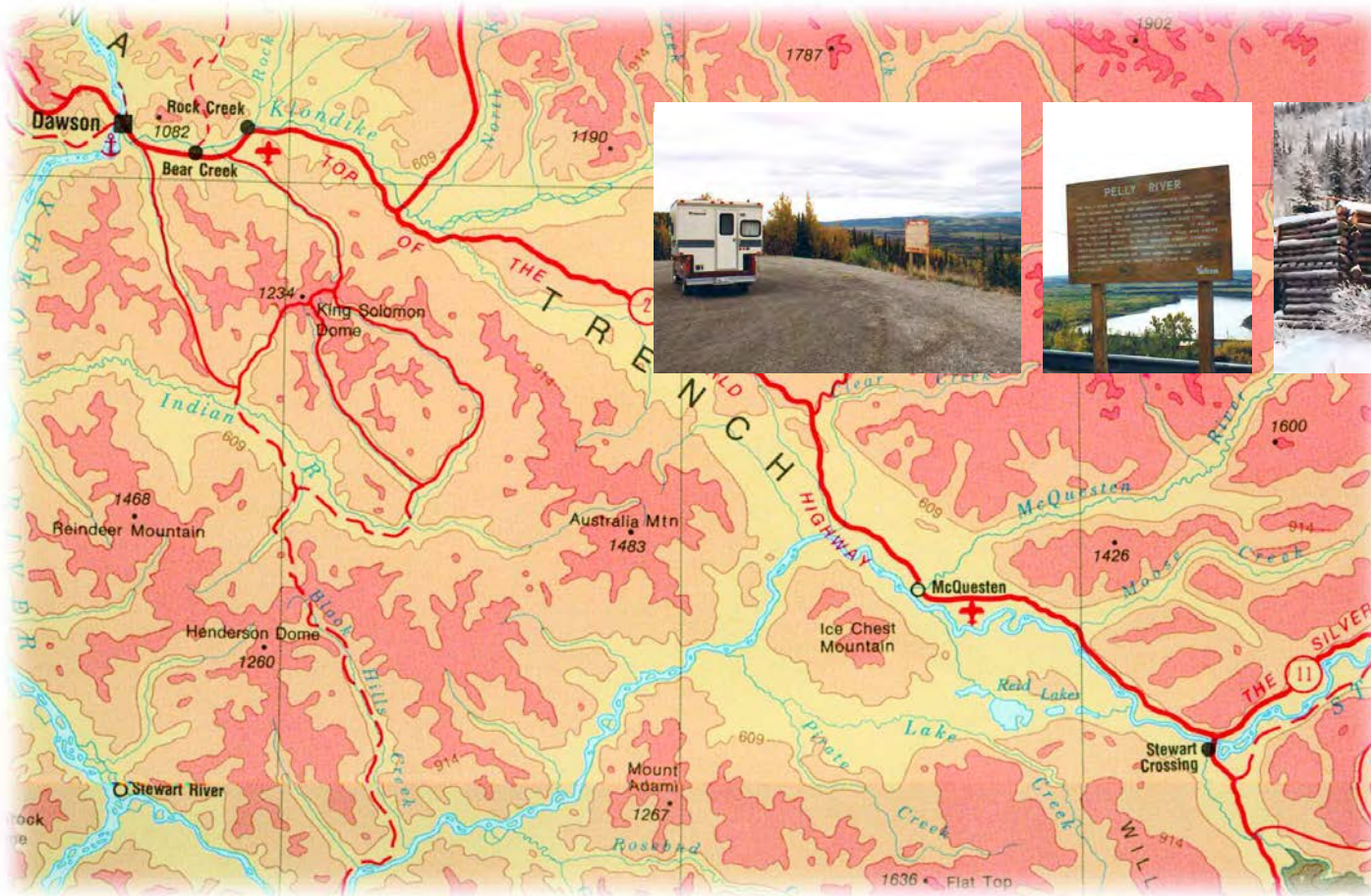


# North Klondike Highway Interpretive Plan



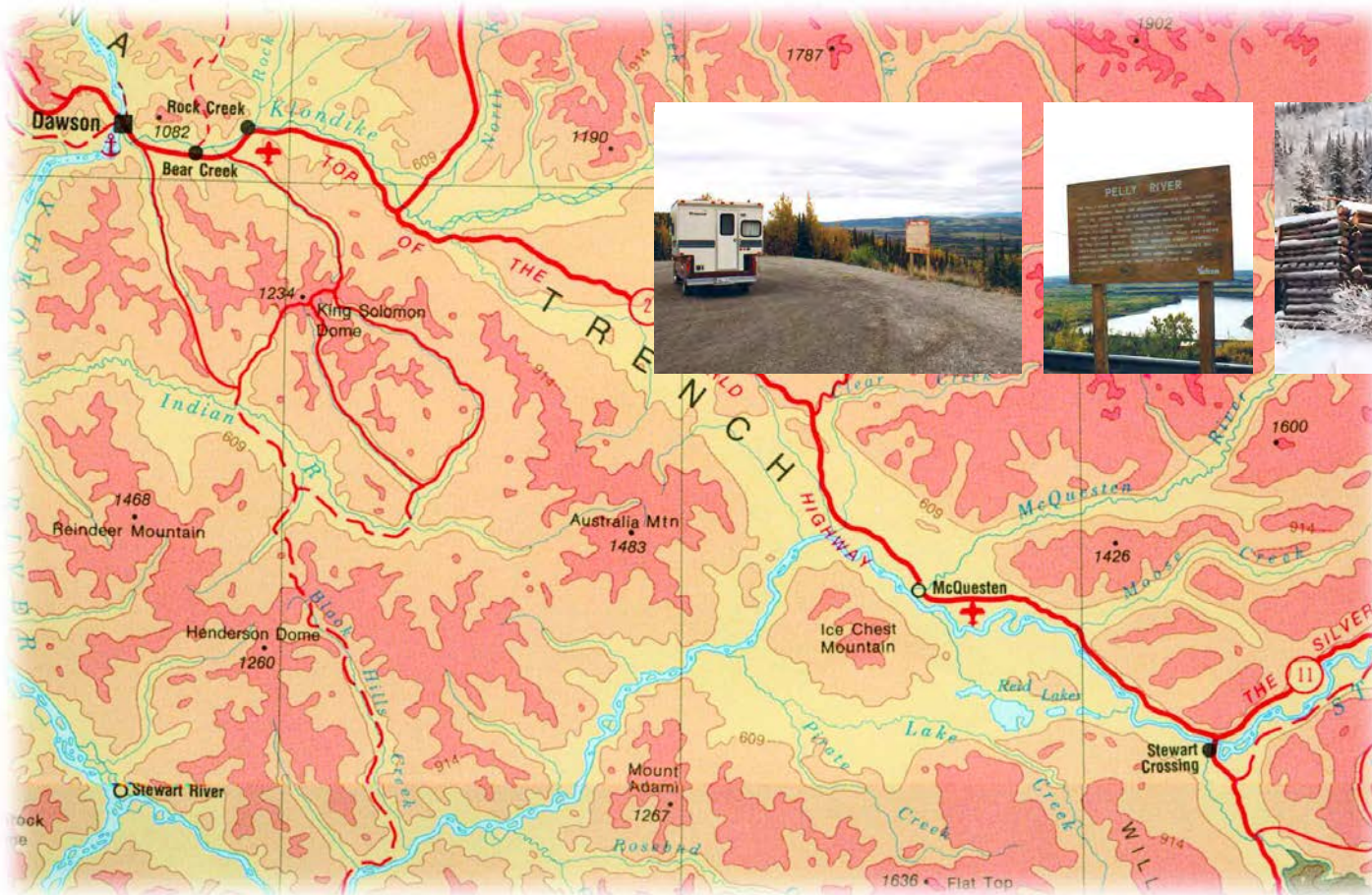
Yukon Department of Tourism  
Heritage Branch  
April 1996  
Revised November 2004

PRP Parks: Research & Planning Inc.

In Association with Ed Duchoslav Design and Hector Mackenzie



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Yukon Department of Tourism  
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# *Foreword*

This report is an interpretive plan for the North Klondike Highway, focusing on the sign media component. The work for this plan has been carried out for the Heritage Branch of Yukon Tourism by a consulting team comprised of Bruce Downie (PRP Inc.), Ed Duchoslav (Ed Duchoslav Design), and Hector Mackenzie. The proposals contained in this plan were developed from a review of the existing interpretive media for the corridor and wide range of background data. Field assessments were limited by the timing of the project. A field review was conducted in January, 1996 and further site assessments were undertaken in late March, 1996 in conjunction with discussions with consultative groups held on an earlier draft of the interpretive plan. No field studies have been possible while sites were free of restrictive snow cover. Thus the proposals are subject to potentially significant revision based on complete site assessment. Details of site size, design and cost are not possible at this point in the planning process.

Bruce Downie  
PRP Inc.  
April, 1996

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# Introduction

## 1. Background

Recent initiatives in the Yukon are leading to the coordination and cooperation of various governmental Departments in the provision of highway interpretive signs. An interdepartmental committee has been formed with representation from Tourism, Renewable Resources and Community and Transportation Services. Each Department has been, and will continue to be, active in programs of their own, such as the Wildlife Viewing Program (Renewable Resources). However, planning integrated interpretive strategies within highway corridors throughout the Yukon will be important to ensure a comprehensive and logical presentation of messages to the visitor and highway traveler.

A major step towards this end was the development of an overall interpretive sign strategy (Inukshuk, 1995). The resulting strategy set the context for the present work and will serve as a basis for future corridor plans in a larger territory-wide framework. This interpretive plan for the North Klondike Highway corridor, however, will specifically address the themes and messages of this important highway segment and outline the development approaches and priorities.

Specifically, the plan will address the sign component of the interpretive plan and provide a level of detail that will allow follow-up site development. It is extremely important in the use of signs for interpretation to decide four things: 1) what should be told; 2) what should be told by signs and what should be told through other media; 3) where signs can be located most effectively to tell the desired stories; and 4) what aspects of the story can be told as the focus of each sign.

## 2. Purpose and Objectives

The purpose of this study is to prepare an interpretive plan for the North Klondike Highway corridor. Such a plan will identify the theme framework for the corridor and consider the full range of interpretive media and their appropriateness within the corridor. However, the primary focus of the plan is to document interpretive sign elements of the media strategy. Thus the specific study objectives are:

- to identify themes and messages within the corridor
- to identify sites for interpretive sign development
- to develop concepts for corridor motif and individual sign design
- to outline implementation and operational requirements for sites

Other media approaches will be identified in the plan but further definition and specifications regarding their implementation are not required as part of this work. It will remain the responsibility on the Interdepartmental Sign Committee and the individual Departments to further the implementation of those aspects of the plan

### 3. Sign Strategy

The Yukon Interpretive Signage Strategy, prepared in 1995, is an extremely important starting point for this corridor-specific project. The strategy undertook an overview of interpretive signs in the territory as a whole and developed a framework for the program based on an assessment of: the existing sign inventory; visitor profiles and preferences; new directions in tourism planning; current interpretive sign standards, trends and experience from other jurisdictions; and current and potential roles and responsibilities of involved government departments. The strategy also encompassed basic design elements, site criteria, and implementation and operation aspects of the system. The following conclusions of the strategy are particularly significant as starting points for this work, and it would be counterproductive to reevaluate these directions in a specific corridor plan:

program principles such as: variety in interpretive media; year-round accessibility of signs; partnership approaches; and resource based locations which override ideal spacing.

- sign types: territorial entrance signs; regional orientation signs; community signs; site specific signs (highway, major and minor); and site specific signs (river).
- program management directions: interagency cooperation; involvement of First Nations; and cooperative partnerships with other agencies and public groups.
- site support facility policies regarding the appropriate use of: information kiosks; toilets; picnic tables; garbage containers; and viewing platforms.
- inspection and maintenance principles such as: responsible agency sets standards; cost effectiveness of maintenance determines responsible party; a standard inspection and maintenance record; and regular inspection.
- 

Other aspects of the strategy report can be viewed as recommendations or suggested directions based on a more cursory view of the subject matter. An example is the overview of theme identification and representation. Theme categories have been interpreted from the existing sign inventory and their content assessed to determine the appropriate degree of representation. Within this context, some noteworthy observations have been documented in the report: human history themes are generally adequately covered with the dramatic exception of First Nations history; natural history themes are less well covered and have opportunity for expansion; and regional orientation signs are poorly represented and should be the highest priority.

The report deals extensively with existing sign inventory and assesses many aspects including location, condition, readability, design, materials, and associated infrastructure. On the basis of this assessment, it identifies important directions for the sign program in all of these aspects, but appropriately falls short of defining tight parameters or a specific template for sign development. For example, it suggests spacing guidelines, but acknowledges latitude for specific site interpretation opportunities and other circumstances. Also it recommends basics of form and colour without prescribing design specifications. This approach is valuable when undertaking a specific corridor plan, since flexibility to address specific concerns and ideas is critical while maintaining an identity within a territory-wide context.





# *The Tourism Context*

Visitors to the Yukon are interested in learning about the Territory, its people and the environment. They appreciate beautiful scenery and have the basic needs to stop, rest, and refresh themselves during the course of their travels. These are the fundamental assumptions that support a well planned and developed sign program.

Extensive surveying regarding visitor travel in the Yukon has not been done with specific reference to interpretation and interpretive signs. However, a 1994 survey focusing on the use of interpretive signs and broader visitor assessment project, 'The Psychographic Segmentation Study' (1992), as well as a number of tourism planning studies provide some details on the characteristics and activities of visitors and their responses to the existing sign network in the Yukon as a whole. Some of the key findings particularly noteworthy in the context of this plan are noted below.

- about 60,000 non-Yukon visitors reach Dawson City during the summer season from June to mid-September
- Dawson City visitor traffic represents about one third of the Yukon's total visitors
- the volume of visitors has increased only slightly in recent years, but the proportions of visitors from different destinations is changing – Canadian travelers are decreasing, while US and foreign visitors have increased
- motorcoach traffic appears to be steadily decreasing in line with a North American trend
- a younger, more mobile proportion of the tourist market is interested in the Yukon as a destination
- current visitor profiles fit the Organized Neighbourhood Outdoor Folk and the Earthy Explorers (categories established in the Psychographic Segmentation Study); the Style-Conscious Adventurer segment has significant potential as a market segment
- Dawson City hosts a significant number of visitor-oriented annual events – sporting events such as the Trek Over the Top Snowmobile Jamboree; cultural events such as the Commissioner's Ball & Tea and the summer music festival; and variety events such as Discovery Days
- Yukon Travelers are generally aware of and take advantage of the current system of interpretive signs
  - preferred sites are those with significant views
  - travelers stop at interpretive sign sites often, most commonly for the scenery, for a rest, or to read the sign
  - advance notice such as reading about a site in the Milepost often accounted for their stop
  - visitors like to have basic facilities at interpretive sign stops such as toilets and garbage cans
  - there is a high degree of satisfaction with the signs



# ***Interpretive Theme Framework***

## **1. Thematic Approach**

The Klondike Highway is a modern day travel corridor, drawn by its environment and place in history into many different settings and purposes. This multi-faceted character suggests that the modern visitor experience is realistically diverse. It encompasses exposure to a variety of characteristics of the landscape and stories of the people of the Yukon. To help visitors appreciate those diverse characteristics, linking them to some general consistent themes is an important step. Such a linking is the purpose of the interpretive framework that is described here. The thrust of the interpretive strategy along the corridor proposes placing the events of the Gold Rush in the context of the environment, larger time horizons and general human activity in the Yukon. The overall theme, “The Klondike-Beyond Just Gold”, seeks to draw attention to both the gold rush and its broader context. This is the nature of the highway corridor. It is, of course, a route to the Klondike, but it is also a glimpse into a much deeper and fuller human history and a taste of the vast ecological systems of wider Yukon significance.

The signage theme has both a natural history dimension and a cultural history dimension, but perhaps even more significant is the interrelationship of the two. For example, the Klondike Gold Rush is certainly a story about human activity, greed and ingenuity. Yet it is also a story about the creative and transforming forces of the earth – about gold itself. Together these two stories have a major impact on each other. The environment influences the pattern of human activity, encouraging the movement of people and the development of resources while at the same time placing major obstacles in the path.



## 2. Theme Framework

The theme framework outlined in Table #1 has been developed as a reflection of the Klondike Highway corridor. While it has more wide-spread applicability to the Yukon in general, it does not address the full range of elements that such a framework would include for the territory as a whole. Rather, this framework is intended to demonstrate the spectrum of themes to which interpretive messages along the Klondike Highway would contribute.

For clarity, the themes are divided into two components – the human and the ecological – although the interrelationship between them is likely to transcend the normal boundaries of their definition. In ‘The Human Story’ the First Nations history and Euro-Canadian history is

blended within the same themes. As with the environment, there is a strong interrelationship and evolutionary impact of the activities, skills, values and beliefs of one group on the other. That relationship continues today. Both groups became a part of the chronology of the human story that unfolded throughout the Yukon and which forms the backbone of the theme structure.

A brief outline of some of the key messages appropriate to the framework is provided (Table#1) to exemplify the intent and scope of the theme. It is these, and other related messages which will be incorporated into the interpretive media developed for the Klondike Highway corridor.

# The Klondike – Beyond Just Gold

## The Human Story

### Pre-Contact

1. traditional lifestyles
  - year-round
  - resource dependencies
  - travel patterns and interaction with neighbours
2. traditional names
  - the importance of place
  - the mental image of a home territory complete
  - with its own identifiers

### Fur Trade/Exploration

1. activities
  - changes in lifestyle determined by influences from outside
  - patterns of new activity
2. people and places
  - people who were important in bringing change
  - people providing leadership and stability in their communities

### Gold Rush

1. early prospecting
  - the precursor to the gold rush
2. travel
  - how people came to the gold fields
  - routes and hardships
  - seasonal activity
  - infrastructure and support
3. people
  - gold rush legends
  - community leaders
  - the forgotten
4. mining activity
  - the process of mining
  - the environmental determinants
  - the environmental impacts
5. social backdrop
  - community growth
  - boom and bust transitions

### Modern Development

1. modern travel
  - developing travel links between the Klondike and Whitehorse, Alaska and southern Canada
  - tourism
  - appreciating the Yukon's past
2. industrial activity
  - nature and extent of activity
  - environmental determinants
  - boom and bust transitions
  - comparisons to the gold rush
  - transportation links to resource based markets
3. community history
  - links to economic activity
  - RCMP activities
  - links to First Nations territories
  - people of prominence
4. site names
  - people and places

**Table #1**

# The Klondike – Beyond Just Gold

## The Human Story

### Environmental Foundations

1. climate
  - evolutionary changes
  - modern northern climate patterns
2. geology
  - formative processes
  - mineralization
  - folding and faulting
3. glaciation
  - extent of glaciation
  - differences between glaciated and unglaciated terrain
  - glacial landscape features
  - glacio-fluvial landscapes
4. volcanism
  - links to continental systems
  - evidence of local events

### Landscape Processes

1. permafrost
  - evidence
  - importance and implications
2. river morphology
  - river networks
  - stages of development characteristics
  - implications for human use

### Ecological Characteristics

1. ecoregions
  - visible transitions
  - relationship to human activity
  - determinants
2. fire ecology
  - evidence
  - role of fire as a process of ecosystem
  - evolution
3. wetland ecology
  - characteristics
  - role of local wetlands in continental context
4. boreal forest ecology
  - the web of life
5. wildlife migrations
  - large-scale movements of wildlife
  - continental context of the Yukon

**Table #1 (cont.)**

# Existing Corridor Interpretation

## 1. Inventory

Existing interpretation in this highway corridor is almost exclusively limited to the series of signs developed and installed by Yukon Tourism. A significant addition to this collection is the wildlife viewing site development at Five Finger Rapids, where a series of signs following a boardwalk and trail to the riverside is available. Another important contribution is the group of signs developed at Pelly Crossing by the Selkirk First Nation. Talking signs have also been used seasonally at the Dempster junction and the Silver Trail junction. Beyond this, publicly available material, such as the Milepost, offer information to visitors on the historical background of the area and the facilities and activity opportunities available to them. No coordinated planning of interpretation has previously been prepared regarding the Klondike Highway (North).

The Heritage Branch has developed and now maintains a database of the corridor signs within their program. This database includes descriptive information about sign locations, design and construction, dates of installation, associated site facilities, warning signs, maintenance responsibilities, the content of text, and a file of remarks based on annual

inspections. The database has not yet been extended to other signs within this highway corridor such as the wildlife viewing signs located at Five Finger Rapids.

A listing of the existing signs and a breakdown of their content according to the proposed theme framework is provided in Table #2. Some signs have been permanently removed from locations along the corridor and are not included in the current list. Others, recently and not intentionally removed, have been included in the list.





## Theme Inventory of Existing Signs

### Existing Signs

- |                       |                       |                    |                                |
|-----------------------|-----------------------|--------------------|--------------------------------|
| 1. Conglomerate       | 5. Five Finger Rapids | 9. Stewart River   | 13. Tailings Piles/Yukon Ditch |
| 2. Carmacks           | 6. Minto Campground   | 10. Tintina Trench | 14. Guggieville                |
| 3. Carmacks Roadhouse | 7. Pelly Crossing     | 11. Klondike River | 15. Klondike River             |
| 4. Tantalus Butte     | 8. Stewart Crossing   | 12. Hunker Creek   | 16. Carnegie Library           |

### The Human Story

#### Pre-Contact

1. traditional lifestyles
2. traditional territory 11, 15

#### Fur Trade/Exploration

1. activities 7, 9
2. people and places 7, 9

#### Gold Rush

1. early prospecting
2. travel 3, 5, 6
3. people 12, 14
4. mining activity 11, 12, 13, 14, 15
5. social backdrop

#### Modern Development

1. modern travel 2, 8
2. industrial activity 4, 8
3. community history 6, 16
4. site names

### The Environmental Stage

#### Environmental Foundations

1. climate
2. geology 1, 4, 10
3. glaciation
4. volcanism

#### Landscape Processes

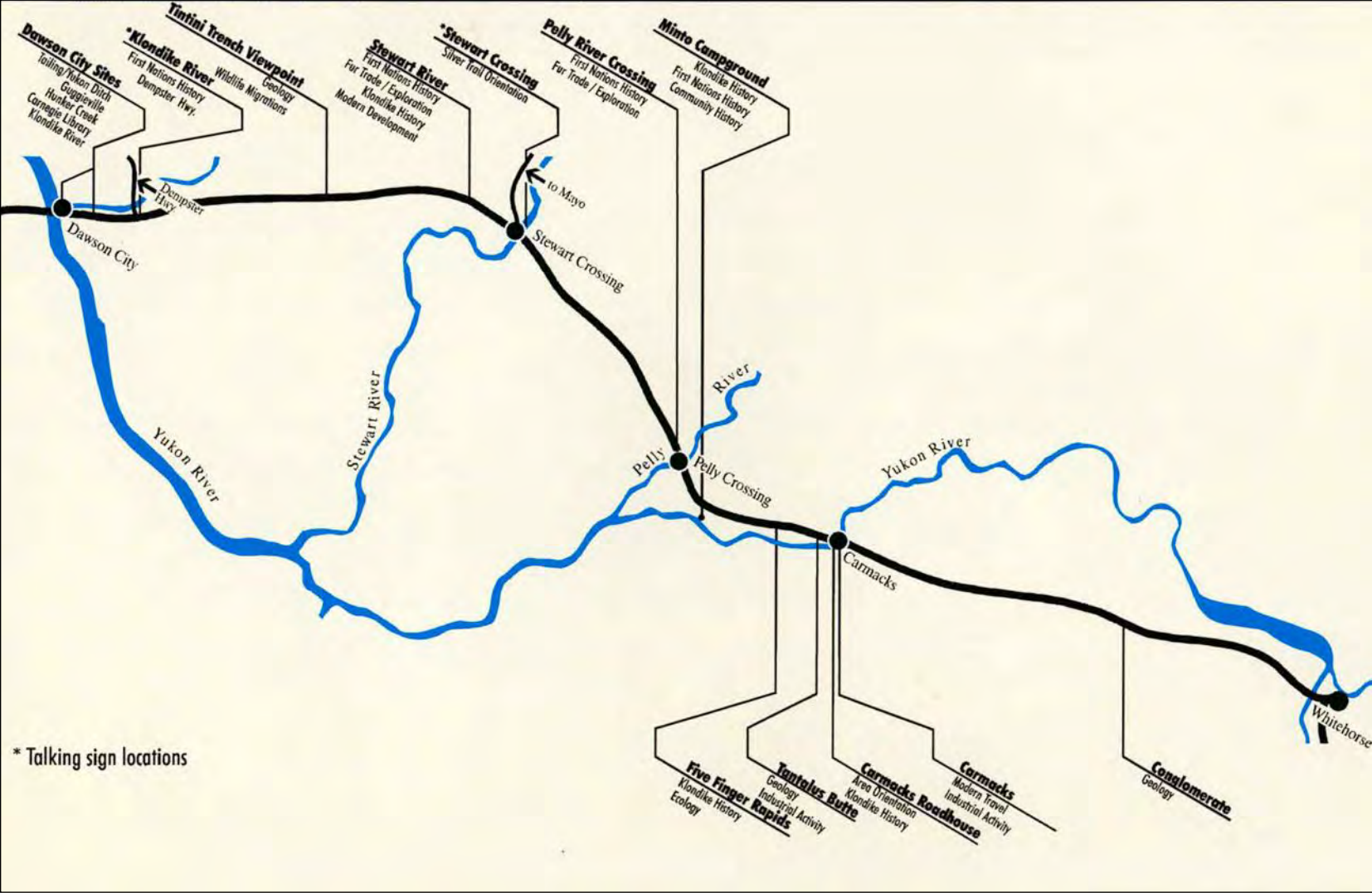
1. permafrost
2. river morphology

#### Ecological Characteristics

1. ecoregions
2. fire ecology
3. wetland ecology
4. boreal forest ecology 5
5. wildlife migrations

**Table #2**

Existing Corridor Interpretation



## 2. Analysis

The existing interpretation along the Klondike Highway (North) corridor falls far short of reaching its potential. In general terms, it seems disjointed, inadequate with respect to the theme potential, lacking in attractiveness due to design problems, in poor condition and not well supported in terms of associated site development. Many of these characteristics are dealt with in general terms for the whole of the Yukon in the program strategy report (Inukshuk Planning, 1995). However, it is important to address specifically some of these key assessments in the context of the Klondike Corridor.

### Disjointed

Interpretive signs along the highway are focused specifically on in situ resources. Many sites exemplify this specific site focus, such as the Conglomerate, the Montague Roadhouse, and the Tailings Piles. There has been little obvious attempt to select resources on the basis of links to other characteristics or features within the corridor. Thus signs seem to reflect a random scattering of stories chosen entirely on the availability of a resource. The visitor does not get a sense of the general context of the landscape and its history, but rather encounters isolated sites such as a rock remnant or an old roadhouse. It is critical, as noted in the previous study, to provide regional context sites that will give the overall story some identity and provide a linking of individual site interpretation to a larger story. In this way sites like the Conglomerate can be put in the larger context of major land forming processes for the visitor, providing at least some introductory understanding. As identified in the strategy report, this need for regionally focused highway sites is high priority.

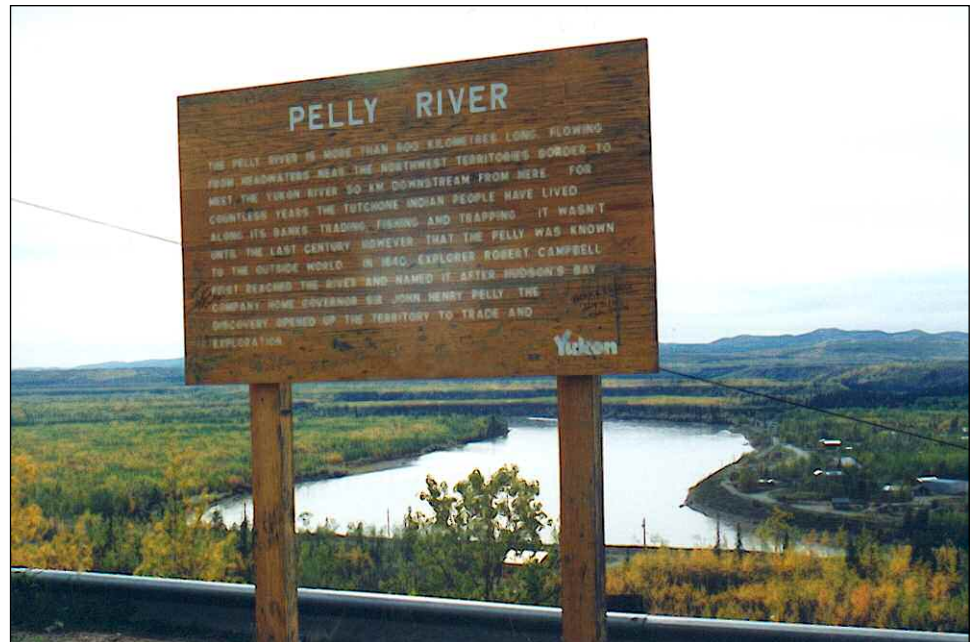
### Inadequate Theme Representation

Opportunistic sign development generally leads to an imbalance of theme representation. Some interpretive themes are not built on the obvious artifacts of the landscape, but on more subtle connections to the places and people of the area. Without a theme framework to guide the interpretive development, it is not surprising that the existing set of signs tends to focus on certain dominant themes, such as the gold rush, and undervalues other, such as First Nations history and natural history. At the same time, even themes that receive a significant amount of attention are not necessarily communicated in a thoughtful or comprehensive way. For example, there are aspects of the gold rush story that are not addressed by the current sign inventory that could effectively contribute to a more holistic understanding of this story of the land, people's exploitation of the land, and the change in societies as a result of this activity.

## Sign Contents

The actual sign texts reflect and contribute to the disjointed nature of the interpretation along the corridor. There is a feeling at some signs that because the sign is an isolated voice in the visitor experience, it must tell everything at once. Consequently, some individual sign texts include a variety of topics including landscape characteristics and processes, First Nations culture and settlement history all in space of 100 words (eg. Pelly River, see below). Such an approach lessens the impact and significance of the interpretive message. It is also confusing to the reader to have so many ideas presented in such a focused presentation. The result is reader dissatisfaction and disinterest.

Other signs with a similar range of subject matter attempt to achieve greater impact by more explanation on each topic. The result is increased text length (eg. Stewart River, see pg. 14). Such length is intimidating and discourages visitors from reading at all.



*Pelly River*

*“The Pelly River is more than 600 kilometres long, flowing from the headwaters near the Northwest Territories border to meet the Yukon River 50 km downstream from here. For countless years the Tutchone Indian people have lived along its banks, trading, fishing and trapping. It wasn’t until the last century, however, that the Pelly was known to the outside world. In 1840, explorer Robert Campbell first reached the river and named it after Hudson’s Bay Company home governor Sir John Henry Pelly. The discovery opened up the territory to trade and exploration.”*

## ***Stewart River***

*“The Stewart is one of the principal tributaries of the Yukon River, flowing more than 300 miles from headwaters in the Mackenzie Mountains and joining the Yukon River 70 miles above Dawson City.*

*The river was named by Hudson’s Bay Company explorer Robert Campbell for his assistant James Green Stewart in 1849.*

*It was one of the first rivers in the territory to be prospected and gold was found on its bars more than 10 years before the Klondike Gold Rush. Many of its tributaries are also rich in gold and one of the first gold mining dredges in the Yukon operated on the Stewart at the turn of the century.*

*Before the completion of the road system in the region, the Stewart River was the primary transportation route. Sternwheel riverboats like the Keno and the Vidette serviced the river communities, transporting passengers and supplies. When the silver mining industry began to develop in the 1920’s the bags of silver ore were shipped from the town of Mayo to the mouth of the Stewart. There they were transferred to Yukon River boats and taken to Whitehorse or Dawson for shipment to the outside world.*

*The river also has another important use. During the summer months when the salmon are running, the native people of the Stewart River Valley move to fish camps along its banks, as they have done for countless years.*

*Although the section of the river is fairly gentle and placid, its upper portion can be quite treacherous. The rugged country which surrounds the upper stretches of the river has been an important source of furs for years and many people still trap in the area.”*





The above examples illustrate not only the problems of specific sign content, such as the number of loosely connected ideas, the unemotive writing style, and the need for better regional context for stories, but also demonstrate problems created from a lack of overall planning. For example, noted below are elements of inconsistency or duplication/repetition between the two sample signs:

- the measure of kilometres (written in full early in the paragraph and abbreviated in a later reference) used in one sign while miles is used in another.
- the river length, origin and confluence as well as the reference to Campbell and the naming of the river repeated in both signs.
- the sign titles themselves, underlying the focus of interpretation are boring and repetitious

It is absolutely fundamental to maintain standards of good writing in the development of interpretive signs. The text must be engaging, interesting, readable, and convey a single central thought. A good sign text of approximately 100-150 words can only effectively deal with a single theme. In the same way that a paragraph of good writing is built around a central idea, so a sign text must be created with an engaging and well articulated focus.

### **Attractiveness**

The existing signs on the Klondike highway (North) corridor are generally unattractive and do not create visitor interest and excitement. The wood character of the signs can be effective and is consistent with the environment in which they are located. However, the signs generally exhibit large blocks of type, usually consisting of all upper case letters. The text is frequently too long for such a presentation and there is generally poor use of space in the sign design. All of these factors detract both from the attractiveness of the sign and from its readability. These issues were clearly identified in the system framework study, and recommendations were made to develop higher quality signs according to industry standards.

### **Condition**

The condition of many of the interpretive signs along the corridor is poor. In general terms, the corridor has not received significant recent attention with respect to new sign development and improvement of longstanding sites. There are exceptions to this general statement, but the selection of this corridor as the first for interpretive planning and upgrading is, at least in part, a recognition of the state of the infrastructure.

## Site Development

Site development is a critical factor in the attractiveness and effectiveness of interpretive site. Comparisons within the highway corridor can demonstrate how important this is. Consider the difference between Five Finger Rapids site and the Tintina Trench site. Both are attractive viewpoints with important stories to tell. Both are reasonable size and can accommodate a reasonable number of visitors. The Five Finger Rapids site, however, is shielded from the highway, provides basic support facilities such as washrooms and viewing platform and has been designed to be a pleasant stopping point. The Tintina Trench site relies entirely on its magnificent view for its appeal, since the site itself is unattractive. No support facilities and no opportunities to disengage people from their vehicles and engage them in the view have been created. A great opportunity is being missed. The success of interpretation depends to a certain extent on the focus the visitor brings to the interpretive site – in this case, reading a sign and taking in a view. If the facilities are not available to remove the visitor from the distractions of the highway and the demands of vehicle travel, then the potential impact of interpretive communications will be diminished.

However, the site developments do not have to be major, examples being the Conglomerate site and the Stewart River site. In each case, the focus of the site is more immediate, intimate, and smaller scale. The site is not intended to support significant numbers of people at any one time, nor are people expected to stay for a long period of time. The design of the Conglomerate site provides some separation from the highway yet is convenient and inviting as well as focused on the interpretive story. The Stewart River site, on the other hand, suffers from lack of attention to site development details. The site is open to the highway, appears unattractive and is not recognizable as an interpretive site. Furthermore, it does not provide an effective focus on the resource that is the basis of the story – the river – which is largely obscured. Although in reality very close and intimate, it seems removed from the visitor.

# ***Klondike Corridor Interpretation***

---

## **1. Highway Units**

Interpretive planning for the Klondike Highway requires some geographic basis upon which to overlay the thematic framework previously discussed. The corridor is not a single entity traversing a relatively uniform landscape system. Rather, it crosses a variety of landscapes, each with its own ecological characteristics and human stories to tell. Therefore, dividing the highway into units that will focus the visitor's attention on the dominant features of that sector of the route will help to link the interpretive stories to be told. Visitors will be able to comprehend and appreciate the messages better if the signs bear a logical definition of their relationship to each other and to the landscape visitors see as they travel.

The highway has been divided into four sectors as follows:

### **Yukon Heartland**

This sector of the highway extends from km 191, at the junction with the Alaska Highway, to km 320, near the Nordenskiöld River wetlands, just south of Carmacks. The landscape along this sector is typical of the Yukon Plateau with glacially rounded and rolling hills separated by broad valleys, dissected by many rivers and creeks, and dotted with numerous lakes.

Directly linked to the Whitehorse area and the Yukon River, this accessible area has long been a heartland of human activity. First Nations people lived and traveled throughout the region, and modern day activities are similarly widespread. Agriculture, forestry, settlement and transportation all play a significant part in the ongoing land use patterns seen today.

The Yukon Heartland highway sector is dominated by this human story of living on the land. It is a story of the past and a story of the present.

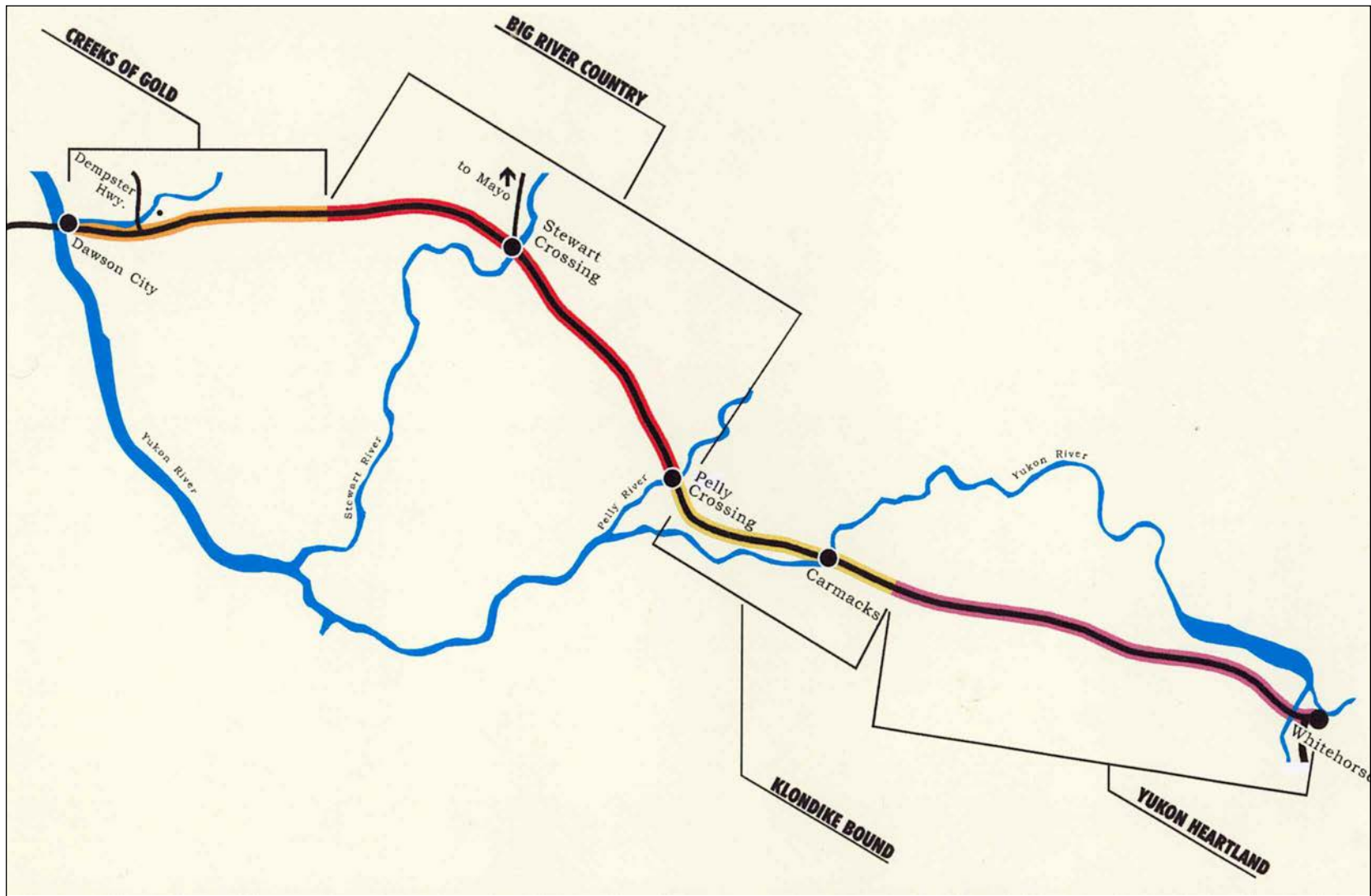
### **Klondike Bound**

This sector of the highway extends from Montague Roadhouse in the south (km 323) to just past Minto in the north (km 435).

This sector is the modern highway traveler's exposure to the heart of the Gold Rush route along the Yukon River. For this short distance, the highway parallels the river offering views of the valley and the river itself. Not only can the Klondike travel route be identified, but there is an opportunity to appreciate the landscape, its evolution and the impact it had on the people who traversed it.

Both the overland route and travel by water to the Klondike gold fields are major stories here. Added to this focus are some significant landscape themes.

# Klondike Highway Units



## Big River Country

North of Minto, the Klondike Highway rises out of the Yukon River valley and traverses a vast land of large plateaus deeply cut by major river valleys including the Stewart and the Pelly. The Tintina Trench, a straight, deep valley formed by a large fault and oriented in a northwest to southeast direction, is also a major landscape feature. The Trench is important to species such as the sandhill cranes as part of their migration route during May and September. The area is rich in wildlife and therefore has historically been an important area for the Selkirk and Nacho Nyak Dun First Nations. This characteristic was also significant to the early Euro-Canadian travelers and traders who visited the area and established trading opportunities with the resident people.

The stories in this sector are dominantly landscape stories and include the early human presence that was part of the ecological character of the region.

## Creeks of Gold

The final highway sector extends from north of the Tintina Trench viewpoint (km 660) to the community of Dawson City. The dominant story here is that of the Gold Rush. Why is there gold here to begin with? What were the circumstances that led it to become such a major event? Who came? How did the activity of the gold seekers and other seeking to take advantage of the event, both depend on and influence the environment in which they found themselves?





## 2. Media

Interpreting the stories of the Klondike Highway corridor has been the subject of a vast array of media targeted at a wide audience over many years. Film and video programs, radio programs, stage productions, books, pamphlets, educational materials, posters, exhibits, artwork and even the internet have all contributed to communicating the character, events, and people of this portion of central Yukon. Any plan for interpretation along the corridor must acknowledge this wide spectrum of participating media associated with the task, but also seek to establish a particular niche for the media and stories most suited to onsite use along the highway itself.

It is being on-site that is the fundamental determining factor in the selection and utilization of this media. Being there is an

important advantage. Visitors can understand the stories and associated feelings and appreciate a wide variety of environmental influences much better while on location than they can from afar. The direct contact with the site, the environment, the feature, or the object, heightens the learning opportunity.

On the other hand, being on-site also imposes some practical limitations on the interpretive opportunity. A remote site with transient visitors lessens the practicality of personal interpretive services. Utilizing a number of widely spread sites reduces the comprehensiveness of the story, since contact with all of them by any one individual is seldom achieved. Also, the amount of information that can be successfully conveyed is influenced by a host of factors including available time, inclination, and attraction to the site.

## Signs

The focus of this plan - the interpretive sign - is accepted as an effective tool in on-site interpretation for areas of reasonably high traffic but low concentration of numbers at any one point in time. It can be a cost effective means of attracting visitor attention and providing succinct information. It is an accepted form of interpretation that reaches a wide variety of user types. Although it does not provide the opportunity to convey a great amount of detail, it can be situated in such a way as to complement the direct on-site experience, and thus provide significant insight into the theme being conveyed. Like all interpretive techniques, it is not a single solution to the objective of visitor education, but it is a strong component that can be very effective.

## Radio Frequency Messages

The use of the 'talking signs' is seen by some to be a highly desirable and underutilized media. There are a number of very compelling reasons for such support. In the first place, there is an opportunity to create and communicate a very personal message in a medium that is widely accepted. Secondly, it adds to the potential character of the message by being able to convey moods, sounds, drama and music that are not possible in the written word. For example, the use of native language and songs could be important features of effective interpretation of First Nations culture within this medium. Thirdly, the message can be of greater depth than the capacity of a physical sign allows, and the medium is flexible and able to be changed as frequently as desired, accepting the cost implications of message development.

Drawbacks to the system include: the costs to develop and maintain the system; the range of the message; and, the importance of immediately capturing the attention of the visitor to tune to the appropriate location on the dial and receive the transmission. Failure

to connect with a visitor trying to receive the message leaves the visitor frustrated and less likely to try again. The other major drawback is that unlike physical signs, there are no on-site advantages. The visitor remains in a vehicle and continues to drive while the message seeks to connect them to a world and experience removed from that vehicle.

While these advantages and disadvantages can be identified in general terms, there is virtually no documented evidence of the actual success or failure of this media for situations such as that of interpreting the Klondike Highway. The more common use of delivering road condition information or commercial service advertising may be more widely documented but may not be good comparisons when evaluating effectiveness for interpretive programming. Without some thoroughly tested pilot projects, it would be a significant risk of funds and energy in a media that had little proven track record. However, testing and documenting the usefulness of this media could make an important contribution to interpretation in

the territory. Suppliers should be encouraged to demonstrate the effectiveness of their product through such carefully conducted pilot studies.

To improve the balance between advantages and disadvantages, it is recommended that such messages could be made available at major interpretive sites where they could be used to augment physical signs in the communication of a story through an entirely different approach. For example, the Lake Laberge Viewpoint site could have an interpretive program available through this media that people could tune into while they were at the site.

Surveying visitor use of the system would be made extremely easy through this approach, with a brief interview upon exiting from the site. Although not specifically identified within the context of the subsequent plan components, a number of major sites in this highway corridor could be used for such 'talking sign' development. They are: Lake Laberge Viewpoint, Montague Roadhouse; Yukon River; Pelly Crossing; Stewart River; and Dawson City Entrance.

## Print Media

A wide variety of print media could, or already does, contribute to the enjoyment of the corridor for many visitors. Many books and pamphlets on the Yukon, its resources, people, and the events that have been the backbone of its development have been produced for the visitor to use in his or her attempt to better know and appreciate the territory. Although there is no specific highway corridor guide, the Milepost provides a skeleton look at the interpretive sites along the corridor.

There is a significant opportunity here for the development of a comprehensive highway corridor guidebook that encompasses all aspects of the themes along the corridor. Rather than having a single focus, as is the case with the wildlife viewing sites booklet, a comprehensive and integrated look at the corridor could be a strong complementary media to the on-site sign interpretation along the corridor. As with much of this type of interpretation, it represents an opportunity for private initiative and is not recommended as an element of any government agency contribution to corridor interpretation. It is beyond the scope of this plan or the agency to develop this media concept further at this time.

## Tapes

Cassette tapes are a blend of the “talking sign” and print media. They are as transportable, informative and accessible as print media. They have a souvenir quality to them and can provide a diversity of approaches to conveying the stories of the area – in song, story, narrative, interview, conversation, etc. They can be used in conjunction with print material or with physical signs at specific sites, and are thus able to contact visitors while travelling, or at specific sites. Like the possibility of a comprehensive interpretive guidebook for the corridor, this media is well-suited for private initiative. Government agencies are not well-suited for delivery of such products where distribution and purchasing by visitors is needed to provide this interpretive opportunity.

### 3. Signs Types and Locations

#### Sites Proposed for Deletion

A few sites that have been utilized in the past as part of the interpretive sign program for the Klondike Highway (North) are not included in the list of proposed sites. Specific circumstances related to these sites are worth noting in the context of this plan. Each site is named below with a brief explanation as to why it has not been included in the interpretive plan for the Klondike Highway Corridor.

#### Lake Laberge – Deep Creek Campground

##### Themes

##### **The Environmental Stage**

Environmental Foundations:  
– climate

This is a site of a former Heritage Branch interpretive sign, which was removed some time ago. In keeping with the highway orientation of the Heritage Branch sign program, this site is more appropriate to other agency development and use. Plans are in place for a more extensive interpretive development at this site. A cooperative venture between Renewable Resources and the local First Nation will interpret the proposed stories of First Nations history and access to the gold fields, and the status of the Thirty Mile River as a Canadian Heritage River.

While the site is removed from the highway it is located in conjunction with a major visitor facility and provides some profile to the site. The interpretive opportunity at this site is also important because it takes advantage of first hand access to Lake Laberge which is an attraction for day users as well as campers. It is one of the very few accesses to Lake Laberge.

#### Carmacks Roadhouse

##### Themes

##### **The Human Story**

Community Development:  
– community history  
– transportation  
Gold Rush:  
– travel

The Carmacks Roadhouse has been taken over as a community initiative. The village of Carmacks is planning to restore the building for interpretive purposes, and at the same time develop a visitor information centre on the theme of transportation history. The community's location at the crossroads of the water transportation route, the overland route and the Klondike Highway is the basis for this theme selection.

There should remain a strong link between the highway interpretive sites addressing the same theme, and the community based visitor facility.

## **Tantalus Butte**

### Themes

#### **The Environmental Stage**

Environmental Foundations  
– geology

The Human Story: Modern Development – industrial activity. The Tantalus Butte sign itself should be relocated to a new site because of the difficult visual relationship between the feature and the current sign. Alternatives were investigated along the Klondike Highway, but no suitable site was identified. Instead, its theme and the potential for a suitable site along the Campbell Highway make the relocation of this interpretive site to the Campbell Highway the preferred recommendation. While this will necessarily be assessed in the context of a plan for that corridor, removal of the Tantalus Butte sign from the Klondike Corridor seems appropriate.

## **Minto Campground**

### Themes

#### **The Human Story**

Modern Development  
– community history  
Gold Rush

– travel  
– people

#### **The Environmental Stage**

Ecological Characteristics  
– boreal forest ecology

The Department of Renewable Resources has turned over the Minto Campground to the Fort Selkirk First Nation. The Yukon Government is planning the imminent removal of the present interpretive signs at the site and has directed that this planning exercise not include this site among the corridor interpretive facilities.

The removal of this site leaves a major gap in the interpretive experience for highway travelers along the Klondike Highway. Besides the long and steep hike to the riverside at Five Finger Rapids, this site is the only place for visitors to directly contact the Yukon River. Such a personal connection to this major waterway and key link in the Klondike

story is very important in the overall interpretive experience of the corridor.

Therefore, this plan will seek to identify and alternative site where such access can be developed. It is recognized that such potential locations are not plentiful, especially considering the possible conflict with First Nations interests in the area. However, it would seem logical to work towards a joint venture with First Nations on the development of such a site that would satisfy the needs and aspirations of everyone – First Nations, government, and visitors. The Minto Campground site, because of its existing development and ideal location should not be excluded from such future discussions.



## Stewart Crossing

### Theme

#### Silver Trail orientation

This site has been developed as a Regional Orientation site for the Silver Trail, and it is the recommendation of this plan that it remains focused on that purpose. However, it does not serve the Regional Orientation function that other sites along the Klondike Highway corridor do because its message deals with the character and points of interest of what is essentially a ‘tributary corridor’. This situation is comparable to a sign in Whitehorse encouraging people to drive the Klondike Highway and providing some encouraging glimpses into the nature of the trip

Because of its ‘belonging’ to another corridor, it is appropriate that the graphic sense of the site be linked with the Silver Trail and not with the Klondike Highway, so that visitors will see it as another opportunity entirely separate from the highway corridor they have been following. For the purposes of the Klondike Highway, this site is not useful. It is not the purpose of this plan to develop graphic concepts for that corridor, thus recommendations regarding the redevelopment of the site should be undertaken within the context of a full study and consultation of the Silver Trail Corridor. It is suggested that considerable redevelopment reflecting the approach and scale of similar facilities in this present plan would be appropriate for that Corridor.

However, Stewart Crossing is a highly visible site with considerable local interest and involvement. Addressing the current state of the site will be important. Two options are possible. The recommended option is to relocate the signs to the opposite side of the highway, and integrate them into the access to the lodge site. This would place the signs on the appropriate side of the highway to connect with north-

bound traffic. Also, the kiosk and toilet facilities are considered an unnecessary operational cost, given the location of visitor service facilities at the lodge. The second option – a major site clean-up – should be considered an interim development only, and be chosen only in the absence of clear direction. If chosen, it should be discussed within the context of the Silver Trail Corridor plan. The kiosk should be removed and the outhouses should either be repaired or replaced with a screening wall separating the outhouses from the rest of the site. Modifications to the sign structure may not be necessary in the short term, but its effectiveness is limited by the angle of the sign enclosure and the support beams across the front which tend to keep visitors from approaching the sign and being able to read the information. A redesign of the entire site is highly recommended for redevelopment in the long term.



## Proposed Sites

Three interpretive sign types identified within the previously developed strategy report are considered appropriate within the Klondike Highway corridor. They are: regional orientation signs; site specific – highway signs (major); and site specific – highway signs (minor). It is the intent of this plan to utilize to the fullest extent possible the site locations for signs that currently exist, even if the signs themselves require upgrading or replacement from the perspective of condition, or theme and content. Site development is a significant undertaking and it is the view of this plan that effort should be placed in improving existing sites rather than attempting major new site development. However, it is not entirely possible to present the most effective interpretive program with only existing sites and some key additions have been proposed to fill very important gaps in the corridor system.

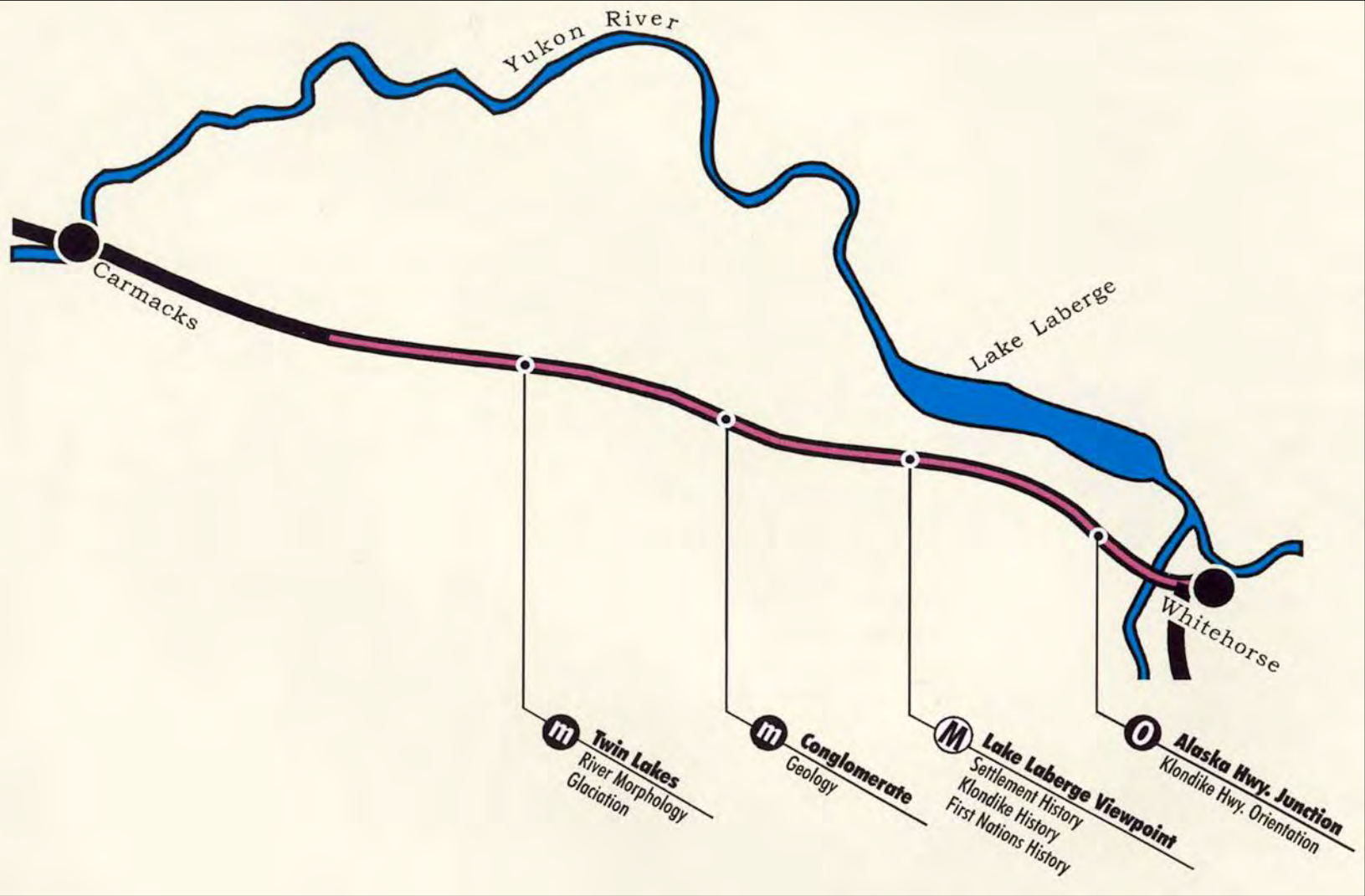
The proposals contained in this report have not had the benefit of detailed site review in the appropriate season (see Foreword). It is essential that these proposals receive detailed on site scrutiny prior to subsequent implementation steps being taken.

The sites identified in Table #3 are grouped according to the highway units described previously and are shown to be either existing or new. Existing sites may require significant upgrading in some cases but such considerations are discussed in the implementation section of this report. Existing sites not included in this list are: Carmacks Roadhouse – to be managed under a community interpretive program; and, Minto Campground – a site to be managed by First Nations interests in the area.

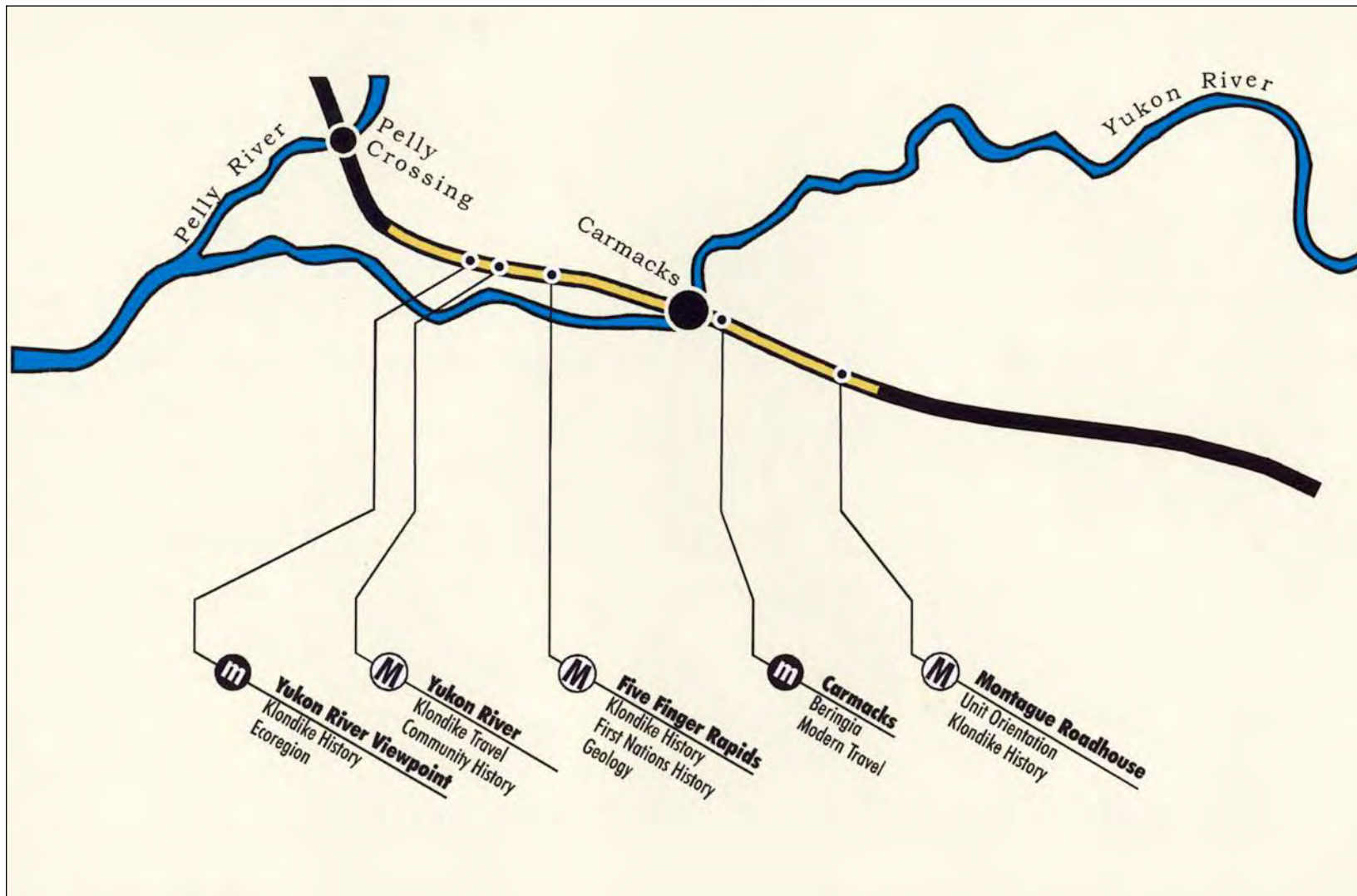
Site	Location	Type	Status
<b>Yukon Heartland</b>			
Alaska Hwy. Junction	km 203	H.O./Minor	new
Lake Laberge Viewpoint	km 221.5	R.O./Major	new
Conglomerate	km 298.5	Minor	existing
Twin Lakes	km 307.5	Minor	new
<b>Klondike Bound</b>			
Montague Roadhouse	km 323	R.O./Major	existing
Carmacks	km 355	Minor	existing
Five Finger Rapids	km 379	Major	existing
Yukon River	km 396	Major	new
Yukon River Viewpoint	km 397.5	Major	new
<b>Big River Country</b>			
Minto Uplands	km 438	R.O./Minor	new
Pelly Crossing	km 467	Minor	existing
Willow Creek Valley	km 484	R.O./Major	new
Crooked Creek Valley	km 517	Minor	new
Crooked Creek Canyon	km 524.5	Major	new
Stewart River	km 555.5	Major	existing
Gravel Lake	km 625.5	Minor	new
Tintina Trench	km 658.5	Major	existing
<b>Creeks of Gold</b>			
Dempster Hwy. Junction	km 672	H.O./Minor	new
Klondike River	km 671.5	Minor	existing
Dawson City Entrance	km 688.6	R.O./Major	new
Dawson City Sites	km 705-718.5	Minor	existing
H.O. – Highway Orientation R.O. – Regional Orientation			

**Table #3**

# 1. Yukon Heartland Highway Unit

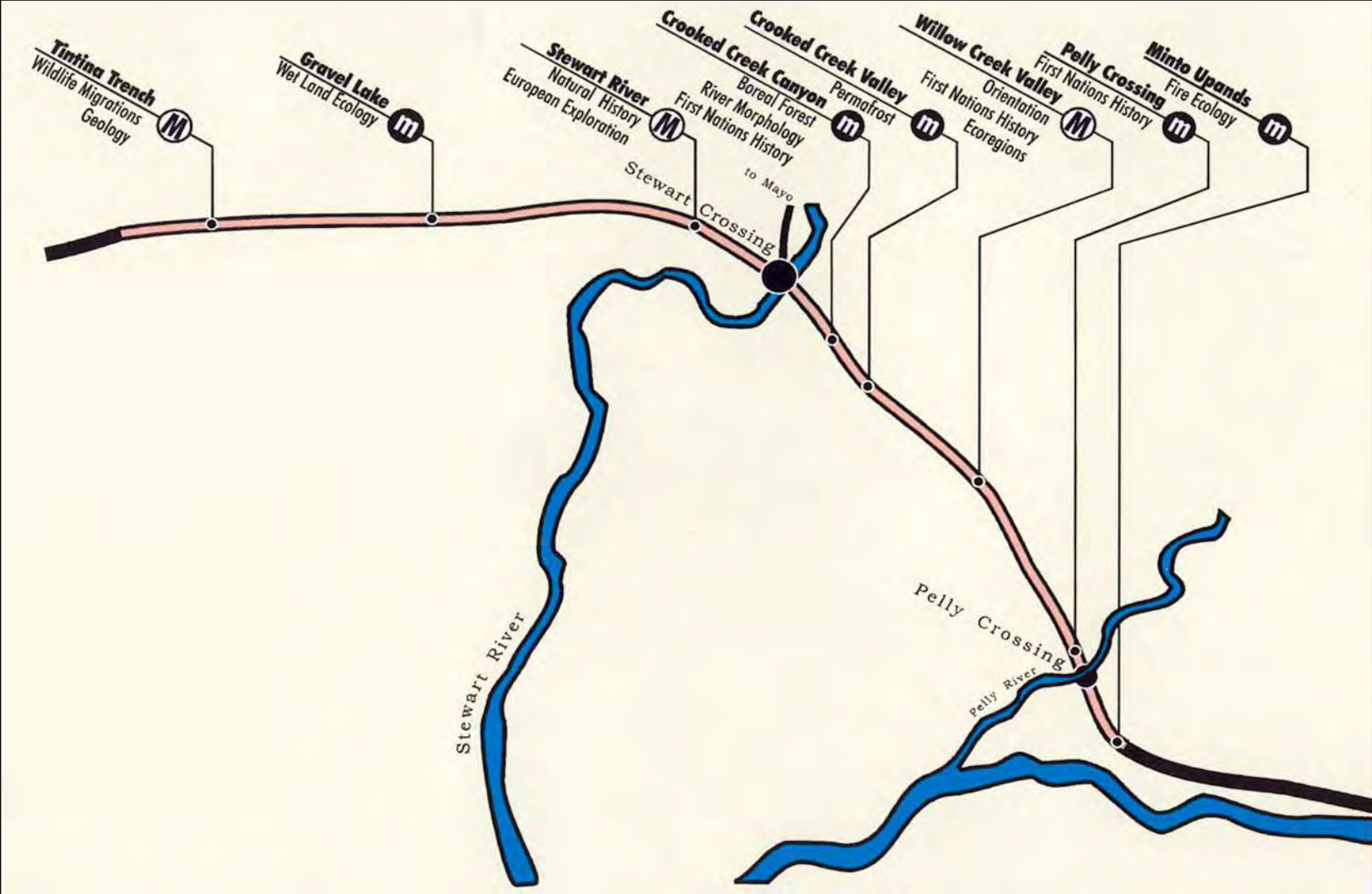


# 1. Klondike Bound Highway Unit



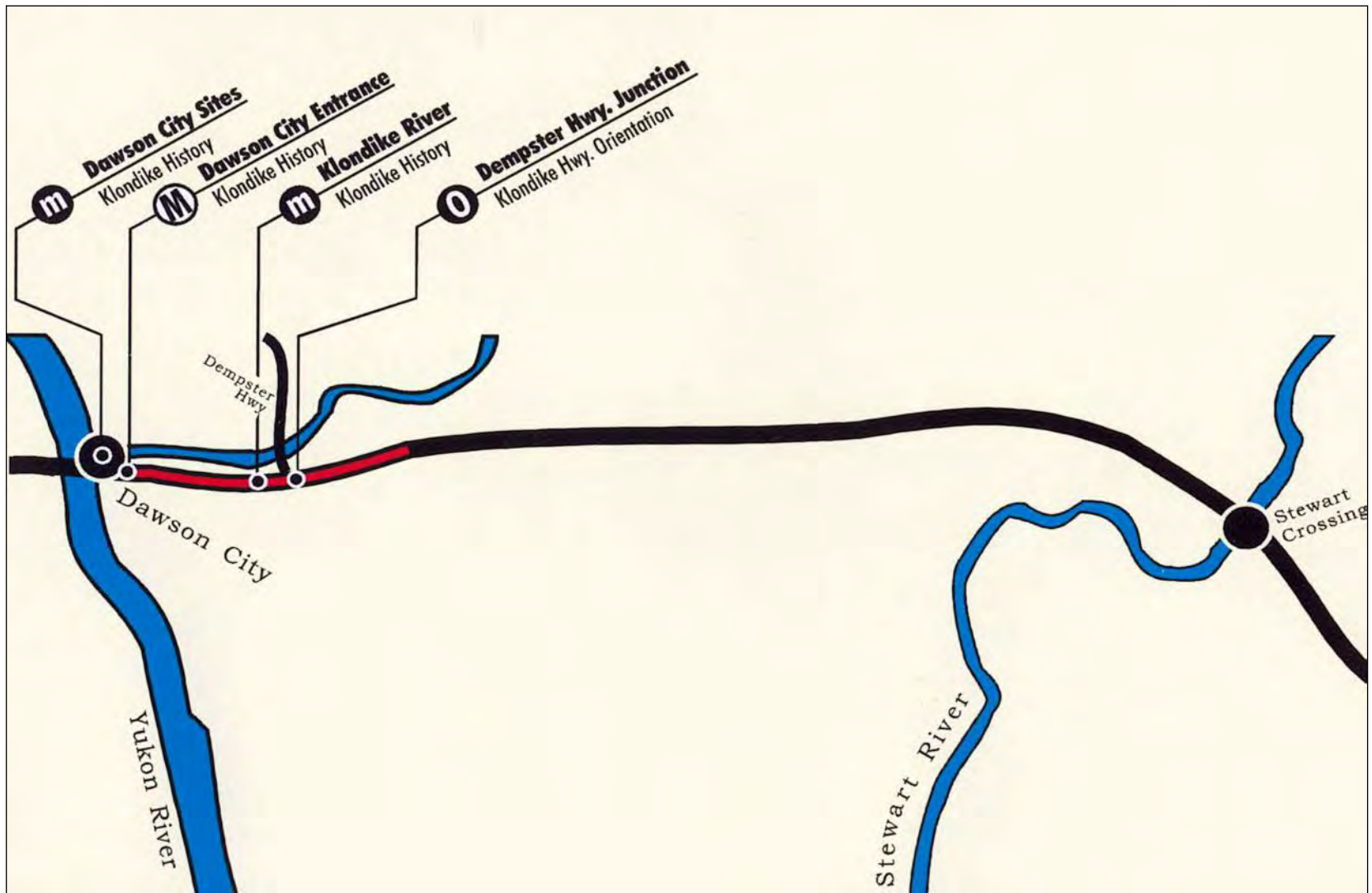


# 1. Big River Country Highway Unit





# 1. Creeks of Gold Highway Unit



## 4. Themes and Messages

### Yukon Heartland

#### Alaska Hwy. Junction

km 203; H.O./Minor; new

Themes: n/a

This site is intended to provide an overview of the Klondike Highway corridor and the interpretive opportunities along the way for visitors heading north towards Dawson City. While it was considered desirable to locate the site as close as possible to the junction of the Alaska and Klondike highways, conflict with Whitehorse traffic south of the Takhini River Crossing and the road alignment just north of the bridge necessitated the present proposed location. This location is safe and convenient and will serve the orientation function as well.

Visitors will not spend long at the site. In terms of site character, this will resemble a minor site where no significant facilities are present to encourage longer stays; however, a sign complex of three segments will be required to convey the message.

One sign panel will be a welcoming text describing the journey between Whitehorse and Dawson. The second panel will identify the four highway interpretive units and locate sites of interest along the way within each of those units. The middle panel will be a map locating the highway corridor in the broader Yukon context and serving to identify the units and sites ahead.

A similar site is proposed at the Dawson end of the highway, actually located just south of the Dempster Highway turnoff, to serve travelers heading southward along the corridor. These sites are intended for travelers going in one direction only, and will not be signed in advance in the opposite direction, nor will the sites be designed to accommodate vehicle access from the opposite side of the road.

### Lake Laberge Viewpoint

km 221.5; R.O./Major; new

#### Themes

##### The Environmental Stage

Environmental Foundations

- geology
- glaciations
- volcanism

##### The Human Story

Gold Rush

- travel
- people

Pre-Contact

- traditional lifestyles

Modern Development

- industrial activity

This site provides a significant opportunity to tell a number of stories related to the character of the unit as a whole from a potentially excellent vantage point. No site currently exists. A small pull-off for vehicles would provide access to a site where a variety of facilities would be provided including: an elevated viewing platform, washrooms, picnic tables and garbage disposal. Interpretive signs should be placed on the viewing platform. Site design should attempt to maximize the view while minimizing the height of the platform. The site is forested, but with selective clearing and the utilization of elevation differences, good views of Lake Laberge and areas north, east and west are expected.

This site is the major interpretive site in the Yukon Heartland unit and should therefore provide some context for other sites, as well as communicate stories specifically relevant to the view. Four stories should be communicated in separate signs:

1) A Landscape Story – the geological make-up (volcanics, faulting and glaciation) of the region and its relationship to mineral deposits. This may require more than one sign, depending upon how many and which aspects of the story are selected.

2) A Gold Rush Story – focused on Lake Laberge, this can be an introductory story dealing with the gathering of people and mustering of materials awaiting break up on Lake Laberge and the Yukon River. The story can also introduce the human element of who came, where they came from and how far they traveled to get there. A comparison to modern day travel would bring the story to life for those who have come a long way to get to this site.

3) A First Nations Story – focused on the relationship of people to the land and to other groups in this area prior to the coming of the early white explorers and traders (complementary to the Deep Creek Campground stories).



4) A Settlement and Development Story – this area supports a significant amount of human activity and resource use. First Nations history is an important theme in this area followed by continuing modern land uses including settlement, forestry, agriculture and tourism. There is also an opportunity here for a ‘talking sign’ utilizing the Robert Service poem, ‘The Cremation of Sam McGee’. A popular feature of Yukon character, this poem could be used as a starting point for an explanation of the climate of the region – especially the length of winter and break up of the lake. It would serve as a connection to the environmental determinants relating to the Gold Rush story.

## **Conglomerate**

km 298.5; Minor; existing

### Themes

#### **The Environmental Stage**

Environmental Foundations

– geology

The existing site and sign work well and should be maintained. The story is directly focused on the geological and landscape processes associated with the conglomerate formations.

Reports indicate that significant use levels degrade the site during the summer and that despite not wanting to encourage extended stays, washrooms should be provided.



## **Twin Lakes**

km 307.5; Minor; new

### Themes

#### **The Environmental Stage**

Environmental Foundations

– glaciations

Landscape Processes

– river morphology

A minor site could be developed in close proximity to the campground, but adjacent to and accessible from the road. This is an attractive site and the natural focus is on the lakes and their colour. It presents a suitable opportunity to discuss a water-related story. The drainage patterns of this highway unit can be described, as well as the impacts on this area of major landscape events in the distant mountain systems. The example of flooding caused by glacial action (Glacial Lake Champagne) could be described.



## **Klondike Bound**

Montague Roadhouse; km 323; R.O./Major; existing

### Themes

#### **The Human Story**

Modern Development

- industrial activity
- modern travel

Gold Rush

- travel
- people

#### **The Environmental Stage**

Ecological Characteristics

- ecoregions

This site is recognized as a potentially major interpretive site due to the presence of the site resources to the highway. First and foremost, the site is an opportunity to interpret the evolution of transportation history in this part of the Yukon beginning with the gold rush and extending to the present day. However, there are environmental relationships in this story, frequently overlooked, which could be an effective addition to the interpretation at this site. Some understanding of the determining characteristics of the environment – terrain, vegetation, wildlife and climate – could contribute to the visitor’s appreciation of the need for such facilities, the frequency with which they were constructed along the route, and the difficulties of maintaining such a facility, as well as the impacts of the evolution of transportation systems on that environment. A series of signs could be used to address this range of subjects.

1) an overland travel route story – as outlined in the sign text recorded for the site.

2) a roadhouse operation story – people providing this service and conditions and hardships accompanying it.

3) an environmental obstacles story – some of the problems experienced in overland travel in this area.

4) an environmental impact story – how this area has adapted to the expansion of human activity and development

All interpretation at the site should be developed to complement proposed interpretation at the Carmacks Roadhouse and at the new community-based visitor information centre. In fact, visitors to the Montague Roadhouse site should be encouraged to visit the Carmacks sites for a more in-depth treatment of the transportation themes. This will be important since the majority of the visitors to the site will be traveling north and will encounter the Montague site first.





## **Carmacks**

km 355; Minor; existing

### Themes

#### **The Human Story**

Modern Development

– industrial activity

– modern travel

– community history

Fur Trade/Exploration

– activities

– people and places

Pre-Contact

– traditional lifestyles

The existing signs contribute to a variety of themes, are in relatively good condition, and should be maintained. The story is regional in nature and covers a broad span from early First Nations activity to today's modern travelers. Signs should not be repeated at different sites. Two of the signs at this site were also recorded at the Tantalus Butte site, but they have been temporarily removed for the latter. The Carmacks site is considered to be the more appropriate of the two for 'The Campbell Region' and the 'Traveling the Campbell Highway' signs.

An additional sign could be added to the Carmacks site to tell the Beringia story.

The Carmacks site could also serve as a Community Information site due to its location. However, adding this function would require a significant redesign of the site to incorporate the necessary variety of sign types and objectives, while making the site both appealing and functional.

## **Five Finger Rapids**

km 379; Major; existing

### Themes

#### **The Human Story**

Gold Rush

– travel

Pre-Contact

– traditional lifestyles

#### **The Environmental Stage**

Ecological Characteristics

– ecoregions

The Five Finger Rapids site is a significant rest stop with both a destination for a short walk and other facilities to encourage those not interested in the hike to the rapids to stay and rest a while. The interpretation presently provided at the site is strongly oriented towards those interested in the hike. Some opportunity to convey a complementary story concerning the river and the rapids, for those remaining at the viewpoint, would be valuable. An environmental focus could be used to link the story back to the conglomerates and also to indicate how landscape characteristics determine the human response in meeting challenges to use of the area. Three signs are envisioned which could be incorporated into the viewing platform that currently exists. One sign could focus specifically on the geological link between this site and the Conglomerate site. A second could address the relationship between environmental factors and human activity, namely the rapids and the river transportation story. A third could focus on the First Nations relationship to the site and incorporate the legend of the crow's fish trap.

## **Yukon River**

km 396; Major; existing

### Themes

#### **The Human Story**

Pre-Contact: traditional lifestyles

Modern Development: community history

Gold Rush: travel; people

#### **The Environmental Stage**

Ecological Characteristics: boreal forest ecology

Connecting the highway traveler with the Yukon River is a critical component of the interpretive strategy for this corridor. The river is central to so many of the themes within the framework, such as pre-contact history, fur trade and exploration, and the Gold Rush, that to miss the opportunity to connect the traveler with the river would be a huge loss. However, respect for the on-going use by First Nations peoples of areas that have traditionally been important is also a significant consideration. The proposal for this site must be discussed with the local First Nation to reach acceptable agreement on this development, or an alternative which could meet the desired interpretive objectives.

A major site is proposed where access to the river can be provided. This may require some minor road development and site work but is a high priority for achieving the interpretive objectives of the corridor. Specific site identification has been impossible at this time due to seasonal access restrictions. The site is proposed to work in concert with the Yukon River Viewpoints site (see next description) and will be in relatively close proximity – just south along the highway. The proposed location would be reached by a short access road joining the highway at the lowest elevation just south of the Yukon Crossing road.

The site could be used as the focal point of a day use area for visitors including facilities as required for picnic sites, garbage cans and toilets. A short trail along the banks of the river would also be an important addition to the site. Interpretation at this site should be targeted at highway travelers as opposed to river travelers. All devel-

opments in this area must be sensitive to the needs of First Nations people to maintain their normal activities uninterrupted.

The themes addressed by the signs currently located at the Minto Campground are appropriate and could be extended in the development of the Yukon River site. This site would be a significant opportunity for highway travelers to contact the Yukon River at a location removed from the main highway. It is important that the stories here engage people directly, be personal, and bring the character of this site alive in the mind of the visitor. This is not the place for facts and dates, it is the place to connect with the emotions of life in the wilderness of the central Yukon and on the trail to the Klondike. Personal stories may be an effective means of achieving that connection.

A series of four signs is proposed:

- 1) a community history story – underscoring the importance of settlement and human activity in this area over a long period of history including the history of Minto
- 2) a travel story – connecting this site with the travel corridors between Whitehorse and Dawson City and appreciating the nature of those routes
- 3) a personal story – utilizing an event of personal significance in the area that links the visitor to the other sign stories
- 4) an ecology story – utilizing the peregrine story and linking their presence to habitat and food sources

## Yukon River Viewpoint

km 397.5; Major; new

### Themes

#### **The Human Story**

Modern Development: modern travel

Gold Rush: travel

#### **The Environmental Stage**

Landscape Processes: river morphology

Ecological Characteristics: ecoregions

This site presents an appealing view of the Yukon River valley. The location of this viewpoint is at the height of the valley wall adjacent to where the highway regains its upper level route north of the Yukon Crossing. A safe and direct routing of the proposed access to the site can be identified once the site is free of snow. The site will likely benefit from the addition of a ground-level platform along the edge of the embankment to focus the attention of the visitor and provide a measure of safety to the viewing area of the site. Since this site is scenic and a desirable stopping point, toilets and picnic tables should be provided as well.

A series of four signs could be placed on the viewing platform:



- 1) a Gold Rush travel story – the travel routes, both by river and overland, visible from this location; distances traveled and barriers to travel
- 2) a tourism story – modern day retracing of the historic water and overland travel routes of the Yukon; tourism is a fundamental component of the Yukon economy
- 3) an environmental story – the Yukon river and its ecology
- 4) a First Nations story – the importance of this area to the First Nations people in the past and in sustaining their culture in the future.

## **Big River Country**

Minto Uplands; km 348 ; R.O./Minor; new

### Themes

#### **The Environmental Stage**

Ecological Characteristics

- fire ecology
- boreal forest ecology

In 1995, a major fire passed through the area straddling the Klondike Highway adjacent to and north of Minto. This site provides a significant opportunity to discuss the nature of forest fires in the Yukon and their role in this type of ecosystem. Two signs would be appropriate, one focusing on a close-up view of the fire impact and regeneration, the second discussing the broader ecosystem relationships of fire.

The location of the pull-out is critical to the achievement of a suitable connection with the fire environment. Some opportunity to provide good connections to both the specific and general aspects of fire is seen as highly desirable, but identifying sites has been difficult. Each of four different locations has certain drawbacks and a careful evaluation of these sites in summer conditions is needed. The preferred site is at the crest of the hill on the highway just past Minto. This site provides an exceptional opportunity to view the extent of the fire over a large area to the south and the east, and at the same time provides direct access to the impacted forest. A short trail and lookout in association with the pull-off would be an asset to the interpretive experience. The other three possible locations (km 425, 440.8 and 445.9) offer good direct access to major fire areas, but have limited opportunities to create an impression of the magnitude of this ecological process.

## **Pelly Crossing**

km467; Minor; existing

### Themes

#### **The Human Story**

Pre-Contact – traditional lifestyles

Fur Trade/Exploration – activities

#### **The Environmental Stage**

Ecological Characteristics – ecoregions

This site offers a good view and is an excellent opportunity to connect with highway travelers. While it can be viewed as a minor site with respect to facility development, it may be appropriate to deal with more than one story. Hence, three signs are proposed. The site should have a First Nations history focus. One sign should deal with the traditional connection to the land and dependence upon what the land provided. The second should identify change – how new people, new ways and new relationships have altered the ways of the past. There is a sense of the land at this site that other more intimate sites do not provide and that sense is valuable in conveying this story. It is important also, that this site complement any other First Nations interpretive initiatives such as the proposed cultural centre and serve as an encouragement to visitors to visit the facility. The third sign could deal with the river in a geographical context – its significance as a major river within the territory and the resulting major role it has played in the human development of the territory as a whole.

The site would benefit from some minor landscaping improvements, but the most significant consideration would be the relationship between the signs and the existing cairn and how the two will work together. Vandalism, along with regular wear, has led to the recommendation that the existing sign be replaced. This provides the opportunity to change the focus of the interpretive story.

### **Willow Creek Valley**

km 467; R.O./Major; new

#### Themes

Pre-Contact (both)

Exploration/Fur Trade (both)

Environment – ecoregions

This site utilizes an existing gravel pit access as the highway turnoff. Beyond that, new development is required. To the north, immediately after the exit from the highway, a parking area could be developed on an upslope grade. The interpretive site would be developed just beyond the parking area to take advantage of a broad view across the highway over a wide expanse of the Willow Creek Valley.

The primary purpose of this site would be to provide orientation to the Big River Country highway unit. The site would emphasize the distance from the Klondike access corridor and the connection with the expansive wilderness of the central Yukon. Natural environment and First Nations themes dominate in this area and should be the focus of the interpretive signs at the site. Because the site takes advantage of a natural viewpoint, it should be developed as a significant opportunity for visitors to stop and enjoy the site. Picnic and service facilities should be provided. Investigation of the site in the summer season would allow the determination of whether a ground-level platform would help to make the best use of the site.

### **Crooked Creek Valley**

km 517; Minor; new

#### Themes

#### **The Environmental Stage**

Landscape Processes – permafrost

Ecological Characteristics – the boreal forest

This site is a minor site selected and developed to focus on permafrost and the effects it has on the landscape. A small pull-off area on the east side of the highway is all that is required, but its location relative to the site features is critical.

This particular section of road is consistently impacted by permafrost and creeks, with very visible effects that visitors will appreciate. The link between the condition of the road surface and the dramatic change in vegetation contributes to the effectiveness of this story at this ideal site-specific location.





## **Crooked Creek Canyon**

km 524.5; Major; new

### Themes

#### **The Environmental Stage**

Landscape Processes – river morphology

Ecological Characteristics – ecoregions

Ecological Characteristics – boreal forest ecology

#### **The Human Story**

Pre-Contact – traditional lifestyles

This site provides the opportunity to combine a number of environment related stories at a single site. It is an effective location, adjacent to an interesting and picturesque river environment, and offering the opportunity for a short trail to a riverside viewpoint. A set of four signs is proposed at the roadside site, with the possibility of an additional one along the trail.

- 1) an ecoregion context story – utilizing comparisons with other systems
- 2) & 3) two boreal forest stories – an in depth look at particular aspects of the boreal forest, such as a dominant vegetation species and common animal species
- 4) a First Nations story linking traditional activities to the boreal forest landscape
- 5) a river morphology story – utilizing the river site to demonstrate the relevant stage of river development

## **Stewart River**

km 555.5; Major; existing

### Themes

#### **The Human Story**

Pre-Contact

– traditional lifestyles

– traditional territory

Fur Trade/Exploration

– activities

– people and places

#### **The Environmental Stage**

Ecological Characteristics – ecoregions

The present site is inadequate for upgrading to serve the necessary functions at this location. The area is too small, has no facilities, has very awkward highway access, and lacks screening from the highway and access (both physical and visual) to the river. Developments to improve these site conditions are not possible within the limited area between the highway and the river at this location. It is recommended that the existing site be closed.

A new location is proposed just north of the existing site that would have two access points, one south, one north of a gentle bend in the road alignment about 1 km from the existing pull-off. This access road would lead to a parking area, and beyond the barriers of the parking area a day use site would be developed along the river. The site would have picnic tables and a trail along the river bank. Garbage cans and toilets would also be provided. Interpretive signs would be developed and located where site clearing provided good views of the river. A set of three signs are proposed:

- 1) a First Nations Story – drawing on a regional context
- 2) a fur trade story – focusing on the transition between lifestyles of very different backgrounds
- 3) an ecology story – identifying the dominant ecological characteristics of the region and identifying specifics to be watching for

## Gravel Lake

km 625.5; Minor; new

### Themes

#### **The Environmental Stage**

Ecological Characteristics

- wetland ecology
- boreal forest ecology

This minor site should take advantage of a clearing at the south end of the lake which provides views of the lake and mountains beyond. A short trail along the lake shore would be an asset, and toilet facilities are also required. Two signs could be provided. One should focus attention on the northern limit of pine tree occurrence found in this area and its northward migration trend. The second should interpret the wetland habitat and the common species of this good viewing site.



## Tintina Trench

km 658.5; Major; existing

### Themes

#### **The Environmental Stage**

Environmental Foundations

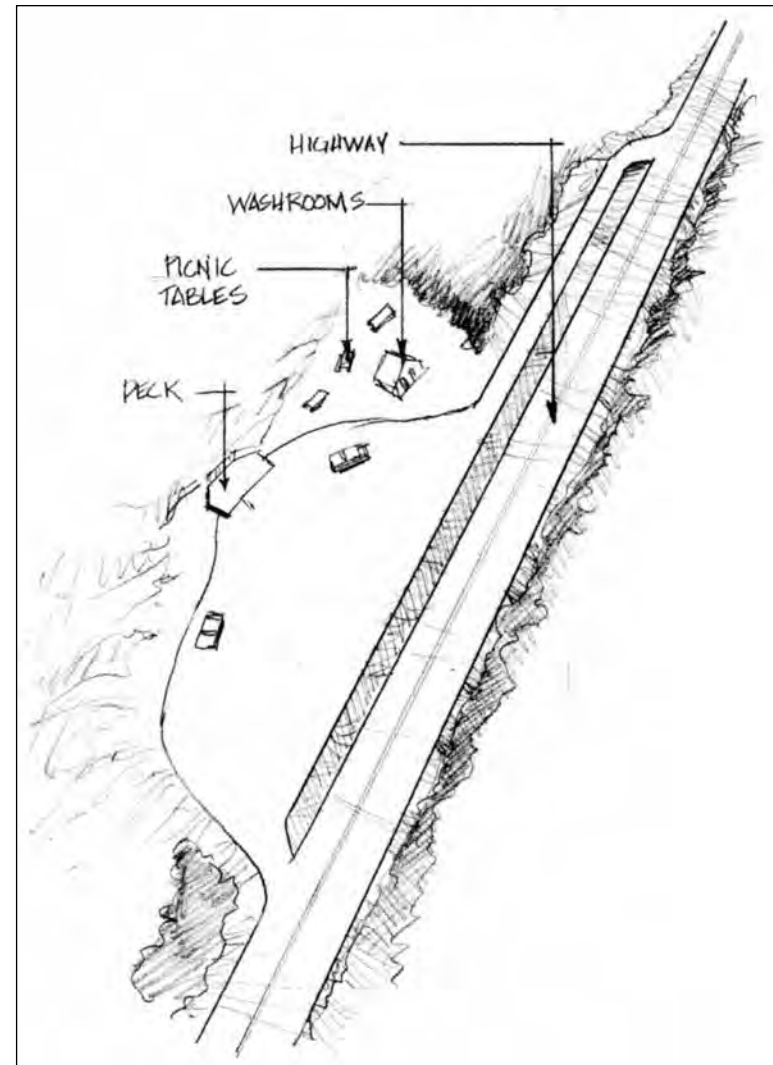
- geology
  - glaciation
- Ecological Characteristics
- wildlife migrations

This is a relatively large pull-out with an impressive view and one existing sign. The content focus of the sign is good and could be utilized in a redeveloped site; however, it will be more effective to revise the sign in keeping with the development. A ground level platform is desirable here to provide a focus at the edge of the site, and to extend the view space safely to its best advantage. A series of three signs could be built into the platform design.

- 1) a geological story – the trench, its formation and characteristics
- 2) an ecoregion story – an explanation of the impact of landscape formations on human activity in the area
- 3) a wildlife story – the utilization of the trench as part of the sandhill crane's migration route

The layout of this site as well as redevelopment details concerning access, grading, etc. need to be addressed. Because this is a major site intended for use by a broad cross-section of highway travelers, the physical characteristics of the site must be improved (see sight concept plan). Elevation on the site relative to the road grade is critical if large vehicles are going to be able to exit the highway conveniently and safely. Currently the site slopes away from the road and lengthwise from the southern entry from the highway. Fill and grading will be required to reduce these restrictive slopes.

Access and egress points at the site are also critical and it is proposed that the site be designed on a pull-through basis with the more southerly access point being moved back down the highway some distance, and designed as a right-angled turn. Some form of barrier, preferably vegetated, between the site and the highway is also needed between the two entry/exit points. If access to the site from the south can be kept closest to the highway, then picnic tables, toilets and garbage containers can be added to the site between the access road and the escarpment. The viewing platform can also be incorporated into such an area.



## Creeks of Gold

Dempster Hwy. Junction; km 672; H.O./Minor; new

Themes: n/a

This site is intended to provide an overview of the Klondike Highway corridor and the interpretive opportunities along the way for visitors heading south towards Whitehorse. Visitors will not spend long at the site. In terms of site character, this will resemble a minor site where no significant facilities are present to encourage longer stays.

However, a sign complex of three segments will be required to convey the message.

One sign panel will be a welcoming text descriptive of the journey between Dawson and Whitehorse. The second panel will identify the four highway interpretive units and locate sites of interest along the way within each of those units. The middle panel will be a map locating the highway corridor in the broader Yukon context and serving to identify the units and sites ahead.

Three site locations were identified, but due to site conditions, a final selection will require summer time assessment. The preferred site is the most southerly one, while the other two are located at km 675.1 and 677.5. All options are located on the west side of the highway to serve southbound traffic. A similar site is proposed at the Whitehorse end of the highway, situated a few kilometers north of the Alaska Highway junction, to serve travelers heading northward along the corridor. These sites are intended for travelers going in one direction only and will not be signed in advance in the opposite direction, nor will the sites be designed to accommodate vehicle access from the opposite side of the road.

## Klondike River

km 671.5; Minor; existing

Themes

### The Human Story

Pre-Contact – traditional names

Gold Rush – early prospecting

The existing site and sign are effective and should be maintained. The story is initially focused on the transition from the river's importance to the First Nations people of the area to its later role in the Gold Rush. This is an important story and idea, which could be more effectively communicated than at present. When the time comes, a serious effort to improve the quality of both sign and text is warranted. No facilities are required at this site.



## **Dawson City Entrance**

km 688.6; R.O./Major; new

### Themes

#### **The Human Story**

Gold Rush

- mining activity
- travel
- people
- early prospecting
- social backdrop

There is an important need to provide some context for the visitor approaching Dawson City. While the story of the Gold Rush may be familiar in general terms, the orientation of places and the nature of the landscape will not be. Visitors will benefit from gaining some perspective on the relative locations of places and the timing of historical events before they find themselves in the midst of it all. This site is intended to fill that need. The location of the site has been identified at a reasonable distance from Dawson City itself, but its proximity maintains a close connection to the Klondike story. The location alongside the Klondike River provides that connection and also provides a very pleasant stopping point that will attract a large portion of visitor traffic.

A separate “Welcome to Dawson City” sign with service information and the like is planned for the city limits. The focus of the “Welcome to Dawson City” site is to provide information on visitor services such as accommodation, restaurants, and other commercial outlets. The Dawson City History Orientation site will focus on the historical locations of significance, the events and the people that transformed this part of the territory. The two sites are not overlapping in their intent, but will have a complementary purpose.

While this need not be an elaborate site, its riverside location creates a highly desirable rest stop. Additional support services such as picnic tables and toilets are still a desirable addition to the site. A group of signs should be provided, with a central focus being a comparative map of Dawson City 1900 and Dawson City today. The map of the present day city could highlight places of interest for visitors and places to get further information on the history of the Gold Rush.

The stories related to the map would include: the origin of gold prospecting in the area and the big strike; the response to the find and the areas of greatest mining activity; the development of the city and the full range of services; and the subsequent stages of growth and decline experienced by the community since the time of the major Gold Rush. Location specific information and profiles on individuals are best left to specific sites in the area. This is intended to be an orientation and introduction concentrating on the big picture.

## **Dawson City Sites**

km 705-718.5; Minor; existing

### Themes

#### **The Human Story**

Gold Rush

- mining activity
- travel
- people
- early prospecting
- social backdrop

There are a number of existing sites within the community of Dawson City where signs within the Heritage Branch inventory are located. They generally serve a reasonable interpretive function, but there does not appear to be much rationalization of what stories and information are being put forward, by what agency, and for what purpose. It would be helpful in evaluating the effectiveness of the existing Heritage Branch sites, to be able to see a comprehensive strategy and specific design guidelines for interpretation in the entire townsite and surrounding area. The role of the Heritage Branch could then be more readily identified.

In the absence of such strategy, it is reasonable to at least maintain the existing array of signs and work cooperatively to initiate some broader planning. The following actions are proposed as an interim measure for each of the sites designated as falling under the purview of this highway sign program:

- 1) Hunker Creek
  - minor upgrade of sign to reflect corridor design concept
- 2) Tailings Piles/Yukon Ditch
  - minor upgrade of Tailings Piles sign to reflect corridor design concept
  - replace former Yukon Ditch sign once an interpretive design has been developed for the area

- 3) Guggieville

- minor upgrade of sign to reflect corridor design concept

- 4) Klondike River

- should be removed since it is repeated from the site along the river prior to the Dempster turn-off
- could be replaced with a focus on stories of flooding and river morphology relating to human activity along the river; replacement should await an interpretive strategy for the area

- 5) Carnegie Library

- should be removed and replaced in the future, once design guidelines for the townsite interpretation have been confirmed

Two other sites not presently signed are also considered to fall under the purview of this highway sign program. While interim actions at these sites are not recommended, they should be considered in the light of a community-wide interpretive strategy. The sites are: 1) the Yukon Sawmill; and 2) the Telegraph Office.



## Theme Analysis: Proposed Sites

### Yukon Heartland

1. Alaska Hwy. Junction
2. Lake Laberge Viewpoint
3. Conglomerate
4. Twin Lakes

### Klondike Bound

5. Montague Roadhouse
6. Carmacks
7. Five Finger Rapids
8. Yukon River
9. Yukon River Viewpoint

### Big River Country

10. Minto Uplands
11. Pelly Crossing
12. Willow Creek Valley
13. Crooked Creek Valley
14. Crooked Creek Canyon
15. Stewart River
16. Gravel Lake
17. Tintina Trench

### Creeks of Gold

18. Dempster Hwy. Junction
19. Klondike River
20. Dawson City Entrance
21. Dawson City Sites

## The Human Story

### Pre-Contact

1. traditional lifestyle 2,7,8,9,11,12,14,15
2. traditional territory 2,8,11,19

### Fur Trade/Exploration

1. activities 7,11,15
2. people and places 11,15

### Gold Rush

1. early prospecting 19,20,21
2. travel 2,5,7,8,9,20,21
3. people 2,5,20,21
4. mining activity 20,21
5. social backdrop 5,20,21

### Modern Development

1. modern travel 1,5,6,18
2. industrial activity 2,6
3. community history 6,11,15,20
4. site names

## The Environmental Stage

### Environmental Foundations

1. climate 12,14
2. geology 3,17
3. glaciation 4
4. volcanism 8

### Landscape Processes

1. permafrost 13
2. river morphology 4

### Ecological Characteristics

1. ecoregions 2,9,12,17
2. fire ecology 10
3. wetland ecology 16
4. boreal forest ecology 7,9,10,13,14,16
5. wildlife migrations 17

# Sign Design Concepts

## 1. Corridor Image

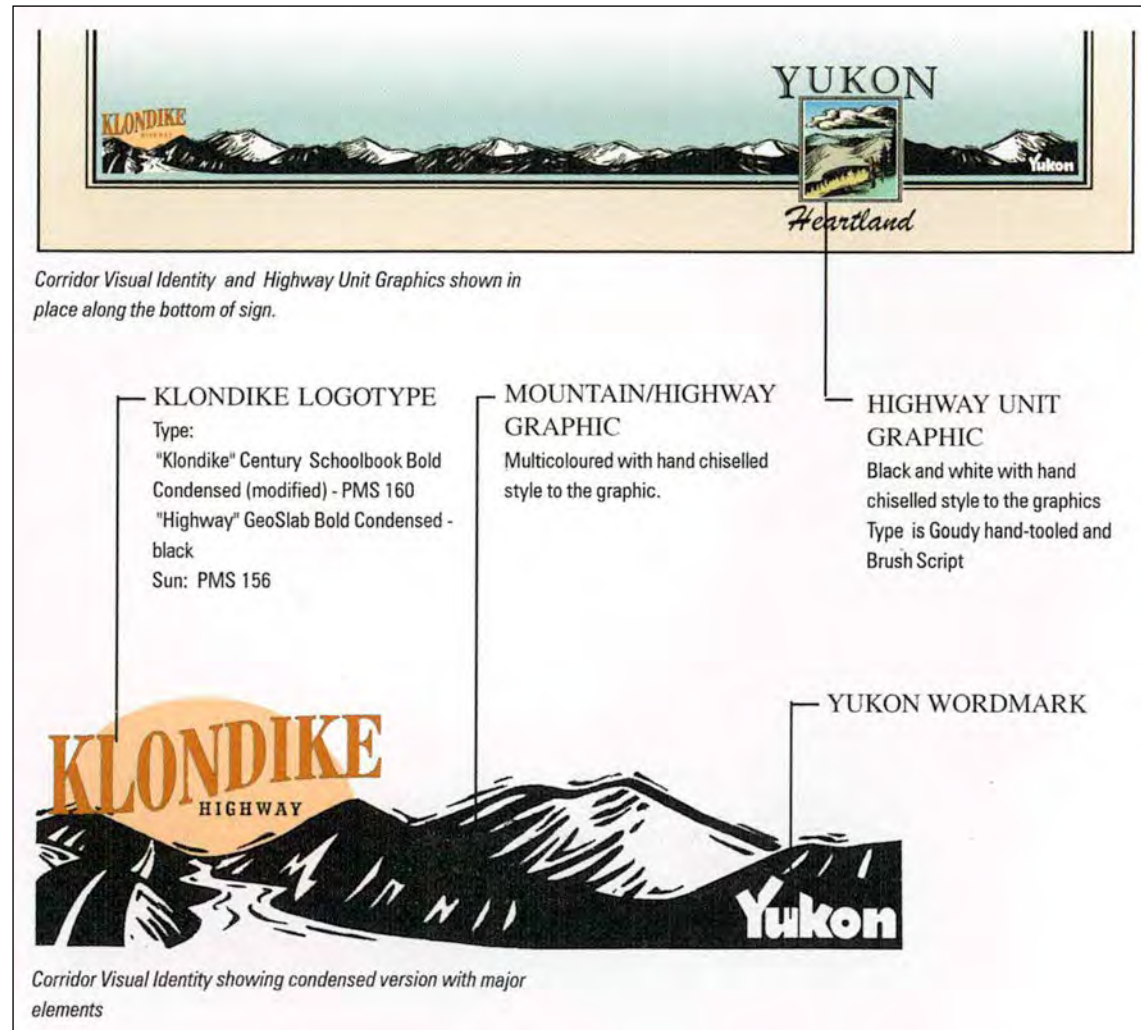
A corridor visual identity is proposed in conjunction with individual graphic for each of the highway units along the Klondike Highway. The design is intended to be placed along the bottom of all signs.

### Rational

The graphic components of the corridor image identity, which include the mountain, highway and sun are loosely based on the Yukon Territory Entrance signs and also illustrates the landscape through which the highway traverses and a sense of adventure. The Klondike logotype, is an addition to the Territorial graphic and reflects the destination nature of the highway and the human history story elements. The Yukon wordmark is included in reverse. The graphics are styled with a rough hand chiseled look.

### Materials

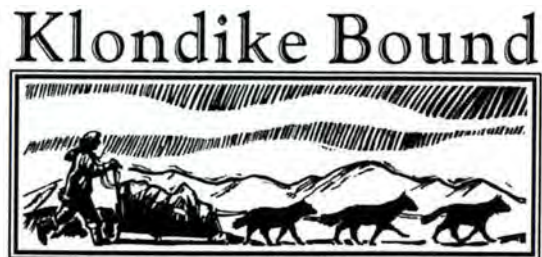
The Klondike/mountain section is silk-screened in four colours; the Highway unit graphics are vinyl digital output and mounted on 12 mm pine panels mounted proud onto the signs.



## 2. Highway Unit Graphics



Logo depicts a hilltop view of the landscape. The person represents the human relationship to the land over a broad historical range, native through to modern travellers.



Historical image of a dig team en route to Dawson represents the historical use of Yukon rivers as a major transportation corridor.



Use of a historical image (a miner working at a sluice) to represent the Klondike/Dawson City section.



Image of a river winding through a landscape and eagle soaring above represents the natural history themes.

To reflect the four highway units, four individual graphic are proposed. Although the unit areas are diverse in theme and content, unity is achieved through common elements such as type design, illustration style and placement.

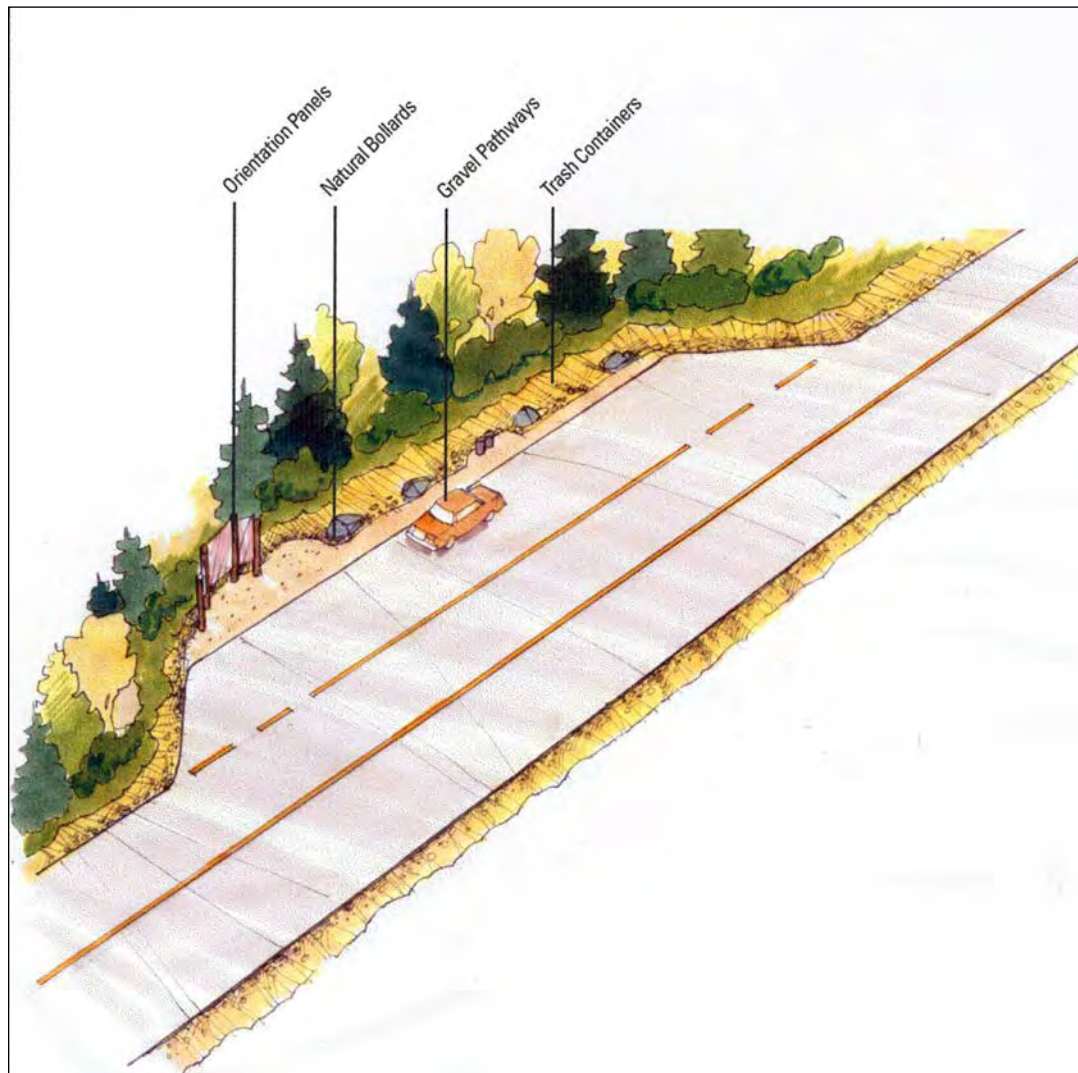
### Uses

Unit graphics are incorporated into the mountain graphic of the Corridor Image and placed at the bottom of signs. The chiseled graphic style matches that of the Corridor Image.

### Materials

Digital output of the images allows the drawn components to be reproduced in any number of colours and adhered to the signs, mounted on a 12 mm wood substrate, giving each sign a rich spot of colour without incurring the expense of silk-screening.

### 3. Site Types



#### Orientation Sign Site Development

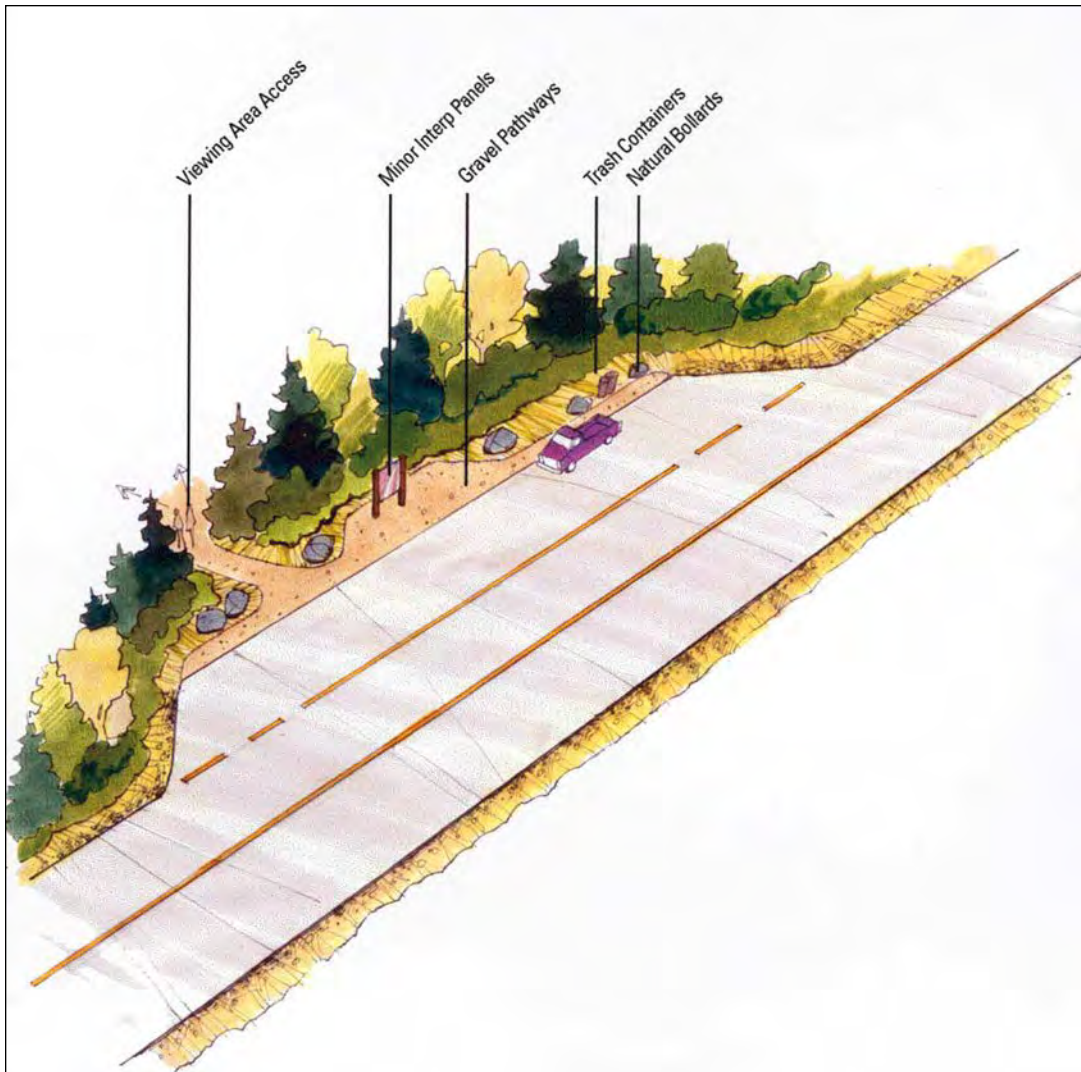
Two pull-offs are required. As both sites are close to the originating points and visitation times at each site are expected to be short, few accessories are necessary. Site to accommodate 2-3 vehicles. Gravel pathway along edge of pull-off leads to a pad around the sign. Signs are to be placed at the far end of the pull-off and angled to face oncoming traffic.

Locations:

Alaska Highway Junction km 203

Dempster Highway Junction km 672





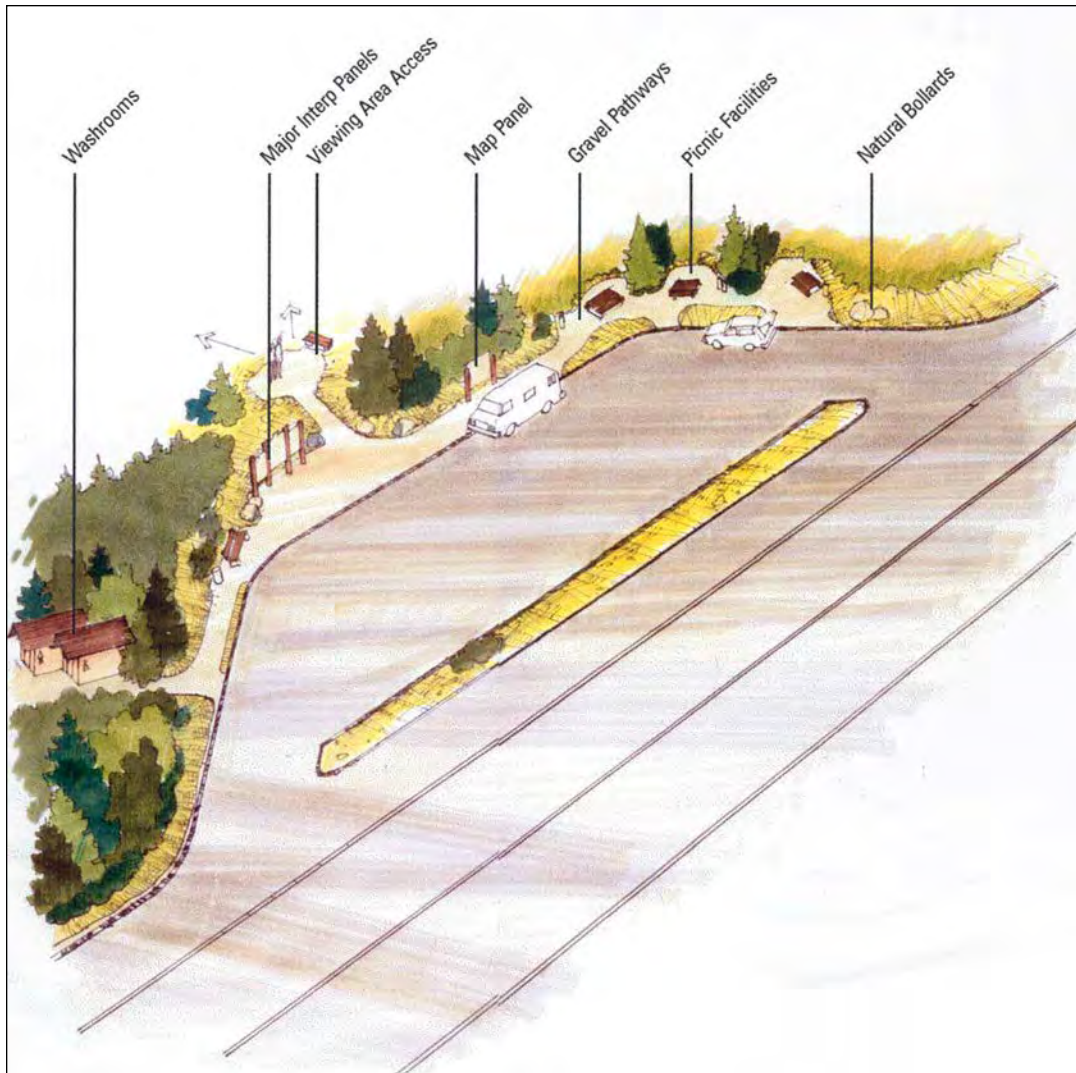
## Minor Sign Site Development

Simple pull-off should accommodate 2-3 vehicles. Gravel pathway along edge of pull-off leads to a pad around the sign. The signs will be located in the centre of the pull-off unless site requirements deem otherwise.

### Locations:

Conglomerate Rock	km 298.5
Twin Lakes	km 307.5
Carmacks	km 355
Minto Uplands	km 438
Pelly Crossing	km 467
Crooked Creek Valley	km 517
Gravel Lake	km 625.5
Klondike River	km 671.5
Dawson City Sites	km 705-718.5





## Major Sign Site Development

Major sign sites might include expanded parking for upwards of ten vehicles where feasible. These sites should feature other amenities, such as picnic tables and washrooms.

### Locations:

Lake Laberge Viewpoint	km 221.5
Montague Roadhouse	km 323
Five Finger Rapids	km 379
Yukon River	km 396
Yukon River Viewpoint	km 397.5
Willow Creek Valley	km 484
Crooked Creek Canyon	km 524.5
Stewart River	km 555.5
Tintina Trench	km 658.5
Dawson City Entrance	km 686.6

### 3. Site Types

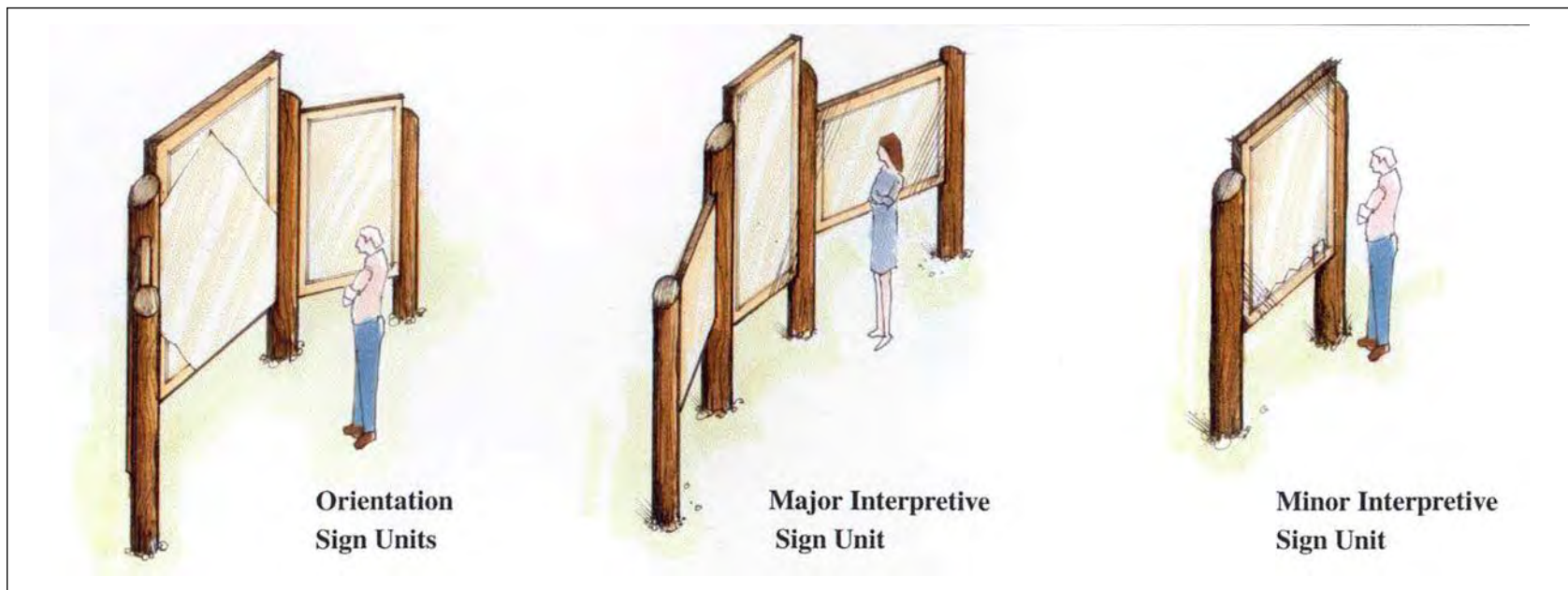
#### Base/sign support construction

Signs are supported by 200 mm dia. peeled pine logs. The logs will be left round and with imperfections. They will be stained with an exterior-grade clear finish. Round logs are proposed for their historical significance and because the coniferous forest beside the highway ties in with natural history themes. The hand-crafted and imperfect nature of the logs will balance against the crisp precision of the signs. This visual frame for the sign creates an anchor with the landscape as opposed to the existing floating sign approach. The log supports are mounted at the side rather than behind as they form an integral part of the design approach.

#### Sign Construction

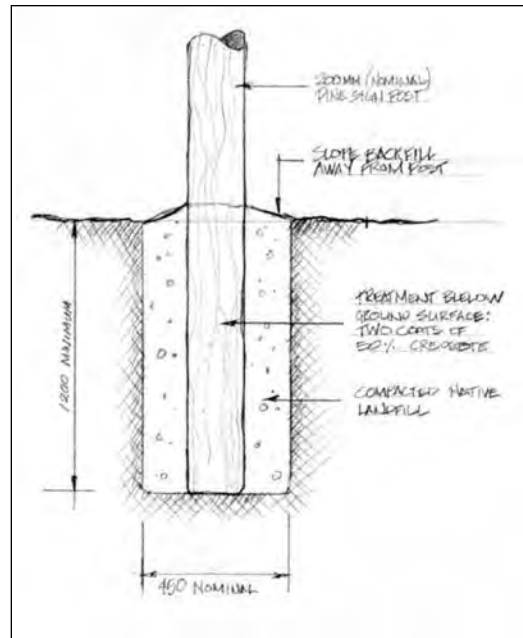
The proposed signs will use solid glue-lam construction. Text and some graphics will be silk-screened on in a natural finish, with the natural wood supplying a frame around the printed areas. A natural wood finish provides continuity with the existing signs along the highway and with the other historical wooden signs throughout the Yukon. Visuals will be applied directly to the sign using porcelain steel or fiberglass embedded photos for colour artwork and silk-screening for line artwork. Where this proves too costly, other less expensive options can be used but there is a compromise in the long-term survival of the image.

One important option with the proposed printing and sign construction is that signs can easily be replaced or updated with new and improving digital printing technologies which can be applied directly to the sign face.

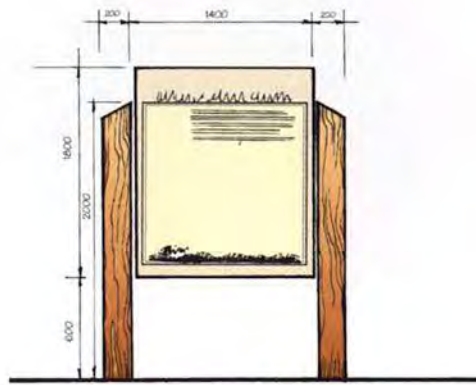


## Construction specifications

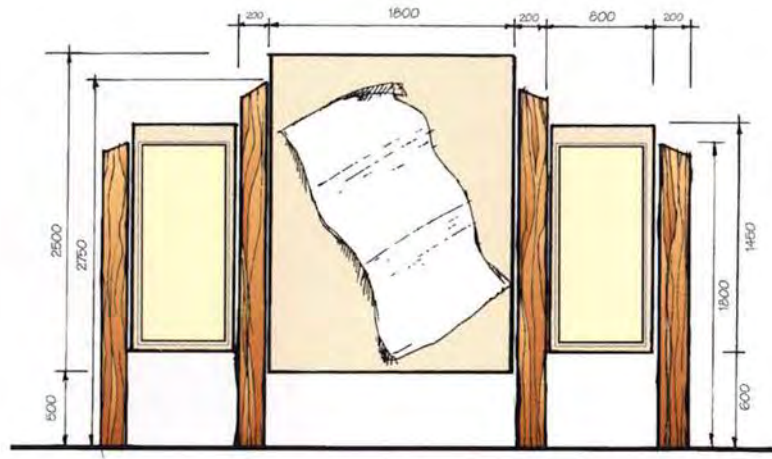
The base/support, sign substrate and printing process, with the exception of printing of a four colour visuals, are designed with a low tech. approach. Given the span of locations and various siting environments, it is prudent to detail designs for each location after an on-site investigation. Because this is a conceptual document, the following information will need to be confirmed at the time of installation. Generally, sign posts will be embedded into the ground to a minimum depth of 1.2 m. The depth will be increased if required to meet site specific conditions. Posts will be back-filled with well compacted native material. If the minimum burial depth cannot be achieved because of ground conditions, or if soils are such that additional support is required, posts will be back-filled with concrete to the ground surface. Buried portions of post will be treated with creosote to reduce rot. If sites are encountered with particularly loose soils, or if the posts cannot be buried to a sufficient depth, than concrete back-fill should be used. If so, it will be necessary to make sure that water can drain out of the bottom.



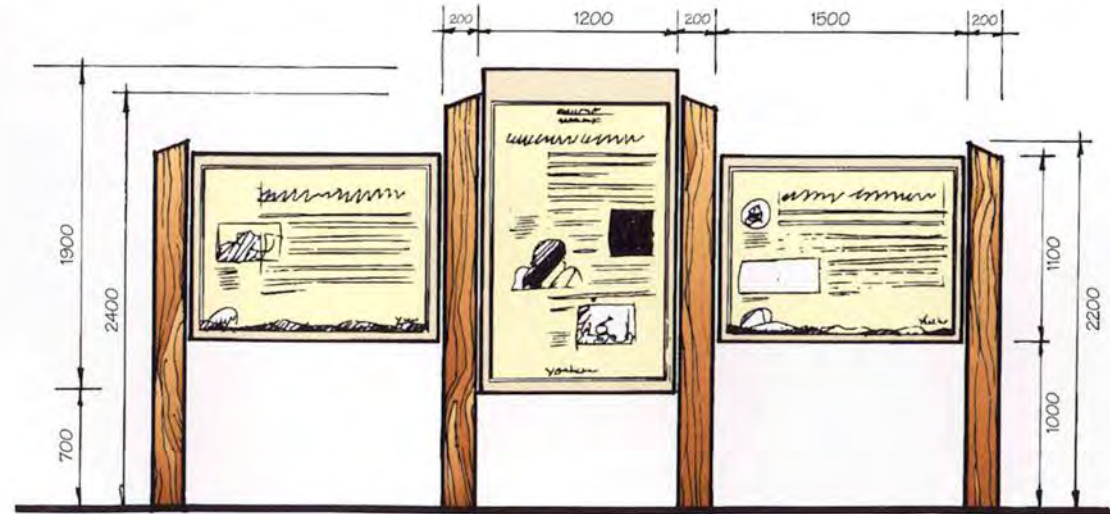
**Post Installation Elevation**



**Minor Interpretive Sign Unit**



**Orientation Sign Units**



**Major Interpretive Sign Unit**



## 4. Viewing Deck

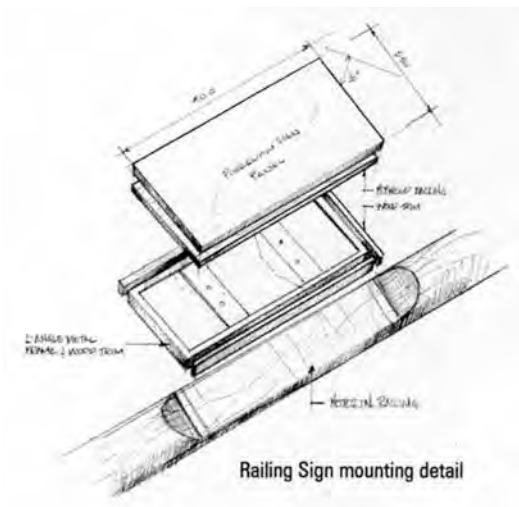


### Viewing Decks

Viewing decks are proposed at four locations. Railings manufactured from round timbers and finished to match sign supports. Notches in the end railing sections accommodate two porcelain steel interpretive panels.

Locations:

Lake Laberge Viewpoint	km 221.5
Yukon River Viewpoint	km 397.5
Willow Creek Valley	km 484
Tintina Trench	km 658.5



# Implementation and Operations

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## 1. Priorities

The assessment of priorities presented below is based on a desire to smoothly and quickly move to the previously described unit based interpretive approach to the corridor. Thus higher priority is placed on orientation and regional context sites. As well, existing major sites where high use and more extended visits will take place, having high visitor profile and impact, will be considered higher priority.

Three levels of priority have been identified using these criteria. An attempt has been made to make the priorities relative so that implications for cost can be spread over all the priority levels.

### Priority – Level 1

Alaska Hwy. Junction  
Lake Laberge Viewpoint  
Montague Roadhouse  
Yukon River  
Minto Uplands  
Crooked Creek Valley  
Tintina Trench  
Dempster Hwy. Junction  
Dawson City Entrance

### Priority – Level 2

Conglomerate  
Carmacks  
Pelly Crossing  
Dawson City Sites  
Willow Creek Valley  
Stewart River

### Priority – Level 3

Twin Lakes  
Crooked Creek Canyon  
Gravel Lake  
Five Finger Rapids  
Yukon River Viewpoint  
Klondike River

## 2. Directional Signs

Directional signs are an important component of the interpretive sign program in the corridor. They are essential for attracting visitors to the sites and making exit from the highway safe. A number of sign features were considered important in the redesign proposed on the following page.

- Information on existing signs is insufficient to attract visitors, especially to major sites. It is considered valuable to include information about the available facilities at the site.
- The site name is important to give visitors a sense of the focus of the interpretive message and to relate to the previous highway orientation information or references in print media, such as the Milepost.
- An identifying logo is desirable to link the site to the corridor series in the mind of the visitor.
- Sign sizes should be indicative of major and minor sites.
- An advance warning sign should be installed for the site in each direction at a distance of 2 km



### 3. Capital and Maintenance Costs

Site development and maintenance cost estimates have been developed to the extent possible for all of the proposed sites in the corridor. The estimates and the assumptions upon which they are based are founded on and consistent with the estimates contained in the previously developed sign strategy report.

Capital costs for site development are still very preliminary and require further site investigations to determine details of size and specific location of facilities. As a result, total costs of each site are not included because in certain instances unit costs are the current extent of possible projections.

With respect to maintenance costs, the assumptions identified in the previous study are accepted as the basic principles to be applied for costing purposes. They are:

- a standard inspection and maintenance record should be developed and maintained for all interpretive signs and sites to facilitate program evaluation and budgeting
- an interagency strategy should be developed to ensure effective and timely inspection and maintenance actions
- interpretive signs should be inspected at a minimum at the beginning of each visitor season along highway corridors

In addition, the actual maintenance requirements and their associated costs have been adopted as reported and applied to the varying site development proposals within this corridor.

These capital and operational estimates are provided on a site by site basis reflecting the interpretive concepts discussed previously.

<b>Site:</b>	<b>Alaska Highway Junction</b>
<b>Unit:</b>	<b>Yukon Heartland</b>
<b>Location:</b>	<b>km 203</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$6,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Lake Laberge Viewpoint</b>
<b>Unit:</b>	<b>Yukon Heartland</b>
<b>Location:</b>	<b>km 221.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$10,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$1,000.
	• spring clean-up	\$400.
	• re-stain furnishings	\$1,000.
	• fall check-up	\$400.

<b>Site:</b>	<b>Conglomerates</b>
<b>Unit:</b>	<b>Yukon Heartland</b>
<b>Location:</b>	<b>km 298.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	\$500.00
new sign	\$2,000.00/panel	
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Twin Lakes</b>
<b>Unit:</b>	<b>Yukon Heartland</b>
<b>Location:</b>	<b>km 307.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$4,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly May-September	<ul style="list-style-type: none"> <li>empty garbage</li> <li>pick-up litter</li> <li>brief visual check of site &amp; report damage</li> </ul>	\$300. \$200.
Monthly May-September	<ul style="list-style-type: none"> <li>pump-out toilets</li> <li>check for vandalism &amp; report</li> </ul>	\$100.
Bi-monthly October-April	<ul style="list-style-type: none"> <li>check for graffiti &amp; clean</li> <li>clean interpretive displays</li> <li>fill-out monthly maintenance report</li> </ul>	\$100. \$100. \$100.
Annually	<ul style="list-style-type: none"> <li>re-grade grave pull-offs</li> <li>spring clean-up</li> <li>re-stain furnishings</li> <li>fall check-up</li> </ul>	\$500. \$250. \$200. \$200.

<b>Site:</b>	<b>Montague Roadhouse</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 323</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$10,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$1,000.
	• spring clean-up	\$400.
	• re-stain furnishings	\$600.
	• fall check-up	\$400.



<b>Site:</b>	<b>Carmacks</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 355</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	\$1,500.00
new sign	\$2,000.00/panel	
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly May-September	<ul style="list-style-type: none"> <li>• empty garbage</li> <li>• pick-up litter</li> <li>• brief visual check of site &amp; report damage</li> </ul>	\$300. \$200.
Monthly May-September	<ul style="list-style-type: none"> <li>• pump-out toilets</li> <li>• check for vandalism &amp; report</li> </ul>	\$100.
Bi-monthly October-April	<ul style="list-style-type: none"> <li>• check for graffiti &amp; clean</li> <li>• clean interpretive displays</li> <li>• fill-out monthly maintenance report</li> </ul>	\$100. \$100. \$100.
Annually	<ul style="list-style-type: none"> <li>• re-grade grave pull-offs</li> <li>• spring clean-up</li> <li>• re-stain furnishings</li> <li>• fall check-up</li> </ul>	\$500. \$250. \$200. \$200.

<b>Site:</b>	<b>Five Finger Rapids</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 379</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$4,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$7500.
	• spring clean-up	\$400.
	• re-stain furnishings	\$800.
	• fall check-up	\$400.

<b>Site:</b>	<b>Yukon River</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 396</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
	• pump-out toilets	\$2000.
Monthly	• check for vandalism & report	\$100.
Bi-monthly October-April	• check for graffiti & clean	\$100.
	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$700.
	• spring clean-up	\$300.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.

<b>Site:</b>	<b>Yukon River Viewpoint</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 397.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$6,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$750.
	• spring clean-up	\$300.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.

<b>Site:</b>	<b>Minto Uplands</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 438</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$4,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
	• pump-out toilets	\$2000.
Monthly	• check for vandalism & report	\$100.
Bi-monthly October-April	• check for graffiti & clean	\$100.
	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$750.
	• spring clean-up	\$300.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.

<b>Site:</b>	<b>Pelly Crossing</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 467</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$4,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$200.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.



<b>Site:</b>	<b>Willow Creek Valley</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 484</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$10,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
	• pump-out toilets	\$2000.
Monthly	• check for vandalism & report	\$100.
Bi-monthly October-April	• check for graffiti & clean	\$100.
	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Crooked Creek Valley</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 517</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$2,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	
May-September	• pick-up litter	\$350.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$250.
	• fall check-up	\$200.

<b>Site:</b>	<b>Crooked Creek Canyon</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 524.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
	• pump-out toilets	\$2000.
Monthly	• check for vandalism & report	\$200.
Bi-monthly October-April	• check for graffiti & clean	\$200.
	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$750.
	• spring clean-up	\$350.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.

<b>Site:</b>	<b>Stewart River</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 555.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$700.
	• spring clean-up	\$350.
	• re-stain furnishings	\$400.
	• fall check-up	\$300.

<b>Site:</b>	<b>Gravel Lake</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 625.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$2,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Tintina Trench</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 658.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$150.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$750.
	• spring clean-up	\$350.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.



<b>Site:</b>	<b>Dempster Highway Junction</b>
<b>Unit:</b>	<b>Creeks of Gold</b>
<b>Location:</b>	<b>km 672</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$6,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Klondike River</b>
<b>Unit:</b>	<b>Creeks of Gold</b>
<b>Location:</b>	<b>km 671.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	\$500.00
new sign	\$2,000.00/panel	
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Dawson City Entrance</b>
<b>Unit:</b>	<b>Creeks of Gold</b>
<b>Location:</b>	<b>km 688.6</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Dawson City Sites</b>
<b>Unit:</b>	<b>Creeks of Gold</b>
<b>Location:</b>	<b>km 705 – 718.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	\$2,500.00
new sign	\$2,000.00/panel	
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.







# *Foreword*

This report is an interpretive plan for the North Klondike Highway, focusing on the sign media component. The work for this plan has been carried out for the Heritage Branch of Yukon Tourism by a consulting team comprised of Bruce Downie (PRP Inc.), Ed Duchoslav (Ed Duchoslav Design), and Hector Mackenzie. The proposals contained in this plan were developed from a review of the existing interpretive media for the corridor and wide range of background data. Field assessments were limited by the timing of the project. A field review was conducted in January, 1996 and further site assessments were undertaken in late March, 1996 in conjunction with discussions with consultative groups held on an earlier draft of the interpretive plan. No field studies have been possible while sites were free of restrictive snow cover. Thus the proposals are subject to potentially significant revision based on complete site assessment. Details of site size, design and cost are not possible at this point in the planning process.

Bruce Downie  
PRP Inc.  
April, 1996

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# ***Introduction***

## **1. Background**

Recent initiatives in the Yukon are leading to the coordination and cooperation of various governmental Departments in the provision of highway interpretive signs. An interdepartmental committee has been formed with representation from Tourism, Renewable Resources and Community and Transportation Services. Each Department has been, and will continue to be, active in programs of their own, such as the Wildlife Viewing Program (Renewable Resources). However, planning integrated interpretive strategies within highway corridors throughout the Yukon will be important to ensure a comprehensive and logical presentation of messages to the visitor and highway traveler.

A major step towards this end was the development of an overall interpretive sign strategy (Inukshuk, 1995). The resulting strategy set the context for the present work and will serve as a basis for future corridor plans in a larger territory-wide framework. This interpretive plan for the North Klondike Highway corridor, however, will specifically address the themes and messages of this important highway segment and outline the development approaches and priorities.

Specifically, the plan will address the sign component of the interpretive plan and provide a level of detail that will allow follow-up site development. It is extremely important in the use of signs for interpretation to decide four things: 1) what should be told; 2) what should be told by signs and what should be told through other media; 3) where signs can be located most effectively to tell the desired stories; and 4) what aspects of the story can be told as the focus of each sign.

## **2. Purpose and Objectives**

The purpose of this study is to prepare an interpretive plan for the North Klondike Highway corridor. Such a plan will identify the theme framework for the corridor and consider the full range of interpretive media and their appropriateness within the corridor. However, the primary focus of the plan is to document interpretive sign elements of the media strategy. Thus the specific study objectives are:

- to identify themes and messages within the corridor
- to identify sites for interpretive sign development
- to develop concepts for corridor motif and individual sign design
- to outline implementation and operational requirements for sites

Other media approaches will be identified in the plan but further definition and specifications regarding their implementation are not required as part of this work. It will remain the responsibility on the Interdepartmental Sign Committee and the individual Departments to further the implementation of those aspects of the plan

### 3. Sign Strategy

The Yukon Interpretive Signage Strategy, prepared in 1995, is an extremely important starting point for this corridor-specific project. The strategy undertook an overview of interpretive signs in the territory as a whole and developed a framework for the program based on an assessment of: the existing sign inventory; visitor profiles and preferences; new directions in tourism planning; current interpretive sign standards, trends and experience from other jurisdictions; and current and potential roles and responsibilities of involved government departments. The strategy also encompassed basic design elements, site criteria, and implementation and operation aspects of the system. The following conclusions of the strategy are particularly significant as starting points for this work, and it would be counterproductive to reevaluate these directions in a specific corridor plan:

program principles such as: variety in interpretive media; year-round accessibility of signs; partnership approaches; and resource based locations which override ideal spacing.

- sign types: territorial entrance signs; regional orientation signs; community signs; site specific signs (highway, major and minor); and site specific signs (river).
- program management directions: interagency cooperation; involvement of First Nations; and cooperative partnerships with other agencies and public groups.
- site support facility policies regarding the appropriate use of: information kiosks; toilets; picnic tables; garbage containers; and viewing platforms.
- inspection and maintenance principles such as: responsible agency sets standards; cost effectiveness of maintenance determines responsible party; a standard inspection and maintenance record; and regular inspection.
- 

Other aspects of the strategy report can be viewed as recommendations or suggested directions based on a more cursory view of the subject matter. An example is the overview of theme identification and representation. Theme categories have been interpreted from the existing sign inventory and their content assessed to determine the appropriate degree of representation. Within this context, some noteworthy observations have been documented in the report: human history themes are generally adequately covered with the dramatic exception of First Nations history; natural history themes are less well covered and have opportunity for expansion; and regional orientation signs are poorly represented and should be the highest priority.

The report deals extensively with existing sign inventory and assesses many aspects including location, condition, readability, design, materials, and associated infrastructure. On the basis of this assessment, it identifies important directions for the sign program in all of these aspects, but appropriately falls short of defining tight parameters or a specific template for sign development. For example, it suggests spacing guidelines, but acknowledges latitude for specific site interpretation opportunities and other circumstances. Also it recommends basics of form and colour without prescribing design specifications. This approach is valuable when undertaking a specific corridor plan, since flexibility to address specific concerns and ideas is critical while maintaining an identity within a territory-wide context.



# *The Tourism Context*

Visitors to the Yukon are interested in learning about the Territory, its people and the environment. They appreciate beautiful scenery and have the basic needs to stop, rest, and refresh themselves during the course of their travels. These are the fundamental assumptions that support a well planned and developed sign program.

Extensive surveying regarding visitor travel in the Yukon has not been done with specific reference to interpretation and interpretive signs. However, a 1994 survey focusing on the use of interpretive signs and broader visitor assessment project, 'The Psychographic Segmentation Study' (1992), as well as a number of tourism planning studies provide some details on the characteristics and activities of visitors and their responses to the existing sign network in the Yukon as a whole. Some of the key findings particularly noteworthy in the context of this plan are noted below.

- about 60,000 non-Yukon visitors reach Dawson City during the summer season from June to mid-September
- Dawson City visitor traffic represents about one third of the Yukon's total visitors
- the volume of visitors has increased only slightly in recent years, but the proportions of visitors from different destinations is changing – Canadian travelers are decreasing, while US and foreign visitors have increased
- motorcoach traffic appears to be steadily decreasing in line with a North American trend
- a younger, more mobile proportion of the tourist market is interested in the Yukon as a destination
- current visitor profiles for the Organized Neighbourhood Outdoor Folk and the Earthy Explorers (categories established in the Psychographic Segmentation Study); the Style-Conscious Adventurer segment has significant potential as a market segment
- Dawson City hosts a significant number of visitor-oriented annual events – sporting events such as the Trek Over the Top Snowmobile Jamboree; cultural events such as the Commissioner's Ball & Tea and the summer music festival; and variety events such as Discovery Days
- Yukon Travelers are generally aware of and take advantage of the current system of interpretive signs
  - preferred sites are those with significant views
  - travelers stop at interpretive sign sites often, most commonly for the scenery, for a rest, or to read the sign
  - advance notice such as reading about a site in the Milepost often accounted for their stop
  - visitors like to have basic facilities at interpretive sign stops such as toilets and garbage cans
  - there is a high degree of satisfaction with the signs

# ***Interpretive Theme Framework***

## **1. Thematic Approach**

The Klondike Highway is a modern day travel corridor, drawn by its environment and place in history into many different settings and purposes. This multi-faceted character suggests that the modern visitor experience is realistically diverse. It encompasses exposure to a variety of characteristics of the landscape and stories of the people of the Yukon. To help visitors appreciate those diverse characteristics, linking them to some general consistent themes is an important step. Such a linking is the purpose of the interpretive framework that is described here. The thrust of the interpretive strategy along the corridor proposes placing the events of the Gold Rush in the context of the environment, larger time horizons and general human activity in the Yukon. The overall theme, “The Klondike-Beyond Just Gold”, seeks to draw attention to both the gold rush and its broader context. This is the nature of the highway corridor. It is, of course, a route to the Klondike, but it is also a glimpse into a much deeper and fuller human history and a taste of the vast ecological systems of wider Yukon significance.

The signage theme has both a natural history dimension and a cultural history dimension, but perhaps even more significant is the interrelationship of the two. For example, the Klondike Gold Rush is certainly a story about human activity, greed and ingenuity. Yet it is also a story about the creative and transforming forces of the earth – about gold itself. Together these two stories have a major impact on each other. The environment influences the pattern of human activity, encouraging the movement of people and the development of resources while at the same time placing major obstacles in the path.





## 2. Theme Framework

The theme framework outlined in Table #1 has been developed as a reflection of the Klondike Highway corridor. While it has more wide-spread applicability to the Yukon in general, it does not address the full range of elements that such a framework would include for the territory as a whole. Rather, this framework is intended to demonstrate the spectrum of themes to which interpretive messages along the Klondike Highway would contribute.

For clarity, the themes are divided into two components – the human and the ecological – although the interrelationship between them is likely to transcend the normal boundaries of their definition. In ‘The Human Story’ the First Nations history and Euro-Canadian history is

blended within the same themes. As with the environment, there is a strong interrelationship and evolutionary impact of the activities, skills, values and beliefs of one group on the other. That relationship continues today. Both groups became a part of the chronology of the human story that unfolded throughout the Yukon and which forms the backbone of the theme structure.

A brief outline of some of the key messages appropriate to the framework is provided (Table#1) to exemplify the intent and scope of the theme. It is these, and other related messages which will be incorporated into the interpretive media developed for the Klondike Highway corridor.

## The Klondike – Beyond Just Gold The Human Story

### Pre-Contact

1. traditional lifestyles
  - year-round
  - resource dependencies
  - travel patterns and interaction with neighbours
2. traditional names
  - the importance of place
  - the mental image of a home territory complete
  - with its own identifiers

### Fur Trade/Exploration

1. activities
  - changes in lifestyle determined by influences from outside
  - patterns of new activity
2. people and places
  - people who were important in bringing change
  - people providing leadership and stability in their communities

### Gold Rush

1. early prospecting
  - the precursor to the gold rush
2. travel
  - how people came to the gold fields
  - routes and hardships
  - seasonal activity
  - infrastructure and support
3. people
  - gold rush legends
  - community leaders
  - the forgotten
4. mining activity
  - the process of mining
  - the environmental determinants
  - the environmental impacts
5. social backdrop
  - community growth
  - boom and bust transitions

### Modern Development

1. modern travel
  - developing travel links between the Klondike and Whitehorse, Alaska and southern Canada
  - tourism
  - appreciating the Yukon's past
2. industrial activity
  - nature and extent of activity
  - environmental determinants
  - boom and bust transitions
  - comparisons to the gold rush
  - transportation links to resource based markets
3. community history
  - links to economic activity
  - RCMP activities
  - links to First Nations territories
  - people of prominence
4. site names
  - people and places

**Table #1**

## The Klondike – Beyond Just Gold The Human Story

### Environmental Foundations

1. climate
  - evolutionary changes
  - modern northern climate patterns
2. geology
  - formative processes
  - mineralization
  - folding and faulting
3. glaciation
  - extent of glaciation
  - differences between glaciated and unglaciated terrain
  - glacial landscape features
  - glacio-fluvial landscapes
4. volcanism
  - links to continental systems
  - evidence of local events

### Landscape Processes

1. permafrost
  - evidence
  - importance and implications
2. river morphology
  - river networks
  - stages of development characteristics
  - implications for human use

### Ecological Characteristics

1. ecoregions
  - visible transitions
  - relationship to human activity
  - determinants
2. fire ecology
  - evidence
  - role of fire as a process of ecosystem
  - evolution
3. wetland ecology
  - characteristics
  - role of local wetlands in continental context
4. boreal forest ecology
  - the web of life
5. wildlife migrations
  - large-scale movements of wildlife
  - continental context of the Yukon

**Table #1 (cont.)**

# Existing Corridor Interpretation

## 1. Inventory

Existing interpretation in this highway corridor is almost exclusively limited to the series of signs developed and installed by Yukon Tourism. A significant addition to this collection is the wildlife viewing site development at Five Finger Rapids, where a series of signs following a boardwalk and trail to the riverside is available. Another important contribution is the group of signs developed at Pelly Crossing by the Selkirk First Nation. Talking signs have also been used seasonally at the Dempster junction and the Silver Trail junction. Beyond this, publicly available material, such as the Milepost, offer information to visitors on the historical background of the area and the facilities and activity opportunities available to them. No coordinated planning of interpretation has previously been prepared regarding the Klondike Highway (North).

The Heritage Branch has developed and now maintains a database of the corridor signs within their program. This database includes descriptive information about sign locations, design and construction, dates of installation, associated site facilities, warning signs, maintenance responsibilities, the content of text, and a file of remarks based on annual

inspections. The database has not yet been extended to other signs within this highway corridor such as the wildlife viewing signs located at Five Finger Rapids.

A listing of the existing signs and a breakdown of their content according to the proposed theme framework is provided in Table #2. Some signs have been permanently removed from locations along the corridor and are not included in the current list. Others, recently and not intentionally removed, have been included in the list.



## Theme Inventory of Existing Signs

### Existing Signs

- |                       |                       |                    |                                |
|-----------------------|-----------------------|--------------------|--------------------------------|
| 1. Conglomerate       | 5. Five Finger Rapids | 9. Stewart River   | 13. Tailings Piles/Yukon Ditch |
| 2. Carmacks           | 6. Minto Campground   | 10. Tintina Trench | 14. Guggieville                |
| 3. Carmacks Roadhouse | 7. Pelly Crossing     | 11. Klondike River | 15. Klondike River             |
| 4. Tantalus Butte     | 8. Stewart Crossing   | 12. Hunker Creek   | 16. Carnegie Library           |

### The Human Story

#### Pre-Contact

1. traditional lifestyles
2. traditional territory 11, 15

#### Fur Trade/Exploration

1. activities 7, 9
2. people and places 7, 9

#### Gold Rush

1. early prospecting
2. travel 3, 5, 6
3. people 12, 14
4. mining activity 11, 12, 13, 14, 15
5. social backdrop

#### Modern Development

1. modern travel 2, 8
2. industrial activity 4, 8
3. community history 6, 16
4. site names

### The Environmental Stage

#### Environmental Foundations

1. climate
2. geology 1, 4, 10
3. glaciation
4. volcanism

#### Landscape Processes

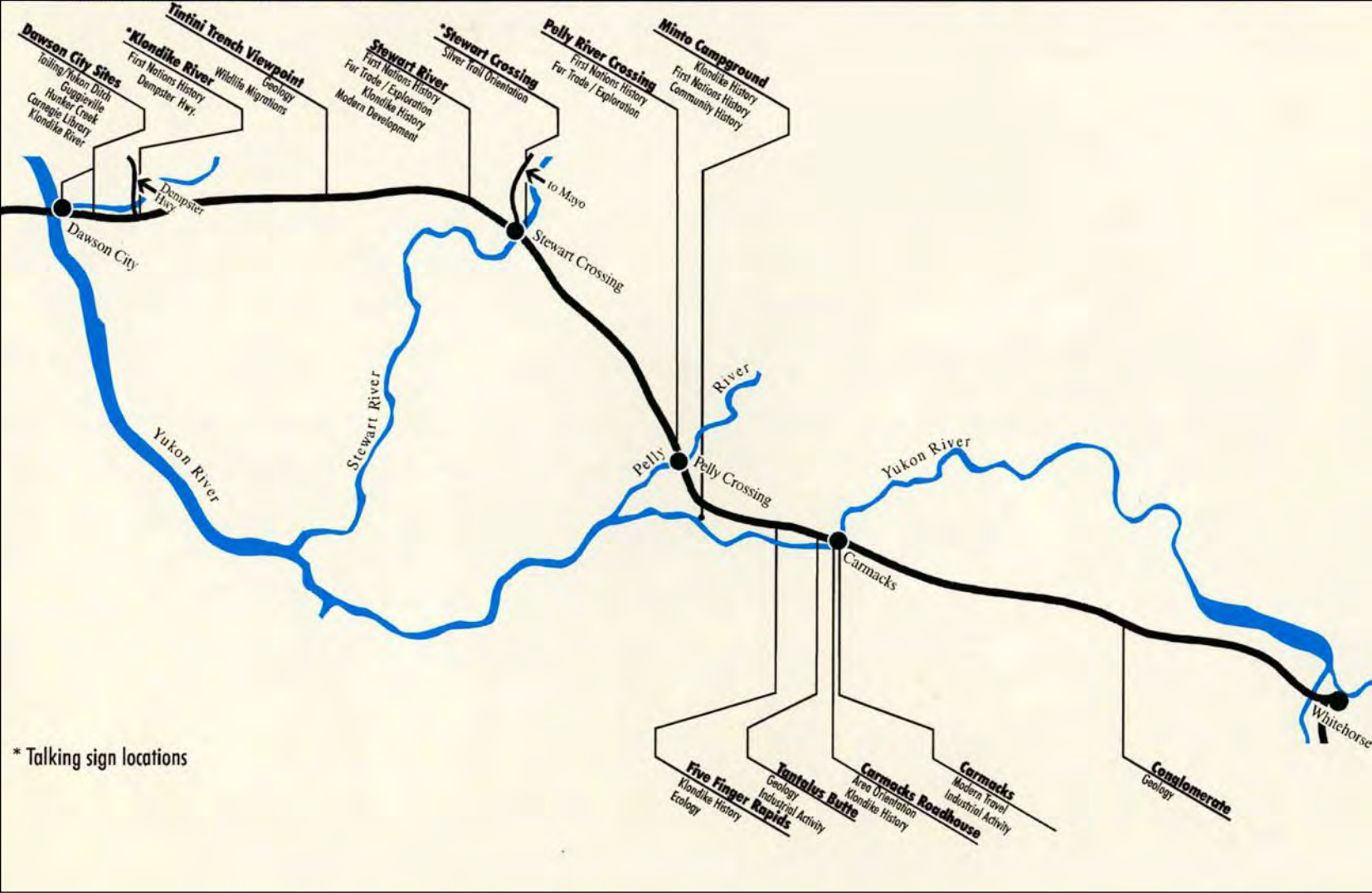
1. permafrost
2. river morphology

#### Ecological Characteristics

1. ecoregions
2. fire ecology
3. wetland ecology
4. boreal forest ecology 5
5. wildlife migrations

**Table #2**

Existing Corridor Interpretation



## 2. Analysis

The existing interpretation along the Klondike Highway (North) corridor falls far short of reaching its potential. In general terms, it seems disjointed, inadequate with respect to the theme potential, lacking in attractiveness due to design problems, in poor condition and not well supported in terms of associated site development. Many of these characteristics are dealt with in general terms for the whole of the Yukon in the program strategy report (Inukshuk Planning, 1995). However, it is important to address specifically some of these key assessments in the context of the Klondike Corridor.

### Disjointed

Interpretive signs along the highway are focused specifically on in situ resources. Many sites exemplify this specific site focus, such as the Conglomerate, the Montague Roadhouse, and the Tailings Piles. There has been little obvious attempt to select resources on the basis of links to other characteristics or features within the corridor. Thus signs seem to reflect a random scattering of stories chosen entirely on the availability of a resource. The visitor does not get a sense of the general context of the landscape and its history, but rather encounters isolated sites such as a rock remnant or an old roadhouse. It is critical, as noted in the previous study, to provide regional context sites that will give the overall story some identity and provide a linking of individual site interpretation to a larger story. In this way sites like the Conglomerate can be put in the larger context of major land forming processes for the visitor, providing at least some introductory understanding. As identified in the strategy report, this need for regionally focused highway sites is high priority.

### Inadequate Theme Representation

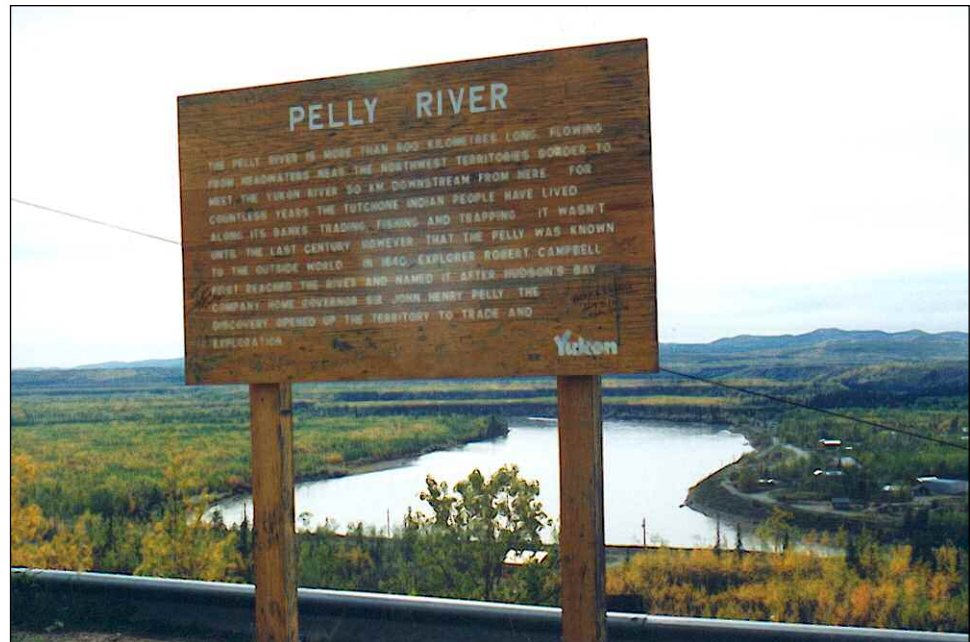
Opportunistic sign development generally leads to an imbalance of theme representation. Some interpretive themes are not built on the obvious artifacts of the landscape, but on more subtle connections to the places and people of the area. Without a theme framework to guide the interpretive development, it is not surprising that the existing set of signs tends to focus on certain dominant themes, such as the gold rush, and undervalues other, such as First Nations history and natural history. At the same time, even themes that receive a significant amount of attention are not necessarily communicated in a thoughtful or comprehensive way. For example, there are aspects of the gold rush story that are not addressed by the current sign inventory that could effectively contribute to a more holistic understanding of this story of the land, people's exploitation of the land, and the change in societies as a result of this activity.



## Sign Contents

The actual sign texts reflect and contribute to the disjointed nature of the interpretation along the corridor. There is a feeling at some signs that because the sign is an isolated voice in the visitor experience, it must tell everything at once. Consequently, some individual sign texts include a variety of topics including landscape characteristics and processes, First Nations culture and settlement history all in space of 100 words (eg. Pelly River, see below). Such an approach lessens the impact and significance of the interpretive message. It is also confusing to the reader to have so many ideas presented in such a focused presentation. The result is reader dissatisfaction and disinterest.

Other signs with a similar range of subject matter attempt to achieve greater impact by more explanation on each topic. The result is increased text length (eg. Stewart River, see pg. 14). Such length is intimidating and discourages visitors from reading at all.



*Pelly River*

*“The Pelly River is more than 600 kilometres long, flowing from the headwaters near the Northwest Territories border to meet the Yukon River 50 km downstream from here. For countless years the Tutchone Indian people have lived along its banks, trading, fishing and trapping. It wasn’t until the last century, however, that the Pelly was known to the outside world. In 1840, explorer Robert Campbell first reached the river and named it after Hudson’s Bay Company home governor Sir John Henry Pelly. The discovery opened up the territory to trade and exploration.”*

## **Stewart River**

*“The Stewart is one of the principal tributaries of the Yukon River, flowing more than 300 miles from headwaters in the Mackenzie Mountains and joining the Yukon River 70 miles above Dawson City.*

*The river was named by Hudson’s Bay Company explorer Robert Campbell for his assistant James Green Stewart in 1849.*

*It was one of the first rivers in the territory to be prospected and gold was found on its bars more than 10 years before the Klondike Gold Rush. Many of its tributaries are also rich in gold and one of the first gold mining dredges in the Yukon operated on the Stewart at the turn of the century.*

*Before the completion of the road system in the region, the Stewart River was the primary transportation route. Sternwheel riverboats like the Keno and the Vidette serviced the river communities, transporting passengers and supplies. When the silver mining industry began to develop in the 1920’s the bags of silver ore were shipped from the town of Mayo to the mouth of the Stewart. There they were transferred to Yukon River boats and taken to Whitehorse or Dawson for shipment to the outside world.*

*The river also has another important use. During the summer months when the salmon are running, the native people of the Stewart River Valley move to fish camps along its banks, as they have done for countless years.*

*Although the section of the river is fairly gentle and placid, its upper portion can be quite treacherous. The rugged country which surrounds the upper stretches of the river has been an important source of furs for years and many people still trap in the area.”*



The above examples illustrate not only the problems of specific sign content, such as the number of loosely connected ideas, the unemotive writing style, and the need for better regional context for stories, but also demonstrate problems created from a lack of overall planning. For example, noted below are elements of inconsistency or duplication/repetition between the two sample signs:

- the measure of kilometres (written in full early in the paragraph and abbreviated in a later reference) used in one sign while miles is used in another.
- the river length, origin and confluence as well as the reference to Campbell and the naming of the river repeated in both signs.
- the sign titles themselves, underlying the focus of interpretation are boring and repetitious

It is absolutely fundamental to maintain standards of good writing in the development of interpretive signs. The text must be engaging, interesting, readable, and convey a single central thought. A good sign text of approximately 100-150 words can only effectively deal with a single theme. In the same way that a paragraph of good writing is built around a central idea, so a sign text must be created with an engaging and well articulated focus.

## **Attractiveness**

The existing signs on the Klondike highway (North) corridor are generally unattractive and do not create visitor interest and excitement. The wood character of the signs can be effective and is consistent with the environment in which they are located. However, the signs generally exhibit large blocks of type, usually consisting of all upper case letters. The text is frequently too long for such a presentation and there is generally poor use of space in the sign design. All of these factors detract both from the attractiveness of the sign and from its readability. These issues were clearly identified in the system framework study, and recommendations were made to develop higher quality signs according to industry standards.

## **Condition**

The condition of many of the interpretive signs along the corridor is poor. In general terms, the corridor has not received significant recent attention with respect to new sign development and improvement of longstanding sites. There are exceptions to this general statement, but the selection of this corridor as the first for interpretive planning and upgrading is, at least in part, a recognition of the state of the infrastructure.

## Site Development

Site development is a critical factor in the attractiveness and effectiveness of interpretive site. Comparisons within the highway corridor can demonstrate how important this is. Consider the difference between Five Finger Rapids site and the Tintina Trench site. Both are attractive viewpoints with important stories to tell. Both are reasonable size and can accommodate a reasonable number of visitors. The Five Finger Rapids site, however, is shielded from the highway, provides basic support facilities such as washrooms and viewing platform and has been designed to be a pleasant stopping point. The Tintina Trench site relies entirely on its magnificent view for its appeal, since the site itself is unattractive. No support facilities and no opportunities to disengage people from their vehicles and engage them in the view have been created. A great opportunity is being missed. The success of interpretation depends to a certain extent on the focus the visitor brings to the interpretive site – in this case, reading a sign and taking in a view. If the facilities are not available to remove the visitor from the distractions of the highway and the demands of vehicle travel, then the potential impact of interpretive communications will be diminished.

However, the site developments do not have to be major, examples being the Conglomerate site and the Stewart River site. In each case, the focus of the site is more immediate, intimate, and smaller scale. The site is not intended to support significant numbers of people at any one time, nor are people expected to stay for a long period of time. The design of the Conglomerate site provides some separation from the highway yet is convenient and inviting as well as focused on the interpretive story. The Stewart River site, on the other hand, suffers from lack of attention to site development details. The site is open to the highway, appears unattractive and is not recognizable as an interpretive site. Furthermore, it does not provide an effective focus on the resource that is the basis of the story – the river – which is largely obscured. Although in reality very close and intimate, it seems removed from the visitor.

# ***Klondike Corridor Interpretation***

---

## **1. Highway Units**

Interpretive planning for the Klondike Highway requires some geographic basis upon which to overlay the thematic framework previously discussed. The corridor is not a single entity traversing a relatively uniform landscape system. Rather, it crosses a variety of landscapes, each with its own ecological characteristics and human stories to tell. Therefore, dividing the highway into units that will focus the visitor's attention on the dominant features of that sector of the route will help to link the interpretive stories to be told. Visitors will be able to comprehend and appreciate the messages better if the signs bear a logical definition of their relationship to each other and to the landscape visitors see as they travel.

The highway has been divided into four sectors as follows:

### **Yukon Heartland**

This sector of the highway extends from km 191, at the junction with the Alaska Highway, to km 320, near the Nordenskiöld River wetlands, just south of Carmacks. The landscape along this sector is typical of the Yukon Plateau with glacially rounded and rolling hills separated by broad valleys, dissected by many rivers and creeks, and dotted with numerous lakes.

Directly linked to the Whitehorse area and the Yukon River, this accessible area has long been a heartland of human activity. First Nations people lived and traveled throughout the region, and modern day activities are similarly widespread. Agriculture, forestry, settlement and transportation all play a significant part in the ongoing land use patterns seen today.

The Yukon Heartland highway sector is dominated by this human story of living on the land. It is a story of the past and a story of the present.

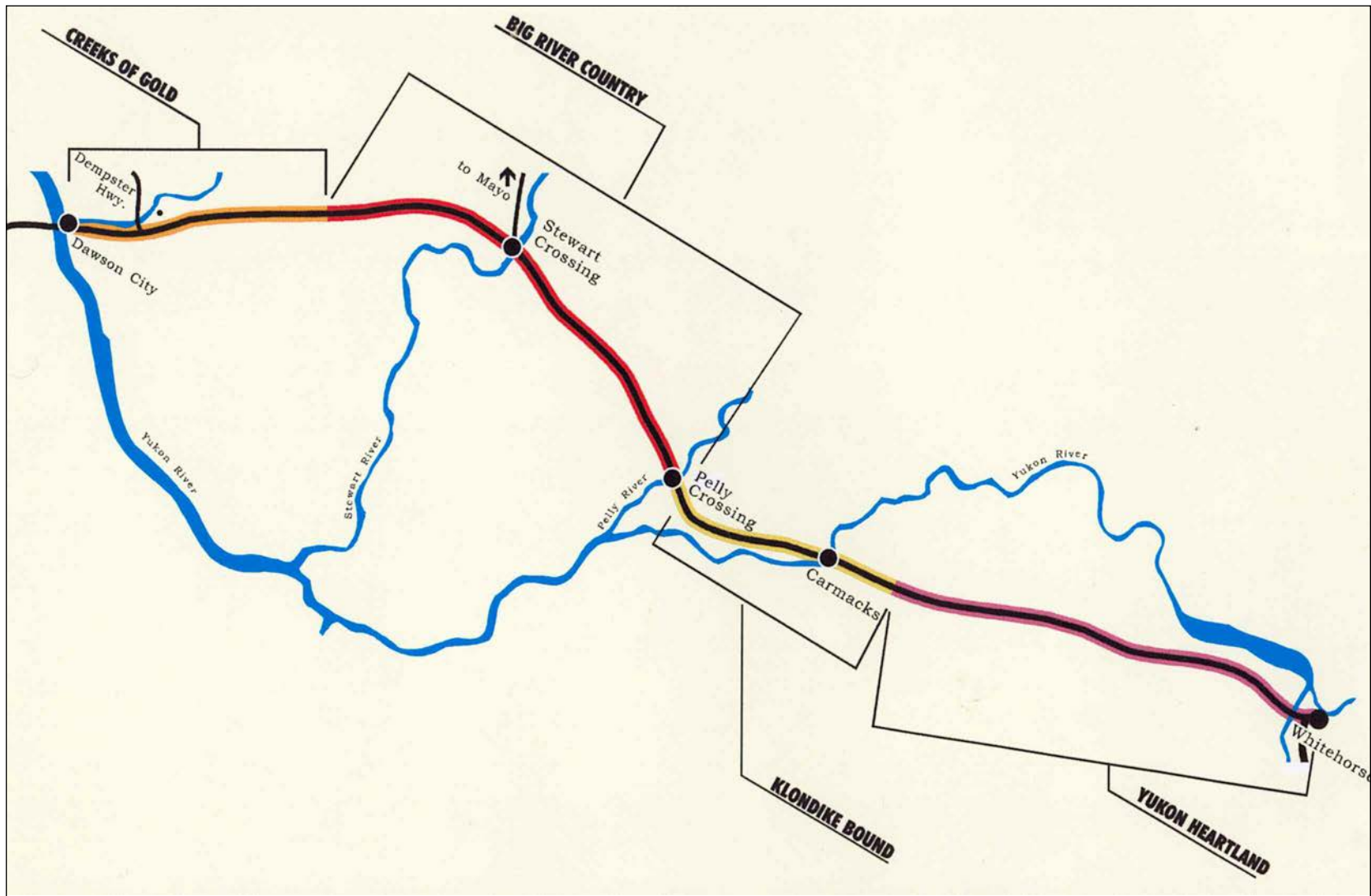
### **Klondike Bound**

This sector of the highway extends from Montague Roadhouse in the south (km 323) to just past Minto in the north (km 435).

This sector is the modern highway traveler's exposure to the heart of the Gold Rush route along the Yukon River. For this short distance, the highway parallels the river offering views of the valley and the river itself. Not only can the Klondike travel route be identified, but there is an opportunity to appreciate the landscape, its evolution and the impact it had on the people who traversed it.

Both the overland route and travel by water to the Klondike gold fields are major stories here. Added to this focus are some significant landscape themes.

# Klondike Highway Units





## Big River Country

North of Minto, the Klondike Highway rises out of the Yukon River valley and traverses a vast land of large plateaus deeply cut by major river valleys including the Stewart and the Pelly. The Tintina Trench, a straight, deep valley formed by a large fault and oriented in a northwest to southeast direction, is also a major landscape feature. The Trench is important to species such as the sandhill cranes as part of their migration route during May and September. The area is rich in wildlife and therefore has historically been an important area for the Selkirk and Nacho Nyak Dun First Nations. This characteristic was also significant to the early Euro-Canadian travelers and traders who visited the area and established trading opportunities with the resident people.

The stories in this sector are dominantly landscape stories and include the early human presence that was part of the ecological character of the region.

## Creeks of Gold

The final highway sector extends from north of the Tintina Trench viewpoint (km 660) to the community of Dawson City. The dominant story here is that of the Gold Rush. Why is there gold here to begin with? What were the circumstances that led it to become such a major event? Who came? How did the activity of the gold seekers and other seeking to take advantage of the event, both depend on and influence the environment in which they found themselves?





## 2. Media

Interpreting the stories of the Klondike Highway corridor has been the subject of a vast array of media targeted at a wide audience over many years. Film and video programs, radio programs, stage productions, books, pamphlets, educational materials, posters, exhibits, artwork and even the internet have all contributed to communicating the character, events, and people of this portion of central Yukon. Any plan for interpretation along the corridor must acknowledge this wide spectrum of participating media associated with the task, but also seek to establish a particular niche for the media and stories most suited to onsite use along the highway itself.

It is being on-site that is the fundamental determining factor in the selection and utilization of this media. Being there is an

important advantage. Visitors can understand the stories and associated feelings and appreciate a wide variety of environmental influences much better while on location than they can from afar. The direct contact with the site, the environment, the feature, or the object, heightens the learning opportunity.

On the other hand, being on-site also imposes some practical limitations on the interpretive opportunity. A remote site with transient visitors lessens the practicality of personal interpretive services. Utilizing a number of widely spread sites reduces the comprehensiveness of the story, since contact with all of them by any one individual is seldom achieved. Also, the amount of information that can be successfully conveyed is influenced by a host of factors including available time, inclination, and attraction to the site.

## Signs

The focus of this plan - the interpretive sign - is accepted as an effective tool in on-site interpretation for areas of reasonably high traffic but low concentration of numbers at any one point in time. It can be a cost effective means of attracting visitor attention and providing succinct information. It is an accepted form of interpretation that reaches a wide variety of user types. Although it does not provide the opportunity to convey a great amount of detail, it can be situated in such a way as to complement the direct on-site experience, and thus provide significant insight into the theme being conveyed. Like all interpretive techniques, it is not a single solution to the objective of visitor education, but it is a strong component that can be very effective.

## Radio Frequency Messages

The use of the ‘talking signs’ is seen by some to be a highly desirable and underutilized media. There are a number of very compelling reasons for such support. In the first place, there is an opportunity to create and communicate a very personal message in a medium that is widely accepted. Secondly, it adds to the potential character of the message by being able to convey moods, sounds, drama and music that are not possible in the written word. For example, the use of native language and songs could be important features of effective interpretation of First Nations culture within this medium. Thirdly, the message can be of greater depth than the capacity of a physical sign allows, and the medium is flexible and able to be changed as frequently as desired, accepting the cost implications of message development.

Drawbacks to the system include: the costs to develop and maintain the system; the range of the message; and, the importance of immediately capturing the attention of the visitor to tune to the appropriate location on the dial and receive the transmission. Failure

to connect with a visitor trying to receive the message leaves the visitor frustrated and less likely to try again. The other major drawback is that unlike physical signs, there are no on-site advantages. The visitor remains in a vehicle and continues to drive while the message seeks to connect them to a world and experience removed from that vehicle.

While these advantages and disadvantages can be identified in general terms, there is virtually no documented evidence of the actual success or failure of this media for situations such as that of interpreting the Klondike Highway. The more common use of delivering road condition information or commercial service advertising may be more widely documented but may not be good comparisons when evaluating effectiveness for interpretive programming. Without some thoroughly tested pilot projects, it would be a significant risk of funds and energy in a media that had little proven track record. However, testing and documenting the usefulness of this media could make an important contribution to interpretation in

the territory. Suppliers should be encouraged to demonstrate the effectiveness of their product through such carefully conducted pilot studies.

To improve the balance between advantages and disadvantages, it is recommended that such messages could be made available at major interpretive sites where they could be used to augment physical signs in the communication of a story through an entirely different approach. For example, the Lake Laberge Viewpoint site could have an interpretive program available through this media that people could tune into while they were at the site.

Surveying visitor use of the system would be made extremely easy through this approach, with a brief interview upon exiting from the site. Although not specifically identified within the context of the subsequent plan components, a number of major sites in this highway corridor could be used for such ‘talking sign’ development. They are: Lake Laberge Viewpoint, Montague Roadhouse; Yukon River; Pelly Crossing; Stewart River; and Dawson City Entrance.

## **Print Media**

A wide variety of print media could, or already does, contribute to the enjoyment of the corridor for many visitors. Many books and pamphlets on the Yukon, its resources, people, and the events that have been the backbone of its development have been produced for the visitor to use in his or her attempt to better know and appreciate the territory. Although there is no specific highway corridor guide, the Milepost provides a skeleton look at the interpretive sites along the corridor.

There is a significant opportunity here for the development of a comprehensive highway corridor guidebook that encompasses all aspects of the themes along the corridor. Rather than having a single focus, as is the case with the wildlife viewing sites booklet, a comprehensive and integrated look at the corridor could be a strong complementary media to the on-site sign interpretation along the corridor. As with much of this type of interpretation, it represents an opportunity for private initiative and is not recommended as an element of any government agency contribution to corridor interpretation. It is beyond the scope of this plan or the agency to develop this media concept further at this time.

## **Tapes**

Cassette tapes are a blend of the “talking sign” and print media. They are as transportable, informative and accessible as print media. They have a souvenir quality to them and can provide a diversity of approaches to conveying the stories of the area – in song, story, narrative, interview, conversation, etc. They can be used in conjunction with print material or with physical signs at specific sites, and are thus able to contact visitors while travelling, or at specific sites. Like the possibility of a comprehensive interpretive guidebook for the corridor, this media is well-suited for private initiative. Government agencies are not well-suited for delivery of such products where distribution and purchasing by visitors is needed to provide this interpretive opportunity.

### 3. Signs Types and Locations

#### Sites Proposed for Deletion

A few sites that have been utilized in the past as part of the interpretive sign program for the Klondike Highway (North) are not included in the list of proposed sites. Specific circumstances related to these sites are worth noting in the context of this plan. Each site is named below with a brief explanation as to why it has not been included in the interpretive plan for the Klondike Highway Corridor.

#### Lake Laberge – Deep Creek Campground

##### Themes

##### **The Environmental Stage**

Environmental Foundations:  
– climate

This is a site of a former Heritage Branch interpretive sign, which was removed some time ago. In keeping with the highway orientation of the Heritage Branch sign program, this site is more appropriate to other agency development and use. Plans are in place for a more extensive interpretive development at this site. A cooperative venture between Renewable Resources and the local First Nation will interpret the proposed stories of First Nations history and access to the gold fields, and the status of the Thirty Mile River as a Canadian Heritage River.

While the site is removed from the highway it is located in conjunction with a major visitor facility and provides some profile to the site. The interpretive opportunity at this site is also important because it takes advantage of first hand access to Lake Laberge which is an attraction for day users as well as campers. It is one of the very few accesses to Lake Laberge.

#### Carmacks Roadhouse

##### Themes

##### **The Human Story**

Community Development:  
– community history  
– transportation  
Gold Rush:  
– travel

The Carmacks Roadhouse has been taken over as a community initiative. The village of Carmacks is planning to restore the building for interpretive purposes, and at the same time develop a visitor information centre on the theme of transportation history. The community's location at the crossroads of the water transportation route, the overland route and the Klondike Highway is the basis for this theme selection.

There should remain a strong link between the highway interpretive sites addressing the same theme, and the community based visitor facility.

## **Tantalus Butte**

### Themes

#### **The Environmental Stage**

Environmental Foundations  
– geology

The Human Story: Modern Development – industrial activity. The Tantalus Butte sign itself should be relocated to a new site because of the difficult visual relationship between the feature and the current sign. Alternatives were investigated along the Klondike Highway, but no suitable site was identified. Instead, its theme and the potential for a suitable site along the Campbell Highway make the relocation of this interpretive site to the Campbell Highway the preferred recommendation. While this will necessarily be assessed in the context of a plan for that corridor, removal of the Tantalus Butte sign from the Klondike Corridor seems appropriate.

## **Minto Campground**

### Themes

#### **The Human Story**

Modern Development  
– community history  
Gold Rush  
– travel  
– people

#### **The Environmental Stage**

Ecological Characteristics  
– boreal forest ecology

The Department of Renewable Resources has turned over the Minto Campground to the Fort Selkirk First Nation. The Yukon Government is planning the imminent removal of the present interpretive signs at the site and has directed that this planning exercise not include this site among the corridor interpretive facilities.

The removal of this site leaves a major gap in the interpretive experience for highway travelers along the Klondike Highway. Besides the long and steep hike to the riverside at Five Finger Rapids, this site is the only place for visitors to directly contact the Yukon River. Such a personal connection to this major waterway and key link in the Klondike

story is very important in the overall interpretive experience of the corridor.

Therefore, this plan will seek to identify and alternative site where such access can be developed. It is recognized that such potential locations are not plentiful, especially considering the possible conflict with First Nations interests in the area. However, it would seem logical to work towards a joint venture with First Nations on the development of such a site that would satisfy the needs and aspirations of everyone – First Nations, government, and visitors. The Minto Campground site, because of its existing development and ideal location should not be excluded from such future discussions.

## Stewart Crossing

### Theme

#### Silver Trail orientation

This site has been developed as a Regional Orientation site for the Silver Trail, and it is the recommendation of this plan that it remains focused on that purpose. However, it does not serve the Regional Orientation function that other sites along the Klondike Highway corridor do because its message deals with the character and points of interest of what is essentially a ‘tributary corridor’. This situation is comparable to a sign in Whitehorse encouraging people to drive the Klondike Highway and providing some encouraging glimpses into the nature of the trip

Because of its ‘belonging’ to another corridor, it is appropriate that the graphic sense of the site be linked with the Silver Trail and not with the Klondike Highway, so that visitors will see it as another opportunity entirely separate from the highway corridor they have been following. For the purposes of the Klondike Highway, this site is not useful. It is not the purpose of this plan to develop graphic concepts for that corridor, thus recommendations regarding the redevelopment of the site should be undertaken within the context of a full study and consultation of the Silver Trail Corridor. It is suggested that considerable redevelopment reflecting the approach and scale of similar facilities in this present plan would be appropriate for that Corridor.

However, Stewart Crossing is a highly visible site with considerable local interest and involvement. Addressing the current state of the site will be important. Two options are possible. The recommended option is to relocate the signs to the opposite side of the highway, and integrate them into the access to the lodge site. This would place the signs on the appropriate side of the highway to connect with north-

bound traffic. Also, the kiosk and toilet facilities are considered an unnecessary operational cost, given the location of visitor service facilities at the lodge. The second option – a major site clean-up – should be considered an interim development only, and be chosen only in the absence of clear direction. If chosen, it should be discussed within the context of the Silver Trail Corridor plan. The kiosk should be removed and the outhouses should either be repaired or replaced with a screening wall separating the outhouses from the rest of the site. Modifications to the sign structure may not be necessary in the short term, but its effectiveness is limited by the angle of the sign enclosure and the support beams across the front which tend to keep visitors from approaching the sign and being able to read the information. A redesign of the entire site is highly recommended for redevelopment in the long term.



## Proposed Sites

Three interpretive sign types identified within the previously developed strategy report are considered appropriate within the Klondike Highway corridor. They are: regional orientation signs; site specific – highway signs (major); and site specific – highway signs (minor). It is the intent of this plan to utilize to the fullest extent possible the site locations for signs that currently exist, even if the signs themselves require upgrading or replacement from the perspective of condition, or theme and content. Site development is a significant undertaking and it is the view of this plan that effort should be placed in improving existing sites rather than attempting major new site development. However, it is not entirely possible to present the most effective interpretive program with only existing sites and some key additions have been proposed to fill very important gaps in the corridor system.

The proposals contained in this report have not had the benefit of detailed site review in the appropriate season (see Foreword). It is essential that these proposals receive detailed on site scrutiny prior to subsequent implementation steps being taken.

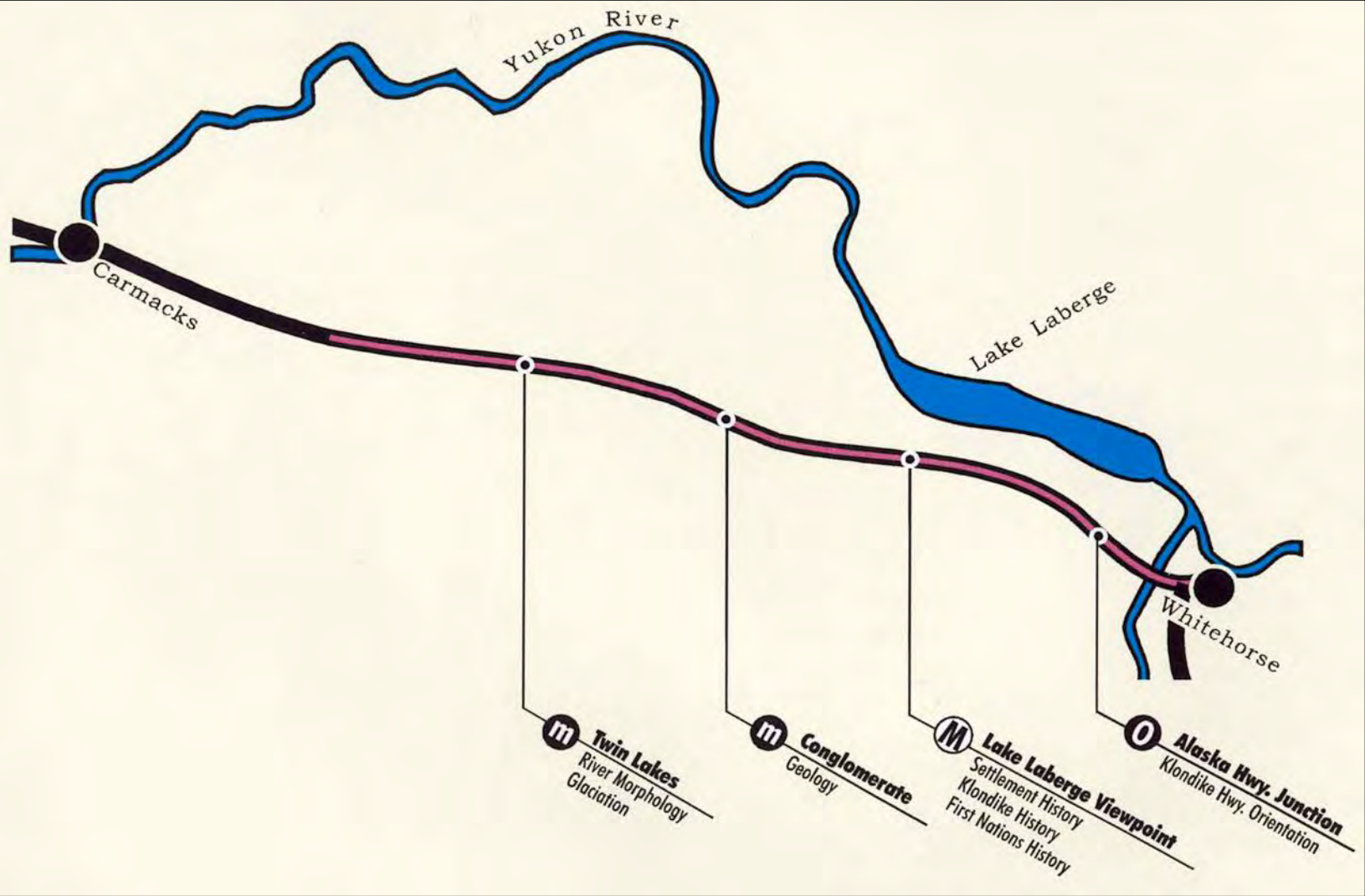
The sites identified in Table #3 are grouped according to the highway units described previously and are shown to be either existing or new. Existing sites may require significant upgrading in some cases but such considerations are discussed in the implementation section of this report. Existing sites not included in this list are: Carmacks Roadhouse – to be managed under a community interpretive program; and, Minto Campground – a site to be managed by First Nations interests in the area.

Site	Location	Type	Status
<b>Yukon Heartland</b>			
Alaska Hwy. Junction	km 203	H.O./Minor	new
Lake Laberge Viewpoint	km 221.5	R.O./Major	new
Conglomerate	km 298.5	Minor	existing
Twin Lakes	km 307.5	Minor	new
<b>Klondike Bound</b>			
Montague Roadhouse	km 323	R.O./Major	existing
Carmacks	km 355	Minor	existing
Five Finger Rapids	km 379	Major	existing
Yukon River	km 396	Major	new
Yukon River Viewpoint	km 397.5	Major	new
<b>Big River Country</b>			
Minto Uplands	km 438	R.O./Minor	new
Pelly Crossing	km 467	Minor	existing
Willow Creek Valley	km 484	R.O./Major	new
Crooked Creek Valley	km 517	Minor	new
Crooked Creek Canyon	km 524.5	Major	new
Stewart River	km 555.5	Major	existing
Gravel Lake	km 625.5	Minor	new
Tintina Trench	km 658.5	Major	existing
<b>Creeks of Gold</b>			
Dempster Hwy. Junction	km 672	H.O./Minor	new
Klondike River	km 671.5	Minor	existing
Dawson City Entrance	km 688.6	R.O./Major	new
Dawson City Sites	km 705-718.5	Minor	existing
H.O. – Highway Orientation R.O. – Regional Orientation			

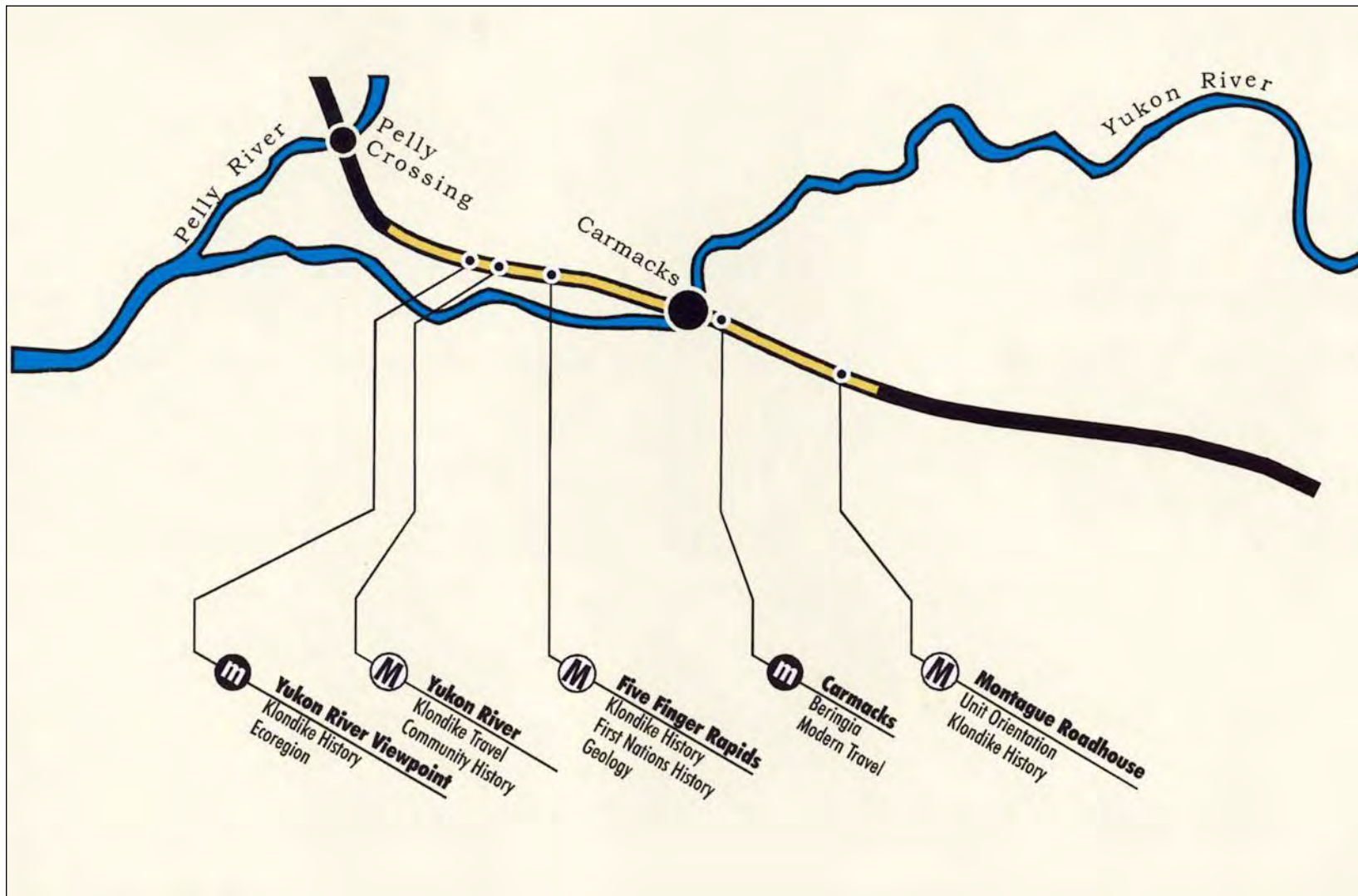
**Table #3**



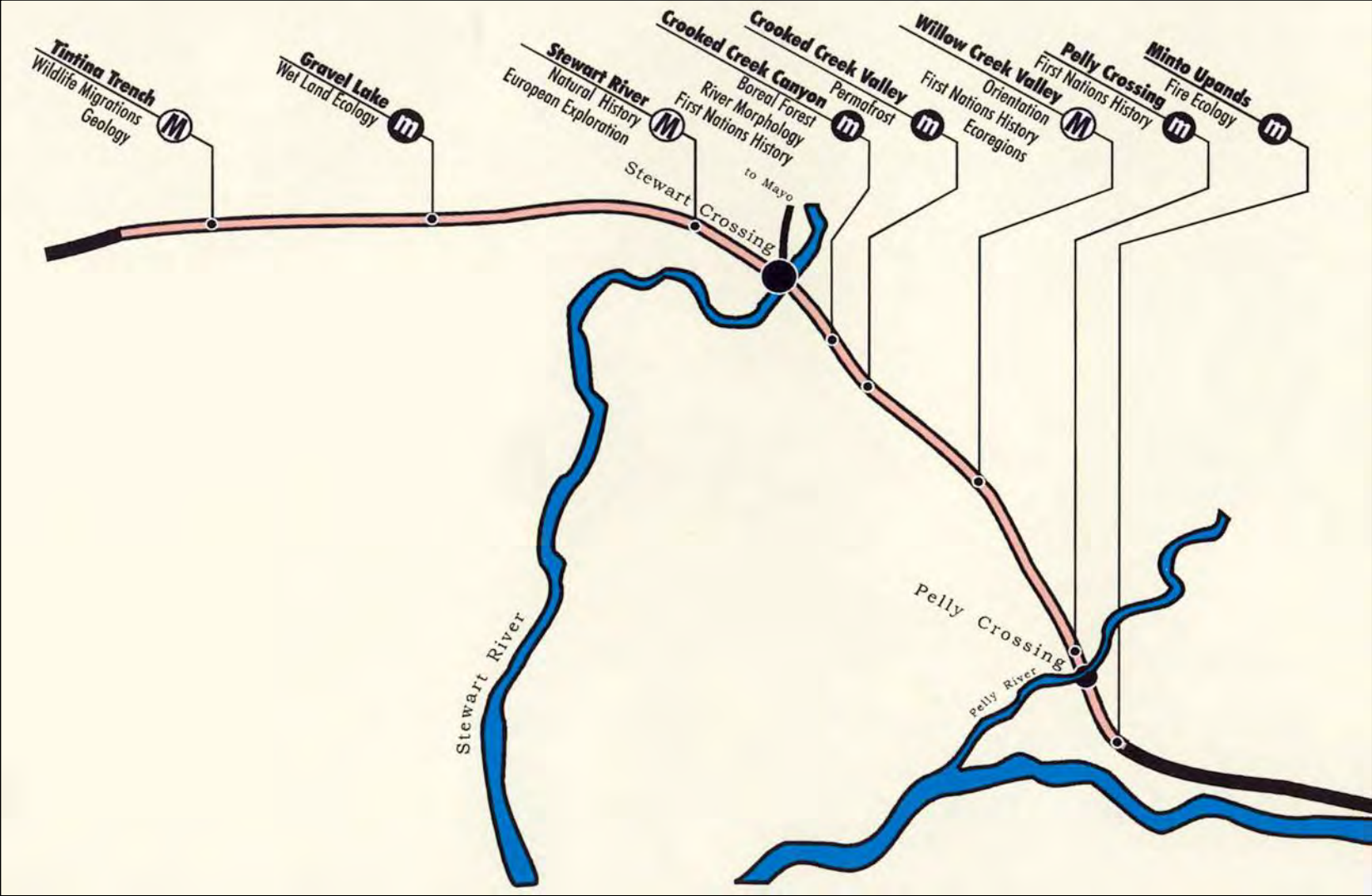
# 1. Yukon Heartland Highway Unit



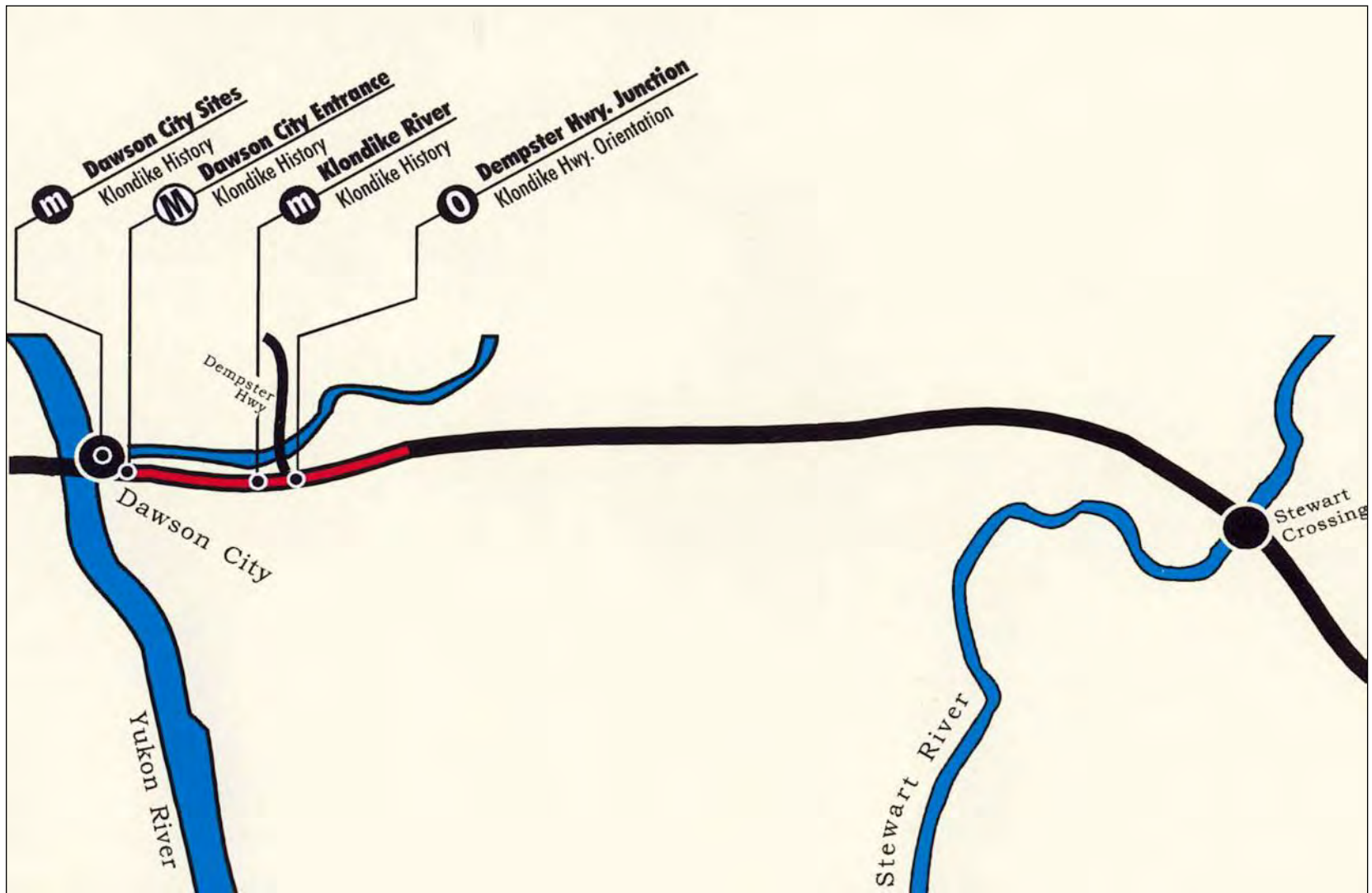
# 1. Klondike Bound Highway Unit



# 1. Big River Country Highway Unit



# 1. Creeks of Gold Highway Unit



## 4. Themes and Messages

### Yukon Heartland

#### Alaska Hwy. Junction

km 203; H.O./Minor; new

Themes: n/a

This site is intended to provide an overview of the Klondike Highway corridor and the interpretive opportunities along the way for visitors heading north towards Dawson City. While it was considered desirable to locate the site as close as possible to the junction of the Alaska and Klondike highways, conflict with Whitehorse traffic south of the Takhini River Crossing and the road alignment just north of the bridge necessitated the present proposed location. This location is safe and convenient and will serve the orientation function as well.

Visitors will not spend long at the site. In terms of site character, this will resemble a minor site where no significant facilities are present to encourage longer stays; however, a sign complex of three segments will be required to convey the message.

One sign panel will be a welcoming text describing the journey between Whitehorse and Dawson. The second panel will identify the four highway interpretive units and locate sites of interest along the way within each of those units. The middle panel will be a map locating the highway corridor in the broader Yukon context and serving to identify the units and sites ahead.

A similar site is proposed at the Dawson end of the highway, actually located just south of the Dempster Highway turnoff, to serve travelers heading southward along the corridor. These sites are intended for travelers going in one direction only, and will not be signed in advance in the opposite direction, nor will the sites be designed to accommodate vehicle access from the opposite side of the road.

#### Lake Laberge Viewpoint

km 221.5; R.O./Major; new

##### Themes

##### **The Environmental Stage**

Environmental Foundations

- geology
- glaciations
- volcanism

##### **The Human Story**

Gold Rush

- travel
- people

Pre-Contact

- traditional lifestyles

Modern Development

- industrial activity

This site provides a significant opportunity to tell a number of stories related to the character of the unit as a whole from a potentially excellent vantage point. No site currently exists. A small pull-off for vehicles would provide access to a site where a variety of facilities would be provided including: an elevated viewing platform, washrooms, picnic tables and garbage disposal. Interpretive signs should be placed on the viewing platform. Site design should attempt to maximize the view while minimizing the height of the platform. The site is forested, but with selective clearing and the utilization of elevation differences, good views of Lake Laberge and areas north, east and west are expected.

This site is the major interpretive site in the Yukon Heartland unit and should therefore provide some context for other sites, as well as communicate stories specifically relevant to the view. Four stories should be communicated in separate signs:



1) A Landscape Story – the geological make-up (volcanics, faulting and glaciation) of the region and its relationship to mineral deposits. This may require more than one sign, depending upon how many and which aspects of the story are selected.

2) A Gold Rush Story – focused on Lake Laberge, this can be an introductory story dealing with the gathering of people and mustering of materials awaiting break up on Lake Laberge and the Yukon River. The story can also introduce the human element of who came, where they came from and how far they traveled to get there. A comparison to modern day travel would bring the story to life for those who have come a long way to get to this site.

3) A First Nations Story – focused on the relationship of people to the land and to other groups in this area prior to the coming of the early white explorers and traders (complementary to the Deep Creek Campground stories).



4) A Settlement and Development Story – this area supports a significant amount of human activity and resource use. First Nations history is an important theme in this area followed by continuing modern land uses including settlement, forestry, agriculture and tourism. There is also an opportunity here for a ‘talking sign’ utilizing the Robert Service poem, ‘The Cremation of Sam McGee’. A popular feature of Yukon character, this poem could be used as a starting point for an explanation of the climate of the region – especially the length of winter and break up of the lake. It would serve as a connection to the environmental determinants relating to the Gold Rush story.

## **Conglomerate**

km 298.5; Minor; existing

### Themes

#### **The Environmental Stage**

Environmental Foundations

– geology

The existing site and sign work well and should be maintained. The story is directly focused on the geological and landscape processes associated with the conglomerate formations.

Reports indicate that significant use levels degrade the site during the summer and that despite not wanting to encourage extended stays, washrooms should be provided.



## **Twin Lakes**

km 307.5; Minor; new

### Themes

#### **The Environmental Stage**

Environmental Foundations

– glaciations

Landscape Processes

– river morphology

A minor site could be developed in close proximity to the campground, but adjacent to and accessible from the road. This is an attractive site and the natural focus is on the lakes and their colour. It presents a suitable opportunity to discuss a water-related story. The drainage patterns of this highway unit can be described, as well as the impacts on this area of major landscape events in the distant mountain systems. The example of flooding caused by glacial action (Glacial Lake Champagne) could be described.



## **Klondike Bound**

Montague Roadhouse; km 323; R.O./Major; existing

### Themes

#### **The Human Story**

Modern Development

- industrial activity
- modern travel

Gold Rush

- travel
- people

#### **The Environmental Stage**

Ecological Characteristics

- ecoregions

This site is recognized as a potentially major interpretive site due to the presence of the site resources to the highway. First and foremost, the site is an opportunity to interpret the evolution of transportation history in this part of the Yukon beginning with the gold rush and extending to the present day. However, there are environmental relationships in this story, frequently overlooked, which could be an effective addition to the interpretation at this site. Some understanding of the determining characteristics of the environment – terrain, vegetation, wildlife and climate – could contribute to the visitor’s appreciation of the need for such facilities, the frequency with which they were constructed along the route, and the difficulties of maintaining such a facility, as well as the impacts of the evolution of transportation systems on that environment. A series of signs could be used to address this range of subjects.

1) an overland travel route story – as outlined in the sign text recorded for the site.

2) a roadhouse operation story – people providing this service and conditions and hardships accompanying it.

3) an environmental obstacles story – some of the problems experienced in overland travel in this area.

4) an environmental impact story – how this area has adapted to the expansion of human activity and development

All interpretation at the site should be developed to complement proposed interpretation at the Carmacks Roadhouse and at the new community-based visitor information centre. In fact, visitors to the Montague Roadhouse site should be encouraged to visit the Carmacks sites for a more in-depth treatment of the transportation themes. This will be important since the majority of the visitors to the site will be traveling north and will encounter the Montague site first.



## **Carmacks**

km 355; Minor; existing

### Themes

#### **The Human Story**

Modern Development

– industrial activity

– modern travel

– community history

Fur Trade/Exploration

– activities

– people and places

Pre-Contact

– traditional lifestyles

The existing signs contribute to a variety of themes, are in relatively good condition, and should be maintained. The story is regional in nature and covers a broad span from early First Nations activity to today's modern travelers. Signs should not be repeated at different sites. Two of the signs at this site were also recorded at the Tantalus Butte site, but they have been temporarily removed for the latter. The Carmacks site is considered to be the more appropriate of the two for 'The Campbell Region' and the 'Traveling the Campbell Highway' signs.

An additional sign could be added to the Carmacks site to tell the Beringia story.

The Carmacks site could also serve as a Community Information site due to its location. However, adding this function would require a significant redesign of the site to incorporate the necessary variety of sign types and objectives, while making the site both appealing and functional.

## **Five Finger Rapids**

km 379; Major; existing

### Themes

#### **The Human Story**

Gold Rush

– travel

Pre-Contact

– traditional lifestyles

#### **The Environmental Stage**

Ecological Characteristics

– ecoregions

The Five Finger Rapids site is a significant rest stop with both a destination for a short walk and other facilities to encourage those not interested in the hike to the rapids to stay and rest a while. The interpretation presently provided at the site is strongly oriented towards those interested in the hike. Some opportunity to convey a complementary story concerning the river and the rapids, for those remaining at the viewpoint, would be valuable. An environmental focus could be used to link the story back to the conglomerates and also to indicate how landscape characteristics determine the human response in meeting challenges to use of the area. Three signs are envisioned which could be incorporated into the viewing platform that currently exists. One sign could focus specifically on the geological link between this site and the Conglomerate site. A second could address the relationship between environmental factors and human activity, namely the rapids and the river transportation story. A third could focus on the First Nations relationship to the site and incorporate the legend of the crow's fish trap.

## **Yukon River**

km 396; Major; existing

### Themes

#### **The Human Story**

Pre-Contact: traditional lifestyles

Modern Development: community history

Gold Rush: travel; people

#### **The Environmental Stage**

Ecological Characteristics: boreal forest ecology

Connecting the highway traveler with the Yukon River is a critical component of the interpretive strategy for this corridor. The river is central to so many of the themes within the framework, such as pre-contact history, fur trade and exploration, and the Gold Rush, that to miss the opportunity to connect the traveler with the river would be a huge loss. However, respect for the on-going use by First Nations peoples of areas that have traditionally been important is also a significant consideration. The proposal for this site must be discussed with the local First Nation to reach acceptable agreement on this development, or an alternative which could meet the desired interpretive objectives.

A major site is proposed where access to the river can be provided. This may require some minor road development and site work but is a high priority for achieving the interpretive objectives of the corridor. Specific site identification has been impossible at this time due to seasonal access restrictions. The site is proposed to work in concert with the Yukon River Viewpoints site (see next description) and will be in relatively close proximity – just south along the highway. The proposed location would be reached by a short access road joining the highway at the lowest elevation just south of the Yukon Crossing road.

The site could be used as the focal point of a day use area for visitors including facilities as required for picnic sites, garbage cans and toilets. A short trail along the banks of the river would also be an important addition to the site. Interpretation at this site should be targeted at highway travelers as opposed to river travelers. All devel-

opments in this area must be sensitive to the needs of First Nations people to maintain their normal activities uninterrupted.

The themes addressed by the signs currently located at the Minto Campground are appropriate and could be extended in the development of the Yukon River site. This site would be a significant opportunity for highway travelers to contact the Yukon River at a location removed from the main highway. It is important that the stories here engage people directly, be personal, and bring the character of this site alive in the mind of the visitor. This is not the place for facts and dates, it is the place to connect with the emotions of life in the wilderness of the central Yukon and on the trail to the Klondike. Personal stories may be an effective means of achieving that connection.

A series of four signs is proposed:

- 1) a community history story – underscoring the importance of settlement and human activity in this area over a long period of history including the history of Minto
- 2) a travel story – connecting this site with the travel corridors between Whitehorse and Dawson City and appreciating the nature of those routes
- 3) a personal story – utilizing an event of personal significance in the area that links the visitor to the other sign stories
- 4) an ecology story – utilizing the peregrine story and linking their presence to habitat and food sources

## **Yukon River Viewpoint**

km 397.5; Major; new

### Themes

#### **The Human Story**

Modern Development: modern travel

Gold Rush: travel

#### **The Environmental Stage**

Landscape Processes: river morphology

Ecological Characteristics: ecoregions

This site presents an appealing view of the Yukon River valley. The location of this viewpoint is at the height of the valley wall adjacent to where the highway regains its upper level route north of the Yukon Crossing. A safe and direct routing of the proposed access to the site can be identified once the site is free of snow. The site will likely benefit from the addition of a ground-level platform along the edge of the embankment to focus the attention of the visitor and provide a measure of safety to the viewing area of the site. Since this site is scenic and a desirable stopping point, toilets and picnic tables should be provided as well.

A series of four signs could be placed on the viewing platform:



- 1) a Gold Rush travel story – the travel routes, both by river and overland, visible from this location; distances traveled and barriers to travel
- 2) a tourism story – modern day retracing of the historic water and overland travel routes of the Yukon; tourism is a fundamental component of the Yukon economy
- 3) an environmental story – the Yukon river and its ecology
- 4) a First Nations story – the importance of this area to the First Nations people in the past and in sustaining their culture in the future.

## **Big River Country**

Minto Uplands; km 348 ; R.O./Minor; new

### Themes

#### **The Environmental Stage**

Ecological Characteristics

- fire ecology
- boreal forest ecology

In 1995, a major fire passed through the area straddling the Klondike Highway adjacent to and north of Minto. This site provides a significant opportunity to discuss the nature of forest fires in the Yukon and their role in this type of ecosystem. Two signs would be appropriate, one focusing on a close-up view of the fire impact and regeneration, the second discussing the broader ecosystem relationships of fire.

The location of the pull-out is critical to the achievement of a suitable connection with the fire environment. Some opportunity to provide good connections to both the specific and general aspects of fire is seen as highly desirable, but identifying sites has been difficult. Each of four different locations has certain drawbacks and a careful evaluation of these sites in summer conditions is needed. The preferred site is at the crest of the hill on the highway just past Minto. This site provides an exceptional opportunity to view the extent of the fire over a large area to the south and the east, and at the same time provides direct access to the impacted forest. A short trail and lookout in association with the pull-off would be an asset to the interpretive experience. The other three possible locations (km 425, 440.8 and 445.9) offer good direct access to major fire areas, but have limited opportunities to create an impression of the magnitude of this ecological process.

## **Pelly Crossing**

km467; Minor; existing

### Themes

#### **The Human Story**

Pre-Contact – traditional lifestyles

Fur Trade/Exploration – activities

#### **The Environmental Stage**

Ecological Characteristics – ecoregions

This site offers a good view and is an excellent opportunity to connect with highway travelers. While it can be viewed as a minor site with respect to facility development, it may be appropriate to deal with more than one story. Hence, three signs are proposed. The site should have a First Nations history focus. One sign should deal with the traditional connection to the land and dependence upon what the land provided. The second should identify change – how new people, new ways and new relationships have altered the ways of the past. There is a sense of the land at this site that other more intimate sites do not provide and that sense is valuable in conveying this story. It is important also, that this site complement any other First Nations interpretive initiatives such as the proposed cultural centre and serve as an encouragement to visitors to visit the facility. The third sign could deal with the river in a geographical context – its significance as a major river within the territory and the resulting major role it has played in the human development of the territory as a whole.

The site would benefit from some minor landscaping improvements, but the most significant consideration would be the relationship between the signs and the existing cairn and how the two will work together. Vandalism, along with regular wear, has led to the recommendation that the existing sign be replaced. This provides the opportunity to change the focus of the interpretive story.



### **Willow Creek Valley**

km 467; R.O./Major; new

#### Themes

Pre-Contact (both)  
Exploration/Fur Trade (both)  
Environment – ecoregions

This site utilizes an existing gravel pit access as the highway turnoff. Beyond that, new development is required. To the north, immediately after the exit from the highway, a parking area could be developed on an upslope grade. The interpretive site would be developed just beyond the parking area to take advantage of a broad view across the highway over a wide expanse of the Willow Creek Valley.

The primary purpose of this site would be to provide orientation to the Big River Country highway unit. The site would emphasize the distance from the Klondike access corridor and the connection with the expansive wilderness of the central Yukon. Natural environment and First Nations themes dominate in this area and should be the focus of the interpretive signs at the site. Because the site takes advantage of a natural viewpoint, it should be developed as a significant opportunity for visitors to stop and enjoy the site. Picnic and service facilities should be provided. Investigation of the site in the summer season would allow the determination of whether a ground-level platform would help to make the best use of the site.

### **Crooked Creek Valley**

km 517; Minor; new

#### Themes

#### **The Environmental Stage**

Landscape Processes – permafrost  
Ecological Characteristics – the boreal forest

This site is a minor site selected and developed to focus on permafrost and the effects it has on the landscape. A small pull-off area on the east side of the highway is all that is required, but its location relative to the site features is critical.

This particular section of road is consistently impacted by permafrost and creeks, with very visible effects that visitors will appreciate. The link between the condition of the road surface and the dramatic change in vegetation contributes to the effectiveness of this story at this ideal site-specific location.



## **Crooked Creek Canyon**

km 524.5; Major; new

### Themes

#### **The Environmental Stage**

Landscape Processes – river morphology

Ecological Characteristics – ecoregions

Ecological Characteristics – boreal forest ecology

#### **The Human Story**

Pre-Contact – traditional lifestyles

This site provides the opportunity to combine a number of environment related stories at a single site. It is an effective location, adjacent to an interesting and picturesque river environment, and offering the opportunity for a short trail to a riverside viewpoint. A set of four signs is proposed at the roadside site, with the possibility of an additional one along the trail.

- 1) an ecoregion context story – utilizing comparisons with other systems
- 2) & 3) two boreal forest stories – an in depth look at particular aspects of the boreal forest, such as a dominant vegetation species and common animal species
- 4) a First Nations story linking traditional activities to the boreal forest landscape
- 5) a river morphology story – utilizing the river site to demonstrate the relevant stage of river development

## **Stewart River**

km 555.5; Major; existing

### Themes

#### **The Human Story**

Pre-Contact

– traditional lifestyles

– traditional territory

Fur Trade/Exploration

– activities

– people and places

#### **The Environmental Stage**

Ecological Characteristics – ecoregions

The present site is inadequate for upgrading to serve the necessary functions at this location. The area is too small, has no facilities, has very awkward highway access, and lacks screening from the highway and access (both physical and visual) to the river. Developments to improve these site conditions are not possible within the limited area between the highway and the river at this location. It is recommended that the existing site be closed.

A new location is proposed just north of the existing site that would have two access points, one south, one north of a gentle bend in the road alignment about 1 km from the existing pull-off. This access road would lead to a parking area, and beyond the barriers of the parking area a day use site would be developed along the river. The site would have picnic tables and a trail along the river bank. Garbage cans and toilets would also be provided. Interpretive signs would be developed and located where site clearing provided good views of the river. A set of three signs are proposed:

- 1) a First Nations Story – drawing on a regional context
- 2) a fur trade story – focusing on the transition between lifestyles of very different backgrounds
- 3) an ecology story – identifying the dominant ecological characteristics of the region and identifying specifics to be watching for



## Gravel Lake

km 625.5; Minor; new

### Themes

#### **The Environmental Stage**

Ecological Characteristics

- wetland ecology
- boreal forest ecology

This minor site should take advantage of a clearing at the south end of the lake which provides views of the lake and mountains beyond. A short trail along the lake shore would be an asset, and toilet facilities are also required. Two signs could be provided. One should focus attention on the northern limit of pine tree occurrence found in this area and its northward migration trend. The second should interpret the wetland habitat and the common species of this good viewing site.



## Tintina Trench

km 658.5; Major; existing

### Themes

#### **The Environmental Stage**

Environmental Foundations

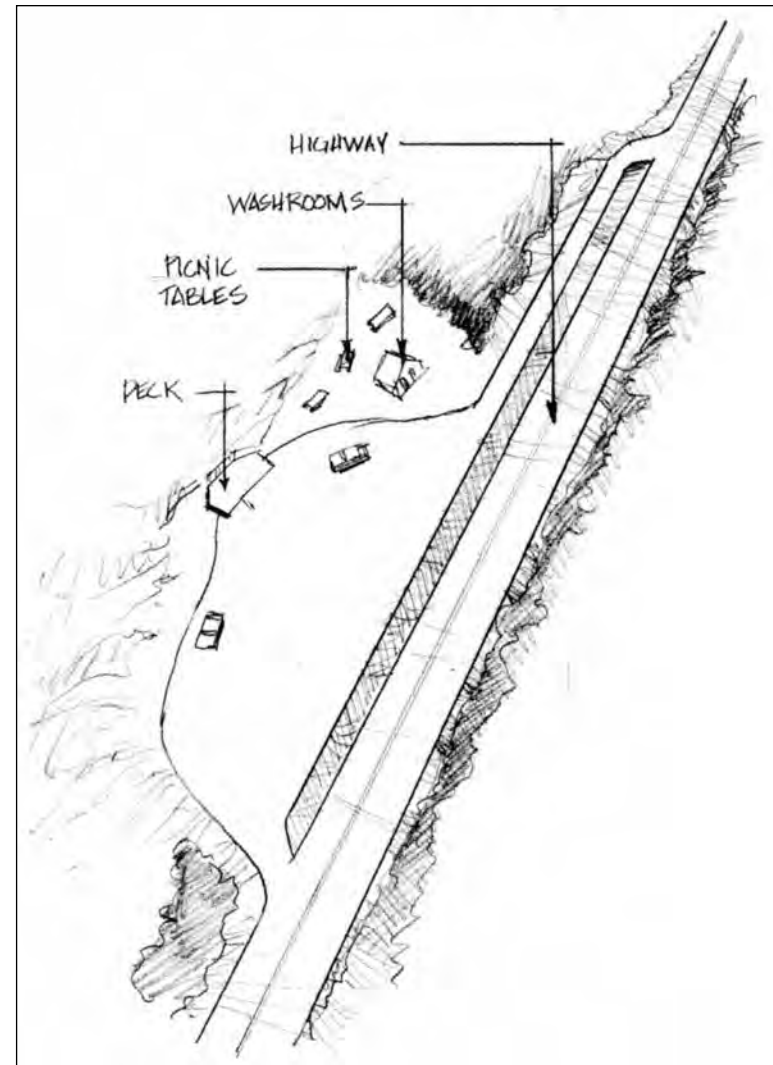
- geology
  - glaciation
- Ecological Characteristics
- wildlife migrations

This is a relatively large pull-out with an impressive view and one existing sign. The content focus of the sign is good and could be utilized in a redeveloped site; however, it will be more effective to revise the sign in keeping with the development. A ground level platform is desirable here to provide a focus at the edge of the site, and to extend the view space safely to its best advantage. A series of three signs could be built into the platform design.

- 1) a geological story – the trench, its formation and characteristics
- 2) an ecoregion story – an explanation of the impact of landscape formations on human activity in the area
- 3) a wildlife story – the utilization of the trench as part of the sandhill crane's migration route

The layout of this site as well as redevelopment details concerning access, grading, etc. need to be addressed. Because this is a major site intended for use by a broad cross-section of highway travelers, the physical characteristics of the site must be improved (see sight concept plan). Elevation on the site relative to the road grade is critical if large vehicles are going to be able to exit the highway conveniently and safely. Currently the site slopes away from the road and lengthwise from the southern entry from the highway. Fill and grading will be required to reduce these restrictive slopes.

Access and egress points at the site are also critical and it is proposed that the site be designed on a pull-through basis with the more southerly access point being moved back down the highway some distance, and designed as a right-angled turn. Some form of barrier, preferably vegetated, between the site and the highway is also needed between the two entry/exit points. If access to the site from the south can be kept closest to the highway, then picnic tables, toilets and garbage containers can be added to the site between the access road and the escarpment. The viewing platform can also be incorporated into such an area.



## Creeks of Gold

Dempster Hwy. Junction; km 672; H.O./Minor; new

Themes: n/a

This site is intended to provide an overview of the Klondike Highway corridor and the interpretive opportunities along the way for visitors heading south towards Whitehorse. Visitors will not spend long at the site. In terms of site character, this will resemble a minor site where no significant facilities are present to encourage longer stays.

However, a sign complex of three segments will be required to convey the message.

One sign panel will be a welcoming text descriptive of the journey between Dawson and Whitehorse. The second panel will identify the four highway interpretive units and locate sites of interest along the way within each of those units. The middle panel will be a map locating the highway corridor in the broader Yukon context and serving to identify the units and sites ahead.

Three site locations were identified, but due to site conditions, a final selection will require summer time assessment. The preferred site is the most southerly one, while the other two are located at km 675.1 and 677.5. All options are located on the west side of the highway to serve southbound traffic. A similar site is proposed at the Whitehorse end of the highway, situated a few kilometers north of the Alaska Highway junction, to serve travelers heading northward along the corridor. These sites are intended for travelers going in one direction only and will not be signed in advance in the opposite direction, nor will the sites be designed to accommodate vehicle access from the opposite side of the road.

## Klondike River

km 671.5; Minor; existing

Themes

### The Human Story

Pre-Contact – traditional names

Gold Rush – early prospecting

The existing site and sign are effective and should be maintained. The story is initially focused on the transition from the river's importance to the First Nations people of the area to its later role in the Gold Rush. This is an important story and idea, which could be more effectively communicated than at present. When the time comes, a serious effort to improve the quality of both sign and text is warranted. No facilities are required at this site.



## Dawson City Entrance

km 688.6; R.O./Major; new

### Themes

#### **The Human Story**

Gold Rush

- mining activity
- travel
- people
- early prospecting
- social backdrop

There is an important need to provide some context for the visitor approaching Dawson City. While the story of the Gold Rush may be familiar in general terms, the orientation of places and the nature of the landscape will not be. Visitors will benefit from gaining some perspective on the relative locations of places and the timing of historical events before they find themselves in the midst of it all. This site is intended to fill that need. The location of the site has been identified at a reasonable distance from Dawson City itself, but its proximity maintains a close connection to the Klondike story. The location alongside the Klondike River provides that connection and also provides a very pleasant stopping point that will attract a large portion of visitor traffic.

A separate “Welcome to Dawson City” sign with service information and the like is planned for the city limits. The focus of the “Welcome to Dawson City” site is to provide information on visitor services such as accommodation, restaurants, and other commercial outlets. The Dawson City History Orientation site will focus on the historical locations of significance, the events and the people that transformed this part of the territory. The two sites are not overlapping in their intent, but will have a complementary purpose.

While this need not be an elaborate site, its riverside location creates a highly desirable rest stop. Additional support services such as picnic tables and toilets are still a desirable addition to the site. A group of signs should be provided, with a central focus being a comparative map of Dawson City 1900 and Dawson City today. The map of the present day city could highlight places of interest for visitors and places to get further information on the history of the Gold Rush.

The stories related to the map would include: the origin of gold prospecting in the area and the big strike; the response to the find and the areas of greatest mining activity; the development of the city and the full range of services; and the subsequent stages of growth and decline experienced by the community since the time of the major Gold Rush. Location specific information and profiles on individuals are best left to specific sites in the area. This is intended to be an orientation and introduction concentrating on the big picture.

## **Dawson City Sites**

km 705-718.5; Minor; existing

### Themes

#### **The Human Story**

Gold Rush

- mining activity
- travel
- people
- early prospecting
- social backdrop

There are a number of existing sites within the community of Dawson City where signs within the Heritage Branch inventory are located. They generally serve a reasonable interpretive function, but there does not appear to be much rationalization of what stories and information are being put forward, by what agency, and for what purpose. It would be helpful in evaluating the effectiveness of the existing Heritage Branch sites, to be able to see a comprehensive strategy and specific design guidelines for interpretation in the entire townsite and surrounding area. The role of the Heritage Branch could then be more readily identified.

In the absence of such strategy, it is reasonable to at least maintain the existing array of signs and work cooperatively to initiate some broader planning. The following actions are proposed as an interim measure for each of the sites designated as falling under the purview of this highway sign program:

- 1) Hunker Creek
  - minor upgrade of sign to reflect corridor design concept
- 2) Tailings Piles/Yukon Ditch
  - minor upgrade of Tailings Piles sign to reflect corridor design concept
  - replace former Yukon Ditch sign once an interpretive design has been developed for the area

#### 3) Guggieville

- minor upgrade of sign to reflect corridor design concept

#### 4) Klondike River

- should be removed since it is repeated from the site along the river prior to the Dempster turn-off
- could be replaced with a focus on stories of flooding and river morphology relating to human activity along the river; replacement should await an interpretive strategy for the area

#### 5) Carnegie Library

- should be removed and replaced in the future, once design guidelines for the townsite interpretation have been confirmed

Two other sites not presently signed are also considered to fall under the purview of this highway sign program. While interim actions at these sites are not recommended, they should be considered in the light of a community-wide interpretive strategy. The sites are: 1) the Yukon Sawmill; and 2) the Telegraph Office.

## Theme Analysis: Proposed Sites

### Yukon Heartland

1. Alaska Hwy. Junction
2. Lake Laberge Viewpoint
3. Conglomerate
4. Twin Lakes

### Klondike Bound

5. Montague Roadhouse
6. Carmacks
7. Five Finger Rapids
8. Yukon River
9. Yukon River Viewpoint

### Big River Country

10. Minto Uplands
11. Pelly Crossing
12. Willow Creek Valley
13. Crooked Creek Valley
14. Crooked Creek Canyon
15. Stewart River
16. Gravel Lake
17. Tintina Trench

### Creeks of Gold

18. Dempster Hwy. Junction
19. Klondike River
20. Dawson City Entrance
21. Dawson City Sites

## The Human Story

### Pre-Contact

1. traditional lifestyle 2,7,8,9,11,12,14,15
2. traditional territory 2,8,11,19

### Fur Trade/Exploration

1. activities 7,11,15
2. people and places 11,15

### Gold Rush

1. early prospecting 19,20,21
2. travel 2,5,7,8,9,20,21
3. people 2,5,20,21
4. mining activity 20,21
5. social backdrop 5,20,21

### Modern Development

1. modern travel 1,5,6,18
2. industrial activity 2,6
3. community history 6,11,15,20
4. site names

## The Environmental Stage

### Environmental Foundations

1. climate 12,14
2. geology 3,17
3. glaciation 4
4. volcanism 8

### Landscape Processes

1. permafrost 13
2. river morphology 4

### Ecological Characteristics

1. ecoregions 2,9,12,17
2. fire ecology 10
3. wetland ecology 16
4. boreal forest ecology 7,9,10,13,14,16
5. wildlife migrations 17



# Sign Design Concepts

## 1. Corridor Image

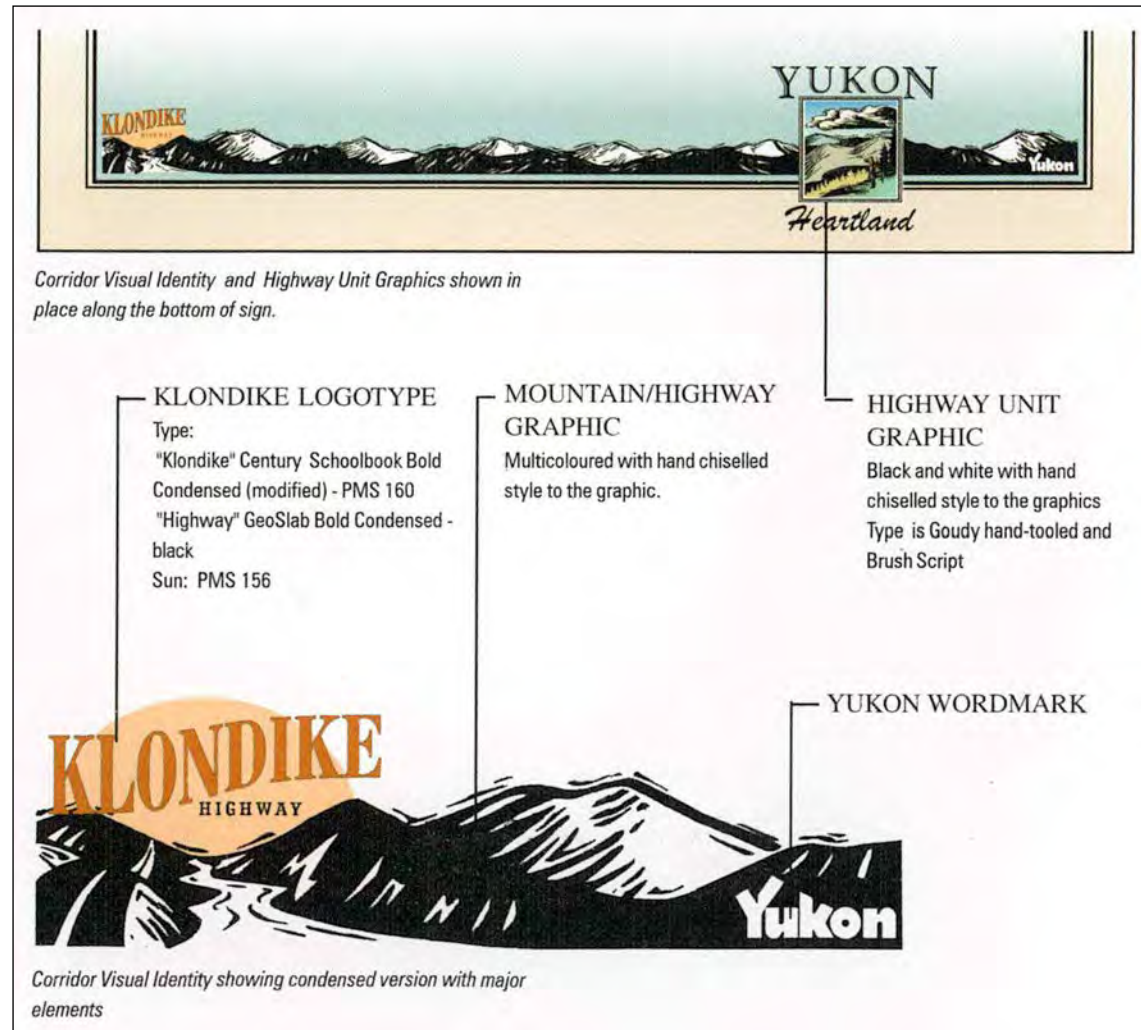
A corridor visual identity is proposed in conjunction with individual graphic for each of the highway units along the Klondike Highway. The design is intended to be placed along the bottom of all signs.

### Rational

The graphic components of the corridor image identity, which include the mountain, highway and sun are loosely based on the Yukon Territory Entrance signs and also illustrates the landscape through which the highway traverses and a sense of adventure. The Klondike logotype, is an addition to the Territorial graphic and reflects the destination nature of the highway and the human history story elements. The Yukon wordmark is included in reverse. The graphics are styled with a rough hand chiseled look.

### Materials

The Klondike/mountain section is silk-screened in four colours; the Highway unit graphics are vinyl digital output and mounted on 12 mm pine panels mounted proud onto the signs.

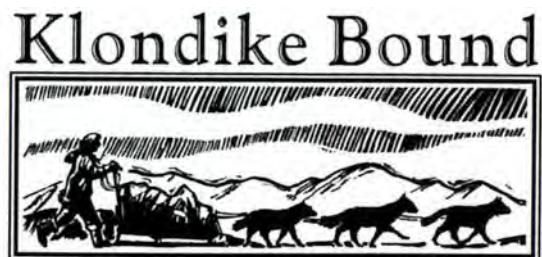




## 2. Highway Unit Graphics



Logo depicts a hilltop view of the landscape. The person represents the human relationship to the land over a broad historical range, native through to modern travellers.



Historical image of a dig team en route to Dawson represents the historical use of Yukon rivers as a major transportation corridor.



Use of a historical image (a miner working at a sluice) to represent the Klondike/Dawson City section.



Image of a river winding through a landscape and eagle soaring above represents the natural history themes.

To reflect the four highway units, four individual graphic are proposed. Although the unit areas are diverse in theme and content, unity is achieved through common elements such as type design, illustration style and placement.

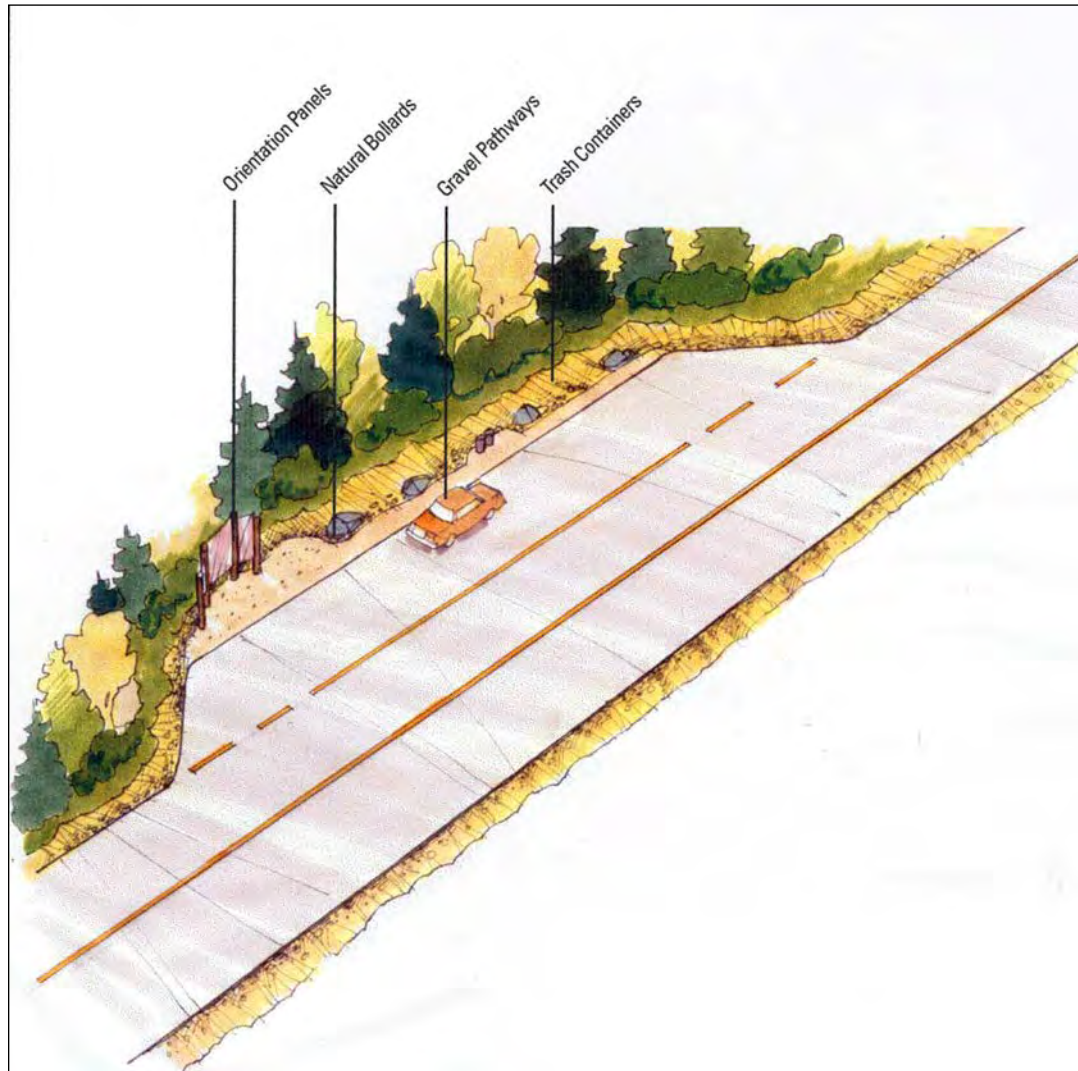
### Uses

Unit graphics are incorporated into the mountain graphic of the Corridor Image and placed at the bottom of signs. The chiseled graphic style matches that of the Corridor Image.

### Materials

Digital output of the images allows the drawn components to be reproduced in any number of colours and adhered to the signs, mounted on a 12 mm wood substrate, giving each sign a rich spot of colour without incurring the expense of silk-screening.

### 3. Site Types



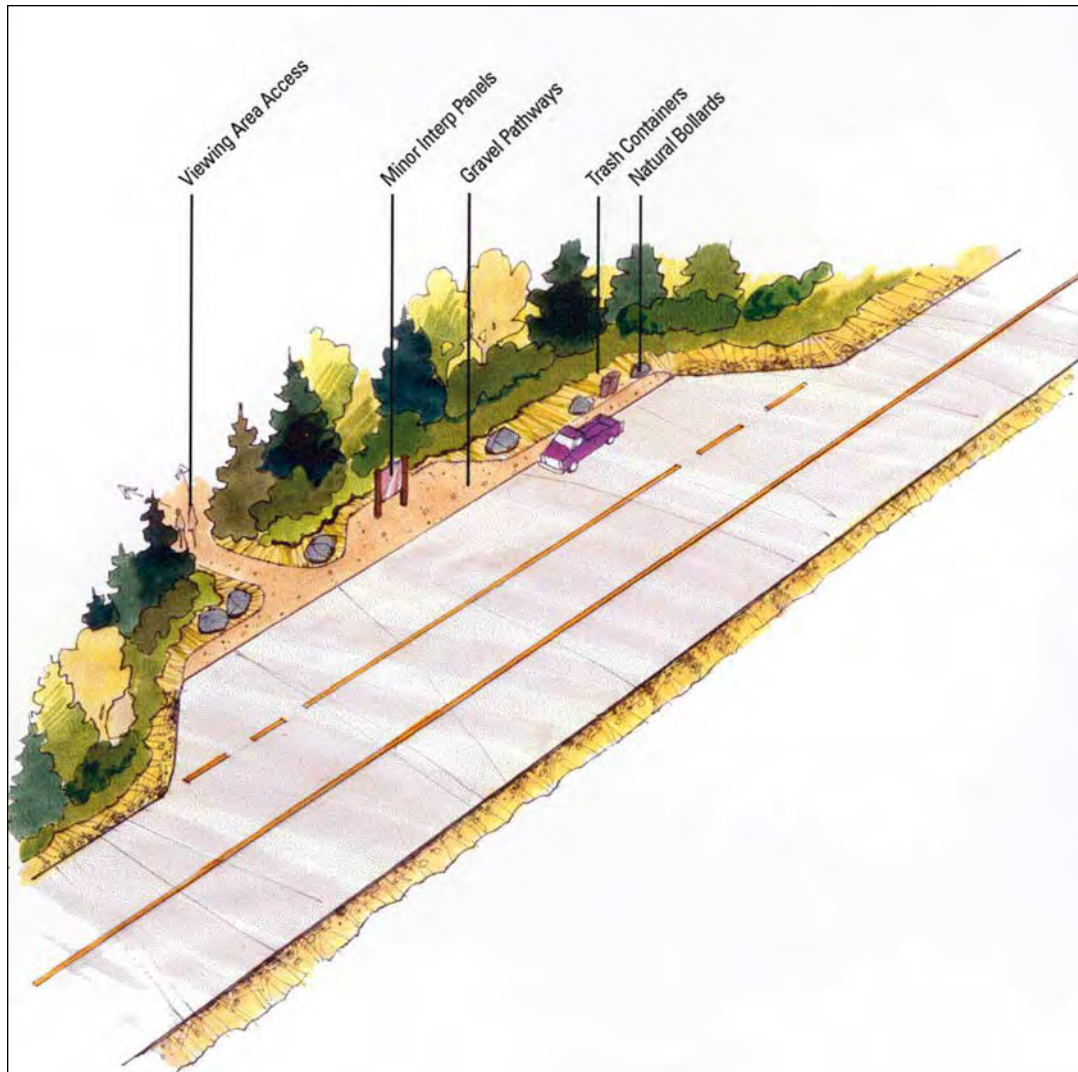
#### Orientation Sign Site Development

Two pull-offs are required. As both sites are close to the originating points and visitation times at each site are expected to be short, few accessories are necessary. Site to accommodate 2-3 vehicles. Gravel pathway along edge of pull-off leads to a pad around the sign. Signs are to be placed at the far end of the pull-off and angled to face oncoming traffic.

Locations:

Alaska Highway Junction km 203

Dempster Highway Junction km 672



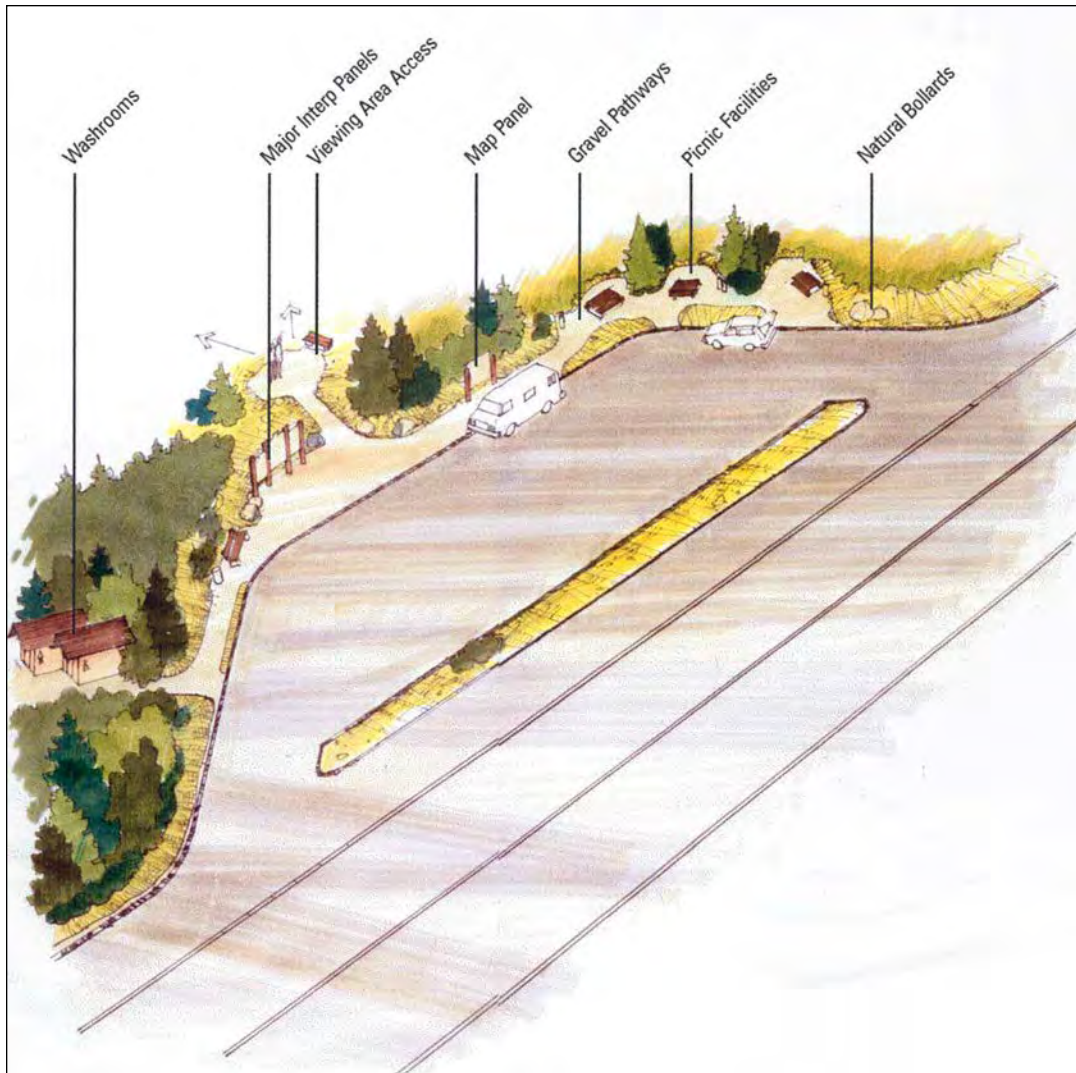
## Minor Sign Site Development

Simple pull-off should accommodate 2-3 vehicles. Gravel pathway along edge of pull-off leads to a pad around the sign. The signs will be located in the centre of the pull-off unless site requirements deem otherwise.

### Locations:

Conglomerate Rock	km 298.5
Twin Lakes	km 307.5
Carmacks	km 355
Minto Uplands	km 438
Pelly Crossing	km 467
Crooked Creek Valley	km 517
Gravel Lake	km 625.5
Klondike River	km 671.5
Dawson City Sites	km 705-718.5





## Major Sign Site Development

Major sign sites might include expanded parking for upwards of ten vehicles where feasible. These sites should feature other amenities, such as picnic tables and washrooms.

### Locations:

Lake Laberge Viewpoint	km 221.5
Montague Roadhouse	km 323
Five Finger Rapids	km 379
Yukon River	km 396
Yukon River Viewpoint	km 397.5
Willow Creek Valley	km 484
Crooked Creek Canyon	km 524.5
Stewart River	km 555.5
Tintina Trench	km 658.5
Dawson City Entrance	km 686.6

### 3. Site Types

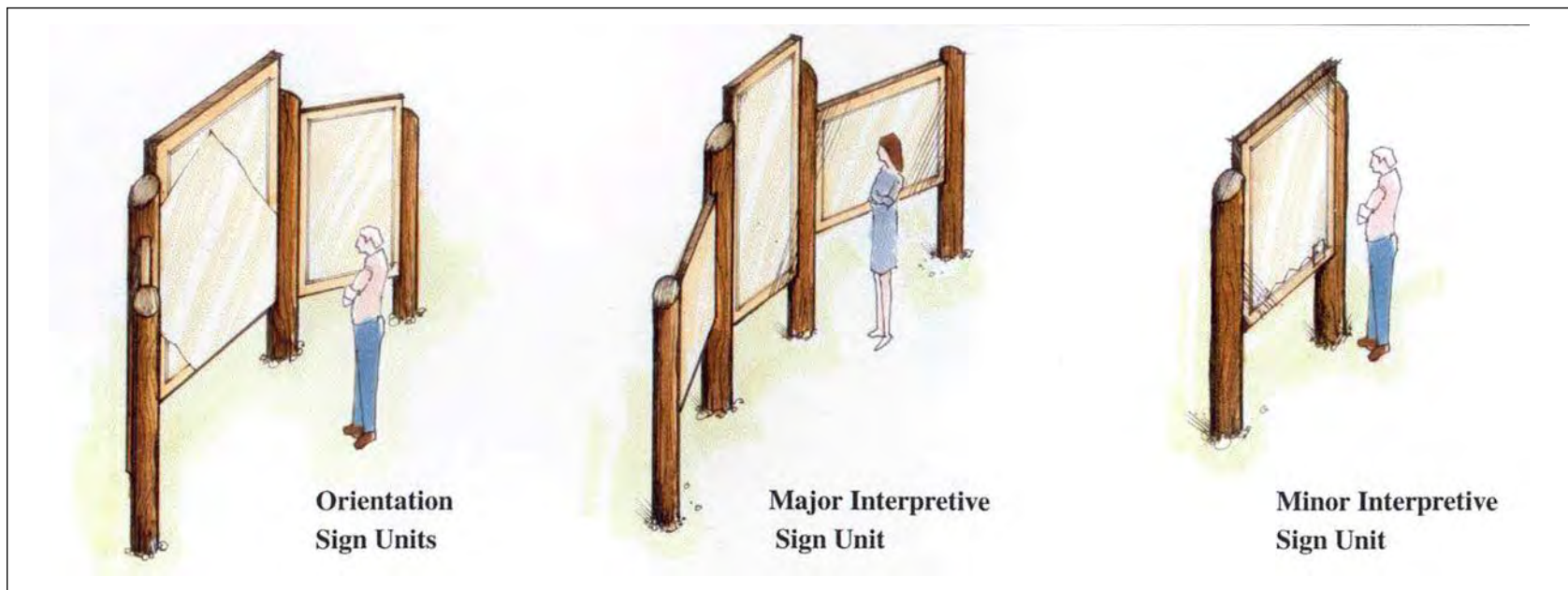
#### Base/sign support construction

Signs are supported by 200 mm dia. peeled pine logs. The logs will be left round and with imperfections. They will be stained with an exterior-grade clear finish. Round logs are proposed for their historical significance and because the coniferous forest beside the highway ties in with natural history themes. The hand-crafted and imperfect nature of the logs will balance against the crisp precision of the signs. This visual frame for the sign creates an anchor with the landscape as opposed to the existing floating sign approach. The log supports are mounted at the side rather than behind as they form an integral part of the design approach.

#### Sign Construction

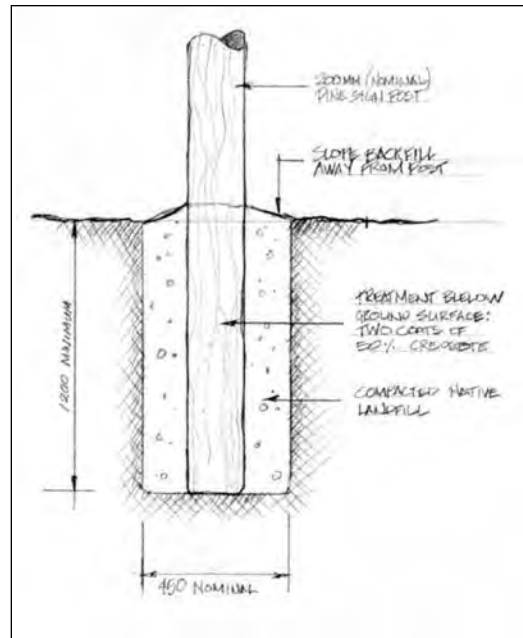
The proposed signs will use solid glue-lam construction. Text and some graphics will be silk-screened on in a natural finish, with the natural wood supplying a frame around the printed areas. A natural wood finish provides continuity with the existing signs along the highway and with the other historical wooden signs throughout the Yukon. Visuals will be applied directly to the sign using porcelain steel or fiberglass embedded photos for colour artwork and silk-screening for line artwork. Where this proves too costly, other less expensive options can be used but there is a compromise in the long-term survival of the image.

One important option with the proposed printing and sign construction is that signs can easily be replaced or updated with new and improving digital printing technologies which can be applied directly to the sign face.

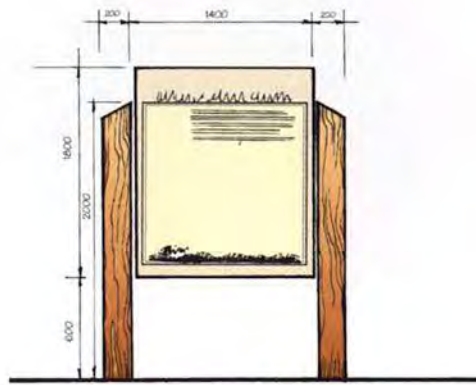


## Construction specifications

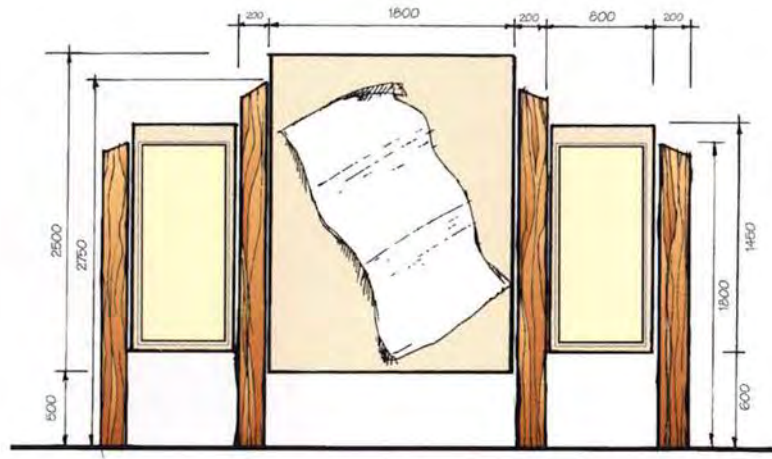
The base/support, sign substrate and printing process, with the exception of printing of a four colour visuals, are designed with a low tech. approach. Given the span of locations and various siting environments, it is prudent to detail designs for each location after an on-site investigation. Because this is a conceptual document, the following information will need to be confirmed at the time of installation. Generally, sign posts will be embedded into the ground to a minimum depth of 1.2 m. The depth will be increased if required to meet site specific conditions. Posts will be back-filled with well compacted native material. If the minimum burial depth cannot be achieved because of ground conditions, or if soils are such that additional support is required, posts will be back-filled with concrete to the ground surface. Buried portions of post will be treated with creosote to reduce rot. If sites are encountered with particularly loose soils, or if the posts cannot be buried to a sufficient depth, than concrete back-fill should be used. If so, it will be necessary to make sure that water can drain out of the bottom.



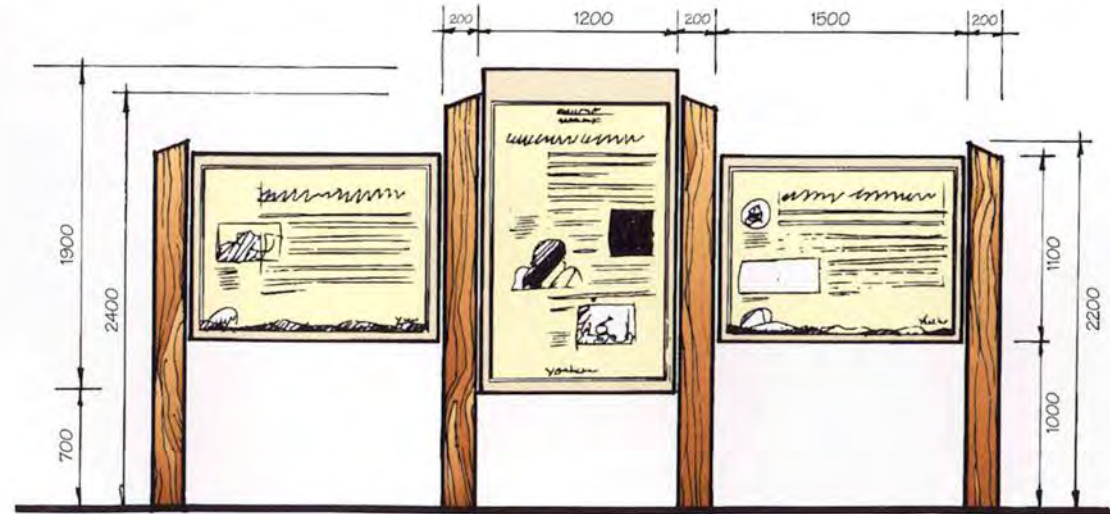
**Post Installation Elevation**



**Minor Interpretive Sign Unit**



**Orientation Sign Units**



**Major Interpretive Sign Unit**



## 4. Viewing Deck

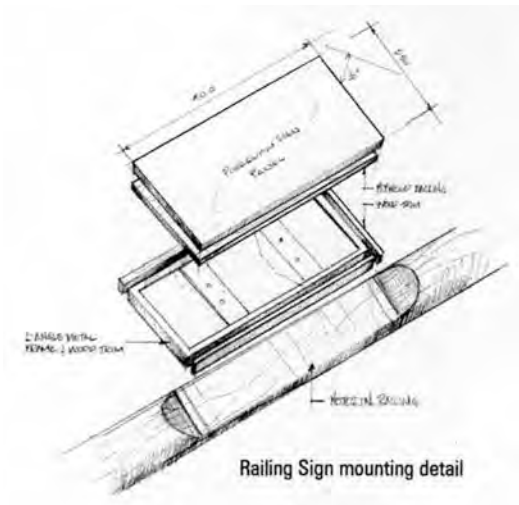


### Viewing Decks

Viewing decks are proposed at four locations. Railings manufactured from round timbers and finished to match sign supports. Notches in the end railing sections accommodate two porcelain steel interpretive panels.

Locations:

Lake Laberge Viewpoint	km 221.5
Yukon River Viewpoint	km 397.5
Willow Creek Valley	km 484
Tintina Trench	km 658.5



# Implementation and Operations

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## 1. Priorities

The assessment of priorities presented below is based on a desire to smoothly and quickly move to the previously described unit based interpretive approach to the corridor. Thus higher priority is placed on orientation and regional context sites. As well, existing major sites where high use and more extended visits will take place, having high visitor profile and impact, will be considered higher priority.

Three levels of priority have been identified using these criteria. An attempt has been made to make the priorities relative so that implications for cost can be spread over all the priority levels.

### Priority – Level 1

Alaska Hwy. Junction  
Lake Laberge Viewpoint  
Montague Roadhouse  
Yukon River  
Minto Uplands  
Crooked Creek Valley  
Tintina Trench  
Dempster Hwy. Junction  
Dawson City Entrance

### Priority – Level 2

Conglomerate  
Carmacks  
Pelly Crossing  
Dawson City Sites  
Willow Creek Valley  
Stewart River

### Priority – Level 3

Twin Lakes  
Crooked Creek Canyon  
Gravel Lake  
Five Finger Rapids  
Yukon River Viewpoint  
Klondike River

## 2. Directional Signs

Directional signs are an important component of the interpretive sign program in the corridor. They are essential for attracting visitors to the sites and making exit from the highway safe. A number of sign features were considered important in the redesign proposed on the following page.

- Information on existing signs is insufficient to attract visitors, especially to major sites. It is considered valuable to include information about the available facilities at the site.
- The site name is important to give visitors a sense of the focus of the interpretive message and to relate to the previous highway orientation information or references in print media, such as the Milepost.
- An identifying logo is desirable to link the site to the corridor series in the mind of the visitor.
- Sign sizes should be indicative of major and minor sites.
- An advance warning sign should be installed for the site in each direction at a distance of 2 km

### 3. Capital and Maintenance Costs

Site development and maintenance cost estimates have been developed to the extent possible for all of the proposed sites in the corridor. The estimates and the assumptions upon which they are based are founded on and consistent with the estimates contained in the previously developed sign strategy report.

Capital costs for site development are still very preliminary and require further site investigations to determine details of size and specific location of facilities. As a result, total costs of each site are not included because in certain instances unit costs are the current extent of possible projections.

With respect to maintenance costs, the assumptions identified in the previous study are accepted as the basic principles to be applied for costing purposes. They are:

- a standard inspection and maintenance record should be developed and maintained for all interpretive signs and sites to facilitate program evaluation and budgeting
- an interagency strategy should be developed to ensure effective and timely inspection and maintenance actions
- interpretive signs should be inspected at a minimum at the beginning of each visitor season along highway corridors

In addition, the actual maintenance requirements and their associated costs have been adopted as reported and applied to the varying site development proposals within this corridor.

These capital and operational estimates are provided on a site by site basis reflecting the interpretive concepts discussed previously.

<b>Site:</b>	<b>Alaska Highway Junction</b>
<b>Unit:</b>	<b>Yukon Heartland</b>
<b>Location:</b>	<b>km 203</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$6,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Lake Laberge Viewpoint</b>
<b>Unit:</b>	<b>Yukon Heartland</b>
<b>Location:</b>	<b>km 221.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$10,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$1,000.
	• spring clean-up	\$400.
	• re-stain furnishings	\$1,000.
	• fall check-up	\$400.

<b>Site:</b>	<b>Conglomerates</b>
<b>Unit:</b>	<b>Yukon Heartland</b>
<b>Location:</b>	<b>km 298.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	\$500.00
new sign	\$2,000.00/panel	
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.



<b>Site:</b>	<b>Twin Lakes</b>
<b>Unit:</b>	<b>Yukon Heartland</b>
<b>Location:</b>	<b>km 307.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$4,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly May-September	<ul style="list-style-type: none"> <li>empty garbage</li> <li>pick-up litter</li> <li>brief visual check of site &amp; report damage</li> </ul>	\$300. \$200.
Monthly May-September	<ul style="list-style-type: none"> <li>pump-out toilets</li> <li>check for vandalism &amp; report</li> </ul>	\$100.
Bi-monthly October-April	<ul style="list-style-type: none"> <li>check for graffiti &amp; clean</li> <li>clean interpretive displays</li> <li>fill-out monthly maintenance report</li> </ul>	\$100. \$100. \$100.
Annually	<ul style="list-style-type: none"> <li>re-grade grave pull-offs</li> <li>spring clean-up</li> <li>re-stain furnishings</li> <li>fall check-up</li> </ul>	\$500. \$250. \$200. \$200.

<b>Site:</b>	<b>Montague Roadhouse</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 323</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$10,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$1,000.
	• spring clean-up	\$400.
	• re-stain furnishings	\$600.
	• fall check-up	\$400.

<b>Site:</b>	<b>Carmacks</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 355</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	\$1,500.00
new sign	\$2,000.00/panel	
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly May-September	<ul style="list-style-type: none"> <li>• empty garbage</li> <li>• pick-up litter</li> <li>• brief visual check of site &amp; report damage</li> </ul>	\$300. \$200.
Monthly May-September	<ul style="list-style-type: none"> <li>• pump-out toilets</li> <li>• check for vandalism &amp; report</li> </ul>	\$100.
Bi-monthly October-April	<ul style="list-style-type: none"> <li>• check for graffiti &amp; clean</li> <li>• clean interpretive displays</li> <li>• fill-out monthly maintenance report</li> </ul>	\$100. \$100. \$100.
Annually	<ul style="list-style-type: none"> <li>• re-grade grave pull-offs</li> <li>• spring clean-up</li> <li>• re-stain furnishings</li> <li>• fall check-up</li> </ul>	\$500. \$250. \$200. \$200.

<b>Site:</b>	<b>Five Finger Rapids</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 379</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$4,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$7500.
	• spring clean-up	\$400.
	• re-stain furnishings	\$800.
	• fall check-up	\$400.

<b>Site:</b>	<b>Yukon River</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 396</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
	• pump-out toilets	\$2000.
Monthly	• check for vandalism & report	\$100.
Bi-monthly October-April	• check for graffiti & clean	\$100.
	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$700.
	• spring clean-up	\$300.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.

<b>Site:</b>	<b>Yukon River Viewpoint</b>
<b>Unit:</b>	<b>Klondike Bound</b>
<b>Location:</b>	<b>km 397.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$6,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$750.
	• spring clean-up	\$300.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.

<b>Site:</b>	<b>Minto Uplands</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 438</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$4,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
	• pump-out toilets	\$2000.
Monthly	• check for vandalism & report	\$100.
Bi-monthly October-April	• check for graffiti & clean	\$100.
	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$750.
	• spring clean-up	\$300.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.



<b>Site:</b>	<b>Pelly Crossing</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 467</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$4,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$200.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Willow Creek Valley</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 484</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$10,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

**Operations & Maintenance**

<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Crooked Creek Valley</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 517</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$2,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	
May-September	• pick-up litter	\$350.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$250.
	• fall check-up	\$200.

<b>Site:</b>	<b>Crooked Creek Canyon</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 524.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

**Operations & Maintenance**

<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$750.
	• spring clean-up	\$350.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.

<b>Site:</b>	<b>Stewart River</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 555.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$200.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$700.
	• spring clean-up	\$350.
	• re-stain furnishings	\$400.
	• fall check-up	\$300.

<b>Site:</b>	<b>Gravel Lake</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 625.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$2,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Tintina Trench</b>
<b>Unit:</b>	<b>Big River Country</b>
<b>Location:</b>	<b>km 658.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$900.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$150.
October-April	• clean interpretive displays	\$150.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$750.
	• spring clean-up	\$350.
	• re-stain furnishings	\$600.
	• fall check-up	\$300.



<b>Site:</b>	<b>Dempster Highway Junction</b>
<b>Unit:</b>	<b>Creeks of Gold</b>
<b>Location:</b>	<b>km 672</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$6,000.00
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$200.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Klondike River</b>
<b>Unit:</b>	<b>Creeks of Gold</b>
<b>Location:</b>	<b>km 671.5</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	\$500.00
new sign	\$2,000.00/panel	
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Dawson City Entrance</b>
<b>Unit:</b>	<b>Creeks of Gold</b>
<b>Location:</b>	<b>km 688.6</b>

<b>Capital Cost</b>	<b>Unit Cost</b>	<b>Site Cost</b>
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	
new sign	\$2,000.00/panel	\$8,000.00
picnic table	\$300.00/each	\$600.00
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	\$1,200.00
toilet	\$2,000.00/each	\$4,000.00
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
<b>Total</b>		

<b>Operations &amp; Maintenance</b>		
<b>Schedule</b>	<b>Activity</b>	<b>Yearly Cost</b>
Weekly	• empty garbage	\$700.
May-September	• pick-up litter	\$400.
	• brief visual check of site & report damage	\$300.
Monthly	• pump-out toilets	\$2000.
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.

<b>Site:</b>	<b>Dawson City Sites</b>
<b>Unit:</b>	<b>Creeks of Gold</b>
<b>Location:</b>	<b>km 705 – 718.5</b>

Capital Cost	Unit Cost	Site Cost
new/expanded parking area	\$65.00/m <sup>2</sup>	
hard surface areas	\$50.00/m <sup>2</sup>	
posts/boulders	\$25.00/each	
sign upgrade	\$500.00/panel	\$2,500.00
new sign	\$2,000.00/panel	
picnic table	\$300.00/each	
gravel trail	\$50.00/m <sup>2</sup>	
bear-proof garbage container	\$1,200.00/each	
toilet	\$2,000.00/each	
viewing platform	\$50.00/m <sup>2</sup>	
boardwalk	\$100.00/m	
observation tower		
wood stairs	\$75.00/m	
Total		

Operations & Maintenance		
Schedule	Activity	Yearly Cost
Weekly	• empty garbage	
May-September	• pick-up litter	\$300.
	• brief visual check of site & report damage	\$200.
Monthly	• pump-out toilets	
May-September	• check for vandalism & report	\$100.
Bi-monthly	• check for graffiti & clean	\$100.
October-April	• clean interpretive displays	\$100.
	• fill-out monthly maintenance report	\$100.
Annually	• re-grade grave pull-offs	\$500.
	• spring clean-up	\$250.
	• re-stain furnishings	\$200.
	• fall check-up	\$200.



