

# Petersville Road Corridor Management Plan

## Summary of Recommendations

This part of the plan summarizes all of the recommendations of the Petersville Road Corridor Management Plan. It is important to note that some of these recommendations may be implemented immediately, while others will be implemented over time.

### Safety

- Establish designated left-hand and right-hand turning lanes at the intersection of the George Parks Highway and Petersville Road (see Map #1).
- Establish a 45 miles-per-hour speed zone on the George Parks Highway about 2,000 feet north and south of the intersection with Petersville Road (see Map #1).
- Place flashing yellow balls at the beginning of the 45 miles-per-hour speed zone on the George Parks Highway to alert motorists to the speed limit change (see Map #1).
- Establish a 35 miles-per-hour speed zone from milepost 0 of Petersville Road to approximately milepost 4.
- Construct a primitive, separated motorized trail along the southern and western right-of-way of Petersville Road for its entire length both existing and proposed (see Maps #2, #3, and #4).
- Construct a separated non-motorized pedestrian/bicycle pathway along the northern right-of-way of Petersville Road from milepost 0 to approximately milepost 5.
- Construct a non-separated, non-motorized pedestrian/bicycle pathways utilizing six foot shoulders on each lane of Petersville Road from approximately milepost 5 to the end of the proposed extension, milepost 40.
- Establish designated left-hand and right-hand turning lanes at the intersection of the Oilwell Road and Petersville Road (see Map #1).
- Establish a 30 miles-per-hour speed zone on Petersville Road approximately one-quarter of a mile east and west to Moose Creek Bridge of the intersection with Oilwell Road (see Map #1).
- Place flashing yellow balls at the beginning of the 30 miles-per-hour speed zone on Petersville Road to alert motorists to the speed limit change (see Map #1).
- Eliminate the turnout located a milepost 7.2-

7.3 as it presents an unsafe condition.

- Replace Moose Creek bridge and include a pair of protected pedestrian walkways and a pedestrian underpass.

### Recreation and Tourism

- An interpretative panel and informational kiosk should be located within assessment unit 1 in the vicinity of Scotty Lake which discusses the settlement along the initial part of the roadway (see Map #1).
- Turnouts with interpretative panels at Mileposts 9.8 or 10.2 to discuss wetlands and hydrologic influences.
- Interpretive panels at both Moose and Kroto Creeks to discuss riverine habitats and local natural features.
- Redesign and upgrade of the Kroto Creek parking lot to include trash receptacles and sanitary facilities to better serve snowmachiners and to reflect the significance of its service as a major winter recreation trail head.
- Appropriately designed turnouts at Mileposts 12.8, 13.1 and 16.3. The turnouts should include guardrails and interpretive signage that reflect the significance of the views of Mount McKinley and the Alaska Range.
- Obtaining special designation of Petersville Road as a scenic corridor.
- Utilizing the existing scenic buffer to reduce the distractions created by clutter placed to close to the roadway.
- Encourage development toward existing settlement and development patterns to maintain the “intactness” of the roadway.
- Use of a natural vegetative buffer in areas not presently developed.
- Disturbed areas along the roadway, i.e., roadcuts, fills, gravel pits should be revegetated and “designed” in such a way as to provide a natural and staggered edges.

- Implement a dust reduction program by paving all of Petersville Road.

**Other**

- Retain a 2-mile corridor (1 mile on each side of the road) measured from the edge of the right-of-way in public ownership north of the Forks Roadhouse. With the corridor ultimately receiving a legislative designation as a public use area in order to maintain access for all recreational activities with the provision that mining is allowed.
- Retain in public ownership lands identified in Map #1 for the high scenic qualities.
- The borough reconveys to the State of Alaska certain lands obtained through the Municipal Entitlement Program because of their high scenic qualities, and obtain entitlement lands elsewhere in the borough.
- Establish a corridor along Petersville Road to maintain existing scenic qualities. The corridor will be composed of two widths in order to recognize the different development and land ownership patterns.
- Activate additional emergency personnel during the period from May 15 to September 15 of each year. Additional emergency equipment should also be placed in the area to provide adequate emergency response resources for emergencies.
- Allow community councils to review and comment on proposed new parking lots and pullouts prior to development. Additionally, funding for the operation and maintenance of these facilities should be identified prior to construction.
- The Planning Department will place an advertisement within the Milepost which generally describes the tourism and recreational attractions within the borough.
- Prior to the conveyance of any public land, whether short or long term, public notice and community council review should occur.
- Within one quarter mile of the roadway institute a maximum size limit of 32 square feet (one side); however double sided signs are allowed where each side is 32 square feet or less.