



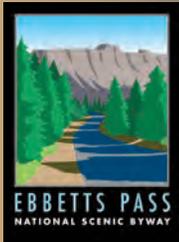
United States
Department of
Agriculture

Forest
Service

Region 5

Stanislaus
National Forest

December 2014



EBBETTS PASS WAYSHOWING & INTERPRETIVE PLAN



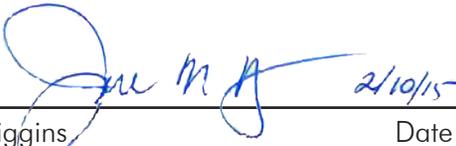


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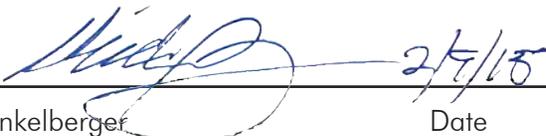
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<http://www.fs.usda.gov/goto/cdi>

BACKGROUND

The 61 mile Ebbetts Pass National Scenic Byway stretches between Arnold and Markleeville, California along California State Highway 4. Ranging in elevation from 3000' to 8500', the western side of Ebbetts Pass is dominated by dense mixed conifer forests. Overlooks in the higher elevations along the alpine vegetation belt offer expansive views with granite outcrops, and glacially carved valleys. Older trees are tall and large along the byway including opportunities to experience world famous giant redwood trees at Calaveras Big Trees State Park. On the eastern side of Ebbetts Pass, the landscape is noticeably drier with open vistas, more dispersed mixed conifer stands, basalt columns, and deep river canyons. Vegetation is more concentrated along river and stream corridors.

This trans-Sierra route was used, long before the discovery of silver and gold, as a trade route and travel corridor that accessed summer encampment sites for the Washoe and Me-Wuk peoples. Once silver and gold were discovered, the route was traversed more heavily and gradually developed by emigrants seeking their fortune. Settlement of Euroamericans followed changing the landscape of this area. More recently, Ebbetts Pass was recognized in 1971 as a California State Scenic Highway, and in 2005 as a National Scenic Byway.

The Ebbetts Pass National Scenic Byway Corridor Management Plan (CMP), 2004, and the revised CMP of 2013 (<http://scenic4.org/>) included a section of the plan dedicated to interpretation. An inventory of existing and potential sites was taken, high priority projects identified, and primary interpretive themes developed.

This Interpretive and Wayfinding Plan further refines and develops what was initiated in the CMP. Projects identified in

the CMP have been reviewed, accomplishments noted, and remaining projects evaluated to determine what projects should carry forward towards meeting the objectives of this byway plan.

National Scenic Byway Program Grants

The impetus for this project was the award of two National Scenic Byway Program (NSBP) grants. These grants were submitted in cooperation with the Ebbetts Pass Scenic Byway Association, Stanislaus National Forest, Calaveras Council of Governments, and the California Department of Transportation (Caltrans).

The first grant (SB-2007-CA-54470) awarded includes the development of Sign Plan, Uniform Design Guidelines, and a component to design, fabricate, and install byway identification signs along the byway.

The second grant (SB-20069-CA-55834) includes an interpretive plan, design of interpretive "gateway" (entrance portal sign/structure), and design and fabrication of interpretive panels for select sites along the byway.

DEFINITIONS AND EXAMPLES

Wayfinding and Wayshowing

What is a Wayfinding Plan anyway? America's Byway Resource Center has defined wayfinding as the process visitors use to navigate to their desired location. Wayshowing is another way of referring to what the byway manager does to assist travelers in safely meeting their travel objectives.

Along the Ebbetts Pass National Scenic Byway, wayfinding structures are important elements that guide visitors along the byway. The unifying sizes, materials, colors, and graphics set the tone for the visitors experience and add to their sense of place and to the overall experience of scenic quality. Consistent design provides the visual cues that aid the traveler in feeling safe, oriented, and helps to keep them interested.

Interpretation

Interpretation, as defined by the National Association of Interpretation, is a **communication process that forges emotional and intellectual connections between the interest of the audience and the meaning inherent in the resource.**

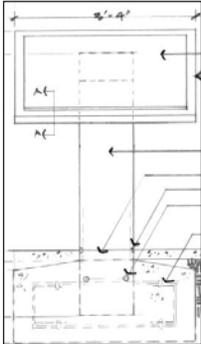
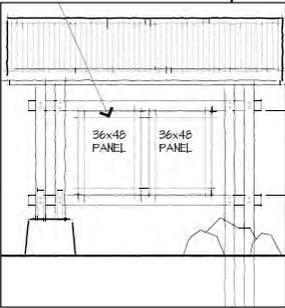
Interpretive learning typically happens during leisure time and at the choosing of the participant. Interpretive programs are usually conducted on-site. While there is often an element of entertainment to interpretation, the focus is on understanding and appreciation. Interpretation should be thematic, organized, relevant, and enjoyable.

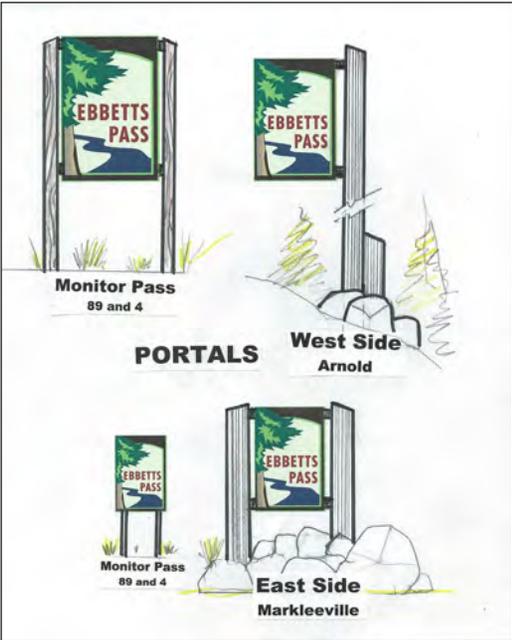
An interpretive approach is used with the purpose of helping the visitor to develop an awareness and appreciation of what they are viewing, to encourage thoughtful use of resources and minimize human impact. Interpretation may also be used to increase viewer understanding of the Forest Service mission, goals, and objectives.

Examples of Signs Types

EXAMPLE	TYPE	DEFINITION
	Confidence Markers	<p>These signs are the California State Scenic Highway Poppy/National Scenic Byway markers placed by Caltrans within right of way (ROW) to identify the byway.</p>
	Directional Markers	<p>These signs are the California State Scenic Highway Poppy/National Scenic Byway markers placed by Caltrans within ROW that give directions to the byway. Typically there would be a directional arrow with these signs.</p> <p>In 2014 Alpine County worked with GreenDot to develop the <i>Alpine County Wayfinding Plan</i>. Future updates to confidence, directional, and site approach markers should be determined in partnership with Alpine County and direction established in the Wayfinding Plan. (http://findingalpinecounty.com/wp-content/uploads/2014/04/Final-Wayfinding-Report.pdf)</p>

EXAMPLE	TYPE	DEFINITION
	<p>Site Approach Markers</p>	<p>These signs are either standard DOT approach signs using the brown/white rectangle signs or National Forest custom designs compatible with the byway family of structures.</p>
	<p>Site Identification Signs</p>	<p>These signs are located at an attraction and are not usually within a ROW; such as the one on the left which was designed by FS according to EM-7100. Use already produced icons when available.</p>

EXAMPLE	TYPE	DEFINITION
 	<p>Wayside exhibit</p> <p>(Ebbetts designed modeled after design in photo at Yosemite NP, Appendix 4)</p>	<p>These are interpretive panels in frames or in a structure at a designated pull-off or other identified site.</p>
 <p>FOUR POST - TWO PANEL - ROCK BASE CONFIGURATION EBBETTS PASS SCENIC BYWAY KIOSK OPTIONS</p> 	<p>Kiosk</p> <p>(Designs in Appendix 4)</p>	<p>These structures could have interpretive messages; more typically these structures provide orientation and information. Often these structures are located at trailheads and other developed sites.</p>

EXAMPLE	TYPE	DEFINITION
 <p>The image displays four examples of 'PORTALS' for Ebbetts Pass. Each example features a sign with a landscape graphic and the text 'EBBETTS PASS'. The examples are:</p> <ul style="list-style-type: none"> Monitor Pass 89 and 4: A sign on a tall, narrow post. West Side Arnold: A sign on a tall, narrow post, with a small structure below it. East Side Markleeville: A sign on a tall, narrow post, with a small structure below it. Monitor Pass 89 and 4: A sign on a shorter post. <p>The word PORTALS is written in the center of the image.</p>	<p>Entry portals</p>	<p>Structures at the ends of the byway providing a welcome, identification, and sense of place for Ebbetts Pass. These are the welcome "You Are Here" signs. They may or may not require Caltrans right of way (ROW) approval and design review depending on location.</p>

INTERPRETIVE OBJECTIVES

The overall objective for interpretation along the Ebbetts Pass Scenic Byway is:

“... Keep the rural and remote feel of the corridor while at the same time preserving the vitality of local communities through appropriate activities and planned development.”

Interpretive objectives are measurable and help managers determine if they are successful in accomplishing the goals of the plan. They help to guide the development of the interpretive plan and programs and will be used in evaluating the final product upon completion. Many of the following objectives for interpretation were carried over from the CMP.

1. Build understanding, advocacy, appreciation, and maintain, even grow, support for resources along the corridor.
2. Protect and enhance resources identified along the corridor for present and future generations. Maintain the rural, untamed, and isolated feel of the scenic byway corridor.
3. Promote and support activities, development, renovation, and demolition along the highway that are consistent with natural resource and community goals.
4. Provide interpretive programs and facilities that are accessible to users of various ages, backgrounds, and abilities.
5. Provide interpretive and educational programming, using a variety of media, related to the historical, cultural, and natural features to facilitate visitor understanding, appreciation, and advocacy of resources along the corridor.
6. Develop a unique and recognizable logo (brand) that represents Ebbetts Pass. Logo or brand would be used for interpretive, orientation, and informational signs and materials such as brochures.
7. Develop a unique and consistent design format for interpretive messages on the Ebbetts Pass National Scenic Byway. For example use same font type, size, color, texture, and layout style. Possibly use the same format on all signs, brochures, and flyers, incorporating a different element for each sub-theme (such as color or a different highlight box style).
8. Construct wayside pullouts and facilities using natural materials that compliment the surrounding landscape and preserve passing motorist views. Incorporate accessible design at new and existing facilities. Locate vehicle parking where it does not dominate or block the view. If possible, locate interpretive signs out of center view (offset to the side of the site or vista).
9. Provide interpretive material on the Ebbetts Pass Scenic Byway website as appropriate to augment the objectives described above (<http://www.scenic4.org/>).
10. Create an environment for behavioral change that leads to greater land stewardship.
11. Use interpretation to facilitate connection to the environment and lasting memories.

THEMES AND STORYLINES

The following themes capture the essence of the ideas, concepts, and features that emerged from review of Ebbetts Pass National Scenic Byway natural and cultural resources. The byway theme helps to tie together information and ideas that are presented to visitors. It is the principle message about the topic that we want to get across to our audience. Themes are the plot to the movie and the moral to the story. The byway theme provides the foundation for all interpretive messages no matter what media is used.

The Corridor Management Plan (CMP) identified a theme and three subthemes for the Ebbetts Pass National Scenic Byway. This plan expands on those created in the CMP by refining the subthemes, adding a new subtheme and creating additional storylines that further tell the story. Some storylines are used from the Ebbetts Pass Guide and are noted as (EPG).

Byway Theme

“While people have, over time, used this route for different purposes it still remains an important link for community connections, discovery, adventure, and the renewal of body and mind.”

Subthemes

1. Subtheme: Seeking Fortune (revised)

By the mid-1800s, the original routes over the Sierra Nevada range - pioneered by Native Americans and explorers - were regularly traveled by settlers and fortune-seekers, many in response to the 1848 Gold Rush. The early roots of California tourism began in 1852 with the discovery of the Calaveras Big Tree, creating a major tourist attraction. By 1859, the route

from Hermit Valley over Ebbetts Pass was forged by merchants from Murphys to deliver supplies to the silver mines following the discovery of silver on the eastern side of the pass- Nevada’s Comstock Lode. The Gold Rush spurred the grab for land and timber. Homesteaders staked claims in the alpine meadows and “ma and pop” saw mills sprung up to provide lumber for mine shafts, mills, boom towns, and flumes delivering water from Sierra Nevada streams to the gold fields. Today, the granite passes and alpine meadows traversed by pioneers are now national forests where visitors can find adventure, solitude, and renewal.

Storylines

1a. Trade Route: This route has long been used by indigenous peoples on both sides of the Sierra for trade. Salt, acorns, rabbit skin blankets, obsidian, and even abalone shells from the Pacific were passed between the Me-wuk from the western slope of the Sierra and Washoe from the eastern side for millennia. Both tribes were known to trek great distances for highly sought after resources. Intertribal meeting areas high in the Sierra offered people a chance to gather together, trade culturally important items and exchange news.

1b. New Territory and Discovery: The thrill of discovery led many a hearty explorer over the Sierra Nevada.

1c. Emigrant Trail: Seeking a better and more prosperous life didn’t come easily. Emigrants to California made their way over the Sierra even before the discovery of gold in the 1859. Families and wagon trains pushed and pulled and discarded the weight of their belongings along the way, many suffering from fatigue, accidents, illness, and even death in their quest for a new life.

1d. Mining: Unlike any other Sierra pass, silver, not gold, built Ebbetts Pass. The historic silver story is one of boom and bust. Many mining towns would move “lock, stock, and jail” as they sought the next great bonanza. While many mining communities ended as ghost towns others were able to reinvent and remain, such as Markleeville.

1e. Logging: The demand for timber products came alongside mining strikes. As the west opened up, logging became an essential industry to meet the demands of a growing nation. Once roads were developed, logging became more of an industry itself. Up through the 1980s, logging was significant to local commerce with sawmills in many mid-elevation areas. (EPG) Declining old growth, changing logging practices and a consumer shift away from wood products to plastics and other materials have contributed to the end of the great timber era. New opportunities like energy generation from forest wood products, however, hold promise for jump-starting local economies into a new era.

1f. Ranching & Homesteading: The Homestead Act of 1862 opened up lands in the Sierra for ranching, farming, and homesteading. Many local ranches still trace their roots to these early land claims. Nowadays cattle are trucked into the Forest and allowed to graze under a seasonal permit.

1g. Western Justice: Keeping law in newly settled communities could be risky. Often bands of citizens, or vigilantes, took the law into their hands.

2. Subtheme: Peak Experience

Travel into the forest and discover a “peak experience” of nature at work or challenge yourself to a wilderness adventure, and

awaken your peak within body and spirit.

Storylines

2a. Renewal of spirit: As you follow this route over the Sierra Nevada, remember that you are one in a long succession of travelers who made their way in search of trade goods, a new life, precious minerals, wealth, home, occupation, and recreation. (EPG) Think about how Ebbetts Pass fills a need or desire of your own today.

2b. Ebbetts Pass Scenic Byway: Slow down and savor the Sierra! (EPG) Ebbetts Pass - a 61-mile ribbon of road book marked by Calaveras Big Trees and Grover Hot Springs State Parks – is one of the most intimate and untamed trans-Sierra routes, and one of only seven nationally designated scenic byways in California.

2c. Leave No Trace/Tread Lightly: As you enjoy the Ebbetts Pass area, think about how you can “Leave No Trace” and “Tread Lightly” so that future generations can have their peak experiences unimpaired by those who came before.



3. Subtheme: Linger Longer (revised)

The friendly communities and businesses along the scenic corridor offer a variety of services and accommodations for travelers. Linger longer and enjoy the local ambiance and natural wonders of this area year round.

Storylines

3a. Historic travelers: Entrepreneurs established Toll Stations as places to refresh horses and rest feet from a weary journey. They were often located near natural springs where one could recharge both themselves and their horses. After a simple bed, bath, and meal, one was ready for the next leg of their arduous journey.

3b. Tourism: In the late 1800s and early 1900s, tourist providers built hotels and summer homes, offered tours of the "Big Trees," and other escapes to mountain adventurers. Skiing took hold, first at Cottage Springs and then at Bear Valley. Today, tourism is a major component of the economy.

3c. Beyond the Byway: Today, communities along and beyond the byway offer nearly endless ways to expand your Ebbetts Pass experience, through festivals and fairs, food and wine, shopping, history, camping, hiking, fishing, skiing, hot springs and other outdoor recreation opportunities.

4. Subtheme: Remarkable Resources (new subtheme)

From the heights of glacially-carved valleys and volcanic peaks, to the depths of river canyons, the Ebbetts Pass area displays landscapes of splendid diversity – the home of a multitude of intriguing flora and fauna.

Storylines

4a. The earth moves: Glaciations is the process where enormous fields of ice gradually melted, moved, and carved many of the canyons and valleys throughout the Sierra Nevada. Other forces of nature from volcanic debris, uplifted mountain ranges, water and erosion, landslides, and earthquakes also have had their imprint on, and continue to shape, this landscape.

4b. Adaptability: Plants and animals are remarkable in adapting to their environment, making homes everywhere from thick forests to harsh alpine environments.

4c. Watersheds: The flow of clean water from Sierra snow melt serves people and commercial use as far as San Francisco and is critical to the health and economy of California. Watersheds store, filter, and provide water for humans as well as plants and animals and it is imperative that water reserves are protected, recharged, and used wisely in order to provide for future needs. Drought years further highlight just how precious and valuable these watershed are to Californians.

4d. Fire: Fire has shaped this landscape for centuries. Native American tribes as well as ranchers would set fires to clear underbrush; lightning ignited wildfires and modern prescribed fires continue to shape the environment.

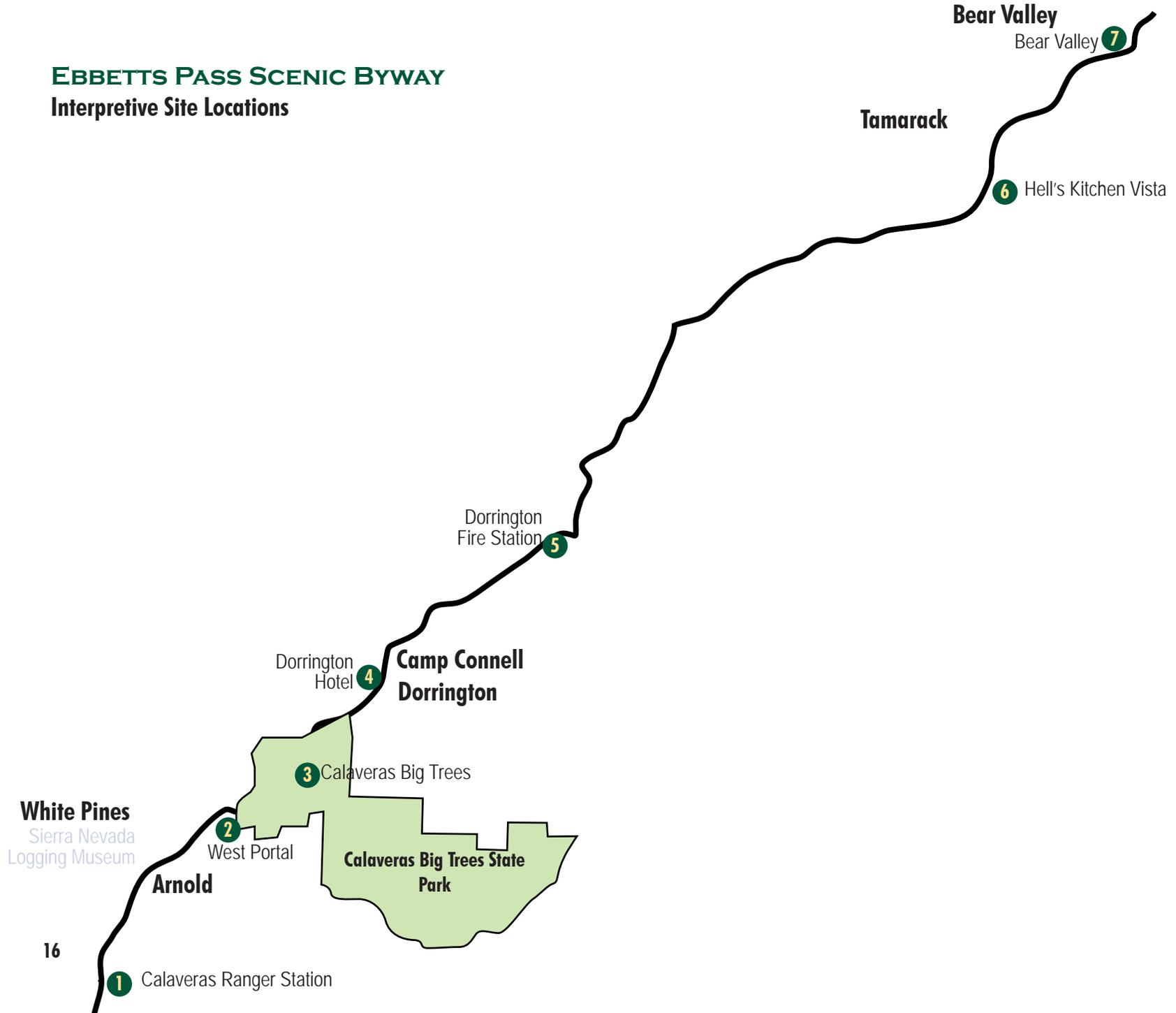
4e. Native American resource use: Ebbetts Pass itself was first used by the Me-wuk and Washoe tribes as a trade route and passageway to summer camps in the higher elevations. As winter snows retreated, families began the trek up the Sierra gradient, following the circle and cycle of animal migration and plant growth. Plants and animals were used in various ways for food, tools, and clothing. All of the Native American material culture, from woven rabbit skin blankets to woven baskets

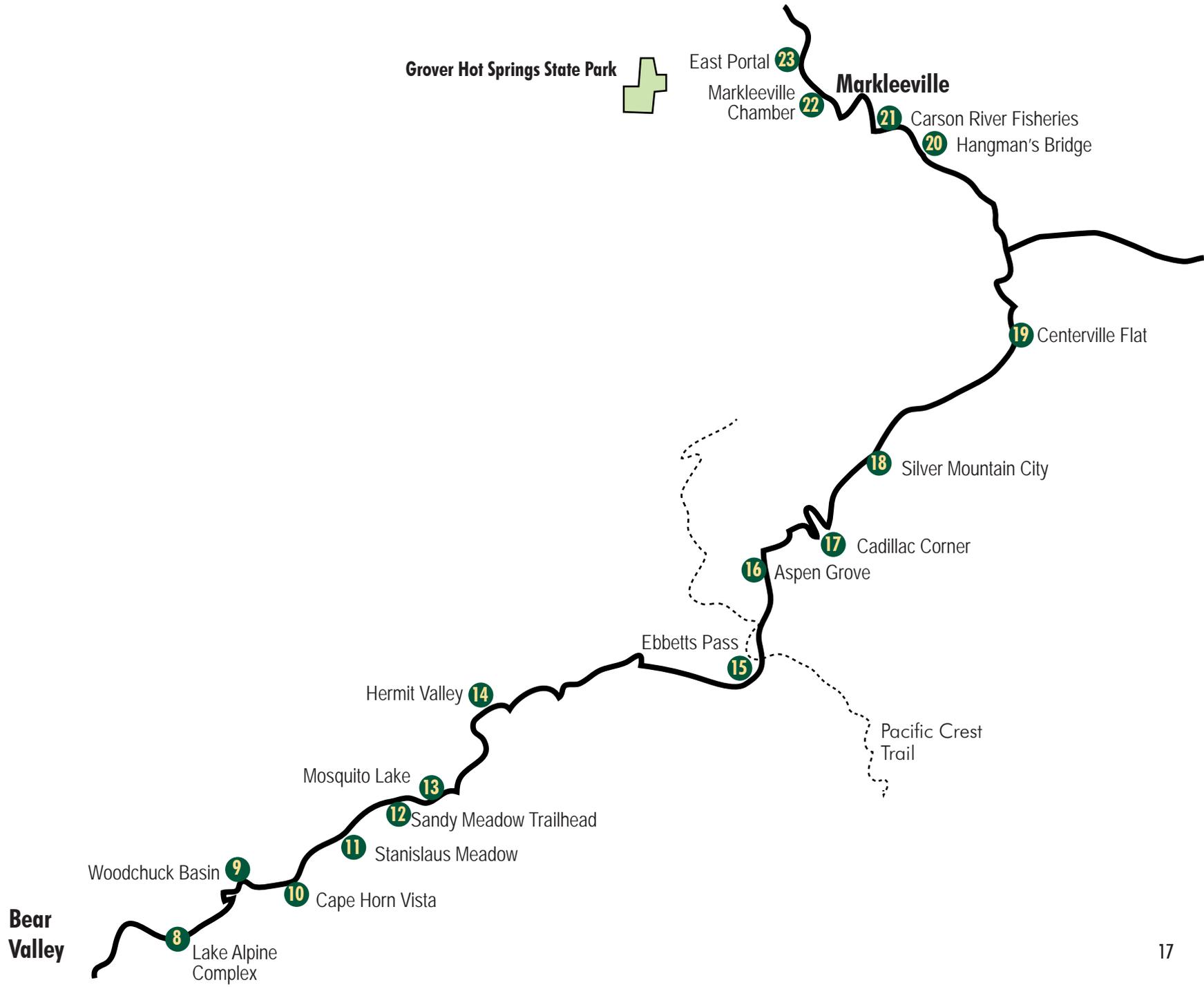
and feather ceremonial regalia, came from the natural world. Native people were intimate with the natural world and were at once biologists, geologists, pharmacists, and hydrologists. Much of this knowledge, called Traditional Ecological Knowledge was passed on in spite of cultural disruption and hardship. Today, native people continue to gather plants for food, fiber, and medicine and practice their traditions when visiting sacred areas in the Sierra. (Edited EPG)

4f. Remarkable: Once the resources of gold, silver, timber and water were publicized the rush was on to extract, harvest, and harness. The ecology of the Sierra was forever changed. To the non-Indian, the land was there to be used and profited from: its resources were commodities to be extracted in the most cost effective method of the day. Adding to this was 100 years of Forest Service policy which engaged in minimizing and suppressing wildfires in a landscape that had grown to be dependant on fire to clean the forest of dead, woody plant material, insect infestations, and disease. Today, management techniques have shifted recognizing the importance of fire as a tool to manage this diverse landscape. While managing the forest to produce goods is still an important goal of the Forest Service, equally important is the philosophy of being committed to future sustainability of the land as well as to manage habitat for plants, animals, and fish while facilitating opportunities for tourism revenues through managing this natural backdrop that draws many visitors and recreationists here.

EBBETTS PASS SCENIC BYWAY

Interpretive Site Locations





INTERPRETIVE SITE INVENTORY AND RECOMMENDATIONS

1

Calaveras Ranger District Office



Current Condition

Forest Service office provides full services for visitors. Services include sales of maps, information on recreation opportunities, permits for wilderness, firewood cutting, and campfire use issued as well as some interpretive association sales offered. Summer hours Monday-Saturday, Winter Monday - Friday.

There are two exterior kiosks which provide 24 hour access to forest information.

A new interpretive panel with updated messages and designs following the design guide in this plan will be placed in one of the existing kiosks in 2015.

Recommendations

Replace outdated exterior kiosk structures with kiosk No. 2 structure adopted in this plan. Exterior information/orientation messages should be self-serve and focus on trip planning, any seasonal special notices, byway orientation. Consider adding small seating and gathering area near kiosk. Interior messaging can incorporate more detailed storylines as they relate to the byway and current resource management issues. Include sale items (books, maps, etc) from an interpretive association and/or Ebbetts Pass Scenic Byway Association that relates specifically to the byway.

Offer electronic media services (wifi) to visitors so they can seek additional byway information and link to future interpretation offered online.

Themes & Storylines

- Orientation and Information
- Byway Theme

2

West Portal – Entrance Kiosk at Blue Lakes Road intersection



Current Condition

Located just east of Arnold at the Blue Lakes Road junction. There is plenty of space to incorporate an entrance portal sign within National Forest boundaries.

Recommendations

Potential site for west entrance to Ebbetts Pass National Scenic Byway portal entry sign. Work with other government entities that have an interest in this site and determine how to use this area for a portal entry to the byway. Confirm easement settings and determine if a breakaway design is required for this portal.

Themes & Storylines

Portal entry at this site.

3

Calaveras Big Trees State Park



Current Condition

Located four miles east of Arnold, the Calaveras Big Trees State Park has a visitor center, a number of trails that highlight the two giant redwood (*sequoiadendron giganteum*) groves, a campground, and picnic area. Some of the oldest trees are between 2000 to 3000 years old and stretch upwards of 300 feet in height and 25 to 30 feet in diameter. This park may well have been the first tourist attraction in California. The Stanislaus River and Beaver Creek run through the 6,000 acre park.

The park and its visitor center is open seven days a week with reduced hours during winter months. For the most current information on hours, programs offered, and events consult the **Calaveras Big Trees State Park webpage** (http://www.parks.ca.gov/?page_id=551).

Recommendations

Assist in updating visitor center, incorporate a scenic byway map. Incorporate website links from State Parks website to the EPSB website. (CMP)

Themes & Storylines

- Orientation and Information
- Byway Theme

4

Dorrington Hotel



Current Condition

The Dorrington Hotel was established in the late 1800s as a stage stop. Initially the hotel was located across the street at Camp Connell where gas and sundries are still sold. The original hotel burned down and was later re-built at this location the 1880s.

Recommendations

Work with current owners for permission to install wayside exhibit. Develop and install interpretive panels regarding the history of site. Use design guidelines for interpretive wayside exhibit.

Themes & Storylines

Sub-Themes

Seeking Fortune

Linger Longer

Storyline

Entrepreneurs established Toll Stations (such as the Dorrington Hotel) as places to refresh horses and rest feet from a weary journey. They were often located near natural springs where one could recharge both themselves and their horses. After a simple bed, bath, and meal, one was ready for the next leg of their arduous journey.

5

Dorrington Fire Station (USFS)



Current Condition

This administrative site is used by fire staff and crews. There is plenty of public parking however Forest Service traffic can get especially busy during a heavy wildfire season. There is a kiosk with some self serve information on it. Existing information needs updating; not enough nor the right kind of information is currently provided. The kiosk structure is in good shape.

When staffed, the public does visit and ask questions. Current staff includes a part-time frontliner employee who works approximately 20 hours a week. The frontliner has been trained to address the public, answer questions, and sells maps and permits.

Recommendations

Keep existing kiosk. Replace with only "self serve" orientation (including a map of the byway) and information messages pertinent to the area and season. When the current kiosk ages to a point of disrepair, replace with structure style adopted from this plan.

Approach marker needed on highway. What is the story of the "oldest" sugar pine here?

Themes and Storylines

Orientation and Information

Remarkable Resource (if telling sugar pine story or fire story and how fire management has shaped the landscape)

Storylines

Fire has shaped this landscape for centuries. Native American tribes as well as ranchers would set fires to clear underbrush; lightning ignited wildfires and modern prescribed fires continue to shape the environment.

Plants and animals are remarkable in adapting to their environment, making homes everywhere from thick forests to harsh alpine environments.

6

Hell's Kitchen



Current Condition

Overlook located east of Liberty Vista. There is a native material surfaced trail to an overlook with rock wall and 2 interpretive signs. Signs have been here for some time and are showing wear. Messages may be outdated and do not necessarily relate to themes and storylines identified in this plan. Current panels discuss birds of prey and their habitat.

Recommendations

Clearly mark trail from parking area. Ensure trail meets accessibility guidelines. Expand trail to provide for a loop opportunity and try to locate trail so that it swings by back side of hanging rock. Along trail provide nooks for seating where the visitor can reflect on the views. Confirm storylines below, provide conceptual plan and suggested placement for interpretive panels with location for storylines identified.

Replace existing interpretive signs. Place orientation/information kiosk near beginning of trail within view of parking area.

Themes & Storylines

Information/ Orientation

Remarkable Resources (new subtheme), Seeking Fortune

Storylines

The earth moves: Glaciations is the process where enormous fields of slow moving ice gradually melted, moved, and carved many of the canyons and valleys throughout the Sierra Nevada. Molten granite, volcanic debris, uplifted mountain ranges, landslides, and earthquakes are a few more of the powerful geologic forces that have shaped – and continue to shape – this landscape.

Adaptability: Plants and animals are remarkable in their adaptations to their environment, making homes everywhere from thick forests to harsh alpine environments.

Watersheds: The flow of clean water from mountain to valley to tap is critical to the health of Californians. Watersheds store, filter, and provide water for humans as well as plants and animals and it is imperative that water reserves are protected, recharged, used wisely to provide for future needs.

Conceptual site drawing and recommendations available in Appendix 1.

7

Bear Valley



Current Condition

Convenience store and equipment rental shop is located by entrance of this four season resort. Parking and amenities provided. Resort has downhill and cross-country skiing, mountain bike trails, residences, lodge, dining, and hosts a number of events throughout the year including a summer music concert series.

Recommendations

Partnership with Bear Valley to produce any byway oriented materials that are mutually beneficial. Suggest replace existing kiosk by convenience store with kiosk #2 design adopted in this plan. Provide orientation, information and seasonal, self-serve information.

Themes & Storylines

Orientation and Information
Byway Theme

Sub-Theme
Peak Experience
Linger Longer

Storylines

Renewal of spirit: As you follow this route over the Sierra Nevada, remember that you are one in a long succession of travelers who made their way in search of trade goods, a new life, precious minerals, wealth, home, occupation, and recreation. (EPG) Think about how Ebbetts Pass fills a need or desire of your own today.

Beyond the Byway: Today, communities along and beyond the byway offer nearly endless ways to expand your Ebbetts Pass experience, through festivals and fairs, food and wine, shopping, history, and outdoor recreation opportunities.

8

Lake Alpine Complex Winter Trailhead and Snowpark



Current Condition

This is the location where gate is across highway and locked during the winter months becoming a Snow Park site. This site is at the junction of highway and the Silvertip Campground. The winter trailhead is popular primarily with snowmobile enthusiasts, also cross-country skiers and people coming for snow play. There are no views of Alpine Lake from this site. A vault toilet and defined parking area and kiosk are scheduled to be installed in 2015.

Recommendations

Once parking lot is finished, an information kiosk will be placed here with information and orientation about the byway and trailhead information. A seasonal interpretive panel would address winter use / summer use and safety information.

Consider tying into the existing trail from Lake Alpine Campground, which parallels the lake and highway and ends at Chickeree trailhead. Explore the back route from SilverTip Campground to Lake Alpine Campground as possible place for trail. Another option would be to continue a new segment of trail that parallels highway 4.

Themes & Storylines

- Orientation and Information
- Sub-Theme- Peak Experience

Storylines

Ebbetts Pass Scenic Byway: Slow down and savor the Sierra! (EPG) Ebbetts Pass - a 61-mile ribbon of road book-marked by Calaveras Big Trees and Grover Hot Springs State Parks – is one of the most intimate and untamed trans-Sierra routes, and one of only seven nationally-designated scenic byways in California.

Leave No Trace/Tread Lightly: As you enjoy the Ebbetts Pass area, think about how you can “Leave No Trace” and “Tread Lightly” so that future generations can have their peak experiences unimpaired by those who came before.

Remarkable Resource: The flow of clean water from Sierra snowmelt serves people and commercial use as far as San Francisco and is critical to the health and economy of California. Watersheds store, filter and provide water for humans as well as plants and animals and it is imperative that water reserves are protected, recharged, and used wisely in order to provide for future needs.

8

Lake Alpine Complex Lakeside Trail paved walking/ bike riding



Current Condition

There is a restaurant, boat rental shop across highway from boat ramp and trail. A paved non-motorized trail extends from Lake Alpine Campground to boat ramp to Chickaree Trailhead and on to Pine Martin Campground. It is 4-5 miles in length and a portion of it hugs Alpine Lake.

Recommendations

Extend trail to winter trailhead site west of here. On trail located along the edge of Alpine Lake (between boat ramp and Chickaree) develop a series of small interpretive wayside exhibits that tell a story appropriate for Me-wuk and/or Washoe tribes. At resort consider orientation/information kiosk. Work with partners to develop a pull-off for kiosk.

Themes & Storylines

Orientation/Information

Sub-Theme

Remarkable Resources (new subtheme)— various themes including: water resources, watershed, history of Silver Valley, planting fish and native brook trout, could apply.

Peak Experience

Storyline

Native American resource use: Ebbetts Pass itself was first used by the Me-wuk and Washoe tribes as a trade route and passageway to summer camps in the higher elevations. Families changed their homes from place to place with the change of seasons, and used plants and animals in various ways for food, tools, and clothing. Evidence of their history remains today at numerous places where grinding rocks are found. (EPG)

District Archeologist will explore the cultural appropriateness and acceptance of telling stories such as “Blue Jay Girl” and “Lizard Boy”.

Renewal of spirit: As you follow this route over the Sierra Nevada, remember that you are one in a long succession of travelers who made their way in search of trade goods, a new life, precious minerals, wealth, home, occupation, and recreation. (EPG) Think about how Ebbetts Pass fills a need or desire of your own today.

Leave No Trace/Tread Lightly: As you enjoy the Ebbetts Pass area, think about how you can “Leave No Trace” and “Tread Lightly” so that future generations can have their peak experiences unimpaired by those who came before.

8

Lake Alpine Complex Chickaree



Current Condition

Trailhead parking and rest rooms located on east edge of lake. This is a popular spot to launch kayaks. East end of the paved walking trail can be accessed here.

Recommendations

Install an information/orientation kiosk that meets designs adopted in this plan. Develop screening for dumpster location.

Desired Messaging

Orientation/Information

As appropriate, tie into messaging along walking trail.



Woodchuck Basin

also known as Wheeler Lake



Current Condition

Trailhead with kiosk provides access to Wheeler Lake and Mokelumne Wilderness.

Recommendations

Scheduled to be replaced with updated messages and designs following the design guide in this plan in 2015.

Themes & Storylines

Orientation and Information

Sub-Theme

Peak Experience / wilderness and leave no trace messages

Storyline

Leave No Trace/Tread Lightly: As you enjoy the Ebbetts Pass area, think about how you can "Leave No Trace" and "Tread Lightly" so that future generations can have their peak experiences unimpaired by those who came before.

10

Cape Horn Vista



Current Condition

This undeveloped area is located near curve in Highway 4. There are a couple of small spots where one could pull off and park. There are 360 degree views with best spot to see the Dardanelle mountain range (the silhouette of this range is used in Ebbetts mark), lava flows, and many reservoirs. This is a popular spot for snowmobile riders to take a break during a winter outing. A lot of mountain biking occurs here. This is outstanding opportunity for thoughtful overlook development if big money becomes available as noted by forest and CalTrans discussions. While currently beyond reach keep in inventory.

Recommendations

This site is one of the top vista spots along the byway. To do it justice and maintain integrity of the area around, this site calls for substantial development and investment. Development of parking area and vista overlooks with interpretive wayfinding exhibits. Interpretation should focus on identification of vista/peaks, etc.

Themes & Storylines

- Orientation and Information
- Sub-Theme
- Peak Experience
- Remarkable Resources

Storylines

Interpretive message would be informational and identify mountain peaks and reservoirs.

The earth moves: Molten granite, volcanic debris, uplifted mountain ranges, landslides, and earthquakes are just a few of the powerful geologic forces that have shaped – and continue to shape – this landscape.

Conceptual site drawing and recommendations available in Appendix 1.

11

Stanislaus Meadow



Current Condition

Stanislaus Meadow has a trailhead with kiosk. Road past existing kiosk from trailhead of the byway (in photos) is rough and has with limited parking at wilderness trailhead sign (not shown in photos provided). Trail provides access to Bull Run, Marshall Canyon, and Lookout Peak. Popular snowmobile area.

Recommendations

Kiosk is scheduled to be replaced with updated messages and designs following the design guide in this plan in 2015.

Need conceptual site plan, directional signs, and possibly a gate depending on travel management plan direction.

Themes & Storylines

Orientation and Information

Sub-Theme

Peak Experience/ wilderness and leave no trace messages

Storyline

Leave No Trace/Tread Lightly: As you enjoy the Ebbetts Pass area, think about how you can "Leave No Trace" and "Tread Lightly" so that future generations can have their peak experiences unimpaired by those who came before.

12

Sandy Meadow



Current Condition

This Trailhead provides access to the Mokelumne Wilderness. There is an information panel on wilderness installed there. The east side of the site has a large corral area where permittees still bring their cattle onto the forest in the summer.

Recommendations

Replace kiosk with design adopted in this plan and provide information/orientation, include wilderness and ethics information. Orientation panel would be similar to one designed for Stanislaus Meadows. Develop interpretive wayfinding exhibit or kiosk panels that highlight cattle ranching history, and current use on forest lands.

Conceptual site plan is needed and would include separation of permittee traffic use with public use, trailer turnaround, and wilderness trailhead parking. Include directional signage.

Themes & Storylines

Orientation and Information

Sub-Theme

Seeking Fortune

Peak Experience

Storyline

Ranching and Homesteading: Ranching on newly settled lands as early as 1850 provided both an income and a lifestyle for many. Although not as prevalent today, ranchers still use national forest lands for grazing, especially for summer range. A couple of times a year the dust is kicked up at Sandy Meadow Trailhead when the cattle roundup at the corrals and reveal a lifestyle that is still practiced today.

Leave No Trace/Tread Lightly: As you enjoy the Ebbetts Pass area, think about how you can "Leave No Trace" and "Tread Lightly" so that future generations can have their peak experiences unimpaired by those who came before.

13

Mosquito Lakes



Current Condition

There is a small trailhead across from Mosquito Lake. Typically people fishing, those taking in the scenery, and dispersed campers use the trailhead. Possibly 3-6 cars can fit in this spot depending on the size of vehicle. There is an outdated outhouse just down the dirt road near where people claim their dispersed recreation sites. Mosquito Lake draws many anglers but doesn't allow for much parking or safe distances from highway where people tend to put out lawn chairs for an afternoon of fishing to shore. The trailhead across from lake, tucked down the road has remnants of the emigrant trail where you can see actual wagon ruts, a great vista to of where the emigrants travelled up the mountains from the east and a boulder with emigrant names and initials on it.

Recommendations

There is a need for site planning that accommodates recreation use and highlights the Emigrant Trail story through interpretation. Address dispersed use, parking and turnaround solutions, and safety and resource protection built into the site design of emigrant rock, and the view of wagon trail and lake. Consider developing a walking trail and some parking along a (new) road/trail from small campground which is to the west to the pullout trailhead parking in photo. With conceptual plan for day use and lawn chairs along the highway and determine if there is a safer way to accommodate this use.

Themes & Storylines

Sub-Theme

Seeking Fortune

Storyline

Emigrant Trail: Seeking a better and more prosperous life didn't come easily. Emigrants to California made their way over these mountains after the discovery of gold in the 1850s. Families and wagon trains pushed and pulled and discarded the weight of their belongings along the way, many suffering from accidents, illness, and even death in their quest for a new life.

Conceptual site drawing and recommendations available in Appendix 1.

14

Hermit Valley



Current Condition

Hermit Valley is a large dispersed site. There are a number of activities that take place here, including a Wilderness Trailhead, dispersed camping, and dispersed motorized camping for off-highway vehicle (OHV) enthusiasts. Many OHV riders have used this spot to launch trips on the Boarder Ruffian Pass, a cherry stem of a corridor between two wilderness areas. New travel management decisions may have altered this use. There is a kiosk in good shape with orientation/information on it and some interpretation located closest to the dispersed motorized camping portion of this site. Annual events, such as the Markleeville Death Ride check station, Hermitfest, fill this spot to capacity. Resource damage is prevalent. The site is unorganized, and often there is conflicting uses occurring simultaneously. Across the highway to the south there is a large pullout and fenced meadow and a pull-out with a routed interpretive sign.

There are many stories that fit within this site including;

- An army of camels
- Center of the Big Trees Route
- Hub of historic travel route -- Holden Station (hotel and stage stop)
- Boarder Ruffinen pass has concrete remnants, Post Office, and wagon train stories.

Recommendations

Scheduled to be replaced with updated messages and designs following the design guide in this plan in 2015. Place interpretive story across from entrance to dispersed camp site at the existing pull-out. (Photo on page 33).

This site needs site planning, site hardening, and structure to define what uses are appropriate and where they are appropriate. It would be optimal to keep the “unregulated” feel of dispersed recreation yet protect the resources and reduce social conflicts through design. This may be done with overall site design and thoughtful placement of natural barriers, and site hardening. Kiosk can be used for information/orientation and may be better if moved within the dispersed site to a natural gathering spot and eventually replaced with kiosk design from this plan, once existing structure falls into disrepair.



Themes & Storylines

Orientation and Information

Sub-Theme

Seeking Fortune

Peak Experience

Linger Longer

Storylines

New Territory and Discovery: The thrill of discovery led many a hearty explorer over the Sierra Nevada. Trading horses and mules for camels seemed like a good option for the Army in the mid 1800s. While the camels tested well in mountain and winter conditions, carried heavier loads, and required much less water, their independent nature made them unsuccessful for army use. Soldiers just couldn't bond with their spitting, and biting nature.

Leave No Trace/Tread Lightly: As you enjoy the Ebbetts Pass area, think about how you can "Leave No Trace" and "Tread Lightly" so that future generations can have their peak experiences unimpaired by those who came before.

Historic travelers: Entrepreneurs established Toll Stations as a place to refresh your horses and feet from a weary journey. They were often located near natural springs where one could recharge both yourself and your horse. After a simple bed, bath, and meal, you were ready for the next leg of their arduous journey.

Need to improve wayfinding, directional, and orientation signage. Distinguish between Mokelumne Wilderness TH, dispersed camping "sites", day use parking, and OHV trailhead.

Conceptual site drawing and recommendations available in Appendix 1.

15

Ebbetts Pass



Current Condition

This is the highest point of elevation along the highway at this pass. There are undeveloped pullouts for limited parking; the highway flattens out a bit in this segment. There is a routed sign that tells a story of Major Ebbetts.

Recommendations

This should be an “ahh ha” site. It is the namesake of the highway and there is space available to have more refined development. Parking should be clearly defined. Design site to reduce Pacific Crest Trail (PCT) hikers need to use the highway to hike between trail junctions. Keep in mind that this is not a PCT trailhead and don’t want to encourage long term parking here. There is a great vista just up the hill from the pass, consider developing access trail to this spot. Confirm that you can see where massive glaciers went into three major directions from here. Might be able to tell geology story at this vista.

Interpretive panel scheduled to be replaced with updated messages and designs following the design guide in this plan in 2015.

Themes & Storylines

- Orientation and Information
- Sub-Theme
 - Seeking Fortune
 - Peak Experience

Storylines

New Territory and Discovery: The thrill of discovery led many a hearty explorer over the Sierra Nevada. Major John Ebbetts, however, was neither a major, nor was it believed that actually discovered this particular mountain pass.

Renewal of spirit: As you follow this route over the Sierra Nevada, remember that you are one in a long succession of travelers who made their way in search of trade goods, a new life, precious minerals, wealth, home, occupation, and recreation. (EPG) Think about how Ebbetts Pass fills a need or desire of your own today.



Ebbetts Pass Scenic Byway: Slow down and savor the Sierra! (EPG) Ebbetts Pass - a 61 mile ribbon of road book marked by Calaveras Big Trees and Grover Hot Springs State Parks – is one of the most intimate and untamed trans-Sierra routes, and one of only seven nationally-designated scenic byways in California.

Interpretive panels and kiosk scheduled to be replaced with updated messages and designs following the design guide in this plan in 2015.

16

Aspen Grove



Current Condition

Turnout could fit 2-3 vehicles but would need thinning of vegetation and site hardening. Beautiful spot to enjoy the fall colors of aspen.

Recommendations

There are a few locations for a turnout, a specific one needs to be selected. There could be a short loop hike to basalt columns that offer additional opportunities to stretch, explore the byway, and tell the geologic story of this environment.

Need a conceptual site plan and exact location for this pullout.

Themes & Storylines

Subtheme

Remarkable Resources

Storyline

Adaptability: Plants and animals are remarkable in their adaptations to their environment, making homes everywhere from thick forests to harsh alpine environments. Aspen storyline—and potentially could add information about Basque arborglyphs in the region.

Remarkable Resources:Today management techniques have shifted... While managing the forest to produce goods is still an important goal of the Forest Service, equally important is the philosophy of being committed to future sustainability of the land as well as to manage habitat for plants, animals, and fish while facilitating opportunities for tourism revenues through managing this natural backdrop that draws many visitors and recreationists here.

17

Cadillac Corner



Current Condition

Sharp corner over the crest of the byway. Locals know the spot as Cadillac corner since, unfortunately, a few cars have missed the turn and gone off the road and over the edge of the mountain, including a Cadillac. The views are vast.

Recommendations

Develop interpretive wayfinding exhibit panels that highlight the basalt columns story, ensure for safe pullout and parking

Themes & Storylines

Subtheme

Remarkable Resources

Storyline

The earth moves: Molten granite, volcanic debris, uplifted mountain ranges, landslides, and earthquakes are just a few of the powerful geologic forces that have shaped – and continue to shape – this landscape. Glacial movement.

Needs a conceptual site plan.

18

Silver Mountain City



Current Condition

A few remnants of 1860s Kongsberg, later renamed Silver Mountain City, remain, including a stone foundation from the old jail. Most of the town was recycled and moved to Markleeville. In fact the current Alpine Hotel in Markleeville once stood as the Fisk Hotel here in Silver Mountain City until it was moved in 1885. The Markleeville Historical Society hosts tours of Silver Mountain annually. Additional information needed on site infrastructure and unique issues. Such as can we protect the rock structure of jail building without such a massive chain link fence?

Site is currently used for dispersed recreation.

Recommendations

Develop a conceptual site plan. Need site approach marker. Replace interpretive sign with one that meets design criteria; produce a self-guided walk, either with interpretive signs, numbered posts and a corresponding brochure or combination of both.

Scheduled to have interpretive wayside exhibits with messages and designs following the design guide in this plan in 2015.

Themes & Storylines

Subtheme

Seeking Fortune

Peak Experience

Storyline

Mining: Unlike any other Sierra pass, silver, not gold, built Ebbetts Pass. The historic silver story is one of boom and bust. Many mining towns would move "lock, stock, and jail" as they sought the next great bonanza. While many mining communities ended as ghost towns others were able to reinvent and remain, such as Markleeville.

Leave No Trace/Tread Lightly: As you enjoy the Ebbetts Pass area, think about how you can "Leave No Trace" and "Tread Lightly" so that future generations can have their peak experiences unimpaired by those who came before.

Conceptual site drawing and recommendations available in Appendix 2.

19

Centerville Flat



Current Condition

Developed and hardened dispersed recreation site. There is a large flat of ground with roads that access a good portion of the area. Also, Centerville Flat has a toilet and bulletin board. There is a pull off right off the highway that accommodates a few vehicles and a routed wood sign with the name of the site.

Recommendations

Replace Centerville Flat sign with orientation and interpretive kiosk. Interpretive panel scheduled to be replaced with updated messages and designs following the design guide in this plan in 2015.

Themes & Storylines

- Orientation/Information
- Subtheme
- Seeking Fortune
- Peak Experience

Storylines

Logging: Beginning in the 1850s and continuing through the 1940s, logging became a significant local industry with sawmills in many mid-elevation areas. (EPG) While not as much timber is harvested today, logging is still an important component of the local economy.

Ebbetts Pass Scenic Byway: Slow down and savor the Sierra! (EPG) Ebbetts Pass - a 61 mile ribbon of road book marked by Calaveras Big Trees and Grover Hot Springs State Parks – is one of the most intimate and untamed trans-Sierra routes, and one of only seven nationally-designated scenic byways in California.

Conceptual site drawing and recommendations available in Appendix 2.

20

Hangman's Bridge



Current Condition

BLM managed, non-motorized boat launch site with parking and toilet facilities. This site is popular with kayak users in the spring. View of bridge is not optimal from parking lot. This is the beginning of the "Scenic River" designation for the Carson River.

Recommendations

Develop interpretive wayfinding exhibit panels that highlights the story of the origin of its compelling name. Place exhibit in location away from parking traffic but optimally within view of river, highway, and bridge. Work with BLM to develop site plan as applicable to accommodate interpretive panels.

Themes and Storylines

Subtheme

Seeking Fortune

Storyline

Western Justice: Keeping law in newly settled communities could be risky. Often bands of citizens, or vigilantes, took the law into their hands. Site to tell story of 1874 prisoner, Earnest Reusch's death before his trial.

21

Carson River Wildlife Viewing



Current Condition

Large pull out from highway primarily used by anglers. This is not an accessible site, as it is quite a scramble to get down to the river. This “Watchable Wildlife” site has a regulatory sign and plenty of parking.

Recommendations

Install a kiosk with information on safety and any pertinent and permanent regulations, design interpretive message that address the fisheries here. This would be a great spot for a cantilevered observation deck of river below. Interpretive panels could be install along the deck.

Themes & Storylines

- Orientation and Information

- Subtheme

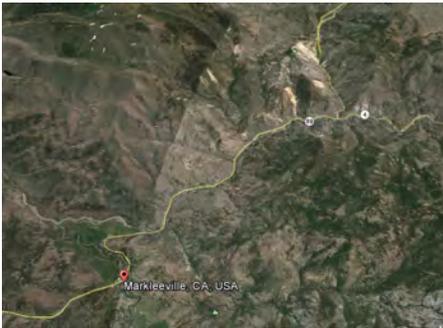
- Remarkable Resources

Storyline

Adaptability: Plants and animals are remarkable in their adaptations to their environment, making homes everywhere from thick forests to harsh alpine environments.

22

Markleeville Alpine Visitor Center



Current Condition

This is a Visitor Center and Chamber of Commerce which offers information to visitors on the local area including details of Ebbetts Pass National Scenic Byway. There is some concern over congestion and competing parking at this site. The center has a moderate sales area primarily with books that tell of the local area. It is staffed by the Chamber of Commerce. Telephone: 530/694-2475, Website: <http://alpinecounty.com/>

Recommendations

Install an exterior kiosk, from designs within this plan, with self-serve information on the byway including orientation and information and introduction to byway theme.

Themes & Storylines

Orientation and Information
Byway Theme

Subtheme

Peak Experience

Storylines

Renewal of spirit: As you follow this route over the Sierra Nevada, remember that you are one in a long succession of travelers who made their way in search of trade goods, a new life, precious minerals, wealth, home, occupation, and recreation. (EPG)

Ebbetts Pass Scenic Byway: Slow down and savor the Sierra! (EPG) Ebbetts Pass - a 61 mile ribbon of road book marked by Calaveras Big Trees and Grover Hot Springs State Parks – is one of the most intimate and untamed trans-Sierra routes, and one of only seven nationally designated scenic byways in California.

23

East Entrance Portal



Current Condition

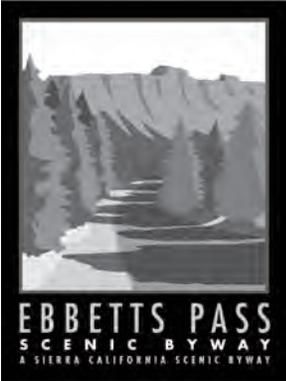
Located just northwest of Markleeville there is a eyebrow undeveloped pull-out along highway 89 with space to incorporate an entry portal sign.

Recommendations

Site for east entrance to Ebbetts Pass National Scenic Byway portal sign, determine right of way (ROW) and permission requirements and pursue site for portal sign.

Themes & Storylines

Portal entry sign at this site.



MEDIA & OTHER RECOMMENDATIONS

Publications

Ebbetts Pass Website: <http://www.scenic4.org/> This website is easy to navigate, pleasing to the eye, and provides relevant information. Be sure to keep updated with current information, removing out of date information, and provide additional links which helps the user plan their trip. In the camping section, provide links to Forest Service, State Parks, and www.recreation.gov for those sites that can be reserved such as Big Meadow Campground. Continue to fill in appropriate information in points of interest sites. Develop mini-virtual tours to post on website. Consider mini virtual tours based on scenery along the pass by season, and one on a year of festivals and events.



Your Guide to the Ebbetts Pass National Scenic Byway Book:
When this book comes up for reprint, evaluate sites included in book, consider removing sites that no longer are a priority for interpretation (as determined within this plan), enhance narrative and add additional photo's at sites with interesting stories such as at Big Meadow. Improve map to incorporate more of the suggestions from this plan and review site highlight boxes, all have the "Linger Longer" title. These may be further refined to include the three additional themes of Peak Experience, Seeking Fortune, and Remarkable Resource.

Evaluate which themes fit with which sites and incorporate into these highlighted boxes.



Activity Book:

Develop a activity booklet geared to children for travel along the Ebbetts Pass Byway. Maybe they can collect information at various sites along the way. If tactile items are included in signs provide opportunity for kids to etch those components. These could be issued at the Forest Service Office, State Parks, Visitor Centers/chambers, and participating businesses.

Icon Cards:

Use developed icons to make "trading" cards with information on the back that relates to site and/or byway. These can be used in conjunction with activity booklet.

Byway Branding for Local Events:

Work with Chamber and tourism entities along the route to incorporate the icon branding element for events and festivals occurring within the byway. These could be in a "rack card" format, participation at festivals, or icons on flags.

Networking

Tourism Trips:

Provide "show-me trips" to local tourism, service providers to share the story of the Ebbetts Pass Byway. Develop a trip for the local Chamber of Commerce to share the byway and its unique resources and encourage them to share information with chamber members and affiliates.

Social Networking:

Social networking is a two-way communication style designed to

engage your visitor in a more personal manner. A primary goal of this type of communication would be to direct the user back to the byway website for more information.

For social networking to be effective it is important to understand that these applications require commitment of time, personnel, and funding over the long run. This type of media needs to be monitored and constantly updated and monitored several times a week to be effective.

More common social media sites include: MySpace, FaceBook, and chat rooms through Yahoo and other networks. Blogs can be established for visitors to share their experience along your byway with each other, acting as a type of electronic diary. This platform may need to be monitored and updated weekly to answer questions posted from users or friends. Tweet messages are limited to 140 characters and can be set up to be updated from text-capable cell phones and internet connections.

Programs

Interpretive programming may vary each year. Typically there have been summer programs presented at both the Lake Alpine Complex and Wakaluu Hopyoo (Sourgrass Recreation Area). Programs have ranged from campfire talks and music, hands on arts and crafts projects such as painting and basket making, flint knapping, identification of local plants and animals, hikes, and storytelling about the local history and lore of the area. Current interpretive programs schedules can be acquired at the Calaveras Ranger District office.

Calaveras Big Trees State Park also offers interpretive programs at their park and the Alpine County Museum hosts a tour of Silver Mountain City annually.

Site Identification

Install site name markers at important locations along the byway that have been addressed in the Ebbetts Pass Guidebook. Use the standards for routed trail destination signs and include sites (but not limited to) such as: Dorrington, Camp Connell, Sourgrass Debris Flow, Cottage Springs, Gann's Meadow, Big Meadow, various reservoirs and lakes, Tamarack, Stanislaus Meadow, Mosquito Lakes, Pacific Valley, Scossa's Cow Camp, Chalmer's Mansion, Pioneer Cemetery, and East Fork Carson River. Work with private property owners to receive permission for installation of these small signs.

Podcasts and Mobile Tagging

Some sites along the byway have a lot of exciting stories to share. Look into enhancing the interpretive message with audio or video podcasts. Determine where cell phone coverage is available along the byway for mobile tagging or where downloadable applications may be more appropriate.

Podcasts are best used in conjunction with trip planning. This media is best if less than 5 minutes in length with a focus on only one storyline per cast. People can be directed with a link from the main Ebbetts Pass website or other partner websites to a site where they can download these podcasts from home, or anywhere internet access is available such as local visitor centers and chambers of commerce. Examples can be found at: <http://www.fs.fed.us/r5/podcasts/> .

Mobile tagging (QR codes) is a new technology where a bar code can be designed directly into your wayfinding panel. Then people with smart phones can scan or photograph the bar code and additional information can be downloaded about your story on site. <http://tag.microsoft.com/overview.aspx> . Mobile tagging only works if cell coverage is available on site. Weigh the use of mobile tags with the longevity of your sign and the longevity of new technology before making a commitment.

PRIORITIZATION CRITERIA

The following criteria are not necessarily in order of importance. Criteria can be used differently, if chosen, by type of project (i.e. planning, facility development, interpretive media), message addressed (i.e. orientation, information, interpretive), and can be assigned a high, medium or low value to any of the criteria below to further determine priorities.

- Project or program reaches optimal number of people (size of the audience)
- Project or program reaches target audience
- Project or program is cost effective and has an appropriate lifespan
- Project or program can be maintained and sustainable
- Project or program has partner/volunteer commitment (time and/or money)
- Project or program addresses critical health and/or safety issues
- Project or program provides recreation opportunities that are more accessible for those with disabilities
- Project or program information is vital to users understanding and stewardship / minimizing user conflicts of site or area
- Project or program addresses a resource protection issue(s)
- Project or program is related to identified theme(s) and storylines in plan
- Project or program has necessary environmental clearance (NEPA)
- Project/program does/does not require site development
- Lasting experiential opportunity for wow factor and take home memories...
- Re-evaluate priority projects from CMP, determine which projects were accomplished & which are still on the list.





Use the following table as a tool to further refine how you prioritize your Ebbetts Pass projects.

Ebbetts Pass Project Evaluation and Prioritization															
Project Name	Theme	Criteria												Prioritization	
	SF= Seeking Fortune PE= Peak Experience LL= Linger Longer RR= Remarkable Resource	Reaches Target Audience	Optimal Audience Size	Minimal Maintenance & Sustainable	Partner / Volunteer Commitment	Critical Health & Safety Issues	Accessibility Opportunities	Vital to Understanding & Promotes Stewardship & Minimizing Conflicts	Address Resource Protection Issues	Relates to Identified Theme and Storyline	Necessary NEPA is Completed	Status of Site Development Needed	"Wow" Factor & Take Home Memories	Cost Effective & Long Lifespan	H=High M=Medium L=Low

Ebbetts Pass Project Evaluation and Prioritization

Project Name	Theme	Criteria													Prioritization
	SF= Seeking Fortune PE= Peak Experience LL= Linger Longer RR= Remarkable Resource	Reaches Target Audience	Optimal Audience Size	Minimal Maintenance & Sustainable	Partner / Volunteer Commitment	Critical Health & Safety Issues	Accessibility Opportunities	Vital to Understanding & Promotes Stewardship & Minimizing Conflicts	Address Resource Protection Issues	Relates to Identified Theme and Storyline	Necessary NEPA is Completed	Status of Site Development Needed	"Wow" Factor & Take Home Memories	Cost Effective & Long Lifespan	H=High M=Medium L =Low

DESIGN GUIDELINES

Structural and interpretive design concepts have been designed for the built environment along the Ebbetts Pass Scenic Byway. The purpose of these guidelines is to provide direction for the physical and visual design for interpretive facilities. They seek to enhance the aesthetics, cohesiveness, and overall quality of the visitor experience along the byway.

More specifically, these guidelines:

- Incorporate principles of sustainability as an integral part of site planning and facility development.
- Connect the built environment to the land in a manner that creates harmony with the spectacular setting and enhances the intrinsic qualities of the corridor.
- Create a visual consistency and organization that facilitates the visitor experience.
- Describes the materials, colors, textures, and construction practices that are appropriate to the diverse micro-climates and development densities of the byway.

Inspiration for the design concepts comes from the natural landscape, its cultural history, and existing iconic architectural structures and visual patterns. Structures are also consistent with the Forest Service' Built Environment Image Guide (BEIG) and complement existing structures.

Structural Design Concepts

The following concepts for prototypical structures are schematic designs meant to articulate the basic character of the primary structures.

Debate over initial expense of producing structures, availability of stock vs custom materials, ability for installation by staff that may not be formally trained in construction/carpentry skills, and ability to maintain structures in a cost effective manner over time did play a role in the design of structures.

Figure 1 - Entrance Portal

Entrance portals will be constructed on the east and west ends of the byway to welcome visitors, give them a sense of arrival, and create a sense of place. Four possibilities are shown below with the preference to have a portal with mass and substance and as appropriate incorporate an asymmetrical feature such as additional posts to one side of the panel or extraweight given with the placement of boulders around the base of sign.

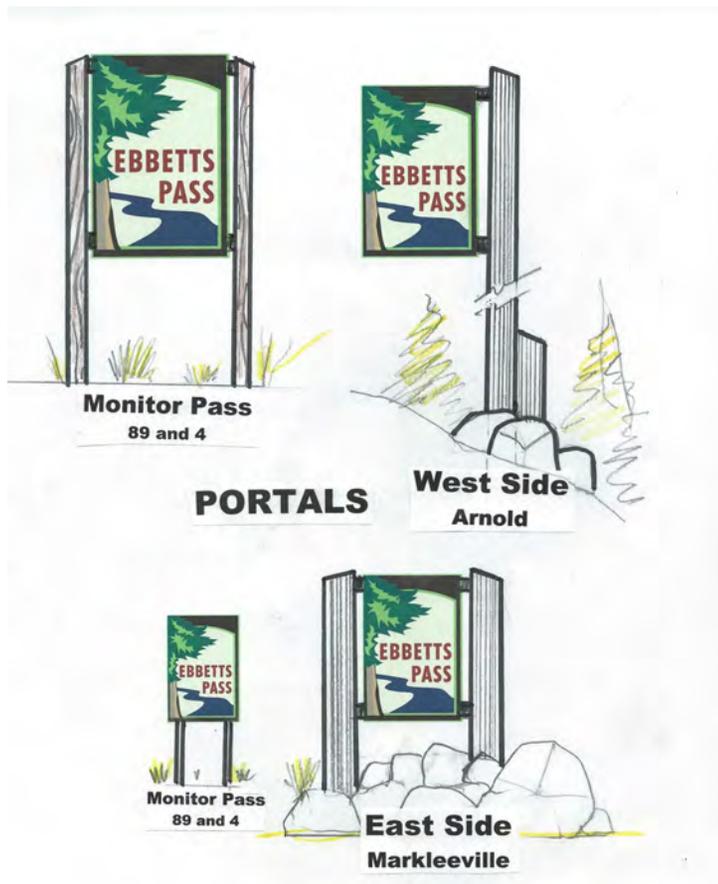


Figure 2 - Site Approach

These are strategically located along the byway to orient travelers to an upcoming attraction and/or destination. They match the portal but are much smaller in scale. They could also serve as a place to display seasonal banners or flags advertising upcoming events or festivals.

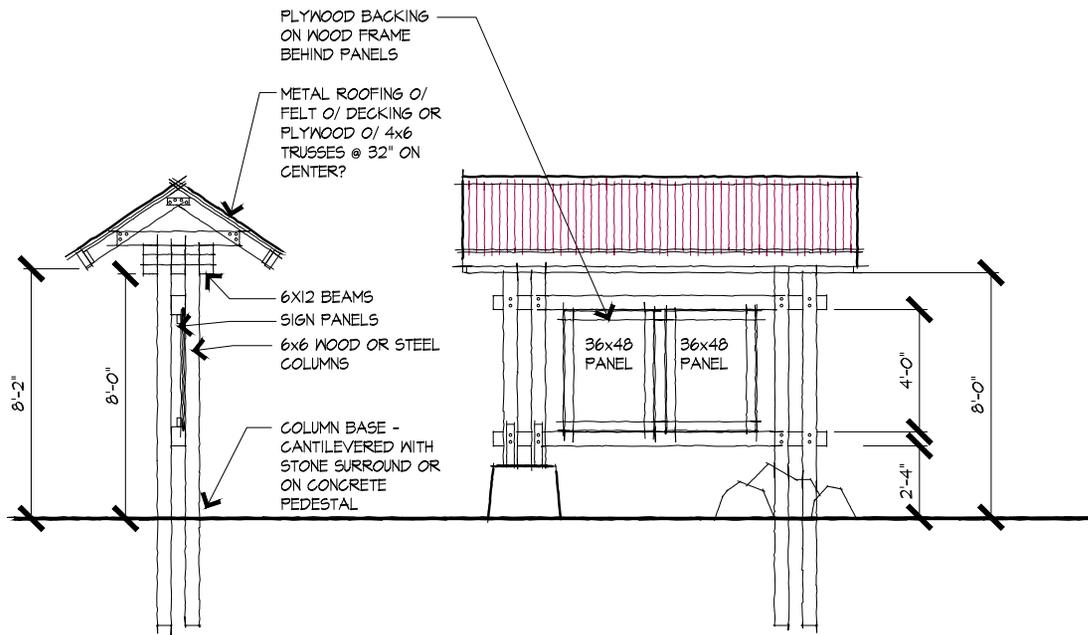
Note: Structure that would be used in the right of way have not yet been reviewed or approved by CalTrans for installation.



Figure 3 - Interpretive and Information Kiosks

These are located at primary recreation sites along the byway and contain both interpretive stories as well as information on safety, forest regulations, and environmental stewardship. One panel will include a map of the area.

Material list and construction instructions are available in Appendix 3.



CONCEPTUAL KIOSK SKETCH FOR THE EBBETTS PASS SCENIC BYWAY



FOUR POST - TWO PANEL - ROCK BASE CONFIGURATION
EBBETTS PASS SCENIC BYWAY KIOSK OPTIONS

Figure 4 - Interpretive Wayside Exhibits

Located at sites with a major interpretive story to tell, there could be one structure or multiple wayside exhibit structures depending on the complexity of the story and site considerations.

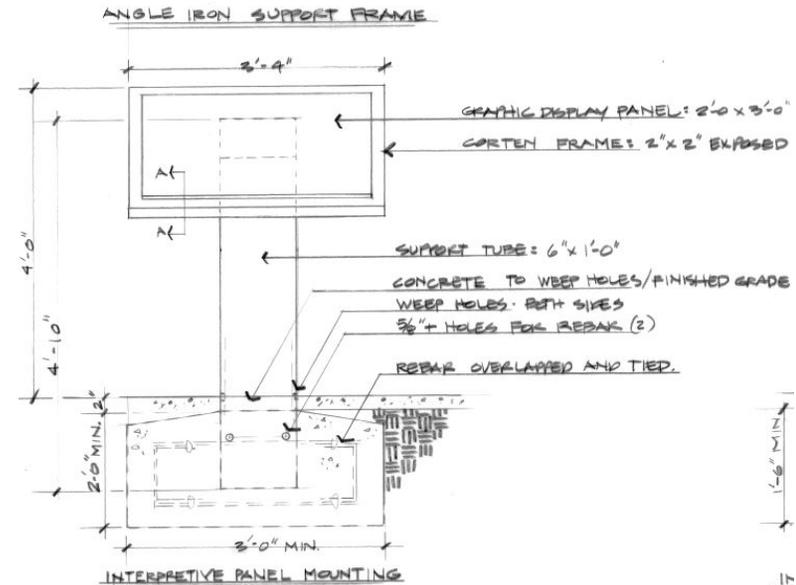
Where called for in the specific site recommendations, wayside exhibits should include a tactile element which could be located on the post or on a supporting boulder. This element could be a casting of an item in the interpretive story, an etching to be rubbed with paper and pencil, a simple map with raised relief, or other item that offers opportunities to access the story tactilely.

Ensure accessibility by children as well as others, and specify all materials to be weather and vandal-resistant.

Example of tactile element from a sign in Yosemite National Park.



Example of wayside exhibit structure from a sign in Yosemite National Park.

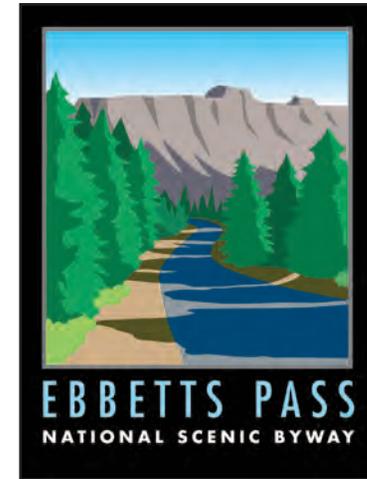
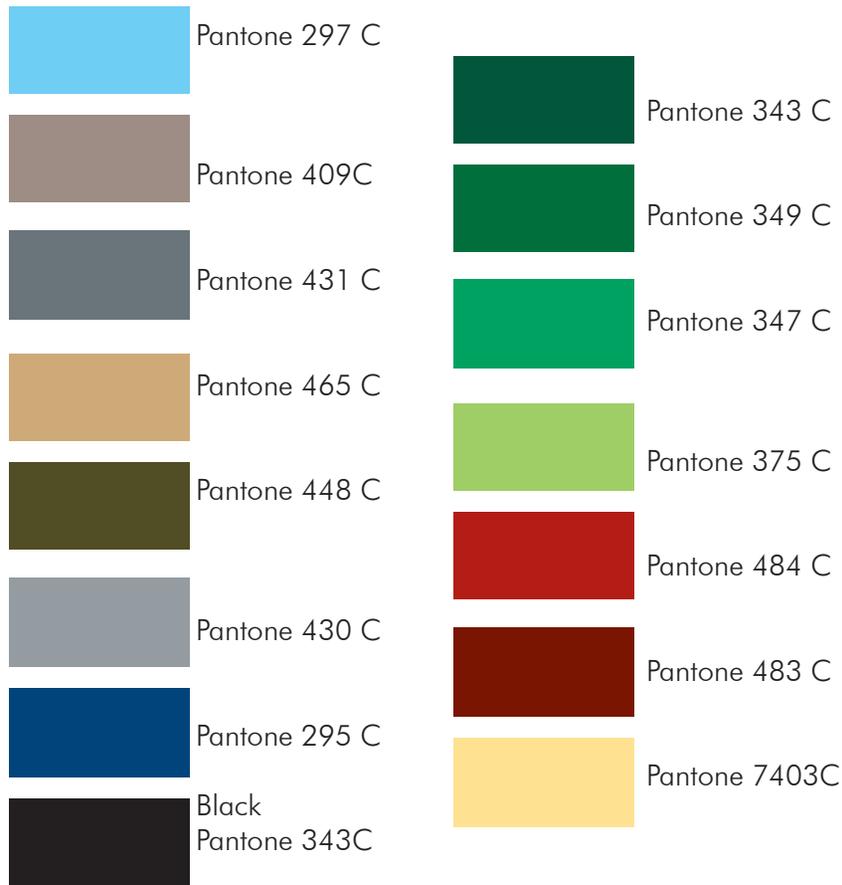


Material list and construction instructions are available in Appendix 3.

Color Palette

The color palette for the Ebbetts Pass interpretive media is based on the colors already established for the Ebbetts Pass logo (on the right). In addition, several accent colors were added to allow for additional design flexibility in visually telling the interpretive story of this byway.

Colors are identified by their Pantone Matching System (PMS) number in order to communicate exact formulas to potential graphic designers, fabricators, and other vendors.



Fonts

As with the color palette, fonts for Ebbetts Pass interpretive media are also based on the fonts used for the existing logo, with additions to allow for expanded design opportunities.

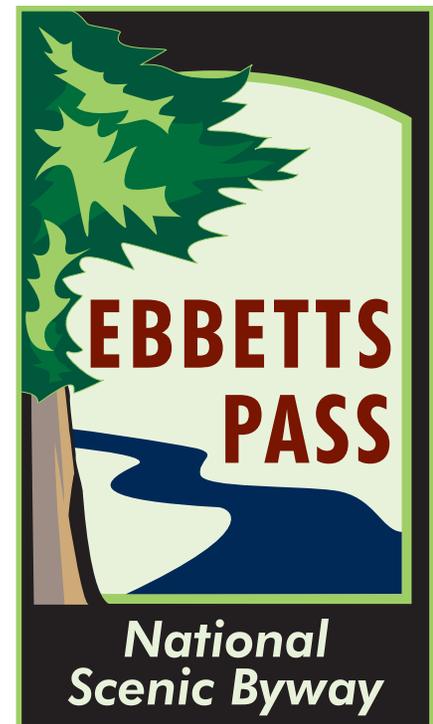
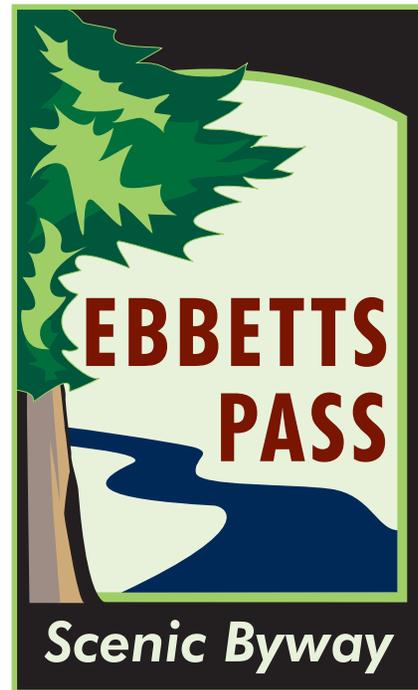
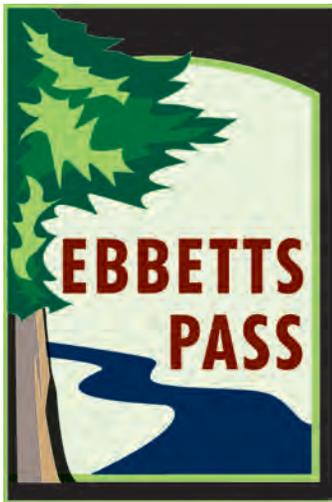
1. COPPERPLATE GOTHIC BOLD: TITLES AND SUBTITLES

2. Futura Normal Book: Use for text
3. Futura Condensed Bold: Use for emphasis items
4. Futura Light BT Italic: Use for captions
5. Tekton Pro: Use for sidebar title and text

Logo Refined

It was determined that a simplified logo based on the original design would be necessary for applications such as confidence markers and site approach markers. These signs should signify to the driver that you are on a unique route. The need to be readable when driving at byway speeds.

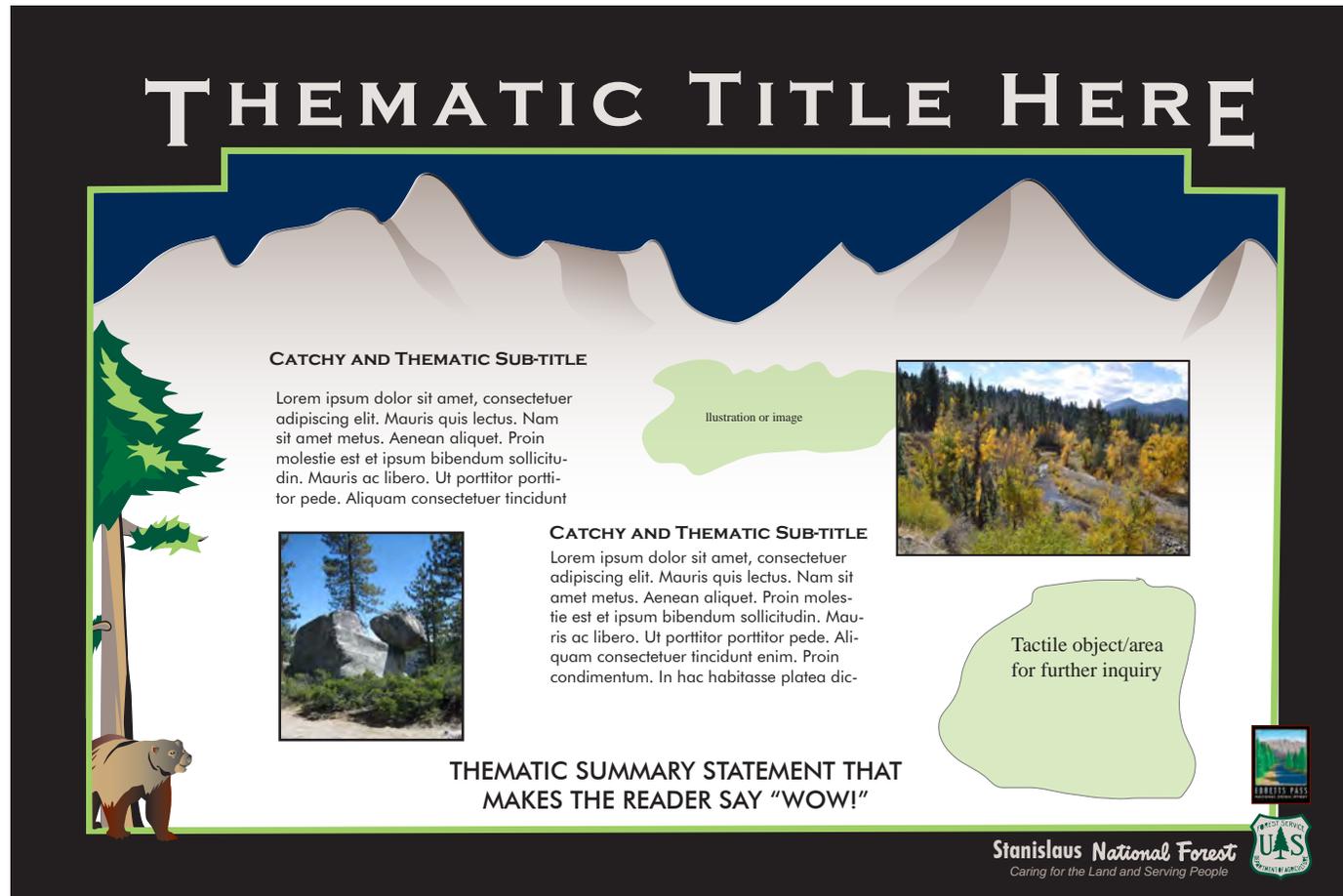
The logos on this page were approved by the planning committee as meeting the look and intent of the byway.



Interpretive Panel Design Concepts

Two design templates have been designed for interpretive panels along the Ebbetts Pass Scenic Byway. The versions reflect the different landscapes on the east side versus the west via the different color schemes; however, both templates use the same graphic elements for visual continuity.

West Side



Panels on pages 58-59 are scaled at 24" high by 36" wide.

VERSION 4 TITLE OPTION

CATCHY AND THEMATIC SUB-TITLE

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Illustration or image



CATCHY AND THEMATIC SUB-TITLE

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Tactile object/area for further inquiry

THEMATIC SUMMARY STATEMENT THAT MAKES THE READER SAY "WOW!"



Humboldt-Toiyabe National Forest
Caring for the Land and Serving People

STANISLAUS MEADOW

CATCHY AND THEMATIC SUB-TITLE
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Area map

Vicinity map

THEMATIC SUMMARY STATEMENT THAT MAKES THE READER SAY "WOW!"

Stanislaus National Forest
 Caring for the Land and Serving People

SILVER MOUNTAIN

CATCHY AND THEMATIC SUB-TITLE
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Area map

Vicinity map

THEMATIC SUMMARY STATEMENT THAT MAKES THE READER SAY "WOW!"

Humboldt-Toiyabe National Forest
 Caring for the Land and Serving People

Panels on this page are scaled at 48" high by 36" wide.

ACKNOWLEDGEMENTS

A number of individuals helped to make this plan possible. This plan was due in part to a grant from the Federal Highways Administration. Special thanks goes to the Stanislaus National Forest, the Humboldt-Toiyobe National Forests, and the Ebbetts Pass Scenic Byway Association.

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- Lois Ziemann, Graphic Illustrator and Interpretive Planner, Center for Design and Interpretation

APPENDICES

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Ebbetts Pass National Scenic Byway

Concept Plans for selected sites along Highway 4

(Kermeen, 2014)

Hell's Kitchen Vista

Is a 250' long paved turnout with a great view and unique glacial erratic boulders deposited on polished granite slabs. A short rise between the parking and site partially obscures the view into the canyon. 20 years ago an accessible observation deck with interpretive panels were constructed. These panels have a "birds of prey" theme. The pavement is gone and the entrance is not obvious. Many visitors are not aware of these constructed features. A 1/4 mile long hiking trail was laid out over the granite and through the boulders. This trail is difficult to follow at times due to growth by vegetation and numerous social trails that have evolved.

The largest boulders at the site have been used by a local climbing school for training. "Balancing Rock" is located at the beginning of the turnout on the southwest side. Due to its location and vegetative screening, this feature is often overlooked. Another local landmark "Whale Rock" is located about 800 feet southwest on the other side of the highway. Several Sno-Park related directional signs are poorly located within the site.

Objectives- and proposed actions-

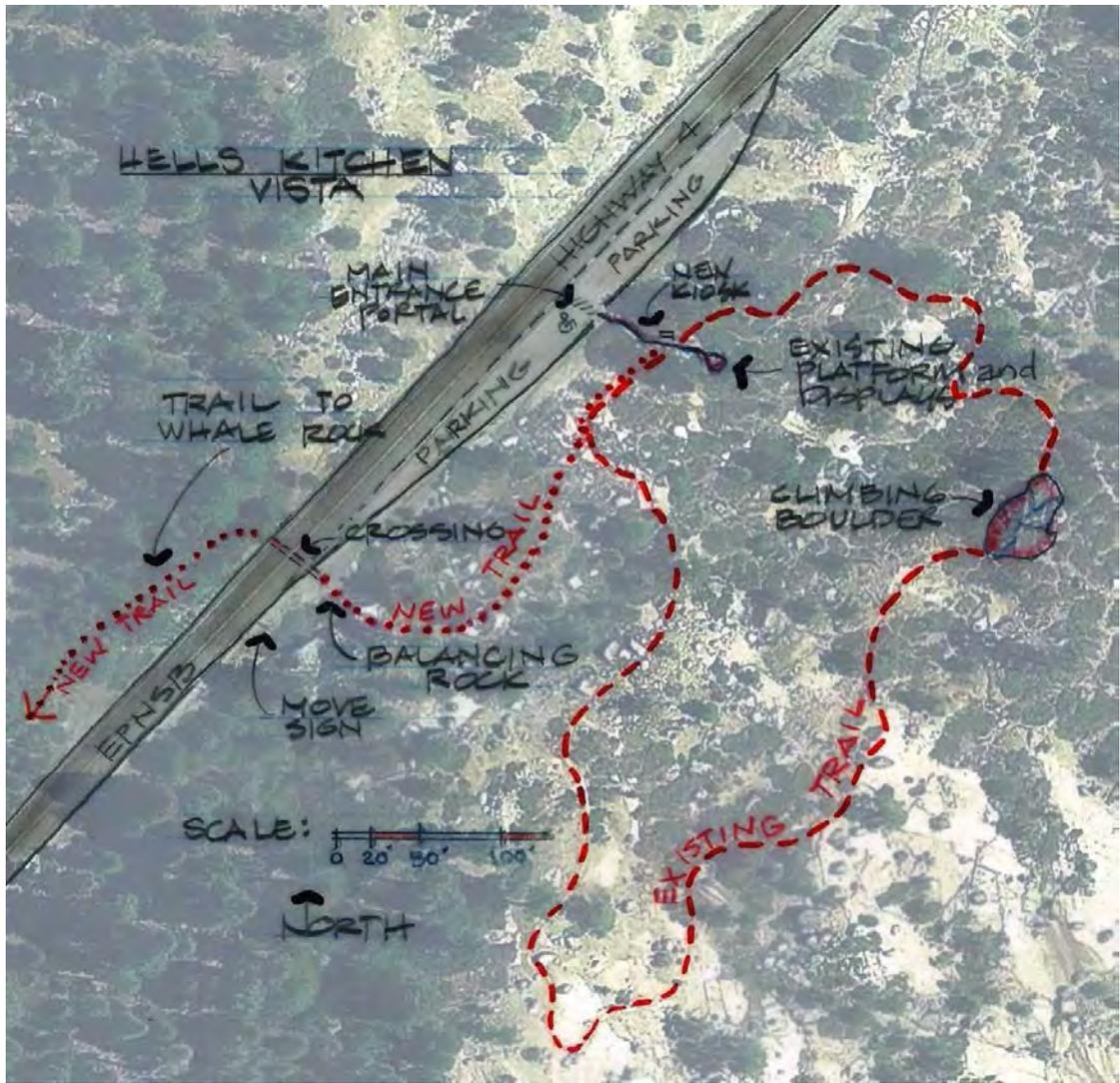
- Develop the glaciation theme and tell the story (with panels, printed brochure, or other media).
- Develop an obvious entrance to the site with a paved apron and sub drainage. Identify accessible parking with striping at entrance and install cairn or post to highlight it.
- Construct a kiosk near the entrance at the intersection of trails.
- Reconstruct primary trails and decommission/ rehab social trails.
- Construct a new accessible trail to "balancing rock". Relocate the Sno-Park sign and prune vegetation that hides the feature from view.
- Direct hikers to whale rock from balancing rock, crossing highway. Construct 700' path along the old road bed to "Whale Rock". Make highway entrance obvious.
- Relocate or revise Spicer Road and Sno-Park signs that are clustered together on the north end of the parking.
- Inform users of nearby toilet at Spicer Snopark on information board.

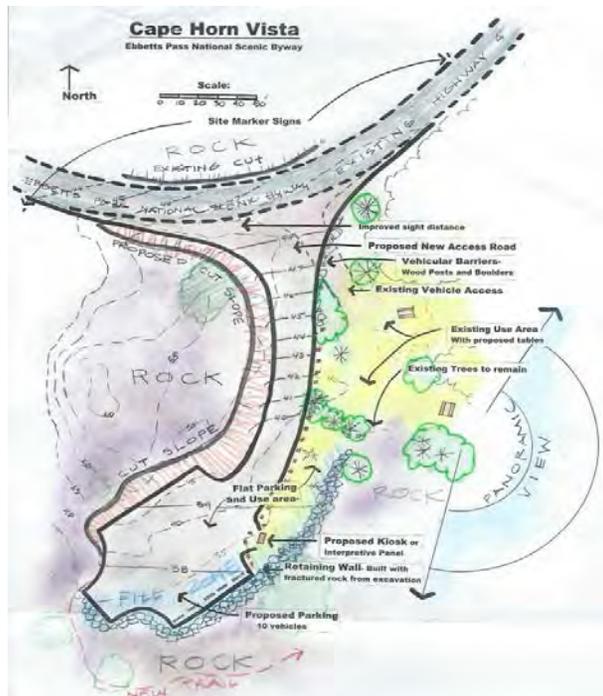


This sign blocks the view of Balancing Rock



View of Whale Rock from Highway





Cape Horn

This is the signature site of the EPNSB. Expansive views of Dardanelles and the Stanislaus watershed are possible from here, but access and parking are very limited. The view is of very short duration to the highway traveler, a mere glimpse.

Problems- The current site only has room for 2 or 3 vehicles with little room to turn around. When parked, vehicles partially block view from the highway. Access off and on the highway is steep and difficult. Rocky poor surfaces damage vehicles. Fragile vegetation is being impacted in the very limited use area. The site is adjacent to a section of the emigrant trail, which is also the Mokelumne Coast to Crest Trail. A connector trail and leads to the main trail down the hill.

Objectives-Proposal- Develop a safe intersection with the highway into the site with adequate parking. Excavate rock to create parking for a minimum of 6 cars (hidden from highway). Use on-site large boulders and excavated rock to build a retaining wall. Balance excavated cut and fill within site, using fill to expand the size of the existing use area. Site will function as a scenic vista, wayside stop, picnic area, and trailhead. An interpretive exhibit featuring the view and discussion of glaciers that carved the Dardanelles is planned. A toilet will likely be needed in the future.

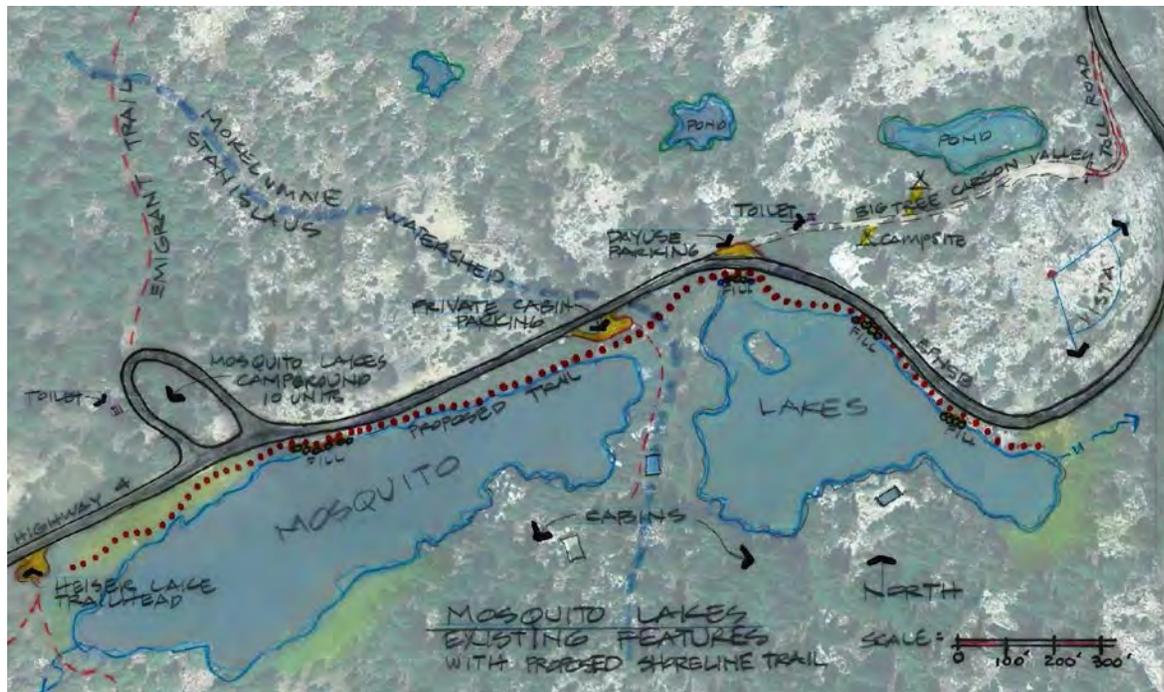
A site plan has been prepared that provides parking for 10 cars, hidden from the highway, and an expanded day use zone. Major funding will be required to excavate rock and implement the site plan.

Mosquito Lakes Complex

Mosquito Lakes is a popular destination for a number of activities but space and parking is very limited. There are several cabins on the opposite shore, overnight camping, fishing, and a wilderness trailhead. The two small lakes flow to different watersheds, the Mokelumne River to the east and Stanislaus River to the west. The Pacific grade summit is located on this divide.

The following objectives are generally agreed upon;

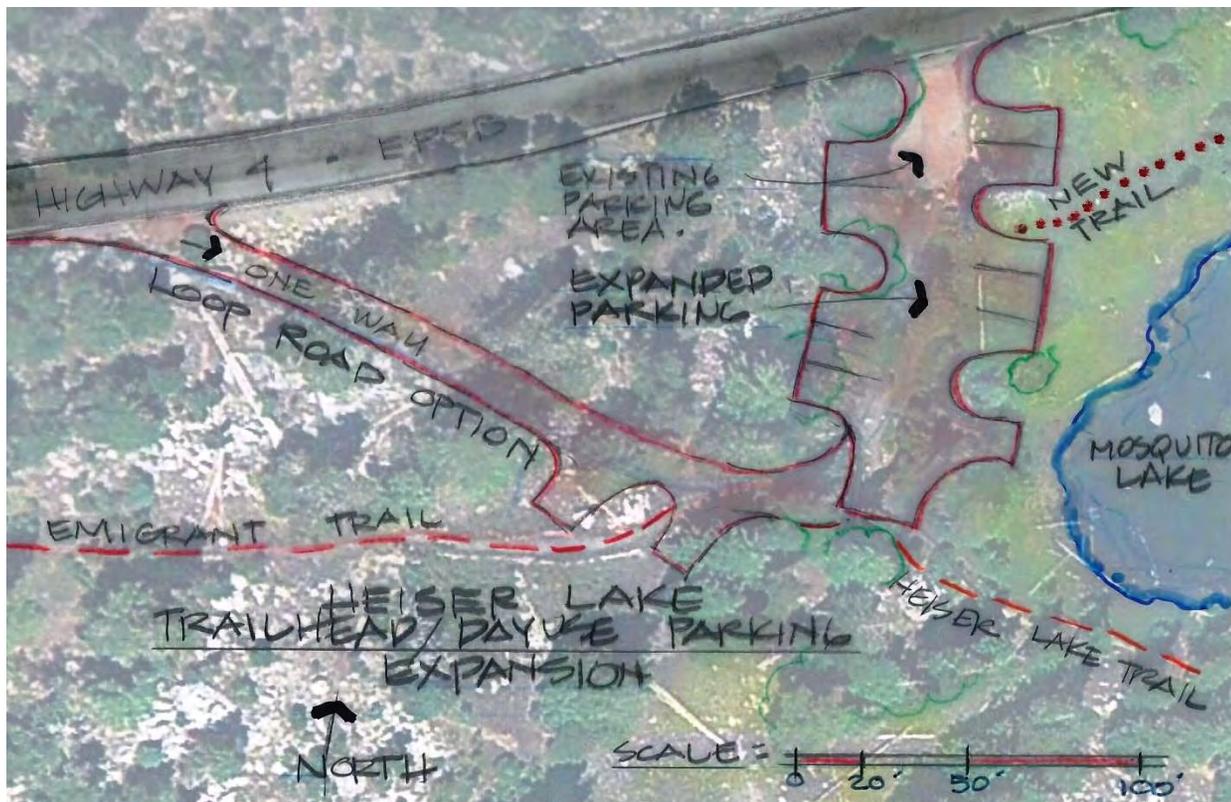
- Expand and improve parking, enhance safety, and provide signing.
- Develop a usable shoulder along the highway for pedestrians and "nodes" for fishing on the shoreline.
- Sign the parking area as private for use by cabin owners.
- Develop additional day use parking and a scenic byway wayside interpretive stop at the eastern lake where two campsites, toilet, and the old highway are currently located.

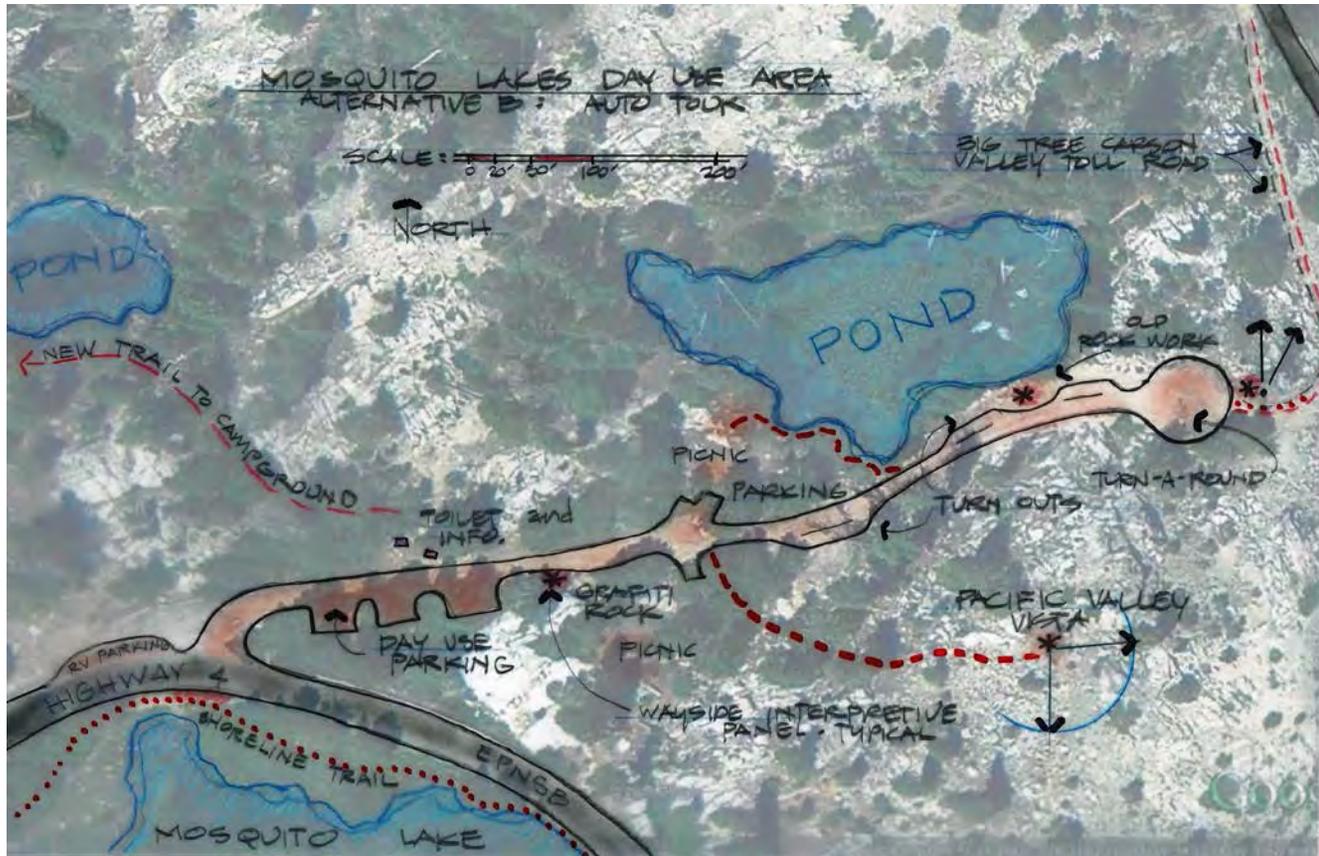


Highway shoulder and shoreline access trail- This is proposed as a solution to the current unsafe pedestrian situation. It will be constructed along the 1/2 mile shoreline. Where the shore is very close to the highway, boulders can be placed to hold fill creating a usable shoulder along the pavement. This is required for about 150-200 feet or 10% of the length. This may be accomplished by Caltrans incrementally during maintenance operations. In the other locations the trail is located away from the highway along the shoreline.

Heiser Lake Wilderness TH- Sign the parking area on the highway. Expand parking to accommodate Wilderness overnight and day use at the lakes. A loop road with parking could be constructed by developing a new access off the highway and returning at the present trailhead location. One way traffic and 12 parking spaces could be developed. Being a new access, Caltrans standards and review are required for new access development.

A lower cost alternative would be to enlarge the existing parking area away from the highway. A maximum of 10 parking spaces are possible with a small turn-a-round at the end where the 2 trails intersect. This option has less efficient circulation. Both concepts require tree removal and there are potential impacts to the emigrant trail, and wetland vegetation.

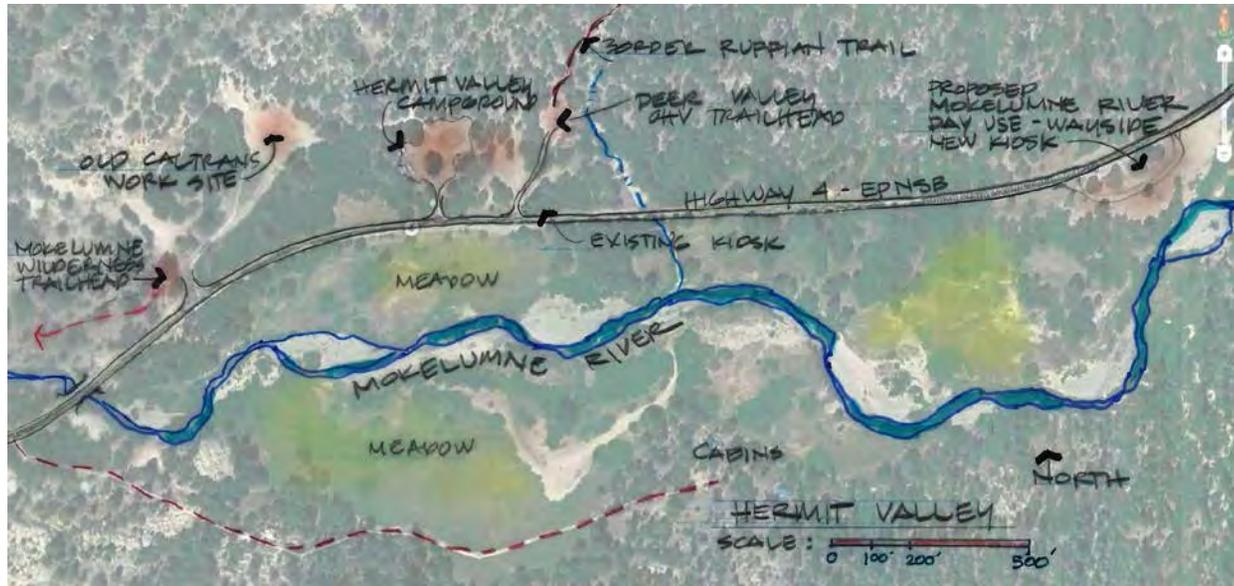




Alternative B- Auto Tour: The existing road remains open with a vehicle turn-a-round at the end. This area should be at least 50' in diameter. The narrow road has turn-outs for passing and short term day use parking, located off the highway. . 12 day use parking spaces are provided, near the entrance. The entrance needs to be signed to prevent trailers from entering. Panels are mounted to allow viewing from vehicles. A kiosk is not required, but standard bulletin boards near the toilet are installed

Hermit Valley Complex

Highway 4 descends into this mile long by 1/2 mile wide valley. The highway parallels the Mokelumne River with occasional views of the meadow, beyond the river but the river itself is generally not visible from the highway. This location was an important stop for emigrants and travelers on their trans-sierra journey during the gold and later with the silver rush.

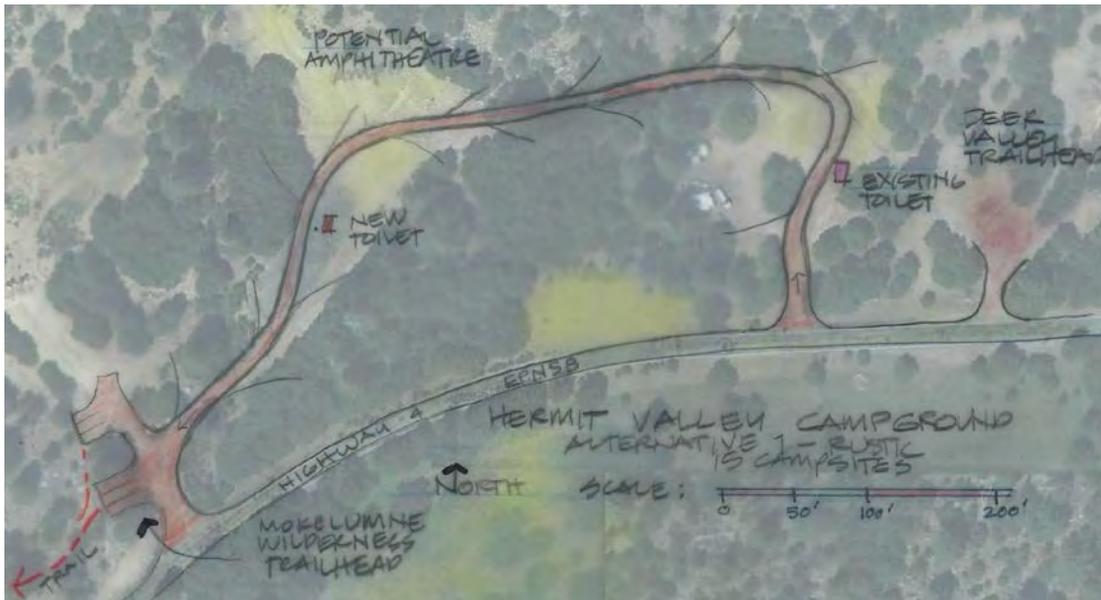


There currently is a wilderness trailhead, an abandoned Caltrans borrow pit/staging area, an off highway vehicle staging area and several undeveloped camping areas. Two of the camping areas have vault toilets and a few tables. They are known as Hermit Valley and Grouse Flat Campgrounds. There is no signing on the highway to help visitors find these locations (except for the weathered Hermit Valley CG sign).

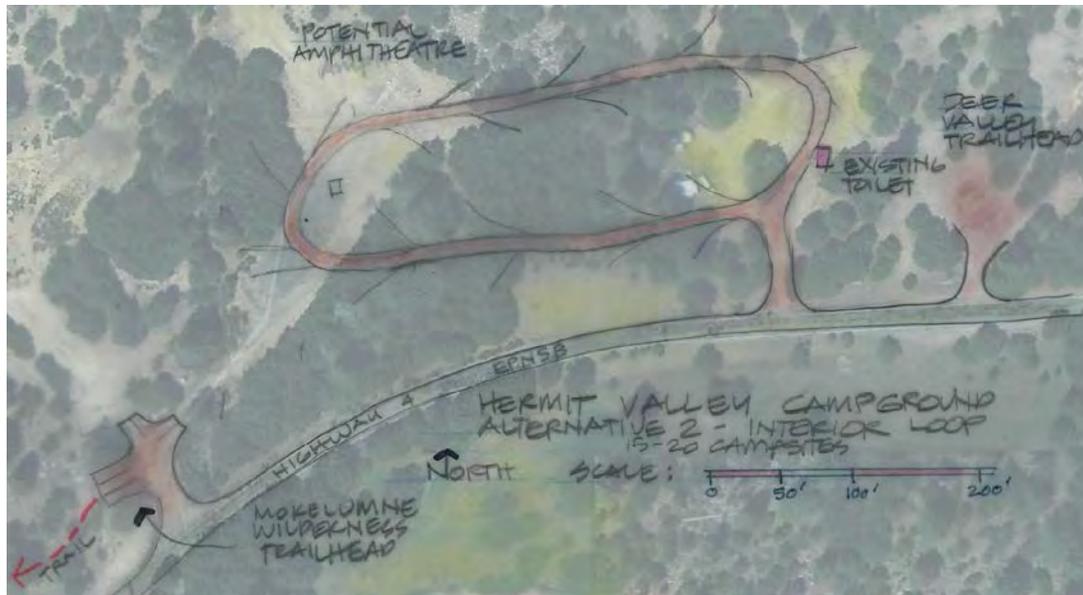
Objectives- Proposal- Establish a management program that accommodates the existing established and informal uses that occur. Overnight camping areas, day uses, trailheads, and events should be managed as sustainable activities. Zone or define the boundaries of the concentrated use areas, identify allowable activities, and sign these uses on the highway. There has been discussion for decades about establishing a fee for overnight camping here. This will require investments at the site(s) and controls at other locations to prevent the use from relocating nearby, where there is no fee. Following are specific proposals by site.

Mokelumne Wilderness Trailhead- Provide a directional sign on the highway and a greater sense of arrival. Define the actual parking and expand parking if needed. Maintain separation from camping activities nearby. Ideally the highway entrance will only go to the trailhead. If this is not the case, sign for clarity.

Hermit Valley Campground- Provide defined campsites, amenities (parking space, table, stove) and vehicular controls. Expand the campground into the abandoned Caltrans staging area. It should be noted that this area already has established campsites within it. The slope above this site has potential for development as an amphitheatre. Designs should include accessible campsites, some multiple units, and possibly some walk-in units. Three alternatives are presented here that would enable a fee to be charged.



Alternative 1- Rustic Development scale 2- Limit vehicular circulation to existing impacted areas. Locate individual campsites and provide parking, tables, and stoves. Traffic barriers are needed to control vehicles, protect vegetation, and define campsites. Connect road into the Caltrans site by removing a boulder that currently blocks access. Rely on two existing highway access points to create a loop. At least 12 campsites are possible. A 2nd toilet is needed. There will be some confusion, since the Wilderness TH will share highway access.



Alternative 2-Moderate Development Scale 3- Would define the road more clearly than alternative 1, and would look more like a typical campground. (1200' of road). There is a single entrance for the campground off the highway. A loop circulation system is developed by constructing 300' of new road through a forested area. Some tree removal is required. 15- 20 standard campsites are possible. A 2nd toilet is desirable at the west end.



Alternative 3- Moderate Development Scale 3- Like alternative 2, a single entrance is provided but the loop is much larger (2000' of road). 20 -25 standard campsites are possible. One additional toilet is required. The wilderness trailhead retains a separate highway entrance and has room to expand.



Deer Valley- Off Highway Vehicle Trailhead/staging area- This trail is the original emigrant route used during the gold rush. It is known by many names; Border Ruffian Pass, Mormon Trail, Deer Valley Trail, and forest road 8N04. It passes through the Mokelumne Wilderness, north to the Blue Lakes area off Highway 88. It is a popular and challenging 4x4 jeep route. The trail is hidden in the back of the campground and likely blocked at times by campers.

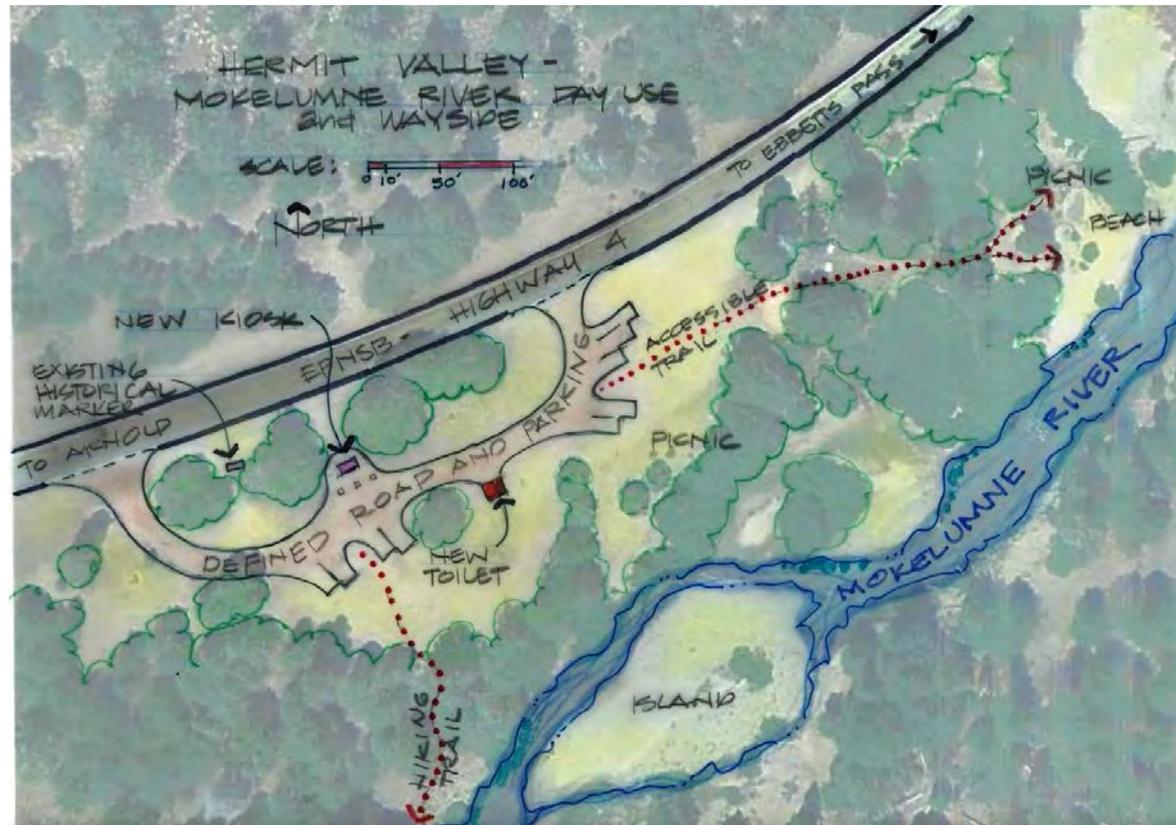
Objectives- Sign the trailhead on the highway. Dedicate the existing highway access for trailhead use, blocking access from the adjacent campground. Define the road, a turn-a-round loop, and parking. Some information about the historic nature of this route ought to be presented. Relocate/remove the existing kiosk along the highway. If the OHV function is eliminated in the future, expand the campground into this area, accommodating trailhead parking within the campground. There are some nice walk-in campsite locations across the creek to the east.

Mokelumne River Dayuse/Wayside Development- This site is about 1/3 mile east of Hermit Valley Campground. It is a large 3 acre open flat adjacent to the highway. It currently has a large historical marker placed within it. There are no vehicular controls, so vehicles can drive freely throughout the site. The primary use of the site has been overnight camping. The Mokelumne River defines the back of the site. Some bank erosion has been caused by foot traffic. This site is a major staging area for the *Death Ride* bicycle racing event. Despite the proximity, the river is hidden from view.

Objectives-Proposal- Dedicate a portion of this site to wayside and day use activities. Establish this as a new developed recreation site with the following components;

- Construct a new kiosk for interpretation of the valley. Locate the structure so that it is within view of the highway, but also accessible within the site.
- Define a loop road with parking and vehicular barriers.

- Improve pedestrian access to the river and correct bank erosion. Provide an accessible route to river edge on the east end of the flat.
- Sign and enforce a "no overnight camping" rule within the defined boundaries of the site.
- Construct a vault toilet in a central location, but at least 100' from the river.
- Define use zones needed for events, and keep them open. Restore/re-vegetate other areas.



Dispersed Recreation- Areas to the east, such as Grouse Flat, can continue to be managed for dispersed camping. The recent Travel Management Plan decision limits vehicular travel to system roads. If enforced, this could lead to an increase in camping on the immediate side of the highway. The plan should be reviewed for this area and amended to allow camping where it is desirable. By making the valley a “designated recreation area” overnight camping can be limited to designated areas.



Ebbetts Pass

This is the namesake for the scenic byway. Unfortunately there is no great view from the site. A new cattle-guard has been installed on the highway at the boundary between the Stanislaus and Humbolt-Toiyabe National Forests. The site can be very busy, with bicyclists often staging at the site and several events occurring during the short season. There are two native surfaced areas of similar size along the highway on the southeast side. They are on opposite sides of the boundary, about 100' in length and separated by the same distance. On the opposite side of the highway, a road (8N04) hairpins up the hill. A historical marker is located between this road and the highway. There is no turnout at this location to read the sign, so drivers must stop in the traffic lane to view it. The double sided forest entrance sign is well-located, but showing signs of age.

Of the two turnouts, the southwestern one is most suitable for development as a scenic byway wayside. The other site will require much more fill to reduce grades. It can continue to be managed for events, staging, and cattle operations.

Objectives-Proposal-

- Locate a double kiosk so that it is highly visible to eastbound travelers, but also visible to west bound. Orient at a 45+ degree angle. Place on fill, slightly below adjacent highway level. Locate handicapped parking closest to kiosk. Meet grade considerations <2% at kiosk and parking, < 5% between.
- Deepen six parking spaces (to 30') to prevent screening of kiosk and provide for better visibility when backing onto highway. Improve grades and surface conditions with fill and surfacing.
- Prune vegetation along highway to make kiosk more visible to west bound traffic.
- Borrow fill from 8N04 cut bank at intersection with highway to improve intersection.
- Relocate or remove historical marker to other side of road.
- Discourage long-term parking at this site via signing

Ebbetts Pass National Scenic Byway

Concept Plans for selected sites along Highway 4

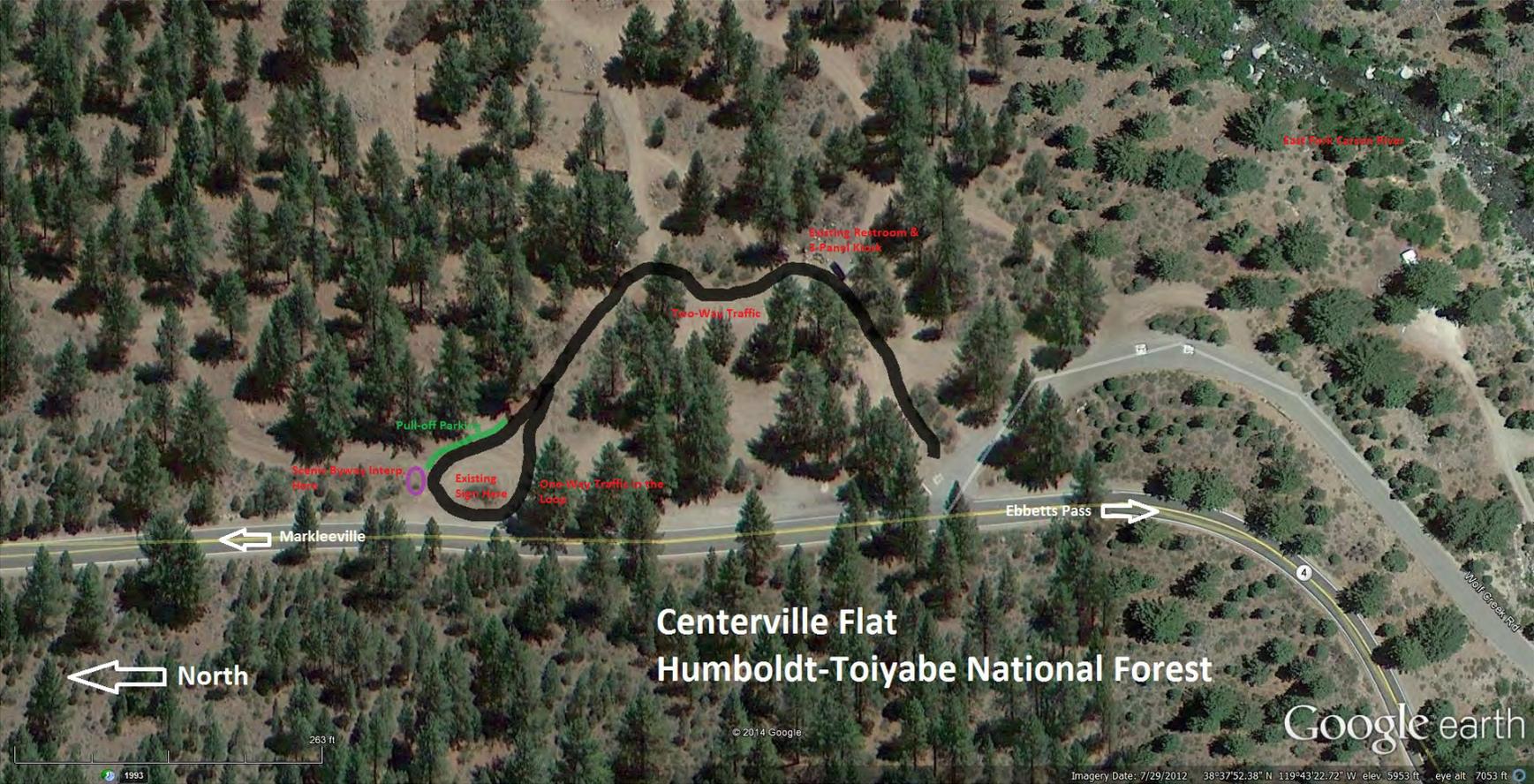
Silver Mountain City

Map indicates location for installation of interpretive wayside exhibit panels. Additional facility planning may be considered for a more aesthetic way to protect stone foundation of jailhouse from vandalism.



Centerville Flat

Map indicates location for installation of 2-panel kiosk and interpretive panels.



EBBETTS PASS NATIONAL SCENIC BYWAY

Interpretive Plan Structures Instructions

A Roofed Kiosk- with vertical display panels-&
A Wayside Interpretive Display Panel Support-

Appendix 3 Includes:

Construction Terms

Kiosk Structure Materials

Kiosk Structure Installation

Kiosk Materials list and cost estimate

Kiosk Installation and fabrication labor estimates

Wayside Structure Materials and Installation

Wayside Structure Materials List and Cost Estimate

Wayside Installation and Fabrication Labor Estimates

Appendix A- Metalwork Fabrication Estimate

Appendix B- Roofing Installation Estimate

Terms- A Guide to construction terms on drawings-

Cast in place Concrete- will be a well mixed blend of sand, fine aggregate, and coarse aggregate with portland cement and water added. It is mixed together and then placed in excavated holes or forms. More portland cement will make for stronger concrete. A 6 sack mix will have 6-94 lb. bags of cement per cubic yard. Slump is a term that refers to how much water is added. The strength of concrete is reduced by adding extra water. Concrete strength is measured by PSI, or pounds per square inch. 2500 psi at 28 days is a standard minimum strength. Concrete gets stronger with time, as long as it is moist and protected from freezing initially (properly cured). Ideally concrete will remain moist and at a consistent temperature for the first 7 days. Stressing the concrete before it has developed strength should be avoided or cracks may develop. Work on the upper part of the kiosk structure should be avoided or carefully done within the first couple days

Wood-

DF- means Douglas Fir

#1 and #2- Refers to the grade of the wood. Number 1 is the best grade, #2 has minor imperfections that don't compromise strength much.

FOHC- Free of heart center- This means the center of the tree does not pass through the member. The heart center creates stresses that cause the member to warp, twist, or split.

Rout- Means rounding over the corners of the wood members

Resawn- Refers to the finished texture on the surface of the wood. Wood is generally sold S4S which means surfaced (smooth) 4 sides. A resawn texture is achieved by cutting with a band saw, which creates straight lines on the surface. This can be achieved by running the wood backwards along a band saw blade. The surface texture is achieved without cutting, which reduces the dimensions and strength.

Plywood terms- ACX-denotes a grading system for plywood. "A" is the best finish, with no missing knots or cracks, followed by b,c,and d. X means the glue used between laminations is suitable for exterior use. One side of plywood will typically be better than another. CDX is a common grade used for sheathing. The thickness of laminations (or ply's) is also a factor. Generally, more plies are better and more stable.

Metal-

Angle Iron- has two planes that meet at a 90 degree angle.

Rebar (deformed steel bars)- is sized by 1/8 inch increments. #3 is 3/8 diameter, #4 is 1/2" diameter, etc. Splices overlap a minimum of 20 times the diameter. A #4 rebar is overlapped at least 10" and joined with tie wire to hold it close until the concrete hardens.

Tubing is rectangular shaped steel of varying thickness.

Kiosk Structure Materials-

Wood-

Dimension Lumber will be Douglas Fir #2 FOHC or better unless noted otherwise. Exposed corners will be shaped to a 3/4" radius. Exposed flat surfaces will have a resawn finish texture. All wood will be stained with a coating of Armstrong- Clark "Natural" finish. Recessed/rabetted faces at the roof beam support and at the panel support beams will be shaped prior to staining. The bottom of the 6x6 wood posts (10") will be treated with Coppertone or equal prior to installation. Beams with a minor "bow" shall be positioned with the bow on the top side. Beams with a minor knot hole or imperfection shall be laid out with the flaw in the least visible location. If wood is stained after assembly, metal surfaces must be kept clean of oil. Drilled holes must be at 90 degrees to the face and precisely located. Layout adjustments may be needed to account for the actual dimensions of the wood beams.

Truss components will be pre-fabricated to identical dimensions, using a template. The truss plates and drill hole patterns should be identical. Truss plates will be made from flat steel a minimum of 1/8" thick. 5/16" bolts will be used to bolt together components. Minor deviations in dimensions are acceptable but trusses should be matched and grouped to prevent a high/low/high situation. Minor shims on the bottom of the truss are acceptable to achieve a flat plane for the roof. The assembled trusses are secured to the roof beam with Simpson A-34 angle brackets and sp9112 fasteners on both sides (except for the exposed ends).

Truss spacing for the double panel structure will be no more than 32". At this spacing, 5 trusses will be required. The outside face of the truss (2x6) will be matched with the end of the 6x12 beam. Angle brackets will not be used on the end where visible, but will be used elsewhere. An additional truss may be added if desired, resulting in a 25.6" spacing. The single panel design will have a truss spacing of about 30", requiring 4 trusses.

Plywood- Roofing and panel supports shall be 1 1/8" plywood. Butt joints in the roofing (if required) will be placed over a truss near the center of the span.

Edge Trim- 1x2 redwood strips (3/4 by 1 1/2" actual) cover exposed edges of the roofing plywood.

Metal

Exposed steel surfaces will be allowed to rust naturally, so working with mildly rusted material is desirable and materials may be available at a lower cost. Ideally the surface would have a uniform rusted look when complete and scratches or dings should be prevented during handling. Surface scratches, weld splatter, concrete, or coatings should be removed to achieve a uniform appearance.

Metal 6"x 6" x.188 base support tubes- The members are cut, drilled, and assembled as shown in the drawings. The tubes are partially filled with concrete to elevate the bottom of the wood posts above the ground, keeping them drier. This also allows a masonry base to be added. The four tubes are welded together at the bottom with a plate of steel. This will simplify placement and alignment in the field during concrete placement.

Kiosk Roof Beam Support- This member is fabricated from a 4x6 x.188 steel tube. The open ends are welded to be closed. The closed ends are shaped to match the radius on the tube (1/8" to 1/4"). The contacting surfaces of the 4 adjacent wood posts are recessed @ 1/4" to hold and fit the member tight and maintain the 3" spacing between posts. This piece is sandwiched between the wood 6x6 posts and held with 5/8" diameter by 16" long bolt, washers, and nuts. The top is dimensioned at 24", about 1" shorter than the distance between the outside vertical faces of the roof support beams as installed. This assumes 5 1/2" actual dimensions on the 4 members. Adjust as needed to fit.

Hardware- Standard zinc galvanized hardware is acceptable for brackets, bolts, screws, nails, and other hidden hardware. Bolts and nuts are standard grade 5. Prominent washers on wood members will be malleable cast iron, sized for the bolt. If galvanized, they will be primed and painted a rust color. Nuts and exposed threads will be located on the least visible face. Threaded bolt ends will be cut if they extend more than 1/2" beyond the nut in visible locations. Sharp edges filed.

Rebar within the footing will have a minimum of 2" of concrete between it and the soil or surface. Overlaps will be aligned and tied with wire with a minimum of 10" overlap (20 times the diameter).

Corten Steel and substitutes-- This term is used to refer to the general type of steel that develops a protective rust surface. Several similar alloys are available in addition to the name brand "Corten", and they are less expensive. A-606-4 and A-588 are acceptable substitutes. A39 cold rolled standard metal will also develop a protective rust layer and it is the least expensive.

Fabricated trim pieces for the kiosk display panel will be straight and clean.

Fabricated members for the truss will be uniform but need not be "cleaned up" except where visible on the ends.

Concrete

Concrete will be cast in place and shall achieve a minimum strength of 2500 psi at 28 days. Cold joints will be roughened and cleaned prior to a 2nd pour (if done). Concrete will be placed within base tubes to the identified level and vibrated to eliminate air voids. The top surface of the concrete shall be sloped away from the center for drainage.

Kiosk Structure Installation

Following are suggestions on how the structure could be constructed. There are several ways to successfully approach the job, and some good ideas may not be included here. A contractor will have his/her own approach, but if the structure is to be fabricated by different individuals, with varying skills, then the following ideas and discussion should prove helpful.

Site Location and design- The specific location should be identified in the field and the finish grade elevation reference established. It may be desirable to dig the holes in advance of base fabrication, if boulders are likely to interfere. The Ebbetts Pass site is most likely to encounter boulders, but fill placed around the structure should make it possible to install the sign with a shallow excavation. The specific location or base support design may need to be modified to work around boulders.

Excavation- Holes for the footings should be dug to a minimum depth below the reference finish grade on site and as shown on the drawings. At a site (like Ebbetts Pass) where fill is to be placed, it could be placed in advance. If fill has not yet been placed, form boards will be required to confine the concrete during the pour. The bottom of the excavation should be into solid earth with duff and loose material removed. It may be necessary to have a deeper footing if the structure is located on fill (possibly Centerville Flat). Some attention should be given to all

Concrete Footing and Rebar- The rebar assemblies could be made in the shop and brought to the site. Attention should be paid to maintaining minimum clearance (2") between the rebar and soil. A rebar bender will be required to make bends. The rebar assembly can be supported on top of dobbie blocks or hung from top supports during concrete placement.

The bottom 12"+ of concrete could be poured to the proper level prior to installation of the base assembly. This would eliminate the need to suspend the assembly while the concrete sets. An accelerator or quick set concrete could be used to harden the concrete more quickly. This allows for setting the base and completing the concrete the same day, eliminating a cold joint between pours. If there is more than 24 hours between pours, standard cold joint methods should be used, including cleaning and roughening the concrete surface.

Concrete should be at least the equivalent of a "six sack mix". It will likely be mixed at the site given the small quantities required. The first supporting pour will likely be hand mixed, using proper ratios of sand, aggregate, concrete and clean water. If several structures are to be done at the same time and ready it may make sense to have concrete delivered with a site mixed type concrete truck. In either case, 2500 psi strength should be achieved at a minimum.

Base Fabrication and concrete placement- Support by placement of concrete below the base will allow for easier alignment and layout, but it must be firm. It will be much easier to achieve perfect placement and truly vertical members, thus preventing a need for difficult corrective measures. This same approach can be used for the installation of the all steel tube option (discussed later).

The steel base support tubes have a hole that rebar is slipped through at the site. This "L" shaped piece is tied with wire to the larger rebar assembly. Supports/bracing will be required to maintain vertical and horizontal alignment of the tube assemblies, while the concrete sets. This will require a precision level and straightedge (or accurate string lines). The 2 assemblies must align on front and rear faces. An angle iron could be clamped onto the four tubes on one side while they are adjusted to be vertically plumb. A jig could be made to hold the tops in position. Tube tops will need to remain open so that concrete can be placed inside to the level of the weep holes. Having the supports secured prior to pouring the concrete will make the job easier. A method to vibrate air out of the concrete will be required. Once concrete has been placed and finished, splatter should be cleaned off from the tubes.

6x6 (5 1/2 x 5 1/2 actual) Wood Posts- If the posts do not fit, or do not align properly with a 3" spacing, the wood that goes within the base can be shaped to fit. If shaping is done, or if the posts fit loosely, shims will be used to shape and achieve plumb positioning at 3" spacing. If posts are pre-drilled or shaped, the bottoms must be set at the proper level for all 8 posts to align at the top.

Note: To correct deviations, a thin leveling course of thinset mortar or epoxy may be used to bed the steel plate that separates the wood from the concrete inside the tube. This 4"x4" steel plate may be attached to the bottom of the post to simplify the process. Minor adjustments to the post height can be made by varying the amount of mortar or epoxy bedding applied in the tube onto the hard concrete base. Posts can be suspended temporarily with screws holding post at the top of the steel support tube (or shims placed through the weep holes at the base) while the bedding material hardens. Excess material will ooze out of the weep holes, which will need to be cleared. In this manner, or by cutting the bottoms of high posts, the height of posts can be adjusted to perfection after the support base is ready to use. This will not be necessary if the base assemblies are carefully and accurately installed. Deviations in the base elevations could also be measured in the field with an accurate builder's level. Post length could be adjusted in the shop, but each post would then need to be matched and kept track of. The post height can be corrected, but it will be more difficult to correct for bad alignment of the base during the placement of concrete. Accurate levels, straight edges (or string lines), and solid bracing are required.

Once all cutting and shaping is done, the portions of the posts that go in the sleeves should be treated with *Coppernate* or equivalent preservative, immersing the end grain on the bottom of posts. The posts will have rabbets (recessed pockets) where the panel support beams pass through the posts. The posts also have rabbets for the 4" steel roof beam supports, in the opposite direction. The rabbets and holes for

hardware will need to be carefully laid out to assure proper alignment, and drilled at 90 degrees to the face. It would be easier to achieve accurate results in the shop, using a drill press. The depth of the rabbets may vary, based on the actual dimension of the panel support beams. The steel roof beam support will be 4", therefore resulting in a deeper 1/2" rabbet. The posts may require adjustment and bracing after placement in the sleeves during assembly of beams and supports. Bolts should be inserted but not tightened until all members are in place plumb and level. Shims may be required for horizontal members to contact each other or to adjust alignment. Following the assembly of beams and tightening of hardware on the upper structure, the post bottoms should be shimmed at the top of the base tubes and held tightly in position. The gaps between the posts and tubes (top) should be filled with polyurethane caulk to reduce water entering.

Beams- The panel support beams are fit into the rabbeted pockets where they pass through the 4 posts on each side. A tapered rod with a smaller diameter than the bolts will be helpful to align the holes. It may be easier to drill some of the holes in the field if precision cannot be achieved in the shop. There likely will be a need to do some drilling on site where holes do not perfectly line up. Bolts should be installed with the nuts on the least visible side. If the structure is resisting a proper alignment, bracing may be needed to hold it in position until nuts are tightened and the plywood installed. Once the post and beam structure is complete and tightened, the roof trusses and display panels can be installed.

Roof trusses are best fabricated in the shop using templates and jigs to achieve accuracy. Each truss will have two 4x8 beams sandwiched between two 2x6s. Six metal plates tie together the wood members. Matching holes are drilled through the metal plates and wood. Bolts are used to clamp together the assembly. The angles of the beams at the ridge and holes must be precisely made. Once fabricated, installation on site should be relatively easy. A string line or straight edge should be used to line up to outsides and check the tops of the trusses. If there is variation in height, shims or spacers should be used at the contact with the beam to achieve a flat plane for the plywood panels on the top. Trusses are secured to the beams with four angle brackets.

Plywood sheathing and trim- More than one sheet of plywood will be required to cover the trusses on each side. Butt joints will be centered over a truss. The plywood is installed to the trusses with 3" galvanized decking screws, 8" on center. The perimeter trim around the plywood should be cut to 45 degrees at the corners where they meet. It is installed with smaller 2" #8 galvanized screws or 2" stainless steel annular ring nails 8" on center. An exterior grade adhesive should be used between the trim and plywood.

Metal roofing, ridge cap, and trim - Approximately 86 sq. ft. of roofing will be installed as per the manufacturer's recommendations over 30lb. felt. A durable "rust appearance" corrugated or standing seam metal roofing product will be used. An iron oxide coating over standard roofing, corten style material, or cold rolled A36 metal will be used. If a companion ridge cap is not available, then one will be fabricated out of steel as

shown on the drawings. Standard gaskets, gable trim, and drip edging will be used to assure water does not track onto wood members, dripping freely to the ground under normal conditions. Specific hardware and details will vary, based on the type of roofing used.

Display Panels and mounting system- 1 1/8 " plywood is used as the support for the displays. The displays will be manufactured with mounting bolts embedded in the panel. The plywood will be cut and drilled to match the panels. Nuts and washers will secure the display to the plywood. The plywood is mounted to the support beams on the top and bottom as shown on the drawings. All hardware is recessed at or below the back surface of the plywood and then covered with another sheet of plywood that will cover (hide) all hardware. This plywood will be used for additional displays, similar to a bulletin board, and could be covered with acrylic glazing to make it more permanent. The exposed edges of the plywood panels are covered with metal trim on the sides.

Masonry or Rock Base Option- The four 6x6 steel tubes in the base support allow for masonry to be added around the metal tubes. If masonry is to be placed higher than the weep holes, then a positive drainage path through the masonry must be provided.

All Steel Tube Post Option- Reference has been made to the use of steel tubes rather than wood posts. This option replaces the 5 1/2"x 5 1/2" wood posts with 5"x5" .188" steel tubes. All dimensions and details remain the same except for the following;

- The 6x6 base tubes are eliminated. The 5x5 tubes are set directly in the concrete base.
- The spacing between tubes will be 4" rather than 3", but the outside dimensions are the same.
- The weep holes are eliminated.
- Panel support beams will require 1/4" spacers on the sides, if not a full 4" wide.

The technique of pouring a base of concrete in advance is used, this allows the heavy tubes to be set upright and placed on a firm base.

The 5"x5" x10' tubes are set directly in the poured concrete base. If welded together in advance, the weight will be over 400 lbs. and a crane will be required. The steel tubes can be assembled on site individually, avoiding the total weight of the 4 tube assembly. The roof beam supports could be welded on site or rely on holes and bolts to assemble (as with the wood posts). The base of the tubes could be kept in alignment with a removable jig during the pour, eliminating the welded base plates. It is important that all holes be carefully aligned, drilled in advance, and assembled in the shop to assure proper fit. For safety and accuracy, it will be important to have secure bracing at the top. The predrilled holes at the top can be used to secure outriggers and bracing.

Advantages: This approach allows for a stronger and more durable structure. The complexity of the base and wood transition is avoided. Some labor is eliminated for rabbeting and finishing the wood. Once erected, it is easy to verify that members are plumb and aligned before the concrete pour. Masonry can be added around the 4 members without regard for internal drainage.

Materials List and Cost Estimate- Per Kiosk Structure

Item	Quantity	Price Each	Total
Early High Strength Concrete- Optional	6 sacks	10.00	60.00
Regular Concrete	1.2 cu.yds. or 30 cu ft.	6.00	180.00
Rebar- 40' of #4 and 10' of #3		-	25.00
Base tubes- 6x6x3' (8 required)	8x3= 24 ft. total	-	250.00
6x6x8' wood posts	8@ 24 bf=192 bf	1.00	192.00
Beam Supports- 4x6x 2'8" tubes	2= 5'+		55.00
A-34 Angle Brackets	16	1.00	16.00
Angle Bracket fasteners- 8 per bracket	128	.05	6.40
Panel Support Beams- 4x6x10'	2@ 20bf=40bf	1.00	40.00
Roof Beams-6x12x12'	2@72bf= 144 bf	1.00	144.00
Bolts - 1/2" x 15"	8		12.00
Bolts- 1/2" x 13"	8		10.00
Bolts- 5/8" x 15"	4		8.00
Malleable Washers- 1/2"	32	.55	17.60
Malleable Washers- 5/8"	8	.65	5.20
Nuts- 1/2" (32) and 5/8" (8)	40		5.00
4x8x 3'-0"Truss Beams	2x 5= 10pcs @ 8bf each =80bf	.80	80.00
2x6 x 4'6"Truss Chords- select DF	2x 5= 10pcs @ 5 bf each=50 bf	.80	40.00
Gusset Plates	30	-	made
Bolts 5/16" x 8" (8 per truss)	40	.35	14.00
Bolts 5/16" x 5" (6 per truss)	30	.25	7.40

Item	Quantity	Price Each	Total
Nuts 5/16" (14 per truss)	70	.05	3.50
1 1/8" Plywood- Roof and display	(4)-4x8 sheets	50.00	200.00
1/2 inch acx plywood- back panel	(1) 4x8 sheet	35.00	30.00
Display edge trim- 10 gage angle	(4)@4'= 16 ln. ft	1.25	20.00
1x2 redwood trim-	40 ln ft	.25	10.00
Roofing Felt- 86 sq ft (assume 100 sq ft)	100 sq.ft. 1/2 roll	\$30 roll	15.00
Roofing panels- 86 sq ft (assume 100 sq ft) A-606-4 steel, 20 gage 24" net width - To be shipped from Ontario, CA-	100 sq. ft.	3.50 Shipping est.	350.00 100.00
Roofing panels- cold rolled 22 gage 36" net width * in Loomis near Sacramento	100 sq ft	1.52	152.00
Ridge Cap- Available in 10' lengths	13'	40.00	55.00
Mini Gable Trim	10'	25.00	25.00
Roofing screws- 2" Galv. with gaskets	100 est		25.00
Misc. Hardware, plates, welding rod, screws, nails, glue, dobbies, etc			60.00
Aggregate base- 3/4 cu. yd. and rental of a vibratory plate compactor.			100.00
Total materials as shown on drawings		total	2100.50
Total with A36 metal- roof and I trim		Total	1802.50

All structural metal components fabricated as quoted by Distinctive Metals- \$1500.00
Does not include hardware or roofing, it does included about \$400 in materials and \$ 1000 labor.
Contact Darrin Mills at 736-0902 or Melissa at 736-0911 See appendix A.

Parris Scott Roofing prepared a bid for the complete roofing job (materials and labor). See appendix B. The cost was \$1270 but it looks like they made a math error on the square footage and costs should be reduced.

For alternative plain A76 steel roofing, contact;
Discount Metal Panels - PO Box 420 Loomis CA 95650
Contact Irving at Cell: 916.871.2461 | Office: 800.331.7626 | Fax: 916.652.7629
www.discountmetalpanels.com/

If roofing cannot be ordered at the required 3'4" length, 10' long panels will provide for three pieces at the required length with no waste.

Hardware costs are from Blacksmith Supply Warehouse in Escalon for Hardware (best value). If not available there, costs are from Calaveras Lumber, Lowes, or Home Depot.

Installation and fabrication labor estimates

The following narrative generally outlines a logical sequence in work items and an estimate of time involved. There will be savings if more than one structure is constructed at a time. It is assumed that the shop activities will be performed by others and no costs are identified, since shop rates vary between \$0 (Vallecito work center) and \$100 at some shops.

1. Fabricate post base assemblies, beam supports, and rebar. Cut, grind, drill, and weld tubes. Cut, bend and tie rebar for footing. Partial assembly at the site is OK. Shop time-2 days.
2. Layout, survey, dig holes, install rebar, and hand mix base support concrete- Approx 2 people/one day.
3. Next day, install base assemblies, and supports. Place one cubic yard of concrete, and finish. Take approx. 2 people/one day with delivered concrete or, approx. 4 people/ one day mixing concrete at site. Let it cure a couple days.
4. Fabricate posts and beams in shop. Resaw for finish, cut to length, layout, complete rabbets, route corners, and drill holes. Treat base of posts. and stain. Approx. 2 people /2 days.
5. Install posts in sleeves with base plate and level if required. Install roof beam supports, panel support beams, and lastly the roof beams. Shim, drill, and adjust as necessary to fit members. Brace with kickers as needed to maintain alignment. Tighten bolts when assembled in position. Approx. 2 people/one day (if things go well).
6. Truss assembly- Fabricate truss plates. It makes sense to use a CNC plasma torch. (Distinctive Metals). Fabricate truss wood members and lay out holes with template. Drill holes with drill press and assemble 5 trusses. Shop time- 1 or 2 days.
7. Cut 1 1/8" plywood. The 2 display panels (24x48") are cut from the unused piece of the short roof panels. They should be laid out and cut first, leaving @ 6 ft- for the shorter roof member. Refer to #9 below, since metal roof dimensions may affect dimensions of the roof plywood. The display plywood is drilled to match the bolts embedded in back of the display. Hardware is countersunk (recessed) on the back side. All drilling and countersinking can be done in the shop. 1 shop day
8. Bring trusses, cut-to-size 1 1/8" plywood, and hardware to the site. Install trusses @ 32"+ on center, and then the plywood panels. It will be necessary to deviate layout of the trusses to assure that the butt joint is centered over a truss beam. Approx. 2 people/one day.

9. Layout and Install metal roofing and gable trim to avoid a narrow strip. Make cuts in the shop in advance (if needed). The plywood overlap could be reduced slightly on the ends to conform, if required. After the plywood is installed, the roofing felt, metal roofing, ridge cap, and trim can be installed, as per the manufacturer's specifications. Approx 2 people/one day.

10. Install the display panel supports, displays, and trim as previously discussed and as detailed on the drawings. Touch up of stain, tightening of bolts, and general inspection of the completed structure is done. 2 people/one day.

11. Masonry base option. The rocks would be mortared directly over the concrete base and allow for internal drainage out of the weep holes.

12. Surfacing- level and compact the native soil on both sides and one end. Spread and compact 2" of 1/2" aggregate base around the structure (3/4 cu. yd.) for surfacing. Use a vibratory plate and adequate water during compaction. This could be done at any time after the base is installed. Approx. 2 people/one day.

Summary per structure- 18 person days- 8 round trips to site.
Shop time- 4 or 5 days

Wayside Interpretive Structure

Materials/ Components

This structure is entirely made of metal with a steel reinforced concrete base. The main support is a single tube with a welded angle iron framework attached to it at the top. A perimeter border is fabricated from a plate of metal. The graphic display is mounted over the plate. Bolts are imbedded in the display with 3/4" of threads exposed on the back side. These bolts are used to secure the display and border to the support frame. The hardware will be exposed underneath but the manufacturer of the panels will supply vandal resistant nuts for security.

Wayside Interpretive Structure Construction

Excavation- Holes for the structure should be dug to a minimum depth below the reference finish grade on site and as shown on the drawings. The bottom of the excavation should be into solid earth with duff and loose material removed. It may be necessary to have a deeper footing if the structure is located on fill or loose soil (possible at Silver City).

Concrete Footing and Rebar- Refer to the drawing and notes for rebar size and location. The rebar assemblies could be made in the shop and brought to the site. Attention should be paid to maintaining minimum clearance (2") between the rebar and soil. A rebar bender will be required to make bends. The rebar assembly can be supported on top of dobbie blocks or hung from top supports during concrete placement.

Support Tube- A single 6"x12" x 3/16" (.188" thick) steel tube is used as a pedestal to support the display. Holes are drilled through the tube for rebar insertion, which are covered during placement of the concrete. The top of this tube is cut to a 45 degree angle (on the 6" side) to match the angle of the display.

Support frame- will be fabricated from 1 3/4" by 1 3/4"x .188" angle iron. The top must be flat. This can be achieved by assembling/welding the piece upside down on a flat surface, and grinding away any high points that result during welding. It will be sized to allow the finished cover frame to fit freely over it. A tight fit is desirable but the cover should fit over it with the flat metal surfaces making contact. The holes in both the frame and cover plate must align with the bolts of the graphic display. They can be slightly oversized for ease of installation. Any sharp edges on the bottom will be rounded. The frame is secured (welded) to the angled top of the support tube, at a 90 degree angle (side to side).

Holes must match the display bolts and cover plate. Once all fabrication is complete, the support frame will be primed and painted, avoiding paint on the 6x12 support tube

Site installation option- It may be easier to attach the support frame to the support tube after the tube is installed in the concrete. It could be welded on site, or bolted together. If this option is used, the frame should have (4) 3/8" diameter holes drilled through the frame and tube along the 6" side of the tube. Two holes will be drilled at least 4" apart near the corners of the tube. (4) 3/8" x 1" carriage bolts, washers, and nuts. Measures should be used to prevent disassembly (vandal resistant nuts, deformed threads, locktite, etc.)

Whether welded or bolted, the frame will match the 45 degree angle of the tube (as seen from the side) and be at 90 degrees to the tube sides as viewed from the front or back.

Display cover/frame- will be fabricated from a flat sheet of 10 gage metal. Standard A36 cold rolled is a little less expensive than A-606-4 or A-588 (Corten-like) steel as shown in the drawings. The 4 sides will be bent to 90 degrees, resulting in 2" perimeter flange at 90 degrees to the top plate. The four corners will be welded, using a suitable alloy. The weld should be shaped and polished to match the radius of the exposed 90 degree bends. Sharp edges and corners will be rounded and then polished. The exposed surfaces of the steel plate shall be protected during fabrication. Cuts, bends, and welds will be done in such a manner as to not be apparent. Irregular edges will be straightened and sharp exposed corners and edges on the frame will be rounded and polished. Holes must match the display bolts and frame support.

Cost per wayside structure-

Item	Quantity	Price Each	Total
Early High Strength Concrete- optional	3 sacks	10.00	30.00
Concrete- in sacks/site mixed.	12 cu ft/15 bags	4.00	60.00
Rebar- 20'length	1	7.50	7.50
4x12 support tube- 4'10"	1	80.00	80.00
Support Frame- 1 3/4x1 3/4x .188 angle	20'	35.00	25.00
Cover Plate A606-4 One 4x8 sheet will make 3 plates (\$210/sheet).	1	75	75.00
Misc. Dobbie blocks, tie wire, bracing, etc.			15.00
1/2 Aggregate Base	1/4 cubic yard		15.00
Total materials			\$277.50

Distinctive Metals, Angel's Camp, submitted an estimate for a fabricated display for **\$1643.00 to \$1400** of the cost relates to fabrication labor expenses. See appendix A. Their estimate uses the less expensive A39 cold rolled steel for the cover plate, which they feel is preferable. This does not include installation expenses for excavation, concrete, rebar, aggregate, etc. If contracted, these costs will be about \$500 for each panel, assuming 2 are done simultaneously. Fabrication of the most difficult components may need to be contracted with a commercial shop if the equipment and skills are not available from less expensive sources.

Wayside panel Installation and fabrication- labor costs

The following narrative generally outlines a logical sequence in work items and an estimate of time involved. There will be savings if more than one structure is constructed at a time. It is assumed that two wayside panels will be constructed at the same time. The shop activities will be performed by others and no costs are identified, since hourly shop rates vary between \$0 (Vallecito work center and \$100 at some shops).

1. Fabricate support tube, support frame, cover frame, and rebar assemblies. Cut, grind, drill, and weld members. Cut, bend and tie rebar for footings. Partial assembly in the field is OK. Attach wooden members to support frame to protect during transport and facilitate holding it in position during the concrete pour. Shop time 4 days.

2. Layout, survey, dig holes, install rebar, and hand mix base support concrete- approx 2 people/one day.

3. Next day, install support tube, and braces. Place 1/4 cubic yard of concrete in each footing and finish. Approx. 2 people/one day.

4. Remove bracing/supports. Level and compact native soil around base of supports. Spread aggregate base in 5x 10' zone in front of displays. Add water as needed and compact, preferably with a vibratory plate compactor (same time as Kiosk saves rental fee). Install frame and panel. Approx. 2 people/one day.

Summary- approx. 6 person days- 3 round trips to site

Shop time- 4 days



DISTINCTIVE METALS

Prestigious Quality
Since 1968

To: Brain Kermeen
Attention: Brian - Briankermeen@yahoo.com 209.743.2033
Prepared By: Melissa , Estimator (Direct @ 209.736.0911)
Pages: 1 Proposal Date: 10/02/14 Time:
Proposal For: Ebbetts Pass Scenic Byway

We Propose to Furnish :

Kiosk structure:

- (2) TS 6 x 6 x 3/16 post Bases
- (12) truss brackets
- (2) TS 4 x6 roof beam supports
- 10 GA. panel trim – 24 Lin.ft. – 2" x3/4 angle

\$ 1,463.00 ea. (1-3)
\$ 1,234.00 ea. (4-10)

Panel structure:

- 2" x 2" x 3/16" angle iron frame welded to TS 6 x 12 tube with 10Ga . cover per plan- assembled and welded in one piece per plan

\$1,643.00 ea. (1-3)
\$1,312.00 ea. (4-10)

Notes:

Material quoted is A36 – Mill Finish
Parts are FOB DM shop, Angels Camp

NBT CONFLIN

This proposal includes, freight, labor, warranty and insurance for a complete job.

ACCEPTED BY:

APPROVED BY:

Title: _____
Date: _____

Title: _____ 20 _____
Date: _____

Parris Scott Roofing Inc.

PARRIS SCOTT ROOFING INC. - Lic. #740594
 P.O. Box 3204
 Arnold, CA 95223-3204
 (209)795-2073
 parrisscott@sbcglobal.net

Estimate

Date	Estimate No.
09/30/2014	14-318
Exp. Date	
	10/30/2014

Address
Brian Kermeen

Activity	Quantity	Rate	Amount
<p>• Parris Scott Roofing, Inc. will furnish all labor, roofing materials, equipment, supervision, and contract administration to complete in a good and workmanlike manner the following at Ebbetts Pass Scenic Byway kiosk structures (physical address to be determined):</p> <p>Install approximately 132 square feet of new rusty corrugated Iron Ox metal on one (1) kiosk roof over 30'16" felt. Install new gable trim, drip metal, and ridge metal. Clean entire job site of all exterior roofing debris. Includes: labor, material, worker's compensation and general liability insurance.</p> <p style="font-size: 2em; font-family: cursive; margin-left: 100px;">86 actual</p>	1	1,270.00	1,270.00
Total			\$1,270.00

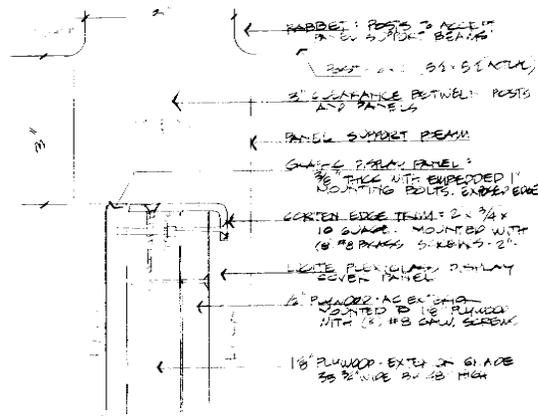
Thank you for your business! Payment is due within 5 days of completion of work. Late payments are subject but not limited to a 1.5% weekly late fee up to a monthly fee of 6%.

Fax Number 209-795-2173

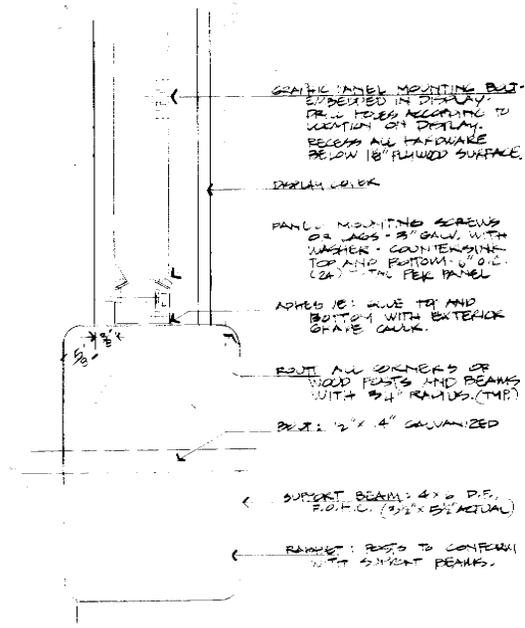
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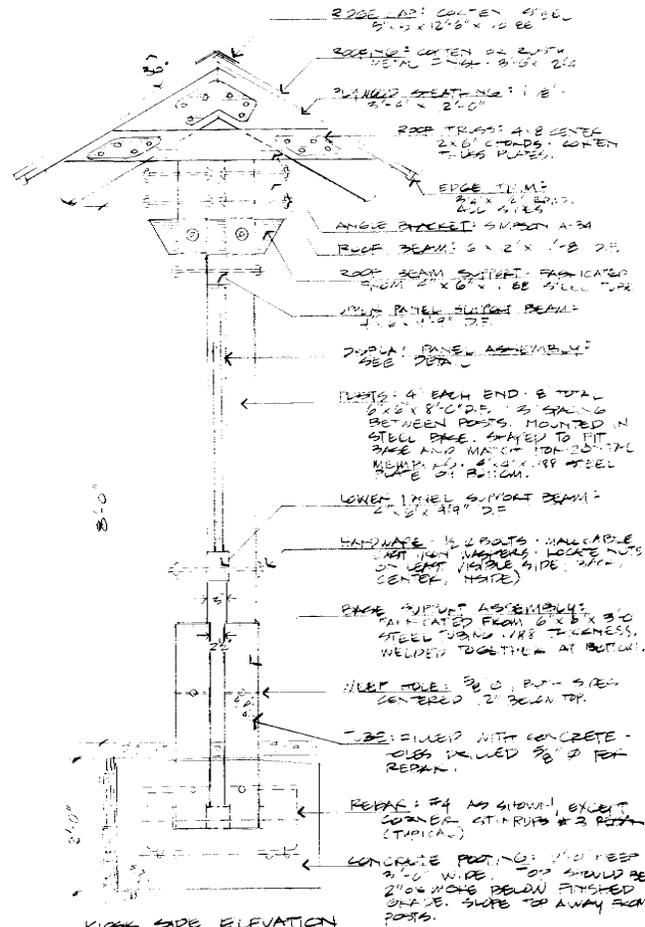
EBBETS PASS
 SCENIC BYWAY
 KIOSK STRUCTURE
 SERVEN 204



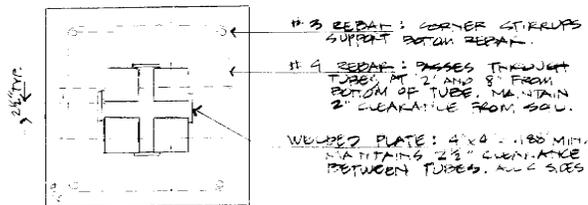
KIOSK DISPLAY PANEL
TOP VIEW - SECTION A-A
SCALE: 1/8" = 1'-0"



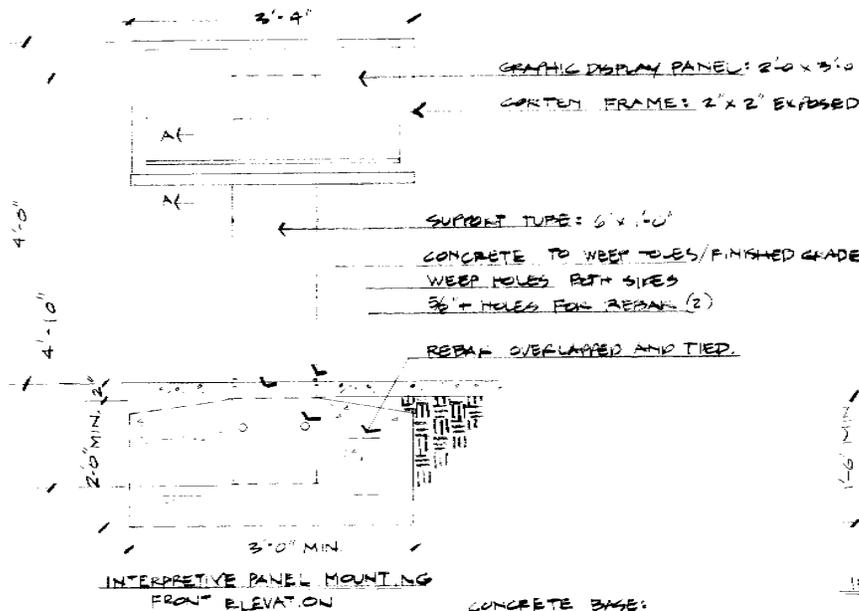
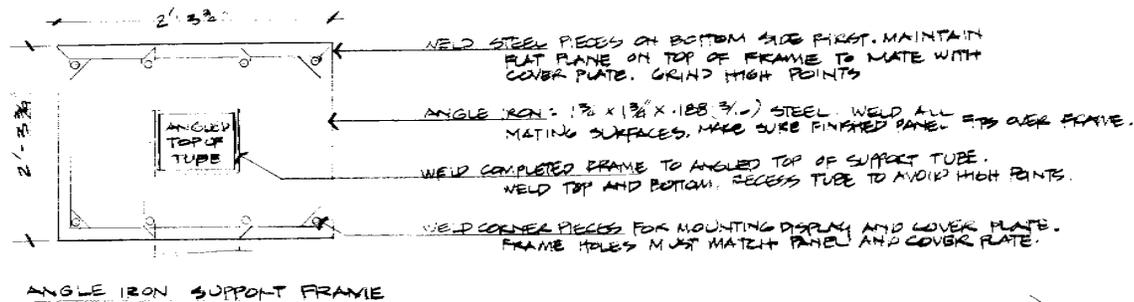
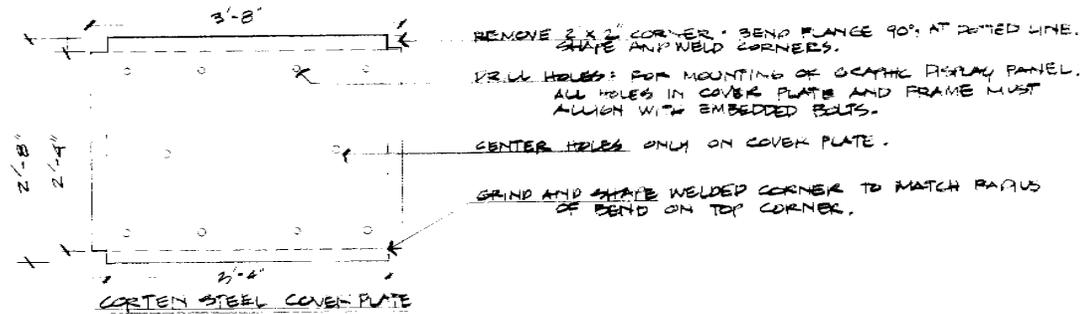
KIOSK DISPLAY PANEL
END VIEW - SECTION D-D



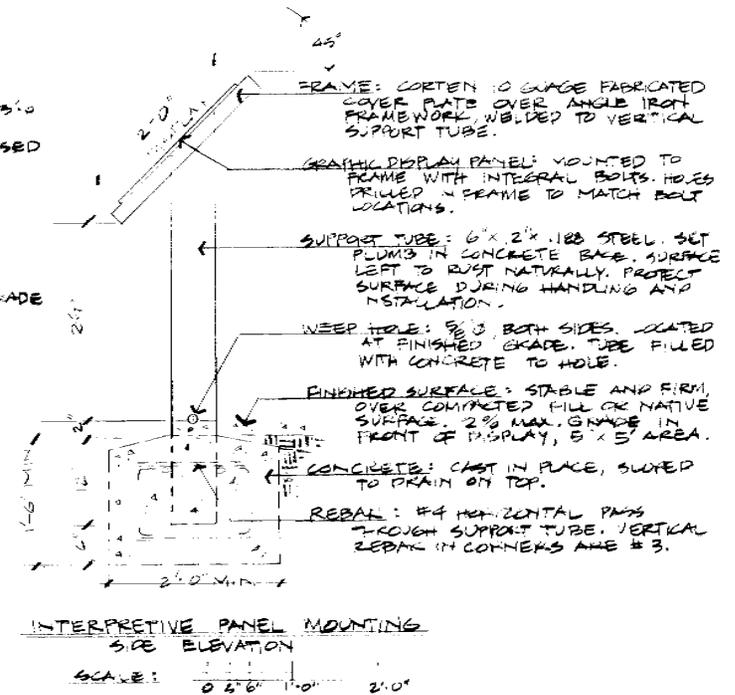
KIOSK SIDE ELEVATION
AND SECTION
SCALE: 1/8" = 1'-0"



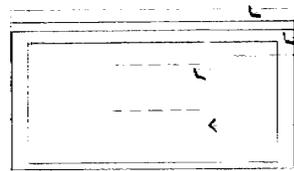
PLAN VIEW
KIOSK BASE



CONCRETE BASE:
 CORTEN FRAME:

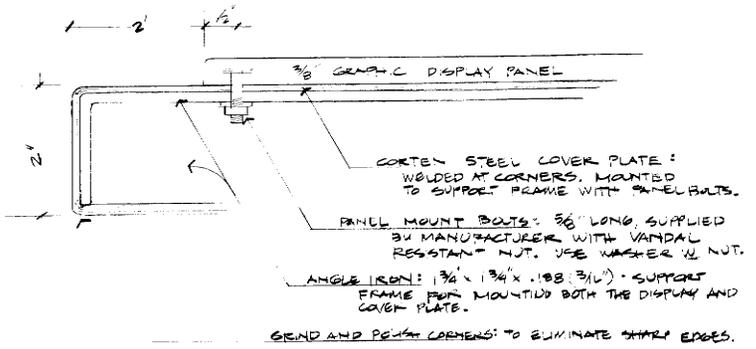


HERBERTS PASS
 SCENIC BYWAY
 INTERPRETIVE PANEL STRUCTURE - KESMEEN 204



- CORTEN FRAME :
- SUPPORT TUBE :
- SUPPORT FRAME :

INTERPRETIVE PANEL MOUNTING
 PLAN VIEW
 SCALE: 0 1/2 1.0 2.0



TOP PANEL ASSEMBLY DETAIL SECTION A-A
 SCALE: 1/2 1 2 3

WELCOME TO EBBETTS PASS

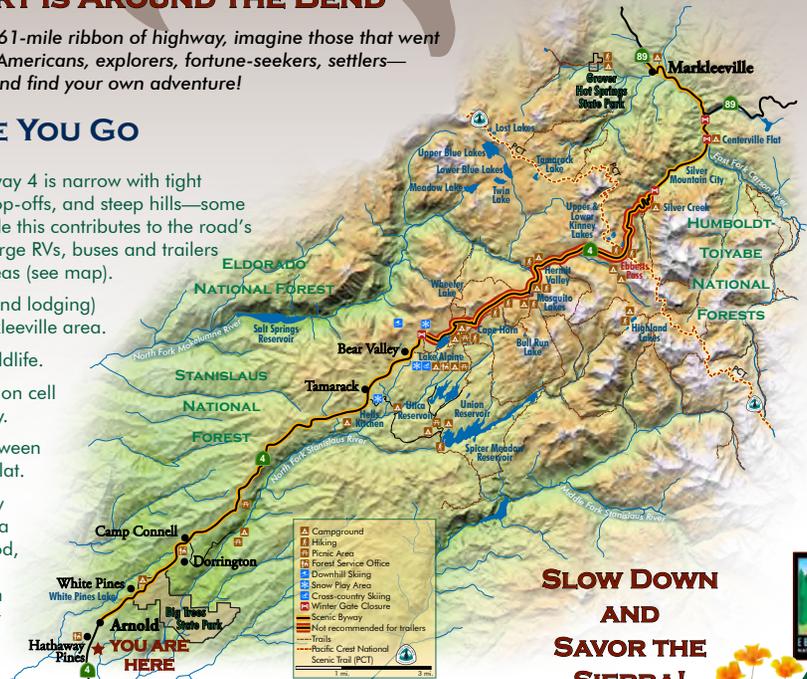
National Scenic Byway

DISCOVERY IS AROUND THE BEND

As you travel this scenic 61-mile ribbon of highway, imagine those that went before you—Native Americans, explorers, fortune-seekers, settlers—and find your own adventure!

KNOW BEFORE YOU GO

-  The higher section of Highway 4 is narrow with tight switchbacks, precipitous drop-offs, and steep hills—some exceeding 20% slopes. While this contributes to the road's wild and scenic qualities, large RVs, buses and trailers are not advised in these areas (see map).
-  There are no services (gas, food, and lodging) between Lake Alpine and the Markleeville area.
-  Please do not approach or feed wildlife.
-  Enjoy being unplugged! Don't rely on cell phone coverage or GPS availability.
-  The Pass is closed in the winter between Lake Alpine and near Centerville Flat.
-  Weather can change quickly in the Sierras so it's always a good idea to carry extra food, water, blankets, and other supplies. Carry chains when traveling outside of summer as unexpected snow can occur.



**SLOW DOWN
AND
SAVOR THE
SIERRA!**



Stanislaus National Forest
Caring for the Land and Serving People



EBBETTS PASSES

National Scenic Byway

DISCOVERY IS AROUND THE BEND

As you travel this scenic 61-mile ribbon of highway, imagine those that went before you—Native Americans, explorers, fortune-seekers, settlers—and find your own adventure!



Enjoy year-round color on the byway!



Marmot

KNOW BEFORE YOU GO

This section of Highway 4 starts here and is narrow with tight switchbacks, precipitous drop-offs, and steep hills—some exceeding 20% slopes. While this contributes to the road's wild and scenic qualities, large RVs, buses and trailers are not advised in these areas (see map).

There are no services (gas, food, and lodging) between Lake Alpine and the Markleeville area.

Please do not approach or feed wildlife.

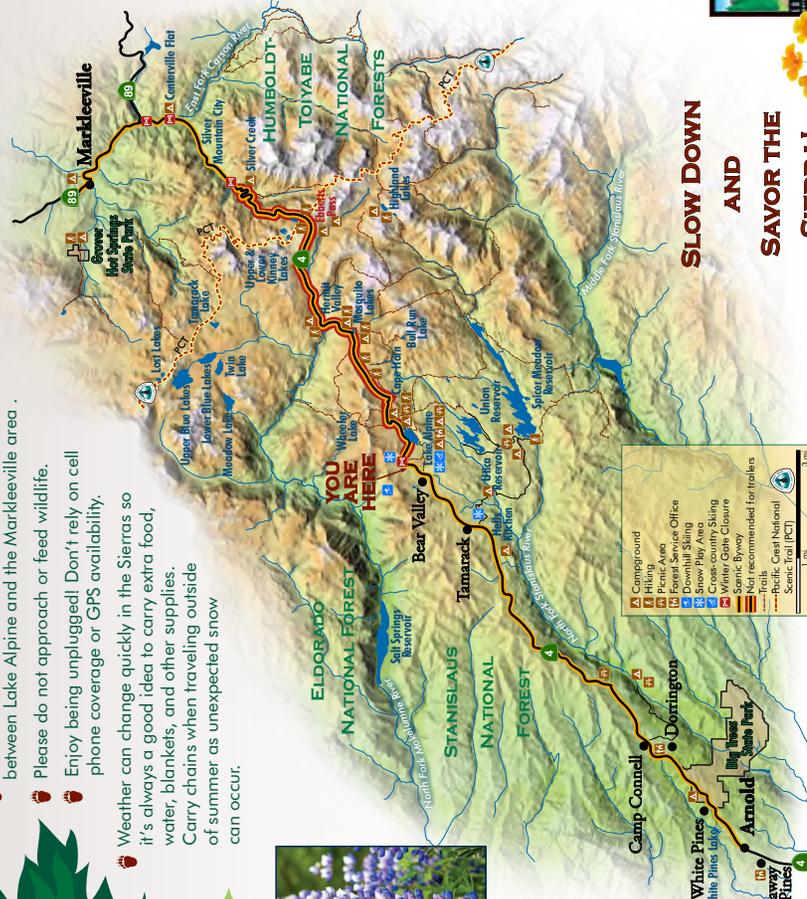
Enjoy being unplugged! Don't rely on cell phone coverage or GPS availability.

Weather can change quickly in the Sierras so it's always a good idea to carry extra food, water, blankets, and other supplies.

Carry chains when traveling outside of summer as unexpected snow can occur.



Lupine



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LAKE ALPINE

Visitor Information Station



Ozney
© Barry Brown

WATER CAPTURED

“Silver Valley Reservoir”—Lake Alpine’s original name—speaks to its purpose in 1892 when the Utica Mining Company dammed Silver Creek to bring more water to its Angels Camp mine. The lake flooded the valley, as well as portions of the old Emigrant Road and Big Tree-Carson Valley Turnpike.

The flow of clean water from Sierra snowmelt continues to serve people as far away as San Francisco, and is critical to the health and economy of California.

For Photos: Stephen Robinson
Kayaking is a great way to experience Lake Alpine.



LINGER LONGER

There are 5 developed campgrounds nearby. Most campsites are on a first-come, first-served basis. Some sites may require reservations through www.Recreation.gov.



Columbine

Interpretive programs are held at the Marmot Picnic Area Amphitheater (courtesy of Casey Birding).

- Interpretive talks, walks, activities, and Junior Ranger programs are offered at Marmot Picnic Area Amphitheater. Check at Lake Alpine Lodge or any Forest Service office for the latest schedule.
- A loop trail around the lake is partially paved and accessible, and there are several other trailheads at either end of the lake.
- You can glide along in your kayak on the lake or dip a line for trout.
- Opportunities abound for wildlife/bird viewing, swimming, mountain biking, and hiking!



Stanislaus National Forest
Calling for the Land and Serving People

LAKE ALPINE

Let Winter Awaken Your Peak Experience

LINGER LONGER

- ❄️ Be sure to display your Sno-park pass! Passes may be purchased at Bear Valley, the Calaveras District Office, select locations in Arnold, and through www.ohv.parks.ca.gov.
- ❄️ With about 34 miles of groomed snowmobile trails at Alpine, you are sure to enjoy the winter scenery. Consult the map below for areas that are closed to off-trail riding.
- ❄️ Nearby, Bear Valley Resort offers downhill and groomed cross-country skiing. Skiers and snowshoers may also forge their own trail in the forest.

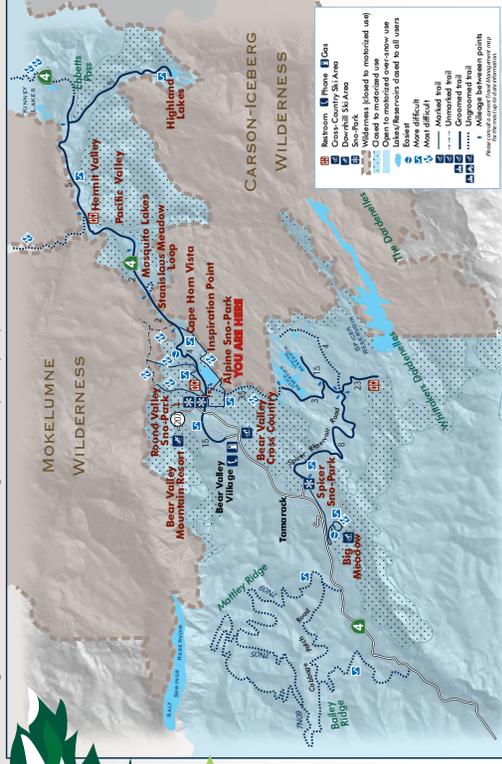


Dark-colored squirrel



Cross country skiing at Bear Valley

- ❄️ Non-motorized trails can be accessed from the Sno-Park area. These trails are marked but not groomed.
- ❄️ Winter campers need permits only if staying in the Mokelumne Wilderness.
- ❄️ If recreating with your dog, consider using ungroomed trails to avoid damaging groomed routes. Don't forget to scoop the poop!



STAYING SAFE

- ❄️ Don't travel over snow and ice covered lakes—they may not support you.
- ❄️ Let someone know your travel plans.
- ❄️ Skiers—remember that snowmobilers can't hear you. Snowmobilers—please slow down near skiers.



Snowmobiling at Bear Valley



Waxed in winter encouraging fur

This is a sensitive time for wildlife—they need their energy to survive the harsh winter. Please enjoy them at a distance to learn their stress.



Stanislaus National Forest
Caring for the Land and Serving People

WOODCHUCK BASIN

Mokelumne Wilderness

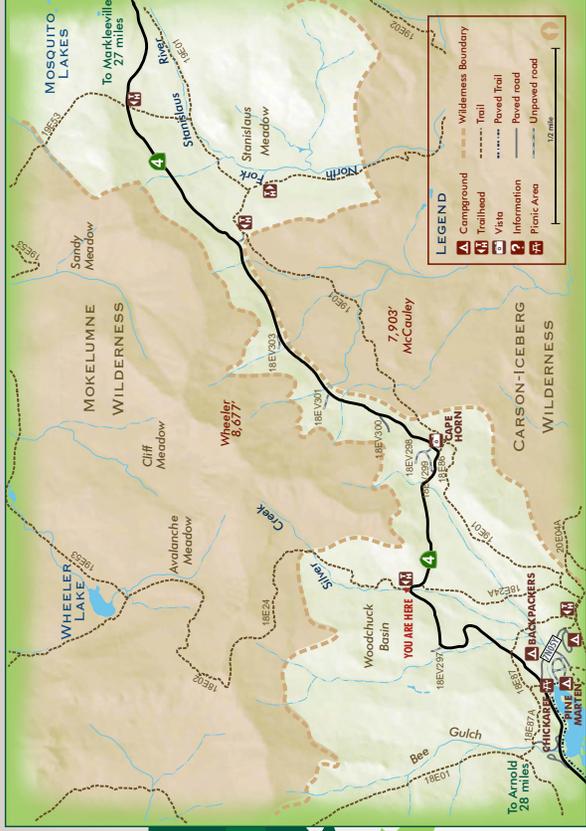
"Climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into trees. The wind will blow their own freshness into you, and the storms their energy, while cares will drop off like autumn leaves." (John Muir, 1901)



Apocynum



Marmot



BE STILL, BREATHE IN THE MOUNTAINS

Just to the north, land was set aside as Wilderness to "retain its primeval character" where "the earth and its communities are untrammeled" and where "man's work is substantially unnoticeable." This special area, the Mokelumne Wilderness (over 10,000 acres), was established through the 1964 Wilderness Act.

Here, an uncommon mix of plants thrive along the edges of several botanic regions, and shallow valleys, lakes, wildflower-filled meadows, and rugged river canyon views elevate your senses.



Pendleton
© George Foy

Step inside the Mokelumne Wilderness on the Slicer Creek to Wheeler Lake.

SLOW DOWN AND SAVOR THE SIERRA!



American marten
© Chris Miller

Stanislaus National Forest
Calling for the Land and Serving People



STANISLAUS MEADOW

Carson-Iceberg Wilderness

LAND OF FIRE AND ICE

Over millions of years, this land has witnessed volcanic eruptions and lava flows. The mountains rose up, only to be carved back down by the inexorable violence of glaciation. Today we see this drama displayed before us in the Carson-Iceberg Wilderness.

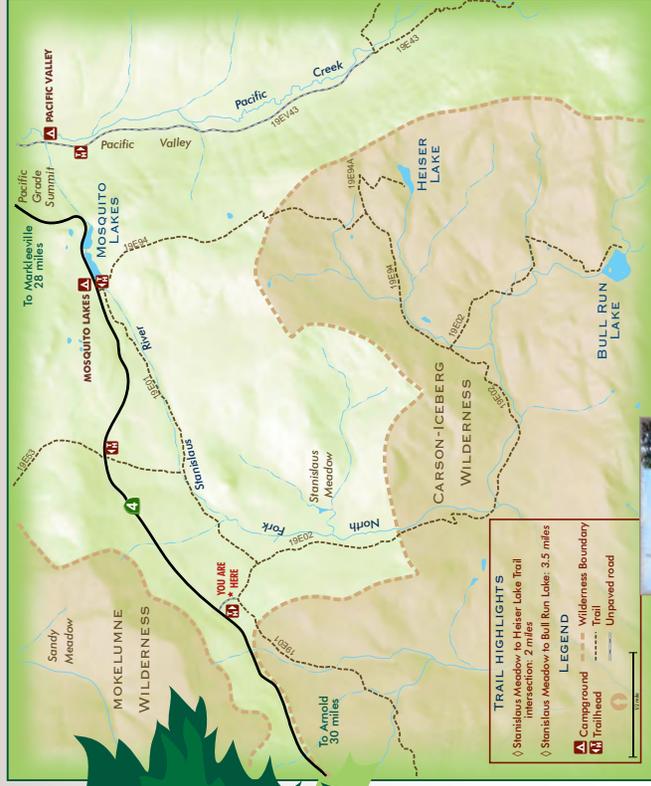
But the landscaping has not ended—rivers continue their sculpturing project, grain by rocky grain. What would you see a million years from now?



Clark's nutcracker



Male deer bucks spawning



TRAIL HIGHLIGHTS
 ▽ Stanislaus Meadow to Heiser Lake Trail intersection: 2 miles
 ▽ Stanislaus Meadow to Bull Run Lake: 3.5 miles

LEGEND
 A Trailhead
 --- Wilderness Boundary
 - - - - - Unpaved road



Bull Run Lake
(courtesy of David Perco)

Kit Carson boldly led the first group of emigrants across the Sierra near here in 1841. Before these pioneers arrived in 1884, they served as a mountain warfare training ground for the U.S. Marine Corps.



Cutthroat trout
(courtesy of Michael Greenway)



Today, its waters feed the Stanislaus River to the west and the Carson River to the east, important habitat and sensitive Poala trout species.



Poala cutthroat trout
(courtesy of Michael Greenway)

"I believe we have a profound fundamental need for areas of the earth where we stand without our mechanisms that make us immediate masters over our environment."
 Howard Zahniser, primary author of the 1964 Wilderness Act

SLOW DOWN AND SAVOR THE SIERRA!



Stanislaus National Forest
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HERMIT VALLEY

Ebbetts Pass National Scenic Byway

DISCOVERY IS AROUND THE BEND

As you travel this scenic 61-mile ribbon of highway, imagine those that went before you—Native Americans, explorers, fortune-seekers, settlers—and find your own adventure!



American Kestrel
©Dustin Rice

Penstemon
©George

KNOW BEFORE YOU GO

This section of Highway 4 is narrow with tight switchbacks, precipitous drop-offs, and steep hills—some exceeding 20% slopes. While this contributes to the road's wild and scenic qualities, large RVs, buses and trailers are not advised in these areas (see map).

- There are no services (gas, food, and lodging) between Lake Alpine and Markleeville.
- Please do not approach or feed wildlife.
- Enjoy being unplugged! Don't rely on cell phone coverage or GPS availability.

Weather can change quickly in the Sierras so it's always a good idea to carry extra food, water, blankets, and other supplies. Carry chains when traveling outside of summer as unexpected snow can occur.

Enjoy any number of outdoor recreation pursuits, from camping, cycling, hiking, and music festivals, to water and winter activities.



Marmot
©Dustin Rice



**SLOW DOWN
AND
SAVOR THE
SIERRA!**



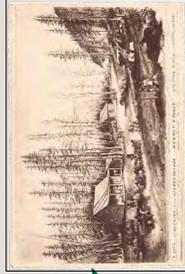
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ROUTES CONVERGE

HOLDEN'S STATION

A perfect business opportunity was born here where this route turned west over the Boarder Ruffian Pass towards Carson Pass, passing through Faith, Hope and Charity Valleys. This junction—Holden's Station—reportedly started as a tollgate and had a hotel that served much of the emigrant travel to California.

Over time it grew into a settlement with a Post Office, business headquarters for two local mining districts, and ranching businesses.



Picture of California, Holden's Station, Hermit Valley. Edward Vecher, circa 1930. UC Berkeley, Bancroft Library, Collection



Boarder Toll Station, circa 1930 (courtesy of Ebbetts Pass Historical Association)

TOLLGATES

Tollgates, such as Holden's Station, were gated and fenced stops along the road where travelers paid a fee in order to use the route. Owners of these sections of the roads agreed to keep the routes "passable" during the non-winter months.

Toll fees could vary widely (some were considered exorbitant) with different charges for people traveling by foot, horse, stage, or by the number of stock animals using the route.



Hermit Valley didn't get its name by accident. Tale of the more infamous section—Morris Walker—was abundant. He lived the last three decades of his life deep in the Sierra, and was affectionately referred to as a hermit, fugitive, trapper, man of culture, and/or camp thief. His cabin still stands in what is now the Mokelumne Wilderness.

SILVER!

Once it was discovered in the 1850s, the momentum quickly grew to develop the old Emigrant Trail into a stage road to get supplies and people in and out of remote mining communities. By the early 1860s, improvements took the route to Silver Mountain City and Monitor.

STRIKE IT RICH AND DISCOVER YOUR OWN ADVENTURE HERE!



Stanislaus National Forest
Caring for the Land and Serving People

EBBETTS PASS

National Scenic Byway



Red-tailed hawk



The rare Sierra Nevada red fox has both black ear tips and a white ruff. The Sierra Nevada Red Fox Service to help us learn more about their distribution and abundance.

DISCOVERY IS AROUND THE BEND

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KNOW BEFORE YOU GO

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- 📶 Enjoy being unplugged! Don't rely on cell phone coverage or GPS availability.
- 🌤️ Weather can change quickly in the Sierras so it's always a good idea to carry extra food, water, blankets, and other supplies. Carry chains when traveling outside of summer as unexpected snow can occur.



Marmot



Blue flag iris



**SLOW DOWN
AND
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SIERRA!**



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THE EBBETTS ROUTE

EXPANDING A TRADE ROUTE

Ebbetts Pass served as an important link to strengthen tribal community connections. It was first used as a route by the Me-Wuk Tribe on the western side of the Sierra who traded salt, acorns, and abalone shells with the Washoe Tribe on the eastern side who brought obsidian and rabbit skin blankets as currency.

By the 1800s, Spanish, European, and Euro-American explorers (including Jedidiah Smith in 1827) traveled this corridor noting its extremities and riches. With the end of the Mexican War and subsequent discovery of gold in 1848, a great migration to California began.

Along Ebbetts Pass, see if you can sense some of the hardships, promise, and natural beauty experienced by those who came before.



Common items traded between the Me-Wuk and Washoe Tribes included willow baskets, soap root brushes, abalone shells, obsidian, and rabbit skin. (courtesy of Kathy Strain)

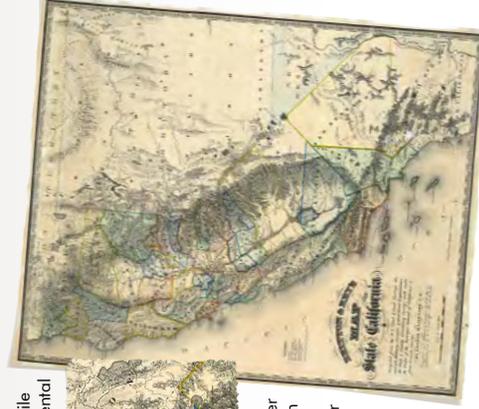


A ROUTE OF GREAT PROMISE

Major John Ebbetts possibly surveyed this route while seeking a path over the Sierras for the transcontinental railway. By 1853, Ebbetts pointed out this route to surveyor, artist, and map maker George H. Goddard. A year later, Ebbetts died in the explosion of a steamer ship on the San Pablo Bay.

Goddard honored Ebbetts by naming this pass after him on his 1856 map, a name officially adopted in 1893 by the US Geological Survey. Unpredictable snow loads were a major reason the railroad never reached Ebbetts Pass.

Today, visitors can seek their own connections along the Ebbetts Pass National Scenic Byway.



Goddard's map, 1857 (courtesy of the David Rumsey Map Collection)

**WHAT WILL YOU DISCOVER
ON YOUR JOURNEY?**



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SILVER MOUNTAIN CITY

NOT SO EASY MONEY

The promise of striking it rich sank to despair for many residents of silver mine boom towns. Silver Mountain City was no different. Digging tunnels with hand tools and dynamite was a back-breaking and dangerous life. Long, hard work in cold, dark mines was the daily grind for most miners, and only a few reaped profits.

Those who sought their riches as merchants—providing hotels, saloons, lumber, and supplies—generally fared better than miners.

WHAT WOULD YOU HAVE ENDURED TO SEEK YOUR FORTUNE HERE?



Silver Mountain City in decline, circa 1880 (courtesy of Alpine County Historical Society and Alpine County Museum)



Above: Silver Mountain City at its peak in 1863
Below: Town graphic based on map by Karen Dunston



Humboldt-Toiyabe National Forest
Caring for the Land and Serving People

THE JAILHOUSE WALLS

LOCK EM' UP!

The jail in Silver Mountain City was a log cabin until 1867 when a prisoner tried to burn his dank confines down. Construction of the new stone jail cost taxpayers an exorbitant \$7,000. Often, a prisoner's crime was fueled from partaking in too many spirits from one of the three saloons in town. Occasionally, a more violent inmate was incarcerated.

"LOCK, STOCK, AND JAIL"

Many mining towns moved "lock, stock, and jail" as they sought the next great bonanza. When Markleeville was deemed the new county seat in 1872, the jail was dismantled and iron cells moved there. The stone foundation in front of you is all that is left of the once bustling community of Silver Mountain.

**WHAT SECRETS DID THIS
STONE FOUNDATION HOLD?**

Cell door from
the original Silver
Mountain jail



More Silver Mountain
City history awaits you
at the Alpine County
Museum in Markleeville
(courtesy of Alpine
County Museum).



Photographer Eliza
Withington captured the
moment in 1876 as George
H. Dunlap, J.B. Scott,
and Charles Gregory
moved the iron jail cells
from Silver Mountain's
once-proud stone jail to
the new county seat at
Markleeville (courtesy of
Gary Coyan).



Humboldt-Toiyabe National Forest
Caring for the Land and Serving People

EBBETTS PASS

National Scenic Byway



DISCOVERY IS AROUND THE BEND

As you travel this scenic 61-mile ribbon of highway, imagine those that went before you—Native Americans, explorers, fortune-seekers, settlers—and find your own adventure!

LINGER LONGER

- Campfire permits are required for all fires (including developed campgrounds) and available for free at local Forest Service offices.
- Try your hand at fishing this catch and release river (know your fishing regulations before casting a line).
- The Wolf Creek Trailhead is located about 6 miles south on Forest Road 032 and accesses the Carson-Iceberg Wilderness.

KNOW BEFORE YOU GO

- The higher section of Highway 4 is narrow with tight switchbacks, precipitous drop-offs, and steep hills—some exceeding 20% slopes. Large RVs, buses and trailers are not advised here (see map).
- There are no services (gas, food, and lodging) between Lake Alpine and the Markleville area.
- Enjoy being unplugged! Don't rely on cell phone coverage or GPS availability.

- Weather can change quickly in the Sierra so it's always a good idea to carry extra food, water, blankets, and other supplies. Carry chains when traveling outside of summer as unexpected snow can occur.
- Please do not approach or feed wildlife.



**SLOW DOWN
AND
SAVOR THE
SIERRA!**



Humboldt-Toiyabe National Forest
Caring for the Land and Serving People

FOREST FORTUNES

MONEY GREW ON TREES

In the 1860s it was more often the merchants—not miners—who found success. Centerville was a hub for supplying area mines and communities with lumber for tunnels, flumes, bridges, buildings, and fencing. Wood was also the primary source of heat.

Often, it was in the trees—not the mines—where fortunes were found.



Logs piled along the Carson River, circa 1888 (courtesy of the Nevada Historical Society)



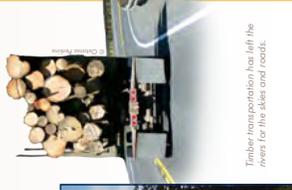
Downer yarding for skid, an engine used for hauling logs to landing camp in the 1910s (courtesy of the Nevada Historical Society)



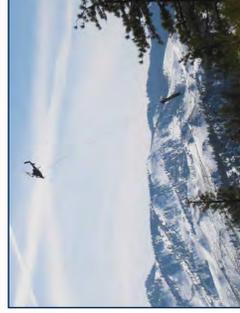
Wood drive crew on the Carson River at Coddabough Bridge, the "Check Box" and equipment used in logging operations at admission, circa 1880s (courtesy of Nevada Historical Society)

TIMBER TRANSPORT

Mule and oxen teams were reliable delivery systems for getting timber to consumers. Rivers were another transportation method used. Logs were cut, hauled, and stored upstream. During spring runoff the log dam would be released. These "wood drives" were erratic and dangerous, but thrilling! Bystanders could see rivers swollen with logs for miles.



Timber transportation has left the scars for the sites and roads.



A NEW ERA OF FOREST PRODUCTS

Rivers of logs no longer float down the waterways, having been replaced by trucks and helicopters. Timber harvest practices have changed dramatically as well. Improved techniques focus on maximizing wood use and minimizing impacts to the environment.



Woody biomass and fuel pellets

Roots, limbs, leaves, and needles—woody biomass—are being used for energy production, adhesives, lubricants, inks, and more.



OUR FORESTS ARE NATIONAL TREASURES.



Humboldt-Toiyabe National Forest
Caring for the Land and Serving People

Gateway Monuments

04/23/10

General

Cities, counties, or townships (Local Entities) often desire new and existing transportation facilities to provide identification and a favorable image of the communities in which they are located. The California Department of Transportation (Department) encourages and promotes enrichment of the cultural and visual environment for transportation system users and local communities by facilitating and coordinating the integration of Gateway Monuments within the operational highway right-of-way, through the encroachment permit process.

Integration of the transportation system to reflect community values may be achieved through enhancements that include Gateway Monuments. This program provides a method for the Department to permit enhancement of existing or new transportation facilities by local entities.

A Gateway Monument is defined as any freestanding structure or sign, nonintegral or nonrequired highway feature that will communicate the name of a Local Entity. A Gateway Monument may include the officially adopted seal or slogan of the Local Entity.

Gateway Monuments differ from Community Identification in that Community Identification is defined as images or text that conveys information about a region, community, or Local Entity that may be integrated, painted, or placed as an aesthetic treatment upon engineered highway facilities. Refer to the *Project Development Procedures Manual*, Chapter 29 – Landscape Architecture, Section 8 – “Community Identification” for specific information on Community Identification.

Gateway Monuments differ from Transportation Art in that Gateway Monuments may include text and must be a freestanding structure or sign, not integral to a required highway facility. Refer to the *Project Development Procedures Manual*, Chapter 29 – Landscape Architecture, Section 6 - “Transportation Art” for specific information on Transportation Art.

Policy

Gateway Monuments are to be solely funded and maintained by a Local Entity. The Department will collaborate with the responsible Local Entity supporting the proposed Gateway Monument.

Only one Gateway Monument installation will be allowed per State highway or interstate approach in each direction into a Local Entity contiguous to the highway. The Department retains sole discretion for determining the location, appropriate size, content, colors, and other elements of the Gateway Monument. The Department shall have responsibility for approval of all Gateway Monuments on the State highway system, additionally; the Federal Highway Administration (FHWA) must approve Gateway Monuments on the interstate system.

The Local Entity shall first consider feasible alternatives in lieu of placement of a Gateway Monument within the operational highway right-of-way. The alternatives shall include but are not limited to the following:

1. Locating the proposed Gateway Monument outside of the operational highway right-of-way.

2. Providing Community Identification on existing or proposed-engineered highway features, in lieu of a Gateway Monument.
3. Providing aesthetic treatment on an existing or proposed transportation facility, in lieu of a Gateway Monument.
4. Use of existing or natural topographic features in the placement of the Gateway Monument.

Gateway Monuments, Transportation Art, and Community Identification are discretionary fixed objects within the transportation corridor. To avoid motorist distraction and visual clutter, a maximum of only one Gateway Monument or Community Identifier, visible from the traveled way, will be allowed per State highway or interstate approach (one in each direction) into a Local Entity. The incorporation of Transportation Art and a Gateway Monument in a single area shall be evaluated for its potential for creating a distraction to motorists. Existing Gateway Monument features located on private or public property and within 660 feet of the State right-of-way will be considered to be the allowed feature and no additional Gateway Monument will be approved.

Gateway Monuments shall be located well beyond the clear recovery zone or otherwise placed to minimize the likelihood of being struck by an errant vehicle. See 'Placement of Gateway Monuments' section for the standards for placement of Gateway Monuments.

Other improvements may be considered in conjunction with the Gateway Monument proposal. Any improvements over and above what the Department would otherwise fund, install, construct, or maintain, will be the responsibility of the Local Entity. The Department will collaborate with the Local Entity for appropriateness of the Gateway Monument proposal in context with existing, proposed, and future improvements.

Review/Approval Process

Gateway Monument submittals shall be reviewed for approval or denial with primary considerations to safety (location), appropriateness, aesthetics, access for maintenance purposes, and the message being communicated. Aesthetics in this context is for a proposed freestanding Gateway Monument, and shall not be confused with aesthetic treatments incorporated into engineered highway features (sound walls, retaining walls, or other highway features). Safety determinations affecting highway operation, maintenance, or tort liability shall be documented in a Permit Engineering Evaluation Report, when not prepared in conjunction with a proposed or ongoing State and federal project through a project initiation document. All final proposals shall be in compliance with State environmental laws and regulations.

The District Gateway Monument Coordinator shall be the single point of contact to qualify and process all submittals. The Local Entity shall submit a preliminary Gateway Monument proposal to the District Gateway Monument Coordinator. (See 'Submittal Requirements of Preliminary Gateway Monument Proposals'.) The District Gateway Monument Coordinator will evaluate the preliminary proposal to determine if the scope of work is appropriate for the corridor. Prior to circulation of the preliminary proposal, the District Gateway Monument Coordinator may advise the Local Entity of any obvious constraints or concerns, or may solicit additional documentation, exhibits, or request amendment of the proposed scope of work. Upon receipt of a qualified preliminary proposal, the District Gateway Monument Coordinator will initiate a tracking document and circulate the proposal for review and comment to the District Transportation Art Coordinator, Design, Traffic Operations, Environmental, Maintenance, Right of Way, and other appropriate functional units within the District.

The District Gateway Monument Coordinator will advise the Local Entity to address all comments, make appropriate revisions and to resubmit as a qualified final proposal.

The District Gateway Monument Coordinator shall be the single point of contact to process final Gateway Monument proposals from the Local Entity. The District Gateway Monument Coordinator will evaluate the final proposal to verify that previous comments have been incorporated into the submittal. The District Gateway Monument Coordinator will forward qualified final submittals to the District Director for approval. This approval by the District Director may not be subdelegated.

If approved by the District Director, the District Gateway Monument Coordinator will advise the Local Entity to present a final submittal to the District Permit Engineer. Final submittal for a Gateway Monument will be processed as an encroachment permit. If the proposal is on an interstate highway, the District Permit Engineer will forward the final submittal to Headquarters, Division of Design, Office of Encroachment Exceptions, to obtain written approval from FHWA prior to finalizing the permit. The District Permit Engineer shall notify the District Gateway Monument Coordinator when the permit has been approved and when construction of the Gateway Monument is completed.

Gateway Monument proposals incorporated with transportation projects will be identified in the Cooperative Agreement and shall be subject to the review process detailed above and constructed under a separate encroachment permit. Gateway Monuments included as part of a capital improvement project, regardless of funding source, will be reviewed and approved through the Department's project development process and as directed within these guidelines.

Administrative Responsibilities

Headquarters

The Chief, Division of Design, is responsible for the following:

- Managing the Gateway Monument Program.
- Resolving conflicts regarding the interpretation of these guidelines.

The Principal, Landscape Architecture Program (Division of Design), is responsible for the following:

- Appointing a Headquarters Gateway Monument Coordinator.
- Maintaining and disseminating guidelines and procedures for Gateway Monuments.
- Formulating and managing a statewide inventory of Gateway Monument proposals.
- Monitoring District performance and providing quality assurance of program guidelines.

The Chief, Office of Encroachment Exceptions (Division of Design), is responsible for the following:

- Processing FHWA review of proposals located on an interstate highway.

The Chief, Office of Signs, Markings, Encroachment Permits (Division of Traffic Operations), is responsible for the following:

- Developing and maintaining encroachment permit and special provisions forms for the program.

- Maintaining and clarifying encroachment permit policy and encroachment permit procedural requirements.

Districts

The District Director of each participating district is responsible for the following:

- Administering the Gateway Monument Program in accordance with these guidelines.
- Designating a District Gateway Monument Coordinator.
- Approving Gateway Monument proposals.

The District Gateway Monument Coordinator is responsible for the following:

- Acting as the single focal point to qualify, process, and evaluate Gateway Monument submittals by Local Entities.
- Notifying the Headquarters Gateway Monument Coordinator of Gateway Monument permit approval and construction completion.
- Preparing annual summary reports and submitting to the Principal, Landscape Architecture Program (Division of Design).

The District Permits Engineer is responsible for the following:

- Forwarding the final submittal to Headquarters, Division of Design, Office of Encroachment Exceptions, to obtain written approval from FHWA, if the proposal is on an interstate highway.
- Ensuring a Maintenance Agreement is completed prior to issuance of the encroachment permit.
- Issuing the Encroachment Permit to the Local Entity.
- Inspecting the Gateway Monument construction.
- Notifying the District Gateway Monument Coordinator of Gateway Monument permit approval and construction completion.

Financial Responsibilities

All costs for proposed Gateway Monument design, construction, access for maintenance, maintenance, and if required, removal of the Gateway Monument shall be the responsibility of the Local Entity and stipulated in detail within the preliminary and final Gateway Monument submittals.

When the work is proposed by a Local Entity as part of a roadway project, the Department will allocate resources for the administrative costs associated with review and determination of appropriateness of proposed Gateway Monuments as part of the transportation corridor with existing and proposed engineered highway features. Necessary resources for design, implementation, construction or maintenance of Gateway Monuments will be the responsibility of the Local Entity. A Cooperative Agreement between the Department and the Local Entity will document any such negotiated agreements.

The Encroachment Permit shall stipulate that the Local Entity shall hold harmless, indemnify, and defend the State against any action associated with a Gateway Monument. The Department will assume the administrative costs associated with reviewing Gateway Monument proposals, and developing, issuing, and monitoring the Encroachment Permit for approved Gateway Monument projects. All other costs, including labor, materials, supplies, and traffic control (if required) for

design, engineering, testing, construction, installation, maintenance, and removal of the Gateway Monument shall be the responsibility of the Local Entity.

The Department may require the Local Entity to provide bonds or other means to ensure maintenance, rehabilitation, and removal of the Gateway Monument.

Maintenance

A Maintenance Agreement (as outlined in Appendix B of the Encroachment Permits Manual) for the care and upkeep of said Gateway Monument shall be established between the Local Entity and the Department. Maintenance access shall be as stipulated by the Department in the agreement and should be provided from outside the highway right-of-way, wherever possible.

Gateway Monuments shall be kept clean, free of graffiti, and in good repair. The Local Entity shall be required to provide for regularly scheduled maintenance, as described in the Maintenance Agreement, for its projected lifespan, including graffiti removal and restoration work to maintain the integrity of the approved Gateway Monument. Graffiti removal shall conform to current Department policies and guidelines, which require prompt removal of offensive messages and timely removal of all other graffiti. Maintenance practices shall protect air and water quality as required by law.

The Department may perform maintenance activities in the area of the Gateway Monument, such as litter pickup and other maintenance that is normally associated with the transportation facility or right-of-way. The Department will not provide maintenance of the Gateway Monument itself. Any other maintenance activities anticipated by the Local Entity that are over and above what the Department would normally provide will be documented by Encroachment Permit or Cooperative Agreement as a requirement of the Local Entity.

Removal

The Local Entity shall remove Gateway Monuments, which in the opinion of the Department create safety or operational concern due to deterioration or inadequate maintenance. The Department will notify the Local Entity when it has determined that the Gateway Monument requires special attention. In the event the Local Entity fails to maintain, repair, rehabilitate, or remove the Gateway Monument in a timely manner, the Department may remove the Gateway Monument after 60 days following written notification to the Local Entity, and bill the Local Entity for all costs associated with the removal and restoration of the area.

The Department reserves the right to remove the Gateway Monument due to construction, rehabilitation, or other necessary activities affecting the transportation facilities without any obligation, compensation to, or approval of the Local Entity. The Department will strive to notify the Local Entity of its intent to remove the Gateway Monument to allow for timely removal and salvage by the Local Entity (if possible).

The Department reserves the right to remove or alter any Gateway Monument that presents an immediate safety hazard to the public without delay or advanced notification to the Local Entity.

Design of Gateway Monuments

Proposed Gateway Monuments shall:

1. Be freestanding.

2. Incorporate a community name, logo, graphic, seal, or slogan that has been associated historically with the community.
3. Include, if required by the Department, approved protective graffiti coatings.
4. Be developed to require low or no maintenance to minimize exposure of workers and others to potential risks.
5. Be appropriate to its proposed setting and community context.
6. Be in proper size and scale with its surroundings. The maximum size shall fit within 353 cubic feet. The width shall not exceed 20 feet and the height shall not exceed 20 feet above existing grade.
7. Be composed of materials that are durable for the projected life span of the project.
8. Conform to provisions of the Outdoor Advertising Act.
9. Be subject to the review and approval of the Department in consideration of design, size, and scale for appropriate integration on urban or rural highway features.
10. Conform to all appropriate requirements identified in the Highway Design Manual and the Encroachment Permits Manual.

Proposed Gateway Monuments shall not:

1. Contain religious, political, special interest, private, or commercial messages of any sort, including, but not limited to, symbols, logos, business names, trade names, jingles, or slogans.
2. Contain any displays of any sort, advertising, decorative banners, flags, or flag poles.
3. Display telephone numbers, street addresses, or Internet addresses.
4. Interfere with airspace above the roadway.
5. Create a distraction to the motoring public, for example, the proposed Gateway Monument shall be large enough to interpret at highway speed, but not be so large that it demands attention from the motorist.
6. Include reflective or glaring surface finishes.
7. Include illumination that impairs or distracts the vision of transportation system users. Other lighting may be permitted.
8. Display blinking or intermittent or moving lights, including changeable message signs or digital displays.
9. Include moving elements (kinetic art) or simulate movement.
10. Include images of flags.
11. Neither interfere with official traffic control devices nor interfere with the operational right-of-way above the roadway.
12. Be placed within State right-of-way upon trees, or painted or drawn upon rocks or other existing natural features.
13. Make use of or simulate colors or combinations of colors usually reserved for official traffic control devices described in the FHWA Manual on Uniform Traffic Control Devices.
14. Restrict sight distance.
15. Require the removal of trees or other vegetation for visibility, or harm trees during construction. Pruning of tree branches or roots, and removal of shrubs should be avoided, and will be allowed only with written approval of the District Landscape Architect.
16. Negatively impact existing highway features, including existing signs, irrigation systems, necessary drainage patterns, and facilities.
17. Protrude or span over travel lanes or roadbed.

Placement of Gateway Monuments

The preferred location for a Gateway Monument shall be outside of State right-of-way. The Local Entity shall document all considerations for off-site locations prior to proceeding with a location within the State right-of-way. The proposed site for integration of any preliminary or final Gateway Monument shall be reviewed and approved by the Department for safety and environmental considerations prior to approval of an Encroachment Permit or Cooperative Agreement.

Proposed Gateway Monuments shall conform to the requirements of Topic 309 - Clearances of the Highway Design Manual and shall:

1. Be located well beyond the clear recovery zone, placed such that there will be minimal likelihood of being struck by an errant vehicle.
2. Be located where maintenance can be safely performed, as specified in the Encroachment Permit, and in conformance with Department procedures.

Note: There will be no exceptions to the standards for placement of Gateway Monuments.

Proposed Gateway Monuments shall not:

1. Be located in the median of a Conventional Highway with posted speeds of greater than 45 miles per hour.
2. Be allowed within the median areas of controlled access highway right-of-way.

Submittal Requirements of Preliminary Gateway Monument Proposals

The Local Entity shall provide the Department with written documentation of considerations for off-site locations and professionally prepared plans depicting the following information:

1. Site-specific proposal (Index Sheet, with Vicinity Map).
2. Dimensions and offsets (right-of-way lines, edge of pavement, center line, and clear recovery zone).
3. Location for placement of the proposed Gateway Monument (topography).
4. Preliminary and proposed Gateway Monument.
5. Discussion of proposed materials, colors, and text.
6. Proposed message to be communicated.

Submittal Requirements for Final Gateway Monument Proposals

A final Gateway Monument proposal must be supported by the Local Entity that has jurisdiction in the area where the Gateway Monument will be incorporated with the transportation facility. The Local Entity shall issue an adopted resolution or other official document recommending approval of the proposed design of the Gateway Monument and requesting installation within the operational highway right-of-way.

The Local Entity shall provide the Department an adopted resolution or other official documentation that describes the Local Entity's:

1. Jurisdiction over the area of the project site.
2. Approval of the Gateway Monument content.
3. Funding responsibility.

4. Commitment to ensure maintenance of the Gateway Monument, including timely graffiti removal/repair, and removal (or restoration) of the Gateway Monument as needed.
5. Proposed schedule for commencing and completing project installation, if by separate permit.

A licensed landscape architect, architect, or professional engineer shall professionally prepare final submittals for a Gateway Monument Proposal. An application for an encroachment permit must be on a current Standard Encroachment Permit Application (TR-0100) and exhibits, plans, and details shall comply with the Encroachment Permit Manual, Table 1.0 and Section 501.3F and shall include, but are not limited to the following:

1. A full description of the proposed Gateway Monument, including location, construction, and installation techniques, details necessary to convey construction methods, and proposed materials, including, but not limited to, paint and protective coatings.
2. Specifications for proposed materials, including material data sheets.
3. A scaled drawing or model (the Department may furnish necessary site data) or both.
4. Construction schedule.
5. Cost estimate.
6. Traffic control plans and provisions if required.
7. Maintenance plan and schedule.
8. Environmental documentation.
9. Location for placement of the proposed Gateway Monument.
10. Elevations and details clearly illustrating and dimensioning the proposal (the Gateway Monument must be aesthetically pleasing on all visible sides).
11. Proposed access for maintenance purposes.
12. Proposed maintenance plan schedule.
13. Proposed color scheme.
14. Proposed lighting.
15. Proposed message to be communicated.
16. Alternatives considered properly documented and included.

The Local Entity shall adhere to and maintain compliance of departmental rules, regulations, and any additional requirements the Department may apply to the project.

After review and approval by the Department, the Gateway Monument proposal and approval documents will be submitted by the Local Entity to the District Permit Engineer for processing.

If, at any time during the process, the Department recommends any changes or withholds concurrence on a project that has not yet received final approval, the proposal may be returned to the Local Entity for revision. Once the Department approves a Gateway Monument proposal, no changes shall be made to the Gateway Monument without prior written approval of the District Director.

The approval of a Gateway Monument proposal shall be made with due consideration to safety (location, potential for motorist distraction, accessibility for maintenance, etc.), aesthetics, community support, and maintainability.

Proposals for the placement of Gateway Monuments must comply with these requirements.