

PART FIVE

Plans And Description Main Use Areas



GENERAL

In the broadest sense, the park breaks down into two major zones; one, the intensively developed strip along the major loop road; second, the quiet interior of the loop. Measuring roughly 3 miles by 5 miles, this "quiet" zone will be reserved for the hiker, the horseman, the canoeist, and the back packer or others who wish to get far away from it all. As can be seen on the Plan, trails are planned to cross the area at frequent intervals, connecting into all developed areas so that it will be easy for the casual picnicker or camper to take a short hike. Special parking pullouts are to be provided at all points where a trail crosses the main loop road for the convenience of those who wish only to hike into the interior, "quiet" zone.

The "roadside" zone is a series of individual developments and complexes located to take advantage of terrain, stream or lakeside, views or other features perhaps peculiar to the particular recreation. The main loop road itself is designed to connect these areas - in other words the factor of proper and best land use determined road location rather than vice versa. At the same time the loop road, 16 miles in length, will help to satisfy the need for that prime recreation - driving for pleasure. It is particularly emphasized that the planned dispersion of developments and unit densities in developments is maximum. Picnic and campgrounds and other facilities, in other words, should not expand beyond the areas and capacities shown. **When user capacity based on specified densities is reached, a supplemental site is a must.** "Doubling up" or exceeding densities would be ruinous to the policy of preserving the natural scene. When all master plan facilities shown have been built, Nancy Lake will be "full up" and should not be enlarged as to the number of people it will provide for. At such time development of a completely new park should be started. The above is not a completely rigid recommendation. It may, for example, appear desirable at some time to provide (as has been suggested) a field trial area for retriever type dogs, a shooter's complex and field archery range. These are not **additions per se** to planned facilities and might be added if demand and other factors render them desirable.

A considerable problem exists in the entrance and approach to the park off Alaska 3. Since the boundary of the area does not touch the highway, right-of-way must be secured for the entrance road. This right-of-way should be sufficiently wide to shut off all private access. It should also have sufficient width for scenic control along the road. The entrance to this important state facility should be particularly attractive with an appropriate gate design at the junction of the entrance road and Alaska Highway 3. Also, large, attractive, custom signs notifying drivers that they are approaching the Nancy Lake State Recreation Area should be placed on Alaska Highway 3 at least a mile either side of the entrance.

To increase use of the park, advantage should be taken of the Alaska Railroad that crosses Highway 3 just south of the park entrance. For group campers or skiing groups and so on, a rail siding and parking area should be constructed

at this crossing. This would be useful by contractors during the construction period. However, it should be assured that the siding would not turn into a permanent construction dump.

Schematic, detailed plans are shown and described on the pages following. Similar details have been prepared for all use areas but only the representative ones have been included in this publication.



Winter Scene - Moose Cow and Calf