

**INTERPRETIVE PLAN**  
for the  
**SEWARD HIGHWAY SCENIC**  
**BYWAY**

SEWARD HIGHWAY SCENIC BYWAY

INTERPRETIVE PLAN

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**INTERPRETIVE PLAN**

**FOR THE**

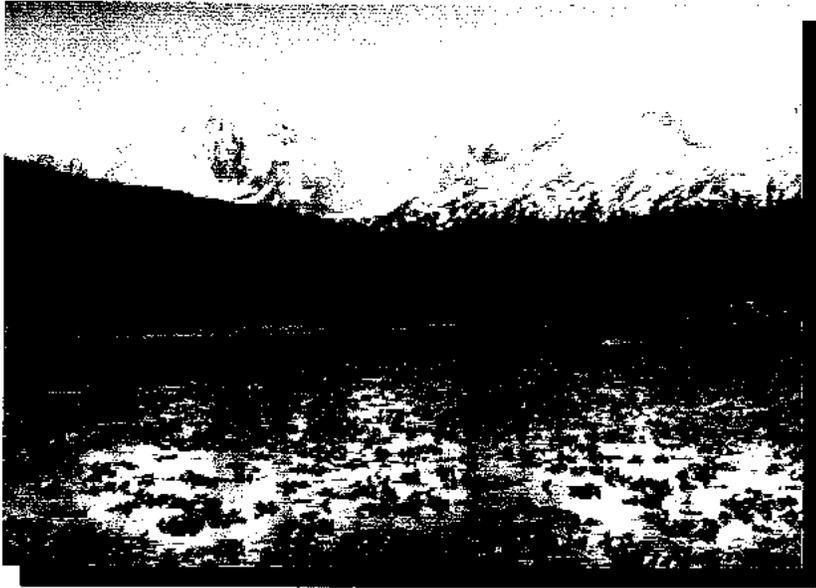
**SEWARD HIGHWAY SCENIC BYWAY**

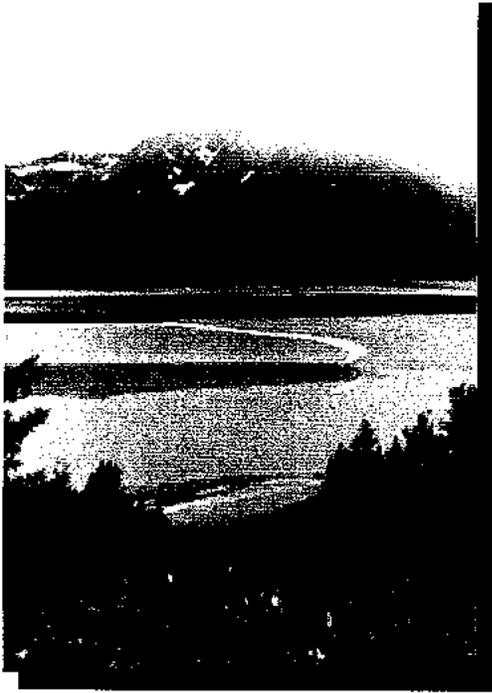
**CHUGACH NATIONAL FOREST**

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## PREFACE

Tracing a series of graceful curves through the mountain valleys of the world-renowned Kenai Peninsula, the Seward Highway reveals one spectacular vista after another. This 127 mile highway, connecting the cities of Seward to the south and Anchorage to the north, travels through an unequalled diversity of landscapes. Its scenery, combined with its abundant wildlife, make the Seward Highway a paradise for sightseeing, touring, photography, and countless other recreation pursuits.



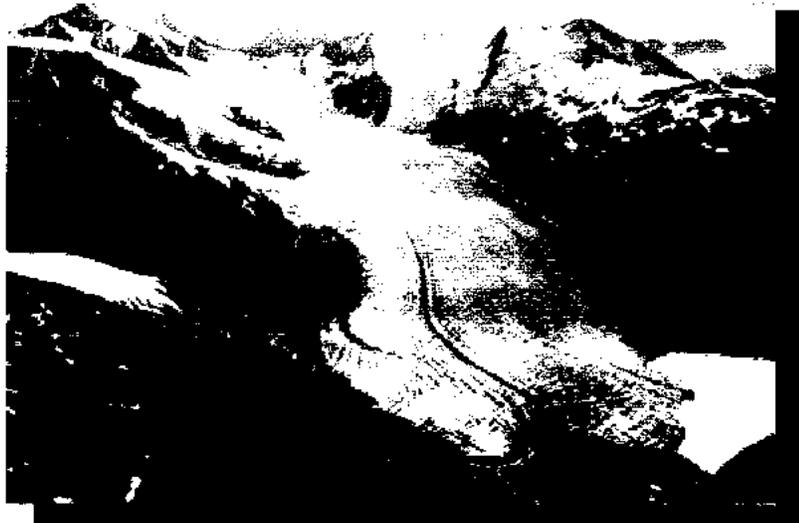


### **THE SETTING**

The Seward Highway Scenic Byway leads travellers from the edge of saltwater to the knife-edged peaks, shimmering mountain lakes, and alpine tundra of the high country, and then returns them to sea level again.

## THE RESOURCE

Within this road corridor, the traveller has the opportunity to experience a remarkable diversity of natural, cultural, and geologic resources.





### THE ACTIVITIES

Not only does the Byway provide motorized access through what many consider the most outstanding scenery in Alaska, but it also provides travellers with the richest, most diverse array of accessible recreational opportunities in the state.

## THE PLAN

A number of existing interpretive displays and programs along the Byway provide excellent, although limited, opportunities for visitors to learn about the vast and unique features of the area. Opportunities to enhance current information and interpretive services are abundant. This Interpretive Plan was developed to provide an integrated, coordinated strategy for the further development of information and interpretive services along the Byway.

It will assist agencies with management responsibilities along the road corridor, and tourism businesses who provide additional services to the Byway traveller. The end goal is the same for all: to provide high quality, safe, and enjoyable experiences to visitors travelling the Seward Highway Scenic Byway.



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## ACKNOWLEDGEMENTS

A comprehensive, well-balanced plan is the result of the creative and dedicated efforts of many people. An interagency/interdisciplinary team of representatives from federal, state, and local agencies, and individuals from the private sector served as a catalyst in the development of this interpretive plan. We owe them our deepest gratitude.

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**CHAPTER I**

**INTRODUCTION**

## INTRODUCTION

### *BACKGROUND*

On June 13, 1990, the Seward Highway was designated a National Forest Scenic Byway. It is currently the only designated Scenic Byway in the State of Alaska. Unlike many Forest Service Scenic Byways, the Seward Highway Scenic Byway crosses many jurisdictional and land management boundaries. Bounded by two local government jurisdictions (the Kenai Peninsula borough and the Municipality of Anchorage), the 127-mile Byway passes through or near several communities, including Anchorage, Girdwood, Moose Pass, and Seward. It also meanders through both the Seward and Glacier Ranger Districts of the Chugach National Forest, the Chugach State Park, and the Anchorage Coastal Wildlife Refuge (Potter Marsh). By virtue of its key location and abundant attractions, the Seward Highway Scenic Byway has become the main highway corridor for outdoor recreation in Alaska. (See Figure 1, Map of the Seward Highway Scenic Byway.)

Approximately 61 percent of the Byway falls within the Chugach National Forest with another 20 percent is bordered by the Chugach State Park. The remaining portions of the route (19 percent) traverse private, municipal, and other state lands. Traditionally, only those portions of a route actually falling within National Forest boundaries are designated as National Forest Scenic Byways. However, because of the management similarities of Alaska's Division of Parks and Outdoor Recreation to those of the Forest Service regarding the highway corridor, partnerships and cooperative efforts were initiated and the entire 127-mile highway was included in the National Forest's Byway program.

### *PURPOSE OF THE PLAN*

This Interpretive Plan is the first step in fostering integrated management of the newly designated Seward Highway Scenic Byway. It will give those responsible for interpretive planning a "blueprint" for desirable developments, including themes, objectives, locations, interpretive concepts, and designs. Although interpretive displays and scenic pull-outs currently exist along the Byway, opportunities to enhance these services are abundant.

By unifying interagency interpretive efforts, we will be better able to promote tourism in Southcentral Alaska and enhance visitor enjoyment by providing year-round, accessible, high quality interpretive services.

## **THE PROCESS**

To ensure an integrated interpretive strategy, an interdisciplinary team was formed. The team included representatives from federal, state, and local agencies, as well as the private sector. This document represents the culmination of their efforts.

The development of the plan followed a seven step process. The first four steps (1-4) focused primarily on those aspects of the Byway that have significant bearing on the selection of themes, sites, and strategies for implementation. Actual planning decisions were made during the final three steps (5-7).

- Step 1 - Inventory significant resources, both available and appropriate for inclusion in the plan.
- Step 2 - Identify the audience to be served through the process.
- Step 3 - Develop goals and objectives.
- Step 4 - Define parameters or circumstances under which this plan will be implemented.
- Step 5 - Develop themes.
- Step 6 - Select appropriate sites and messages, and identify medium.
- Step 7 - Establish priorities for implementation.

## **IMPLEMENTATION**

Implementation of this plan will require the commitment of the agencies, municipalities, and private entities responsible for administering the lands along the road corridor. The Byway's multi-jurisdictional character and current budget limitations will make partnerships essential. As the steward for the majority of the land located along the Byway, the Chugach National Forest will provide leadership in coordinating these implementation efforts. Lead agencies identified in the proposed strategies, in most cases, correspond to the agency responsible for administration of the site or project.

**CHAPTER II**

**THE RESOURCES**

## THE RESOURCES

The Seward Highway Scenic Byway provides access to a rare combination of scenic, cultural, natural, and geologic resources. From Seward to Anchorage, the Byway travels through a diverse mix of flora and fauna, saltwater bays and estuaries, ice-blue glaciers, alpine peaks and valleys, and cultural history.

Two coastal mountain ranges (the Chugach and the Kenai), Turnagain Arm, and numerous stream-fed lakes are just a few of the features characterizing the beauty of the Seward Highway Scenic Byway. Several peaks towering over 5,000 feet above the Byway frame the southern section of the road corridor. Broad vistas appear as the Snow River Valley, Upper and Lower Trail Lakes, and Kenai Lake come into view.

Farther north, the highway reaches elevations of over 1,000 feet at both Summit Lake Pass and Turnagain Pass. Here, the road is flanked by a series of peaks with alpine tundra reaching down to the highway. Before descending to the Turnagain Arm of Cook Inlet, travellers are offered a panorama of snowy mountains, glaciers and wetlands. These expansive views continue as the highway approaches sea level again. Here, numerous wetlands dot the remaining 40 miles of the highway, providing critical habitat for a variety of migratory waterfowl and other wildlife. Each season, as the lush green leaves and colorful alpine flowers of spring and summer fade into the coppers, golds, and reds of fall, and then to the majestic whites and spruce greens of winter, the Byway offers views as spectacular as anywhere in the world.

### ***EARTH-SHAPING FORCES: THE DRAMA OF THE LANDSCAPE***

Earthquakes, glaciers, avalanches, bore tides and weather have all contributed to the visual images that make up the Seward Highway Scenic Byway.

Glacial action has been a dominant land-shaping force along the entire southern coast of Alaska. The Kenai Peninsula in particular is notable for its classic glacial features, including cirques, hanging valleys, moraines, U-shaped glacial valleys, and of course, the awe-inspiring glaciers themselves.

The southcentral coast of Alaska lies along one of the most active plate tectonic regions in the world, which results in frequent earthquakes. On March 27, 1964, the strongest earthquake ever recorded in North America shook Southcentral Alaska. Registering 9.2 on the Richter Scale, the epicenter was located less than 50 miles northeast of Portage. Many signs of this devastating quake are still visible along the Byway. Spruce trees died near Girdwood, Portage, and Seward when land subsided

and saltwater intruded into their root systems. Structural remains of the old Portage townsite are also constant reminders of the active geologic forces continually shaping the land.

Avalanches have also played a role in molding the landscape along the Byway. Large masses of dislodged snow, ice, or rock can slide at speeds of up to 300 miles per hour, often denuding slopes of trees. Avalanche chutes are evident over the length of the highway, particularly in the steeper areas. These chutes can be identified by their inclined channel with fan-shaped debris deposits at the bottom of valleys.

Tides are another fascinating phenomenon along the Seward Highway Scenic Byway. Cook Inlet has one of the greatest tidal fluxes in the world - up to 38 feet. Called bore tides, these extreme fluctuations develop in shallow water where there are large differences between low and high tides. This uncommon spectacle can be viewed at several locations along Turnagain Arm.

The Byway also traverses through a region of rich mineral deposits and associated mineral development. Gold, silver, gypsum, and copper have attracted prospectors since the late 1800's. Both lode and placer gold still exist throughout this area, and can occasionally be seen from the Byway. Lode gold in the Kenai Peninsula occurs in quartz veins that are in the sandstone and slate bedrock. Placer is a deposit of sand or gravel containing a valuable mineral that has accumulated through weathering and mechanical concentration.

#### ***NATURAL RESOURCES: THE TAPESTRY OF LIFE***

Numerous opportunities to see a host of fish and wildlife species await the Byway traveller. Sea otters, harbor seals, glaucous-winged gulls, puffins, and black-legged kittiwakes frequent the marine environment that dominates the coastal area of Resurrection Bay. Bald eagles, Pacific and common loons, arctic terns, northern pintails, northern shovelers, and American widgeons can be seen in riparian areas and wetlands from Potter Marsh to Tern Lake. During the summer months, five species of Pacific salmon can be found spawning in creeks and streams along the Byway. Beluga whales are commonly seen in Turnagain Arm as they feed on hooligan and pink salmon. Occasionally, the fortunate traveller will spot orca and minke whales here also.

During the summer, travellers may stop and hear the whistle of the hoary marmot or perhaps sight a snowshoe hare among the shrubs or at the edge of openings. Visitors may see moose feeding in boggy meadows and beaver ponds, or Dall sheep and mountain goats feeding in alpine meadows or steep crags. Infrequently, a caribou, moose, timber wolf, or bear may be spotted hurrying across the roadway or running through a break in the terrain.

More likely however, the solitude of a rugged scenic landscape with a lone common raven, Stellar's jay or common redpoll will be the scene rewarding the Byway traveller.

Rugged scenic landscapes also offer a rich vegetative diversity. Three species of spruce can be seen along the road corridor. Towering stands of Sitka spruce line the beginning portions of the Byway near Seward. These are soon replaced by white spruce, shorter species that prefer the drier climate found in the interior portion of the Kenai Peninsula. A third even shorter, thinner, and rather spindly looking spruce is found in boggy areas. These black spruce prefer the acidic, wet soils of muskegs.

In the Quartz Creek area, willow, aspen, birch and cottonwood can be seen in extensive openings on the north side of the highway. Ascending the Kenai Mountains, a distinctively different character of vegetation becomes recognizable. Alder and fireweed dominate the slopes where avalanches have swept through during the winter and spring, leaving these areas void of trees. Extensive grass covered areas surround gravel moraines at Turnagain Pass, where severe winters and a short growing season prevent the growth of trees. Instead, lichen and heather, with its strong aroma, are common. In the fall, these alpine areas are colored bright red by the leaves of the bearberry and blueberry, a popular food source for both bears and people.

#### ***CULTURAL RESOURCES: A PAGEANT OF PEOPLES***

As visitors travel the Byway, they trace the steps of Native Americans, European and Russian explorers, miners, military personnel, settlers, and recreationists. After the Pleistocene Ice Age came to an end approximately 10,000 years ago, numerous groups of people have moved into and out of the region. Early groups followed large game animals into the newly exposed valleys. These natives were followed by those of a different tradition, who primarily inhabited coastal areas and major river corridors. Although these people were probably accomplished hunters, they appear to have been dependent mostly upon fish for their subsistence. Next, a Pacific Eskimo group came and left, giving way to the Kenai Denaina Athabaskan Indians, who inhabited most of the Kenai Peninsula and Cook Inlet.

During more recent times, non-Natives have been instrumental in the settlement of the area along the Byway. The Russian explorers Vitus Bering and Aleksei Chirikov were the first non-Natives known to have visited the region. Their expedition resulted in the establishment of a ship building facility in what was to become the City of Seward. Several years later, English Captains James Cook and George Vancouver plied the waters of Cook Inlet and Prince William Sound, laying the foundation for later

exploration by Europeans. American fur traders and prospectors began exploring the valleys in the area following the U.S. purchase of Alaska in 1867. In 1888, gold was discovered in the creeks along the Kenai River, and by the late 1800's, claims had been filed on Resurrection, Bear, and Palmer Creeks. Communities had begun to form and the first "rush" to the area was ignited.

With mining came the need for better transportation routes, and trails were subsequently constructed along most of the main drainages. These early trails gradually became wagon roads. In 1907 and 1909, military roads were built to link the developing communities, and by 1938 it was possible to drive from Seward to Hope. After World War II, the time had come to connect this highway with the rest of Alaska's road system. The Seward Highway was dedicated in 1951, leading to the current ribbon of road connecting Seward and Anchorage.

### *EXISTING INTERPRETIVE RESOURCES*

The Seward Highway Scenic Byway is currently dotted with numerous interpretive opportunities, ranging from staffed visitor contact centers to small roadside signs. Near Seward, the Marine Science Center, the Kenai Fjords National Park Visitor Center, and the Trail Lakes Fish Hatchery provide travellers with a wide variety of interpretive information. Interpretive signs and kiosks along the Byway itself introduce visitors to wildlife enhancement projects, forest management practices and natural resources. Small signs addressing the color of glacial lakes (Kenai Lake), the life cycle of salmon (Daves Creek and Moose Creek), trickle dams (Jerome Lake), moose burns and backcountry user ethics (Devil's Pass), and the spruce bark beetle (Summit Lake) can be viewed along the southern end of the highway.

As one travels north through Turnagain Pass and on toward Anchorage, fewer interpretive messages are available. An interpretive platform near the Portage Railroad offers messages about the wildlife that inhabit the 20-mile flats area. Beluga Point, a favorite stop for visitors hoping to see beluga whales, offers the largest variety of interpretation at the north end of the Byway. Included at this site are text and illustrations on the 1964 earthquake, beluga whales, the history of Turnagain Arm, the differences between sheep and goats, and the bore tides.

Near the end of the Byway, the Potter Section House (headquarters for the Chugach State Park) also provides a range of interpretive material. Here, the history of the Alaska Railroad and other topics are addressed. Like the National Park Service Visitor Center in Seward, the Potter Section house is staffed to provide personal assistance to its visitors. Wildlife and their habitat are interpreted just across the highway to the north, along the Potter Marsh boardwalk.

Interpretive opportunities expand as detours are taken off the Byway to the towns of Hope, Soldotna, Kenai, and Homer. Five miles off the Byway on the Portage Valley Road, the Begich, Boggs Visitor Center provides spectacular vistas of Portage Lake and icebergs from Portage and Burns glaciers, along with extensive interpretation on glaciers and their effects on the landscape.

A complete inventory of resources along the Byway can be found in Appendix A.

**CHAPTER III**

**AUDIENCE ANALYSIS**

## AUDIENCE ANALYSIS

It is critical to the success of any project to understand the needs, expectations, and limitations of the visitor. Needs include not only the basic amenities of food, shelter, and restroom facilities, but also the need to be oriented, and to feel safe in unfamiliar surroundings. In contrast, visitor expectations are harder to identify. Based on both past experiences and what information they have gathered from other sources, visitors come to an area expecting particular types of experiences, including certain services and information. Limitations are related to such things as the physical and mental ability, education level, background, and leisure orientation of the visitor. The combination of these needs, expectations and limitations has important implications to the selection and design of interpretive strategies and projects.

In order to better understand who is travelling the Seward Highway Scenic Byway and why, an audience analysis was conducted. The analysis was based primarily on the results of three visitor surveys: 1) the Alaska Visitor Statistics Program II (AVSP); 2) the Kenai Peninsula Tourism Study; and 3) the Kenai Fjords National Park Visitor Services Project.

The AVSP II project was sponsored by the Alaska Division of Tourism in 1989, to identify numerous characteristics about the Alaskan visitor. As a part of this project, a survey was conducted to assess visitor opinions, travel patterns, trip planning and demographic characteristics. Although this study was designed to be accurate on a statewide level, reliable information about the Southcentral Alaska Byway visitor was extrapolated.

According to the AVSP II:

- \* Southcentral Alaska accommodates more summer visitors than any other region, with 69 percent of all Alaskan visitors spending at least some time in the southcentral region.
- \* Most visitors to the southcentral region arrive from the other 49 states, although the overseas markets are producing an increasing share of visitors.
- \* Two-fifths are travelling independently (not as part of any group or package), and almost two-thirds (62 percent) arrive by air.
- \* Visitors stay an average of 12.6 nights in the state, 7.4 nights in the region, and 4.0 nights in Anchorage.

- \* Travel agents, brochures, books, vacation planners, friends, and relatives are among the most commonly used information sources.
- \* Visitors are well-educated; 21 percent are at least college graduates and another 28 percent have either attended or completed graduate school.
- \* Annual household incomes average just under \$56,000.
- \* The average age is 49, with one in four being 65 or older.
- \* Southcentral visitors have a much higher than average rate of employment, influenced by the large number of business travellers to the region, with just under one-third (29 percent) retired.

A tourism study commissioned by the Kenai Borough and Economic Development Council in 1991 provides a detailed analysis of visitors to the Kenai Peninsula, through which the majority of the Byway passes. Because residents of Anchorage are a major Byway user group, they were a particular focus of the study. Results of a survey administered to 284 randomly selected Anchorage households identified the following visitor characteristics:

- \* Ninety-three percent of those surveyed had visited the Kenai Peninsula at one time or another; 180,549 residents visited in 1990, almost 80 percent of Anchorage's residents.
- \* The majority of respondents indicated that they visited the Peninsula several times a year, with an average of 4.3 trips in 1990.
- \* Almost one-quarter (23 percent) reported that Seward was their most frequent destination.
- \* Recreational activities were the prime motivator for travel to the Kenai Peninsula, according to over 92 percent of the visitors.
- \* Over 42 percent of those surveyed reported spending two nights on the Kenai Peninsula, and almost 86 percent used their own personal vehicle for transportation.
- \* Anchorage residents travelled to the Kenai Peninsula primarily during the months of July and August.
- \* The typical Anchorage visitor to the Kenai Peninsula has an average income of \$35,632, is slightly over 35

years of age, comes from a 2-3 person household, and travels in a group of two.

The study goes on to describe non-resident visitors to the Kenai Peninsula based on analysis of 1989 summer data provided by the AVSP II. The study reported the following statistics:

- \* 160,400 non-Alaskans visited the Kenai Peninsula during the summer of 1989.
- \* 122,700 visitors spent at least a portion of their trip in Seward, a 9 percent increase from 1985.
- \* The Kenai Peninsula received the majority of all non-resident visitors entering the state by highway and those entering by ferry who own their own vehicle.
- \* Vacation and pleasure travel were identified as the prevailing trip purpose of non-residents to the Peninsula.
- \* Non-residents visiting the Kenai Peninsula stay an average of 1.7 nights, almost one-quarter of the total time spent in southcentral Alaska.

Another study conducted at the Kenai Fjords National Park, July 7-13, 1990, provided the following visitor profile:

- \* Visitors travelled predominantly in two-person or family groups (47 percent and 60 percent, respectively).
- \* Almost one-quarter (24 percent) were Alaskan residents.
- \* Photography (95 percent), wildlife viewing (86 percent), walking to Exit Glacier (78 percent), and coastal boat tours (55 percent) were the most commonly activities pursued by park visitors.
- \* Almost one-third (31 percent) of visitors were between 56 and 70 years of age.
- \* Five percent of the visitors surveyed were of foreign origin, including Canada (25 percent), Japan (20 percent), Germany (12 percent) and Australia (10 percent).
- \* The most common forms of transportation used to get to the Seward area were private cars and RVs (69 percent), and rental cars (24 percent).
- \* The most commonly used interpretive and visitor services at the park were the park map/brochure (71

percent), visitor center displays (71 percent), and the Exit Glacier brochure (66 percent). These were also the services with the highest usefulness ratings.

Unfortunately, none of the above studies focused specifically on the Seward Highway visitor, but rather on specific locations or more general regions. To compensate for this shortcoming, numerous informal conversations were held with tour operators, agency personnel, small business operators, local residents and Byway travellers. Private sector tour guides expressed a real need for interpretive training so that they can better interpret information to their passengers. In addition, most felt that some type of interpretive facility at Turnagain Pass is needed since it is a frequent stopping place. Information gathered from travellers along the Byway showed a need for information on Byway resources and activities. Visitors want to know about: developed and dispersed recreation opportunities in the area; adjoining communities; and what they are seeing as they travel the Byway.

The major request, however, was not related to interpretation at all. Nearly every tour guide and many of the visitors requested more restroom facilities along the Byway.

In summary, the studies and informal interviews discussed above help provide the profile of the Byway traveller:

- \* Users are "middle-income" and fairly well educated.
- \* A large majority travel the Byway for pleasure, and travel in small groups.
- \* Out-of-state visitors are older than Anchorage visitors.
- \* People tend to spend several nights on the Peninsula when they visit.
- \* Probably everyone in Anchorage who has a car has driven the Byway; most users have their own transportation.
- \* A large portion of Byway travellers are repeat visitors from the Anchorage area.

Interpretive planning and design should keep these findings in mind, to better tailor the interpretation to the needs and expectations of the visitor. In particular, the following considerations should be kept in mind:

- \* Older audiences, as well as non-English speaking audiences, need to be considered in interpretive designs.

- \* Changeable exhibits should be incorporated so that repeat travellers can experience some variety.
- \* Partnerships to build and maintain the Turnagain Pass restrooms are imperative.

While these studies have provided general information about the Byway visitor, there is still much that is unknown. Future visitor studies are needed to answer questions such as: How effective are our existing interpretive facilities? What media form is the most effective for Byway travellers? What needs are we not meeting? The better we are able to answer these questions, the better equipped we will be to meet our visitors' needs and expectations.

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- Littlejohn, Margaret. 1990. "Kenai Fjords national Park Visitor Services Project." Visitor Service Project Number 31, Cooperative Park Studies Unit, University of Idaho, Moscow, ID.
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**CHAPTER IV**

**GOALS**

## GOALS

It was important to develop a plan that will achieve the interpretive goals of all agencies responsible for administering the resources along the Byway. To achieve this, the interagency/interdisciplinary planning team articulated the following goals for this plan:

### 1. Provide High Quality Interpretation

Providing high quality interpretation and accurate information about the geologic, cultural, and natural stories along the Byway is a priority of this plan. The interpretive program can accomplish this goal by -

- \* providing exciting and innovative opportunities for learning.
- \* using the best and most appropriate interpretive media to relay messages.
- \* selecting the most appropriate sites to interpret.

### 2. Enhance the Enjoyment of All Byway Visitors by Providing a Variety of Accessible Opportunities

This interpretive strategy is intended to bring visitors and resources together in a meaningful, enjoyable way. The provision of a variety of interpretive opportunities will enable all visitors to select the experience they are seeking. Individual strategies and the overall program must be designed so that residents, as well as those from out-of-state, will enjoy participating. In addition, interpretive opportunities will be designed using the concept of universal accessibility, to ensure that persons of all abilities will have the opportunity to participate.

### 3. Promote Tourism by Providing Year-round Interpretive Opportunities

In a draft strategic plan for tourism in Alaska, the Alaska Division of Tourism has stated the following mission: "... Stimulate employment opportunities through the expansion of tourism into the State." Interpretive opportunities along the Byway can contribute to this goal by -

- \* increasing the attractiveness of the area as a destination.

- \* providing a wide variety of opportunities which will encourage longer stays and return visits.
- \* informing visitors of winter opportunities throughout the region.
- \* developing partnerships with and between local communities and land managing agencies to provide year-round interpretive opportunities.

#### 4. Promote Safe and Responsible Use of the Byway and its Surrounding Resources

Many travellers are not aware of the impact their presence has on a wild and often fragile environment, or the potential hazards that they may encounter when travelling through the area. Well-planned interpretive efforts can accomplish this goal by -

- \* educating visitors on how to view wildlife safely.
- \* instilling in visitors an appreciation for the fragility of cultural and natural resources along the Byway.
- \* promoting responsible behavior by instilling a sense of ownership.
- \* educating visitors on the potential hazards that exist.

#### 5. Maintain the Scenic Character of the Byway

Maintaining the scenic qualities for which the Byway was designated is key to the success of this plan. Any development must be consistent with the character of the area. Facilities will be designed and located to reduce their obtrusiveness along the highway. Consolidating interpretive facilities along the route will also help to minimize the disturbance to the scenery.

**CHAPTER V**

**PARAMETERS AND CONSIDERATIONS**

## PARAMETERS AND CONSIDERATIONS

This chapter identifies those parameters and considerations that will have a direct bearing on the development and implementation of the interpretive strategies identified in this plan.

### LAND JURISDICTION

The Seward Highway Scenic Byway winds through a myriad of land jurisdictions and rights-of-way, each with its own mandate for management. The U.S. Forest Service, the Alaska Department of Natural Resources, the Alaska Railroad, the Alaska Department of Transportation, the Alaska Department of Fish and Game, the Kenai Peninsula Borough, the Chugach Alaska Corporation, several towns and municipalities, and private landowners are all responsible for the administration of the land surrounding the Seward Highway Scenic Byway. The management direction for the Chugach National Forest with respect to the Seward Highway Scenic Byway is outlined in Appendix B. The management direction of all other agencies will also need to be reviewed prior to any project implementation. In general, the multiple land jurisdictions along the Byway should not limit the development of high quality interpretive facilities. However, close coordination will be necessary to ensure that the most integrated and effective strategies are implemented.

### SAFETY

The safety of visitors travelling the Seward Highway Scenic Byway is of utmost concern to all administering agencies. The often narrow, winding, two-lane Byway provides the only transportation route to and from many of the communities located on the Kenai Peninsula. Consequently, vehicle types range from slow moving RVs to commercial 18-wheelers. Breathtaking views, rock slides and animals on or near the roadway all contribute to potentially hazardous driving conditions during the summer months. In addition, inviting mud-flats along Turnagain Arm have claimed lives with their quicksand-like power, continually causing concern among administering agencies and local citizens alike.

During winter months, temperatures along the Byway can be perilously cold. Avalanches regularly occur along the roadway, and visibility is often poor. Road conditions are, at best, hazardous. In addition, maintenance of pullouts along the Byway is limited during the winter, leaving few places for stopping.

Interpretive planning must take all of these considerations into account, during the design and implementation stages.

The Alaska Department of Transportation (ADOT) is planning many reconstruction projects along the Byway to provide safer road conditions motorists. Anticipated projects include relocating portions of the Byway farther from avalanche areas, realigning and widening the Byway in the more winding spots, and providing additional pull-outs. Interpretive efforts will need to be closely coordinated with these ADOT highway projects.

#### ***COST OF IMPLEMENTATION***

Although it often seems that money is a constraint to implementing interpretive projects, there are opportunities for funding above and beyond regular Forest Service budgets. For example, the Intermodal Surface Transportation Efficiency Act (ISTEA) has significant amounts of money earmarked for interpretation along scenic byways. In addition, a marketing plan will be prepared in order to strengthen both public and private partnership support for developing and maintaining the interpretive strategies recommended in this document.

#### ***TOURISM***

It is a goal of the State of Alaska to increase tourism throughout the State; in particular, efforts are being made to reduce the seasonality of Alaska by promoting its winter activities. Currently, most interpretive signs along the Byway are removed during the winter months to avoid damage by snow plows. Interpretive efforts identified in this plan have attempted to take this marketing focus into account by suggesting a variety of interpretive media suitable for winter use.

#### ***VISUAL QUALITY OBJECTIVES AND RECREATION OPPORTUNITY SPECTRUM (ROS) CLASSIFICATIONS***

An objective of this plan is to ensure that the scenic and visual qualities for which the Byway was designated are maintained and/or enhanced. In an effort to minimize the impact of development along the road corridor, proposed interpretive sites will be designed and located to reduce their obtrusiveness. In addition, efforts were made to minimize the potential for numerous developed stops by adopting an approach similar to that used in the Recreation Opportunity Spectrum (ROS) classification system. This approach is intended to allow visitors a variety of interpretive options, ranging from the fully developed site to a more primitive, exploratory type of experience. (See Chapter VII, "Suggested Project Groupings, for more detail.)

**CHAPTER VI**

**THEMES**

## THEMES

The theme in an interpretive strategy is the central message that the visitor receives. Leisure-oriented visitors will not remember detailed facts and figures but rather will remember impressions created by their experiences. To ensure a more focused and effective interpretive strategy, it is desirable to identify interpretive themes prior to selecting and developing messages, text, and media. As a result, facts and figures that do not reinforce or support the message can be eliminated and visitors are sent home with a few clear impressions rather than numerous, easily forgotten facts and figures.

The major theme and storylines in this interpretive plan were identified during the process of determining what visitors should have the opportunity to know, feel, and do as a result of experiencing the Byway. Major interpretive concepts and messages to be addressed by each storyline were also identified. (See Appendix C for more details on interpretive objectives.)

### OVERALL THEME

*The Seward Highway Scenic Byway traverses diverse and ever-changing mountain and seascapes that have nourished and continue to influence a complex tapestry of flora and fauna and influence a fascinating continuum of human events.*

### STORYLINES TO SUPPORT THE OVERALL THEME

#### 1. The Drama of the Landscape

The Seward Highway Scenic Byway offers exceptional opportunities for travellers to experience a variety of Alaska's landforms and the earth's great forces of ice, wind, water, earthquakes, and tectonics that continue to craft them.

#### Primary Objectives of the Storyline:

- A. To explain the landscaping forces of glaciers; why they are here, how they affect and are affected by weather, their life cycle, how to identify different glacial types, evidence of their past presence, and how they influence the color of lakes and streams in the area.
- B. To explain the dynamics of geology in the area by describing:
  - 1) erosive versus building forces

- 2) the devastating effects of earthquakes and the potential for more in the future
  - 3) avalanches - the identification of potential hazards and their effects.
- C. To describe the geologic aspects of gold formation and mineralization along the Byway, and likely locations for finding gold.
  - D. To describe the relationships of geology, weather, and tides to both cultural and natural history and as a foundation for the diverse wildlife found along the Byway.
  - E. To describe the uniqueness of the bore tides in Turnagain Arm and how the mud flats were formed.
  - F. To explain the causes of dead trees seen along different portions of the Byway.

## 2. The Tapestry of Life

The mountains and seas along the Seward Highway Scenic Byway embrace forests, wetlands, alpine tundra, and the species dependent upon them.

### **Primary Objectives of the Storyline:**

- A. To describe what ecosystems are, the different types of ecosystems found along the Byway, their characteristics and why they occur there, the role of fish, animals, and plants within each ecosystem, and their interdependence.
- B. To describe the different types of habitat found along the Byway, the importance and extent of each type of habitat to particular species, and the importance of large continuous habitats, and the management of habitat and populations.
- C. To help visitors identify the plants and animals found along the Byway and the signs of animal use.
- D. To interpret various natural events occurring along the Byway, such as the fall colors, blooming flowers, berry picking, fishing, and wildlife viewing opportunities.

## 3. A Pageant of Peoples

The route of the Seward Highway Scenic Byway is a ribbon through time, linking us with the people who travelled this way and used the resources of the land before us with those who will follow.

**Primary Objectives of the Storyline:**

- A. To interpret the Native history of the region; what Natives inhabited the region; when and how they arrived; where and how they lived and travelled.
- B. To help visitors understand the histories of the communities found along the Byway, their development and settlement.
- C. To describe the transportation history of the area.

**CHAPTER VII**

**PROPOSED INFORMATIONAL/INTERPRETIVE STRATEGIES**

## PROPOSED INFORMATIONAL/INTERPRETIVE PROJECTS

Following the identification of the audience, parameters, goals, and themes, a wide range of interpretive options were identified. After a thorough review of the draft document by the planning team, this range was narrowed to those most appropriate for the Seward Highway Scenic Byway. These interpretive strategies were divided into two classes:

1) Informational/Interpretive Projects (Projects, No. 1-8) designed to provide general, non-site specific information/interpretation, and

2) Interpretive Sites (Sites, No. 9-33), designed to provide site-oriented, storyline-specific interpretive messages. For proposed site locations, see Figures 7.1 and 7.2 - Locator Maps for Proposed Sites.

Narratives follow each project and site identified. Each narrative contains: a brief description of the project or site; objectives; the proposed media; and a list of potential partners.

The following strategies, when implemented, will provide the most effective interpretive experience for Byway travellers. Projects that are not site-specific are described first, followed by the site-specific strategies, arranged according to their milepost location.

**SUMMARY OF PROPOSED INFORMATIONAL/INTERPRETIVE PROJECTS**

**(Not site-specific)**

<b><u>PROJECT NUMBER</u></b>	<b><u>PROJECT</u></b>	<b><u>PAGE</u></b>
1	Seward Highway Scenic Byway Newspaper	32
2	Staffed Interpretive Van	34
3	Family of Brochures	35
4	Seward Highway Scenic Byway Road Guide	37
5	Seward Highway Scenic Byway Placemats	39
6	Seward Highway Scenic Byway Audio Tape	40
7	Seward Highway Scenic Byway 20-minute Video	41
8	Feature Article in Various Publications	42

**NARRATIVES FOR PROPOSED INFORMATIONAL/INTERPRETIVE PROJECTS**  
**(Not site-specific)**

**NOTES**

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**PROJECT NUMBER:** 1

**PROJECT NAME:** SEWARD HIGHWAY SCENIC BYWAY NEWSPAPER

**FOCUS:** General information and interpretation of Byway theme and storylines

**PROJECT DESCRIPTION:**

A seasonal newspaper provides an excellent vehicle for interpreting and educating the public about the key natural, geologic, cultural, and scenic resources of the Byway relating to its themes.

Distribution of this newspaper could occur anywhere that there is an interest in the Seward Highway Scenic Byway, its resources and opportunities. Some specific distribution sites could include the Alaska Public Lands Information Center, the Begich, Boggs Visitors Center, the Anchorage and Seward Chambers of Commerce, the Seward Ranger District Office, the Kenai Fjords National Park Office, the Anchorage Visitors Bureau, the Potter Section House, travel agencies, and cruise ships.

The Scenic Byway Newspaper would be a publication similar to those produced for Denali and Kenai Fjords National Parks. Its contents would include feature articles about significant attributes of the Byway, a section on what's happening along the Byway during any given season, a safety section, and a kids' page. Topics would relate to the Byway's overall theme and supporting storylines. Safety messages would also be included.

**OBJECTIVES:**

To provide interpretation, information, and a detailed orientation to the Byway and its resources.

**MEDIA:**

Newspaper

**POTENTIAL PARTNERS:**

USDA Forest Service  
Anchorage Visitors Bureau  
Alaska Department of Tourism  
USDI Bureau of Land Management  
Alaska State Parks  
Kenai Peninsula Borough  
Anchorage Chamber of Commerce  
Seward Chamber of Commerce  
Alaska Natural History Association  
Local businesses  
Bus companies/Cruise companies  
City of Seward  
Kenai Peninsula Tourism Marketing Council  
Alaska Railroad  
Resurrection Bay Historical Society  
Alaska Department of Fish and Game  
USDI National Park Service  
Alaska Public Lands Information Center  
Volunteers, "Friends of . . ." group

**PROJECT NUMBER:** 2

**PROJECT NAME:** STAFFED INTERPRETIVE VAN

**FOCUS:** General information and interpretation of Byway theme and storylines

**PROJECT DESCRIPTION:**

A staffed, interagency van would travel to various points along the Byway, and provide personal visitor contact and interpretation of significant or time-specific events that might otherwise be missed by travellers. Specific stops might include, but are not limited to: Windy Corner, Beluga Point, the Old Portage Townsite, Turnagain Pass, Upper Summit Lake, Tern Lake, and Ptarmigan Creek. In addition to an Interpreter, the van would contain informational media for free and for sale, as well as a spotting scope for viewing. Topics would relate to the Byway's overall theme and supporting storylines. Safety and responsible use messages would also be included.

**OBJECTIVES:**

To increase public awareness, knowledge, respect, appreciation, and responsible use of the Byway and its resources.

To provide exposure to managers of those resources.

**MEDIA:**

Van staffed with an Interpreter  
Displays, brochures, maps, etc.  
Spotting Scope for Viewing

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Department of Fish and Game  
Alaska State Parks  
USDI Bureau of Land Management  
Car and oil companies  
Alaska Natural History Association  
Volunteers, "Friends of . . ." group

**PROJECT NUMBER:** 3

**PROJECT NAME:** *FAMILY OF BROCHURES*

**FOCUS:** General information and interpretation of Byway theme and storylines

**PROJECT DESCRIPTION:**

The family of brochures would provide an excellent way to disseminate detailed information, answer questions and educate the public on a variety of specific topics and resources found along and adjacent to the Byway. Each brochure would cover a specific aspect of the Byway.

Distribution of these brochures could be at virtually all visitor contact centers including: the Alaska Public Lands Information Center, the Begich, Boggs Visitor Center, the Anchorage and Seward Chambers of Commerce, the Anchorage Visitors Bureau, the Potter Section House, travel agencies, and cruise ships.

**OBJECTIVES:**

To increase public awareness, knowledge, appreciation, and responsible use of the Byway and its resources.

To convey an understanding of the different agencies administering land along the Byway.

**MEDIA:**

**General Brochures:**

Visitor map  
Hiking and camping opportunities  
Winter activities  
What to do and see with a limited amount of time  
(2 hrs., 4 hrs., 1/2 day, 1 day, weekend, etc.)  
How to contribute  
Children's activity guide

**Drama of the Landscape Brochures:**

Bore tide (monthly schedule)  
Geology

**Tapestry of Life Brochures:**

Wildlife viewing guide and checklist  
Fishing and fish viewing  
Wildflower/berry picking guide and checklist  
Bird checklist

**Pageant of Peoples Brochures:**

Recreational gold panning (upgrade the existing one  
with historic information on the Iditarod Trail)  
History  
Mining

**POTENTIAL PARTNERS:**

USDA Forest Service  
USDI Bureau of Land Management  
Alaska State Parks  
Alaska Department of Fish and Game  
Alaska Natural History Association  
Printing Company  
Resurrection Bay Historical Society  
Alaska Department of Fish and Game  
USDI National Park Service  
Anchorage Chamber of Commerce  
Seward Chamber of Commerce  
Alaska Public Lands Information Center

**PROJECT NUMBER:** 4

**PROJECT NAME:** *SEWARD HIGHWAY SCENIC BYWAY ROAD GUIDE*

**FOCUS:** General information and interpretation of Byway theme and storylines

**PROJECT DESCRIPTION:**

This road guide would be available for sale at all visitor contact centers including the Alaska Public Lands Information Center, Begich, Boggs Visitor Center, the Anchorage and Seward Chambers of Commerce, the Kenai Visitor Center, the Anchorage Visitors Bureau, the Potter Section House, all Alaska Natural History Association outlets, local bookstores, and retail businesses along the Byway.

The Scenic Byway Road Guide would be a very detailed, mile-by-mile account of what there is to see and do along the Byway. In addition, it would include descriptions of side trips that can be taken to communities located off the Byway. The Scenic Byway road guide would allow those travelling the Byway a complete interpretive experience without the aid of an Interpreter or interpretive facilities.

**OBJECTIVES:**

To provide general orientation and recreational opportunity information about the Byway and nearby communities.

To interpret the natural and cultural resources along the Byway, via the overall theme and supporting storylines of this plan.

**MEDIA:**

Illustrated, detailed road guide to the Seward Highway Scenic Byway, complete with maps.

**POTENTIAL PARTNERS:**

USDA Forest Service  
USDI Bureau of Land Management  
Alaska State Parks  
Alaska Department of Fish and Game  
USDI Park Service  
Anchorage Chamber of Commerce  
Seward Chamber of Commerce  
Kenai Peninsula Borough  
Local businesses  
Milepost Magazine  
Bus companies  
Alaska Natural History Association  
University Journalism Departments  
Publishing companies  
Volunteers, "Friends of . . ." group  
Kenai Peninsula Tourism Marketing Council

**PROJECT NUMBER:** 5

**PROJECT NAME:** SEWARD HIGHWAY SCENIC BYWAY PLACEMATS

**FOCUS:** Orientation to the Byway

**PROJECT DESCRIPTION:**

These placemats would contain graphic descriptions of the Seward Highway Scenic Byway and its opportunities. Different placemats would be available for different seasons of the year. They would serve to provide a general orientation to the Byway, highlighting areas of particular interest, and would include safety and responsible use messages.

Distribution of these placemats would occur at: restaurants along the Byway; restaurants such as McDonald's located in Anchorage, Soldotna, Homer, and Kenai; and other restaurants located on the Kenai Peninsula.

**OBJECTIVES:**

To increase public awareness and knowledge of the Seward Highway Scenic Byway, its resources and opportunities.

**MEDIA:**

Paper placemats

**POTENTIAL PARTNERS:**

Restaurants  
Printing companies  
Alaska Natural History Association  
USDA Forest Service  
Alaska Department of Fish and Game  
Kenai Peninsula Tourism Marketing Council  
Princess Tours  
Alaska State Parks  
Anchorage Chamber of Commerce  
Seward Chamber of Commerce  
USDI Bureau of Land Management

**PROJECT NUMBER:** 6

**PROJECT NAME:** SEWARD HIGHWAY SCENC BYWAY AUDIO TAPE

**FOCUS:** Audio and large print information and interpretation of Byway theme and storylines

**PROJECT DESCRIPTION:**

The audio tape's primary purpose would be to provide a detailed, descriptive interpretation for visitors with visual impairments. The tape would contain not only the interpretive messages found along the Byway but also detailed descriptions of the scenic wonders along the way. Specific topics would relate to the overall interpretive theme; safety and general information messages would also be provided.

The interpretive audio tape would be available for sale at all visitor contact centers including, the Alaska Public Lands Information Center, the Begich, Boggs Visitors Center, the Anchorage and Seward Chambers of Commerce, the Anchorage Visitors Bureau, the Seward Chamber of Commerce, and the Potter Section House.

**OBJECTIVES:**

To provide visitors with visual impairments an opportunity to enjoy a meaningful experience along the Byway.

**MEDIA:**

Audio tape with an accompanying large print booklet

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska State Parks  
Alaska Department of Fish and Game  
Blue Highways Productions  
University Media Departments  
Volunteers, "Friends of . . ." group  
Lighthouse for the Blind

**PROJECT NUMBER:** 7

**PROJECT NAME:** SEWARD HIGHWAY SCENIC BYWAY 20-MINUTE VIDEO

**FOCUS:** General information and interpretation of Byway theme and storylines

**PROJECT DESCRIPTION:**

This video would be a 20-minute or longer feature presentation highlighting the Seward Highway Scenic Byway. It would showcase the themes and storylines identified in this plan: the diverse seasonal changes, the wildlife resources, and the geologic forces sculpting the land. In addition, this video would have both open and closed captions for visitors with hearing impairments, and audio descriptions for visitors with visual impairments.

The video could be shown at the Alaska Public Lands Information Center, the Begich, Boggs Visitor Center, the Portage Glacier Lodge, the National Park Service Visitor Center (in Seward), in local schools, on cable television, at libraries, and on ferries. In addition, it would be sold in stores located along the Byway and at all Alaska Natural History Association outlets.

**OBJECTIVES:**

To provide a general orientation and interpretation of the Byway theme and storylines.

**MEDIA:**

A 20-minute or longer feature length video

**POTENTIAL PARTNERS:**

Alaska Division of Tourism  
Alaska Public Lands Information Center  
Production companies  
USDA Forest Service  
USDI Bureau of Land Management  
Alaska Department of Fish and Game  
Alaska Natural History Association  
Alaska State Ferries  
Volunteers, "Friends of . . ." group

**PROJECT NUMBER:** 8

**PROJECT NAME:** *FEATURE ARTICLE IN VARIOUS PUBLICATIONS*

**FOCUS:** General information

**PROJECT DESCRIPTION:**

These articles would be a vehicle by which the unique resources of the Byway can be interpreted to those who may not have a chance to visit the State, or to those planning a trip in the future. Articles could be published in a variety of publications such as RV magazines, National Geographic, travel magazines, American Association of Retired Persons magazine, different wildlife publications, the American Automobile Association magazine and airline magazines. All articles would include safety and responsible use messages.

**OBJECTIVES:**

To inform visitors and potential visitors about the resources and opportunities along the Byway.

To assist in marketing the Byway and the State of Alaska.

To educate visitors on potential hazards of travelling the Byway, and how, when and where to view wildlife and other resources safely.

**MEDIA:**

Feature articles in various publications

**POTENTIAL PARTNERS:**

USDA Forest Service  
USDI Bureau of Land Management  
Alaska State Parks  
Seward Chamber of Commerce  
Kenai Peninsula Tourism Marketing Council  
Alaska Department of Fish and Game  
Freelance writers  
Alaska Department of Tourism  
Anchorage Visitors Bureau  
Volunteers, "Friends of . . ." group

**NOTES**

**PROPOSED INFORMATIONAL/INTERPRETIVE SITES**  
**(Site-specific)**

**SUMMARY OF PROPOSED INFORMATIONAL/INTERPRETIVE SITES**

by MILEPOST

<u>MILE</u>	<u>SITE NUMBER</u>	<u>SITE</u>	<u>PAGE</u>
	9	Seward Ranger District Visitor Services	50
	10	Visitor Contact Station - Seward Chamber of Commerce	51
18	11	Snow River Interpretive Site	53
23.1	12	Ptarmigan Creek Interpretive Site	55
29.4	13	Ed Estes' Water Wheel/Moose Pass Interpretive Site	56
32.4	14	Trail Lake Fish Hatchery/Moose Creek Interpretive Site	57
37	15	Tern Lake Interpretive Site	58
38.6	16	Sterling Highway Kiosk at Jerome Lake	59
39.4	17	Devil's Pass Interpretive Site	60
56.6	18	Bruhn Ray Mine	61
56.8	19	Hope Highway Kiosk at the Hope "Y"	63
63.7	20	Johnson Pass Trailhead Interpretive Site	64
68.1 68.5	21	Turnagain Pass Development Options	65
75.2	22	Ingram Creek Interpretive Site	69
80.2	23	Portage Townsite/Whittier Train Station Interpretive Site	71
81	24	20-mile Flats Interpretive Site	73
90	25	Girdwood Flats Interpretive Site	75
101.2	26	Bird Creek Campground Interpretive Site	76
104	27	Indian Valley Mine Interpretive Site	77

<u>MILE</u>	<u>SITE NUMBER</u>	<u>SITE</u>	<u>PAGE</u>
106.9	28	Windy Corner Sheep Viewing Interpretive Site	78
110.3	29	Beluga Point Interpretive Site	79
115.3	30	Anchorage Visitor Contact Station - Potter Section House	81
117.4	31	Potter Marsh Improvements	83
	32	Alaska Public Lands Information Center (APLIC) Display	85
	33	Anchorage Railroad Station Kiosk	86

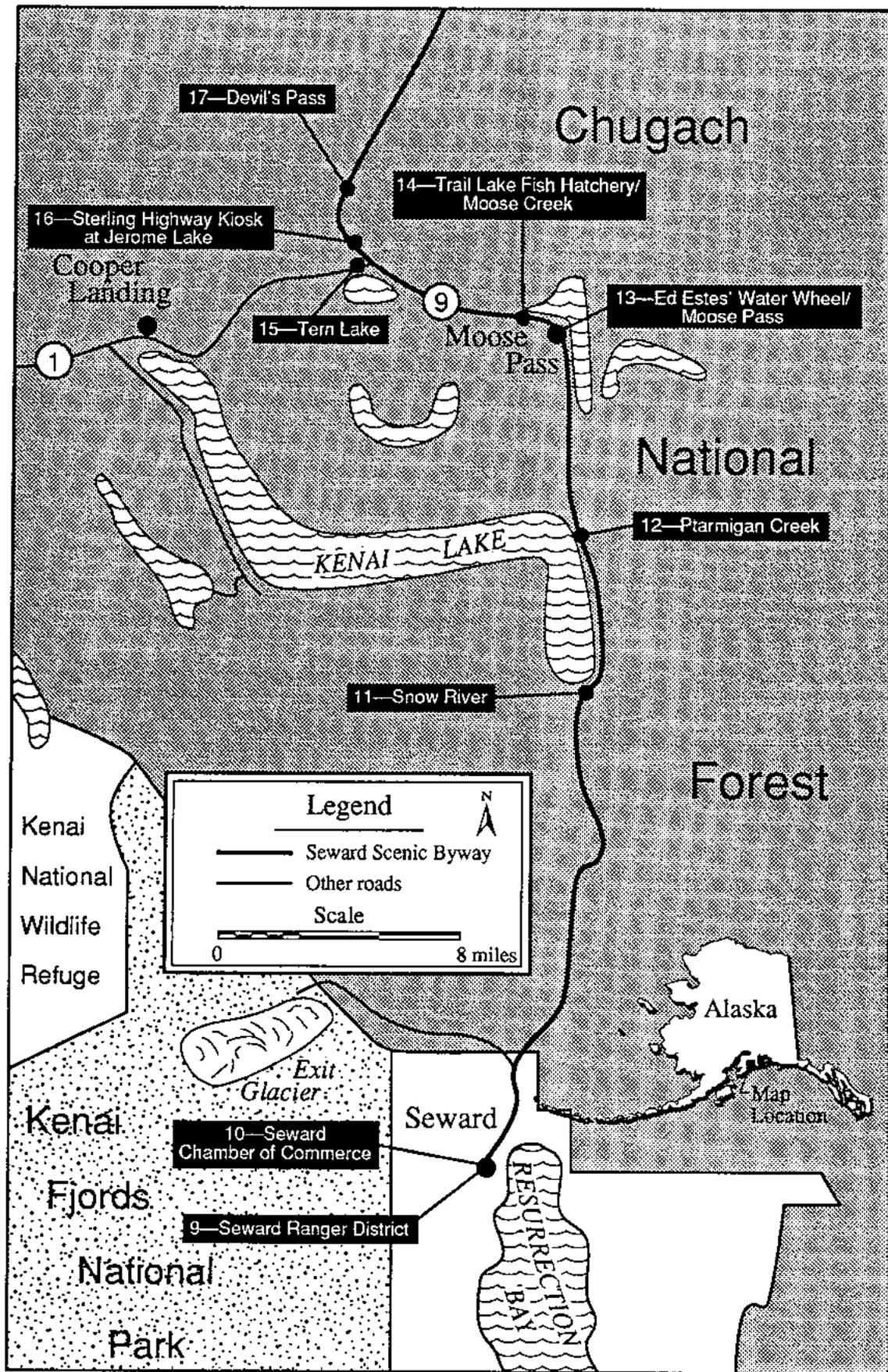


Figure 7.1—Locator Map for Proposed Sites No. 9-17, South Half of Byway.

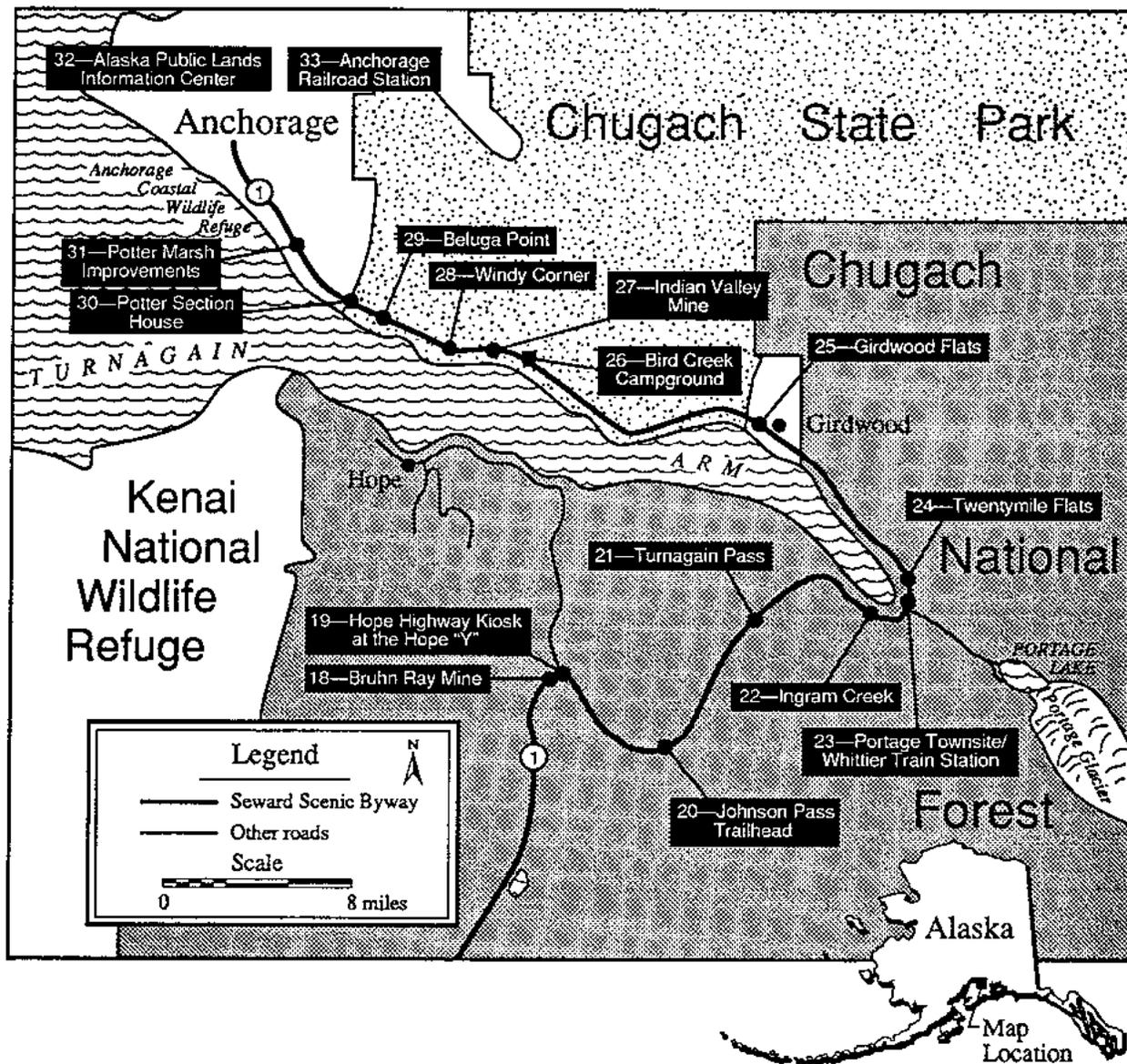


Figure 7.2—Locator Map for Proposed Sites No. 18-33, North Half of Byway.

**NARRATIVES FOR PROPOSED INFORMATIONAL/INTERPRETIVE SITES**  
**(Site-specific)**

**SITE NUMBER:** 9

**SITE NAME:** *SEWARD RANGER DISTRICT OFFICE VISITOR SERVICES*

**FOCUS:** General information and orientation

**SITE LOCATION AND PROJECT DESCRIPTION:**

The Seward Ranger District Office is located near downtown Seward, and provides an excellent visitor contact point. Currently, the office provides a friendly receptionist, a number of different publications and maps, an interactive computer, and an outside kiosk, as ways of providing visitor information. However, given its high visibility and potential to reach a large number of Byway travellers, its informational services should be expanded. In particular, the outside kiosk could be upgraded to provide more information on the Byway itself.

**OBJECTIVES:**

To provide general information and an orientation to the Seward Highway Scenic Byway, and to introduce its theme and storylines.

**MEDIA:**

Expanded kiosk  
Additional Byway brochures and other media

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska State Parks  
USDI Bureau of Land Management  
USDI National Park Service  
Resurrection Bay Historical Society  
Alaska Natural History Association  
Alaska Railroad  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 10

**SITE NAME:** VISITOR CONTACT STATION - SEWARD CHAMBER OF  
COMMERCE

**FOCUS:** General information and orientation

**SITE LOCATION AND PROJECT DESCRIPTION:**

It has been recommended that some type of multi-agency visitor contact facility be located at each end of the Seward Highway Scenic Byway to provide orientation and information about the Byway to travellers. On the Seward end of the Byway, the Seward Chamber of Commerce would be a probable location. It is located at Milepost 2 of the Byway, has ample parking, and provides a convenient location for motorists to safely stop for information.

**OBJECTIVES:**

To orient the visitors to the Byway, its themes, and resources.

To showcase Alaska's **ONLY** National Scenic Byway.

To enhance the existing relationships with other State and local agencies administering land along the Byway, thereby encouraging new partnerships and volunteer participation.

**MEDIA:**

Brochures, maps, pamphlets, Scenic Byway Newspaper, books  
Audio/visual presentations  
Informational kiosks  
Photo displays

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska State Parks  
USDI Bureau of Land Management  
Anchorage Visitors Bureau  
Alaska Department of Tourism  
Kenai Peninsula Tourism Marketing Council  
City of Seward  
USDI National Park Service  
Alaska Marine Highway System  
Alaska Railroad  
Alaska Department of Fish and Game  
Bus companies  
Cruise companies  
Resurrection Bay Historical Society  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 11                    **STORYLINE:** Tapestry of Life

**SITE NAME:**            *SNOW RIVER INTERPRETIVE SITE AND VIEWING AREA*

**FOCUS:**            Effects of glaciers on aquatic systems and wildlife habitat

**SITE LOCATION AND PROJECT DESCRIPTION:**

The Seward Highway Scenic Byway crosses Snow River between Milepost 17 and 18. A viewing area has been recommended at Milepost 18. Currently there is no pull-out at this location. However, the Byway is scheduled for realignment in this area and it is recommended that a pull-out/viewing area overlooking Kenai Lake be developed at that time.

The proximity of this site to Kenai Lake makes it an excellent location to interpret the effects of glaciers and their landscaping forces on aquatic systems and wildlife habitats.

Kenai Lake was created by a terminal moraine dam which retained water in a glacially-scoured trench, up to 135 feet deep in some places. The intense blue-green waters are typical of glacier fed lakes.

The floor of Kenai Lake has a maximum depth of 570 feet, and is mantled by soft lacustrine silts and clays, except off the mouths of tributary streams where deltas have been deposited. Many of these deltas failed during the intense shaking of the 1964 earthquake and flowed out beneath the lake waters. In addition, a slide developed on the southeast side of the delta of Quartz Creek where it dropped off 12-14 feet. Slide-generated waves reached heights as great as 72 feet above the lake level and were very destructive to the surrounding forest.

Specific noteworthy features to be interpreted include: the color of the lake; the landscaping forces of glaciers; the area as a transition zone and the headwaters to the Kenai; the role of glaciers in creating moose habitat.

**OBJECTIVES:**

To design a new pull-out with interpretive signs near Milepost 18 of the Byway.

To interpret the effects of glaciers on aquatic systems, landscapes, and moose habitat.

**MEDIA:**

Interpretive signs

**POTENTIAL PARTNERS:**

Alaska Department of Fish and Game  
Alaska Department of Transportation  
USDA Forest Service  
Bus companies  
Volunteers, "Friends of . . ." group  
Alaska Department of Fish and Game  
Hope/Sunrise Inc.  
Hope Historical Society

**SITE NUMBER:** 12                    **STORYLINE:** Tapestry of Life

**SITE NAME:**        *PTARMIGAN CREEK INTERPRETIVE SITE*

**FOCUS:**        Sockeye salmon

**SITE LOCATION AND PROJECT DESCRIPTION:**

Ptarmigan Creek is located at Milepost 23.1 of the Seward Highway Scenic Byway. It is also the site of a Forest Service campground, picnic area, and day use parking area for hikers and anglers. A trail to Ptarmigan Lake originates from the day use area and offers good opportunities for seeing sheep, goats, moose, bear, and in July and August - salmon spawning in the creek. Currently, many motorists are stopping on the Seward Highway itself at the Ptarmigan Creek bridge, to view the salmon. Because there is not adequate space to pull off the road at this location, the salmon spectacle creates a safety hazard.

This site offers an exceptional opportunity to tell the sockeye salmon story, including their life cycle and their habitat needs, and their uncanny ability to "smell their way home."

**OBJECTIVES:**

To create a safer location than the highway to view salmon by constructing an accessible salmon viewing platform.

To develop an interpretive trail along Ptarmigan Creek.

To interpret sockeye salmon and their life cycle.

**MEDIA:**

Nature trail with interpretive signs  
Viewing platform

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Department of Fish and Game  
Alaska Department of Transportation  
Bus Companies  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 13                    **STORYLINE:** Pageant of Peoples

**SITE NAME:**        *ED ESTES' WATER WHEEL/MOOSE PASS INTERPRETIVE SITE*

**FOCUS:**        Railroad Construction History

**SITE LOCATION AND PROJECT DESCRIPTION:**

Ed Estes' water wheel is located in Moose Pass at Milepost 29.4 of the Seward Highway Scenic Byway, and is a very popular photo spot with Byway travellers.

The community of Moose Pass was established around 1910 as a railroad construction camp for the Alaska Railroad. In addition, it has a long history of big game hunting, trapping, and gold mining. This site offers an excellent location for interpreting the construction of the railroad and what life was like for construction workers, the use of natural resources to support the railroad (tie-hacking), the role of market hunting in supporting the railroad workers, and the town's history.

**OBJECTIVES:**

To interpret the railroad construction era, including the use of natural resources during its construction, the development of travel corridors, and the local community life of Moose Pass.

**MEDIA:**

Interpretive signs

**POTENTIAL PARTNERS:**

Moose Pass Sportsman Club  
Alaska Native History Association  
Alaska Department of Fish and Game  
Alaska Railroad  
Kenai Peninsula Borough

**SITE NUMBER:** 14                      **STORYLINE:** Tapestry of Life

**SITE NAME:**        *TRAIL LAKE FISH HATCHERY/MOOSE CREEK INTERPRETIVE  
TRAIL AND VIEWING PLATFORM*

**FOCUS:**        Anadromous Fish

**SITE LOCATION AND PROJECT DESCRIPTION:**

At Milepost 32.5 of the Byway, there is a large double ended pull-out with a Forest Service interpretive sign describing the life cycle of salmon, and a short trail leading to a salmon viewing platform on Moose Creek.

- Across the road from the pull-out, at Milepost 32.4, is the Cook Inlet Aquaculture Association Trail Lake Fish Hatchery.
- The fish hatchery currently has a photo display room which interprets hatchery techniques - from the artificial spawning to the release of fingerlings. A large parking area and restroom facilities are also provided.

This project would pull the two sites together into a cohesive unit by upgrading and expanding the existing interpretive efforts.

**OBJECTIVE:**

To develop interpretive signing along the trail to Moose Creek, focusing on anadromous fish and the role of fish hatcheries, and expanding upon the existing photo displays and information in the hatchery.

**MEDIA:**

Interpretive signs along the trail to Moose Creek, at the viewing platform, and if necessary to complete the story, at the fish hatchery.

**POTENTIAL PARTNERS:**

USDA Forest Service  
Cook Inlet Aquaculture Association  
Alaska Department of Fish and Game  
Boy Scouts  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 15                      **STORYLINE:** Tapestry of Life

**SITE NAME:**            *TERN LAKE INTERPRETIVE SITE*

**FOCUS:**            Watchable Wildlife and habitat recognition

**SITE LOCATION AND PROJECT DESCRIPTION:**

Tern Lake is located at Milepost 37 of the Seward Highway Scenic Byway, at its junction with the Sterling Highway - a highly visible and heavily used area. A paved pull-out currently exists overlooking Tern Lake, and plans are underway to construct a viewing platform at the site. In addition, a Forest Service campground and canoe launch is located approximately 0.4 miles away. Interpretive signs describing fish habitat improvement projects and wildlife viewing opportunities currently exist at the campground.

Interpretive signs addressing wildlife identification have been designed and fabricated, and will be installed at the site following the completion of the viewing platform. The habitat recognition element of the interpretation will still need to be completed.

**OBJECTIVES:**

To interpret the watchable wildlife opportunities available in marsh and alpine ecosystems.

To increase visitors' abilities to recognize different wildlife habitats.

**MEDIA:**

Interpretive signs at the viewing platform

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Department of Transportation  
Kenai Peninsula Borough  
Ducks Unlimited  
Foundation for North American Wild Sheep  
Boy Scouts  
Alaska Department of Fish and Game

**SITE NUMBER:** 16

**SITE NAME:** *STERLING HIGHWAY KIOSK AT JEROME LAKE*

**FOCUS:** General information and orientation

**SITE LOCATION AND PROJECT DESCRIPTION:**

Due to the close proximity of Jerome Lake pull-out to the Sterling Highway turn-off, it is recommended that a information/orientation kiosk be located at this site, Milepost 38.6 of the Byway. The kiosk would provide general information and orientation to the Byway and neighboring communities for travellers entering or exiting the Byway at this location. A double ended turnout currently exists on the west side of the highway at this pull-out.

**OBJECTIVES:**

To provide orientation and information about the Seward Highway for those entering from the Sterling Highway, and the communities and opportunities along the Sterling Highway.

**MEDIA:**

Information Kiosk

Possible topics include: orientation maps of the Byway and the neighboring communities of Soldotna, Kenai, Homer, and Cooper Landing; location of visitor services; general information on the Byway; and an introduction to its theme and storylines.

**POTENTIAL PARTNERS:**

Alaska Department of Transportation  
Alaska Railroad  
Kenai Peninsula Borough  
Kenai Peninsula Tourism and Marketing Council  
Alaska Department of Fish and Game  
Homer, Kenai, Seward, and Soldotna Chambers of Commerce, and  
all other communities along the two highways  
USDI Fish and Wildlife Service  
Alaska State Parks

**SITE NUMBER:** 17                      **STORYLINE:** Tapestry of Life

**SITE NAME:**            *DEVIL'S PASS INTERPRETIVE SITE*

**PRIMARY FOCUS:**            Moose habitat enhancement project  
**SECONDARY FOCUS:**        Forest Service management practices

**SITE LOCATION AND PROJECT DESCRIPTION:**

The Devil's Pass trailhead is located at Milepost 39.4 of the Seward Highway Scenic Byway. There is currently a large parking area at the trailhead, from which a 90-acre burned area can be viewed, the result of a prescribed fire. An existing interpretive sign explains the use of fire as a habitat enhancement tool, in this case to improve moose habitat.

The Seward District started a Forest Health Analysis Project for the area north of Devil's Pass Trailhead in FY93, looking at the area with respect to forest health and ecosystem management. Management opportunities may include thinning, salvage of beetle-killed trees for public and commercial firewood, and regeneration of spruce, willow and birch stands.

The burn located at this site makes it an excellent location to explain the usefulness of fire as a management tool.

**OBJECTIVE:**

To upgrade the existing interpretive sign and develop a short interpretive trail to interpret fire and other forest and wildlife management practices.

**MEDIA:**

Interpretive signs and trail through, or around, the burn area

**POTENTIAL PARTNERS:**

USDA Forest Service  
Seward Boy Scouts  
Alaska Department of Fish and Game  
Alaska Native Plant Society  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 18                    **STORYLINES:** Drama of the Landscape  
Pageant of Peoples

**SITE NAME:**        *BRUHN RAY MINE INTERPRETIVE SITE*

**FOCUS:**            Placer mining

**SITE LOCATION AND PROJECT DESCRIPTION:**

The Bruhn ray Mine is located at Milepost 56.6, near the Hope "y." It consists of four log structures, the remains of a historic placer gold mining camp.

Placer is a deposit of sand or gravel containing a valuable mineral which has accumulated through weathering and mechanical concentration. All placers begin with the weathering and disintegration of rocks containing one or more heavy, resistant minerals (such as gold). Flowing water can concentrate the valuable mineral as it agitates the loose material and allows the heavy particles to move to the bottom.

The Bruhn Ray Mine is one of many mining camps remaining throughout the Kenai Peninsula. Its proximity to other important mining locations (such as Sunrise, Hope, and Girdwood), make it an ideal location to interpret historic placer mining in the area. In particular, the nearby Lauritsen Cabin (on the National Register of Historic Places) provides examples of mining features such as ditches, settling ponds, rock tailings, and some of the technological developments achieved in placer mining. Because of its difficult access, the Lauritsen Cabin would not be appropriate as the primary interpretive site for placer mining; however, interested visitors could be directed to the Cabin from the Bruhn Ray Mine site.

Specific noteworthy interpretive topics include: placer mining techniques; the history of mining on the Kenai Peninsula; the significance of roadhouses (White's Roadhouse at Milepost 64); and nearby mining communities at Crow Creek, Girdwood, Hope, and Sunrise.

**OBJECTIVES:**

To provide safe access to the Bruhn Ray Mine.

To describe the history of placer mining on the Kenai Peninsula, including the historic mining districts of Hope, Sunrise, Crow Creek, and Girdwood.

To explain the significance of roadhouses in the area.

**MEDIA:**

Interpretive signs

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Natural History Association  
Crow Creek Mine  
Town of Hope  
Hope Historical Society  
Alaska State Parks  
Alaska Miners Association  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 19

**SITE NAME:** HOPE HIGHWAY KIOSK AT THE HOPE "Y"

**FOCUS:** General information and orientation

**SITE LOCATION AND PROJECT DESCRIPTION:**

It is recommended that a kiosk be located near the intersection of the Seward Highway Scenic Byway and the Hope Highway (the Hope "Y"), located between Milepost 56.6 and 56.7 of the Byway. The paved 17.7-mile Hope Highway leads northwest from the Byway to the historic mining community of Hope, on the south side of Turnagain Arm. A state wayside with picnic tables, toilets and litter barrels is currently located at Milepost 56.8, and may provide a suitable location for this information kiosk. However, the location of the Hope "Y" may change due to a proposed highway realignment; any facility construction will need to be coordinated closely with the Alaska DOT.

**OBJECTIVES:**

To provide orientation and information about the Seward Highway for those entering from the Hope Highway, and the communities and opportunities along the Hope Highway.

**MEDIA:**

Information Kiosk

Possible topics include: orientation maps of the Byway and the neighboring community of Hope; highlights of the mining history available at the Hope museum; location of visitor services; general information on the Byway, and an introduction to its theme and storylines.

**POTENTIAL PARTNERS:**

All communities along the Byway and Hope Road  
Alaska Department of Transportation  
Alaska Railroad  
Kenai Peninsula Borough  
Hope Chamber of Commerce

**SITE NUMBER:** 20                      **STORYLINE:** Pageant of Peoples

**SITE NAME:**            *JOHNSON PASS TRAILHEAD INTERPRETIVE SITE*

**FOCUS:**            Iditarod Trail

**SITE LOCATION AND PROJECT DESCRIPTION:**

This site is located at Milepost 63.7 of the Seward Highway Scenic Byway at the Johnson Pass North Trailhead, near the Granite Creek Guard House. A portion of the Johnson Pass Trail follows the old Iditarod Trail, which originally connected the communities between Seward and Nome. Its historic significance makes it an excellent topic for interpretation.

This project should be closely coordinated with the existing Iditarod sign, to be located near Snow River at Milepost 14, and the Iditarod National Historic Trail Comprehensive Management Plan, previously developed by the Bureau of Land Management in 1986.

**OBJECTIVES:**

To accurately depict what life was like along the Iditarod trail, and to demonstrate its historical significance to the settlement of Alaska.

**MEDIA:**

Interpretive signs, including a map showing the route of the Iditarod Trail from Seward to Eagle River.

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Native History Association  
Seward Chamber of Commerce  
Community of Moose Pass  
Community of Girdwood  
Alaska State Parks  
USDI Bureau of Land Management  
Iditarod Trail Blazers  
Volunteers, "Friends of . . ." group



**OBJECTIVES:**

To replace the current interpretive panels and improve the visual aesthetics of the area. New signs would focus on alpine ecosystems, glacial features, and winter avalanche safety.

To develop a short interpretive trail, focusing on alpine ecosystems and glacial features.

To provide intermittent personal interpretation via a staffed Interpreter Van, and/or a more permanent visitor contact facility. (Refer to "Turnagain Pass Development Alternatives," immediately following this section, for more details.)

**MEDIA:**

Interpretive signs  
Interpretive trail  
Personal interpretation via a staffed Interpreter Van

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Department of Fish and Game  
USDI Bureau of Land Management  
USDI National Park Service  
Alaska State Parks  
Kenai Peninsula Borough Tourism Council  
Alaska Natural History Association  
Alaska Department of Transportation  
Bus companies  
Volunteers, "Friends of . . ." group  
Alaska State Department of Commerce and Economic Development  
Chugach Electric Association

## Turnagain Pass Development Alternatives

Six development alternatives have been identified for the Turnagain Pass Recreation Area, ranging from very modest to very developed. Each alternative is described below.

### Alternative 1

This alternative is the least extensive of those identified for the Turnagain Pass area, and provides for only the minimum acceptable level of facilities necessary. It has the following two components:

- 1) landscaping to improve the visual quality of the area
- 2) replacing the existing interpretive board with interpretive signs described in the previous section

These two components are part of each of the remaining six alternatives.

### Alternative 2

This option simply adds to the first through the addition of the interpretive trail described in the previous section.

### Alternative 3

This alternative is identical to Alternative 2, but also includes the provision of a visitor contact station in the form of a modular building. In this option, the restrooms would remain as they currently are.

### Alternative 4

This alternative is identical to Alternative 2, but calls for the building of a log structure to serve as the visitor contact station. Again, no change would occur with the restroom facilities.

### Alternative 5

This alternative also calls for the building of a log structure to serve as a visitor contact station. However, in this option the existing restroom facilities would be renovated.

### Alternative 6

In this alternative, a visitor center similar to the Begich, Boggs Visitor Center is envisioned. The existing restroom

facilities would be removed and new ones would become part of the new facility.

**Alternative 7**

In this alternative, a concession operation is envisioned in addition to the visitor center described in Alternative 6. The concessionaire would provide a restaurant, lodge, and public restrooms.

**SITE NUMBER:** 22                      **STORYLINE:** Tapestry of Life

**SITE NAME:**            *INGRAM CREEK INTERPRETIVE SITE*

**FOCUS:**            Watchable Wildlife and wetland ecosystems

**SITE LOCATION AND PROJECT DESCRIPTION:**

A small paved viewing area is located at Milepost 75.5 of the Byway, just north of the Ingram Creek bridge. In addition to the improved pull-out, there is also a large unimproved pull-out and fishing access site at this location.

The Turnagain Arm side of the Ingram Creek area is characterized by tidal mud flats, and a gradient of encroaching grasses, forbs and shrubs towards the western side of the area. These areas are tidally influenced to a varying degree. Nearby, Ingram Pond resulted from the construction of the Seward Highway, and is characterized by open water, emergent vegetation, and spruce snags. An area of higher relief lies between Placer River and Ingram Pond. The dendritic drainages of this area are maintained by tidal influences and drainages from Ingram Pond. This setting provides an excellent opportunity to interpret wetland ecosystems and their role in providing homes for migratory waterfowl and other wildlife.

This site, in combination with the Girdwood Flats and 20-Mile Flats interpretive sites, could become part of a mini watchable wildlife/wetland ecosystem interpretive network.

**OBJECTIVES:**

To enhance the unimproved pull-out at this location to provide safe and easy access to the interpretive site.

To interpret wetland ecosystems and their importance, and provide an opportunity to view wildlife and waterfowl.

**MEDIA:**

Interpretive signs

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Department of Fish and Game  
Alaska Department of Transportation  
Ducks Unlimited  
Volunteers, "Friends of . . . " group

**SITE NUMBER:** 23                      **STORYLINE:** Drama of the Landscape  
Pageant of Peoples

**SITE NAME:** PORTAGE TOWNSITE/ WHITTIER TRAIN STATION  
INTERPRETIVE SITE

**PRIMARY FOCUS:** 1964 earthquake  
**SECONDARY FOCUS:** Railroad history

**SITE LOCATION AND PROJECT DESCRIPTION:**

The Old Portage Townsite is located at Milepost 80.2, directly across the highway from Whittier train station. The remnants of the 1964 earthquake are highly visible from this location.

The strongest measured earthquake in North America - and the second largest in the world during the twentieth century - occurred in southcentral Alaska on March 27, 1964. The epicenter was in Unakwik Inlet in Prince William Sound, less than 50 miles northeast of Portage. Instantaneous sea level changes occurred due to uplift and subsidence of shorelines. At Portage, the surrounding bedrock subsided by about 8 feet. Approximately 7 square miles of marsh and grasslands were lowered into the intertidal zone, and were subsequently covered with a layer of silt.

The Old Portage Townsite is all that remains of the town after the earthquake. The buildings were partially destroyed by the high water during the earthquake, and have since filled with sediment. Dead spruce trees stand as stark reminders of the devastation, victims of saltwater intrusion into their roots.

The Portage Townsite provides an excellent opportunity to interpret the 1964 earthquake, along with railroad history. Efforts will be closely coordinated with the Alaska Marine Ferry System and the Alaska Railroad, who have recently completed a visitor contact station at this location.

**OBJECTIVES:**

To interpret the magnitude and devastation of the 1964 earthquake, along with the history of the Alaska Railroad.

**MEDIA:**

Interpretive signs or kiosks

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Railroad  
Alaska Department of Transportation  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 24                    **STORYLINE:** Tapestry of Life

**SITE NAME:**            *20-MILE FLATS INTERPRETIVE SITE*

**FOCUS:**                    Watchable Wildlife and wetland ecosystems

**SITE LOCATION AND PROJECT DESCRIPTION:**

This site is located at Milepost 81 of the Seward Highway Scenic Byway, just north of the 20-mile River. Currently there is a BLM platform at this location with informative plaques on the 20-mile River wetlands and wildlife. A parking area and boating access are nearby.

This site offers an expansive view of a glacially-scoured valley, bounded by steep, forested slopes. The valley floor, on the other hand, is a mosaic of sedge meadow, mat, and muskeg, with natural and artificially created open water. The area on the west side of the Byway is predominantly tidal mudflats with some established grasses, forbs, and shrubs. At the north end of the valley between the railroad and the highway is a small, saltwater-influenced tidal wetland. The 20-Mile Flats area offers an exceptional location for viewing and photographing waterfowl during the summer months and moose during the winter.

This site, in combination with the Ingram Creek and Girdwood Flats interpretive sites, could become part of a mini watchable wildlife/wetland ecosystems interpretive network.

**OBJECTIVES:**

To enhance the BLM wildlife viewing platform.

To interpret wetland ecosystems and their importance, and provide an opportunity to view wildlife and waterfowl.

**MEDIA:**

Interpretive signs

**POTENTIAL PARTNERS:**

USDA Forest Service  
USDI Bureau of Land Management  
Alaska Department of Transportation  
Alaska Department of Fish and Game  
Ducks Unlimited  
Volunteers, "Friends of . . . " group

**SITE NUMBER:** 25                      **STORYLINE:** Tapestry of Life

**SITE NAME:**            *GIRDWOOD FLATS INTERPRETIVE SITE*

**FOCUS:**                      Watchable wildlife and wetland ecosystems

**SITE LOCATION AND PROJECT DESCRIPTION:**

Girdwood Flats begin at Milepost 90 of the Seward Highway Scenic Byway, near Girdwood, and continues south for two to three miles. Currently there is no interpretive activity occurring in this area, although long straight stretches of highway provide ample locations for a pull-off.

The numerous wildlife and waterfowl species inhabiting the Turnagain Arm wetlands make it an excellent location to interpret wetland ecosystems.

This site, in combination with the Ingram Creek and 20-Mile Flats interpretive sites, could become part of a mini watchable wildlife/wetlands ecosystems interpretive network.

**OBJECTIVES:**

To develop an interpretive boardwalk that provides interpretation and access to wetlands.

To interpret wetland ecosystems and their importance, and provide visitors with an opportunity to view wildlife and waterfowl.

**MEDIA:**

Boardwalk with interpretive signs  
Interpretive sign at the Glacier Ranger District

**POTENTIAL PARTNERS:**

USDA Forest Service  
Municipality of Girdwood  
Alaska Department of Fish and Game  
Alaska Department of Transportation  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 26                    **STORYLINES:** Tapestry of Life  
Pageant of Peoples

**SITE NAME:**        *BIRD CREEK CAMPGROUND INTERPRETIVE SITE*

**PRIMARY FOCUS:**        Pink Salmon Fisheries  
**SECONDARY FOCUS:**     History of Area (Trapping and Gold Mining)

**SITE LOCATION AND PROJECT DESCRIPTION:**

Bird Creek Campground is located at Milepost 101.2 of the Seward Highway Scenic Byway, and consists of a 19-site campground and picnic area. Bird Creek is best noted for its heavy pink salmon runs in July and August, in even numbered years. In addition, the historic Bird Creek Bar, once a trappers cabin, is located nearby.

In January, 1993, the Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, recently submitted a proposal to the Alaska Department of Transportation for Intermodal Surface Transportation Efficiency Act (ISTEA) funding to modify and add to this site.

**OBJECTIVES:**

To interpret the pink salmon fisheries and trapping history of this area.

**INTERPRETIVE MEDIA:**

Interpretive signs

**POTENTIAL PARTNERS:**

Alaska State Parks  
Alaska Department of Fish and Game  
Alaska Department of Transportation  
USDA Forest Service  
Volunteers, "Friends of . . . " group

**SITE NUMBER:** 27                      **STORYLINE:** Pageant of Peoples

**SITE NAME:**            *INDIAN VALLEY MINE INTERPRETIVE SITE*

**FOCUS:**            Lode Mining

**SITE LOCATION AND PROJECT DESCRIPTION:**

The Indian Valley Mine National Historic Site, a privately owned and operated establishment, is located at Milepost 104 of the Seward Highway Scenic Byway.

The Indian Valley Mine, once an active lode mining claim, offers an opportunity to interpret the geology and cultural history of lode mining in the area, while providing visitors the opportunity to experience gold mining first hand.

Lode mining is the process of mining a mineral deposit in solid rock. Lode gold in the Kenai Peninsula occurs in quartz veins that are in sandstone and slate bedrock. Other minerals occur with the gold as well, primarily arsenic, lead, and iron sulfide (pyrite). Iron sulfide is often called "fools gold" because of its gold color and association with quartz veins where gold occurs. Unlike fools gold, lode gold is seldom visible since the particles are usually microscopic.

**OBJECTIVES:**

To interpret the history of gold mining on the Kenai Peninsula, and provide information about recreational gold mining opportunities along the Byway.

**MEDIA:**

Interpretive sign(s)

**POTENTIAL PARTNERS:**

Indian Valley Mine  
USDA Forest Service  
Alaska State Parks  
Alaska Natural History Association  
Alaska Miners Association  
Hope Historic Society  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 28

**STORYLINE:** Tapestry of Life

**SITE NAME:** *WINDY CORNER SHEEP VIEWING INTERPRETIVE SITE*

**FOCUS:** Watchable Wildlife

**SITE LOCATION AND PROJECT DESCRIPTION:**

Windy Corner is located at Milepost 106.9 of the Seward Highway Scenic Byway. A double ended paved pull-out currently exists here, and an additional, smaller pull-out exists at Milepost 106.7. Access to Windy Trail and the Old Johnson Trail is also possible from this location.

Dall sheep can often be seen on the rocky cliffs on the east side of the highway, making it a popular stop for Byway travellers. Interpretation could focus on Dall sheep, and how to view wildlife ethically and safely. Currently, there are signs at Beluga Point that address Dall sheep; it is proposed that they be moved to the Windy Corner site.

**OBJECTIVES:**

To enhance the existing pull-out, and create a pedestrian walkway connecting it to the pull-out to the east at Milepost 106.7.

To provide interpretation on Dall sheep, why they are here and how they differ from mountain goats.

To educate the public on how, when, and where to view wildlife - safely, unobtrusively, and without detracting from the experience of others.

**MEDIA:**

Interpretive signs and spotting scopes

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Department of Fish and Game  
Alaska State Parks  
Alaska Department of Fish and Game  
Alaska Department of Transportation  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 29                      **STORYLINES:** Drama of the Landscape  
Tapestry of Life  
Pageant of Peoples

**SITE NAME:**        *BELUGA POINT INTERPRETIVE SITE*

**FOCUS:**        Bore tides, beluga whales, past use of the area by  
Native Alaskans and the transportation history of  
Turnagain Arm.

**SITE LOCATION AND PROJECT DESCRIPTION:**

Beluga Point is located at Milepost 110.3 of the Seward Highway Scenic Byway. A large, paved, double ended pull-out to the west of the highway provides safe access, tables, benches, and viewing telescopes. Named for the beluga whales that are often seen feeding in Turnagain Arm near this location, it is the most developed interpretive facility along the Byway. Numerous kiosks provide messages on Dall sheep, Captain Cook's exploration of the area, earthquakes, bore tides, beluga whales, and early residents.

While the existing kiosks provide excellent interpretive messages, some of the panels are in need of renovation and updating. In addition, more information on Native cultures and lifestyles would be desirable. It is also recommended that the Dall sheep sign be moved from this location to Windy Corner.

**OBJECTIVES:**

To renovate the site and current interpretive panels.

To increase the interpretation of the cultures and lifestyles of the Natives who have lived - and continue to live - in the Turnagain Arm area.

To develop a small scale model of a typical home and tools used by early inhabitants.

**MEDIA:**

Kiosk  
Spotting scope  
Small scale Native house and tools

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Department of Fish and Game  
Alaska State Parks  
Alaska Natural History Association  
Passports in Time  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 30

**SITE NAME:** ANCHORAGE VISITOR CONTACT STATION - POTTER SECTION HOUSE

**FOCUS:** General information and orientation

**SITE LOCATION AND PROJECT DESCRIPTION:**

It has been recommended that some type of multi-agency visitor contact facility be located at each end of the Seward Highway Scenic Byway to provide orientation and information about the Byway to travellers. On the Anchorage end of the Byway, the proposed location is the Potter Section House, located at Milepost 115.3. It provides a convenient location for the Byway traveller to safely stop for information. It also has ample parking and accessible toilets. The existing train car would provide an excellent contact station.

Currently, the Potter Section House serves as the Chugach State Park headquarters. However, in the days of the coal and steam powered locomotive, it was home to a small crew of railroad workers who maintained the Alaska Railroad between Seward and Anchorage. Interpretive signs and kiosks addressing the history of the railroad, the historic buildings and structures, the Chugach State Park, and the Turnagain Arm Scenic Corridor are already located at this site.

**OBJECTIVES:**

To orient the visitors to the Byway, its themes, and resources.

To showcase Alaska's **ONLY** National Scenic Byway.

To enhance the existing relationships with other State and local agencies administering land along the Byway, thereby encouraging new partnerships and volunteer participation.

**MEDIA:**

Brochures, maps, pamphlets, Scenic Byway Newspaper, books  
Audio/visual presentations  
Informational kiosks  
Photo displays

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska State Parks  
USDI Bureau of Land Management  
USDI Fish and Wildlife Service  
Anchorage Visitors Bureau  
Alaska Department of Tourism  
Alaska Department of Fish and Game  
Volunteers, "Friends of . . ." group

**SITE NUMBER:** 31                    **STORYLINE:** Tapestry of Life

**SITE NAME:**        *POTTER MARSH IMPROVEMENTS*

**FOCUS:**        Marsh Ecology

**SITE LOCATION AND PROJECT DESCRIPTION:**

Potter's Marsh is located at Milepost 117.4 of the Seward Highway Scenic Byway, just north of the Potter Section House. An extensive boardwalk crosses part of the marsh, and includes several fish and wildlife identification signs. A large parking area is located to the east of the Byway on the east side of the marsh. From this parking lot, it would be possible to develop access to the Bird Treatment and Learning Center (a rehabilitation and interpretive center).

The Marsh supports a significant migratory bird population and is an easily accessible location to view salmon spawning. This, coupled with its closeness to the Bird Treatment and Learning Center, make it an ideal location to further interpret the many aspects of marsh ecology. Topics could include:

- the creation of the marsh
- the migratory relationships of birds and the marsh
- the marsh's link to breeding and wintering habitat
- the Anchorage Coastal Wildlife Refuge
- the rehabilitation of birds at the Bird Treatment and Learning Center
- songbird banding research coordinated by U.S. Fish and Wildlife Service

**OBJECTIVES:**

To interpret marsh ecology, the role of the Anchorage Coastal Wildlife Refuge, bird and salmon migration, breeding and wintering habitat needs of birds.

To construct a boardwalk connecting the existing boardwalk with the Bird Treatment and Learning Center.

**MEDIA:**

Additional interpretive signs  
On-site Interpreter(s)  
A boardwalk linking the Bird Treatment and Learning Center  
with Potter Marsh

**POTENTIAL PARTNERS:**

USDA Forest Service  
Bird Treatment Learning Center  
The Audubon Society  
Alaska Department of Fish and Game  
USDI Fish and Wildlife Service  
Alaska State Parks  
Volunteers, "Friends of . . . " group

**PROJECT NUMBER:** 32

**PROJECT NAME:** ALASKA PUBLIC LANDS INFORMATION CENTER DISPLAY

**FOCUS:** General information and orientation

**PROJECT LOCATION AND DESCRIPTION:**

The display would be located at the Alaska Public Lands Information Center (APLIC) located in downtown Anchorage. APLIC is a an interagency information center, and extremely popular with visitors.

The display would be permanent, highlighting the resources of the Byway and providing a general orientation.

**OBJECTIVES:**

To provide interpretation, information, and orientation to the Byway and its resources.

**MEDIA:**

Permanent display with graphics, models, photos, and a short video

**POTENTIAL PARTNERS:**

USDI Bureau of Land Management  
USDA Forest Service  
Alaska Department of Fish and Game  
Alaska Public Lands Information Center  
USDI National Park Service  
Alaska Department of Transportation  
Alaska State Parks  
Alaska Fish and Game  
Alaska Natural History Association

**SITE NUMBER:** 33

**SITE NAME:** ANCHORAGE RAILROAD STATION KIOSK

**FOCUS:** General information and orientation

**SITE LOCATION AND PROJECT DESCRIPTION:**

The Anchorage Train Station, located in downtown Anchorage, is the northern terminus of the railroad route linking Anchorage to Seward. The route parallels the Seward Highway Scenic Byway for a substantial portion of the way.

The Station would provide an opportunity to share general information about, and an orientation to, the Byway. In addition, interpretation could address the history of the railroad and other transportation routes on the Kenai Peninsula. Options for showing a Byway video and providing brochures and maps should also be considered.

**OBJECTIVES:**

To provide general information about, and an orientation to the Byway, and to introduce the Byway theme and storylines.

To interpret the history of the railroad and early transportation routes.

**MEDIA:**

Kiosk

**POTENTIAL PARTNERS:**

USDA Forest Service  
Alaska Department of Fish and Game  
Alaska State Parks  
USDI Bureau of Land Management  
USDI National Park Service  
Alaska Natural History Association  
Alaska Railroad  
Volunteers, "Friends of . . ." group

## **SUGGESTED PROJECT GROUPINGS**

As noted earlier, a major consideration for this plan is that the scenic character of the road and its corridor be maintained. To this end, it is desirable to avoid a "cluttered" appearance that numerous interpretive developments and pull-outs would create. In an effort to provide a variety of different interpretive opportunities while minimizing the disturbance to the visual quality of the Byway, an approach similar to that used in the Recreation Opportunity Spectrum (ROS) is suggested. Using this approach, visitors are offered a range of interpretive options, from the fully developed site to a more primitive, exploratory-type of interpretive experience.

Several interpretive messages and sites identified in this plan lend themselves particularly well to this approach. In some instances, several sites were identified as good locations for presenting interpretive messages that vary only slightly in content. These sites have been listed below in suggested "groupings." This will allow implementers of the plan an opportunity to further evaluate the sites and - if appropriate - select the **ONE** that is most suited for development. At that site, the storyline will be presented, highlighting significant aspects of all other sites in that grouping. From the one developed site, visitors would be directed to the other sites that are related but undeveloped, allowing visitors the chance to explore and discover on their own. In-depth interpretive messages for all sites that are not developed could be provided in other interpretive forms such as brochures or maps.

### **STRATEGY**

<b><u>NO.</u></b>	<b><u>MILE</u></b>	<b><u>SITE NAME</u></b>
<u>Group 1: Focus on Salmon (life cycles and habitat)</u>		
12	23.1	Ptarmigan Creek
14	32.4	Trail Lake Fish Hatchery
26	101.2	Bird Creek Campground
<u>Group 2: Focus on Watchable Wildlife, Wetlands, Waterfowl</u>		
22	75.2	Ingram Creek
24	81	20-mile Flats
25	90	Girdwood Flats
31	117.4	Potter Marsh Improvements
<u>Group 3: Focus on Mining</u>		
18	56.6	Bruhn Ray Mine
26	101.2	Indian Valley Mine
27	104	Bird Creek Campground

**CHAPTER VIII**

**DESIGN GUIDELINES**

## DESIGN GUIDELINES

### *SIGN DESIGN*

The delivery of interpretive messages is often as important as the content of the message itself. Many design factors need to be considered when developing a sign, for ease of readability and to maintain interest. Although the exact site and design layout for each of the strategies described in Chapter VII is beyond the scope of this plan, design guidelines have been developed.

Conveying a unity of theme along the Byway can be promoted by using a uniform identifying logo for all interpretive media. The logo shown below can serve such a purpose (Figure 8.1). It can be used not only as a route and sign identifier, but also as a means by which other interpretive material related to the Byway may be quickly and easily identified.

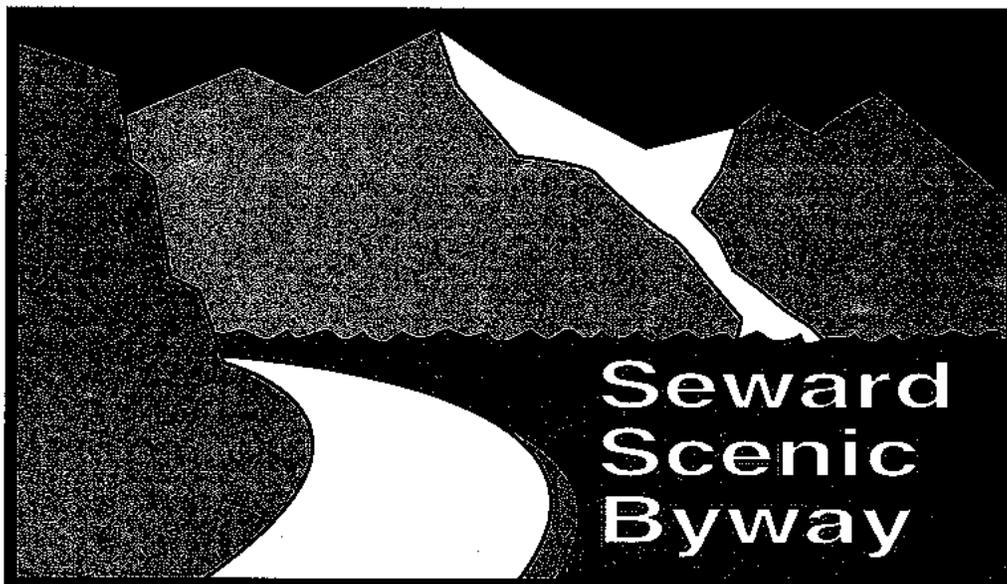


Figure 8.1 - Scenic Byway Logo

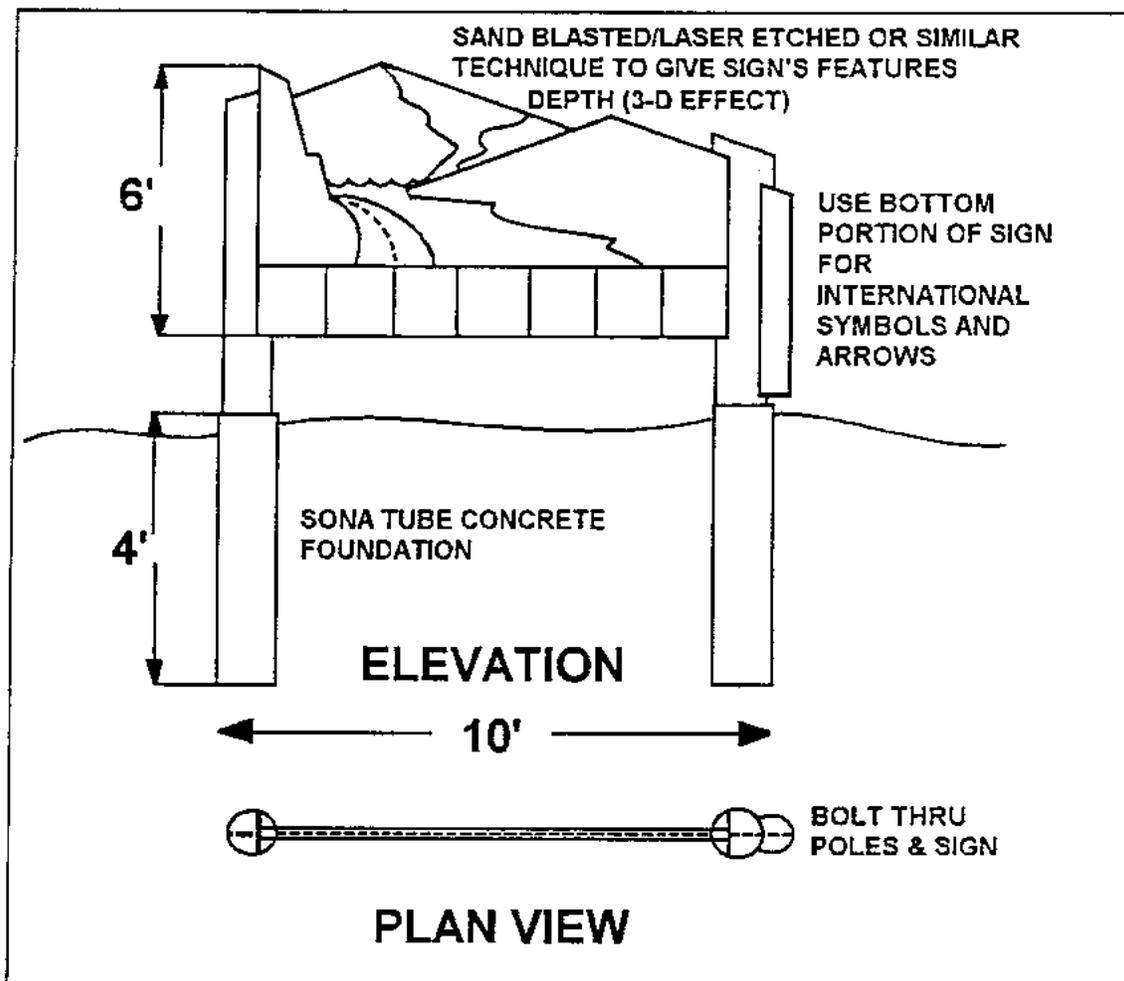
In addition to the Byway logo, three different types of signs will be used along the Byway: 1) Byway Entrance Signs, 2) Interpretive Site Identifier Signs, and 3) Interpretive Signs.

Three slightly different Byway Entrance Signs were designed to inform visitors that they are entering the Seward Highway Scenic Byway. They vary only in size, based on the magnitude of the entrance at which they will be placed.

Major entrance signs will be located at each end of the Byway, one just north of Seward's developed area and one just south of Anchorage near the rifle range (see Figure 8.2).

Semi-major entrance signs are a reduced version of the major entrance signs, and will be placed at two locations: one each at the junction of the Byway with the Sterling and Hope Highways (see Figure 8.3). Signs will be placed parallel to the Byway to provide visitors entering the Byway with directional information.

Minor entrance signs are an even smaller version of the other two entrance signs. They will be located parallel to the Byway at three locations: at the Alyeska Highway, the Portage/Whittier Train Station, and the Portage Valley Road (see Figure 8.4).



**DIMENSIONS:**

- \* 10' overall width (including mounting poles) by 6' height.

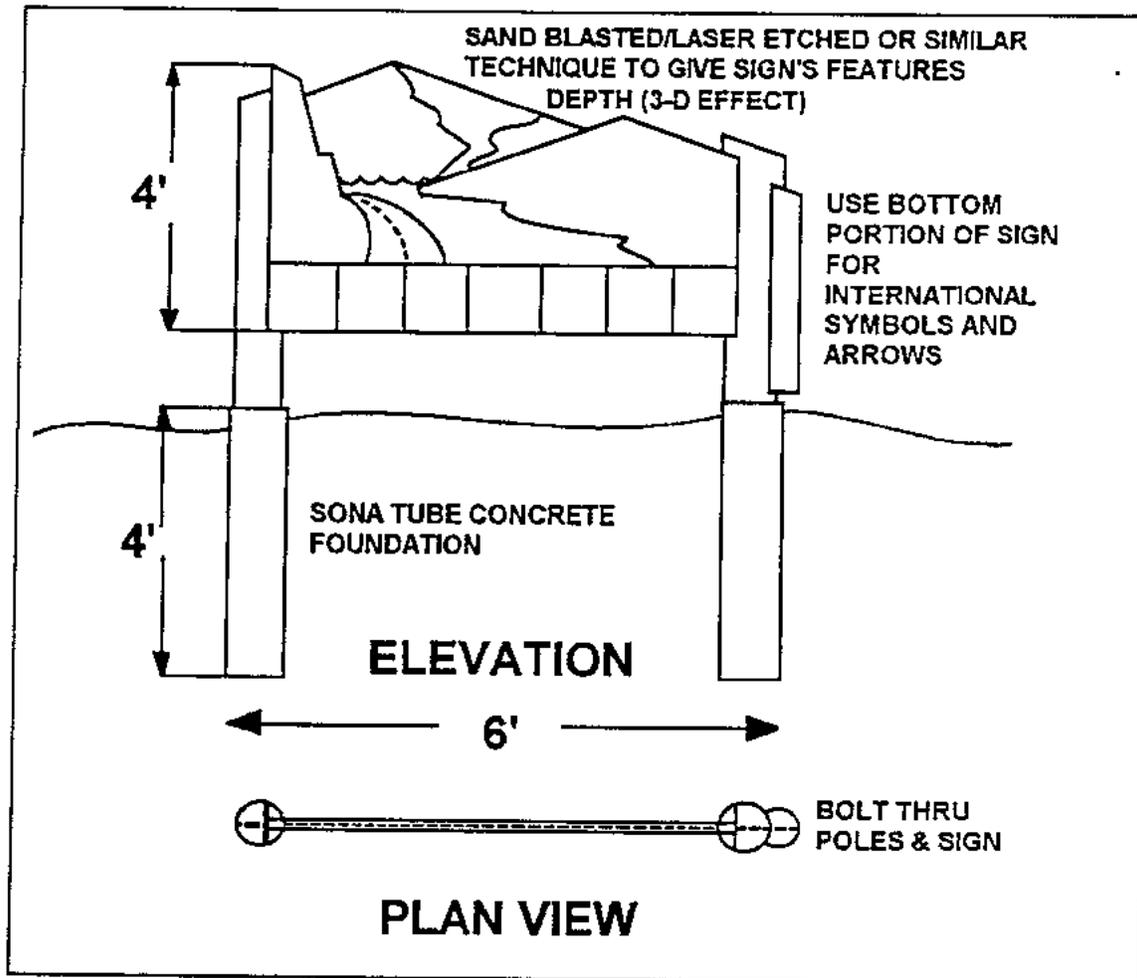
**MATERIALS:**

- \* 4 peeled spruce logs with a clear water-resistant finish.

**DESIGN GUIDELINES:**

- \* 2 poles at either side of sign board are slant cut at the top to follow the angle of the board.
- \* Poles will be mounted onto a concrete column so that they are not in contact with the ground.
- \* Sign graphics should be easily read by motorists travelling approximately 60 mph.

Figure 8.2 - Major Entrance Sign



**DIMENSIONS:**

- \* 6' overall width (including mounting poles) by 4' height.

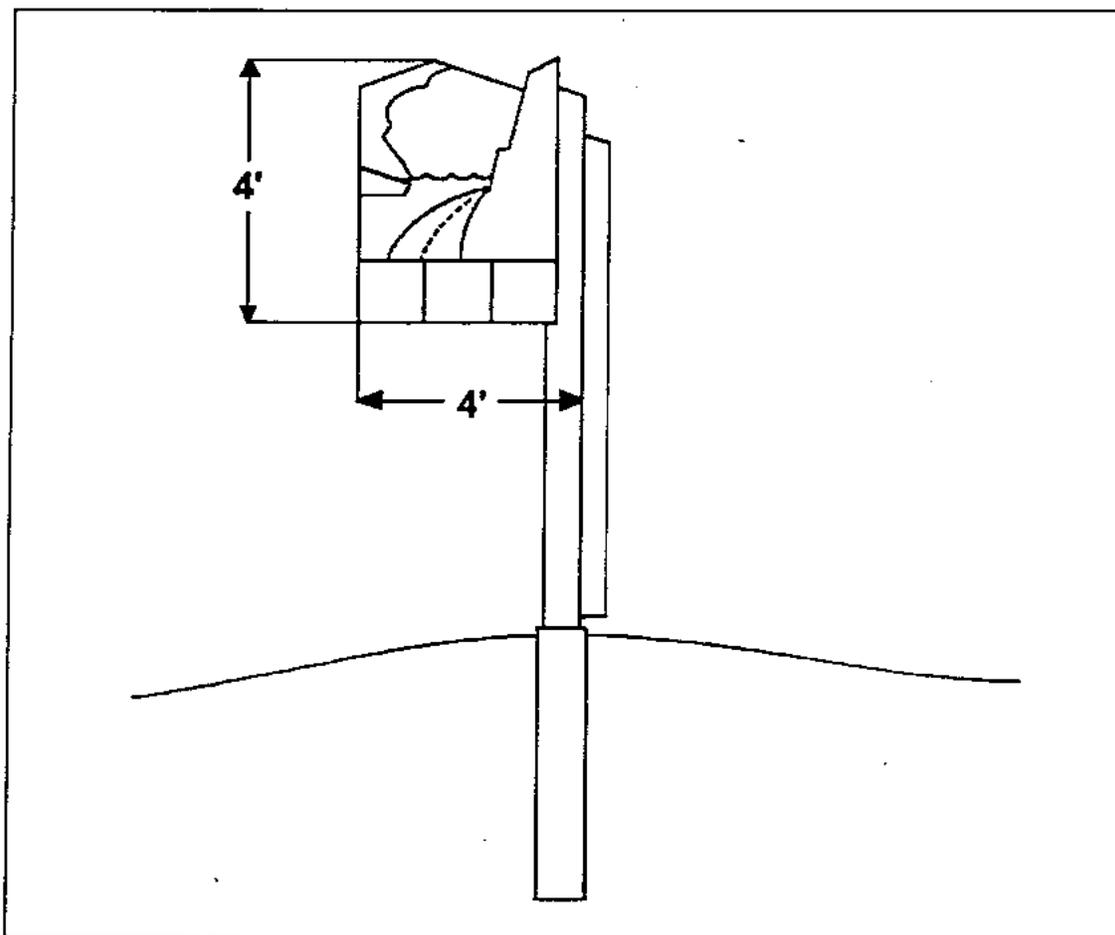
**MATERIALS:**

- \* 4 peeled spruce logs with a clear water-resistant finish.

**DESIGN GUIDELINES:**

- \* 2 poles at either side of sign board are slant cut at the top to follow the angle of the board.
- \* Poles will be mounted onto a concrete column so that they are not in contact with the ground.
- \* Directional information will be along the bottom of sign.
- \* Traffic will be stopped when this sign is viewed.

Figure 8.3 - Semi-major Entrance Sign



**DIMENSIONS:**

- \* 4' overall width (including mounting poles) by 4' height.
- \* 8' from ground level to bottom of sign.

**MATERIALS:**

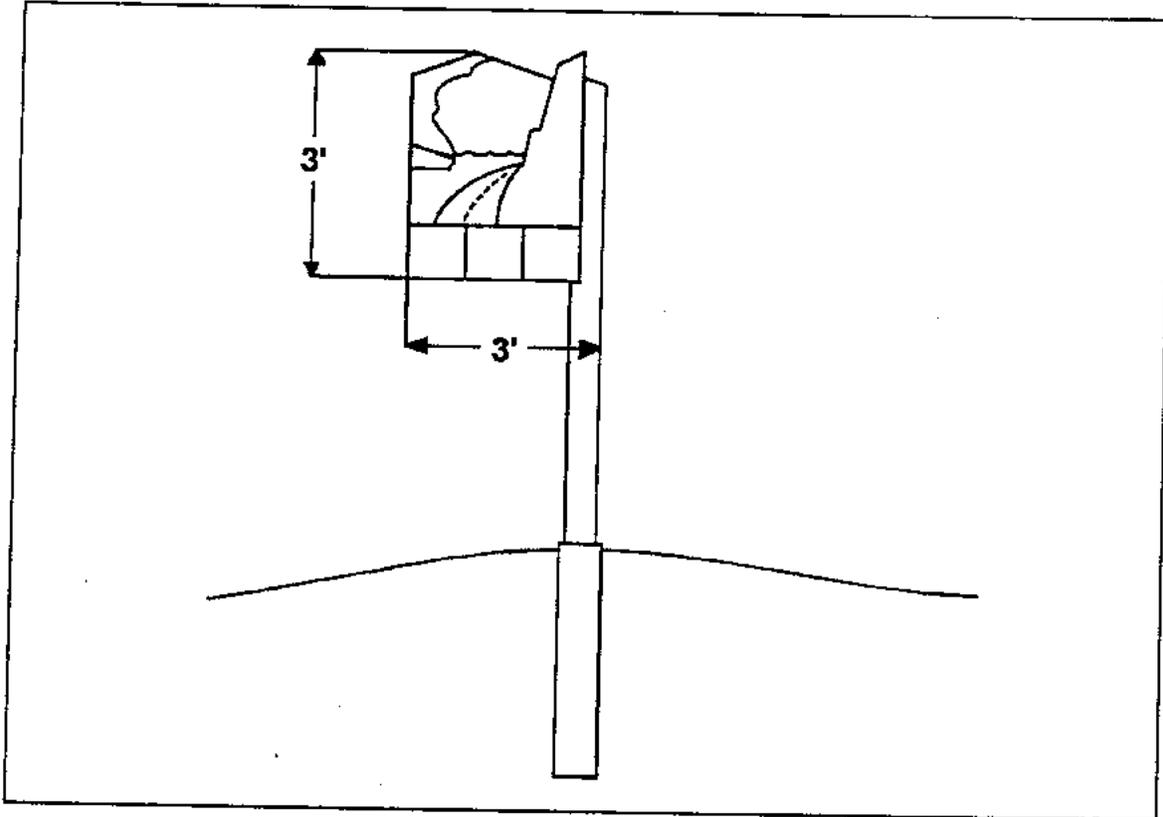
- \* 2 peeled spruce logs with a clear water-resistant finish.

**DESIGN GUIDELINES:**

- \* 1 side mount off 2 poles slant cut at the top to follow the angle of the sign board.
- \* Poles will be set into a bracket in a concrete column so that they are not in contact with the ground.
- \* Directional information will be along the bottom of sign.
- \* Traffic will be stopped when this sign is viewed.

**Figure 8.4 - Minor Entrance Sign**

The Interpretive Site Identifier sign shown in Figure 8.5 will be used along the Byway to alert travellers of an upcoming interpretive site. These signs, a reduced version of the minor entrance sign, will be placed at appropriate distances, generally between 500 and 1000 feet from the site.



**DIMENSIONS:**

- \* 3' overall width (including mounting poles) by 3' height.
- \* 9' from ground level to bottom of sign.

**MATERIALS:**

- \* 1 peeled spruce logs with a clear water-resistant finish.

**DESIGN GUIDELINES:**

- \* 1 side mount off 1 pole slant cut at the top to follow the angle of the sign board.
- \* Pole will be set into a bracket in a concrete column so that they are not in contact with the ground.
- \* Sign graphics will be easily read by motorists travelling approximately 60 mph.

Figure 8.5 - Interpretive Site Identifier Sign

Proposed standards for interpretive signs are shown in Figure 8.6. This modular sign system provides the opportunity to join any number of individual signs together into a cohesive unit.

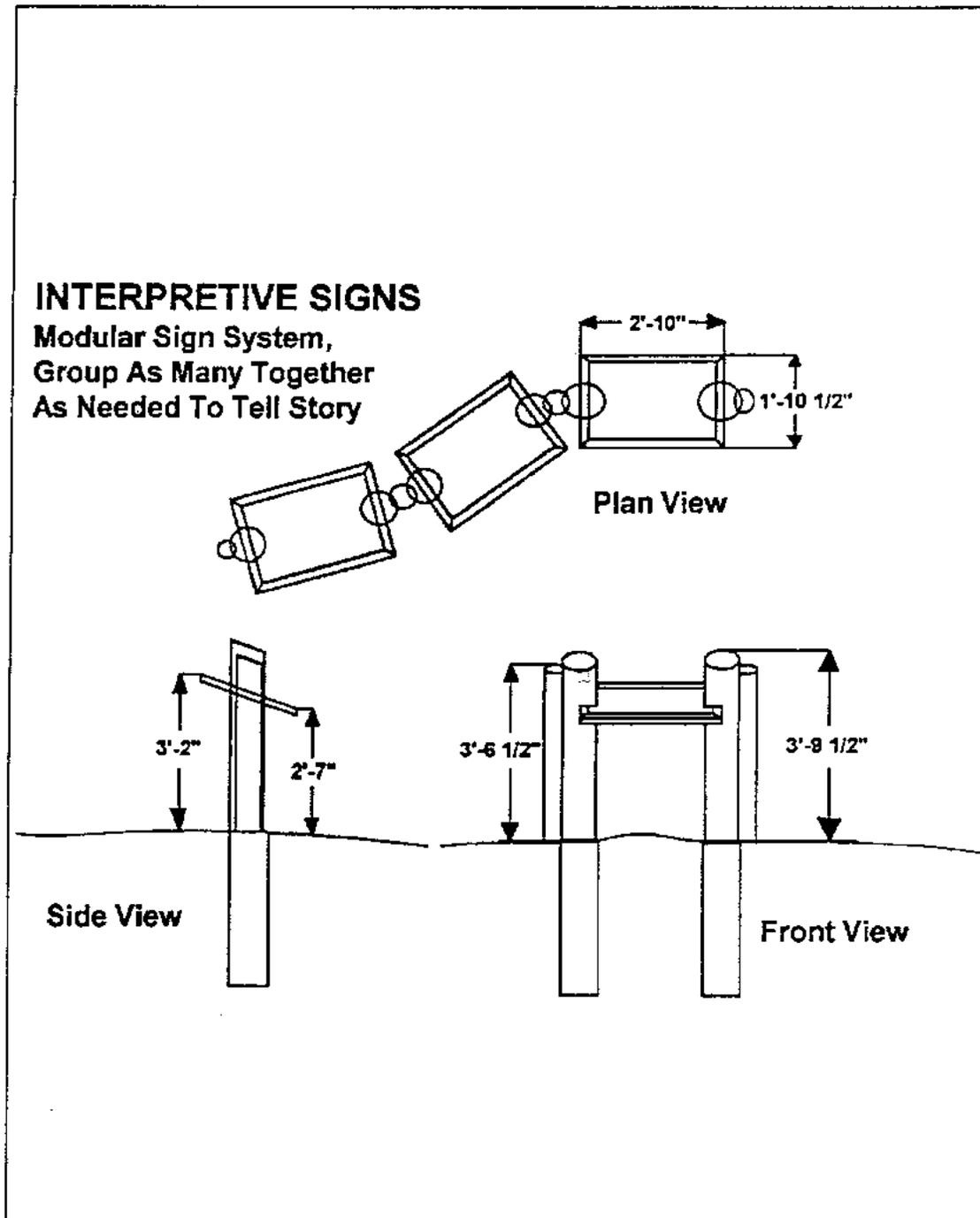


Figure 8.6 - Interpretive Sign

## *ACCESSIBILITY STANDARDS FOR SIGNS*

The concept of universal design will be used for all interpretive media connected with the Seward Highway Scenic Byway. That is, instead of designing separate signs or brochures for specific groups of people, all media will be designed for maximum accessibility to all visitors.

Signs will be mounted so that they can be easily accessed by visitors using wheelchairs. Text for all interpretive signs will use styles and sizes that are easily read by people with visual impairments, and tactile signs will be used as much as possible. Signs will have high contrast lettering and background, and at a minimum, will use 24 point sans serif style type.

In addition, interpretive messages will be written in a manner that will entice people to use all of their senses in experiencing the Byway's features. This will enhance the experience of all visitors, not just those who have a reduced use of one or more of their senses. Vividly describing an eagle's shrill call, or encouraging visitors to feel the strength of the wind blowing through Turnagain Arm, or the change in temperature as glaciers are approached - these are just a few of the ways that visitors can be enticed to use all of their senses to experience the wonders of the Byway.

**CHAPTER IX**

**IMPLEMENTATION PRIORITIES**

## IMPLEMENTATION PRIORITIES

Implementation priorities for the interpretive strategies described earlier are affected by several factors, including:

- \* the potential for partnership participation and assistance with funding,
- \* the relationship of a proposed project to an existing or soon-to-be-developed companion project, and .
- \* the relative value of the project based on several interpretive planning evaluation criteria. In general:
  - Highest priority projects are those that give a comprehensive interpretive overview and orientation to the largest Byway audiences, and provide the greatest and most widespread visibility for the least expenditure of resources.
  - Second highest priority projects are those that provide basic cornerstones upon which the three storylines can be further developed.
  - Third highest priority projects are those that further develop and support the storylines.

With these factors in mind, the following priorities were assigned. It should be noted that as circumstances change, partnerships are formed, and money becomes available, priorities are subject to change.

### PRIORITY LEVEL 1

Scenic Byway Road Guide *- done*  
Family of Brochures  
Turnagain Pass Area Development *- started*  
Portage Townsite/Whittier Train Station  
Johnson Pass Trailhead Interpretive Site  
Bruhn Ray Mine Interpretive Site *- moved to #2 pe*

### PRIORITY LEVEL 2

Seward Highway Scenic Byway Newspaper *done*  
Snow River Interpretive Site and Viewing Area  
Ptarmigan Creek Interpretive Site  
Devil's Pass Interpretive Site  
Ed Estes' Waterwheel  
20-mile Flats Interpretive Site

**PRIORITY LEVEL 3**

Staffed Interpretive Van  
Alaska Public Lands Information Center Display  
Seward Highway Scenic Byway Audio Tape  
Informational/Interpretive Kiosks at Highway Junctions  
Feature Articles in Various Publications  
Trail Lake Fish Hatchery/Moose Creek Interpretive Site  
Tern Lake Interpretive Site  
Girdwood Flats Interpretive Site  
Ingram Creek Interpretive Site  
Windy Corner Interpretive Site  
Beluga Point Interpretive Site

**PRIORITY LEVEL 4**

Seward Highway Scenic Byway Placemats  
20-minute Feature Video  
Seward Ranger District Kiosk  
Anchorage Train Station Kiosk  
Anchorage Visitor Contact Station  
Bird Creek Campground  
Potter's Marsh Improvements

**APPENDIX A**

COMPLETE INVENTORY OF RESOURCES  
ALONG THE SEWARD HIGHWAY SCENIC BYWAY

The following table represents the most current inventory of resources along the Seward Highway Scenic Byway, including:

- \* Trailheads, campgrounds, and other developed sites
- \* Turnouts
- \* Existing interpretive and informational signs
- \* Plant life
- \* Wildlife
- \* Cultural resources
- \* Geologic resources

Also included are several maps which depict:

- \* Current land selections
- \* Scenic resources
- \* Existing interpretive and informational signs
- \* Recreational resources

Additional large scale maps showing cultural resources, wildlife resources, and geologic resources may be viewed at the Chugach National Forest Supervisor's Office, 3301 "C" Street, Anchorage, AK 99503.

## RESOURCE INVENTORY

**KEY TO TYPE OF RESOURCE/SITE:**

TC = Trailhead, campground, developed site; TO = Turnouts;  
 IS = Interpretive signs (existing); PL = Plant life and ecology;  
 CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
0.0	IS	Kenai Fjords National Park Visitor Center Outside kiosks include: -Map of Kenai Peninsula, public lands message -Fish of Kenai Fjords and Resurrection Bay -Alaska State Parks - recreation opportunities -City of Seward Map -National Wildlife Refuges on the Kenai -Mountains of things to do Inside displays include: -AV and Ranger Programs -Harding Ice field Display -Caines Head -Exit Glacier -National Parks in Alaska -Chiswell Islands
1.0- 2.0	W	Bald eagle
1.2	TO	Large parking area to west
2.0- 3.0	W	Bald eagle
3.2	TC	Nash road; Mile 2.1 Nash Road is the trailhead for the Iditarod Trail
3.7	TC	Turnoff for Exit Glacier
8.3	TO	Paved turnout by creek
8.5	TO	Gravel turnout to east

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
IS = Interpretive signs (existing); PL = Plant life and ecology;  
CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
8.5	G	National Forest sign, "Entering Chugach National Forest". On the right side of the road is a small stream which has stained its bed a vivid red/orange. The stream may be passing through a sulfide deposit and the red color would be iron oxide from iron pyrite (fools gold). Geologists look for signs such as the red stained stream bed when searching for precious minerals.
10.8	TO	Large gravel turnout to east
11.6	TO	Gravel parking area to east
11.6	TC	USFS Trail No. 6 to Golden Fin Lake
13.25 - 14.0	W	Moose, black bear, muskrat, beaver, pintail, mallard, horned grebe, Barrow's goldeneye, trumpeter swan
13.3	PL	Watch for moose
13.3	TO	Large paved parking area to east
13.3	TC	Grayling Lake USFS trailhead; Grayling Lake Trail No. 20 connects with trails to Meridian and Leech Lakes.
14.0 - 15.0	W	Moose, black bear, muskrat, beaver, pintail, mallard, horned grebe, Barrow's goldeneye, trumpeter swan
14.9	TO	Gravel turnout to east
15.0	PL	Watch for moose in ponds and meadows
15.0 - 15.5	W	Moose, black bear, muskrat, beaver, pintail, mallard, horned grebe, Barrow's goldeneye, trumpeter swan
15.5	PL	Watch for moose in ponds and meadows
16.2	TO	Gravel turnout to east
16.8	TO	Gravel turnout to east
17.0	TC	Primrose USFS campground, 1 mile west from the highway; 10 sites, toilets, dumpsters, tables, firepits, boat ramp and water

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
IS = Interpretive signs (existing); PL = Plant life and ecology;  
CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
17.0	TC	Primrose trail starts from the campground and connects with Lost Lake Trail
17.4	G	Victor Creek contains some placer gold. Exploration shafts can be found near the hiking trail. Victor Creek carries a tremendous silt load. The water is a dirty grey color.
17.7 - 18.0	W	Mew gull colony, Canada geese, pintail, American widgeon, bald eagle, moose
18.3	G	Avalanche debris on the left. This area is very active, since an avalanche comes down annually here and generally runs out across the highway.
19.5	TC	Victor Creek USFS Trail No. 23
20.0	TO	Gravel turnout
21.3	TO	Gravel turnout to east overlooking lake
22.2	G	Kenai Lake. Photogenic Kenai Lake occupies a flat-floored, glacially scoured, roughly Z-shaped trench as deep as 135 feet below sea level. The beautiful azure blue of the water is characteristic of glacial fed lakes.
22.5	TO	Rough gravel double-ended turnout to east
22.9	TO	Viewpoint to west overlooking Kenai Lake
22.9	IS	Kenai Lake Overlook; interpretive sign explains how glacier meltwater gives the lake its distinctive color.
23.0	CR	Alaska Nellie's Homestead
23.1	TO	USFS picnic area and campground with 16 sites, water, toilets, tables, firepits and dumpsters..
23.1	TC	Ptarmigan Creek USFS Trail No. 14 begins at campground.
23.1	PL	Watch for spawning salmon in Ptarmigan Creek in August; good chance of seeing sheep, goats, moose and bears along Ptarmigan Creek USFS trail No. 14.

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
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<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
23.2	W	Harlequin duck, moose, songbirds, small mammals, salmon viewing
24.2	TC	Trail River USFS campground 1.2 miles on side road; 64 sites, picnic tables, firepits, dumpsters, toilets and volleyball and horseshoe area.
24.5	G	Falls Creek has been extensively placer mined in the past. The tailings are not visible from the highway however. Roads off the highway won both sides of Falls Creek access old lode mines.
24.9	G	Trail River carries a heavy load of glacial silt.
25.3	W	River otter, Barrow's goldeneye
26.0	PL	Timbered slopes of Madson Mountain to the west, crescent Lake lies just west of Madson
29.4	TO	Parking area and sign at waterwheel
29.9	TO	Gravel turnout by Trail Lake
30.0	TC	Short side road to large undeveloped gravel parking area
30.6	G	Moraine dam at Trail lake on the left
31.8	TO	Paved double-ended turnout; USFS information sign on lifecycle of salmon
32.0 - 33.0	PL	For the next 3 miles many small waterfalls tumble down the brushy slopes; driving through the Kenai Mountain Range
32.4	TC	Cook Inlet Aquaculture Association Trail Lake fish hatchery on Moose Creek
32.4	W	Salmon viewing
32.5	G	Gravel on left in roadcut. Material that has been size sorted like this is the product of alluvial (stream) processes.
32.5	IS	USFS information sign on life cycle of salmon, short trail to observation deck on stream, here spawning salmon may be seen in August.

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
IS = Interpretive signs (existing); PL = Plant life and ecology;  
CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
32.6	TO	Johnson Pass south trailhead with parking area, toilet
32.6	TC	Johnson Pass south trailhead
33.0 - 34.0	PL	Many small waterfalls tumble down the brushy slopes
33.1	TO	Carter Lake USFS trailhead No. 4 to west; parking and toilets
33.1	TC	Carter Lake USFS trailhead No. 4
33.7	G	Fresh avalanche on left
34.0 - 35.0	PL	Many small waterfalls tumble down the brushy slopes
36.7	G	Tern Lake - The glacially steepened (40 degrees) valley wall northeast of Tern Lake at the junction of the Seward and Sterling Highways is furrowed by numerous snow-avalanche chutes. Runout zones of many of these avalanches extend across the Seward Highway in this area.
37.0	TC	Tern Lake USFS campground 0.4 miles around Tern Lake; 25 sites, water toilets, picnic tables, firepits, and a canoe launch.
37.0	W	Dall sheep, mountain goat, birds, black bear, river otter, eskimo curlew, muskrat, salmon viewing
37.2	TO	Paved turnout to west overlooking Tern Lake
38.3	TO	Paved double-ended turnout to west overlooking Jerome Lake; interpretive signs about sticlebacks
38.3	IS	Jerome Lake overlook; interpretive sign about sticklebacks
38.6	W	Sportfishing
38.6	TO	Paved turnout to west adjacent to Jerome Lake; a sign here explains rainbow plant in lake.
38.6	IS	Sign explains rainbow plant in lake
39.0	G	End of avalanche danger zone

KEY TO TYPE OF RESOURCE/SITE:

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IS = Interpretive signs (existing); PL = Plant life and ecology;  
CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
39.4	TO	Devil's Pass trailhead; parking area to west
39.4	TC	Devil's Pass trailhead
39.4	IS	Interpretive sign explaining fire for moose
39.5	G	Gravel pit left at the gate. You can see the gravels in the roadcuts on both sides of the highway but the pit itself is well concealed
42.0	CR	Gilpatrick Camp
42.1	G	High on the side slopes of Gilpatrick Mountain you can see two roads - one above the other, parallel to the side slope, built to access lode mines on the mountain.
42.9	G	State Creek cabin on Gilpatrick Mountain can be seen on the horizon.
43.7	TO	Paved double-ended turnout to east
44.0	TO	Gravel turnout to east
44.0 - 45.0	W	Caribou, trumpeter swan, beaver, moose, mallard, pintail, common loon
44.3	W	Beaver dams
44.5	TO	Large paved double-ended turnout to east at end of Upper Summit Lake
45.2	G	Avalanche zone begins. Avalanche runout zone is frequently over the highway. Notice the protective structures built around the electric structures built around the electric poles. The electric company is trying to avoid frequent power outages due to avalanches (winter and spring).
45.4	G	Summit Lake Lodge on the north side of Summit Lake. On the south of Summit Lake, streams flow generally south and on the north side of Summit Lake, streams flow generally north.
45.5	TO	Paved turnout to east
45.5	IS	Interpretive sign explaining the Spruce Bark Beetle and the Forest and how the beetle kills and what can be done to manage the beetle.

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
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CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
45.6	G	Colorado Creek. This area has produced lode gold between 1908 and 1955.
46.0	TC	Tenderfoot Creek campground 0.6 miles from highway; 28 sites, water toilets (wheelchair accessible), dumpsters, tables, firepits, and boat launches.
47.1	G	Lower Summit Lake. See coalescing fans are truncated on the left side of the lake, probably by a later glacial event that the one which formed the original valley.
47.2	TO	Paved double-ended turnout to east next to Lower Summit Lake
47.2	W	Caribou, common loon, beaver, moose, sportfishing
47.2	PL	Extremely picturesque with lush growth of wildflowers in summer.
47.6	TO	Double-ended paved turnout to east on lake
48.0	TO	Turnout to east at south end of bridge
48.0	CR	Lauritzen Cabin
48.4	G	Dahl placer Mine on the left; has been used as a gravel source. For the last two years, a placer mining operation had been sorting through the previously processed tailings in order to extract gold that was missed the first time around. this reworking of old tailing is not uncommon an is due to the improved technology for recovering fine gold.
50.1	G	Bench gravels are exposed in the roadcut on the right.
51.5	G	An excellent example of a hanging valley on the right
52.7	G	On the right, note the avalanche features. There are huge avalanche chutes with fan deposits along the valley floor. Avalanches have denuded large areas of trees, alder tenaciously survives however. These areas are avalanche "scars".

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
IS = Interpretive signs (existing); PL = Plant life and ecology;  
CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
54.5	G	Beautiful faceted mountains
55.0	CR	Canyon Creek Dam
56.2	CR	Bruhn Ray Mine
56.8	TO	State wayside with picnic tables, toilets and litter barrels
58.8	TO	Large gravel turnout to west
59.7	TO	Gravel turnout next to Granite Creek
60.0	W	Beaver lodges, beaver hut
60.8	G	Silvertip Creek is a gold producing stream. Some recreational gold panning occurs within 1/8 mile upstream from the road.
61.7	G	Notice the steep canyons cut into the mountain side that you can see through the trees on your right. These canyons appear to be fault or bedrock controlled rather than a glacial feature. Note the difference in shape from the glacial scoured valleys you were seeing earlier.
63.0	TC	Granite Creek USFS Campground, 0.8 miles from main highway, 19 sites, water, toilets, dumpsters, tables and firepits
63.7	TC	Johnson Pass north trailhead
64.0	CR	White's Road House
65.3	TC	Bertha Creek USFS Campground; 12 sites, water, toilets, firepits, table and dumpsters.
65.5	G	Bertha Creek. Look straight ahead for interesting glacial landform features.
66.8	TO	Paved double-ended turnout to east.
67.3	G	Note the small hummocky features (bumpy ground) along both sides of the road. This phenomenon is probably due to freeze and thaw cycles on wet terrain.
68.1	TO	Parking area and restrooms for northbound traffic; u-turn

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
IS = Interpretive signs (existing); PL = Plant life and ecology;  
CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
68.1	G	Glacial moraines, both sides of road. Impressive avalanche fan deposit on the right. Striking view of faceted mountains and a hanging valley on your left side. A tributary glacier flowing into Turnagain Pass carved out the hanging valley during a time when Turnagain Pass was filled with ice to the level of the hanging valley. Road cuts in glacial till on both sides of the road.
68.1 - 68.6	G	A series of low nested morainal ridges. These features were formed when ice, advancing northwestward out of the valleys of Tincan and Lyon Creeks, coalesced and temporarily blocked the main valley. Silty sediments were deposited in a short-lived lake trapped between the end moraines and the summit of Turnagain Pass to the northeast.
68.5	TC	Turnagain Pass Recreation Area
68.5	IS	Interpretive signs explaining Moose Burns, the Moose Fire Program, where other burns can be viewed along the highway, and a summer recreation map.
69.2	TO	Paved turnout to east
69.6	G	Good view of glacial scoured valley wall on northwest side (Turnagain Valley).
69.9	TO	Scenic viewpoint with double-ended parking area to west.
69.9	PL	The highway traverses an area of mountain meadows and parklike strands of spruce, birch and aspen interlaced with glacier fed streams, lupine and wild geraniums grow profusely here in the summer.
71.0	TO	Paved turnout to east
71.0	PL	The many flowers seen in surrounding Alpine meadows here include yellow and purple violets, mountain heliotrope, lousewort and paintbrush.
71.2	TO	Double-ended paved turnout to west

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
IS = Interpretive signs (existing); PL = Plant life and ecology;  
CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
71.2	G	<p>This rock cliff on your right is a favorite rock gathering place for seekers of slate for walkways and decorative purposes. A permit is needed from the Glacier Ranger District located in Girdwood.</p> <p>En echelon quartz veins can be seen in the bedrock cliffs. These features tell a story of tensional stresses in the rock.</p> <p>The rusty material associated with some of the quartz veins is iron oxide. Microscopic gold may be associated with the iron oxide stained quartz veins.</p> <p>Vein swarms can be seen in the cliff. Some of the lode operations mined a veinlet group rather than a single large vein.</p>
71.5	TO	Double-ended paved turnout to west
72.5	TO	Double-ended paved turnout to east
74.0 - 75.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
74.5	TO	Double-ended paved turnout to east.
74.5	PL	Several kinds of blueberries, together with false azalea blossoms, are seen along here during summer months.
75.0	TO	Paved turnout to west
75.0 - 76.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
75.2	G	Ingram Creek. The picturesque glaciated valley of Ingram Creek has a pronounced asymmetry. Short, steep-walled tributaries supplied glacial ice from the southeast side but there are not tributaries in the glacially steepened northwest wall.
75.5	TO	Paved double-ended scenic viewpoints both sides of highway.

KEY TO TYPE OF RESOURCE/SITE:

TC = Trailhead, campground, developed site; TO = Turnouts;  
IS = Interpretive signs (existing); PL = Plant life and ecology;  
CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
76.0 - 77.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
76.4	G	Last of the dead trees marking the boundaries of a large down-dropped block of land.
77.0 - 78.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
77.9	TO	Paved turnout to south.
78.0 - 79.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
78.4	TO	Turnout next to bridge
78.4	G	On the left side of the highway, look up Placer Creek at a spectacular U-shaped valley.
78.9	TC	Portage Glacier access road.
78.9	IS	Portage Glacier access road; Explorer Glacier Interpretive Kiosk; Williwaw Creek - Salmon viewing and Kiosk - salmon life cycle
79.0 - 80.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
79.1	G	Look to your left up Portage Valley. Portage valley is a beautiful symmetrical U-shaped glacial valley that has been subsequently filled in with sediment. Portage Glacier once occupied the entire length of this valley.
79.4	TO	Parking and interpretive sign to west
79.4	IS	Bridge No. 2 southbound over Portage Creek; parking and interpretive sign to west at south end of bridge.
80.0 - 81.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.

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CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
80.0	TO	Access to motor vehicle loading ramps and passenger parking for the Alaska Railroad.
80.2	G	Old Portage townsite. The buildings west on the road were partially destroyed by the high water during the March 1964 earthquake. The dead trees and remaining old buildings are protected artifacts of the earthquake. Note how the old buildings have filled up with sediment.
80.3	TO	Access to the Alaska Railroad loading area for ferry traffic (pay phone)
80.7	TO	Gravel turnout to west
80.7	G	The dead standing trees died when a large block of land was lowered during the 1964 earthquake.
80.7	PL	Twenty-mile Glacier can be seen at the end of the valley to the northeast.
80.9	G	If you look up Twenty-mile Valley to your right, you can catch a breathtaking view of Twenty-mile glacier. The blue ice seems to glow.
81.0 - 82.0	PL	From here to Milepost S 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
81.0	TO	BLM observation platform with informative plaques.
81.0	W	Hooligan fishing
81.0	IS	BLM observation platform and informative plaques on Twenty-mile river wetlands and wildlife.
81.6	G	Tidal flats, and standing dead trees that resulted from the lowering of the area during the 1964 earthquake.
82.0 - 83.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as see by the stands of dead spruce trees along here.
82.3	TO	Turnout to east

KEY TO TYPE OF RESOURCE/SITE:

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<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
82.4	G	See evidence of multiple deformation of the bedrock. The outcrop borders a major high-angle fault. The fault itself lies buried beneath the fill of Twenty-Mile River Valley.
83.0 - 85.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
84.1	PL	View of Blueberry Mountain
84.3	G	Peterson Creek. Placer gold prospect. No gold production has been reported. The quarry has supplied rock for several construction projects in the Girdwood area.
84.5 - 85.0	G	Avalanche scars plainly evident on both sides of the road. At mile 2.2 on your left there are large trees recently downed by the avalanche. The size of the trees testify to the infrequency of an avalanche there.
85.0 - 86.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
85.0 - 85.2	G	Avalanche scars plainly evident on both sides of the road. At mile 2.2 on your left there are large trees recently downed by an avalanche. The sized of the trees testify to the infrequency of an avalanche there.
85.2	G	Avalanche fan deposit on the mountain across Turnagain Arm. Look straight ahead up Portage Valley at Portage Glacier.
86.0 - 87.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
88.0 - 89.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.

KEY TO TYPE OF RESOURCE/SITE:

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CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
89.0 - 90.0	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
89.0 - 90.0	W	Moose (in late winter)
90.0 - 90.4	PL	From here to Milepost 90.4 many trees had their root systems invaded by salt water, as seen by the stands of dead spruce trees along here.
90.4	W	Bald eagle, arctic terns, sandhill cranes.
94.4	TO	Large gravel turnout to west
95.5	TO	Turnout to west
99.3	TO	Large gravel turnout to west
99.3	PL	The peak visible across Turnagain Arm between here and Girdwood is Mount Alpenglow in the Kenai mountain Range.
99.8	TO	Paved turnout to west
100.5	TC	Birdhouse Bar (local landmark)
101.2	TO	Bird Creek Recreation Site with picnic sites and 19 campsites, firepits, pay phone, covered picnic tables, toilets, and water.
101.2	TC	Bird Creek State Recreation Site with picnic sites and 19 campsites, firepits, pay phone, covered picnic tables, toilets and water.
102.0	W	Songbirds (June)
102.1	TO	Bird Ridge trailhead and parking
102.9	TO	Indian Creek rest area to west
103.0	W	Sportfishing (June - Sept); salmon, dolly varden, rainbows
103.0	W	Indian Valley Meats; meat packing facilities, gift shop, and live animal exhibits.
104.0 - 105.0	PL	Patches of Harebells (Bluebells of Scotland) can be seen in late July and early August

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<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
104.0	CR	Indian Valley Historic Mine
105.7	TO	Falls Creek trailhead and parking to east
105.7	TC	Falls Creek trailhead; Old Johnson Trail access
106.6	TO	Large paved turnout to west
106.7	TO	Paved turnout to east
106.7	TC	Windy trailhead
106.9	TO	Double-ended paved turnout to west
106.9	TC	Old Johnson Trail Access
106.9	W	Watch for Dall Sheep
106.9	W	Dall Sheep (Apr. - Aug.)
107.3	TO	Gravel turnout to east
108.0	W	Songbirds (June)
108.4	TO	Rainbow trailhead and parking
108.4	TC	Rainbow trailhead; access to Old Johnson Trail
110.3	TO	Large paved double-ended turnout to west with tables, benches, telescopes and interpretive signs (Beluga Point Scenic viewpoint and photo stop)
110.3	TC	Beluga Point
110.3	IS	Beluga Point scenic viewpoint; telescopes and interpretive signs describing sheep, cooks exploration, earthquakes, boreal tides, forest in harmony, beluga point stratigraphy - early residents, and the Beluga whale
110.3	W	Beluga whales, killer whales (occasionally)
110.3	CR	Beluga Point Site
111.0	W	Songbirds (June)
111.6	TO	Double-ended gravel turnout to east

KEY TO TYPE OF RESOURCE/SITE:

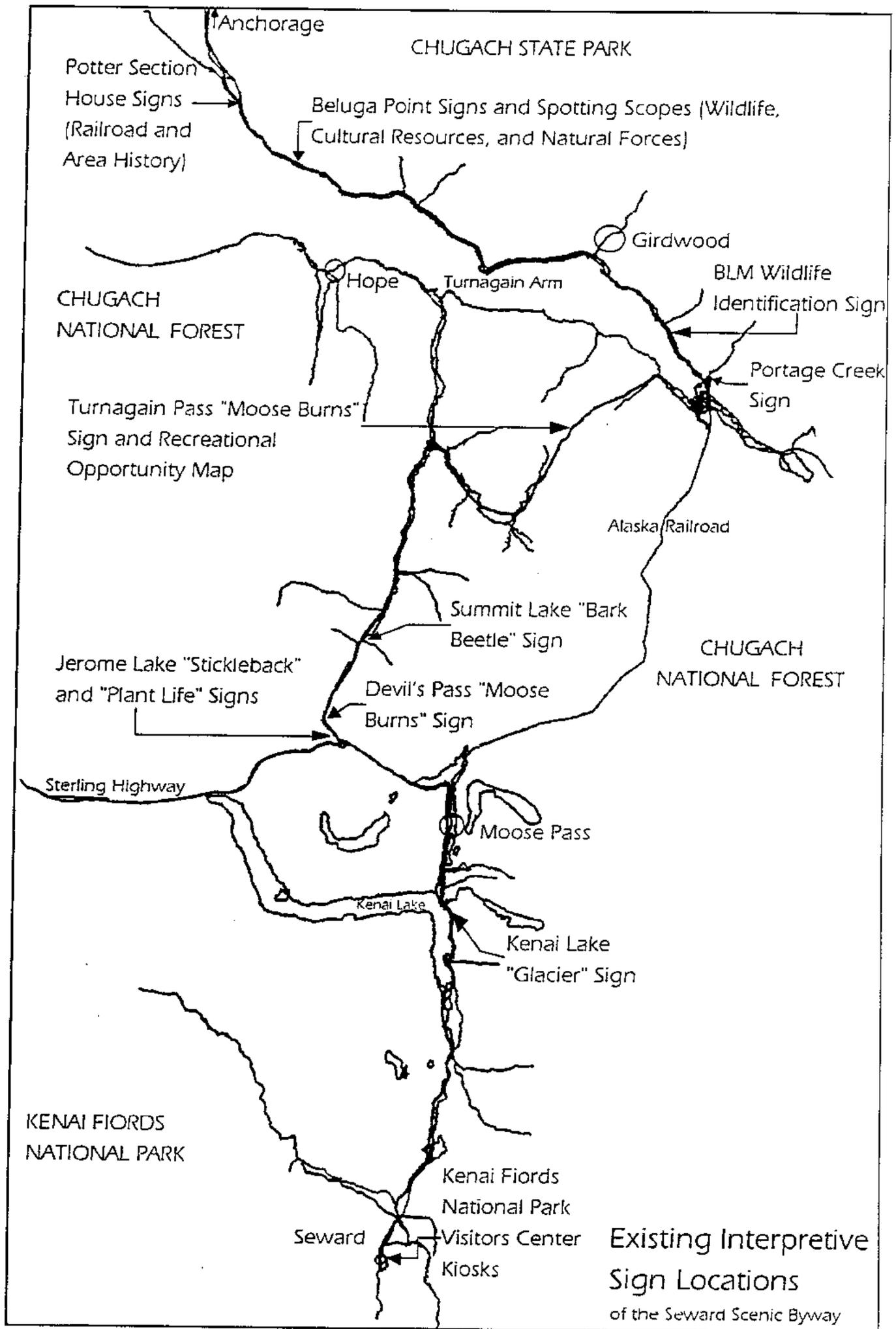
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CR = Cultural resources; G = Geology; W = Wildlife.

<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
111.8	TO	McHugh Creek State Wayside to east with 30 picnic sites
111.8	TC	One mile portion of Old Johnson trail is wheelchair accessible
111.8	PL	Good berry picking in season near the stream for wild currants, blueberries, and watermelon berries.
113.1	TO	Small gravel turnout to east at McHugh boulder area
113.1	PL	The cliffs are part of the base of McHugh Peak
114.5	TO	Double-ended gravel turnout to east
114.7	TO	Weigh station to east with pay phones
115.1	TC	Potter Creek Trailhead
115.3	TO	Large Parking lot to west with wheelchair-accessible toilets
115.3	TC	Potter Section House
115.3	IS	Potter Section House: Kiosk has signs describing the Turnagain Arm Scenic Corridor, the Chugach State Park, Rotary Snow Plow, how the track was laid, the Outfit Car, the Wilderness Railroad, the Alaska RR 1914 - 1985, working on the railroad, stationmen, and stone, morse code to microwave and secrets of the section house, the section car, the meat cache, the coal shed, the outhouse and the garden.
115.4	TC	Old Johnson Trail begins 0.5 miles up Potter Valley Road
115.4	W	Songbirds (June)
116.1	TO	Paved double-ended turnout to east
117.4	TC	Boardwalk Wildlife Viewing; an extensive boardwalk crossing Potter marsh.

KEY TO TYPE OF RESOURCE/SITE:

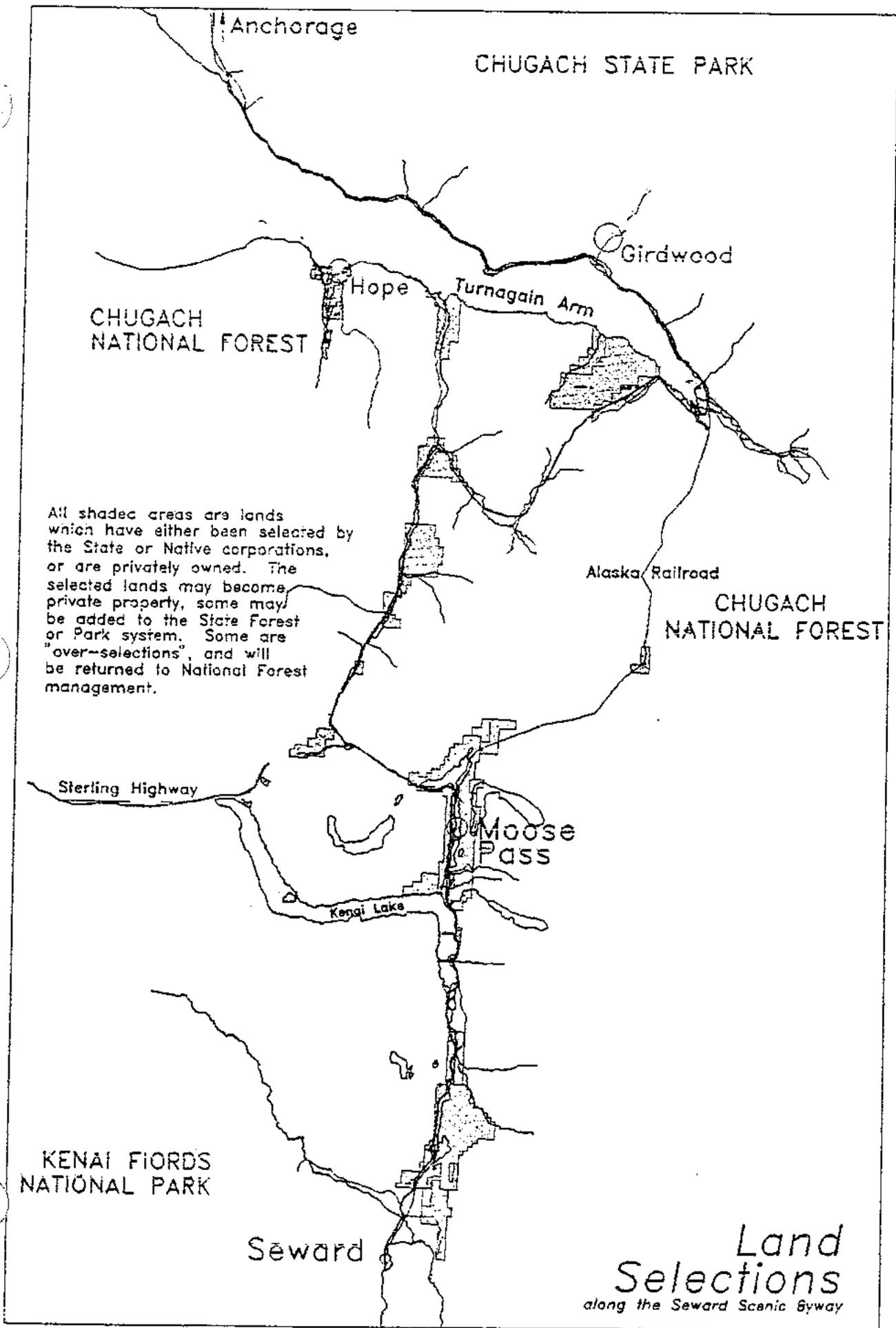
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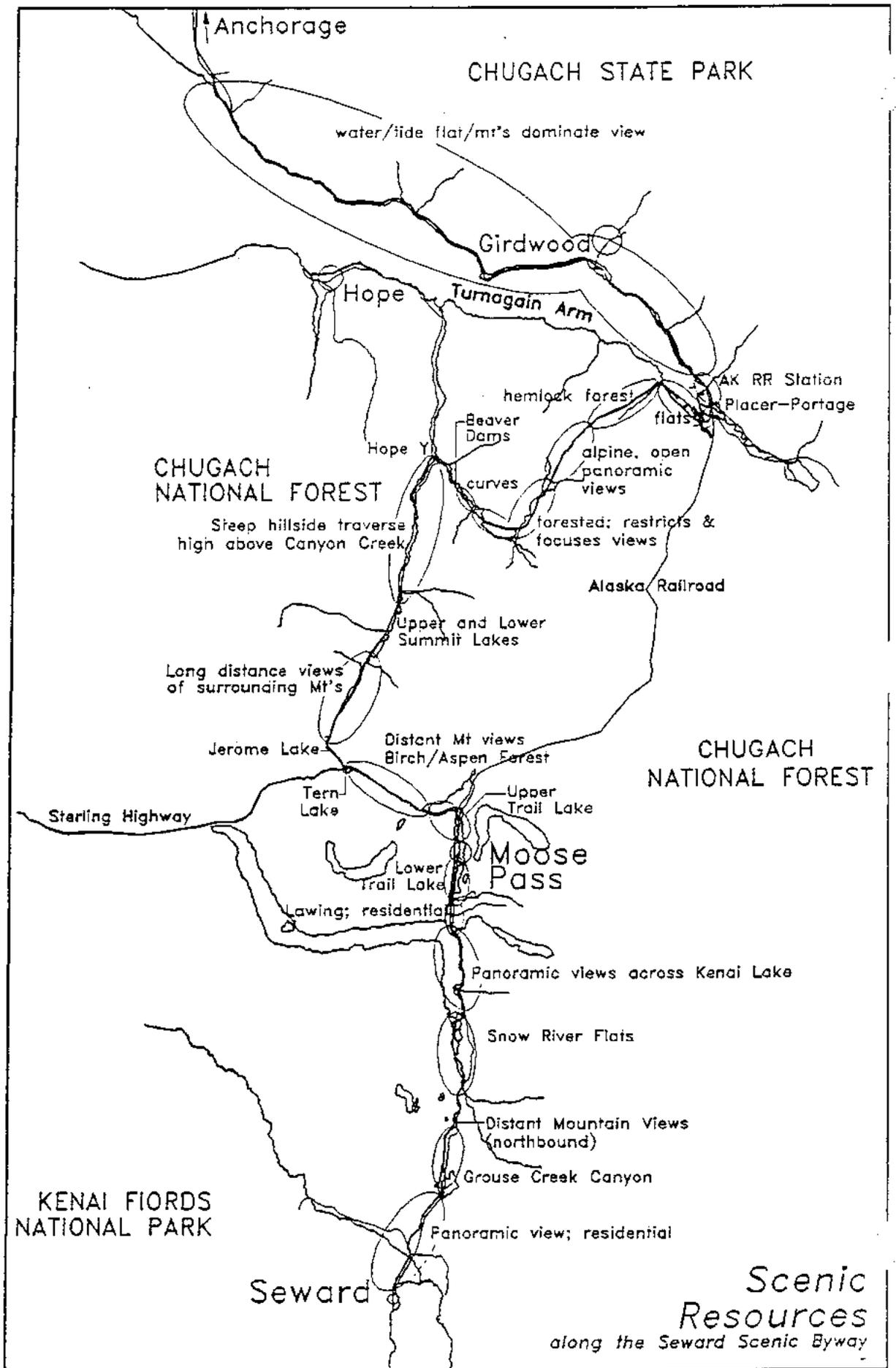
<u>MILE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
117.4	W	Mew, G-W gulls, Canada geese, ducks, horned and RN grebes, yellowlegs, phalaropes, bald eagles, northern harriers, short eared owls, arctic terns, swallows, chinook (king) salmon, pink (humpy) salmon, coho (silver) salmon
117.4	PL	Potter Marsh View of Turnagain Arm and Mount Spurr



Existing Interpretive Sign Locations of the Seward Scenic Byway







**APPENDIX B**

## APPENDIX B

### MANAGEMENT DIRECTION FOR THE CHUGACH NATIONAL FOREST

The Alaska Regional Guide (USDA Forest Service, Regional Guide for the Alaska Region) and the Chugach Land and Resource Management Plan of 1984 (Forest Plan), as amended, established the overall framework for management of the Chugach National Forest. It sets general and specific goals for management and establishes standards and guidelines to follow in pursuit of those goals. The Forest Plan provides for multiple use management of the recreation, wilderness, wildlife and fish, timber, and minerals resources throughout the Forest (USDA Forest Service. 1984a.,p.3).

Specific Forest Plan goals guiding the Seward Scenic Byway proposal are (USDA Forest Service. 1984a, p. III-4,5):

"Contribute a proportionate share of the Southcentral Alaska supply of recreation opportunities, wilderness, wildlife and fish habitat, minerals and timber."

"Where possible, contribute to the local economy and provide for community stability."

"Provide for the production of various Forest goods and services while minimizing adverse social, economic and environmental effects."

The Forest Plan desired future condition with respect to Interpretative services on the Forest is:

"Interpretive services will be increased across the Forest. Facilities will be added or improved along major roads and near ferry terminal facilities and boat harbors. (USDA Forest Service. 1984a, p. III-4)

### Management Area Goals and Prescriptions

For forest planning purposes the Chugach National Forest was stratified into three levels: the Kenai, Prince William Sound and Copper River geographical areas. The proposed Seward Scenic Byway is located within the Kenai Peninsula Geographic Area (USDA Forest Service. 1984a, p. II-43). The Kenai Peninsula consists of steep glaciated mountains and valleys in which the use and management activities are primarily a result of the intensive use related to the road corridors in the major valleys.

The Kenai Geographic area is further divided into Management Areas. the Seward Scenic Byway proposal is within the Road Corridor Management Area Number 1. The Road Corridor area is

generally in the valley bottoms and includes intensive recreational use, important visual sensitivity areas, major wildlife management areas, important timber stands, intensively used sport fisheries and placer mining activities.

The Road Corridor Management Area is further divided into two Analysis Areas: the Timbered Sideslope Area and the Depositional Valley Area. The largest portion of the Seward Scenic Byway proposal is within the Depositional Valley Area. The largest portion of the Seward Scenic Byway proposal is within the Depositional Valley Analysis Area 3 (USDA forest Service. 1984a, p. III-49 and 50). The following specific management direction applies to Analysis Area 3:

**Primary Management Goals for Analysis Area 3:**

- Increase and improve developed recreation opportunities
- Increase and improve dispersed recreation opportunities
- Maintain landscape character
- Maintain and enhance wildlife and fish habitat

**Primary Management Practices:**

Management practices provide the specific means to attain multiple-use and other goals and objectives. The following primary management practices are designed to implement the goals of Analysis Area 3:

- Reconstruct and maintain campgrounds
- Construct and maintain visitor information services facilities
- Improve moose habitat
- Improve sport fish habitat
- Construct and maintain roads and trails

Portions of the proposed Seward Scenic Byway are located within the Timbered Sideslope Analysis Area 2, (USDA Forest Service. 1984a, p. III-49 and 50). The following specific management direction applies to Analysis Area 2:

**Primary Management Goals for Analysis Area 2:**

- Increase and improve dispersed recreation opportunities

Maintain landscape character

Maintain and enhance wildlife and fish habitat

### **Analysis Area Standards and Guidelines**

The following standards and guidelines are established by the Forest Plan to be followed when implementing goals of the Forest Plan (USDA forest Service, 1984a, p. III-19,45-53):

#### **A08 VISITOR INFORMATION SERVICES - FULL SERVICE MANAGEMENT**

A. Provide interpretive services designed to enhance visitor opportunities and facilitate a better understanding of natural resources and their management.

B. Provide interpretive services in and adjacent to high use areas and areas to be emphasized.

E. Provide interpretive facilities such as signs at selected locations to describe resource projects.

F. Review and manage existing facilities to ensure that only those facilities that can provide quality, energy and economically efficient service are retained or expanded.

**NOTE: Review Forest Plan for additional Standards and Guidelines.**

**APPENDIX C**

## APPENDIX C

### INTERPRETIVE OBJECTIVES

#### **WHAT WE WANT PEOPLE TO KNOW, FEEL, AND DO**

The interdisciplinary team identified the theme and storylines of this Interpretive Plan as a result of determining what the interpretive objectives should be (i.e. what visitors should have the opportunity to know, feel, and do as a result of the interpretive experience). The following is a compilation of those objectives.

#### **SCENIC INTERPRETIVE OBJECTIVES**

While travelling along the Scenic Byway, visitors should have the opportunity to **KNOW** . . .

- \* where good photographic opportunities exist
- \* that weather constantly changes the scenic picture along the way
- \* where they may stop and take time to enjoy the scenery both along and away from the main road
- \* what opportunities for different types of scenery exist (wildlife, vegetation, geology, habitat, etc.)

While travelling along the Scenic Byway, visitors should have the opportunity to **FEEL** . . .

- \* stimulated to learn more
- \* that variety contributes to the beauty of the roadway

While travelling along the Scenic Byway, visitors should have the opportunity to **(DO)** . . .

- \* tell others about their experiences
- \* stop, look, spend time and savor
- \* experience the scenic wonders of the Byway

#### **NATURAL RESOURCES INTERPRETIVE OBJECTIVES**

While travelling along the Scenic Byway, visitors should have the opportunity to **KNOW** . . .

- \* what ecosystems are found along the Byway and how they are composed
- \* how fragile (alpine) ecosystems can be

## MANAGEMENT INTERPRETIVE OBJECTIVES

While travelling along the Scenic Byway, visitors should have the opportunity to KNOW . . .

- \* that resource management practices change in response to changes in the environment, cultural values, and knowledge
- \* that there are many agencies and private entities managing land along the scenic byway and each has distinct goals (e.g., FS - conservation, manages for many products; NPS - protection/preservation)
- \* there are a variety of uses along the Byway - some of them conflict because they use the same resource
- \* people's actions have a direct impact on the outstanding values along the Byway (e.g., litter, alpine, river banks, erosion)
- \* the Scenic Byway and surrounding resources offer a wide variety of recreational opportunities throughout the year (orientation)
- \* how to maintain the integrity of the values along the Scenic Byway
- \* how litter affects the Byway's scenic quality
- \* where to reference various interpretive media describing various features of the highway
- \* how, when, and where to view wildlife and vegetation safely, unobtrusively and without detracting from the experiences of others
- \* what they can do to help fish and wildlife and their habitat
- \* that different landowners along the Byway have different land use regulations
- \* when and where hazardous conditions are likely to exist and how these conditions influence vegetation

While travelling along the Scenic Byway, visitors should have the opportunity to FEEL . . .

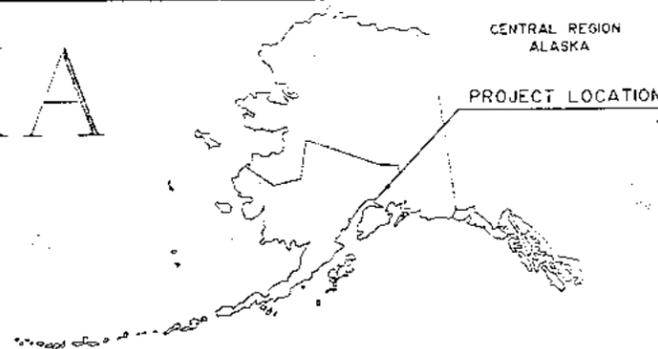
- \* safe along the highway
- \* an appreciation for the natural dangers that exist
- \* the binding power of mud

While travelling along the Scenic Byway, visitors should have the opportunity to (DO) . . .

- \* be safe (mudflats, traffic, pullovers, avalanches, weather, glaciers, dark, rocks)
- \* have access
- \* be a responsible land user
- \* be able to take pictures, safely
- \* be aware that they can help preserve the scenery in a variety of ways including, voting and not littering
- \* assist in conservation and education efforts
- \* view wildlife responsibly
- \* report harassment of wildlife
- \* donate to causes such as the wildlife trust fund
- \* visit cultural sites in a way that preserves them

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES



REVISIONS		YEAR	STATE	PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
NO.	DATE					
		1995	ALASKA	TEA-000S(179)/51604	AI	5
		ROUTE: 130000		MILEPOINT: 5.51 to 116.63		

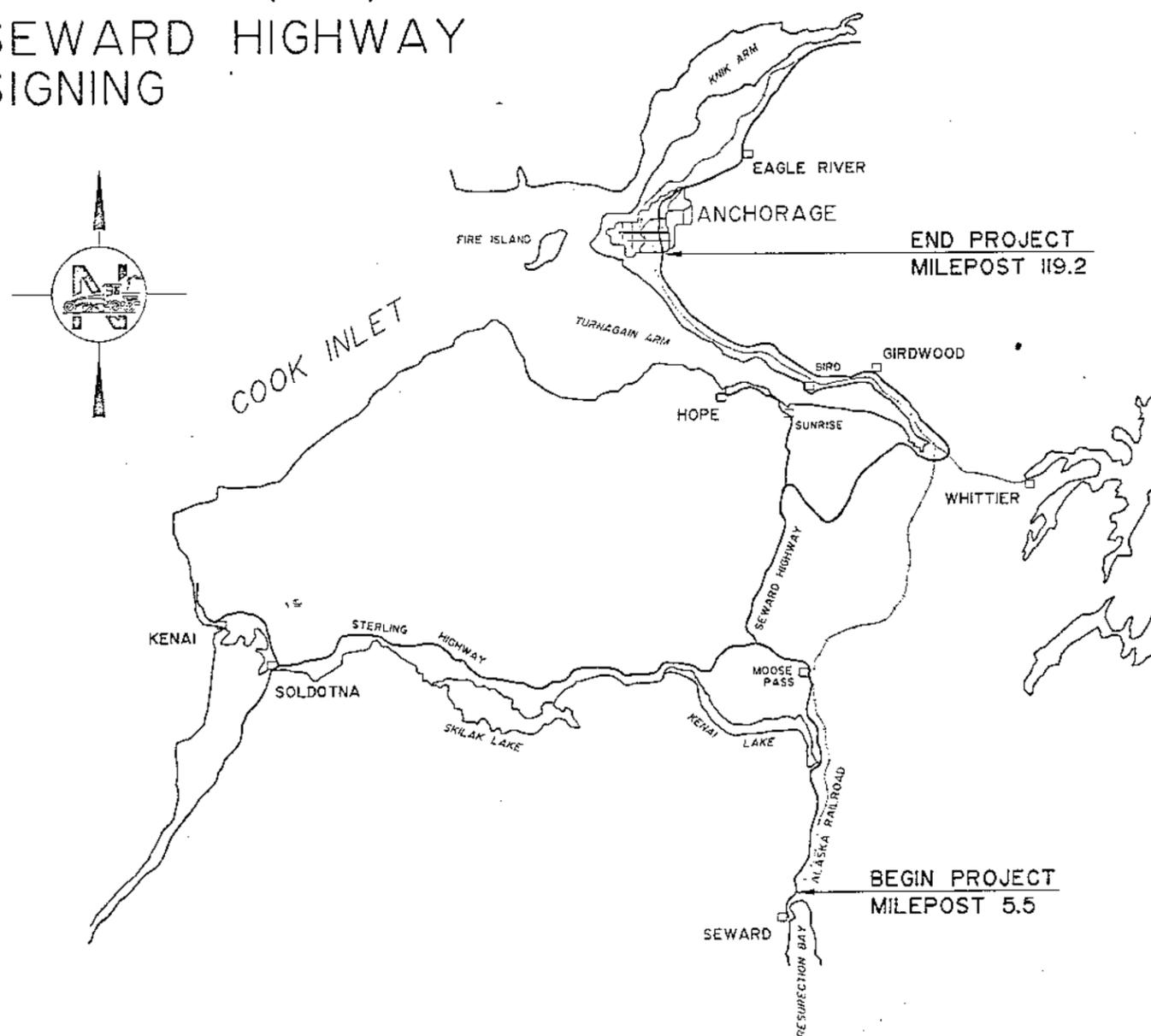
INDEX	
SHEET NO.	DESCRIPTION
AI	TITLE AND LEGEND SHEET
BI	LOCATION SHEET
CI	ESTIMATE OF QUANTITIES
DI-D2 ✓	SIGN DETAILS

PROPOSED HIGHWAY PROJECT

## CE SCENIC BYWAYS TOURIST SIGNAGE

TEA-000S(179) / 51604

SEWARD HIGHWAY  
SIGNING



THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1  
C-01.03, C-02.01, C-03.01  
S-00.00, S-05.00, S-20.00, S-30.01

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES

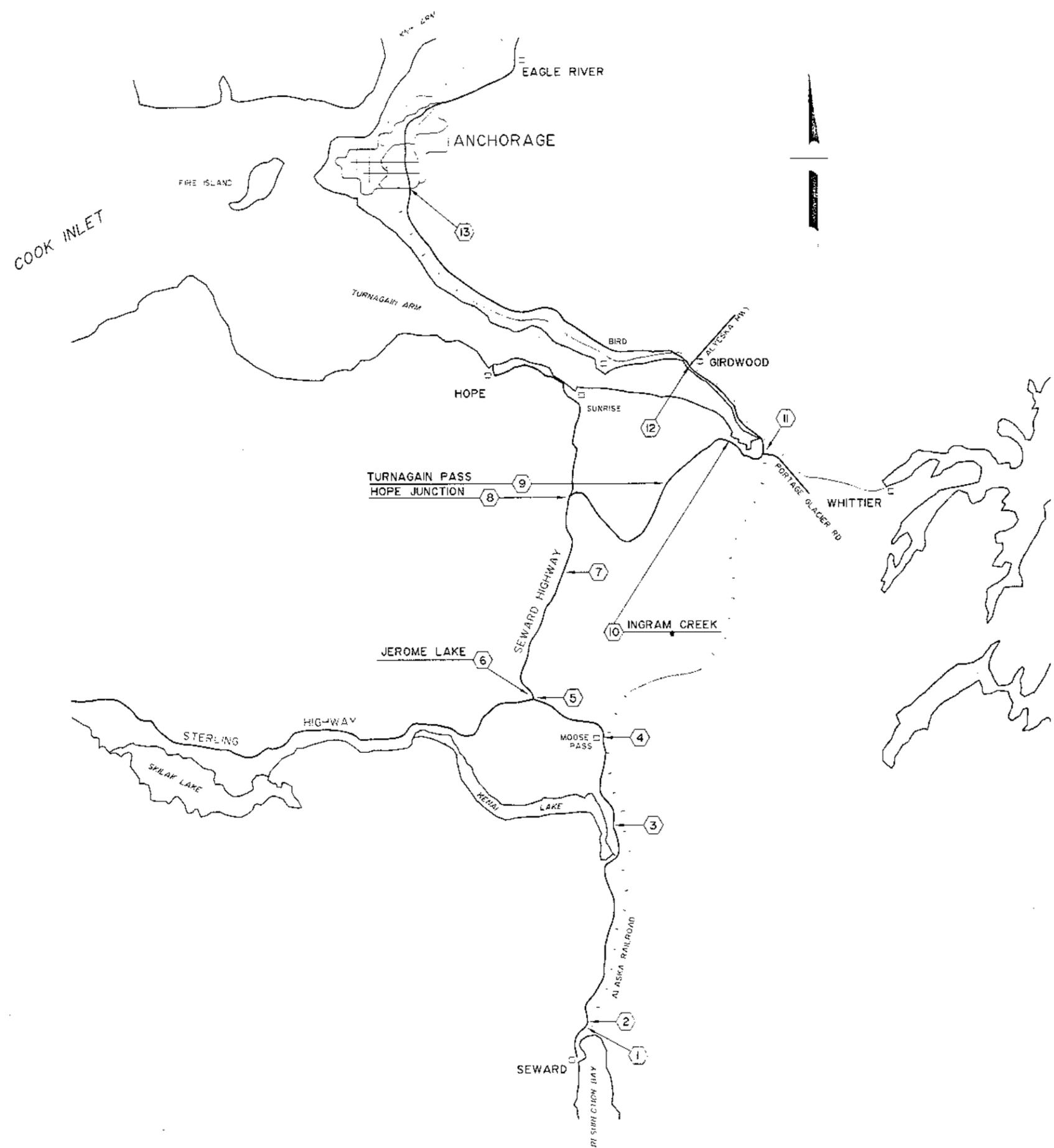


RECOMMENDED FOR APPROVAL:  
*K. B. Moberg* DATE 1/22/96  
REGIONAL PRECONSTRUCTION ENGINEER

APPROVED:  
*David R. Bell* DATE 1/22/96  
DIRECTOR, DESIGN & CONSTRUCTION

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITIONS.  
DATE \_\_\_\_\_  
CONSTRUCTION PROJECT MANAGER

AS ADVERTISED  
CENTRAL REGION  
DATE: April 3, 1996



SIGN LOCATIONS			
SITE	MILEPOST OFFSET	SIGN TYPE	DESCRIPTION
1	5.5 RT.	A	INSTALL 30' MINIMUM FROM ROADWAY IN FRONT OF LARGE SPRUCE TREE
2	8.1 RT.	E, 2D	EXISTING TURNOUT NEAR CHUGACH NATIONAL FOREST SIGN.
3	22.5 LT.	E, 2D	EXISTING TURNOUT AT KENAI LAKE. INSTALL SIGN BEHIND EXISTING GUARDRAIL.
4	29.8 RT.	E, 2D	EXISTING TURNOUT EAST OF PIONEER MUSEUM.
5	37.0 LT.	B	INSTALL IN SW QUADRANT STERLING HIGHWAY INTERSECTION. FACE SIGN WEST.
6	38.3 LT.	E, 2D	EXISTING TURNOUT AT JEROME LAKE
7	51.5 RT.	E, 2D	EXISTING TURNOUT.
8	56.8 LT.	B, 2D, E	FABRICATE BUT DO NOT INSTALL.
9	69.2 LT.	E, 2D	EXISTING TURNOUT AT TURNAGAIN PASS. PLACE TYPE E SIGN TO LEFT OF EXISTING SIGN
10	76.5 RT.	E, 2D	EXISTING TURNOUT AT INGRAM CREEK.
11	79.0 LT.	B	PORTAGE GLACIER ROAD INTERSECTION. PLACE AT TOP OF INTERSECTION TEE. FACE SIGN EAST.
12	90.0 LT.	B	ALYESKA HIGHWAY INTERSECTION. PLACE BEHIND EXISTING GUARDRAIL AT TOP OF INTERSECTION TEE. FACE SIGN EAST
13	119.2 LT.	A	PLACE NORTH OF RABBIT CREEK ROAD OVERPASS-NW QUADRANT MIDSLOPE BEHIND EXISTING GUARDRAIL FACING NORTH

\*SEE NOTE 3, SHEET CI

PREPARED BY: [unclear] CHECKED BY: [unclear] DATE: [unclear]  
 COUNTY: [unclear] DESIGNATION: [unclear] PROJECT NO.: [unclear] SHEET NO.: [unclear]



STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND  
 PUBLIC FACILITIES  
**CE SCENIC BYWAYS**  
  
**SIGN LOCATIONS**

## ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	TOTAL
120(1)	DBE ADJUSTMENT	C.S.	ALL REQUIRED
615(14A)	TYPE A SIGN- MAJOR ENTRANCE	EACH	2
615(14B)	TYPE B SIGN- MINOR ENTRANCE	EACH	4
615(14D)	TYPE D SIGN- SITE APPROACH/ENTRY	EACH	16
615(14E)	TYPE E SIGN- LOCATOR MAPS	EACH	8
643(2)	TRAFFIC MAINTENANCE	L.S.	ALL REQUIRED

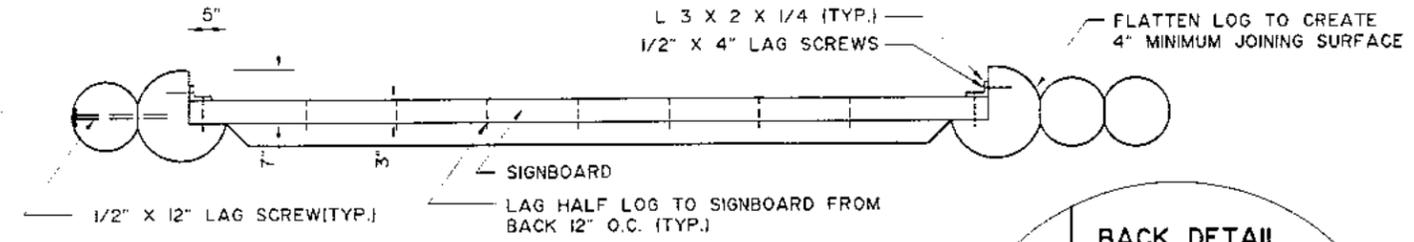
### GENERAL NOTES

1. MILEPOSTS ARE APPROXIMATE.
2. ALL TYPE E SIGNS ARE LOCATED IN EXISTING TURNOUTS. PLACE SIGN AT THE BACK CENTER OF TURNOUT. TWO TYPE D SIGNS SHALL BE PLACED, ONE ON EACH SIDE OF THE ROADWAY, 500 FEET IN ADVANCE OF THE TURNOUT WITH RESPECT TO THE DIRECTION OF TRAVEL.
3. ALL TYPE A, B, AND E SIGNS SHALL BE INSTALLED EITHER BEHIND EXISTING GUARDRAIL OR 30' MINIMUM FROM THE EXISTING EDGE OF LANE LINE. FINAL SIGN POSITIONING SHALL BE AT THE DISCRETION OF THE PROJECT ENGINEER.
4. ALL ALUMINUM TYPE D SIGNS SHALL BE INSTALLED ON TWO 2 1/2" PERFORATED STEEL TUBE WITH A SOIL EMBEDMENT FOUNDATION AS OUTLINED ON STANDARD DRAWING S-30.01.
5. TORQUE SLIP BASE BOLTS WITHIN THE FOLLOWING RANGES:

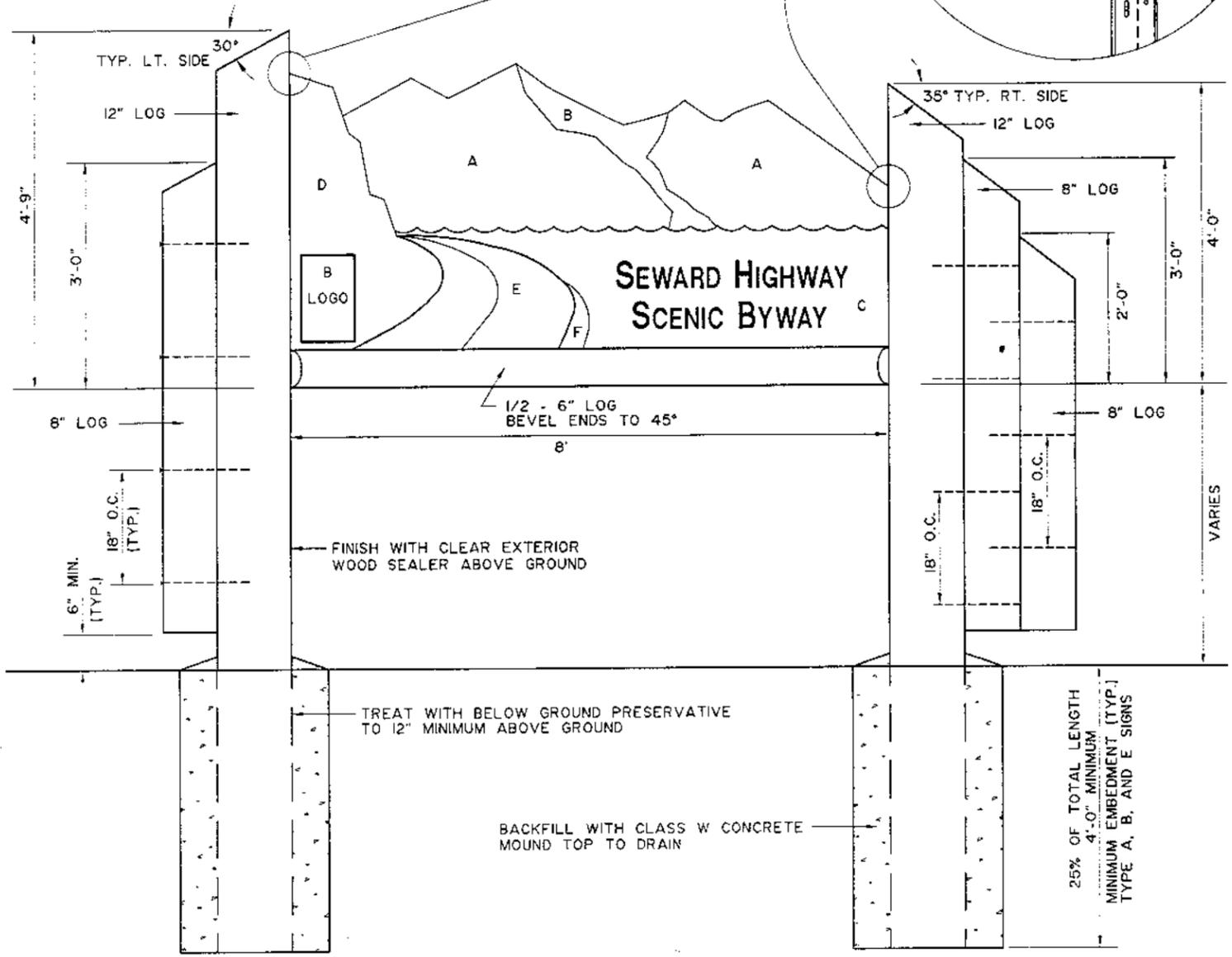
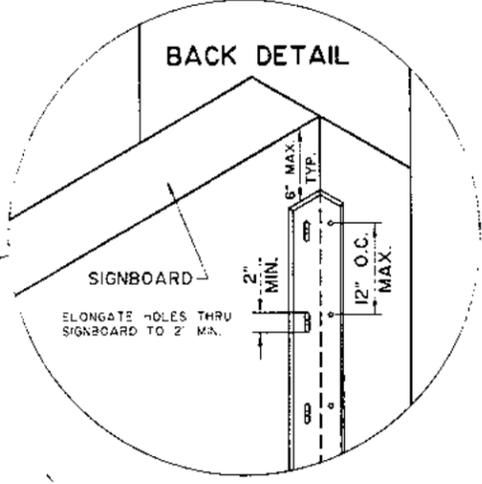
BOLT DIAMETER	TORQUE RANGE (IN POUNDS)
1/2 INCH	95 TO 142
5/8 INCH	226 TO 345
3/4 INCH	369 TO 554
1 INCH	460 TO 735
6. ALL SIGN POSTS FOR TYPE D SIGNS SHALL BE OF SUFFICIENT LENGTH TO PROVIDE A 7 FOOT MOUNTING HEIGHT AS MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE TOP EDGE OF PAVEMENT.
7. LOGS FOR TYPE A AND B SIGNS SHALL BE OF SUFFICIENT LENGTHS TO PROVIDE A 4 FOOT MOUNTING HEIGHT AS MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE TOP EDGE OF PAVEMENT.
8. ARTWORK OF THE FOREST SERVICE LOGO AND TYPE E SIGNS ARE ILLUSTRATED IN THE SPECIAL PROVISIONS.

SPECIFICATIONS STANDARDS: ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 DRAWN BY: \_\_\_\_\_ CHECKED BY: \_\_\_\_\_ DATE: 11/19/95

	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES <b>CE SCENIC BYWAYS</b> DETAILS GENERAL NOTES ESTIMATE OF QUANTITIES
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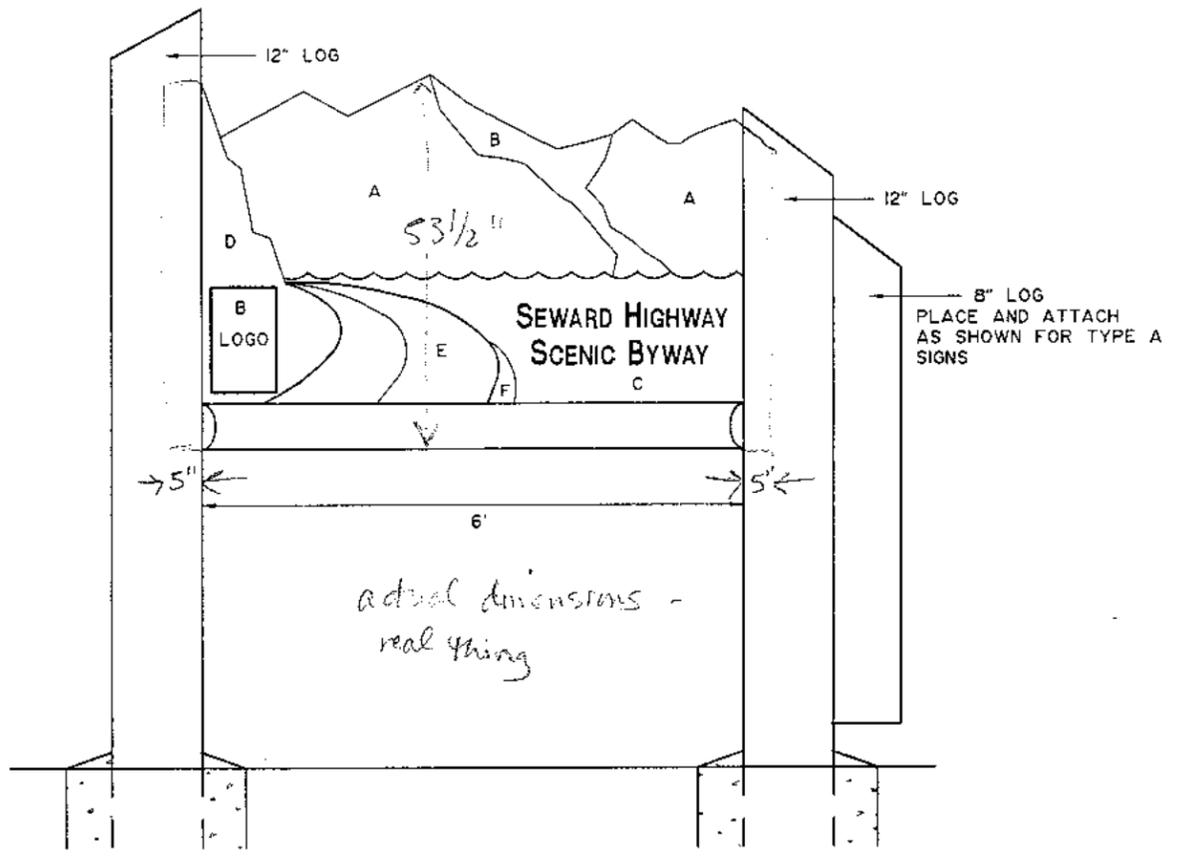
**SIGN BOARD ATTACHMENT DETAIL**  
 TYPE A AND B SIGNS



**TYPE A-MAJOR ENTRY SIGNS**  
 4' X 8'

**LEGEND**

- A PANTONE 2593 (BOTTOM) GRADUATED TO PANTONE 251 (TOP) RECESSED REDWOOD
- B WHITE RAISED REDWOOD
- C PANTONE 3258 (BOTTOM) GRADUATED TO PANTONE 322 (TOP) RECESSED REDWOOD
- D PANTONE 5473 RECESSED REDWOOD
- E PANTONE 422 RECESSED REDWOOD
- F PANTONE 3258 RECESSED REDWOOD
- SEWARD HIGHWAY SCENIC BYWAY
- WHITE RAISED REDWOOD
- ALL BLACK OUTLINING: RAISED REDWOOD PAINTED BLACK, MINIMUM 1/2" WIDE
- LOGO WHITE RAISED REDWOOD WITH RECESSED BLACK DETAIL

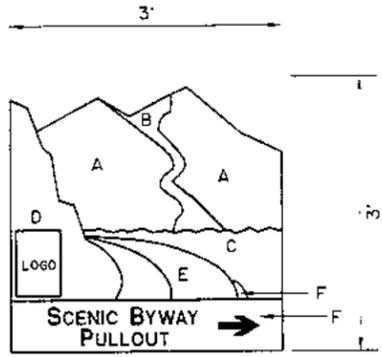


**TYPE B-MINOR ENTRY SIGNS**  
 4' X 6'



STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND  
 PUBLIC FACILITIES  
**CE SCENIC BYWAYS**

**SIGN DETAILS**

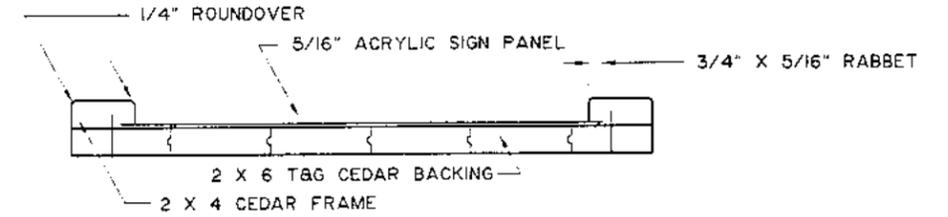


**TYPE D-SITE ALUMINUM APPROACH/ENTRY SIGNS**

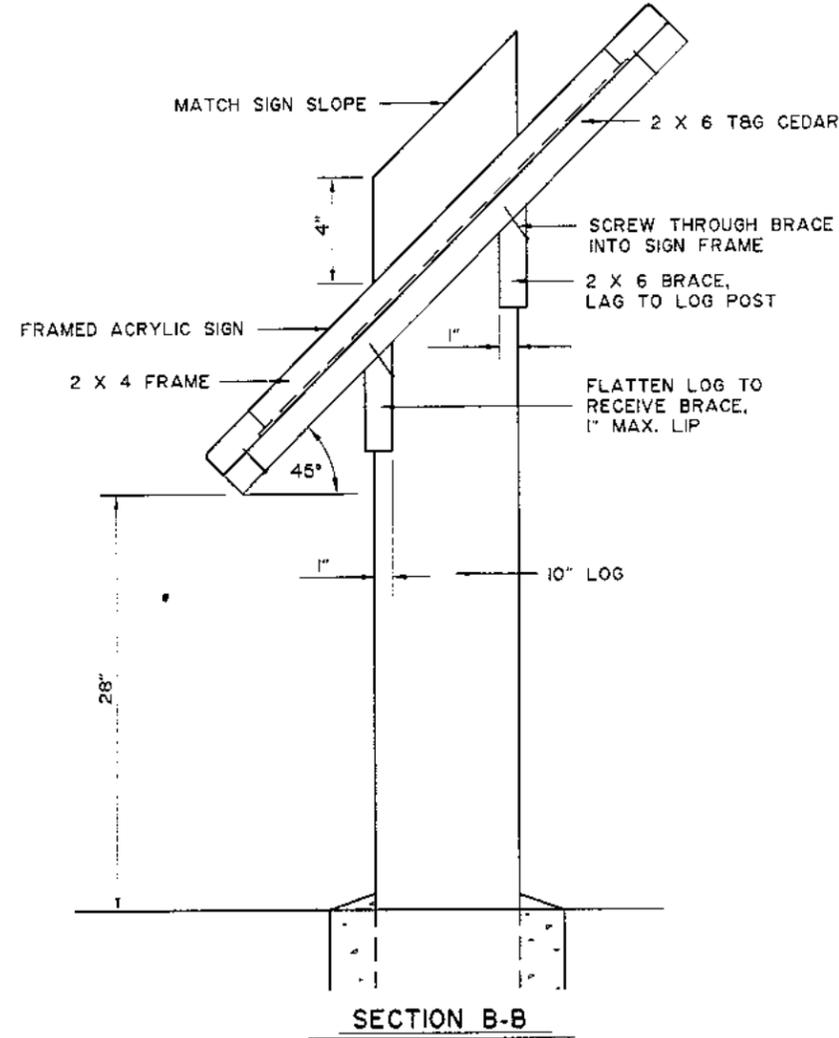
3' X 3'

**NOTES**

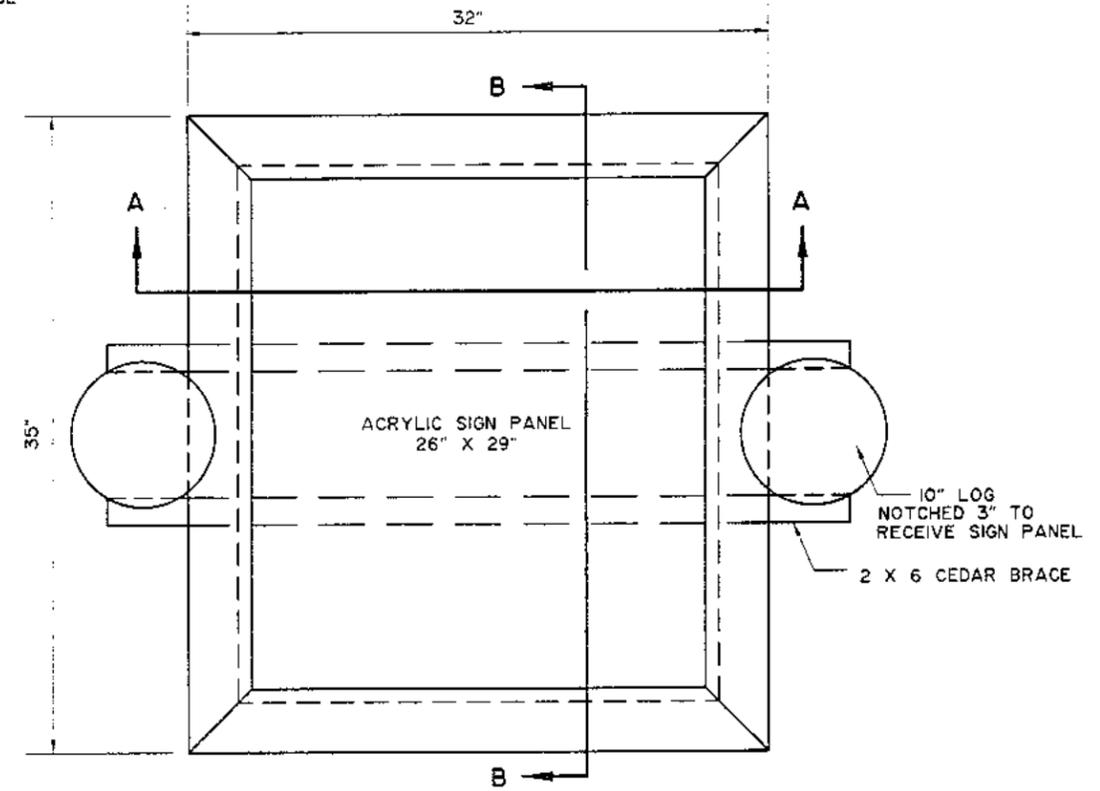
- ATTACH CEDAR BACKING TO SIGN PANEL FRAME WITH 2 1/4" GALVANIZED SCREWS 2" O.C. (MAXIMUM) ALL AROUND



**SECTION A-A**



**SECTION B-B**



**PLAN VIEW**

**TYPE E- LOCATOR MAPS**



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND  
PUBLIC FACILITIES

**CE SCENIC BYWAYS**

**SIGN DETAILS**

**GENERAL NOTES:**

	EXISTING	PROPOSED
SIGNAL FACE, VEHICULAR		
SIGNAL FACE, BACKPLATE		
SIGNAL FACE, LEFT TURN, BACKPLATE		
SIGNAL FACE, PEDESTRIAN		
JUNCTION BOX, TYPE I		
JUNCTION BOX, TYPE II		
JUNCTION BOX, TYPE III		
DETECTOR, LOOP		
DETECTOR, MAGNETOMETER		
DETECTOR, RADAR		
DETECTOR, SONIC		
DETECTOR, OPTICOM		
DETECTOR, PUSH BUTTON (DIRECTION →)		
SIGNAL CONTROLLER		
LOAD CENTER		
SIGNAL POLE		
SIGNAL POLE w/MASTARM		
SOLID WHITE STRIPE		
SOLID YELLOW STRIPE		
BROKEN WHITE or YELLOW STRIPE		
DASH YELLOW STRIPE		
SOLID YELLOW STRIPE with BROKEN YELLOW STRIPE		

REVISIONS		
Date	Description	By

State of Alaska  
Department of Transportation  
& Public Facilities

**SYMBOLS**

APPROVED

Date \_\_\_\_\_

INTERNATIONAL BOUNDARY LINE	
CORPORATED OR CITY LIMITS	
TOWNSHIP & RANGE LINE	
SECTION LINE OR BLOCK LINE, NOT ABUTTING STREET IN SUBDIVISIONS	
1/4 SECTION LINE	
1/16 SECTION LINE OR LOT LINE IN SUBDIVISIONS	
CONTROLLED ACCESS	
EASEMENT LINE (PROPOSED)	
EASEMENT LINE (EXISTING)	
SET BACK LINE	
PROJECT RIGHT-OF-WAY LINE	
STAKED CENTERLINE	
CONSTRUCTION CENTERLINE	
EXISTING CENTERLINE	
STATION EQUATIONS	
SECTION LINE INTERSECTION	
ROAD CLOSURE	
LIMIT OF CUT SLOPE	
LIMIT OF FILL SLOPE	
OBLITERATE ROADWAY	
TOWNSHIP CORNER	
SECTION CORNER	
1/4 SECTION CORNER	
CENTERLINE SURVEY MONUMENT	
P. K. NAIL	
MISCELLANEOUS FOUND CORNER	
MAILBOX	
SATELLITE DISH	

PVC CONDUIT	
RIGID METAL CONDUIT (EXISTING)	
RIGID METAL CONDUIT (PROPOSED)	
RAILROAD TRACKS--- SINGLE---	
MULTIPLE or DOUBLE---	
<b>RAILROAD PROTECTIVE DEVICES</b>	
ADVANCE WARNING	
X-BUCK	
FLASHING LIGHT	
CANTILEVER	
EXISTING UTILITY PIPELINES (Direction or flow indicated by bell)	
PROPOSED UTILITY PIPELINES	
EXISTING STORM DRAIN	
PROPOSED STORM DRAIN STRUCTURE AND PIPE NO.'S APPLICABLE IF SHOWN	
FIRE HYDRANT	
METER	
VALVE or RISER	
POWER POLE	
JOINT USE POWER & TELEPHONE	
TELEPHONE or TELEGRAPH POLE	
TRANSMISSION TOWERS	
POLE ANCHOR	
STUB POWER or TELEPHONE	
TELEPHONE DUCT	
ELECTRIC DUCT	
TELEPHONE MANHOLE	
ELECTRIC MANHOLE	
LUMINAIRE (MAST ARM MOUNTED)	
LUMINAIRE (SPAN WIRE MOUNTED)	
TELEPHONE PEDESTAL	
ELECTRICAL TRANSFORMER	
BURIED CABLE MARKER	
CATCH BASIN or DROP INLET	
MANHOLE	

INTERMITTENT DRAINAGE	
INTERCEPTOR DITCH	
TUNNEL	
EXISTING ROADWAY	
DAM	
FORD	
FERRY	
HEAD & WINGWALLS	
LAKE & RESERVOIRS	
RIVERS OR CREEK	
BUILDINGS: H=HOUSE, M=MERCHANT/STORE, S=SHED, SS=SERVICE STATION	
G=GARAGE, B=BARN, P=PRIVY, W=WAREHOUSE	
FOUNDATIONS	
WETLANDS	
STUMPS	
TANK (ABOVE GROUND)	
TANK (BELOW GROUND)	
GAS PUMP	
DELINEATOR--GUIDE MARKER (FACING →)	
RETAINING WALL	
STONE FENCE	
DECIDUOUS TREE	
CONIFER TREE	
CONIFER TREE SHRUB	
SIGN (FACING →)	
RIPRAP	
BRIDGE	
PIPE CULVERTS	
NOISE BARRIER	
FENCE LINE	
GUARDRAIL	
GUIDE POST	
SIDEWALK	
CONCRETE CURB	
CONCRETE CURB GUTTER	
DRIVEWAYS, APPROACHES	

842

R/R 2580+60  
HWY. 126+38

RAILROAD MILE POST

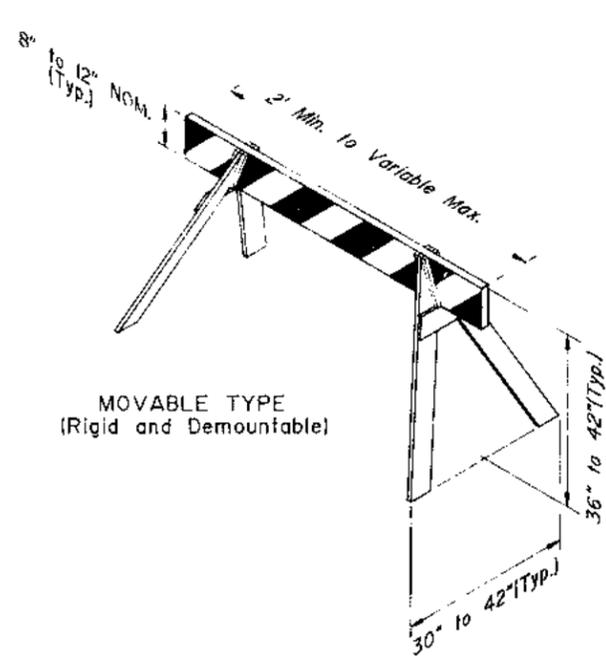
143

121+25

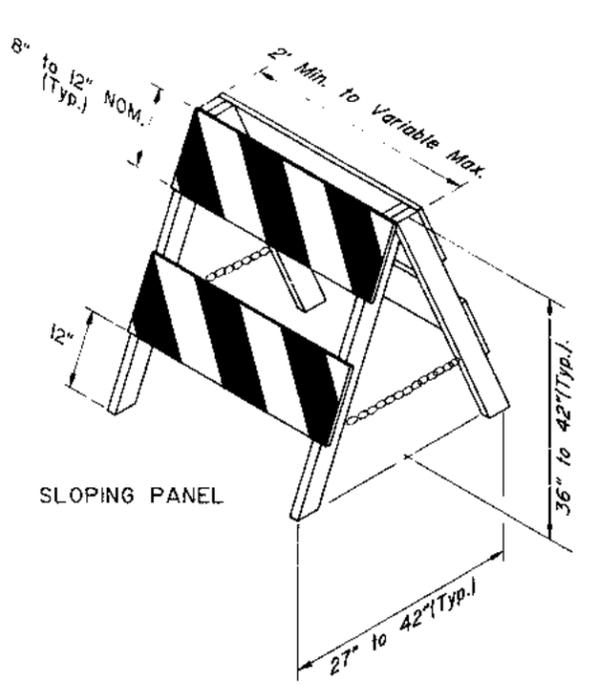
HIGHWAY MILE POST

GENERAL NOTES:

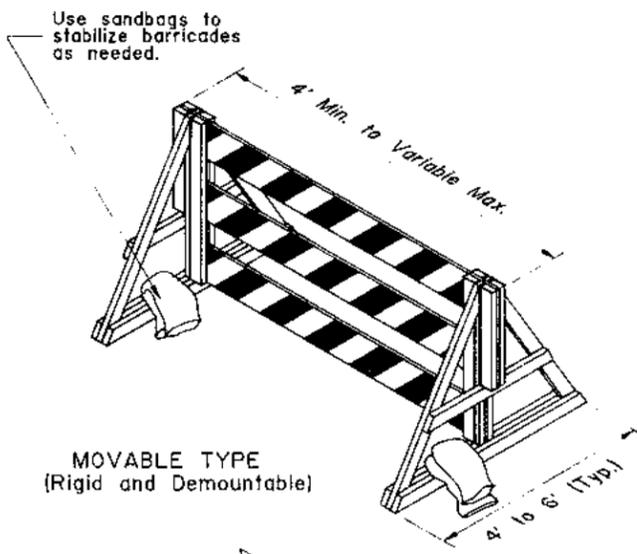
- Barricades shall be made of wood, metal or other suitable weather resistant material.
- Barricades shall be fabricated structurally sound and sufficiently rigid to maintain the purpose and intent of a barricade facility, and not be a hazard to motorist.
- Barricades and traffic control devices shall be maintained in a neat and orderly fashion prior to, and during construction or maintenance operations. They shall remain in place only as needed.
- Barricades shall be subject to the approval of the engineer.
- Orange and White stripes shall be reflectorized.
- Type I and Type II Barricades shall be striped on both sides and stripes shall slope down toward the traffic side of barricade. Type III Barricades shall be reflectorized on both sides if they are used where traffic can approach from both directions.
- Weights of concrete, stone or brick shall not be allowed, and weights other than sandbags to stabilize barricades shall be rigidly attached to the barricade as not to create a hazard when struck by vehicle.
- See applicable C-Series Standard Drawing for type and location of barricades and traffic control devices pertaining to construction or maintenance operations.
- Fixed barricades for permanent use outside construction & maintenance locations shall have red & white stripes.
- For all panels less than 3.0 ft. long, alternate 4 inch wide stripes shall be used.
- See ALASKA TRAFFIC MANUAL (MUTCD with Alaska Supplement) for additional instruction and/or restriction on the use of TRAFFIC CONTROL DEVICES (latest edition).
- Channelization devices shall be reflectorized in accordance with Sub-section 615-2.01 of the Alaska Specifications for Highway Construction.



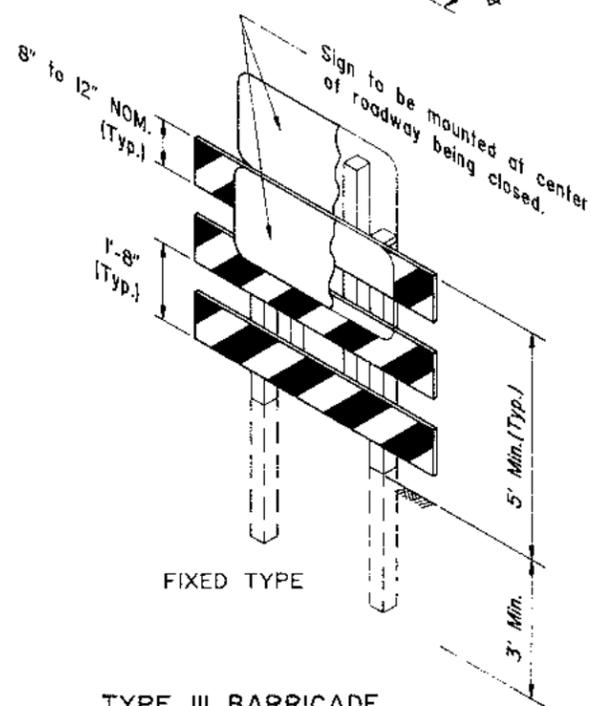
TYPE I BARRICADE



TYPE II BARRICADE

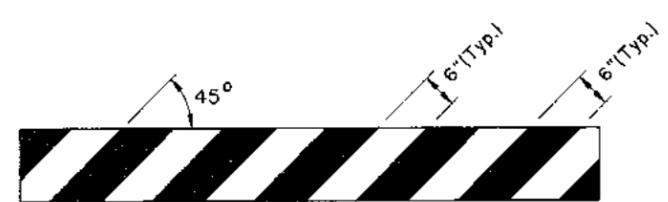


MOVABLE TYPE (Rigid and Demountable)

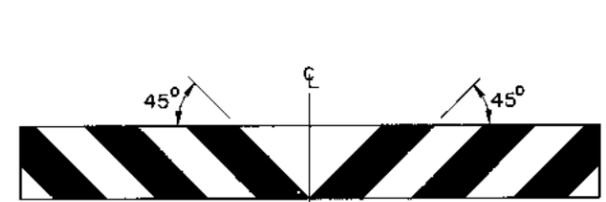


FIXED TYPE

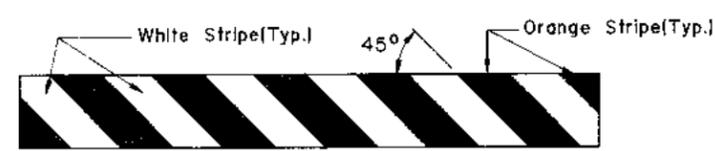
TYPE III BARRICADE



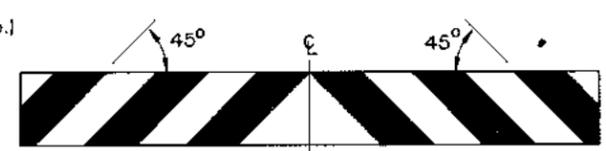
TRAFFIC LEFT



DEAD END

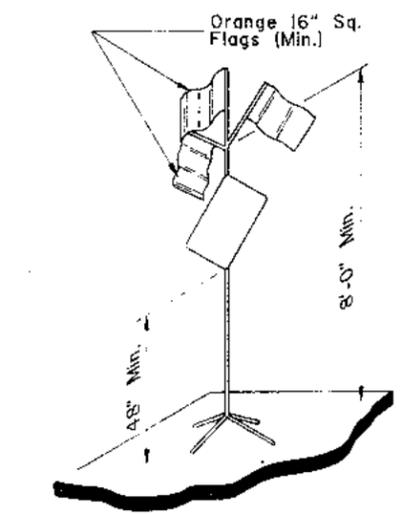


TRAFFIC RIGHT

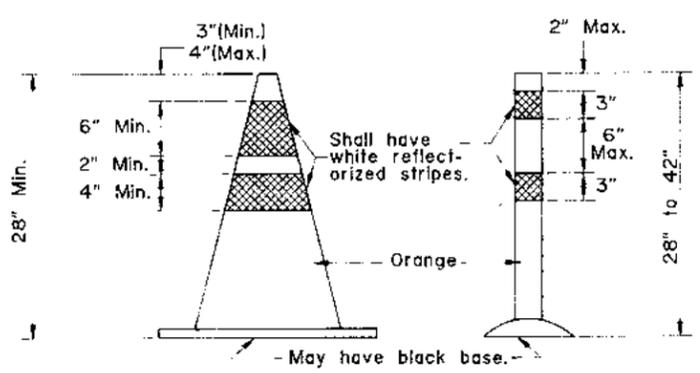


TRAFFIC LEFT AND RIGHT

BARRICADE PANELS

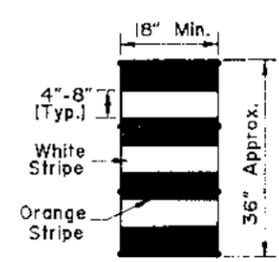


HIGH LEVEL WARNING DEVICE

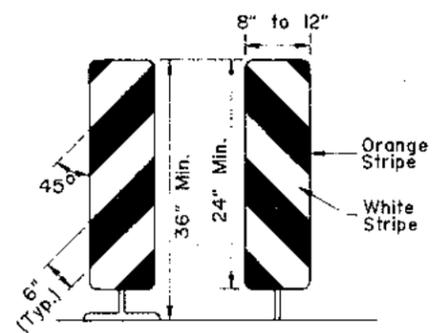


CONES

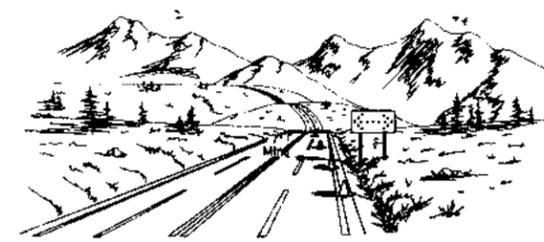
AUXILIARY BARRICADES



DRUMS



VERTICAL PANELS



Type	Minimum Size	Minimum Number of Panel Lamps
A	24" x 48"	12
B	30" x 60"	13
C	48" x 96"	15

ADVANCE WARNING ARROW PANELS

REVISIONS		
Date	Description	By
1/1/85	Note 12	Gdo
1/1/86	Delete 30 Gal. Drum	Gdo
5/15/89	Note 6/2nd Stripe-Cones	Gdo

State of Alaska  
Department of Transportation  
& Public Facilities

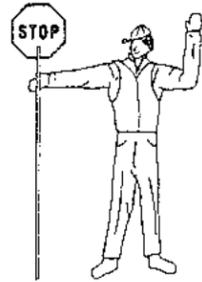
CONSTRUCTION ZONE  
CHANNELIZATION DEVICES



Date 4/1/84

## GENERAL NOTES

1. See ALASKA TRAFFIC MANUAL (MUTCD with Alaska Supplement) for additional instruction and/or restriction on the use of TRAFFIC CONTROL DEVICES. (latest edition.)
2. Warning lights should be used to mark barricade or any other channelizing device at night as needed.



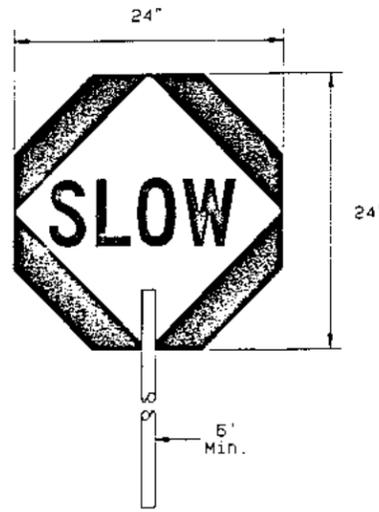
To Stop Traffic



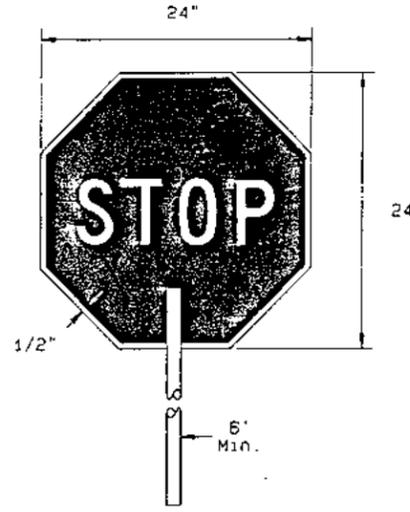
Traffic Proceed



To Slow or Alert Traffic

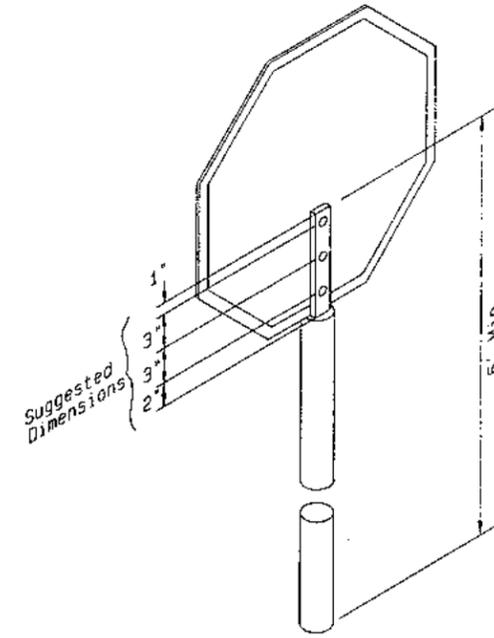


Letters — B" C — Black  
 Border — Black  
 Background — Orange



Letters — B" C — White  
 Border — White  
 Background — Red

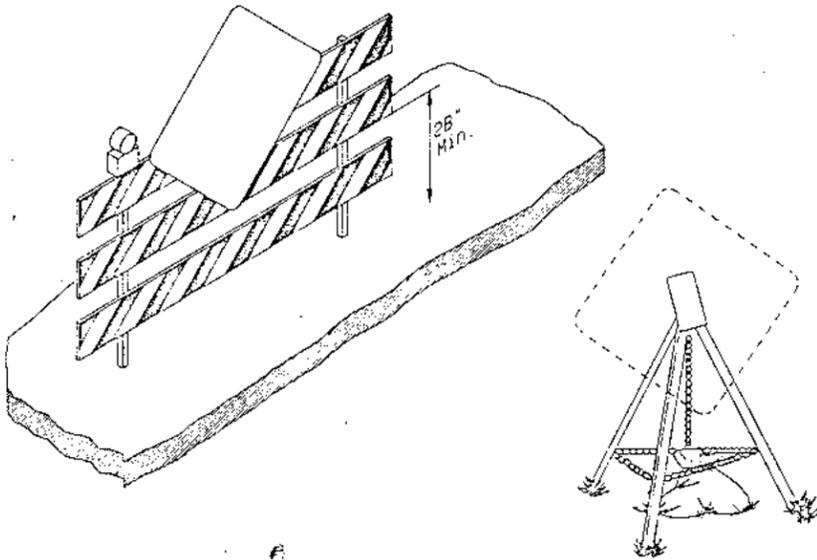
### STANDARD PADDLE



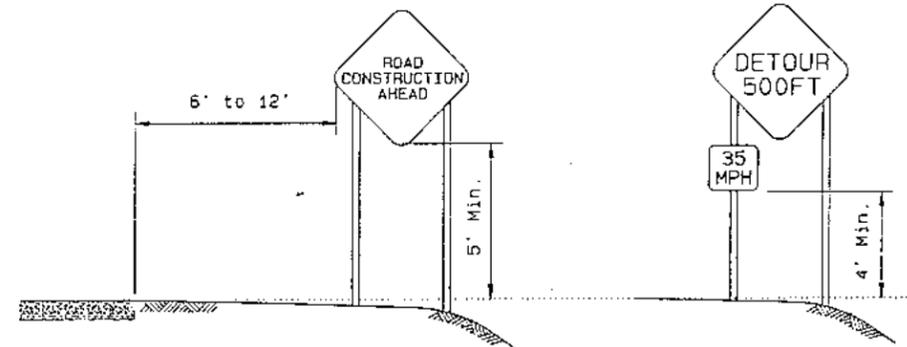
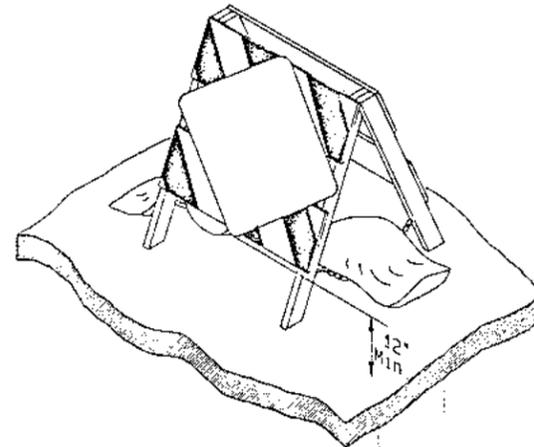
### LONG STAFF MOUNTING DETAIL

NOTE: Flagger shall wear an Orange Vest and an Orange Helmet or Cap.

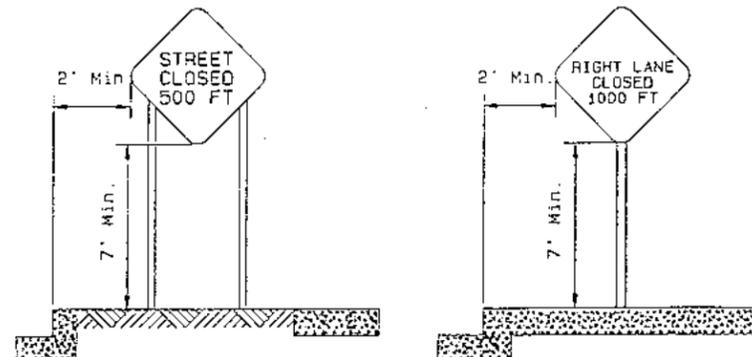
### USE OF HAND SIGNALING DEVICES BY FLAGGER



PORTABLE AND TEMPORARY SIGN MOUNTING DETAILS



TYPICAL SIGN LOCATION DETAILS (Rural)



TYPICAL SIGN LOCATION DETAILS (Urban)

REVISIONS		
Date	Description	By
5/15/89	Del. short paddle/flag	Gda

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
**CONSTRUCTION FLAGGING  
 AND  
 SIGN MOUNTING**



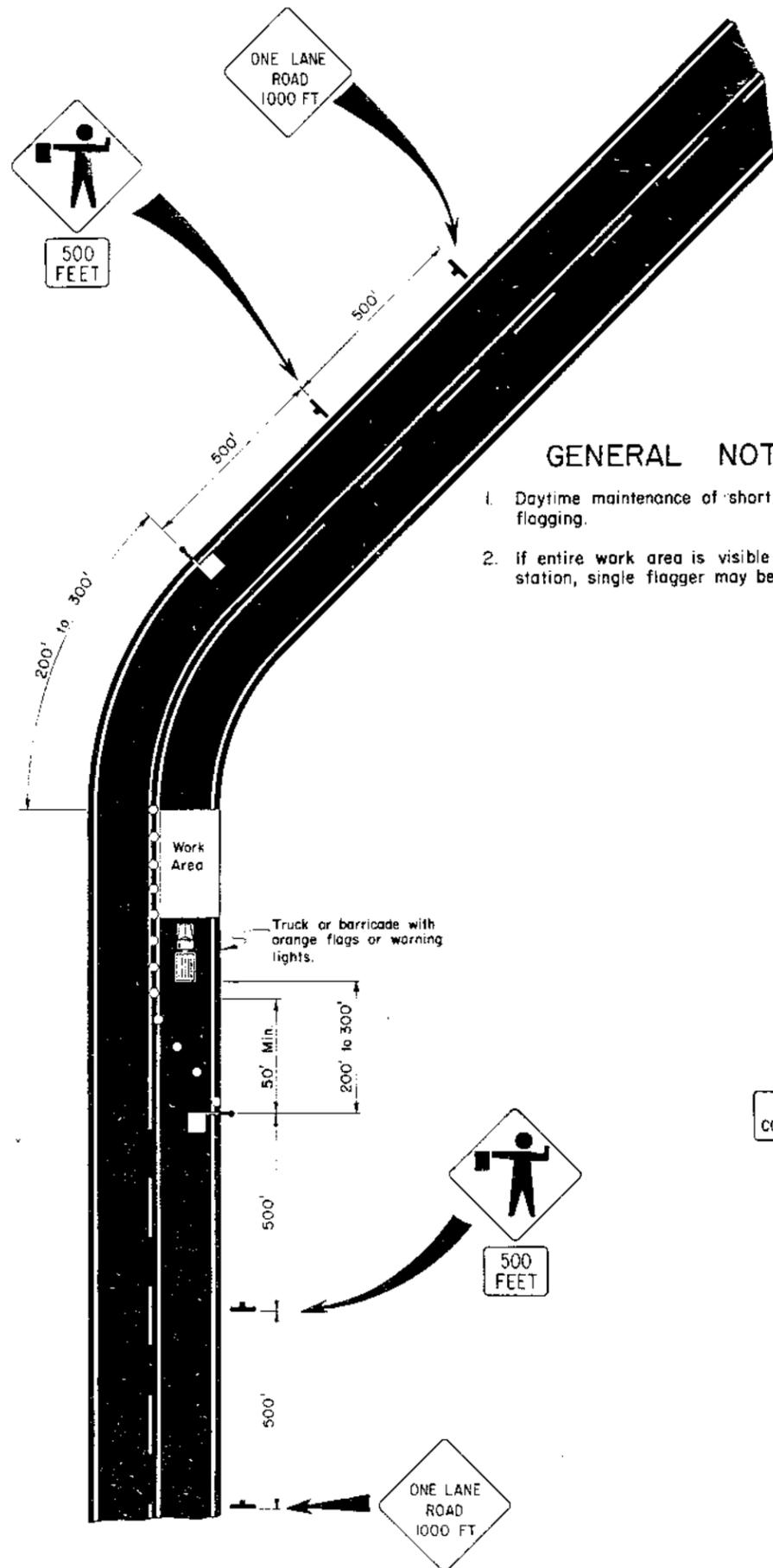
Date April 1, 1984

## GENERAL NOTES:

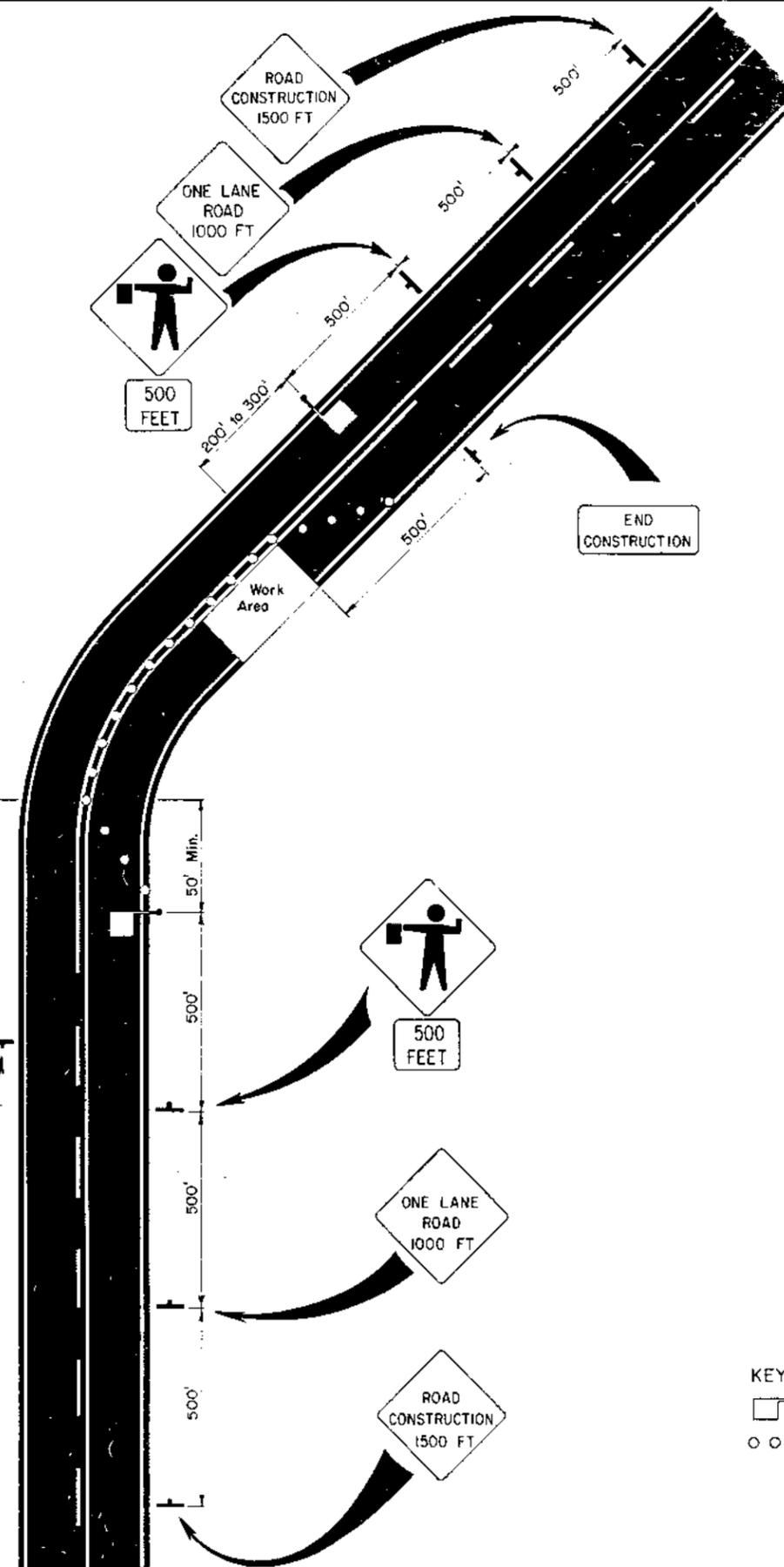
1. Flood lights should be provided to mark flagger stations at night as needed.
2. If entire work area is visible from one station, a single flagger may be used.
3. Warning lights should be used to mark channelizing devices at night as needed.
4. Channelizing devices are to be extended to a point where they are visible to approaching traffic.
5. Construction signs shall be fabricated in accordance with the Alaska Sign Design Specifications in accordance with Section 615 of the Alaska Standard Specifications for Highway Construction.

## GENERAL NOTES:

1. Daytime maintenance of short duration with flagging.
2. If entire work area is visible from one station, single flagger may be used.



TYPICAL LANE CLOSURE - SHORT DURATION



TYPICAL LANE CLOSURE - EXTENDED DURATION

KEY:

- Flagger
- Channelizing Devices

REVISIONS		
Date	Description	By
11/1/85	Issue 5	GDC

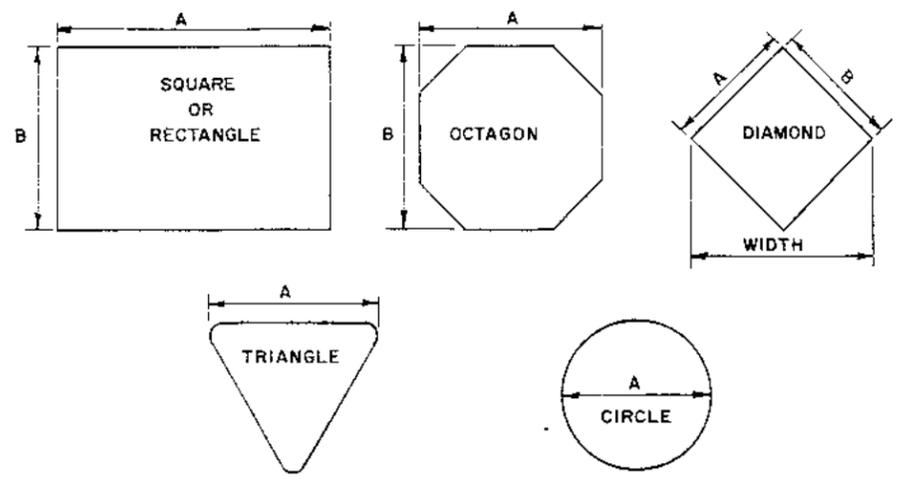
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
**TWO LANE ROADWAY-  
SINGLE LANE CLOSURE**



Date 11/1/85

METRIC CONVERSION  
 1" = exactly 25.4 mm (millimeters)  
 1'-0" = exactly 0.3048 m (meters)

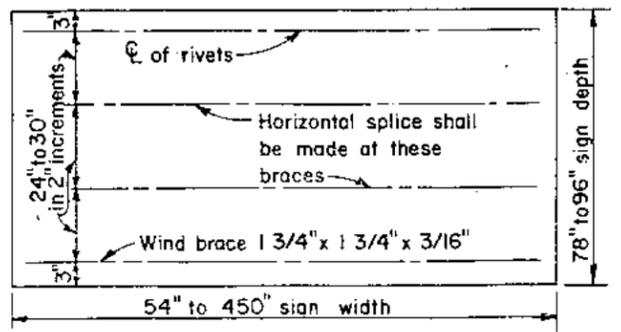
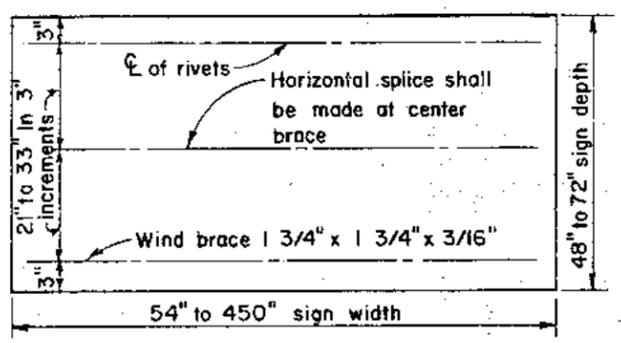
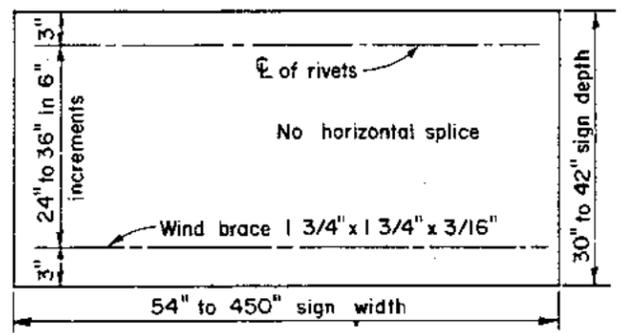
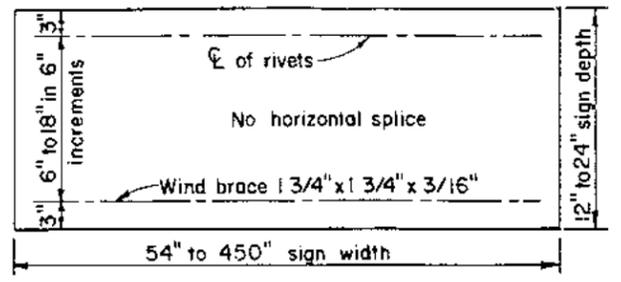
**S - 00.00**



**LIGHT SIGNS**

Maximum unframed alloy 6061-T6 aluminum sign blank per installation for light sign structure single and double post.

Sign Shapes	Thickness inches	Single Post		Double Post		Sign Width	Post Spacing
		A	B	A	B		
Squares	0.080"	36"	36"	60"	60"	12"	7"
Shields	0.100"	42"	42"	72"	72"	18"	11"
Rte. Markers	0.125"	54"	54"	90"	90"	24"	14"
Rectangles	0.080"	36"	96"	60"	96"	30"	18"
	0.100"	42"	84"	72"	96"	36"	22"
	0.125"	54"	66"	90"	78"	42"	25"
	0.080"	30"	30"	48"	48"	48"	29"
Diamonds	0.100"	36"	36"	54"	54"	54"	32"
	0.125"	42"	42"	66"	66"	60"	36"
Triangles	0.080"	42"		72"		66"	40"
	0.100"	54"		90"		72"	43"
Round &	0.080"	42"		72"		78"	47"
	0.100"	54"		90"		84"	50"
Octagons	0.125"	60"		96"		90"	54"
						96"	58"

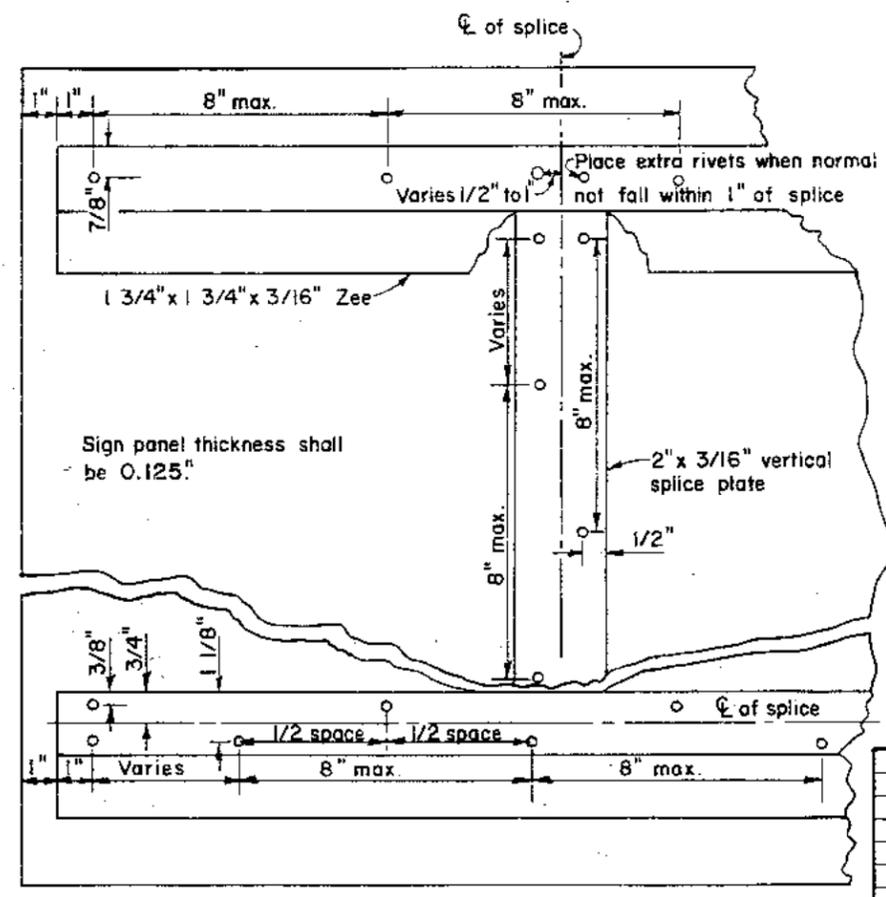
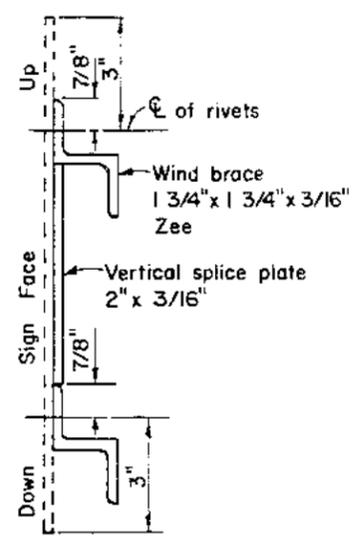


**HEAVY SIGN STRUCTURE**

Heavy sign structure and multi-post spacing

Sign Width	No. of Post	Post Spacing		
		Overhang	Between Post	Overhang
12 1/2'	2	0.2W	1 space at 0.6W	0.2W
13' to 21 1/2'	3	0.15W	2 spaces at 0.35W	0.15W
22' to 30'	4	0.125W	3 spaces at 0.25W	0.125W
30 1/2' to 37 1/2'	5	0.1W	4 spaces at 0.2W	0.1W

Heavy sign structures shall require framing.



**RIVET DETAIL FOR ZEE WIND BRACE & SPLICE PLATE**

**GENERAL NOTES**

1. Aluminum alloy 6061-T6 shall be used for sign sheets and extruded zeos.
2. Rivets shall be 3/16" diameter conforming to aluminum alloy 6061-T6 for cold driven rivets, or aluminum alloy 6061-T43 for hot driven rivets.
3. Alternative to zee wind brace as shown may be substituted with approval of the engineer if the alternative equals or exceeds in strength the design shown.
4. Extruded sign panels and extruded wind beams may be used if manufacturers guarantee their design is equal to or exceed strength design shown on this drawing.

REVISIONS		
Date	Description	By

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES

**SHEET ALUMINUM SIGN AND FRAMING**



Date: 7/15/92

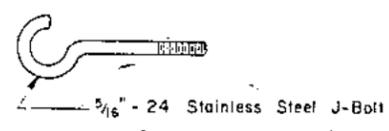
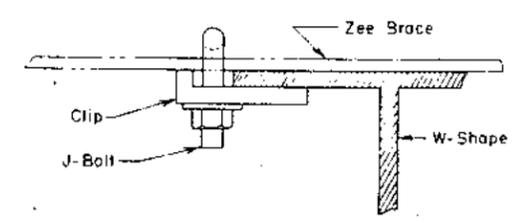
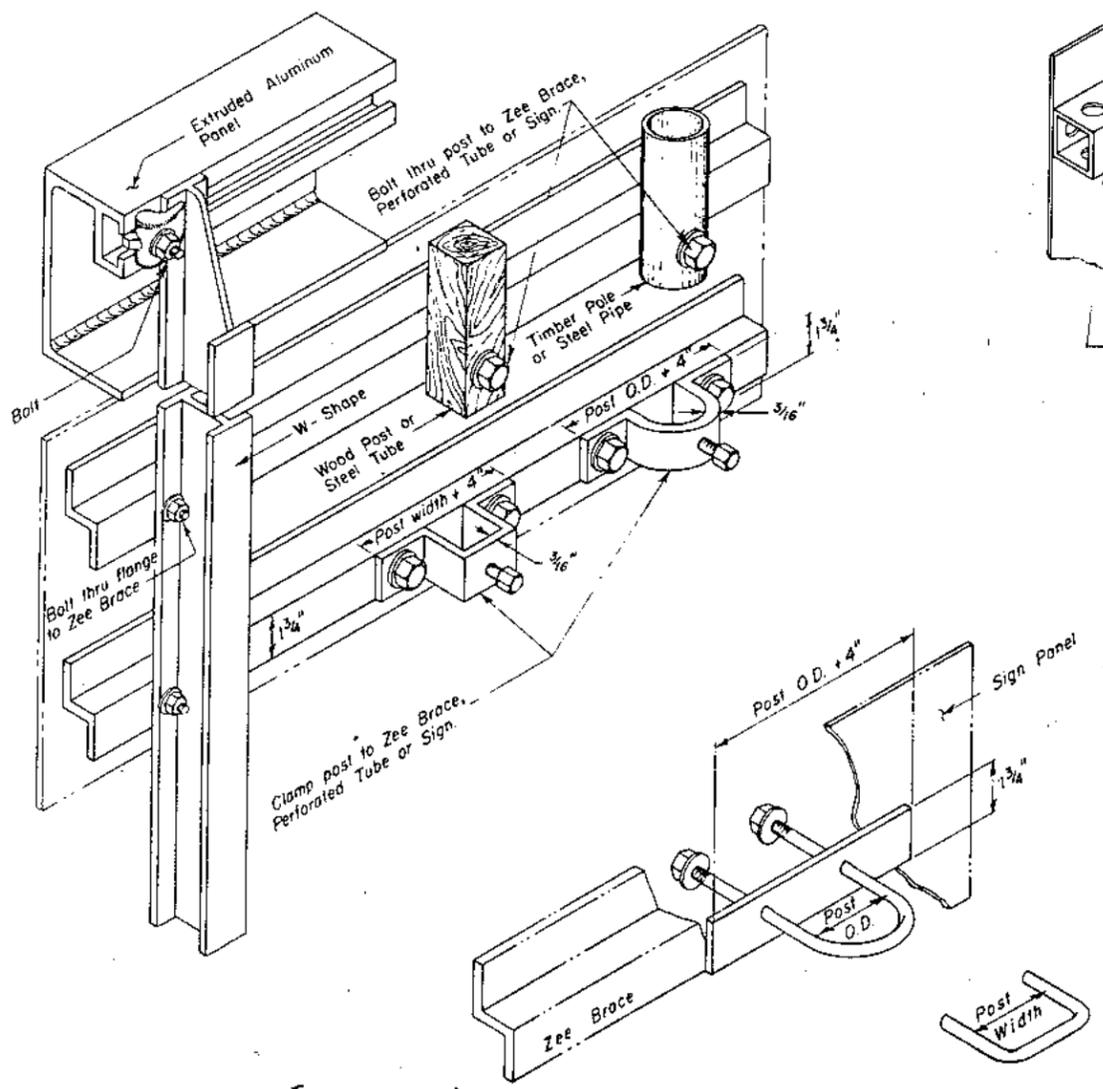
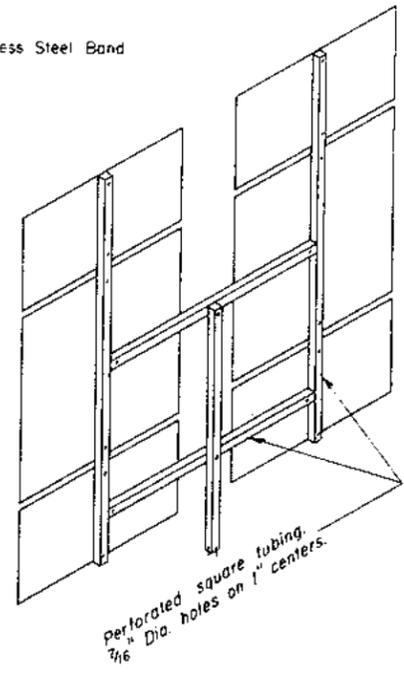
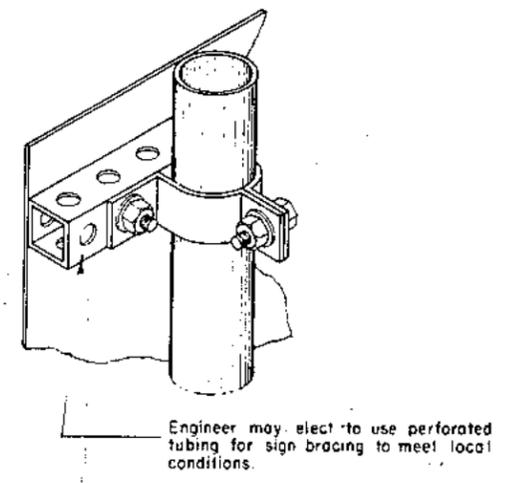
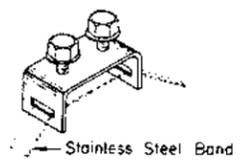
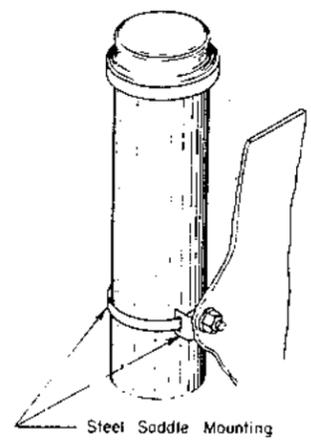
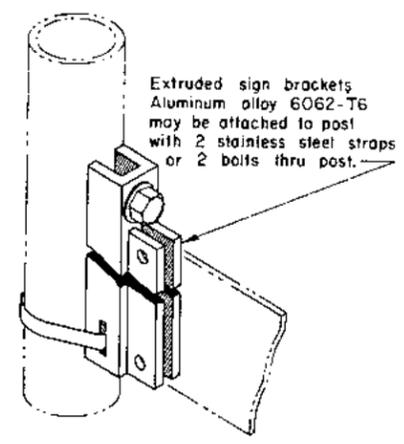
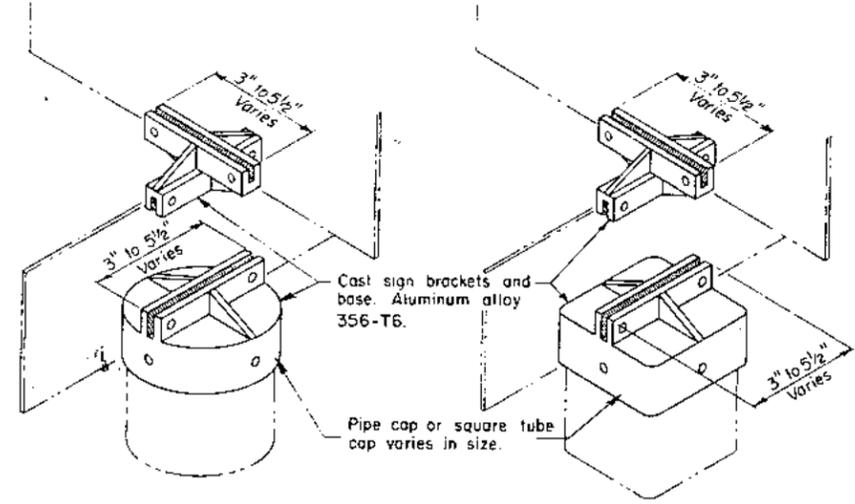
METRIC CONVERSION  
 1" = exactly 25.4mm (millimeters)  
 1'-0" = exactly 0.3048m (meters)

**S-20.00**

**GENERAL NOTES**

1. Details shown are to indicate general design only. Dimensions and design may vary among the manufacturers.
2. Pipe and tube post shall have a weather tight cap. Drive caps shall be used on posts being driven.
3. Top of post, mounting brackets, etc., shall have a minimum clearance of 3" from top edge of sign.
4. All sign mounting fasteners on sign face shall be painted as closely as possible in matching color to sign face.
5. All signs, zebs, and braces mounted to the posts shall be attached with  $\frac{3}{16}$ " bolt.
6. All steel nuts, bolts and washers shall be galvanized to A.S.T.M. A-153.
7. All aluminum nuts, bolts and washers shall be anodized.
8. Fastener specification table.

FASTENERS		ALUMINUM	STEEL	STAINLESS STEEL
BOLTS	MACHINE CARRIAGE	2024-T4	A-307	A-276
NUTS	REGULAR LOCK	6061-T6 2017-T4	A-307	A-276
	WASHERS	2024-T4	A-36	A-276
	"J" BOLTS	—	—	A-276
	POST CLIP	356-T6		



REVISIONS		
Date	Description	By

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

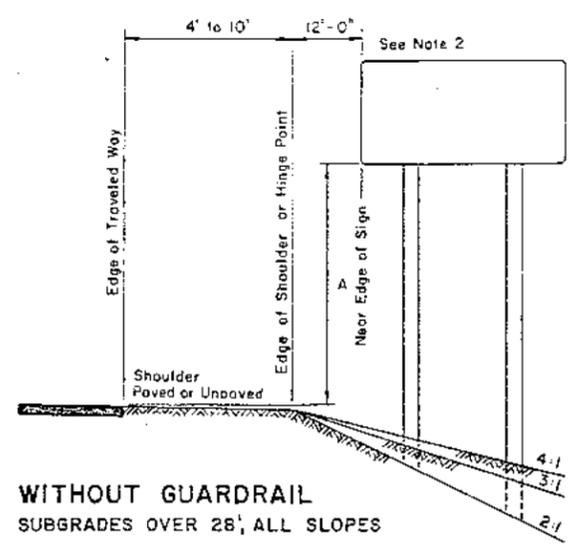
**SIGN MOUNTING POST TYPE**

APPROVED:   
 Harry Keller  
 EE-1488

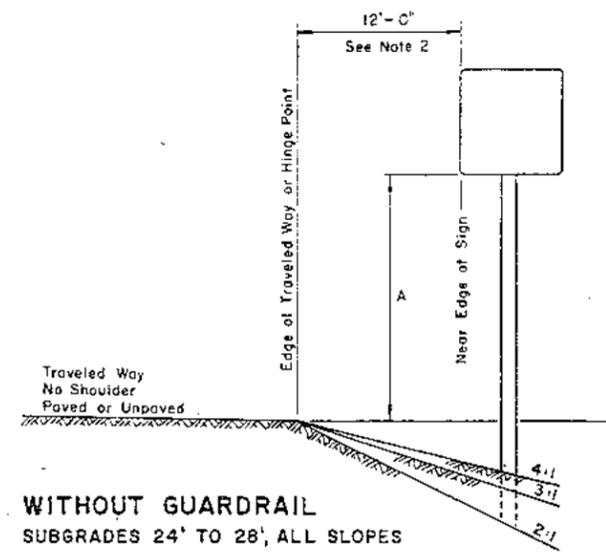
Date:

METRIC CONVERSION  
 1" = exactly 25.4 mm (millimeters)  
 1'-0" = exactly 0.3048 m (meters)

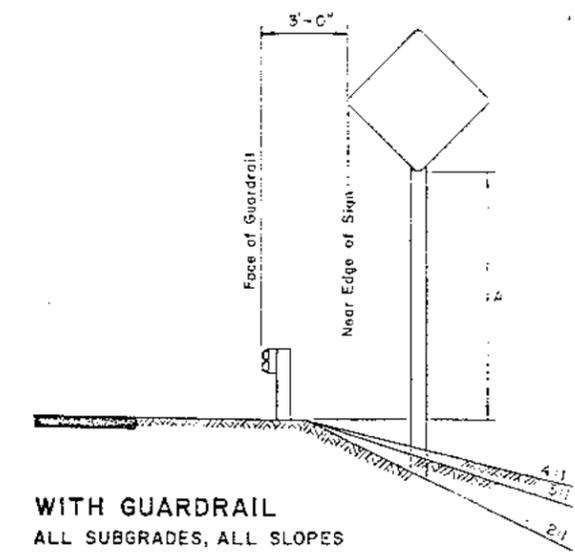
**S-05.00**



**WITHOUT GUARDRAIL**  
 SUBGRADES OVER 28', ALL SLOPES



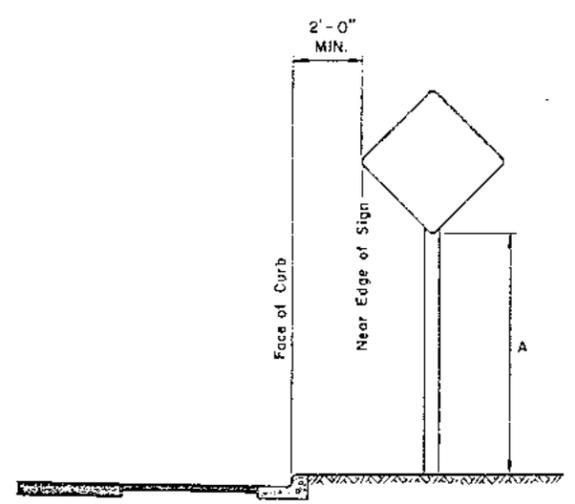
**WITHOUT GUARDRAIL**  
 SUBGRADES 24' TO 28', ALL SLOPES



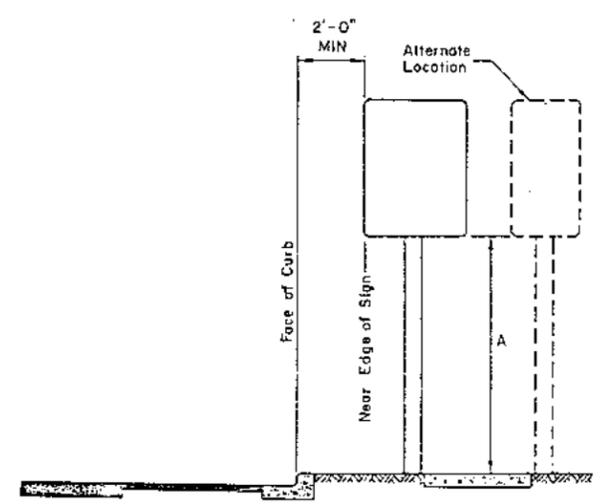
**WITH GUARDRAIL**  
 ALL SUBGRADES, ALL SLOPES

**GENERAL NOTES:**

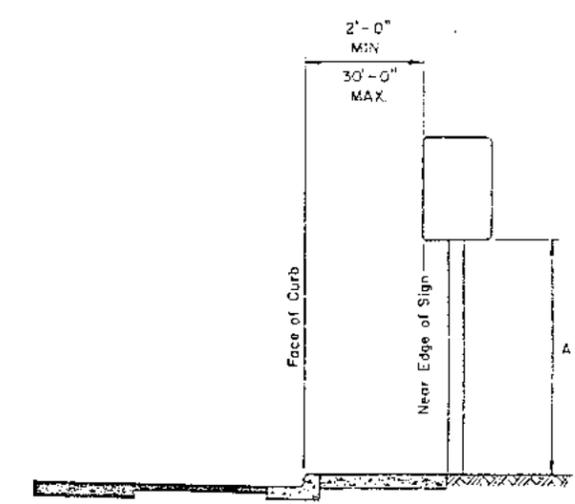
1. Signs in median shall be placed at midpoint of median up to a maximum distance of 20 ft. from Edge of Traveled Way. When appropriate, signs for opposing directions shall be placed back to back.
2. Unless shown on plans or as directed by the engineer the standard sign offset is 12'. The minimum shall be 2'-0".
3. Where local condition requires signs over sidewalk, they shall be mounted on a single post with a cantilever or unbalance style mount and a minimum of 7'-0" clearance over sidewalk, unless noted otherwise on the plan sheet.



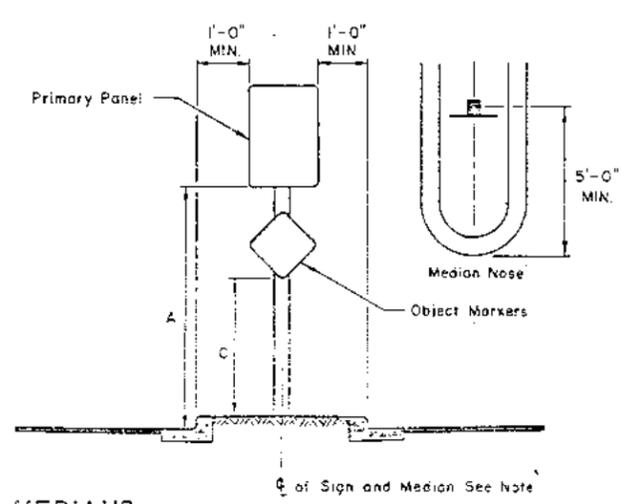
**CURB WITHOUT SIDEWALK**



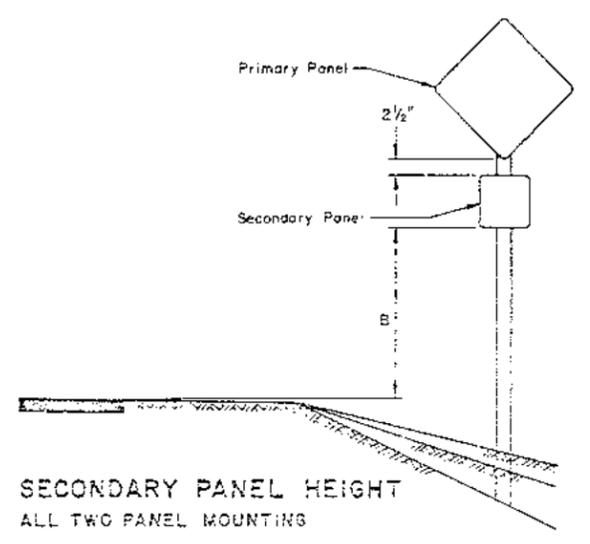
**CURB WITH PARKWAY AND SIDEWALK**  
 (If R/W width permits, signs should be placed behind sidewalk.)



**CURB WITH SIDEWALK WITHOUT PARKWAY**



**MEDIANS**  
 MINIMUM 4' WIDTH FOR SIGNING

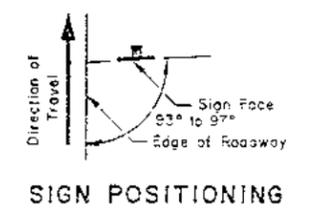


**SECONDARY PANEL HEIGHT**  
 ALL TWO PANEL MOUNTING

**DIMENSION TABLE**

ROADWAY	DIMENSION		
	A	B	C
PAVED			
RURAL	5'-0"	4'-0"	4'-0"
EXPRESSWAY	7'-0"	6'-0"	4'-0"
URBAN	7'-0"	7'-0"	4'-0"

NOTE: For Unpaved Roadway Add 0'-6" to Dimensions



**SIGN POSITIONING**

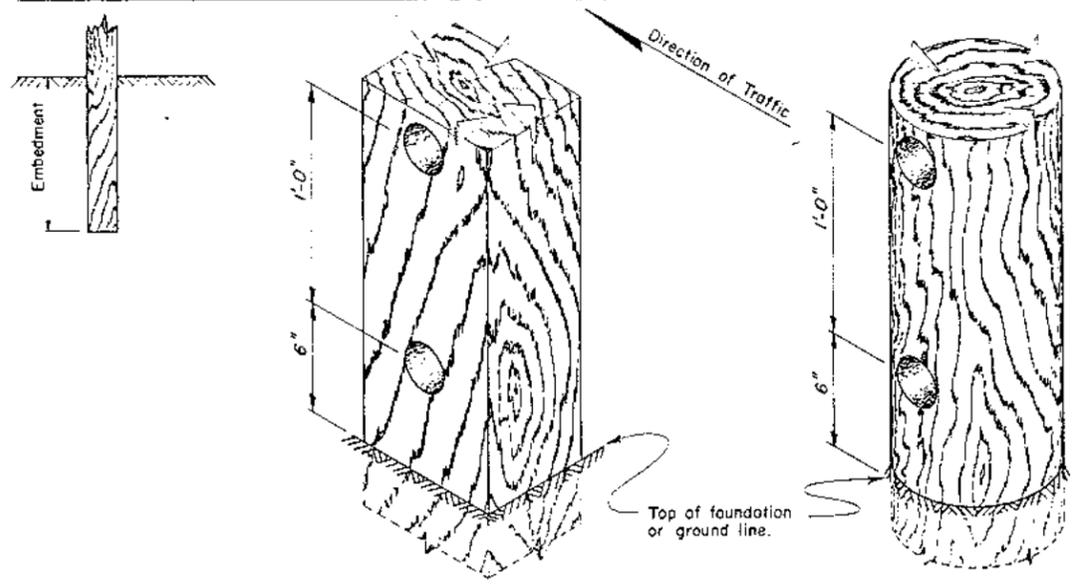
REVISIONS		
Date	Description	By

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES

**SIGN LOCATION  
 POST MOUNTED**

APPROVED

Date: \_\_\_\_\_



POST SIZE	HOLE DIA.
4" x 6"	1 1/2"
6" x 6"	1 1/2"
6" x 8"	2 1/2"
8" x 8"	2 1/2"

POST DIA. (At ground line)	HOLE DIA.
7" to less than 8"	2"
8" " " " 9"	2 1/2"
9" " " " 10 1/2"	3"
10 1/2" " " " 12"	3 1/2"
Over 12"	4"

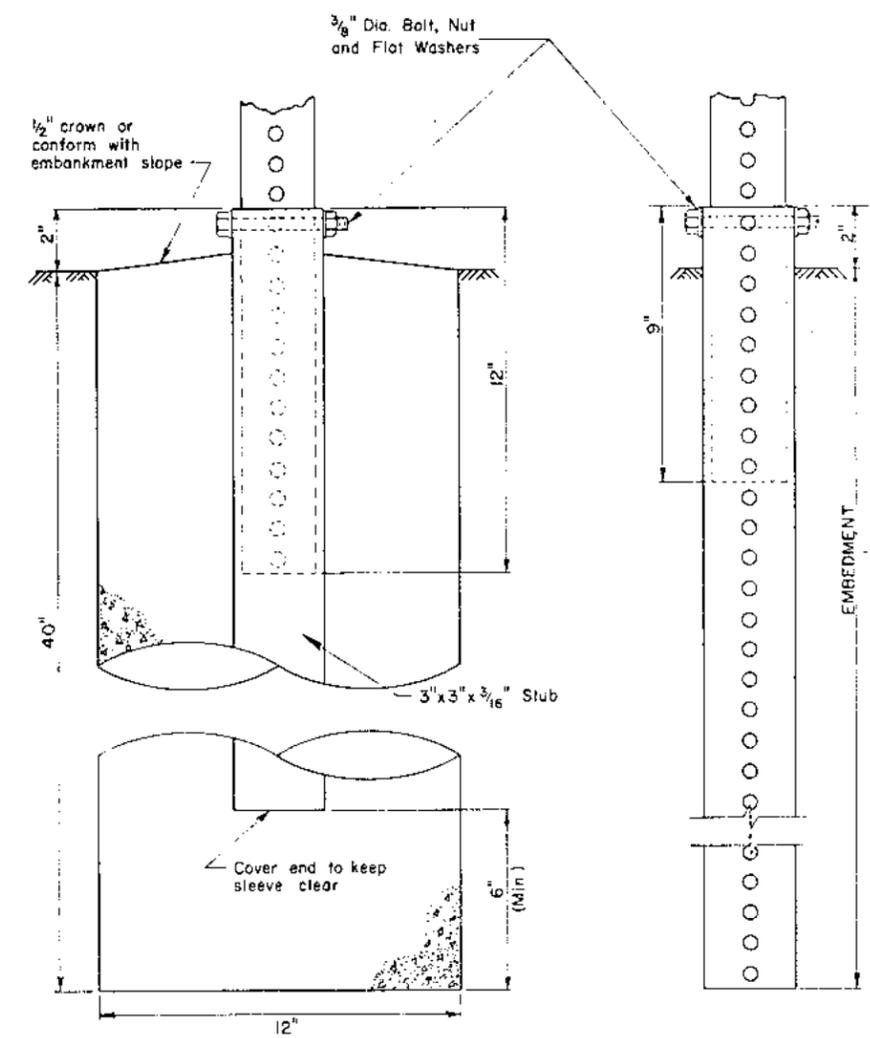
Note: If holes are field drilled after post has been treated, the holes shall be thoroughly swabbed with a 5% solution of pentachlorophenol and mineral spirits.

**RECTANGULAR POST**

**ROUND POST**

Embedment Depth For Wood Post			
POST SIZE		POORLY DRAINED SILTY SOILS	WELL DRAINED GRAVELLY SOILS
RECTANGULAR	ROUND		
4" x 4"	4 1/2"	3'-6"	3'-6"
4" x 6"	5 1/2"	5'-0"	4'-0"
6" x 6"	6 1/2"	5'-0"	4'-0"
6" x 8"	7 1/2"	7'-6"	5'-6"
8" x 8"	9"	7'-6"	5'-6"

**WOODEN POST**



**SLEEVE TYPE - CONCRETE FOUNDATION -**

**SLEEVE TYPE - SOIL EMBEDMENT - \***

Embedment Depth For Perforated Steel Tube (0.105" PST Wall Thickness)	
POST SIZE	EMBEDMENT DEPTH
1 1/2" x 1 1/2"	3'-0"
1 3/4" x 1 3/4"	3'-0"
2" x 2"	3'-6"
2 1/4" x 2 1/4"	4'-0"
2 1/2" x 2 1/2"	4'-6"

\* Use 3" x 3" x 3/16" Stub for 2 1/2" x 2 1/2" PST Applications.

**PERFORATED STEEL TUBE (PST) POST**

**GENERAL NOTES:**

1. Refer to Standard Drawing "Sheet Aluminum Sign and Framing" for light sign details.
2. Type of post, size and embedment type shall be specified on plans.

REVISIONS		
Date	Description	By
5-5	Revised Details For Post	

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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**LIGHT SIGN  
STRUCTURE POST  
EMBEDMENT**



Date