

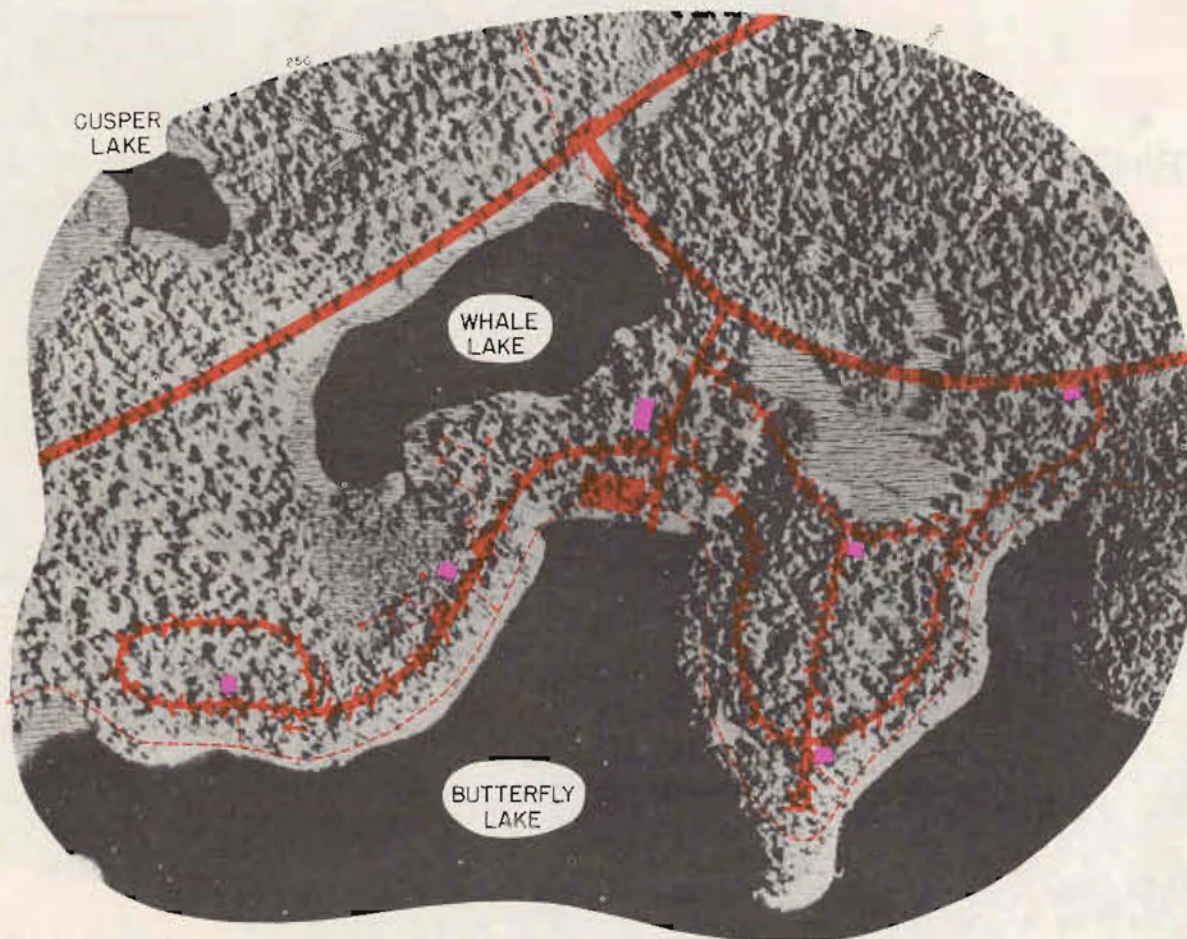


GUIDE FOR LOCATION OF THIS DETAIL IN THE PARK.

NOTE
Detail sheets are schematic, indicating the feasibility and capacity of a facility at the general location shown. They are not intended for use as actual designs.

Legend

-  Contour
-  Swamp
-  Woods
-  Open Ground (dry)
-  Water
-  Main Road
-  Two-way Facility Access Road
-  One-way Road
-  Boat Launch Ramp & Parking
-  Foot & Horse Trail
-  Trailer Parking Slips & Camps
-  Camper Parking Slips & Camps
-  Tent Parking Slips & Camps
-  Comfort Station
-  Comfort Station, Washateria, Showers, Sanitary Disposal Station



BUTTERFLY LAKE
CAMPGROUND



Detail Sheet No. II
A Part of the Master Plan for the Nancy Lake State Recreation Area
STATE OF ALASKA
Department of Natural Resources—Division of Lands



SCALE — 1" = 200' ——— 0 50' 100' 200' 500' 1000'

This campground will provide campsites in a proportion of 50% trailers and 50% single vehicles – e.g. pickup type campers, tent campers, car campers, station wagons. The report Alaska Campers, 1964, proportioned campers into 16% trailer, 35.8% campers, 17.4% tents and 30.8% car. The same report states that 40% of non residents were traveling in campers. The proportion of trailer type parking slips was increased over that found by Alaska Campers for two reasons. First, Nancy Lake will attract a large number of campers trailing boats for fishing, general boating or water skiing. The boat trailer will have to be accommodated. Second, the number of camping trailers is increasing year by year. Careful analysis of the records of the Entrance Station will reveal, as time goes on and the park develops, quite precisely the number of spaces required for the various camping rigs.

The campgrounds are designed on a one way loop system with a minimum of two way road. This enables a wide distribution of campsites with parking immediately adjacent. All parking would be back-in for ease of unloading and because all pickup camper doors are at the rear. All sites would be equipped with a table-bench combination, a trash receptacle and a prefabricated steel fire-place. A small number of off-the-road tent sites would be provided for those persons who wish on increased degree of privacy. Since more and more trailers are being equipped with sanitary facilities, **the tent and car units would be located nearest the comfort stations.** Though the usual standard is that comfort stations be located not over 300 feet from campsites, it is believed this standard has been outmoded by the increasingly modern sanitary equipment of trailers and campers and, for that matter, portable toilets for tents. In addition to comfort stations which would be equipped with flush toilets and urinals **only**, the campgrounds would have a central sanitary facility that would constitute a comfort station **plus showers, coin operated laundromat and a sanitary disposal station** where campers and travelers would dump their waste storage tanks and take on a fresh supply of water.

Near each campground a boat launch ramp with parking area is planned. This parking area should be sized to park cars and boat trailers equal to 25% of the campground units plus one boat for every 20 acres of water in the particular lake. In the case of Red Shirt Lake (800 acres), for instance, this would work out to a total of 250 car trailer parking spaces at the three boat launch parking areas. Construction at some future time to provide scattered tie up points along the shore adjacent campsites may be demanded and possibly appear desirable. Dedicated fishermen and boaters who are camping may not wish to remove their boats from the water each day, which they will be required to do unless a pier or tie up point on the shore is provided. Scattered shore side piers or tie up points are not recommended however. Rather, campsites should be located at least 100 feet **back of the shore** so that a wide shoreline strip is available to all. A series of small piers or tieup points adjacent camps located close to the water's edge would of course become the private preserve of the adjacent camper as long as he occupied the campsite.

Average density, e.g. spacing of campsites in all campgrounds would be 75 feet. There would be no attempt to maintain this distance as an exact figure. It would vary with the vegetation as that foliage could be utilized for screening one site from another, or with the topography, or alignment of the roadway so that each campsite had a high degree of privacy.

Tap water would be available at comfort stations and a small fire ring for informal gatherings might be located at these central points. Electric outlets would be provided at **designated** trailer and camper spaces.

Tabulation of Campgrounds with number of campsites.

South Rolly Lake250	Butterfly Lake270
Red Shirt No. 1240	*Lynx Lake No. 1300
*Red Shirt No. 2465	Lynx Lake No. 290
Red Shirt No. 3135	

1750 total

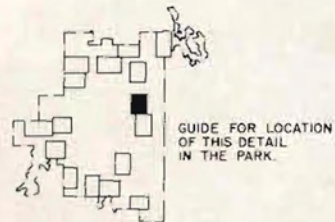
*Streamside as well as lakeshore.



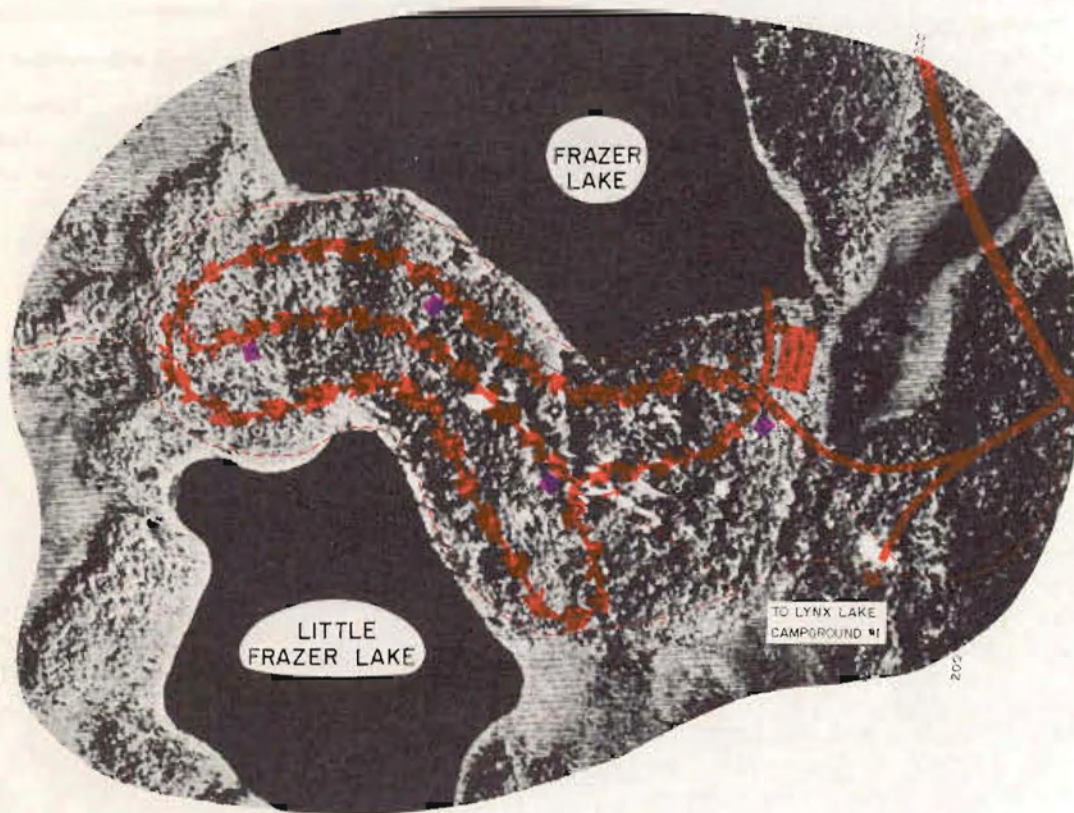
State Bird - Willow Ptarmigan - A Nancy Lake Resident

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-  Boat Launch Ramp & Parking
-  Foot & Horse Trail
-  Picnic Unit Parking Slips
-  Comfort Station

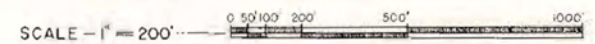


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**FRAZER LAKES
PICNIC GROUND**

Detail Sheet No. 15
A Part of the Master Plan for the Nancy Lake State Recreation Area
STATE OF ALASKA
Department of Natural Resources - Division of Lands



TYPICAL PICNIC GROUND

Picnic grounds would follow the same development pattern as campgrounds, e.g., one way loops whenever possible. However, picnic sites would generally be clustered in groups of five or six in areas where underbrush and some trees would be selectively removed. An uncleared area would then be left for screen privacy and another cluster developed. This pattern of development would result in a feeling of privacy because only a few neighbors would be seen. Parking slips would be grouped in direct convenient relation to the cluster with the individual picnic tables located as much as 100 feet from the road. An occasional single or group of two and three units should be included as terrain and vegetation permit. Average density, e.g., spacing, of units throughout the picnic ground would be 50 feet. As in the case of campsites, this would selectively vary according to the degree of privacy that could be secured through careful adaptation of site to vegetation, terrain, etc. Also, near comfort stations, special, large clusters should be constructed to serve church, lodge and other groups. Bus parking should be provided at this location. These clusters could vary upward to accommodate several hundred persons and would be made available only on a reservation basis. Portable tables could be used to supplement a minimal permanent installation. Each picnic unit would include a table-bench combination, charcoal brazier and trash disposal unit. As in the case of the campgrounds, lake frontage would not be infringed on for the benefit of individual picnickers. Trails along the lake shore, originating at each comfort station would lead off to hiking trails and thence into the "quiet" area of the park. Some picnic areas would be equipped with launch ramps, others not, since many picnickers would not also be fishing or boating. Parking should be provided in a ratio of 1-1/4 cars to each picnic unit since many families will picnic together utilizing more than one car and an occasional picnicker will be towing a boat trailer. In calculating the capacity of launch-ramp parking areas, it was assumed that every tenth picnicker would be towing a boat.

Tabulation of picnic grounds with number of units

Rhein-Milo Lakes . . . . .	.730	Buckley Lakes . . . . .	.200
Phoebe Lake . . . . .	.340	Frazer Lakes . . . . .	.370
Heart Lake . . . . .	.490	Milo Lakes . . . . .	.370
Skeetno Lake . . . . .	.400		
			2900 total