address a specific topic. In addition, the CPP has been developed to address each of the 14-Points recommended by the National Scenic Byways Program (NSBP) to ensure that the byway will be eligible for national byways grant funding in the future.

Corridor Management Plan

NSB Criteria # 1 – “a map identifying the corridor boundaries and intrinsic resources”

NSB Criteria # 2 – “An assessment of intrinsic qualities”

NSB Criteria # 3 – “A strategy for maintaining and enhancing intrinsic resources”

NSB Criteria # 4 – “a listing of agency, group and individual responsibilities in the implementation of the CMP.”

NSB Criteria #5 – “A strategy describing how existing development will be enhanced and new development accommodated”

NSB Criteria # 6 – “A plan to assure on-going public participation.”

NSB Criteria #7 – “A general review of the road's safety...”

NSB Criteria #8 –“A plan to accommodate Commerce while still maintaining safety”

NSB Criteria # 9 – “Demonstrate that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for enhancing that experience”

NSB Criteria #10 – “Demonstration of compliance with existing local, State and Federal laws on the control of outdoor advertising”

NSB Criteria #11 – “A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience”

NSB Criteria #12 – “A plan for how the byway will be marketed”

NSB Criteria #13 – “A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the corridor.”

NSB Criteria # 14 – “Description of plans for interpretation”

Corridor Vision, Goals and Strategies

The Vision, Goals and Strategies for the North Richardson Highway Scenic Byway corridor are vital to its long term success as they provide a unified and singular Vision for the byway corridor. The Vision, Goals and Strategies were developed in close coordination with the public during a series of public meetings held along the corridor.



Photo by Donna Gardino

Vision Statement

The Vision for the North Richardson Highway National Scenic Byway is a collaborative effort between area residents, the business community, government entities and natural resource managers. With designation as a National Scenic Byway, the North Richardson Highway National Scenic Byway and its surrounding communities are some of Alaska's top travel destinations.

The North Richardson Highway Scenic Byway provides a glimpse into the rich natural and human history of Alaska. Just as prospectors travelled this corridor to seek their fortunes in gold, the North Richardson Highway Scenic Byway is a destination unto itself – where scenic beauty and outstanding natural resources abound at every turn. Recreational opportunities, coupled with historical sites, offer travelers of any ages enjoyment during all seasons. Recognizable mileposts easily guide travelers to scenic pull-offs, camping, lodging as well as local shops and restaurants. With an amazing corridor-long trail system that connects state parks, rivers and lakes, travelers can “ride the Rich” on bicycle or on foot and experience breathtaking views of the Alaska Range, the braided Tanana River, and its windswept flats.

The byway is marketed nationally and internationally through existing tourism agencies tourism programs as well as by the byway communities. This strong tourism-base has brought economic self-sufficiency to many communities along the North Richardson Highway Scenic Byway by ensuring a more stable tax base, sufficient year-round visitation, and more locally-owned businesses. Overall, residents and business owners are positive about the economic prospects for their communities.

In order to best accomplish this Vision for the North Richardson Highway Scenic Byway corridor, the following goals and strategies have been identified:

Goal A: Traveler Amenities

Enhance and/or increase traveler amenities along the byway to ensure an enjoyable year-round experience along the North Richardson Highway Scenic Byway.

Objectives:

- Develop safety communications and response systems.
- Identify potential locations and encourage appropriate entities to construct additional pull-off areas with interpretive signage.
- Identify potential locations and encourage appropriate entities to construct additional restroom facilities along the byway.

Goal B: Byway Maintenance

Enhance maintenance efforts to ensure a consistent scenic drive along the North Richardson Highway Scenic Byway.

Objectives:

- Create and implement a sustainable, year-round maintenance plan for all byway amenities.
- Work with federal, state and local governments and jurisdictions, private land owners, businesses and indigenous organizations to encourage property maintenance, highway beautification, participation in Adopt-A-Highway, and landscaping.
- Provide incentives to enhance landscaping or control vegetation in areas along the byway.
- Support roadway maintenance and improvements that allow for/encourage bicycle use along the corridor.

- Seek to develop and maintain the corridor infrastructure to ensure the byway is safely traveled year-round.
- Seek grants and other funding sources to fund beautification efforts along the byway.

Goal C: Education and Interpretation

Enhance education about the North Richardson Highway Scenic Byway in an effort to tell its story.

Objectives:

- Work with local residents and indigenous organizations to capture stories about the history of the North Richardson Highway Scenic Byway and its communities.
- Promote safe travelling practices along the byway.
- Develop a series of interpretive signs and markers that give the byway a unified look or theme.
- Develop a series of educational maps and/or guidebooks.
- Provide opportunities for education and research.

Goal D: Partnering

Create sustainable partnerships that preserve and enhance the corridor for future generations.

Objectives:

- Work with adjacent communities and byway groups to extend the byway and foster connections to other scenic drives in the State.
- Collaborate with Sister City programs and other cooperative highway organizations and interested stakeholders to encourage joint promotional efforts.
- Explore/develop an administrative vehicle to seek and manage funding for a future byway organization.
- Work with federal, state and local governments and jurisdictions, private land owners, businesses and

indigenous organizations to establish partnerships that accomplish all plan goals.

Goal E: Signage/Wayfinding

Create an integrated, unified and thorough signage system that guides the traveler experience along the North Richardson Highway Scenic Byway.

Objectives:

- Review and suggest improvements to existing policies and regulations that pertain to commercial, wayfinding and interpretive signage along the byway.
- Assess the use of the existing Milepost System as a means of providing consistent signage/wayfinding (easy-to-locate) for travelers.
- Seek to create signage/wayfinding/interpretation that is in a style consistent with the byway public signage to ensure a uniform look and message for travelers.



Photo by Andrew Nicol

Goal F: Tourism Marketing

Promote the North Richardson Highway Scenic Byway as a year-round byway destination for travelers of all ages.

Objectives:

- Expand the use of technology to tell the story of the North Richardson Highway Scenic Byway.
- Work with local businesses to promote the North Richardson Highway Scenic Byway.
- Develop marketing strategies and tools for specific target markets.

Goal G: Resources

Promote and provide economic opportunities through developing strategies for the conservation and enhancement of byway resources.

Objectives:

- Develop incentive programs within local governments that encourage the conservation of key resources and sites along the byway.
- Seek strategies to enhance the key resources (scenic, historic, recreational, cultural, archaeological or natural features) that are considered representative, unique, irreplaceable, or distinctly characteristic of the byway area.

Goal H: Recreation

Enhance and/or expand year-round recreational opportunities along the byway.

Objectives:

- Identify and develop a corridor trail system (hiking/biking) that is accessible from the highway.
- Increase accessibility to recreation along the byway.
- Increase bicycle and pedestrian accessibility and use of byway.

Resource Assessment

***NSB Criteria # 2 –
“An assessment of
intrinsic qualities”***

This section of the CPP documents the intrinsic resources adjacent and accessible from the North Richardson Highway Scenic Byway corridor, particularly those that contribute to the byway’s merit for

National Designation. Intrinsic resources, or intrinsic qualities as they are also called, are those cultural, historical, archeological, recreational, natural and scenic attributes that make a byway worth visiting or a special destination for travelers.

The North Richardson Highway Scenic Byway is home to many significant resources for travelers to enjoy, yet it is the byway itself that holds the richest history as the first major road into Alaska. **Table 1** and **Figure 2** on the following pages depict the significant resources along the North Richardson Highway Scenic Byway.

Scenic and Natural Beauty:

The North Richardson Highway Scenic Byway is a world class scenic byway and traverses an array of outstanding natural resources. Aside from spectacular mountain views, the North Richardson Highway Scenic Byway meanders over or next to numerous creeks, rivers and lakes. Beginning at the southern end at Milepost 227.4, a traveler will experience a viewshed filled with the eastern end of the great Alaska Range and the Black Rapids glacier, also known as the Galloping Glacier due to its three-mile advance in the mid 1930’s.

As the road continues northward, travelers enter the great plains of the southern Tanana Valley. This unique landscape is dotted with solitary spruce surrounded by scrub brush, at dusk appearing like lone soldiers standing guard over the river valley. The raw power of the Alaska Range is in sharp contrast to the windswept Tanana flats.

Views of the Alaska Range are remarkable along the North Richardson Highway Scenic Byway with Mt. Shand (elev. 12,800), Mt. Moffit (elev. 13,020), Aurora Peak (elev. 10,065), Mt. Hayes (elev. 13,832), Mt. Hess (elev. 11,940), and Mt. Deborah (elev. 12,339), rising above the sweeping Tanana basin.



Photo by Donna Gardino

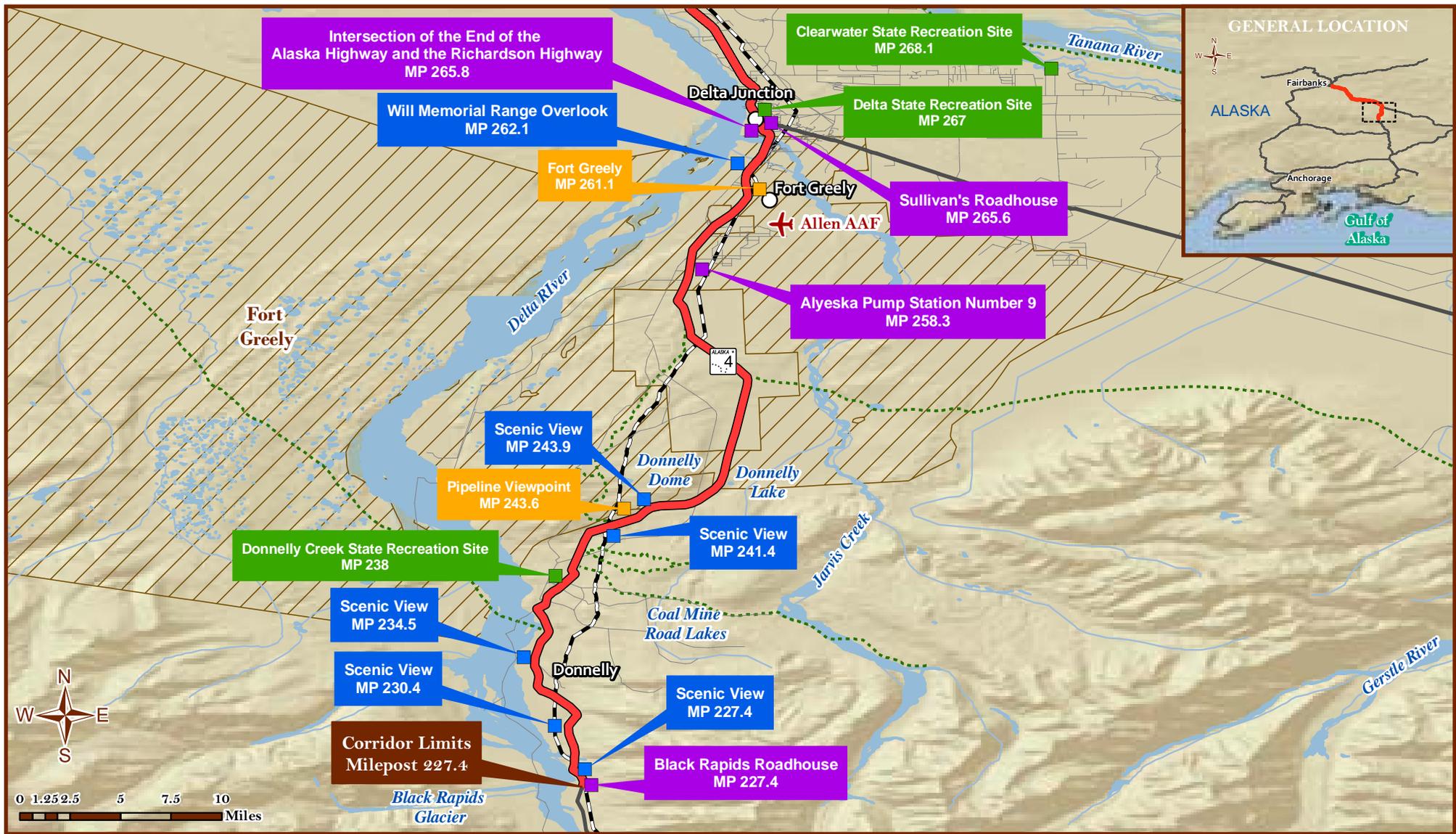
Wildfires have played a critical role in this area, as well as much of Alaska. Travelers will see throughout this section of the North Richardson Highway Scenic Byway burned areas along both sides of the road in various stages of regeneration. Poplar trees create eerie silhouettes with blackened branches amongst new lush undergrowth that is slowly reclaiming the forest. Fireweed, one of the first plants to return after a fire, is abundant along the road and adds to the colorful display in the summer time.

At Mile 246, Donnelly Dome, with an elevation of 3,900 (2,400 feet above ground level) sits apart from the Alaska Range. Donnelly Dome is a great spot for hiking and popular for blueberry picking in the summer. Its unique appearance makes it one of the most memorable geologic features along the entire Richardson Highway.

Table 1: North Richardson Highway Scenic Byway Intrinsic Resources

Type	Resource	Milepost
<i>Scenic/Historic</i>	<i>The Richardson Highway</i>	<i>MP 227.4-MP 362</i>
Historic	Black Rapids Roadhouse	MP 227.4
Scenic	Scenic View of Galloping Glacier	MP 227.4
Scenic	Scenic View	MP 230.4
Scenic	Scenic View	MP 234.5
Recreational	Donnelly Creek State Recreation Site	MP 238
Scenic	Scenic View	MP 241.4
Recreational	Coal Mine Road Lakes	Accessible from MP 243.2
Cultural	Pipeline Viewpoint	MP 243.6
Scenic	Scenic View	MP 243.9
Natural	Donnelly Lake	MP 244.7
Natural	Donnelly Dome	Accessible from MP 249.9
Historic/Cultural	Alyeska Pump Station Number 9	MP 258.3
Cultural	Fort Greely	MP 261.1
Scenic	Will Memorial Range Overlook	MP262.1
Natural	Delta River	Continuous
Historic	Sullivan Roadhouse	MP 265.6
Historic	Intersection of the End of the Alaska Highway and the Richardson Highway	MP 265.8
Recreational	Delta State Recreation Site	MP 267
Recreational	Clearwater State Recreation Site	Accessible from MP 268.1
Historic	Big Delta State Historical Park	MP 275
Historic	Rika's Roadhouse	MP 275
Historic/Cultural	Tanana River Big Delta Bridge & Trans-Alaska Pipeline Bridge	MP 275.2
Natural	Quartz Lake	Accessible from MP 277.7
Recreational	Quartz Lake State Recreation Area	Accessible from MP 277.7
Natural	Shaw Creek	Continuous

Type	Resource	Milepost
Scenic	Scenic View	MP 289.1
Scenic	Scenic View	MP 294.1
Historic	Old Richardson Roadhouse	MP 295
Natural	Banner Creek	Continuous
Scenic	Scenic View	MP 296.5
Scenic	Scenic View	MP 297.4
Natural	Tanana River	Continuous
Recreational	Birch Lake State Recreational Site	MP 305.2
Natural	Birch Lake	MP 306
Scenic	Scenic View	MP 313.2
Natural	Harding Lake	MP 319.8
Recreational	Harding Lake State Recreation Area	Accessible from MP 321.5
Recreational	Salcha River State Recreation Site	MP 323
Natural	Salcha River	MP 323
Scenic	Scenic View	MP 323
Scenic	Scenic View	MP 325
Natural	Little Salcha River	Continuous
Cultural	The Knotty Shop	MP 331
Cultural	Eielson Air Force Base	MP 341
Natural	Moose Creek	MP 345
Natural	Chena River	Continuous
Recreational	Chena Lake Recreation Area	MP 345
Cultural	Santa Claus House	MP 349
Natural	Little Chena River	Continuous
Cultural	Fort Wainwright	MP 359



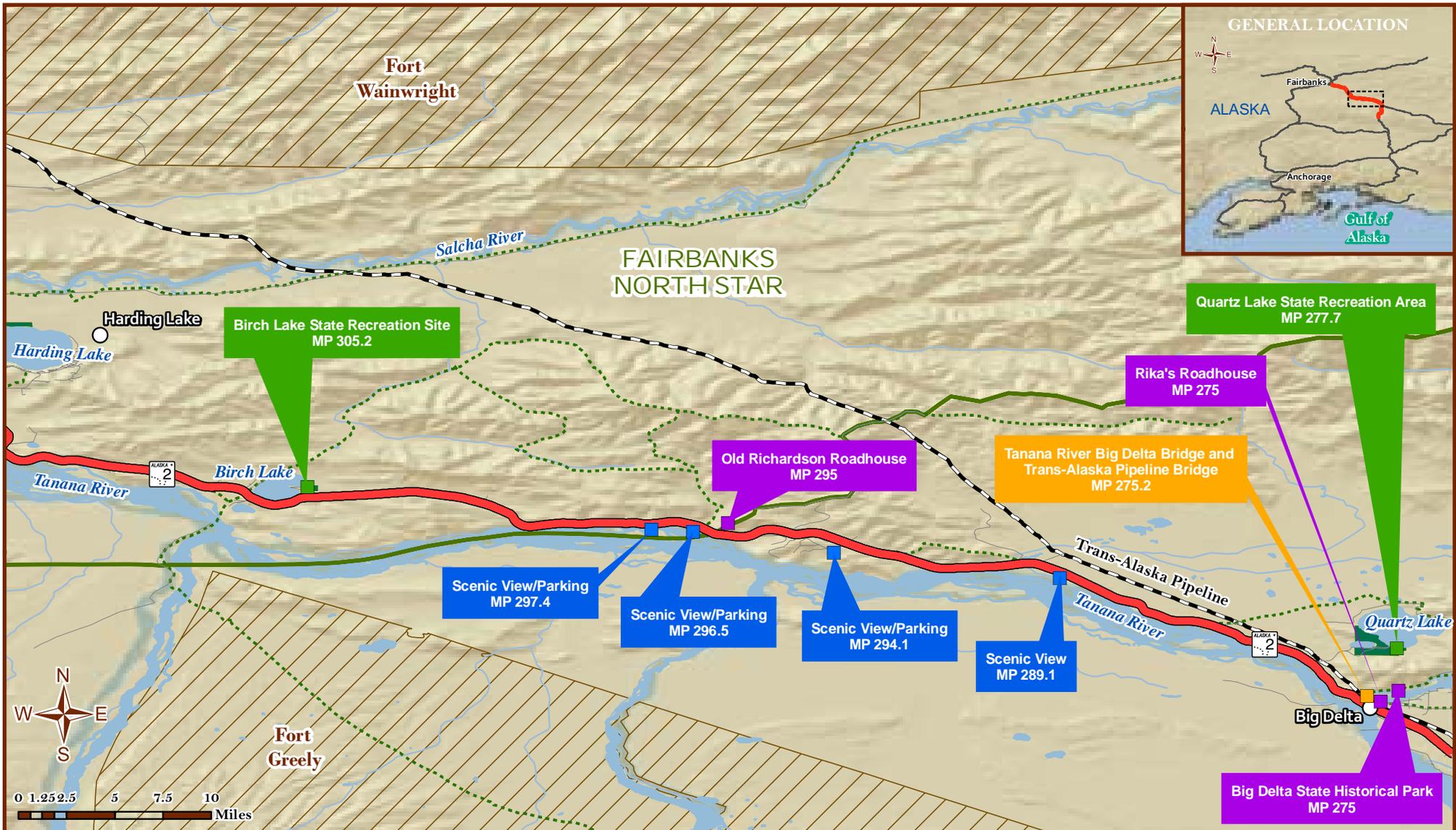
NORTH RICHARDSON HIGHWAY SCENIC BYWAY
Intrinsic Resource Map - Segment 1

FIGURE 2

LEGEND

- North Richardson Highway
 - Scenic Byway - Segment 1
 - State Highway
 - Other Roads
 - Railroad
 - Trans-Alaska Pipeline
 - Trail
 - Water
 - Airport
 - Place Location
 - Federal Lands
 - Borough Boundary
 - Park / Recreational Areas
- INTRINSIC RESOURCES**
- Cultural
 - Historic
 - Recreational
 - Scenic

Map Created by: TranSystems Corporation
 Source: Alaska DNR, ESRI, and TranSystems



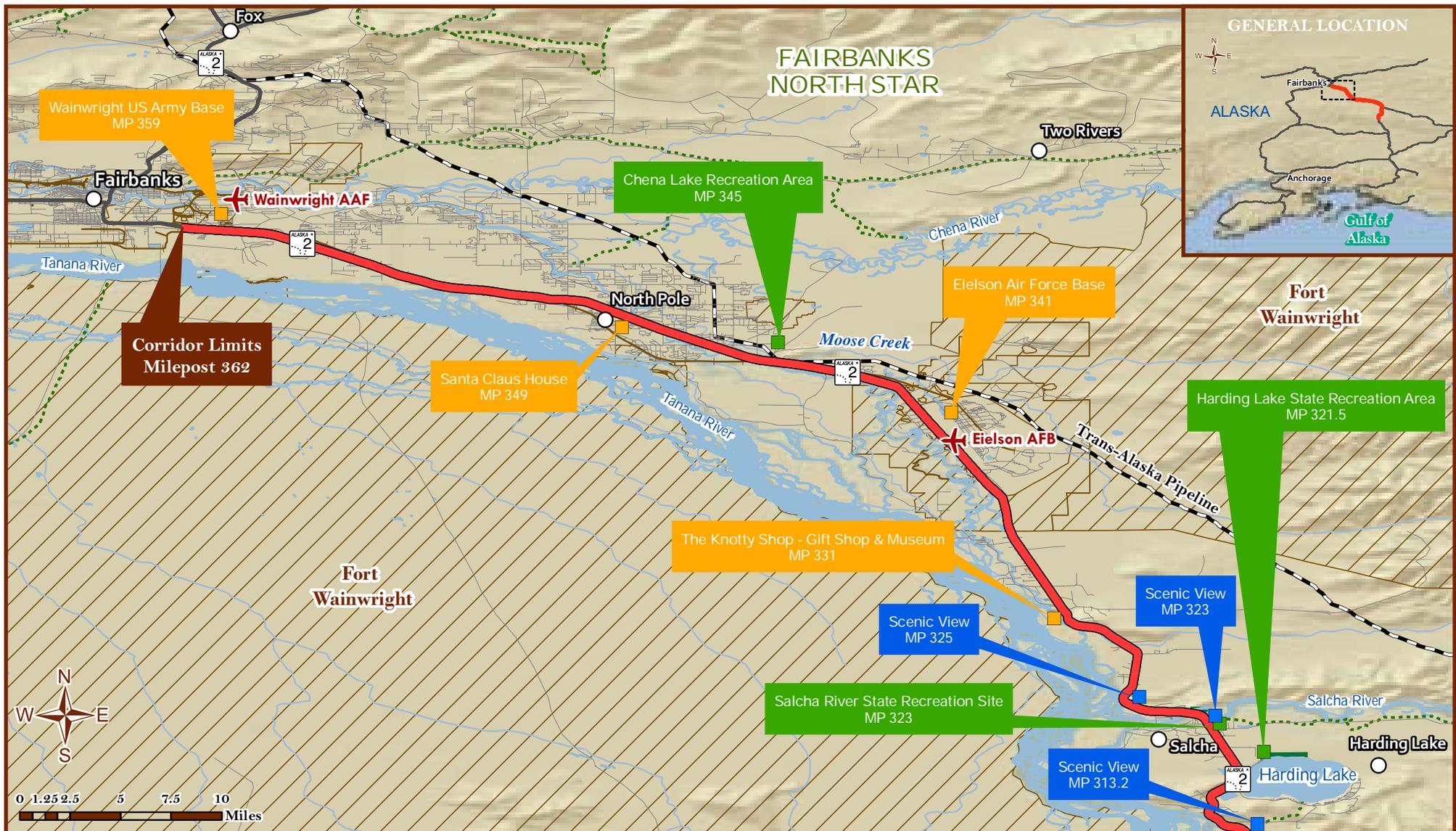
NORTH RICHARDSON HIGHWAY SCENIC BYWAY
Intrinsic Resource Map - Segment 2

FIGURE 2

LEGEND

Map Created by: TranSystems Corporation
 Source: Alaska DNR, ESRI, and TranSystems

	North Richardson Highway		Borough Boundary
	Scenic Byway - Segment 2		Park / Recreational Areas
	State Highway		Cultural
	Other Roads		Historic
	Railroad		Recreational
	Trans-Alaska Pipeline		Scenic
	Water		
	Airport		
	Place Location		
	Federal Lands		



NORTH RICHARDSON HIGHWAY SCENIC BYWAY Intrinsic Resource Map - Segment 3

FIGURE 2

LEGEND

- | | |
|--------------------------|---------------------------|
| North Richardson Highway | Federal Lands |
| Scenic Byway - Segment 3 | Borough Boundary |
| State Highway | Park / Recreational Areas |
| Other Roads | |
| Railroad | |
| Trans-Alaska Pipeline | |
| Trail | |
| Water | |
| Airport | |
| Place Location | |
-
- | | |
|----------------------------|----------|
| INTRINSIC RESOURCES | |
| Cultural | Historic |
| Recreational | Scenic |

Map Created by: TranSystems Corporation
Source: Alaska DNR, ESRI, and TranSystems

Proceeding north along the byway, travelers enter Delta Junction, a quaint Alaska town with small rugged farms lining the road alongside traditional log cabins, and the occasional World War II vintage Quonset hut, converted to a home or small business. Past Delta Junction, travelers get a glimpse of the Tanana River, a classic braided stream that wanders throughout the Tanana Flats, flowing some 440-miles to the Yukon River. With its headwaters flowing off the north slope of the Wrangell Mountains in southeast Alaska, the Tanana River flows in a northeast direction parallel to the North Richardson Highway Scenic Byway for a large portion of the corridor. This path of the Tanana River gives travelers beautiful water views coupled with rugged mountains. There are numerous areas to pull off, park, and explore the Tanana. One of the best places to enjoy a view of the river is at the Tanana River Big Delta Bridge, which is where the Delta and Tanana Rivers meet. Also from this point, travelers get an amazing view of the Trans-Alaska Pipeline which is suspended across the river.

Heading northward, the traveler climbs through golden colored hills that line the Tanana Basin. These rolling hills are actually prehistoric sand dunes formed during the Pleistocene Epoch. When continental ice sheets covered most of the northern hemisphere, Interior Alaska remained ice free. While most of the rolling hills are covered with mature stands of birch and spruce trees, the byway provides travelers a glimpse of the prehistoric desert through cuts in the hillside or bank.

Scenic pull-off areas provide breathtaking views of millions of acres of Interior Alaska's boreal forest, which is a mixture of black and white spruce, birch, aspens, tamarack, and poplar trees. The forest is a complex patchwork resulting directly from frequent fires that this region experiences throughout the short, hot summer season. This patchwork pattern becomes most dramatic during autumn when deep greens are mixed with dazzling shades of yellow as far as the eye can see.



Photo by Shannon Collins

As the highway curves northwest, the view of the Alaska Range lengthens from the eastern edge of the horizon to the far west. Some of the range's largest peaks, Mt. Hayes, Mt. Hess and Mt. Deborah dominate the skyline. In addition, travelers can occasionally catch a glimpse of America's tallest peak, Mt. McKinley, which is actually over 150 miles away! The Delta River, which is designated a National Wild and Scenic River, runs through the Alaska Range in the Interior Alaska and about 175 road miles southeast of Fairbanks to where it meets the Tanana River. In addition to the larger Tanana and Delta rivers, the North Richardson Highway Scenic Byway crosses the Chena River, Little Chena River, Moose Creek, Salcha River, Little Salcha River, Banner Creek and Shaw Creek as well as passes Quartz Lake, Birch Lake, and Harding Lake. Travelers pass through the town of North Pole and into Fairbanks, where the byway terminates at Milepost 362.

Historic Significance

Access to the Interior:

Originally only a pack trail from the port at Valdez to Eagle, a total distance of about 409 miles, the Richardson Highway was built in 1898 by the U.S. Army to provide an “All-American” route to the Klondike gold fields. Currently, the southern 128 miles (Milepost 0 to Milepost 128) of the Richardson Highway from Valdez to Glennallen is designated as a State Scenic Byway. Portions of the current North Richardson Highway Scenic Byway are laid atop the historic Alaska Native Trail system which enabled the Athabaskan, Tlingit, and Eyak to conduct trade for thousands of years.

With the Fairbanks gold rush in 1902, the Valdez-to-Eagle Trail became one of the most important access routes to the Alaska Interior. In 1905, the Alaska Road Commission upgraded the road for wagon travel. The head of the project was U.S. Army Colonel Wilds P. Richardson, for whom the highway was later named. During construction of the road, the government hired failed gold prospectors, as well as regular construction workers. Enterprising prospectors established roadhouses along the road about 20 miles apart, the equivalent of a day’s journey along the road. These roadhouses, several of which are now on the National Register of Historic Places, supplied workers and travelers with goods and places to rest.

The Alaska Road Commission continued its work into the 1910’s adopting road standards that

promoted year-round travel with commercial loads. While they still considered the Valdez to Fairbanks Trail a winter route, they began upgrading the trail and adding bridges to make the route as continuous as possible. By 1913, the first vehicle passed over the entire route. Several years later, the Valdez to Fairbanks Trail was renamed the Richardson Highway.

In Delta Junction, the Alaska Highway and the North Richardson Highway Scenic Byway converge. The Alaska Highway has a rich history all to itself. Constructed during World War II, the Alaska Highway connects the Continental U.S. to Alaska through Canada. The historic end of the Alaska Highway is where it meets the Richardson Highway. Here, travelers could continue north along the North Richardson Highway the remaining 100-plus miles to Fairbanks.

The Roadhouses

In the days when the North Richardson Highway was traversed only by sled or on foot, roadhouses were a much-needed haven for weary travelers. Early entrepreneurs constructed roadhouses every 10 to 20 miles, usually a day’s dog-sled journey in the winter months, along the North Richardson Highway. These roadhouses provided travelers a stopping point to rest, grab a meal or spend the night. In general, the roadhouses weren’t elaborate establishments, usually only providing bunks or the floor to sleep.

Some of the existing roadhouses along the North Richardson survived through the onset of the automobile era and transitioned into fishing



Photo provided by Annie Hopper, Black Rapids Lodge

and hunting camps. Today, only a few of the originals survive: Black Rapids, Sullivan's, Rika's and the Richardson Roadhouse.

At Mile 227.4, the Black Rapids Roadhouse, also known as the Rapids Hunting Lodge, opened between 1902-1904 to serve miners and other fortune seekers along the original Valdez to Fairbanks trail. Abandoned in the early 1980's, new owners have undertaken aggressive restoration efforts with grant assistance from the State of Alaska's Division of Parks, Office of History and Archeology. The Black Rapids Roadhouse was listed on the National Register of Historic Places in 2001.

Built in 1905, the Sullivan Roadhouse (Milepost 265.6) is also one of the oldest roadhouses in Interior Alaska. John and Florence "Ma" Sullivan operated the roadhouse from 1905-1922. Through the early years of gold rush Alaska, they welcomed weary winter travelers into their spacious and well-appointed roadhouse. Today, the restored and relocated log structure is a museum that houses many antique items that were used by the Sullivans. The Sullivan Roadhouse Museum also boasts an extensive collection of artifacts and photographs from the early 1900's, as well as portions of James T. Geoghegan's dairy. After managing the Donnelly Roadhouse for several years, Geoghegan worked for the Sullivans and as a photographer. Visitors to the Sullivan Roadhouse will walk away with a true pioneer Alaskan experience and learn about life on the last frontier.

Rika's Roadhouse (Milepost 275) has served as a gathering place for Alaskan travelers since 1909. The roadhouse was restored in the late 1970's by the State of Alaska's Division of Parks and Outdoor Recreation and is listed on the National Register of Historic Places. This log structure was built by John Hajdukovich, Yugoslavian entrepreneur, who envisioned a business opportunity here, and bought the land along with a prospector trading post. The two-story roadhouse, built of logs, became a year-round stop for hunters,

prospectors and travelers, as well as locals. In 1917, Hajdukovich hired a Swedish immigrant named Rika Wallen to operate the roadhouse. Under her watchful eye, the roadhouse prospered. By 1923, Rika had bought the roadhouse from Hajdukovich for "\$10.00 and other considerations," presumably in lieu of wages. The roadhouse was named "Rika's" following local custom. Rika operated the roadhouse through the 1940's, although in later years guests were by invitation only. Travelers that visit present-day Rika's Roadhouse will see part of the original kerosene crate floor which has been restored, as well as the bedroom and kitchen which have been furnished in the style of the 1920's and 1930's.



Photo by Shannon McCarthy

The original Richardson Roadhouse (Milepost 293), a large two-story log building, was converted to a garage in the 1950s and by the early 1980's shut down. The Old Richardson Roadhouse is no longer open to travelers, but is easily visible from the byway.

Exploration and Engineering

The North Richardson Highway Scenic Byway not only provided historical access to the Interior, but continues to serve as an important link to historical feats of engineering and technology.

The Trans-Alaska Pipeline Bridge was built in the 1970's after oil was discovered at Prudhoe Bay. The pipeline took 3 years and 2 months to complete and was the largest privately funded construction project at that time, totaling \$8 billion in 1977. Oil first moved through the pipeline on June 20, 1977. The pipeline is considered an engineering marvel. Measuring 48-inches in diameter, the pipeline stretches 800-miles from Prudhoe Bay on the Arctic Ocean to Valdez on the Pacific Ocean. The flow from the pipeline accounts for roughly 20 percent of U.S. oil production annually. Travelers can stop at Alyeska Pump Station Number 9 (Milepost 258.3) or at the Pipeline View Point (Milepost 243.6) to stretch their legs and learn about the pipeline construction. Although tours of the facility have been suspended for security reasons, travelers will gain an appreciation of the affect this engineering marvel had in developing Alaska.

Big Delta State Historical Park, at Milepost 275, offers travelers a walk back in time. This site was an important crossroad for travelers, traders, and the military during the early days of the 20th century. With Rika's Roadhouse as its centerpiece, the Big Delta State Historical Park also boasts a Washington Alaska Military Cable and Telegraph

System (WAMCATS) station. Back in 1900 it took a year to send a message from Interior Alaska as far as Washington D.C. and receive an answer. In an effort to speed-up communications, the US Signal Corps, a branch of the US Army, built the WAMCATS. After part of the original line burned, the line was moved to parallel the new Valdez to Fairbanks Trail. This WAMCATS station, called McCarty Station, was established in 1907 to maintain the telegraph. Several log cabins housed the telegraph office, a dispatcher, two repairmen and their supplies. The telegraph was replaced in 1926 with a 50-watt radio, which was used until 1935 when the site was given to the Alaska Road Commission. During World War II, the Army reclaimed the property for a soldier encampment.

Currently, the Delta Historical Society maintains a museum in a sod-roofed cabin at Big Delta State Historical Park. The artifacts in the museum, dating from 1900 to 1950, include blacksmith tools, horse tack, dog harnesses and sleds, and numerous household items. There is also a display of historic photographs. The park concessionaire gives tours of the grounds and buildings and operates a gift store and the Packhouse Pavilion where meals are sold. Big Delta State Historical Park also offers 23 RV/camping sites including picnic areas, toilets, water and a dump station.



Photo by Andrew Nicol

The Tanana River Big Delta Bridge (Milepost 275.4), elevated 40 ft. above the Tanana and Delta Rivers, is 1,200-ft. long and parallels the suspension bridge built to support the Trans-Alaska Pipeline river crossing. The bridge was

built to withstand an earthquake measuring up to a magnitude of 7.5 and temperatures as low as -60 degrees Fahrenheit.

Recreational Significance:

The North Richardson Highway Scenic Byway offers travelers a wealth of recreational opportunities during all seasons. From hiking, fishing, biking and camping in the summer months, to ice fishing and snow-related sports in the winter, travelers will not be at a loss of beautiful and outstanding recreational resources to enjoy – and abundant opportunities to see Alaska’s wildlife.



Photo by Shannon Collins

Wildlife Viewing

Travelers along the North Richardson Highway Scenic Byway will quickly realize that they are sharing the landscape with a wide variety of species – and best to acquiesce to them. Around the Delta River, herds of bison roam. It is estimated that nearly 450 free-ranging bison inhabit this area and are descendents of animals brought from Montana in 1928. The bison spend their fall and winter months around Delta Junction and the private agricultural lands in the area. When calving season approaches, late April to early June, they move dozens of miles southwest near Donnelly Creek. In addition to bison, grizzly bear, caribou, and moose are occasionally spotted in the Donnelly area, typically in summer and fall months.

Bird enthusiasts will find a wealth of species along the byway. Hawks, falcons, and owls can all be found hunting the agricultural fields and forest fire burns. Populations of lesser sandhill cranes pass through this region, and may be seen “kittling”, an orchestrated dance in which thousands of birds lift off and spiral upwards together as they prepare for migration. Stunning migrations of swans, geese and ducks can be seen from the byway at different times of the year also.

Moose can often be seen along the shores of several lakes along the North Richardson Highway Scenic Byway, including Clearwater Lake and Quartz Lake. Travelers often yearn for a glimpse of an Alaskan Moose, but beware. Mother moose are fiercely protective of their young and will not hesitate to drive into you full-force if threatened.

Winter Sports

Although much of Alaska is known for its summer visitation, the recreation areas along the North Richardson Highway Scenic Byway are a winter sport enthusiast’s dream vacation destination. Offering travelers countless snowmobiling and mountain viewing

opportunities, the North Richardson Highway Scenic Byway provides access to eight (8) different State Recreation sites and areas and one (1) Fairbanks North Star Borough recreation area within its 135 miles. In particular, Birch Lake State Recreation Site (Milepost 305) is popular with snowmobilers during the winter season; Chena Lake Recreation Area (Milepost 345) offers cross-country ski trails and loops for snowmachining and dog mushing; and Quartz Lake State Recreation Area (Accessible from Milepost 277.7) offers travelers a stay in rustic cabins even when the temperature can drop well below zero!

World Class Fishing

The North Richardson Highway Scenic Byway is a fisherman's paradise with the recreation areas, adjacent lakes and rivers providing access to world class fishing – winter or summer. A short drive off the corridor at Milepost 268.3, the Clearwater State Recreation Site is tucked beside the Delta Clearwater River and offers excellent fishing opportunities for arctic grayling, whitefish, and salmon. Another treasure for fishing enthusiasts is the Quartz Lake State Recreation Area (accessible from Milepost 277.7) which is stocked with rainbow trout, silver salmon, and Arctic char. Fishing enthusiasts will be happy to know that boats are available for rent at Quartz Lake as well. The Chena Lake Recreation Area offers custom ice fishing houses that are available for public use. The ice fishing houses are equipped with woodstoves and are stocked with a limited amount of firewood. The Salcha River State Recreation Site, situated next to the Salcha River, offers excellent fishing opportunities for king salmon, arctic grayling and northern pike. At Mile 238, Donnelly Creek State Recreation Site is a central location to access the small lakes nearby including Coal Mine Road Lakes, Donnelly Lake, and Meadows Road Lakes. Birch Lake (Milepost 306) is stocked with rainbow trout and Arctic char.



Photo by Andrew Nicol

Hiking, Camping and Water Sports

The North Richardson Highway Scenic Byway is also rich in resources for hiking and camping during multiple seasons. With year-long recreation as a main goal of the byway and local tourism agencies, the ability for the North Richardson Highway Scenic Byway to accommodate travelers in any season makes it a valuable destination within the State.

The Donnelly Creek State Recreation Site (Milepost 238) is a popular campground for those traveling along the southern end of the North Richardson Highway Scenic Byway. Directly across the byway from the Delta State Recreation Site (Milepost 267) lies the Delta River, which provides the travelers with spectacular views of the Alaska Range. On a clear day one of the tallest mountains of the Alaska Range, Mt. Hayes with an elevation of 13,832-ft, can be seen. Visitors to the Clearwater State Recreation Site (accessible from Milepost 268.1) can enjoy campsites, picnic areas, a boat

launch and views from a boardwalk located along the river edge. This site also offers travelers a great opportunity to float the Delta-Clearwater River in canoes or kayaks. Quartz Lake State Recreation Area (accessible from Milepost 277.7) is an amazing 600-acre park that offers a variety of outdoor recreational opportunities. Whether you enjoy sitting around the campfire with friends, the breathtaking view after a hike to Bluff Point, or staying at a rustic public use cabin, Quartz Lake State Recreation Area offers them all. At Birch Lake State Recreation Site (Milepost 305.2), travelers have access to RV parking and tent camping facilities, as well as a boat ramp, dock and swimming area. The Chena Lake Recreation Area (Milepost 345) covers over 2,000 acres with a 260-acre lake, as well as volleyball courts, a horseshoe pit, playground, pavilions, and boat rentals.

Having been established in 1967, the Harding Lake State Recreation Area (Milepost 321.5) is one of the oldest operating park facilities in the Alaska State Park system. Harding Lake is an ideal spot for travelers to swim, boat and fish. There are 89 camp sites for vehicles, a walk-in group camping area, restrooms, and a dump station. The Harding Lake State Recreation Area also offers a large picnic and beach area, baseball field, volleyball court, horseshoe pits and a campfire area. Close to the Harding Lake State Recreation Area, the Salcha River State Recreation Site (Milepost 323) also offers camping.

Cultural Significance:

The cultural significance of the North Richardson Highway Scenic Byway corridor cannot be overlooked. From its birth as a path traveled by native Alaskans to its military establishment in modern day, the North Richardson Highway Scenic Byway provides a cultural story unlike any other route in the State.

The Alaskan Spirit

No one man symbolizes the adventurous Alaskan spirit, particularly when speaking about the North Richardson Highway, than that of Frank “Wolf Man” Glaser. At age of 26, Glaser arrived in Alaska with little money, knowing no one, and embarked on foot the entire Richardson Highway, from Valdez to Fairbanks. Eventually Glaser worked for the U.S. Fish and Wildlife Service as a Predator Control Agent, where he earned his famous nickname the “Wolf Man”. Glaser was incredibly interested in wildlife, and most notably wolves. He respected the skill and intellect of the wolf, but also believed strongly in controlling the population for the benefit of other wildlife in Alaska (sheep, caribou, moose, etc). Glaser was also an avid story-teller, recounting his tales of hunting and driving teams of wolf-dogs. He remains an Alaskan icon and is immortalized in the Jim Rearden book [Alaska’s Wolf Man](#) (April 1998).

Many others, just like Glaser, arrived in Alaska every day seeking the excitement and solitude that Interior Alaska can offer. They arrived by boat and train, and eventually by automobile, to travel north along the North Richardson Highway. They came up from Valdez or across the Alaska Highway and ventured along the North Richardson Highway, stopping at roadhouses, viewing wildlife, and taking in the magnificent beauty of this corridor. They were the first byway travelers, and their spirit of adventure lives on in today’s traveler.

Athabascan Indian Culture

Athabascan Indians lived in the Alaskan Interior thousands of years before other settlers migrated to the area. As might be expected, the Athabascan way of life adapted to the Interior’s environment and many aspects of their culture can be traced to these adaptations.

Extensive trade routes were well established between Athabascan groups and their neighbors before white men came to Alaska. The

North Richardson Highway Scenic Byway lies atop a traditional path used by the Athabascan Indians. Commodities the Athabascans obtained from neighboring Native groups had sometimes originated in Europe and had filtered through various trade routes until they finally reached interior Alaska. The path of the North Richardson Highway Scenic Byway and the areas along it, represent this Athabascan culture and provide valuable lessons of life in Interior Alaska.

The Alaskan Athabascan believed that all creatures, and some inanimate objects, had spirits which were active and powerful. The spirits enabled an animal to know more than was immediately apparent. Thus, if human beings did something which displeased the animal's spirit, the animal itself would remain aloof from the people, and the people might starve. There were very definite rules which people had to follow in dealing with animals based on this belief in animal spirits.

Movement from place to place was an essential part of the lives of most Alaskan Athabascans. There was a regular pattern to the hunting and fishing migrations, which demanded that the people be on the move almost continually throughout the year. Mid-winter meant a slowing down of activity and a temporary settling down for a few months, typically at a site near a river. Favorite activities during the winter were storytelling, singing, and dancing. Not only were old legends, humorous hunting stories, and myths told, but children were also given instruction in proper modes of behavior. Many Athabascan stories contain morals that were made quite explicit to children. Today, stories and books on Athabascan culture provide valuable lessons to adults and children alike on animals, the environment and life in Interior Alaska.

Agriculture

To visitors, Alaska is not often the most thought-of agricultural region of the United States, however with the short-intense growing

season, a surprisingly robust network of privately-owned farms exist. The State's goal for Alaskan agriculture is to maintain an economically stable industry that not only enhances the quality of life for residents, but also creates self sufficient agriculture communities and new business for Alaskans. Situated in the crux east of Delta Junction and north of the Alaska Highway, crops of oats, barley and hay are grown. Travelers can roam a bit off the North Richardson on a network of paved and unpaved roads to explore this interesting farmland. It is best to remember that this area is private property, so it is wise not to venture off the road, unless permitted access.

Military and Armed Forces

With the settlement of Interior Alaska and incorporation as a State, the location and climate of Alaska's Interior became a critical point for military testing and protection of the nation. Establishing United States military bases in Interior Alaska allowed the training of soldiers and testing of numerous combat operations and materials in cold weather climates.

Built in 1941, Fort Greely (Milepost 261.1) was a strategic defense airfield that served as an alternative landing site in the Allies' Lend Lease program as a transfer site for Russian pilots. After World War II, it was named after Maj. Gen. Adolphus Washington Greely, an explorer, author, and founder of the Alaska Communication System, and was used to train US Army soldiers for cold weather combat. Today, Fort Greely is considered part of the US Ground-



Photo by Andrew Nicol

Based Midcourse Defense system and serves as a site for the Missile Defense Command. Used for anti-ballistic missiles, Fort Greely is the home of the US Army's Cold Regions Test Center (CRTC).

The US Army also established Fort Wainwright (Milepost 359) as a cold-weather experimental station to test aircraft operations in arctic conditions. Named for World War II General Jonathan M. Wainwright, Fort Wainwright now serves as a base to numerous tactical units, support activities and other governmental organizations. It employs a large work force of over 12,000 soldiers, family members, civilian employees, and contractors.

The United States Air Force also valued the climate of the Interior Alaska and established Eielson Air Force Base (Milepost 341) along the North Richardson Highway. Built in 1943 and named for Carl Ben Eielson, a famous Alaskan bush pilot, the Eielson Air Force Base is the home to the 354th Fighter Wing under the command of the Pacific Air Forces. Carl Ben Eielson and his mechanic, Earl Borland, were lost in a plane crash in 1930 as they were attempting to fly relief supplies. The Eielson Air Force Base boasts a runway that is over 14,000 feet long, which enables large aircraft to land there. Travelers are often treated to scenes of military flyovers, takeoffs and landings.

Novelties

Travelers should not miss a stop at the Knotty Shop Gift Shop and Museum (Milepost 331). With an extensive selection of Alaskan mementos and serving as a mini-museum, the Knotty Shop has over 50 antique guns on display, a hand-carved 30-foot thunderbird totem pole, as well as many other hand-carved displays.

The Santa Claus House (Milepost 349) is a world-famous attraction along the North Richardson Highway Scenic Byway, as well as the community of North Pole. Opened by Con and Nellie Miller in 1952, the Santa Claus House is a wonderful and nostalgic stop for

visitors. Travelers are treated to real-life reindeer as well as a 42-foot tall, 900 pound Santa Claus that dates back to as early as 1962. This Santa is one of three fiberglass statues originally constructed in the Seattle area for commercial promotion, including the World's Fair. This Santa was brought to Alaska in 1976, and after spending seven years decorating downtown Anchorage during the holiday season, and found a home at the Santa Claus House in North Pole in 1983.



Photos by Lynne Marie Whately

Maintenance and Enhancement of Intrinsic Resources

The maintenance and enhancement of the byway’s intrinsic qualities is the key to the long-term success of a byway’s designation. Without these valuable resources, the corridor would no longer merit recognition as a scenic byway. Existing and future strategies for maintaining and enhancing the intrinsic resources, as well as methods for accommodating new improvements along the byway corridor have been compiled. The North Richardson Highway Scenic Byway has several existing strategies in place to maintain and enhance the intrinsic qualities along the corridor. In addition, several opportunities for future partnerships and collaboration on maintenance are readily available.

NSB Criteria # 3 –
“A strategy for maintaining and enhancing intrinsic resources”

NSB Criteria #5 –
“A strategy describing how existing development will be enhanced and new development accommodated”

Along the North Richardson Highway Scenic Byway, approximately one-third of the land is publicly owned, either in the form of recreation areas/sites, parks and military bases and institutions. Outside of these public lands and the few small communities, the majority of the byway has experienced little development pressure. The public lands are maintained by various agencies and entities. A number of existing programs and initiatives exist that relate to intrinsic resource maintenance and enhancement techniques for the byway corridor within these land management areas. Government entities and land management agencies along the corridor provide resource maintenance through ongoing resource-based management within their properties. Non-profit organizations and volunteer groups also play a vital role in maintaining the resources of the

North Richardson Highway Scenic Byway working to keep roadways clean, improve wildlife environments, and promote area culture.

Land Management Agencies

The North Richardson Highway Scenic Byway is located adjacent to numerous parks, recreation areas, and protected military installations, as indicated in Figure 1. Each of the areas is maintained by local, state, or federal agencies, with some co-managed. Table 2 identifies the entities, owners, and maintaining agencies for all management areas near the byway corridor.

Table 2: List of Land Management Agencies and Ownership

Agency/Ownership	Property
U.S. Army	Fort Greeley
Fairbanks North Star Borough	Chena Lake Recreation Area
Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation	Birch Lake State Recreation Site Clearwater State Recreation Site Delta State Recreation Site Donnelly Creek State Recreation Area Harding Lake State Recreation Site Salcha River State Recreation Site Quartz Lake State Recreation Area Big Delta State Historical Park
U.S. Air Force	Eielson Air Force Base
U.S. Army	Fort Wainwright

While each entity has its own formal resource plan that describes the policies, procedures and regulations for maintaining intrinsic resources on their property, goals between numerous land management agencies seem to have a common framework for preserving natural areas and hydrological systems through the application of general land management policies. The following summary identifies the primary managing agencies and identifies

protection techniques within specific management areas located adjacent to the North Richardson Highway Scenic Byway.

The Alaska Department of Natural Resources, Division of Mining, Land and Water

The mission of the Department of Natural Resources (DNR) is to develop, conserve and enhance natural resources for present and future Alaskans. DNR manages state-owned land, water and natural resources, with the exception of fish and game resources. The agency is currently organized into eight divisions that reflect its major programs, with the Division of Mining, Land and Water responsible for managing state-owned land except for trust property and units of the Alaska State Park System. The mission of the Division of Mining, Land and Water is to provide for the use and protection of Alaska's state owned land and water. As part of the ongoing maintenance and preservation of the resources, the Division of Mining, Land and Water prepares plans that outline the maintenance and preservation of resources along the North Richardson Highway Scenic Byway, including:



Photo by Andrew Nicol

Tanana Basin Area Plan (Amendment)

This plan was originally adopted in 1985 and updated in 1991, with another update currently underway. This plan covers 14.5 million acres of state land in the Tanana Valley, including the Fairbanks area. The updated Tanana Basin Area Plan is expected to be completed in 2009.

The Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation

Also under the Department of Natural Resources (DNR) is the Division of Parks and Outdoor Recreation, which manages most of the Department's developed recreational facilities along the North Richardson Highway. It is the responsibility of the Division of Parks and Outdoor Recreation to provide outdoor recreation opportunities, as well as to protect and interpret areas of natural and cultural significance. As part of the ongoing maintenance and preservation of the resources, the Division of Parks and Outdoor Recreation has several plans that outline the intended protection, maintenance and preservation of resources along the North Richardson Highway Scenic Byway, including:

Division of Parks and Outdoor Recreation Ten-Year Strategic Plan

This state-wide plan is intended to establish a shared vision for the Alaska State Park areas. In this plan, the Division establishes a goal to develop 5 or 10 year park plans that prioritizes maintenance needs and develops a revolving maintenance

fund (Goal B). In addition, this state-wide plan establishes a goal to create a prioritized list of park areas that will receive increased shoulder season and winter management attention to ensure year round access (Goal H).

Alaska's Outdoor Legacy: Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2004-2009

This state-wide plan examined outdoor recreation-related preferences and serves to guide recreation providers, user groups

and the public in making outdoor recreation decisions. This plan also establishes efforts that support the goals developed for this Corridor Partnership Plan. In particular, the SCORP identifies the Alaska Department of Transportation and Public Facilities (DOT/PF) as one of the most important providers of recreation within the state. Because much of Alaskan recreational resources are accessible from state roads or while driving, corridors provide opportunities for viewing wildlife and scenery (Goal H).

The Fairbanks North Star Borough, Comprehensive Recreational Trails Plan (May 2006)

The Fairbanks North Star Borough Comprehensive Recreational Trails Plan is intended to serve as a tool for the Borough and other public agencies in identifying and preserving important recreational trail corridors. In the Comprehensive Recreational Trails Plan, priority trail corridors are identified for preservation that are not currently open to public use, as well as outlines an Adopt-A-Trail Program. Along the North Richardson Highway Scenic Byway, the following trails are recommended in the Comprehensive Recreational Trails Plan:

- Flood Control Levee Trail from South Fairbanks and North Pole, crossing Fort Wainwright.
- North Star Bridle Trail, one of three recommended, within the Chena River State Recreation Area.
- 100 Mile Loop Trail which links numerous existing trails around Fairbanks.
- Chena Slough Trail from the Richardson Highway to North Pole Badger Road.
- Salcha Ski Trails near the Little Salcha River.
- Twenty-Three Mile Slough Sleddog Trails near Eielson Air Force Base.

Currently, the military institutions along the byway do not have established resource management/maintenance plans. Efforts will

be made to partner with these land holders to ensure the byway remains a scenic and enjoyable drive for travelers (Goal D).

Historical Sites and Properties

The National Register of Historic Places is an official listing of historically significant sites and properties throughout the country. It is maintained by the National Park Service of the U.S. Department of the Interior. It includes districts, sites, buildings, structures, and objects that have been identified and documented as being significant in American history, architecture, archaeology, engineering or culture. Listing in the National Register or being determined eligible for listing does not automatically preserve a building and does not keep a property from being modified or even destroyed. Unless an undertaking is state or federally funded, or regulated by local ordinance, private property owners may deal with their property in any way they see fit. It does, however, encourage the preservation in the following ways:

- Providing official recognition of the property and encouraging consideration of its historic value in future development planning, and imposing limited protection from activities involving funding, licensing, or assistance by Federal agencies.
- Making property eligible for a Federal Income Tax Credit.
- Listing may make a property exempt from certain Federal Emergency Management Act (FEMA) requirements and eligible for some American Disabilities Act (ADA) and building safety code adjustments.

The nomination of historic resources in Alaska for listing in the National Register is a function of the State Historic Preservation Officer, under the Alaska Department of Natural Resources, Office of History and Archaeology. Anyone interested in having a particular property listed may submit a nomination proposal to the State Historic Preservation Office. The nomination proposal must

meet National Register standards. It is the responsibility of the person submitting the proposal to provide the necessary information and materials. National Register nominations are reviewed by the Alaska Historical Commission. Upon favorable review, the nomination is sent to the Keeper of the National Register for final review.

Table 3 identifies the National Register historic sites along the North Richardson Highway Scenic Byway, the site’s maintaining agencies, and designation date.

Table 3: List of Historic Properties and Ownership

Historic Property	Agency/Ownership	Designation
Black Rapids Roadhouse	Private Ownership	National Register of Historic Places, 2001
Sullivan Roadhouse	Delta Chamber of Commerce	National Register of Historic Places, 1979
Big Delta Historic District	Alaska Division of Parks and Outdoor Recreation	National Register of Historic Places, 1991
Rika’s Roadhouse	Alaska Division of Parks and Outdoor Recreation	National Register of Historic Places, 1976

In addition to listed National Register sites, Alaska has created Alaska's Historic Preservation Plan. This plan is intended to guide preservation activities in Alaska and its mission focuses on efforts similar to the North Richardson Highway Scenic Byway effort. The mission of the plan is to achieve supportive public policy and sustainable funding for historic preservation. Under the Plan, several goals and objectives have been identified that complement the goals developed for the North Richardson Highway Scenic Byway. These include increasing public awareness of the value and importance of Alaska's archaeological and historic resources (Goal C); strengthening efforts to identify, study, designate, interpret, and

protect or treat significant archaeological and historic resources (Goal C); and forming new partnerships to expand and strengthen the historic preservation community (Goal D).

Other Resource Maintenance Opportunities

In addition to the existing resource management provided by land management agencies and national designations, there are other strategies to ensure that resources are maintained and new development (if any) along the corridor is done in a manner sensitive to the intrinsic qualities along the byway. Resource management and maintenance can also be sustained through existing organizations that focus on resource management, maintenance and overall beautification. The North Richardson Highway Scenic Byway Advisory Committee sees partnering with these other organizations as a powerful tool in accomplishing the Goals for the byway corridor.

Keep America Beautiful, Inc.

Keep America Beautiful, Inc. is the nation's largest volunteer-based community action and education organization. With a network of affiliate and participating organizations across the United States, Keep America Beautiful forms public-private partnerships and programs that engage individuals to take greater responsibility for improving their community's environment. Keep America Beautiful has three (3) main programs to help support its mission: litter prevention, waste management, and beautification. These three (3) programs are directly in-line with the Goals of the North Richardson Highway Scenic Byway (Goal B). Currently, there are no Keep America Beautiful affiliate chapters in Alaska. The Byway Advisory Committee will seek to partner and establish a Keep America Beautiful chapter that can assist with creating a sustainable maintenance plan for the byway and encourage property up-keep, roadside beautification and landscaping.

Take Pride in America

Take Pride in America is a national partnership program that focuses on increasing volunteer service on America's public lands. Take Pride encourages citizen stewardship through public awareness campaigns and an interactive website that lists volunteer opportunities at natural and cultural sites across the country. Individuals, groups, organizations, and corporations can become involved by visiting the program website, www.takepride.gov, which features a searchable database of short-term and long-term volunteer opportunities on public lands. In addition, Take Pride in America offers a "VolunTourism" program which is a technique to get people involved in volunteer activities while they are on vacation. Take Pride in America also partners with Travelocity (an on-line travel agent) on their "Travel for Good" program, which provides quarterly grants to people who have demonstrated long-term contributions through volunteering, but do not have the financial means to take a volunteer vacation. Development of a stronger resource maintenance focused volunteer-base is a goal of the North Richardson Highway Scenic Byway (Goals B and G). Numerous volunteer opportunities in Alaska are listed on the Take Pride in America website, including along the North Richardson Highway. The Byway committee will work with local public lands and sites to ensure volunteer opportunities continue to be offered along the byway.

Alaska Department of Transportation and Public Facilities

The Alaska Department of Transportation and Public Facilities manages road construction, maintenance and operations, and landscaping (including brushcutting and mowing) for state-maintained roads. The Byway Advisory Committee will seek out opportunities to collaborate with the Department to support efforts to maintain the road and road right of way (Goal B).

Special Events and Celebrations

The North Richardson Highway Scenic Byway Advisory Committee may promote maintenance and beautification of the byway through participation in special events and celebrations that raise awareness of the byway and create partnerships with other organizations with similar missions.

National Public Lands Day (typically held in late summer/early fall) began in 1994. This annual day involves federal agencies as well as state and local land managers caring for shared lands and seeks to build partnerships between the public sector and the local community based upon mutual interests (Goal D). Information about National Public Lands Day is located at www.publiclandsday.org.

Arbor Day is a nationally-celebrated day that encourages tree planting and care. Alaska celebrates Arbor Day on the third Monday in May. The Byway Advisory Committee may seek to participate in local Arbor Day programs as a way to raise awareness of the byway and create partnerships with other organizations (Goal D).

All long-term maintenance and management of the byway's intrinsic resources will require collaboration as this Corridor Partnership Plan is implemented over time. In addition, the North Richardson Highway Scenic Byway Committee will seek out resource maintenance opportunities that may include:

- Collaboration with private property owners
- Land acquisition programs
- Voluntary conservation easements

Implementation Responsibilities

NSB Criteria # 4 –
“a listing of agency, group and individual responsibilities in the implementation of the CMP.”

Implementation of the North Richardson Highway Scenic Byway CPP is of the utmost importance and critical to the long-term success as a scenic byway. This section of the CPP

provides a summary of implementation strategies formulated and discussed for the North Richardson Highway Scenic Byway. These implementation strategies are directly tied to the Goals and Objectives developed for the byway. Templates of agreements and bylaws for corridor administration and management are provided in the Appendix.

A key element of long-term byway success is the formation of a strong volunteer base that can lead byway efforts and ensure sustainable progress. In the creation of this Corridor Partnership

Plan, volunteers elected to participate on a North Richardson Highway Scenic Byway Advisory Committee (Table 4). The role of the Advisory Committee has been to guide the development of this CPP; develop goals and a vision for the byway; outline implementation responsibilities; and commit to work together, and with others, to ensure the byway and its valuable resources are managed and maintained.



Photo by Julianne Hanson

Table 4: Advisory Committee Volunteers

Member	Organization
Judy Biggane	Resident
Flower Cole	Deltana Community Corporation
Danielle Cox	Princess Cruise Lines
Matt Divens	Princess Cruise Lines
Mary Leith-Dowling	City of Delta Junction (Mayor)
Maureen Gardner	Alaska Division of Parks and Outdoor Recreation
Amy Geiger	University of Alaska Museum of the North
Lambert Hazelaar	Minnie Street B&B (Fairbanks)
Deb Hickok	Fairbanks Convention and Visitors Bureau
Annie Hopper	Black Rapids Roadhouse/Lodge
Doug Isaacson	City of North Pole (Mayor)
Irene Mead	Delta Historical Society
Edward Niewohner	Fairbanks Historic Preservation Foundation
Joe Ribar	Representing Fairbanks & Harding Lake
Barbara Schulmann	Harding Lake and Salcha River
Dick Wenger	Big Delta State Historical Park Concessionaire Whitestone Farms, Inc. (Rika’s Roadhouse)

Responsibility Matrix

Based on the foundation of Goals and Objectives established in this CPP for the North Richardson Highway Scenic Byway, a matrix of Strategies/Action Items, responsible entities, and timeframes has been developed. Table 5: Implementation Responsibilities serves as an outline of action items to be completed by the Byway Advisory Committee in their efforts to implement this CPP.

Over time, the Byway Advisory Committee may modify or expand their goals, objectives and strategies; or develop new strategies as activities are accomplished.

Table 5: Implementation Responsibilities

Goal	Objectives	Strategies/Action Items	Responsible Party	Timeframe
Goal A: Traveler Amenities Enhance and/or increase traveler amenities along the byway to ensure an enjoyable year-round experience along the North Richardson Highway Scenic Byway.	Develop safety communications and response systems.	<ol style="list-style-type: none"> 1. Research safety/response systems. 2. Develop plan for implementation. 3. Seek funding to install safety and response systems. 	Annie Hopper, Black Rapids Lodge Judy Biggane, AKDOT	2009-2011
	Identify potential locations and encourage appropriate entities to construct additional pull-off areas with interpretive signage.	<ol style="list-style-type: none"> 1. Collaborate with AKDOT & PF and local land managers/owners to gain support for additional pull-offs 2. Identify locations for pull-offs. 3. Seek funding to plan, design, and construct pull-off areas. 	Maureen Gardner, Alaska DNR Judy Biggane, AKDOT	2009-2011
	Identify potential locations and encourage appropriate entities to construct additional restroom facilities along the byway	<ol style="list-style-type: none"> 1. Collaborate with local land managers/owners to gain support for additional restrooms. 2. Identify locations for restrooms. 3. Seek funding to plan, design, and construct restroom facilities. 	Maureen Gardner, Alaska DNR Judy Biggane, AKDOT	2009-2011
Goal B: Byway Maintenance Enhance maintenance efforts to ensure a consistent scenic drive along the North Richardson Highway Scenic Byway.	Create and implement a sustainable, year-round maintenance plan for all byway amenities.	<ol style="list-style-type: none"> 1. Collaborate with AKDOT & PF to maintain the road and right-of-way. 2. Partner/establish a Keep America Beautiful chapter. 	Doug Isaacson, City of North Pole Barbara Schulmann, Harding Lake and Salcha River	2011
	Work with federal/state/local governments, private land owners, businesses and indigenous organizations to encourage maintenance, highway beautification, participation in Adopt-A-Highway, and landscaping.	<ol style="list-style-type: none"> 1. Work with local public lands to create volunteer opportunities. 2. Development of a stronger resource maintenance focused volunteer-base. 	Mary Leith-Dowling, Town of Delta Junction	2011-2015
	Provide incentives to enhance landscaping or control vegetation in areas along the byway.	<ol style="list-style-type: none"> 1. Research incentives (best practices) 2. Collaborate with local land managers/owners to gain support for vegetation control. 3. Work with agencies and non-profits to provide incentives for landscaping and vegetation control. 	Doug Isaacson, City of North Pole Barbara Schulmann, Harding Lake and Salcha River	2011-2015

	Support roadway maintenance and improvements that allow for/encourage bicycle use along the corridor.	<ol style="list-style-type: none"> 1. Work with AKDOT & PF to gain support for increase bicycle use of the byway. 2. Identify roadway maintenance or improvements that will increase bicycle use. 	Doug Isaacson, City of North Pole Mary Leith-Dowling, Town of Delta Junction	2011-2015
	Seek to develop and maintain the corridor infrastructure to ensure the byway is safely traveled year-round.	<ol style="list-style-type: none"> 1. Work with AKDOT & PF to ensure corridor can be safely traveled year-round. 2. Support AKDOT & PF in identifying improvements that will increase safe travel. 3. Seek funding to plan, design, and construct any improvements. 	Doug Isaacson, City of North Pole Mary Leith-Dowling, Town of Delta Junction	2011-2015
	Seek grants and other funding sources to fund beautification efforts along the byway.	<ol style="list-style-type: none"> 1. Create a funding/grant sub-committee. 2. Develop a funding plan. 3. Consider forming a 501c(3) 4. Apply for grants to fund byway efforts. 	Doug Isaacson, City of North Pole Barbara Schulmann, Harding Lake and Salcha River Mary Leith-Dowling, Town of Delta Junction	2011-2015
Goal C: Education and Interpretation Enhance education about the North Richardson Highway Scenic Byway in an effort to tell its story.	Work with local residents and indigenous organizations to capture stories about the history of the North Richardson Highway Scenic Byway and its communities.	<ol style="list-style-type: none"> 1. Create an Education sub-committee. 2. Interview local residents and indigenous organizations to capture stories. 3. Incorporate those stories into plans for interpretive signage and promotion. 	Irene Mead, Delta Historical Society Annie Hopper, Black Rapids Lodge Judy Biggane, AKDOT Maureen Gardner, DNR	2011-2013
	Promote safe travelling practices along the byway.	<ol style="list-style-type: none"> 1. Identify safe travelling practices. 2. Create a brochure or interpretive signage that teaches travelers about safe practices. 3. Work with local chambers to place brochures in tourism centers, etc. 	Irene Mead, Delta Historical Society Annie Hopper, Black Rapids Lodge Judy Biggane, AKDOT Maureen Gardner, DNR	2011-2013

	Develop a series of interpretive signs and markers that give the byway a unified look or theme	<ol style="list-style-type: none"> 1. Collaborate with local land managers/owners to gain support for interpretive signage. 2. Identify locations for interpretive signs. 3. Seek funding to plan, design, and construct interpretive signs. 	Irene Mead, Delta Historical Society Annie Hopper, Black Rapids Lodge Judy Biggane, AKDOT Maureen Gardner, DNR	2011-2013
	Develop a series of educational maps and/or guidebooks.	<ol style="list-style-type: none"> 1. Identify topics for guidebooks. 2. Outline a byway map. 3. Seek funding to design, and print maps and guidebooks. 4. Work with local chambers to have maps and books placed in tourism centers, etc. 	Irene Mead, Delta Historical Society Annie Hopper, Black Rapids Lodge Judy Biggane, AKDOT Maureen Gardner, DNR	2011-2013
	Provide opportunities for education and research.	<ol style="list-style-type: none"> 1. Collaborate with local educational institutions to develop research projects. 	Irene Mead, Delta Historical Society	2011-2013
Goal D: Partnering Create sustainable partnerships that preserve and enhance the corridor for future generations.	Work with adjacent communities and byway groups to extend the byway and foster connections to other scenic drives in the State.	<ol style="list-style-type: none"> 1. Collaborate with local communities between byways to encourage byway support. 2. Develop a relationship with the Richardson Byway (Valdez to Glennallen) for cross-promotion. 3. Develop partnerships and support to extend the byway to Paxson. 	Doug Isaacson, City of North Pole Dick Wenger, Rika's Roadhouse Deb Hickok, Fairbanks CVB	2010-Ongoing
	Collaborate with Sister City programs and other cooperative highway organizations and interested stakeholders to encourage joint promotional efforts.	<ol style="list-style-type: none"> 1. Participate in the Sister City Program. 2. Participate in National Public Lands Day. 3. Participate in Alaska Arbor Day. 	Doug Isaacson, City of North Pole Dick Wenger, Rika's Roadhouse Deb Hickok, Fairbanks CVB	2010-Ongoing
	Explore/develop an administrative vehicle to seek and manage funding for a future byway organization.	<ol style="list-style-type: none"> 1. Research options for byway organization. 2. Formalize the byway organization. 3. Develop, Approve, Sign bylaws. 4. Elect Byway Officers. 	Doug Isaacson, City of North Pole Dick Wenger, Rika's Roadhouse	2009

	Work with federal, state and local governments and jurisdictions, private land owners, businesses and indigenous organizations to establish partnerships that accomplish all plan goals.	<ol style="list-style-type: none"> 1. Develop a Partnering Sub-Committee. 2. Identify opportunities to partner with other organizations with similar missions. 3. Create a Partner Recognition Program to thanks/recognize contributions to the byway. 	Doug Isaacson, City of North Pole Dick Wenger, Rika's Roadhouse Deb Hickok, Fairbanks CVB	2011-2015
Goal E: Signage/Wayfinding Create an integrated, unified and thorough signage system that guides the traveler experience along the North Richardson Highway Scenic Byway.	Review and suggest improvements to existing policies and regulations that pertain to commercial, wayfinding and interpretive signage along the byway.	<ol style="list-style-type: none"> 1. Research existing sign policies. 2. Identify needs and suggested improvements to byway signage. 	Maureen Gardner, DNR Irene Mead, Delta Historical Society Annie Hopper, Black Rapids Lodge Deb Hickok, Fairbanks CVB	2009-2013
	Assess the use of the existing Milepost System as a means of providing consistent signage/wayfinding (easy-to-locate) for travelers.	<ol style="list-style-type: none"> 1. Research the ability and effectiveness of the Milepost systems for wayfinding. 2. Identify needs and suggested improvements to Milepost system. 3. Work with AKDOT & PF on improvements to the milepost system. 	Maureen Gardner, DNR Irene Mead, Delta Historical Society Annie Hopper, Black Rapids Lodge Deb Hickok, Fairbanks CVB	2009-2013
	Seek to create signage/wayfinding/interpretation that is in a style consistent with the byway public signage to ensure a uniform look and message for travelers.	<ol style="list-style-type: none"> 1. Determine a byway logo or theme. 2. Based on theme, identify a style or sign image that represents the byway. 3. Determine how this image/logo can be incorporated in byway and interpretive signage, maps, guidebooks, etc. 	Maureen Gardner, DNR Irene Mead, Delta Historical Society Annie Hopper, Black Rapids Lodge Deb Hickok, Fairbanks CVB	2009-2013
Goal F: Tourism Marketing Promote the North Richardson Highway Scenic Byway as a year-round byway destination for travelers of all ages.	Expand the use of technology to tell the story of the North Richardson Highway Scenic Byway.	<ol style="list-style-type: none"> 1. Research technologies being used on other byways. 2. Identify what technologies will work for the North Richardson Highway Scenic Byway. 	Fairbanks CVB Delta Chamber City of North Pole Economic Development	2011-2016

	Work with local businesses to promote the North Richardson Highway Scenic Byway.	<ol style="list-style-type: none"> 1. Introduce all businesses along the corridor to the byway. 2. Create a method for local business to promote the byway, and vice versa. 3. Work in coordination with ADCCED to develop a hospitality training series for byway businesses. 	Fairbanks CVB Delta Chamber City of North Pole Economic Development	2011-2016
	Develop marketing strategies and tools for specific target markets.	<ol style="list-style-type: none"> 1. Create a Marketing and Promotion sub-committee 2. Create a byway marketing plan. 3. Work with the local Chambers and CVB on marketing plan. 	Fairbanks CVB Delta Chamber City of North Pole Economic Development	2011-2016
Goal G: Resources Promote and provide economic opportunities through developing strategies for the conservation and enhancement of byway resources.	Develop incentive programs within local governments that encourage the conservation of key resources and sites along the byway.	<ol style="list-style-type: none"> 1. Work with local public lands to create volunteer opportunities. 2. Development of a stronger resource maintenance focused volunteer-base. 	NRH Advisory Committee Jim Whittaker, Fairbanks North Star Borough	2010-2015
	Seek strategies to enhance the key resources (scenic, historic, recreational, cultural, archaeological or natural features) that are considered representative, unique, irreplaceable, or distinctly characteristic of the byway area.	<ol style="list-style-type: none"> 1. Work with local land owners and managers to voluntarily maintain and/or enhance the byway's resources. 2. Work with owners and operators of historic sites to encourage resource protection. 3. Develop relationships with private property owners to encourage resource protection. 	NRH Advisory Committee Jim Whittaker, Fairbanks North Star Borough	2010-2015
Goal H: Recreation Enhance and/or expand year-round recreational opportunities along the byway.	Identify and develop a corridor trail system (hiking/biking) that is accessible from the highway.	<ol style="list-style-type: none"> 1. Work with local land managers/owners to gain support for a trail system. 2. Seek grant funding to plan, design, and construct a trail system. 	Maureen Gardner, DNR Annie Hopper, Black Rapids Lodge Judy Biggane, AKDOT Barbara Schulmann, Harding Lake and Salcha River	2011-2016

	Increase accessibility to recreation along the byway.	<ol style="list-style-type: none"> 1. Identify improvements that will increase accessibility. 2. Seek grant funding to plan, design, and construct any accessibility improvements. 	<p>Maureen Gardner, DNR Annie Hopper, Black Rapids Lodge Judy Biggane, AKDOT Barbara Schulmann, Harding Lake and Salcha River</p>	2011-2016
	Increase bicycle and pedestrian accessibility and use of byway.	<ol style="list-style-type: none"> 1. Work with AKDOT & PF to gain support for increase bicycle and pedestrian use of the byway. 2. Identify improvements that will increase bicycle and pedestrian accessibility. 3. Seek grant funding to plan, design, and construct any improvements. 	<p>Maureen Gardner, DNR Annie Hopper, Black Rapids Lodge Judy Biggane, AKDOT Barbara Schulmann, Harding Lake and Salcha River</p>	2011-2016

Public Participation

One of the goals for the North Richardson Highway Scenic Byway is to create sustainable partnerships that enhance and maintain the corridor for future generations. In order to effectively accomplish this goal, the North Richardson Highway Scenic Byway must work with adjacent communities, interest groups and the public to encourage joint efforts for the long-term success of the byway. This section of the Corridor Partnership Plan (CPP) discusses the outreach and participation efforts to date, as well as a plan for on-going participation.

The Advisory Committee

During the development of this CPP, an Advisory Committee was established. At the initial Public Kick-Off Meeting for the project, the role of the Advisory Committee was discussed and participants were asked to volunteer and serve on the committee. A list of Advisory Committee members is included in Table 4 (see previous section). The purpose of the Advisory Committee is to represent the wishes, desires and concerns of the corridor communities, businesses and interested groups, as well as to bring a variety of experience, backgrounds and ideas to the table. The Project Advisory Committee is a smaller group of individuals that represent the larger community who effectively work together in decision-making and providing consistent guidance in the development of the CPP. The Advisory Committee met on February 24, 2008, September 16, 2008, and January 31, 2009. Copies of minutes from these meetings are included in the Appendix.

Community Workshops

Three (3) community workshops were held during the creation of this CPP. The purpose of these community workshops was to gather community input about the North Richardson Highway Scenic

Byway, identify and assess the intrinsic qualities of the byway corridor, develop common goals for the byway, and present the components of the Corridor Partnership Plan. Copies of the workshop summaries are included in the Appendix. Overall, three (3) sets of community workshops took place.

*NSB Criteria # 6 –
“A plan to assure on-going public participation.”*

- Public/Community Kick-Off Meetings #1 (Fairbanks and Delta Junction)
- Community Workshops #2 (Fairbanks and Delta Junction)
- Community Workshops #3 (Fairbanks and Delta Junction)

The Public Kick Off meetings were held in Fairbanks and Delta Junction on January 8, 2008 and January 9, 2008 respectively. At these meetings, the overall concept of a Corridor Partnership Plan was presented. Participants also reviewed draft corridor maps and provided their input into the vision and goals for the byway. A vision exercise elicited the communities preferred phrases or words that eventually were incorporated into the corridor vision. Participants also provided ideas of goals they'd like to see the byway accomplish, issues of concern, and long-term opportunities that should be pursued. The Fairbanks meeting had 16 participants and the Delta Junction meeting had seven (7) participants.



Photo by Lynne Marie Whately

A second round of community workshops were held in Fairbanks on May 12, 2008 and Delta Junction on May 13, 2008. At these meetings, the first draft of the CPP was presented to the public. Comments were gathered on the draft Vision Statement and Initial Goals and Strategies for the byway. Participants provide numerous comments and suggestions that were incorporated into the Second Draft CPP. The Fairbanks meeting had seven (7) participants and the Delta Junction meeting had eight (8) participants.

A third and final round of community workshops were held in Fairbanks and Delta Junction on October 15, 2008 and October 16, 2008 respectively. At these final community meetings, the second draft of the CPP was presented. Comments were gathered on the revised Vision Statement and Goals and Strategies for the byway, as well as on the intrinsic resources identified in the plan. Numerous participants provide suggestions on additional resources to be added to the plan. These suggestions and revisions were incorporated into the Final CPP. The Fairbanks meeting had six (6) participants and the Delta Junction meeting had two (2) participants.

Notices and Advertising

Meeting notices were placed in both the Fairbanks Daily News-Miner and the Delta Wind 30 days prior to all public meetings/workshops. Copies of these notices are included in the Appendix of this document.

Mailing List

In addition to the notices and advertising noted above, an extensive mailing (E-mail) list was developed for use in distributing meeting notices, press releases and information about the development of the CPP. This mailing list will also be utilized after designation to continue generating byway support and a strong volunteer base.

In general, the mailing list includes:

- Newspapers
- Radio Stations
- Television Stations
- Schools/Universities in the area
- Lodging Establishments
- Tourist Attractions (private businesses)
- Cruise Ship Lines
- Government Entities
- Native Organizations

On-Going Plans for Public Participation

As noted previously, a goal for the North Richardson Highway Scenic Byway is to create sustainable partnerships that will enhance the corridor for future generations. This will be accomplished through a byway organization composed of representatives from local communities, businesses and other stakeholders to provide outreach to those living or doing business along the byway. This on-going participation will include:

1. Continue to hold regular Advisory Committee Meetings and encourage more participation from other communities. This will include establishing formal bylaws for the committee.
2. Continue to hold general public meetings/workshops at times and locations most convenient to the communities along the North Richardson Highway Scenic Byway.
3. Invite and encourage community input through public meetings at major milestones in the future of the North Richardson Highway Scenic Byway.
4. Develop a series of educational maps and/or guidebooks (Goal C)
5. Work with locals to encourage property maintenance, highway beautification and landscaping (Goal B).

Tourism and Promotion

Tourism, economic development, marketing and interpretation of the byway and its resources are critical to the long-term success of the North Richardson Highway Scenic Byway, and are important issues to the byway communities.

Currently, the North Richardson Highway Scenic Byway, and the intrinsic qualities along it, are promoted through numerous local outlets such as tour operators, conventions and visitor bureaus, chambers of commerce and local businesses. *The Milepost*, a commonly used Alaska Travel magazine, provides a detailed milepost-by-milepost inventory of amenities and businesses along most Alaska roads, including the North Richardson Highway Scenic

Byway. Other direct advertising includes AAA and Tourism North (a Canadian publication). These existing marketing approaches will continue to be supported while new approaches are developed and implemented. This plan for marketing will make use of existing sources, as well as target new methods for promoting the byway.

A strong partnership exists between the byway communities and the Fairbanks Convention and Visitors Bureau (FCVB). The FCVB *2008 Strategic*

NSB Criteria #8 –

“A plan to accommodate Commerce while still maintaining safety”

NSB Criteria #9 –

“Demonstrate that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for enhancing that experience”

NSB Criteria #12 –

“A plan for how the byway will be marketed”

NSB Criteria #14 –

“Description of plans for interpretation”

Marketing Plan outlines several “areas of emphasis” that target specific markets. These “areas of emphasis” seek to market the ‘opportunity’ season (i.e. winter); create niche tourism advantages that can be filled by the Fairbanks area; and collaborate with community partners on other marketing and economic development activities. The *2008 Strategic Marketing Plan* states “In recent years, the FCVB has made great strides in acknowledging that product development is an important part of marketing Fairbanks as a destination.... Establishing scenic byways ... strengthen the links between Fairbanks and the Interior/Far North.” Also, Objective Seven, of the Strategic Actions identified in the FCVB plan, states that the FCVB will “actively participate in the development of the North Richardson Corridor Partnership Plan.”

The North Richardson Highway Scenic Byway is a key attraction that helps achieve the intent of the FCVB’s *2008 Strategic Marketing Plan*. With countless winter recreational resources and the existing collaboration among byway communities, the North Richardson Highway Scenic Byway is a tourism product that can be easily “sold” to tourists and tour operators as a vacation destination. This partnership and goal of cross-promotion is an outstanding example of the byway communities and marketing professionals working together to promote the North Richardson Highway Scenic Byway.

In examining the market of travelers that visit Alaska, several key groups appear to be ideal candidates to focus marketing efforts upon. The North Richardson Highway Scenic Byway will be marketed to the following key travel markets:

- Writer Groups
 - Outdoor Writers Association of America
 - Northwest Outdoor Writers Association
 - Society of American Travel Writers
- Western United States travelers
- Anchorage travelers

- Niche markets (mentioned above)
- International travelers
 - Japan
 - Germany
 - Australia
 - Korea
 - China

In addition to the partnership with the Fairbanks Convention and Visitors Bureau, the North Richardson Highway Scenic Byway community also seeks to promote the corridor through the tourism outlets in the Delta Junction area (Goal F). The Delta Junction Chamber of Commerce operates a Visitor Center (open seasonally) where travelers can obtain information about the areas resources and facilities. The Chamber also operates the Sullivan Roadhouse Museum. In an effort to encourage economic development, the Chamber sells “Chamber Vouchers” to the public for redemption at participating member businesses, as well as promotes the Delta



Photo by Lynne Marie Whately

Junction area in several publications locally, statewide and nationally.

Although, the byway corridor currently has infrastructure in place to support an increase in travelers while maintaining a safe driving experience, it is a goal (Goal A) of the byway communities to increase the availability of traveler amenities. These might be lodging, restaurants, or other tourism-related services. The corridor can easily accommodate additional travelers (see the Roadway Characteristics Section) safely and with no disruption to the intrinsic qualities or enjoyment. The byway communities have identified several goals that will also enhance this traveler experience by providing increased facilities (restrooms, pull-offs, interpretation, etc).

Interpretation of the byway resources will be increased (Goal C) through the development of a series of interpretive signs and markers. These interpretive signs will give the byway a unified look, as well as provide opportunities for traveler education. The byway community will seek grant funding and partnering to help accomplish this goal.

Roadway Characteristics

This section of the CPP provides an overview of the basic characteristics of the roadway, as well as an evaluation of how any design changes may affect the intrinsic qualities of the corridor.

Roadway Characteristics

The Richardson Highway (Alaska Highways 2 and 4) extends from Valdez to Fairbanks, a distance of almost 400 miles. The segment from Valdez to Glennallen was designated as an Alaska State Scenic Byway on January 15, 1998. The North Richardson Highway Scenic Byway segment, from Fort Greely (Milepost 261) to Fairbanks (Milepost 362) was designated as an Alaska State Scenic Byway on December 23, 2004. An additional segment of the North Richardson Highway Scenic Byway segment, from Black Rapids Roadhouse (Milepost 227.4) to Fort Greeley (Milepost 261) was designated as an Alaska State Scenic Byway on September 18, 2008.

While the North Richardson Highway Scenic Byway segment is mainly a two-lane facility with paved shoulders of varying widths, it does widen to four-lanes in some areas. Table 6 depicts the number of lanes by Milepost.

NSB Criteria #7 –

“A general review of the road’s safety...”

NSB Criteria #13 –

“A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the corridor.”

Table 6: Number of Roadway Lanes

Mileposts	Number of Lanes
Milepost 227-266	Two-Lane
Milepost 266-267	Four-Lane
Milepost 267-340	Two-Lane
Milepost 340-362	Four-Lane

The speed limit along the corridor ranges from 35 to 65, with speed limits of 55 to 65 being the most prevalent. Several paved pull-outs exist and provide travelers a location to pull over and take in scenic views. Occasional restroom facilities exist, but are limited outside of the towns and city portions of the byway.

The byway communities want to increase the number of pull-off areas and restroom facilities available for travelers. Future byway efforts and grant pursuits may target improvements that can incorporate some additional visitor facilities recommended in this CPP, however partnerships may need to be established for the maintenance of these facilities.

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has a detailed roadway inventory, which denotes the location of bridges, cross streets, pull-off areas and other facilities along the North Richardson Highway Scenic Byway (see Appendix). It is important to note that the milepoints in the ADOT&PF inventory do not directly match the actual signed mileposts on the highway. The ADOT&PF inventory is for engineering purposes, while the actual mileposts on the highway are used for residential and business addresses, maintenance, and driver wayfinding. This CPP documents all corridor features by the signed milepost, not by the ADOT&PF inventoried milepoint figures.

Other Travel Modes

The North Richardson Highway has limited facilities to accommodate other modes of travel such as pedestrians and cyclists. Increased use of the corridor by these other modes is a goal of the byway communities. Currently pedestrian access along the highway is reserved to some sidewalks in more populated areas and paved shoulders. Cyclists primarily prefer to use the paved shoulders of the highway. Paved shoulders along the North Richardson Highway range from 4 to 8 feet and are in a variety of conditions; however from Delta Junction to Black Rapids Lodge there are no paved shoulders. Given that paved shoulders are the only area for pedestrians and cyclists and that the average posted speed on the highway ranges from 55-65 mph, a majority of the North Richardson Highway is not conducive for these other travel modes.

In general, a wider paved shoulder (8 feet) is more comfortable for non-vehicular traffic and a consistent, wide shoulder width for the entire highway would significantly improve accessibility of the byway by other travel modes. Increased sidewalks in the more populated areas should also be encouraged. These recommended design standards would in no way degrade or alter the significance of the corridor's intrinsic resources, amenities or scenic beauty.

Safety

The North Richardson Highway has a very low rate of reported accidents as compared to the State as a whole. According to the 2002 Alaska Traffic Collisions (ADOT&PF) shown in Tables 7 and 8, which is the most recent accident data available, the North Richardson Highway had a very low occurrence of accidents. The majority of accidents are found to have occurred between Mileposts 347 and 362, which is the most populated and heavily traveled section of this byway.

Table 7: Accident Data by Milepost

MP	Avg Daily Traffic	Number of Accidents						
		Property Damage Only	Minor Injury	Major Injury	Fatal	Total	Moose	Alcohol Related
227-260	683	6	1	0	0	7	1	0
261-268	1,666	2	2	0	0	4	1	0
268-269	3,588	1	0	0	0	1	0	0
269-271	2,662	0	2	0	1	3	0	0
271-289	1,790	8	5	0	0	13	2	0
289-307	1,447	5	2	1	0	8	2	0
307-320	1,505	4	4	1	0	9	1	0
320-329	2,208	2	2	0	0	4	1	0
329-345	3,278	11	0	0	0	11	5	0
345-347	9,259	9	5	0	0	14	2	1
347-350	11,434	2	1	1	0	4	0	0
350-352	13,087	3	3	0	1	7	0	2
352-358	14,488	16	15	2	0	33	3	5
358-361	23,102	13	6	1	0	20	6	0

Table 8: Accident Occurrence as Compared to State

Accident Type	North Richardson	Alaska
Total Accidents	141	13,325
Property Damage Only	82	8,998
Injury	54	4,249
Fatality	3	78

Planned Projects

There are four (4) planned projects along this segment of the North Richardson Highway Scenic Byway. None of the projects are expected to negatively impact the scenic character of the corridor or degrade the intrinsic resources.

Richardson Highway MP 348 North Pole Interchange

Contract Completion Date: Summer 2009

Construct a grade separated interchange on the Richardson Highway in North Pole. Reconfigure 5th Ave./Mission Road and Laurance Road intersections to allow only right-in and right-out movements. Acceleration and deceleration lanes will be lengthened.

Status: Construction funding for this project is in Fiscal Year 2008/2009.

Richardson Highway MP 350 Badger Interchange

Contract Completion Date: Summer 2009

Improvements to the North Richardson Highway overpass ramps and intersections at North Pole. Project is an essential highway improvement for general mobility, and will facilitate the construction logistics of the Alaska Natural Gas Pipeline. This project includes Bridge No. 1959 Badger Loop Undercrossing.

Status: Construction funding for this project is in Fiscal Year 2008.

Richardson Highway Milepost 353 to 357 Access/Safety Improvements

Contract Completion Date: Summer 2009

Completion of access and safety improvements along the Richardson Highway.

Status: Design funding for this project is in Fiscal Year 2008. Right of Way funding for this project is in Fiscal Year 2009.

Richardson Highway Milepost 357 Weigh Station Scales

Estimated Bid Date: Summer 2009

New weighing system facility to facilitate simultaneous gross axle and gross weight indications for truck weight enforcement will be constructed.

Status: Design funding for this project is in Fiscal Year 2008. Construction and Utility funding for this project is in Fiscal Year 2009.

Source: Information about these projects was acquired from the 2006-2009 State Transportation Improvement Plan (STIP) and the Northern Regional Office of the Alaska Department of Transportation and Public Facilities.

Maintenance

Maintenance is a very important issue to the North Richardson Highway Scenic Byway communities and is shown in Goal B: Byway Maintenance, a top priority for improvement. Maintenance of the highway itself appears to be good, keeping the roadway in safe driving conditions year-round. Along the roadsides, however, maintenance appears to be an issue. In some cases, maintenance of property held by private landowners is lacking, creating visual eyesores along an otherwise beautiful corridor.

The North Richardson Highway Scenic Byway communities have a strong desire to work with federal, state and local governments and jurisdictions, private land owners, businesses and indigenous organizations to encourage the maintenance, highway beautification and landscaping, where appropriate. It is a goal of the byway community (Goal B) to work with ADOT & PF to create a sustainable maintenance plan for the North Richardson Highway Scenic Byway that will ensure corridor infrastructure and roadsides are maintained in a way that keeps the byway scenic and safely traveled year-round.

Signage

Overall signage along the North Richardson Highway Scenic Byway is highly controlled and through existing state laws, complies with federal policies encouraging restrictions on outdoor advertising along scenic byways. These existing sign controls ensure that signage (existing or proposed) will in no way negatively affect a travelers experience along the byway.

In 1998, Alaskans voted by an overwhelming majority (over 70%) to ban billboard (off-site) advertising within the State. Two current State Statutes control signage/outdoor advertising. These statutes seek to maintain the scenic character and beauty of the State and scenic drives such as the North Richardson Highway Scenic Byway. Two state statutes control the erection of outdoor advertising on the North Richardson Highway Scenic Byway.

NSB Criteria #10 – “Demonstration of compliance with existing local, State and Federal laws on the control of outdoor advertising”

NSB Criteria #11 – “A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience”

Alaska State Statute, Section 19.25.090. Outdoor advertising prohibited.

Except as provided in AS 19.25.105 all outdoor advertising is prohibited.

Alaska State Statute, Section 19.25.105. Limitations of outdoor advertising signs, displays, and devices.

(a) Outdoor advertising may not be erected or maintained within 660 feet of the nearest edge of the right-of-way and visible from the main-traveled way of the interstate, primary, or secondary highways in this state except the following:

(1) directional and other official signs and notices which include, but are not limited to, signs and notices pertaining to natural wonders, scenic and historic attractions, which are required or authorized by law, and which shall conform to federal standards for interstate and primary systems;

(2) signs, displays, and devices advertising the sale or lease of property upon which they are located or advertising activities conducted on the property;

(3) signs determined by the state, subject to concurrence of the United States Department of Transportation, to be landmark signs, including signs on farm structures, or natural surfaces, of historic or artistic significance, the preservation of which would be consistent with the provisions of this chapter;

(4) directional signs and notices pertaining to schools;

(5) advertising on bus benches or bus shelters, and adjacent trash receptacles, if the state determines that the advertising conforms to local, state, and federal standards for interstate and primary highways.

(b) [Repealed, Section. 21 Chapter 94 SLA 1980].

(c) Outdoor advertising may not be erected or maintained beyond 660 feet of the nearest edge of the right-of-way of the main traveled way of the interstate, primary, or secondary highways in this state with the purpose of their message being read from that travel way

except those outdoor advertising signs, displays, or devices allowed under (a) of this section.

(d) Outdoor advertising may not be erected or maintained within the right-of-way of an interstate, primary, or secondary highway except that outdoor advertising

(1) on bus benches and bus shelters, and adjacent trash receptacles, located within the right-of-way under the authority of a permit issued under AS 19.25.200 is allowed if the bus benches or bus shelters are located within a borough or unified municipality and the buses that stop at that location operate during the entire year; or

(2) present in the right-of-way on January 1, 2005, may remain, subject only to removals required by federal highway funding requirements imposed on the state by federal law, until or unless an encroachment permit for the outdoor advertising is denied under AS 19.25.200(c).

Wayfinding and Byway Signage

It is a goal of the byway communities (Goal E) to create an integrated, unified and thorough signage system that guides the traveler experience along the North Richardson Highway Scenic Byway. The byway communities want to partner with the state and local jurisdictions to review and suggest improvements to existing policies and regulations that could help enhance wayfinding and interpretive signage along the byway. In addition, a strategy that seeks to create signage/wayfinding/interpretation that is in a style consistent with the byway public signage will ensure a uniform look and message for travelers.

The North Richardson Highway Scenic Byway, due in part to its rural nature, uses the State Milepost System as the main wayfinding system. Along the byway, resources and attractions are located by milepost and can be easily found by the existing, small roadside signs erected and maintained by the ADOT&PF. This milepost system supports the visitor experience by providing consistent and

easy-to-follow wayfinding along the North Richardson Highway Scenic Byway, however additional wayfinding is necessary. The byway communities recognize that funding available for signage and maintenance by AKDOT&PF is limited and that additional needs/desires may need to be filled through grants, etc.

As a compliment to wayfinding signage, the interpretive signage needs to be increased along the corridor. Interpretive signage are those pieces that “tell the story” of the byway and provide education about the intrinsic qualities. The byway communities’ goal (Goal C, Strategy 3) seeks to develop a series of interpretive signs and markers that give the byway a unified look or theme as well as provides opportunities for education.



Photo by Andrew Nicol

Currently, the Fairbanks North Star Borough is conducting a historic interpretive signage project utilizing the services of Design Alaska, a Fairbanks firm. Although this study is examining the needs to

interpretive signage in the entire Borough, portions of the North Richardson Highway Scenic Byway and its resources will be included in the plan. The purpose of the plan is to research and create a list of significant historic people, places and events in the Fairbanks North Star Borough and where each might be interpreted. In addition, a public survey was conducted to solicit input concerning the need and priority for historic interpretive signs.

An inventory and assessment of existing interpretive signs is currently underway and public meetings with the Commission on Historic Preservation are scheduled for late summer 2008. After the series of public meetings, a priority list of signs will be created and a plan to design, construct, and install a series of signs (including cost estimates) will be finalized.

Design Alaska staff are well aware of the North Richardson Highway Scenic Byway Corridor Partnership Plan and have utilized drafts of the plan in their inventory. The completed signage plan was completed in Fall 2008.

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Special Thanks

Special thanks to all those that supported the creation of this Corridor Partnership Plan and for their involvement in this Plan, especially:

City of Fairbanks
Town of North Pole
City of Delta Junction
AKDOT & PF Regional Office
Alaska Division on Parks and Outdoor Recreation
Fairbanks Convention and Visitors Bureau
Delta Junction Chamber of Commerce
Fairbanks Historic Preservation Foundation
Delta Historical Society
Black Rapids Lodge
Sullivan Roadhouse
Big Delta Historical Park Concessionaire, Whitestone Farms, Inc.
Fairbanks Daily News Miner
Delta News
University of Alaska

Contributing Photographers

Annie Hopper
Shannon McCarthy
Donna Gardino
Andrew Nicol
Shannon Collins
Lynne Marie Whately

APPENDIX

Summaries of Community Workshops

NORTH RICHARDSON SCENIC BYWAY

PUBLIC KICK-OFF MEETING MEMORANDUM

JANUARY 8 & 9, 2008



Date: Tuesday, January 8, 2008
Time: 5:30 – 7:30 PM
Location: Pioneer Park, Alaska Centennial Center for the Arts, Exhibit Hall, 2300 Airport Road, Fairbanks

Date: Wednesday, January 9, 2008
Time: 5:30 – 7:30 PM
Location: Delta Junction Community Center, 2287 Deborah Street, Delta Junction

The following is our understanding of the subject matter covered in this public kick-off meeting.

The purpose of this meeting was to discuss the overall scope of work for the project, project schedule, vision and goals for the byway, and review draft corridor maps. This memorandum contains a summary of the discussion.

I. PROJECT OVERVIEW

Aneta Synan, State Scenic Byways Coordinator with the Alaska Department of Transportation and Public Facilities (DOT&PF), opened the public kick-off meeting and provided an overview of the Alaska Scenic Byways Program and the development of a Corridor Partnership Plan (CPP).

Alaska established a Scenic Byways program in 1993. The program is a grass-roots collaborative effort established to help recognize, maintain and enhance selected roads. Administered by the DOT&PF, the program recognizes routes that provide access to significant historic, recreational, cultural, natural, and archeological resources. Since the inception of the program the Alaska DOT&PF has designated thirteen byways. The North Richardson Highway State Scenic Byway was designated as a state byway in 2004.

The development of a Corridor Partnership Plan (CPP) is one of the first steps a byway undertakes as a state scenic byway. The CPP will describe the current corridor conditions, evaluate the intrinsic resources, outline community goals and strategies for the corridor, and guide the future of the North Richardson Scenic Byway. With citizen participation along the North Richardson Scenic Byway corridor, the CPP will incorporate information on maintenance, development, and promotional activities, and describe future plans for road improvements, management of intrinsic qualities, interpretive development, improvements in tourism facilities and services, sign installation, and marketing. In developing a CPP, partnerships, both formal and informal, are developed to sustain a byway. Many partners bring new resources to the table through their knowledge of the area, expertise, personal commitment and access to public or private funding sources. Preparing a Corridor Partnership Plan offers the opportunity to expand partnerships well beyond local or state boundaries. Completion of a CPP will also make a byway eligible for pursuing National Scenic Byway Grant funds and if the communities so choose a National Scenic Byway designation.

Ms. Synan introduced Julianne Hanson and Lynne Marie Whately, consultant staff for the project. Ms. Whately reviewed the meeting agenda, comment form, and handouts. Ms. Whately

explained that the purpose of the Public Kick-Off meetings, held January 8th and 9th, 2008 along the North Richardson Scenic corridor, was to meet with the corridor interests, residents and surrounding communities. This meeting and future workshops will provide the public with the opportunity to ask questions, voice their concerns, and help make the North Richardson Scenic Byway CPP a valuable and effective document for their communities.

II. VISIONING EXERCISE

A Visioning Exercise was conducted with each meeting's participants. The Visioning Exercise is meant to elicit the communities preferred phrases or words that will make up the corridor vision. The vision for the corridor is meant to represent what the community wants the Scenic Byway corridor to be in the future. The vision should be broad and include future plans, discussions, and conflicts. Ms. Synan provided a discussion on projects that some Alaska State Scenic Byways have completed, including interpretive panels; brochures and marketing; and capital improvements like pull offs and visitor centers. This helped to provide ideas for the participants on the range of projects that can be applied for with National Scenic Byways Grant funds.

Participants provide ideas of goals they'd like to see the byway accomplish; issues of concern; and opportunities that should be pursued. Once all the ideas were written down, each participant received three red stickers to place next to their top three items/ideas. A summary of the Visioning Exercise is included in the Attachments of this meeting memorandum.

III. MAPPING EXERCISE

A set of corridor maps was presented at the meeting. These maps depict the byway corridor and resources (scenic, historic, recreational, etc.) along the route that have been identified. Ms. Whately asked participants to review the maps, as well as provide comments, corrections and additions. The maps will be updated and checked for field accuracy during a set of field days later this spring.

IV. NEXT STEPS

Ms. Whately noted that one of the next steps will involve the formation of an Advisory Team. Volunteers were encouraged to sign-up for the Advisory Team. It is expected that the Advisory Team will meet three times during the course of the project as well as review draft documents and materials as they are developed.

Next steps will also include data collection; developing a vision statement, goals; and the creation of an initial resource list. Additional public workshops will be held in Spring 2008 and Fall 2008. Based on these meetings and research conducted, a Draft Corridor Partnership Plan (CPP) will be created and available for the communities along the North Richardson Scenic Byway to review and comment. Revisions and comments will be made and efforts will move towards creating a Final CPP.

Copies of all the meeting materials as well as this summary are available on the project website: <http://northrichardsoncpp.c-b.com>

END OF MEETING MEMORANDUM

xc: File 072677

REPORTED BY: *Lynne Marie Whately*

North Richardson Highway Corridor Partnership Plan

Visioning Exercise

January 8 9, 2008

Fairbanks and Delta Junction

Vision/Statement	Dots	Percentage
Trail System (Access to Areas Adjacent Highway)	6	29%
More Pullouts	6	29%
Restrooms	5	24%
Maintain Pulloffs/ Trash Pick-Up/ Bin Maintenance	4	19%
Maintenance of Amenities and Roadway	4	19%
History as well as Tourism	4	19%
Marketing Brochures (maps, side trips, amenities)	3	14%
Connection Opportunities with the Rest of the Highway	3	14%
Consistent Signage	3	14%
Maintain ROW (No Inappropriate Storage)	3	14%
Historic Inventory	3	14%
What are we looking at?	3	14%
Audio & Video Podcasts for Listening Public (Technology)	2	10%
Interpret Natural Features	2	10%
Highway Brochure (Guidebook)	2	10%
ID Optimal Interpretive Opportunities	2	10%
Vegetation Control (Enhance View)	2	10%
Trail Hiking (Historic)	2	10%
Bike Trails	1	5%
Recreational Access Points/ Opportunities	1	5%
Della as Destination	1	5%
Wider Shoulder w/ No Rumble Strips (For Bikes)	1	5%
Sustainable Infrastructure Approach	1	5%
Economic Development Opportunities	0	0%
Encouragement to Travel Further	0	0%
Educate about Recreational Opportunities	0	0%
Hotel Lodging	0	0%
Encourage Winter Tourism	0	0%
Interpretive Signage	0	0%
More Visitors	0	0%
Milepost Usage	0	0%
Journey	0	0%
Sister City Trips, Interior Trips	0	0%
Stronger Web Presence	0	0%
Brochures for Consumer (Not just tour opportunities)	0	0%
Provide Brochures along Corridor	0	0%
Wider ROW	0	0%
Muti Use (Trails)	0	0%
Cultural Resources	0	0%
Salchaket Burial Grounds	0	0%
History of Valdez Trail (Overview)	0	0%
Recreational Waterways (More Formal Pulloffs)	0	0%

NORTH RICHARDSON SCENIC BYWAY COMMUNITY WORKSHOP #2 MEETING MEMORANDUM MAY 13 & 14, 2008



Date: Tuesday, May 13, 2008
Time: 5:30 – 7:30 PM
Location: Pioneer Park, Alaska Centennial Center for the Arts, Exhibit Hall, 2300 Airport Road, Fairbanks

Date: Wednesday, May 14, 2008
Time: 5:30 – 7:30 PM
Location: Delta Junction Community Center, 2287 Deborah Street, Delta Junction

The following is our understanding of the subject matter covered in this public community meeting.

The purpose of this meeting was to present the Draft Corridor Partnership Plan and discuss the resources for the project, vision and goals for the byway, tourism, and implementation. This memorandum contains a summary of the meeting.

I. PROJECT OVERVIEW

Aneta Synan, State Scenic Byways Coordinator with the Alaska Department of Transportation and Public Facilities (DOT&PF), opened the public meeting and explained that the purpose and goals of the meeting was to present the draft Corridor Partnership Plan (CPP) and get community participants' reactions and input on the CPP. The draft copy of the CPP that was presented is also available online at www.nrhcpp.com

Ms. Synan introduced Lynne Marie Whately, consultant staff for the project. Ms. Whately explained what has happened with the project; as well as reviewed the meeting agenda, comment form, and handouts. This meeting and future workshops will provide the public with the opportunity to ask questions, voice their concerns, and help make the North Richardson Scenic Byway CPP a valuable and effective document for their communities.

II. DRAFT CORRIDOR PARTNERSHIP PLAN

The Draft Corridor Partnership Plan was presented and participants were asked for their input on Vision, Goals, and Strategies; Resources; Implementation Responsibilities; and Tourism. A Visioning Exercise was conducted at the previous meeting with each meeting's participants. The vision for the corridor is meant to represent what the community wants the Scenic Byway corridor to be in the future. The vision should be broad and include future plans, discussions, and conflicts. Ms. Whately described the vision that came from that exercise as "... collaborative effort to create acohesive

strategy for maintenance, tourism and education...to become a top outdoor destination....offering year-round accessibility and tourism...that takes care of historic sites...encourages economic growth...creates a network of trails and pull-off areas... and includes interpretive signage and traveler amenities."

Ms. Whately also described the main Goals & Strategies that came out of the first meeting, some of which include traveler amenities, byway maintenance, education & interpretation, signage/wayfinding, and recreation. Each goal also includes strategies for helping to achieve and complete those goals.

Resources or intrinsic qualities are described as historic, natural, scenic, recreational, and cultural within the draft CPP. These are represented well along the corridor by the roadhouses, rivers, landscapes, winter sports, and novelties to name a few. Input is needed to make sure that all resources are listed in the CPP.

The tourism and promotion section aims to increase traveler amenities and interpretation of the byway resources. The target markets include writers groups, western US travelers, Anchorage travelers, and international travelers. The corridor will directly appeal to these markets through a unified marketing approach for the entire byway.

A few other areas in the CPP include roadway characteristics, signage, and wayfinding. These are all helpful to travelers and the corridor itself for beautification and other enhancements.

III. COMMUNITY COMMENTS

Community members had comments based on the different areas of the CPP, those are listed below.

Implementation & Maintenance

- Maintain a garbage pick-up plan or community clean-up events
- Have more garbage cans located along the corridor
- Create a formal entity/organization for byway success
- Collaboration and assignment of responsibilities (for pull-offs, garbage, restrooms)

Tourism

- Include Midwest travelers (Minnesota, Wisconsin)
- More tourist amenities along corridor (restrooms, etc.) are needed.
- Include Tour Operators as target market
- Specify the seasons (summer, winter, etc.) for different travelers.
- Harness existing travelers (coming to Fairbanks already).
- Keep the travel time of the traveler in mind
- Theme destinations
- Include Taiwan travelers as a target market.
- Promote the "Friendliness" of the North
- Have the Advisory Committee, Meeting B in coordination with Delta chamber luncheon (Sept. 2008)

Intrinsic Qualities

- Fishing (make as its own resource)
- Agriculture
 - Grains
 - Elk/Bufalo/Reindeer
 - Meat and Sausage Plant (down the Alaska Highway)
 - Northern Lights Dairy (only one)
- Hunting
- Snowmobiling
- Homestead (Old Property)
- Birding Trails
- Low Key Water Sports
- Historic Road Building
- Mining
- Story based theme
- Climbing/Mountaineering/Extreme Sports
- Untouched lands/Access to the Interior
- Authentic Alaska/Experience/Pioneer Spirit
- Wildlife viewing
- Ice climbing
- Cross-country skiing
- Inuit Storytelling
- Access to the Tanana River
- Rafting

Corridor Boundaries

- Extend to Black Rapids Lodge (MP 227.4)
- Document the Pogo Mine (although in private ownership)
- Desire to do Byway Application for extended portions (This effort may be undertaken immediately by the Advisory Committee to ensure the extended portion, MP 261 to MP 227.4, is included in the CPP).

Vision and Goals

- Accessibility for residents, not just tourists
- Revise or review the tense

IV. NEXT STEPS

Ms. Whately noted that the next steps will also include more data collection; developing a vision statement, goals; and the resource list. An additional public workshop will be held in Fall 2008 as well as the next Advisory Committee meeting which will be in October 2008. Based on these meetings and research conducted, a Second Draft Corridor Partnership Plan (CPP) will be created and available for the communities along the North Richardson Scenic Byway to review and comment. Revisions and comments will be made and efforts will move towards creating a Final CPP.

Copies of all the meeting materials as well as this summary are available on the project website:

<http://www.nrhcpp.com>

END OF MEETING MEMORANDUM

xc: File 309080015

REPORTED BY: Clint Eliason

NORTH RICHARDSON SCENIC BYWAY COMMUNITY WORKSHOP #3 MEETING MEMORANDUM October 15 and 16, 2008



Date: Wednesday, October 15, 2008
Time: 5:30 – 7:30 PM
Location: Pioneer Park, Alaska Centennial Center for the Arts
Exhibit Hall
2300 Airport Road
Fairbanks, AK

Date: Thursday, October 16, 2008
Time: 5:30 – 7:30 PM
Location: Delta Junction High School
Room 48
Nistler Road
Delta Junction, AK

The following is our understanding of the subject matter covered in this public community meeting.

The purpose of this meeting was to present the Draft Corridor Partnership Plan and discuss the resources for the project, vision and goals for the byway, tourism, and implementation. This memorandum contains a summary of the meeting.

I. PROJECT OVERVIEW

Aneta Synan, State Scenic Byways Coordinator with the Alaska Department of Transportation and Public Facilities (DOT&PF), opened the public meeting and explained that the purpose and goals of the meeting was to present the draft Corridor Partnership Plan (CPP) and get community participants' reactions and input on the CPP. The draft copy of the CPP that was presented is also available online at www.nrhcpp.com

Ms. Synan introduced Andy Nicol (TranSystems) and Julianne Hanson (HDR), consultant staff for the project. Mr. Nicol explained what has happened so far in regards to the project; as well as reviewed the meeting agenda, comment form, and other handouts. This meeting will provide the public with the opportunity to ask questions, voice their concerns, and help make the North Richardson Scenic Byway CPP a valuable and effective document for their communities.

II. DRAFT CORRIDOR PARTNERSHIP PLAN

The Draft Corridor Partnership Plan (CPP) was presented and participants were asked for their input and comments. A PowerPoint presentation providing a summary of the Draft CPP was presented by Mr. Nicol. The attendees were then asked to voice any

opinions or concerns so that the Final CPP can best represent the expressions and wishes of the community.

III. COMMUNITY COMMENTS

Community members had comments based on the different areas of the CPP, those are listed below.

Implementation & Maintenance

- Property owners along the corridor should be encouraged to keep their land clean and aesthetically appealing, at least the portions visible from the roadway.
- If rest areas and restroom facilities are to be installed, who would install these and who would maintain them?
- National Scenic Byway grant funding should be pursued immediately. A grant subcommittee should be created to address the wishes of the entire corridor and to create the required grant scope and budget.

Signage

- A Wayfinding and Interpretation Plan should be developed for the entire corridor.
- Themed signage is needed. Maybe a signage design guide could be produced and distributed to local business owners.

Safety

- Traveler safety needs to be addressed. The travelers need to be educated about driving in Alaska with snowy conditions, wildlife, cold weather, etc.

Tourism

- The bicycling community should be targeted with marketing efforts.
- The Canadian Scenic Byway Program should be coordinated with for increased marketing and partnership possibilities.
- Create marketing materials with a theme or a brand.
- Attract more large bus tours.

IV. NEXT STEPS

Mr. Nicol noted that the next steps will be to revise the Draft CPP as needed and create a Final CPP document. This Final CPP will be presented to the Advisory Committee at their January 2009 Team meeting, after which 200 copies will be produced.

Copies of all the meeting materials as well as this summary are available on the project website: <http://www.nrhcpp.com>

END OF MEETING MEMORANDUM

xc: File 309080015

REPORTED BY: Andy Nicol

Summaries of Advisory Committee Meetings

NORTH RICHARDSON SCENIC BYWAY ADVISORY COMMITTEE, MEETING A MEETING SUMMARY



Date: Monday, March 24, 2008
Time: 1:30 – 5:00 PM
Location: Princess Riverside Lodge, Fairbanks

The following is our understanding of the subject matter covered in this initial Advisory Committee Meeting.

The purpose of this meeting was to present and discuss draft corridor goals and strategies for implementation as well as discuss the draft vision statement.

I. PROJECT OVERVIEW

Aneta Synan, State Scenic Byways Coordinator with the Alaska Department of Transportation and Public Facilities (DOT&PF), opened the meeting and provided an overview of the purpose of a Corridor Partnership Plan (CPP). She reiterated that the plan is a tool for the communities along the North Richardson Scenic Byway to capture and implement their vision for the byway. Further, she reiterated that the plan would be implemented by the corridor project stakeholders and not by the DOT&PF. Ms. Synan then introduced the consultant project manager Julianne Hanson with HDR Alaska.

II. GOALS AND STRATEGIES

The group received draft goals and strategies via email two weeks prior to the meeting. The draft was developed based upon comments and input received during the January public workshops in Fairbanks and Delta Junction in January 2008.

Ms. Hanson led the group through an exercise to refine the goals and strategies. Changes to the draft included the introduction of corridor safety, recreation as a byway goal, the idea of a future byway group to seek and manage funding and the consolidation of the marketing and tourism goals.

III. VISION STATEMENT

Once the group completed reviewing and commenting on the draft goals and strategies, they then considered the draft vision statement. In general, the group felt that the vision statement should better express the group's ideas for the future of the byway instead of describing the byway's current attributes. The statement will be reworked by the consultant and the revised by the advisory committee.

IV. NEXT STEPS

The Consultant will revise the goals and strategies and the vision statement and solicit comments from the advisory group via email. Ms. Hanson noted that the next steps included

the public meetings in May. In addition to the revised goals and objectives and vision statement, the public will review a partial draft of the CPP. The next time the advisory committee will meet will be in October 2008.

Based on these meetings and research conducted, a Draft Corridor Partnership Plan (CPP) will be created and available for the communities along the North Richardson Scenic Byway to review and comment. Revisions and comments will be made and efforts will move towards creating a Final CPP.

Copies of all the meeting materials as well as this summary are available on the project website:
<http://nrhcpp.com>

END OF MEETING MEMORANDUM

xc: File 81246

REPORTED BY: Julianne Hanson

NORTH RICHARDSON SCENIC BYWAY

ADVISORY COMMITTEE MTG B MEETING MEMORANDUM

September 16, 2008



Date: Tuesday, September 16, 2008
Time: 5:30 – 7:30 PM
Location: Salchaket Roadhouse

The following is our understanding of the subject matter covered in this advisory committee meeting.

The purpose of this meeting was to discuss the Second Draft Corridor Partnership Plan, review implementation responsibilities and revise the vision and goals for the byway. This memorandum contains a summary of the meeting.

I. COVER

The advisory committee reviewed two draft CPP Covers. Overall, the committee preferred the cover showing the highway. They would like the “film strip” to be smaller, show fewer mountains photos and more attractions. They liked the size and number of smaller photos from the other cover choice. They also volunteered to send the Consultant team some of their favorite North Richardson photos.

II. VISION STATEMENT:

The committee still feels that the Vision Statement needs work. In specific, they would felt the draft Vision was:

- too long/wordy,
- stresses the negative/problems with the corridor
- really don't like it that it is written in the past tense

They would prefer the Vision Statement follow the more traditional format of vision, then goals, then objectives. They would like the statement to be concise, present the best that the corridor can be and should stress community collaboration. Overall, it should be a short memorable statement about the byway.

III. IMPLEMENTATION RESPONSIBILITIES

The committee is excited and really ready to get to work on implementing the plan for the byway. They want the implementation matrix to include both names and organizations. For example Deb Hickok wants to list the Fairbanks Convention and Visitors Bureau and Mayor Doug Isaccson would like the City of North Pole listed. The two top priorities are currently Goals A and E, which they want to have the shortest timeframes for accomplishing.

IV. COMMITTEE BYLAWS

The committee requested a copy of the bylaws from the Seward Highway group, which will be sent following the meeting. In addition, a contact matrix will be developed and distributed to the committee members, so they know how to get a hold of each other

along with their assignments. All comments to the draft and sample byways should be provided by October 1, 2008.

V. NEXT STEPS

Ms. Hanson noted that the next steps will also include revising the Second Draft plan for presentation at the October public workshops. Based on these meetings, a Final Draft Corridor Partnership Plan (CPP) will be created and presented to the Advisory Committee in Spring 2009. Once approved, the final Corridor Partnership Plan document will be produced.

Copies of all the meeting materials as well as this summary are available on the project website:

<http://www.nrhcpp.com>

END OF MEETING MEMORANDUM

xc: File 309080015

REPORTED BY: LM Whately

NORTH RICHARDSON SCENIC BYWAY

ADVISORY COMMITTEE MTG C MEETING MEMORANDUM

January 31, 2009



Date: Saturday, January 31, 2009
Time: 1:00 – 3:00 PM
Location: Lodge at Black Rapids

The following is our understanding of the subject matter covered in this advisory committee meeting.

The purpose of this meeting was to discuss the Final Draft Corridor Partnership Plan, review and confirm implementation responsibilities and discuss next steps for the advisory committee. This memorandum contains a summary of the meeting.

The final North Richardson Highway Scenic Byway Advisory Committee meeting was held at the Black Rapids Lodge (Mille 227.4 Richardson Highway) on Saturday, January 31, 2008 at 1:00 PM. The meetings were held at various locations and times to best accommodate the availability of the committee. The first advisory committee meeting was held in Fairbanks, on March 24, 2008 in the afternoon the second in Saicha on September 18, 2008 after work and the final at the southern terminus of the designated scenic byway. In attendance were Mary Leith-Dowling (Mayor of Delta Junction), Dick Wegner (Ryka's Roadhouse), Irene Mead (Delta Historic Society), Maureen Gardner (Alaska State Parks), Annie Hopper (Black Rapids Lodge), Lambert and Marnie Hazelaar Minnie Street B&B in Fairbanks) with Julianne Hanson leading and facilitating the meeting.

Each advisory committee member was sent the draft final Corridor Partnership Plan for review and comment two weeks prior to this meeting. Deb Hickok of the Fairbanks Convention and Visitors Bureau was not able to attend but did email and say "We have been very pleased with the direction of this project so I am sure we're on board with the continued good work of the committee." Doug Isaacson, North Pole Mayor, emailed to ask if more North Pole attractions and destinations could be added to the plan. Dick Wegner said at the meeting that he thought the plan looked great and had not comments. Mary Leith Dowling asked that references to pines be replaced with spruce. She also asked that the "Town of Delta Junction" be replaced with "City of Delta Junction." Maureen Gardner asked for more time to review the plan.

Julianne briefly described the most recent public meetings that were held last October. She reviewed the meeting notes and comments received. She said that based on those public comments that plan was revised and that the goal of

this last advisory committee meeting was to review and comment on the plan one last time. She directed those present to once again review the goals and implementation tables to make sure everyone was comfortable that their goals and objectives for their scenic byway were adequately captured. Everyone present agreed that they were.

The group then focused on next steps and what would happen once the plan was complete. Grant ideas included types and locations of rest room and interpretive facilities, marketing plans, the use of technology to promote the byway, brochures and potential partnering arrangements. Julianne distributed CD's to everyone with the advisory committee contact information, the complete stakeholders contact list and the draft final plan.

Julianne directed the committee to look at the draft bylaws in the CPP appendix. The group thought that the draft bylaws at the end of the plan looked good and would likely be used by the committee. The group agreed that the focus of their next meeting would be to organize the group and to approach the Fairbanks Convention and Visitors Bureau about assisting them with grant applications and the management of any funding they may be able to secure through the state scenic byway program. The committee thought that communications should take place regularly through email and that face to face meetings should be held at least quarterly.

The committee adjourned at 2:30 PM.

Copies of all the meeting materials as well as this summary are available on the project website:

<http://www.nrhcpp.com>

END OF MEETING MEMORANDUM

xc: File 309080015

REPORTED BY: JM Hanson

Sample Byway Committee
Agreement and Bylaws

The North Richardson Highway Scenic Byway Committee has been formed to pursue partnerships and take the lead in monitoring and implementing the Corridor Partnership Plan.

North Richardson Highway Scenic Byway Committee Agreement

This agreement is made and entered into the ___ day of ____, 2009 by and among the parties shown on the signature page affixed.

Recitals

The North Richardson Highway Scenic Byway from MP 227.4 to 362 has been designated as an Alaska State Scenic Highway. As part of the development of a Corridor Partnership Plan, a Scenic Byway Committee Agreement will be executed and the attached CME Bylaws will go into effect.

Therefore, in consideration of the above premises and the mutual covenants and agreements set forth herein, the parties agree as follows:

1. There is hereby created the North Richardson Highway Scenic Byway Committee, which upon completion of the Corridor Partnership Plan will initiate, coordinate, and monitor the plans, strategies, programs, and events set forth in the North Richardson Highway Scenic Byway Corridor Partnership Plan.
2. It is agreed that the North Richardson Highway Scenic Byway Committee will include interested and affected government officials, landowners, businesses, public land managers, and citizens within the area benefited by the North Richardson Highway Scenic Byway. The North Richardson Highway Scenic Byway Committee membership may be expanded or reduced at any time by majority vote of the existing members.
3. The North Richardson Highway Scenic Byway Committee may adopt such bylaws and organizational rules as necessary or appropriate for its organization and operation, consistent with provisions including, as appropriate, provision for the formation of committees, election of other officers, and retention of employees or independent contractors in the Committee's discretion.
4. This Agreement will serve as a continuing contract and program to ensure appropriate implementation and consistency in carrying out the goals and objectives of the Corridor Partnership Plan.
5. This Agreement shall be governed by and construed in accordance with the laws of the State of Alaska. Nothing contained herein shall constitute the adoption of the provisions of policies for the Corridor Partnership Plan as law, regulation, or ordinance of any public body. Land management decisions, directions, budgeting, and implementation of policies for the public lands within the North Richardson Highway Scenic Byway corridor are the responsibility of the individual public agencies.

NORTH RICHARDSON HIGHWAY SCENIC BYWAYS COMMITTEE BYLAWS

INTRODUCTION

The North Richardson Highway Scenic Byway Committee will serve as the caretaker of the North Richardson Highway Scenic Byway by ensuring that the Corridor Partnership Plan is executed, and the byway activities are monitored and implemented. The North Richardson Highway Scenic Byway Committee Agreement is the formal, signed agreement establishing the committee.

The following bylaws entered into this _____ day of _____, year 2009, by and among the parties shown in the North Richardson Highway Scenic Byway Committee Agreement.

ARTICLE I – ORGANIZATION

Section I: The name of the organization shall be “North Richardson Highway Scenic Byway Committee” the COMMITTEE). The COMMITTEE may, by a vote of the membership body, change its name at any time.

Section II: The designated byway corridor, North Richardson Highway Scenic Byway, is from Milepost 227.4 to Milepost 326, a distance of 134.6 miles.

ARTICLE II – POWERS

The COMMITTEE will have the powers as are now or may be granted hereafter by law. The specific and primary purpose of the COMMITTEE is to serve as the caretaker of the North Richardson Highway Scenic Byway and to maintain, enhance and expand the intrinsic resources found along the Byway by monitoring, implementing and updating plans, strategies, and programs included in the Corridor Partnership Plan.

ARTICLE III – MEMBERSHIPS

It is desired that the COMMITTEE include interested citizens, landowners, businesses, and local government representatives within the area affected by the Scenic Byway. Membership shall be composed of any municipality, municipal representative(s), land management agency representative(s), military institution representative(s), group, business, or individual willing to enter a partnership or agreement with the COMMITTEE. Each member shall be entitled to one vote. Any member or entity may terminate its participation in the COMMITTEE upon thirty (30) days written notice. The COMMITTEE will terminate when no party remains active.

Role of Members: Each member shall provide assistance and/or advice in the area of data collection, research, historic preservation, planning, engineering, architecture, economics,

marketing, public relations, communications, community organizing, fundraising, environmental management, etc. as may be appropriate for the COMMITTEE.

Term: Membership in the COMMITTEE shall begin when the group/agency, business or individual enters into the Agreement. Any member may terminate its participation in the COMMITTEE upon thirty (30) days written notice.

Quorum: The presence of a simple majority of the members at any meeting shall constitute a quorum to transact business. The act of a majority of the members present at a meeting when a quorum is present shall be an act of the COMMITTEE.

Voting: Public or formal resolutions, actions, activities and financial investments of the COMMITTEE will be decided by a majority vote of the membership held at any meeting duly called and convened at which a quorum is present. Each member will be entitled to one (1) vote on each item of business. Proxy votes will not be accepted.

Conflicts of Interest: In order to assure the fairness and reasonableness of all contracts and transactions of the COMMITTEE, no member shall vote on any contract or other business transactions in which the member, the member's employer, or the member's family has a direct financial interest in the outcome. In the event of such a conflict of interest, the member shall abstain from voting and such abstention shall be noted in the minutes with an identification of the member's conflict.

Termination of Membership: Membership in the COMMITTEE will terminate due to one of the following events:

- For cause inconsistent with membership or engaging in any conduct that is a violation of the conflict of interest provision. Any member so removed for just cause may be removed by a simple majority affirmative vote of a quorum, present in person at any regular or special meeting called for that purpose, whenever in the membership's judgment the best interest of the North Richardson Highway Scenic Byway thereby would be served. Any such membership proposed to be removed shall be entitled to appear before and be heard at such meeting, at which time, he/she may present such witnesses and make such defenses as he/she deems advisable.
- In the case of business membership, by voluntary or involuntary dissolution of the business, corporation, firm partnership, organization or other business entity, the membership shall be terminated.
- For any member who does not attend or send an alternate representative to two (2) consecutive meetings of the COMMITTEE without prior notice of absence, or any member who does not attend three (3) consecutive meetings, unless conflicted by illness or otherwise waived by an affirmative vote of at least two-thirds of the members present at any regular meeting or special meeting called for that purpose.

ARTICLE IV – OFFICERS

The Officers of the COMMITTEE are responsible for maintaining the daily operations of the organization.

Officers: Officers include President, Vice President, Treasurer, and Secretary.

President: The President shall convene regularly scheduled meetings, and shall preside or arrange for other officers to reside at each meeting in the following order: Vice President, Secretary, and Treasurer. The President has and exercises general charge and supervision of the affairs for the organization and shall do and perform such other duties as may be assigned to him/her by a majority vote of the membership.

Vice President: At the request of the President, or in his/her absence or disability, the Vice President shall perform the duties and possess and exercise the powers of the President; and to the extent authorized by law, the Vice President shall have such other powers as may be assigned to him/her by a majority vote of the membership.

Treasurer: The Treasurer shall have custody of all funds, property, and securities of the COMMITTEE. When necessary or proper, he/she may endorse for collection, on behalf of the COMMITTEE, checks, notes, and other obligations and shall deposit the same to the credit of the North Richardson Highway Scenic Byway at such bank or banks or depository as the membership may designate. The Treasurer shall sign all receipts and vouchers and, together with one other officer, shall sign all checks of the North Richardson Highway Scenic Byway as well as bills of exchange or promissory notes issued by the North Richardson Highway Scenic Byway, except in cases where signing and execution thereof shall be expressly designated by the membership or by these bylaws to some officer, employee or agent of the North Richardson Highway Scenic Byway. The Treasurer shall make such payments as shall be necessary or proper to be made on behalf of the North Richardson Highway Scenic Byway. He/She shall enter transactions regularly on the books of the North Richardson Highway Scenic Byway to be kept by him/her, for or on account of the North Richardson Highway Scenic Byway, and shall exhibit such books at all reasonable times to any officer. The Treasurer shall, in general, perform all duties incident to the office of the Treasurer, subject to control the membership.

Secretary: The Secretary shall have general charge and supervision of the correspondence of the COMMITTEE to include notification of the meetings and distribution of copies of minutes and agendas. The Secretary shall sign such papers pertaining to the COMMITTEE that he/she may be authorized or directed to sign by the membership. The Secretary shall keep the seal, or logo, of the COMMITTEE and affix it to all papers requiring a seal or logo. The Secretary shall make all reports required of him/her by the membership. The Secretary shall keep a complete record of all meetings of the COMMITTEE and maintain complete documentation of the year's activities in written and/or pictorial form.

Other Officers: Other Officers may be designated as deemed necessary by the membership.

Election of Officers: Officers shall hold office until the first annual meeting or until successors are elected and qualified. All candidates for an officer position must have been a member of the COMMITTEE for at least six (6) months. Election of Officers will occur as the first item of business at the Annual Meeting of the COMMITTEE. Directors shall be elected by a majority vote of the current members.

Term: Officers shall be elected to hold office for a term of one (1) year, but are eligible for re-election.

Compensation: No Officer shall receive compensation other than for reasonable expenses.

Transfer of Authority: In case of the absence of any Officer of the COMMITTEE, or for any other reason that the membership deems sufficient, the membership may transfer the powers and duties of that Officer to any other Officer, provided a majority of the membership concurs.

Annual Meeting: The COMMITTEE will hold one Annual meeting of the North Richardson Highway Scenic Byway COMMITTEE at which time the Officers will be elected. The COMMITTEE shall determine the time of year such meeting will be held, and the Officers shall select a date and hour of the day for such an annual meeting. Failure to hold the annual meeting at the designated time shall not cause a forfeiture or dissolution of the organization, provided that an alternative date and time is specified to the membership.

Vacancies: Any vacancy occurring in an Officer position shall be filled by a vote of the majority of the remaining members. Vacancies shall be filled only to the end of the particular Officer's term.

Regular Meetings: Regular meetings shall be held no less than quarterly for a total of four (4) times annually; the time and date determined by the Officers.

Notice of Meetings: Notice of all meetings shall be given by either regular or electronic mail to each member at least seven (7) days before the date therein designated for meeting. The notice shall specify the time, place, and agenda for such meeting. Public notices, including the time, date, location and general purpose of the meeting shall be posted at one or more public places. Such places may include public libraries, city/county offices, or public bulletin boards. If possible, notices should also be provided in local newspapers.

Public Access: All meeting shall be open to the public. If possible, the COMMITTEE meeting minutes will be taken and made available for public inspection at the next meeting, and on a web site if available.

ARTICLE V – COMMITTEES

The COMMITTEE may create and dissolve sub-committees as needed. The President appoints and removes all sub-committee chairs.

ARTICLE VI – FINANCIAL OBLIGATIONS

Indebtedness: The COMMITTEE shall not incur any indebtedness on the part of the North Richardson Highway Scenic Byway in excess of the money in the hands of the Treasurer, unless such indebtedness shall be first authorized by a two-thirds vote at a duly announced membership meeting.

Negotiable Instruments, Deeds, and Contracts: All checks, drafts, notes, bonds, bills of exchange, and orders for the payments of money on behalf of the North Richardson Highway Scenic Byway and all deeds, mortgages, and other written contracts and agreements to which the North Richardson Highway Scenic Byway shall be a party, shall, unless otherwise directed by the membership, or unless required by law, be signed by the Treasurer or any other Officer.

Dissolution of the North Richardson Highway Scenic Byway: Upon the dissolution of the North Richardson Highway Scenic Byway, assets shall be distributed for one or more exempt purposes within the meaning of section 501© (3) of the Internal Revenue Code, or the corresponding section of any future federal tax code, for the preservation and beautification of the North Richardson Highway Scenic Byway or intrinsic resources found along the North Richardson Highway Scenic Byway and identified in the Corridor Partnership Plan.

Limits of Financial Obligations: No part of the net earnings of the North Richardson Highway Scenic Byway shall be distributable to the members or Officers, except that the North Richardson Highway Scenic Byway shall be authorized and empowered to pay reasonable compensation for services rendered.

ARTICLE VII – FISCAL YEAR

The fiscal year of the North Richardson Highway Scenic Byway COMMITTEE shall be the calendar year.

ARTICLE VIII – NON-DISCRIMINATION

In all matters pertaining to the operation of the North Richardson Highway Scenic Byway, including the selection of and appointment of Officers, the provision of services to eligible groups, and the conduct of the North Richardson Highway Scenic Byway business, the North Richardson Highway Scenic Byway and its Officers and members shall not discriminate against any person on account of age, race, gender, religion, national origin, or physical or mental impairment.

ARTICLE IX – RULES OF ORDER

The current “Robert’s Rules of Order” shall be the parliamentary authority for all meetings and matters of procedure specifically covered by these Bylaws.

ARTICLE X – AMENDMENTS TO BYLAWS

The North Richardson Highway Scenic Byway may make, amend, revise, alter or rescind these Bylaws, from time to time, in whole or in part, by a majority vote of the members of the North Richardson Highway Scenic Byway COMMITTEE present at any meeting duly called and convened at which a quorum is present, provided that reasonable advance notice thereof shall have been given in writing to each member prior to such meeting. We, the undersigned, hereby certify that the foregoing Bylaws were adopted by the North Richardson Highway Scenic Byway at a meeting duly announced and held on the ____ day of _____, 2009.

By:

President

Attest:

Secretary

State Designation Applications

MP 261 to 362 and

MP 227.4 to 261



Alaska State Scenic Byways

Designation Application

This application will help the Alaska Department of Transportation & Public Facilities (DOT&PF) determine whether the nominated byway will qualify under the Alaska Scenic Byways program. After a review by the Scenic Byways Committee, the commissioner of DOT&PF will make the final determination as to whether the byway qualifies for designation. Once a road is designated as an Alaska Scenic Byway, it is eligible for National Scenic Byway grants, and for nomination to national status. Byways must have a corridor management plan (CMP) to apply for All American Road or National Scenic Byway. The CMP will include information about how the community intends to develop and protect the byway.

Please return to:
Scenic Byways
Coordinator
ADOT&PF
Statewide Planning
3132 Channel Drive
Juneau, AK 99801

Applicant Information

Sponsoring Agency, Organization or Individual

Carl Ekstrom, Whitestone Farms

Contact Person

Carl Ekstrom

Mailing Address

P.O. Box 1229 Delta Jct. AK 99737

Physical Address

Mile 275 Richardson Hwy.

City

Delta Jct AK 99737

Telephone

(907) 895-4938 (907) 895-4787

E-mail

Website

carl@rikas.com

Proposed Byway Information

Name of Proposed Byway

Northern Richardson Highway

Route Section(s)

Example: Section 1: Sterling Highway from Anchor Point to Homer

From Ft. Greedy to Fairbanks

Approximate length (in miles) of the entire proposed byway

101 miles

*Please include a map indicating the route, and up to six non-returnable photographs of the proposed byway.

Statement of Significance

Using the intrinsic qualities identified on the previous page, please explain how the proposed byway is significant, and why it should be added to the Alaska Scenic Byways System. Additional pages may be attached if necessary. Please do not exceed five pages.

See attached

Jurisdiction

Please list local, state and/or federal government agencies that have jurisdiction over the proposed byway route and the primary contact. Describe how the agencies have been informed about the effort to designate a scenic byway in their jurisdictions.

Government Entity	Contact Name & Phone Number	How Informed
DOT + PF	Shannon McCarthy 451 2240	meetings, phone, email, etc
City of North Pole	Jeff Jacobson, Mayor, 488 2281	meetings, etc
Ft. Wainwright	Kinda Duglass, PAO 353 1070	meetings, etc
Eielson AFB	Susan Welner, 317 - 3258	meetings, etc
Ft. Greely		
City of Delta		

Community Participation

Community Organization	Contact Name & Phone Number	How Informed
Folks Conn + Visitors Bureau	Deb Thickett 457-3282	meetings, phone, email, etc.
N.P. Econ. Dev. Council	Paul Brown 479-7900	meetings
Delta Chamber of Commerce	Martha Kimball 895-2204	meetings
N.P. Chamber of Commerce	Paul Brown 479 7902	meetings

Northern Richardson Highway Corridor Management Issues

Issue #1: Increased income from visitor industry.

Four communities, three military bases and numerous small businesses line the 101 miles comprising the Northern section of the Richardson Highway. These communities and small businesses would greatly benefit from additional income from increased revenue streams.

Interior Alaskans benefit more from the independent traveler than any other region in Alaska. This is largely due to the fact that the region is accessible by vehicle, lacking ocean ports which bring in large number of cruise ship passengers. The southern end of this corridor has had a static economy for over a decade, when a major economic generator, Ft. Greely Army Base was closed during the base alignments of the 1990's. While the economy has had a boost due to the base being renovated as a missile defense site, visitors to the area has been largely static, with independent travelers on the decline for several years. An increase in visitors will help the small businesses and the communities that define the two ends of this scenic, historic, recreational, natural, and archeological transportation corridor.

Issue #2: Impact to public facilities (roads, parks, public restrooms, etc.)

Impacts to the highway and public facilities along the Richardson is an ongoing concern. While we do not feel additional traffic generated by a State Scenic Highway designation will impact our highway and associated amenities, other developments along the highway are changing the traffic volumes along the corridor and should be considered part of any highway discussion.

At the southern end of the corridor is Ft. Greely. Ft. Greely Army Base, which had been moth balled in the 1990's base realignment efforts, is now the site of Alaska's Ground-based Missile Defense System. The construction is scheduled for completion in summer of 2004. There has been increased traffic due to construction, and we do expect an increase once the base becomes operational. Additionally, there is support for an extension of the Alaska Railroad to Ft. Greeley in the near future. We would expect construction of this project to also impact traffic on the Richardson

Roughly 25 miles north west of Delta Junction is the road access to the Pogo mine, a new large scale mining operation on the Shaw Creek Road. Mining traffic will increase use of the Richardson by an estimated 2.5 percent once the mine becomes operational. The mine is a tremendous economic boom to the communities on the northern section of the Richardson and it is a well planned development. Since we will highlight mining in as part of the Richardson Highway story we will work with the Pogo Mine and other mining interests on ways to educate visitors on the mining industry's important economic, development, and historical contributions.

Ft. Wainwright which is at the north end of the Richardson, will soon be home to one of the Army's Stryker Brigade Combat Teams. The Stryker Brigade is a highly mobile unit designed to deploy quickly to distant battlefields. However, additional military convoys between Ft. Wainwright and Ft. Greely will increase traffic on the Richardson, in addition to decreasing the 'level of service' i.e. non military vehicles getting stuck behind slower moving convoys, and creating some additional highway damage. DOT&PF comments have been provided to Ft. Wainwright for consideration in the environmental impact analysis.

Public facilities are also an item of interest. There are five State recreation areas, three lakes and numerous rivers and sloughs teaming with fish, access to abundant hunting grounds, wonderful wildlife viewing and great scenery all along this 101 mile corridor. These recreational attractions and facilities are heavily used by both visitors and residents of the region. The existing facilities are at maximum capacity during peak summer months and it is clear that additional restrooms, parking areas, and camping facilities are needed.

Issue #3 Community History

While the northern section of the Richardson Highway has a rich history of Alaska's first highway, it is largely uninterpreted for visitors. Designating this byway as a scenic byway will help connect its communities and businesses to their common stories.

Richardson Highway (Central and Northern Sections)
Alaska Scenic Byway Application
Statement of Significance

Scenic and Natural Significance
Delta to Fairbanks (MP 265-MP 362)

The Richardson Highway is a world class scenic byway and represents the best of Alaska. Beginning in Delta, the viewshed is filled with the eastern end of the Alaska Range. The raw power of the mountains is in sharp contrast to the wind swept Tanana Flats, only a stone's throw away from the highway. Delta itself is quaintly Alaskan—with small rugged farms lining the road alongside traditional log cabins, and the occasional World War II vintage quonset hut, converted to a home or small business.

The driver first gets a glance of the Tanana River, a classic braided stream that wanders throughout the Tanana Flats, flowing 440 miles to the Yukon River and on to the Atlantic Ocean. The highway largely follows the Tanana for the entire northern section—over 100 miles. There are numerous places to pull off and enjoy the vista in addition to admiring the river's raw strength as it moves millions of cubic tons of material downstream each year.

One of the best places to admire the river is at the Big Delta Bridge at the confluence of the Delta and Tanana Rivers, just outside of Delta Junction. It also provides a marvelous example of modern day engineering, as the Trans-Alaska Pipeline is suspended across the river, providing a high tech foreground against the natural features of the river and surrounding cliffs.

Heading northward, the driver climbs through golden colored hills that line the Tanana Basin. These rolling hills are actually prehistoric sand dunes formed during the Pleistocene Epoch. When continental ice sheets covered the most of the northern hemisphere, Interior Alaska remained ice free. While most of the rolling hills are covered with mature stands of birch and spruce, the road, and occasionally the Tanana River itself, provides visitors a glimpse of the prehistoric desert through a cut in the hillside or bank.

Scenic overlooks in the area provide the driver breathtaking views of million of acres of the Interior's boreal forest; a mixture of white and black spruce, birch, aspen, poplar, and willow. The boreal forest's complex patchwork is actually a direct result of the frequent fires that Interior Alaska experiences throughout the short, but hot summer season. The pattern becomes the most dramatic during the short and brilliant autumn, when deep greens are mixed with shades of dazzling yellow as far as the eye can see.

As the highway curves northwest, the view of the Alaska range lengthens from the eastern edge of the horizon to the far west. While the largest peaks, Hayes, Hess, and

Deborah dominate the skyline, North America's tallest peak, Mt. McKinley can often be seen gleaming on the western edge of the range over 150 miles away.

Heading Northward, the driver comes out of the hills to relatively straight stretch of highway that parallels one of Interior Alaska's most important Air Force bases; Eielson Air Force Base. The runway is over 14,000 feet long, the second longest runway in North America. And while there is no wayside in this area, visitors are often treated to A-10's and F-16 Fighting Falcon takeoffs, landings, and flyovers.

The highway then enters the Fairbanks North Star Borough, which is surrounded by the large rolling hills encountered earlier on the drive. The Richardson passes the world-famous Santa Claus House, the home of a 42 foot tall, 900 pound Santa Claus dating back to as early as 1962. One of three fiberglass Santa's originally constructed in the Seattle area for commercial promotion, including the World's Fair, this Santa was brought into Alaska in 1976, and after spending seven years decorating downtown Anchorage during the holidays, he was brought to North Pole in 1983.

The Richardson continues into Fairbanks, a vibrant community centered around the Chena River, nestled up against the northern bluffs of the Tanana Valley.

Historic Significance Delta to Fairbanks (MP 265-MP 362)

The Richardson Highway route is one of Alaska's oldest transportation corridors with the richest history in Alaska. Portions of today's modern day highway are historic Alaska Native trail systems which allowed native groups, such as the Ahtna, Chugach, Tlingit and Eyak to conduct trade for thousands of years.

When Russian explorers came to the area in the late 1700's, they likely used the same trails to penetrate into Interior Alaska, as far north as the Ahtna village of Taral by the winter of 1798. Trade with the Russians increased use of certain trails in the area and by the time Americans explored the area nearly 100 years later, these paths were well established including evidence of brush cutting in the Copper River basin area.

However it was Native Alaskans, not the Russians, who brought evidence of Interior Alaska's great mineral wealth to Prince William Sound. The Ahtna traders brought copper to a Russian post at the mouth of the Copper River via the Keystone Canyon trail, what is now the southern most portion of the Richardson Highway corridor.

It was this mineral wealth that led to the development of the modern highway. Gold discoveries of the late 1880's, put pressure on the American government to establish an "All American" route to gold fields, as the majority of prospectors were coming through the Chilkoot trail, passing through Canada. By 1898, various American explorers had rediscovered traditional footpaths and the route from Valdez to Eagle was established.

fishing, hunting, flying, snowmachining, walking, hiking, biking, picnicking, and wildlife viewing. These recreational opportunities are widely used by domestic and international visitors and the residents of the communities flanking the byway. It's important to note that the Richardson provides access to, literally, millions of miles of untouched wilderness for outdoor enthusiasts to explore.

A few of the highlights surrounding the byway are: two major rivers, eight smaller rivers, five State of Alaska recreation sites, numerous campgrounds and RV parks, and an historical district. Opportunities for wildlife hunting, viewing and fishing are abound; moose, caribou, bears, wolves, lynx, migratory waterfowl, song birds, five species of salmon, and many other types of fish are plentiful.

And if outdoor recreation is not someone's cup of tea, there are numerous small businesses to provide even the most urban of visitors plenty of entertainment—from exploring the century's old Rika's roadhouse to shopping for the uniquely Alaskan gifts from fine furs, to lawn fixtures made from burl wood. The northern most section includes Santa Claus House, where it is Christmas is celebrated year round. And if the driver wants an upclose and personal view of Alaska's wildlife, the Santa Claus House is home to several reindeer, a close relative of Alaska's wild caribou.

Culture and Archeological Significance Delta to Fairbanks (MP 265-MP 362)

The northern section of the Richardson Highway runs through lands which have been inhabited by Native Alaskans for over 10,000 years. While there are numerous archeological sites throughout the region, there are no traditional native villages located on the northern most section of the highway. However, native history and culture are vitally important to this byway and a visitor experience will be enriched by understanding the role these lands played in Native history.

Any history buff will be delighted to discover relics of the highway's early history dotting the byway's landscape; the Richardson Highway roadhouses.

Roadhouses, which line many goldrush trails, played a critical role in the history of the era, however, not many have survived to recreate the journey for today's visitors. Fortunately, the Richardson Highway is the exception, with numerous roadhouses still in existence, and several still taking overnight guests.

Heading from Fairbanks, a visitor can see several historic remnants heading south on the Richardson, just minutes out of North Pole. The first, the ruins of the old yellow Salcha roadhouse, where the Salcha river crosses the highway as well as the several walls of the Richardson roadhouse, which now make part of a hotel.

One of the most famous is Rika's Roadhouse, built in 1910 and located at the confluence of the Tanana and Delta Rivers. It is one of the largest and most beautifully restored roadhouses of the era. Just north of Delta Junction, it is the main centerpiece of the 10

As gold discoveries shifted from Eagle City and the Yukon, the Fairbanks fork of the trail gained dominance. By 1906, the U.S. Army's Road Commission, headed by Colonel Wilds P. Richardson had carved these well worn footpaths, into a wagon trail from Valdez to Fairbanks.

Enterprising prospectors established roadhouses along the route, many of which still exist today. The roadhouses were often set on the banks of rivers, about 20 miles apart, the equivalent of a day's journey on the trail.

During the same time period, Alaska Natives in the region were establishing permanent settlements along the trail, often at or near their summer encampment areas along the rivers.

The Alaska Road Commission continued its work into the 1910's adopting road standards that promoted year-round travel with commercial loads. While they still considered the Valdez to Fairbanks Trail a winter trail, they began upgrading the trail and adding bridges to make the route as continuous as possible. By 1913 the first vehicle passed over the entire route.

By 1918, the Alaska Road Commission redesignated the Valdez to Fairbanks route as a highway and named it after the first road commissioner, Colonel Wilds P. Richardson.

The Richardson continued to play a critical role in the development of Alaska, including the war time building of the Alaska Highway, which gave Alaska its first ground transportation link through Canada to the Lower 48. During that time, the Richardson Highway was upgraded to an all-season road.

In 1953, it was reconstructed and paved. Most portions of the road have not changed significantly since 1953. The Richardson Highway once again became the center of industrial development during the 1970's when the Trans-Alaska Pipeline was built from the Prudhoe Bay oil fields to the Port of Valdez. In March of 1975, the first pipe was laid next to Richardson's Tonsina River crossing, less than 75 miles outside of Valdez. The pipeline was completed on May 31st 1977. The Richardson Highway continues to provide critical access to the pipeline.

While the highway has been straightened, repaved, and upgraded over the years, it remains remarkably the same as the footpaths on which it was built. Today it provides direct access from the rich ocean waters of Prince William Sound to the vast mineral wealth of Alaska's interior, just as it did for early Native Alaskans. The Richardson represents the best of the past and present—and this rich tradition deserves a special place as one of Alaska's scenic byways.

Recreational Significance Delta to Fairbanks (MP 265-MP 362)

The northern portion of the Richardson Highway offers numerous recreation opportunities, such as camping, boating, white water rafting, summer sports fishing, ice

acre Big Delta State Historical Park, with original turn of the century buildings including the roadhouse, the military telegraph station, and original highway work camps.

Going further south is the Sullivan Roadhouse, built in 1905, it is now a small museum in downtown Delta Junction. It features the history of the Valdez to Fairbanks Trail. It's an excellent example of the construction of the time—unpeeled exterior logs and moss chinking.

Richardson's roadhouse continue southward outside of this scenic application. They contribute to the visitor's experience and are part of the larger historical story of this highway.

Conclusion

To summarize, this highway is well qualified to become one of Alaska's scenic byways. It represents the best of Alaska's past, present and future.



This application will help the Department of Transportation & Public Facilities determine whether the nominated corridor will qualify for designation as a state byway.

Applications may be filed at any time but the evaluation process will begin each year in June.

During the evaluation process public comments will be solicited. The application and comments will be reviewed by an interagency committee and a recommendation will be forwarded to the Commissioner of Transportation and Public Facilities for action.

Alaska State Scenic Byways

Designation Application Form

Applicant Information	
Sponsoring Agency, Organization or Individual	
Ms. Annie Hopper, Black Rapids Lodge	
Contact Person	
Annie Hopper	
Mailing Address	
1307 Windfall Way	
Physical Address	
Same as above	
City	Zip Code
Fairbanks	99701
Telephone	Fax
(907) 455-6158	
Email	
hopper@alaska.net	
Byway Information	
Proposed name of byway to be designated	
North Richardson Highway Extension	
Route section(s)	
Fort Greely (Mile 261) to Black Rapids Roadhouse (Mile 227.4)	
Length (in miles) of proposed designation	
33.6 Miles South	

Basis for Designation

Using the intrinsic qualities identified on the following page, please explain why the qualities no longer exist or are not significant enough along the corridor to merit further designation as a byway. Additional pages may be attached if necessary.

Please see attached

Jurisdiction

Please list all local, state and/or federal government agencies that have jurisdiction over the byway corridor proposed for designation. Describe how each agency has been informed of the designation proposal and who was contacted.

Meetings, phone calls, emails and letters with Shannon McCarthy, DOT&PF. Meetings with Peter Hallgren, City of Delta. Meetings, phone calls, emails and letters with Les Ozawa, Fort Greely. Phone calls with Roger Delaney, Bureau of Land Management.

Community Participation

Please describe any methods used to solicit participation by community residents in developing the byway nomination.

Meetings, emails, letters with Brenda Peterson, Delta Chamber of Commerce. Meetings and phone calls with Walter Kopp, Paxson Community Council.

Other Issues
Describe any corridor management issues that might arise if the corridor is designated. Issues might include things such as the benefits of new income due to increased tourism or the impact on public facilities and other infrastructure along the corridor. Please attach additional pages if necessary.
See attached.
Public Support
See attached letters.
Signature of Sponsor & Date
<i>Annie Hopper</i> 6/18/08

Please attach at least 6 non-returnable photographs of the corridor, a detailed map of the route and the completed application form with any other attachments to:

State Byways Coordinator
Alaska Department of Transportation & Public Facilities
3132 Channel Drive, Room 200, P.O. Box 112500, Juneau, Alaska 99801
Phone: 907-465-8769 or 888-752-6368 in Alaska (outside Juneau)
Fax: 907-465-6984 / Email: scenic_byways@dot.state.ak.us

South Richardson Extension (Mile 261-227.4)
Alaska Scenic Byway Application
Statement of Significance

Scenic & Natural Significance

At Mile 227.4 the Black Rapids Roadhouse, one of the original roadhouses, sits just north of the historic markers. Known periodically as both the Black Rapids Roadhouse and the Rapids Hunting Lodge, it opened around 1902-1904 to serve miners and other fortune seekers along the original Valdez to Fairbanks trail. Abandoned in the early 1980's, new owners have undertaken aggressive restoration efforts with grant assistance from the State of Alaska's Division of History and Archeology. It joined the National Register of Historic Places in 2001. A modern lodge is currently under construction on the bluff overlooking the original roadhouse. It is expected to open in 2006 and serve as a year round alpine retreat.

The road continues northward, entering the great plains of the southern Tanana Valley. The unique landscape is dotted with solitary pines surrounded by scrub brush, at dusk appearing like lone soldiers standing guard over the river valley. Views of the Alaska Range to the South are remarkable at Mile 243.9 as Mount Deborah (elev. 12,339), Hess Mountain (elev. 11,940), and Mount Hayes (elev. 13,832) loom over the sweeping basin.

At Mile 246 Donnelly Dome, at an elevation of 3,900 (2,400 feet above ground level), escaped the forces of two glacial ages that flattened the surrounding countryside. Sitting apart from the Alaska Range, it's a great spot for hiking and popular for blueberry picking in the summer. Its unique appearance makes it one of the most memorable geologic features along the entire Richardson Highway.

Those more interested in the pipeline construction can stop and stretch their legs at the Alyeska Pump Station Number 9 further up the road at Mile 258.3. Although tours of the facility have been suspended due to security reasons, one can appreciate the affect that the pipeline and pump stations had in developing Alaska.

Forest fire plays a pivotal role in the lifecycle of the Tanana Valley Forest. Visitors can see this first hand throughout this section of road as the burned areas along both sides of the road undertake a regeneration. Bare aspen trees create eerie silhouettes with blackened branches amongst new lush undergrowth that is slowly reclaiming the forest. Fireweed, one of the first plants to return after a fire, is abundant along the road and adds to the colorful display in the summer time.

If it's World War II history that you're after, then Ft. Greely, Milepost 261, will interest you. Built in 1941 as a strategic defense airfield, it served an alternative landing site in the Allies' Lend Lease program as a transfer site for Russian pilots. Becoming an Army Post after the war, it was named after Maj. Gen. Adolphus Washington Greely, explorer, author, and founder of Alaska Communication System.

Historical Significance

Any history buff will be delighted to discover relics of the highway's early history dotting the byway's landscape; the Richardson Highway roadhouses.

Roadhouses, which lined many goldrush trails, played a critical role in the history of the era, however, not many have survived to recreate the journey for today's visitors. Fortunately, the Richardson Highway is the exception, with numerous roadhouses still in existence, and several taking overnight guests.

One of the roadhouses taking overnight guests is Black Rapids Roadhouse, built in 1902. Currently under restoration, it has a magnificent view of the Alaska Range and the Black Rapids Glacier. This glacier is also known as the Galloping Glacier because of its three mile advance during the winter of 1936-37, which threatened the nearby historic structure by surging over 200 feet daily until it stopped just short of the Delta River about a mile away.

South Richardson Extension (Mile 261-227.4)
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Richardson's roadhouses continue northward outside of this scenic application. They contribute to the visitor's experience and are part of the larger historical story of this highway.

Recreational Significance

The middle section of the Richardson Highway contains Alaska's most fertile recreational areas, with opportunities abound for all season activities including climbing, hiking, berry picking, fishing, hunting, trapping, canoeing, rafting, boating, snowmachining, sight seeing, glacier travel, flying, and numerous other outdoor pursuits.

At Mile 238 Donnelly Creek State Recreation Site is a central location for the small lakes nearby including Coalmine Road Lakes, Weasel Lake, and Donnelly Lake.

Donnelly Dome, elevation 3,910 feet, is one of the most attractive hiking areas to the north of the Alaska Range. A 2,400 foot rise from ground level, the Dome dominates the Delta River Valley viewed for miles around. Once above tree line, the hiker is treated to magnificent views of the Alaska Range and Tanana Valley. Not only is it a great trek, but conjecture about how the Dome was formed is sure to keep the hiker occupied for hours.

Conclusion

To summarize, this highway is well qualified to become one of Alaska's scenic byways. It represents the best of Alaska's past, present and future.

Northern Richardson Highway Corridor Management Issues

Issue #1: Increased income from visitor industry

Three communities and numerous small businesses line the 151 miles comprising the middle section of the Richardson Highway. These communities and small businesses would greatly benefit from additional dollars that might be generated from a scenic byway designation.

While there are charters and cruise passengers traveling along the highway, the independent traveler brings significant benefit to the communities and businesses along the Richardson Highway. Independent travelers drive the highway in private or rented vehicles, buying fuel, supplies, and overnight accommodations at the small businesses that line the highway.

Because independent travelers have declined over the last decade, a State Scenic Byway designation would help highlight the byway as a destination. An increase in visitors will help the small businesses and the communities that define this scenic, historic, recreational, natural, and archeological transportation corridor.

Issue #2: Impact to public facilities (roads, parks, public restrooms, etc.)

Impacts to the highway and public facilities along the Richardson is an ongoing concern. While we do not feel additional traffic generated by an Alaska Scenic Byway designation will impact our highway and associated amenities, other developments along the highway are changing the traffic volumes along the corridor and should be considered part of any highway discussion.

At the northern end of the nominated corridor is Ft. Greely. Ft. Greely Army Base, which had been mothballed in the 1990's base realignment efforts, is now the site of Alaska's Ground-based Missile Defense System. There has been increased traffic now that the base has reopened. Additionally, there is support for an extension of the Alaska Railroad to Ft. Greely in the near future. We would expect construction of this project to also impact traffic on the Richardson.

Public facilities are also an item of interest. There are abundant federal and state trails and campgrounds, numerous lakes, rivers, and streams teaming with fish, rich hunting grounds, wonderful wildlife viewing and great scenery all along this 151 mile corridor. These recreational attractions and facilities are heavily used by both visitors and residents of the region. There is interest in additional garbage, restrooms, parking, and camping facilities.

Issue #3 Community History

While the Richardson Highway has a rich history of Alaska's first highway, it is largely un-interpreted for visitors. Designating this byway as a scenic byway will help connect its communities and businesses to their common stories.

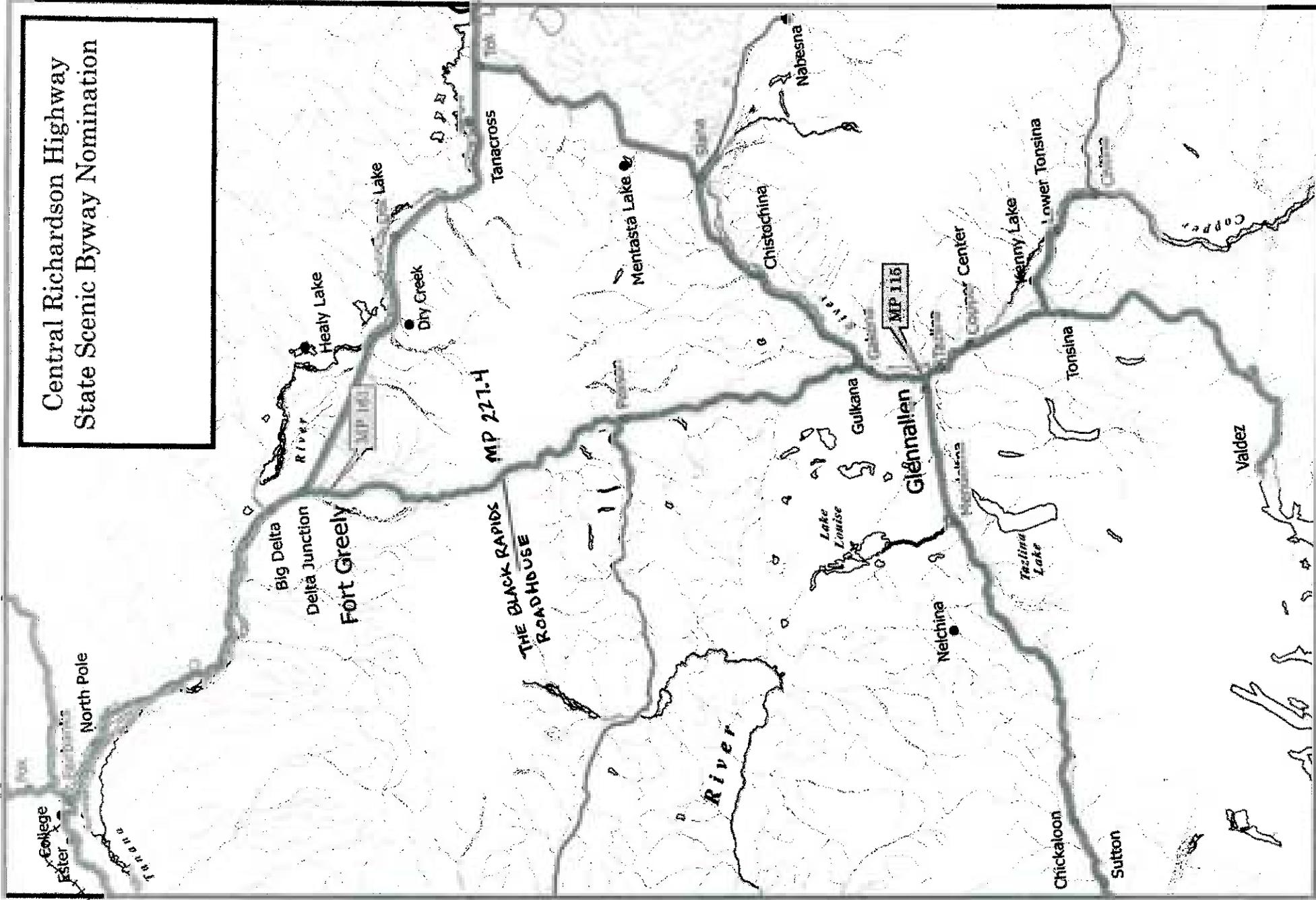
Issue #4 Other Tourism Efforts

There are other initiatives to increase tourism along the Richardson Highway, including an ongoing effort between the communities of Valdez, Glennallen, and the Fairbanks North Star Borough. Additionally, there is a greater effort by Copper Valley residents, businesses and landowners to promote the Wrangell-St. Elias National Park as the rival destination to Denali National Park; a distinction that is truly deserved. Finally, a Richardson Highway Association (RHA) has formed to steer some of the many opportunities, such as tourism marketing grants and highway construction dollars, to benefit the byway.

South Richardson Extension (Mile 261-227.4)
Alaska Scenic Byway Application
Statement of Significance

A state or national scenic byway designation is compatible with these efforts, but communication will play an important role in coordinating the needs and wishes of the byway community.

Central Richardson Highway
State Scenic Byway Nomination





Fairbanks North Star Borough

Office of the Mayor

809 Pioneer Road

P.O. Box 71267

Fairbanks, Alaska 99707-1267

907/459-1100

Fax 907/459-1102

Email mayor@co.fairbanks.ak.us

Aneta Synan, AICP
State Byways Coordinator
Alaska Department of Transportation & Public Facilities
P O Box 112500
Juneau, AK 99801

May 29, 2008

Dear Ms Synan:

The Fairbanks North Star Borough Alaska Regional Development Organization (ARDOR) enthusiastically supports the extension of the current designated Scenic Byway from Fairbanks to Ft. Greeley to include an additional 33 miles south to mile marker 227 on the Richardson Highway. We are very excited about including this additional stretch of highway in this Scenic Byway as it includes several historical sites, including the Donnelly Dome and Black Rapids Roadhouses. This portion of the highway will complement the already existing Scenic Byway with its world-class scenic route and history.

Interior Alaskans benefit greatly from the independent traveler. This stretch of the highway holds a rich history of mining, World War II Highway construction, the Alaskan gold rush era and the Alaska Range. The highway parallels the Delta River, providing bison viewing and sweeping views of the area. The Black Rapids Glacier is visible from the historic Black Rapids Roadhouse. Finally, Mt Hayes is visible much of the drive.

Tourism and business are perfect links to the Scenic Byways north of Black Rapids. The road leads travelers to unparalleled wildlife viewing, hiking, snowmachining, berry picking, fishing, whitewater rafting, and kayaking, and many other wilderness pursuits.

Please do not hesitate to call me with any further questions you might have pertaining to this extension request and support at 907-459-1309

Sincerely,



Kathryn Dodge
Director,

Fairbanks North Star Borough Alaska Regional Development Organization



CITY OF NORTH POLE

"Whose the Spirit of Christmas Lives Year Round"

125 Snowman Lane • North Pole, Alaska 99705-7708
E-mail: mayor@northpolealaska.com • Website: www.northpolealaska.com

June 9, 2008

Aneta Synan, AICP
State Byways Coordinator
Alaska Department of Transportation & Public Facilities
PO Box 112500
Juneau, AK 99801

Dear Ms. Synan:

The City of North Pole enthusiastically supports the extension of the current designated scenic byway from Fairbanks to Ft. Greely to include an additional 33 miles south to mile marker 227 on the Richardson Highway. We are very excited about including this additional stretch of highway in this scenic byway as it includes several historical sites, the Donnelly Dome Roadhouse and now the Black Rapids Roadhouse. This portion of the highway will compliment the already existing scenic byway with its world-class scenic route and history.

Interior Alaskans benefit greatly from the independent traveler largely due to the fact that the region is accessible by vehicle. This stretch of the highway holds a rich history of mining, highway construction, the gold rush Alaskan era and the Alaska Range. The highway parallels the Delta River, providing bison viewing in the fall and spring and affords sweeping scenes of the entire area north, south, east and west. The Black Rapids Glacier is still visible across the river from the historic Black Rapids roadhouse. Mt Hayes is visible much of the drive.

Tourism and business on this stretch is a perfect link to the scenic byways running north of Black Rapids. The road leads travelers to unparalleled wildlife viewing, hiking, snow machining, berry picking, fishing, whitewater rafting, and kayaking, and many other wilderness pursuits.

Please do not hesitate to call me with any further questions you might have pertaining to this extension request and support at my direct line at City Hall: 907-488-8584

Sincerely,


Douglas W. Isaacson
Mayor

City Hall
907-488-2281
Fax: 907-488-3002

Police
Department:
907-488-6902

Fire
Department
907-488-2232

Utilities
907-488-6111

City Clerk
907-488-2281

Public Works
907-488-2281



City of Delta Junction

P.O. Box 229, Delta Junction, Alaska 99737
Ph 907-895-4656 Fax 907-895-4375
www.ci.delta-junction.ak.us
city@ci.delta-junction.ak.us

Welcome to the Friendly Frontier

June 3, 2008

Fairbanks Visitors and Convention Bureau
100 Cushman St., Suite 205 A & B
Fairbanks, Alaska 99701
Attention: Charity Gadappe

Dear Charity,

The City of Delta Junction supports the extension of the Scenic Byway on the northern end of the Richardson Highway (currently from Fairbanks to Ft. Greely) to include an additional 33 miles south, to milepost 227 on the Highway. We believe in the addition of this section of road, as it includes historic sites, such as the Black Rapids Roadhouse and the site of the old Donnelly Dome roadhouse. Besides the history in the area, it includes beautiful scenery that is hard to outdo.

The mileage along this section has many spots where a traveler may pull off for such things as the view of our beautiful mountain ranges, including Mt. Hayes, which is visible for most of these miles. The Black Rapids Glacier, which used to be close to the road, is still visible across the river from the historic Black Rapids Roadhouse. There are many sweeping area scenes along the Delta River, which is listed as a Wild & Scenic River, and wildlife sighting is close at hand. Good views of the 30-year old pipeline are also here along this historic piece of road.

Because Alaska has limited road mileage, those of us in the Interior see many more of the independent travelers, who control where they drive and how long they stay. Being labeled a Scenic Byway indicates to the visitor that the best is available along a road. Due to the wildlife viewing, hiking areas, berry picking areas and spots that a snow-machine rider, white water rafter or kayaker may access, this section of road deserves the Scenic Byway label.

The City of Delta Junction believes this section of the Richardson Highway, so close to our town and so appreciated by our residents, should be labeled a Scenic Byway.

Sincerely,

Mary A. Leith-Dowling
Mayor



