

1 *Red Jacket Road Corridor Treatment Alternative B:*

2 *Rehabilitation with Interpretation of Selected Areas of the Cultural Landscape*

3 The interpretation of historic landscapes will occur in selected locations, and non-compatible  
4 alterations will be accepted as part of the current/future landscape fabric. This alternative allows  
5 for continued change to properties that are not the direct focus of interpretive efforts. Emphasis  
6 will be placed on providing cues to draw visitors through the landscape to key points where  
7 historic features are located or interpreted. Since the features are not physically connected, they  
8 provide an opportunity to represent a variety of time periods, allowing for interpretation of the  
9 landscape at several different phases of development. Use of electronic media to interpret  
10 underground features and missing historic landscape elements is most heavily relied upon in this  
11 alternative. This alternative is illustrated in Figures A-11 through A-13.

12  
13 *East Landscape Treatment Zone (Alternative B):*

14 Alternative B includes preservation of historic structures and landscape features, maintenance of  
15 selected non-historic features that serve current uses, and restoration of chosen historic features  
16 to help visually convey the historic character of the mine management area landscape.

17  
18 On the northeast side of the road, an ornamental wood picket fence is added along the sidewalk.  
19 The concrete sidewalk on the northeast side of the road is maintained. The existing canopy trees  
20 are maintained and three trees are added as indicated on the plan. The driveway and parking area  
21 between the Keweenaw NHP Headquarters building and the Agassiz House is revised providing  
22 a circular area that references the historic form. This entire drive is paved and vehicular access is  
23 retained. A contrasting pattern is utilized in the center of the circle in the driveway. The drive is  
24 connected to the Keweenaw NHP parking lot and Mine Street to the west. Lawn is installed  
25 between the Keweenaw NHP parking lot and the Miscowaubik Club parking area, eliminating  
26 the drive-through connection in this area.

27  
28 The NPS entrance sign, copper exhibit, and public parking lot remain at the southwest corner of  
29 Calumet Avenue and Red Jacket Road. The statue of Alexander Agassiz is returned from its  
30 current location to its original site in Agassiz Park and replaced with turf in its current location.  
31 Existing vegetation in the area around the Keweenaw History Center and the parking lot is  
32 maintained. On the southwest side of the road, an ornamental fence that looks like the iron and  
33 concrete fence that was present historically is added near the Keweenaw History Center (KHC).  
34 The sidewalk along Red Jacket Road is maintained and additional curb and sidewalk is added at  
35 the southeast section to connect to Calumet Avenue. Deciduous canopy trees are added along  
36 the sidewalk on both sides of the street. The sidewalks to the doors of the KHC are maintained,  
37 and sidewalks are added along Mine Street extending to the southwest. A four-way stop is added  
38 at the intersection of Mine Street and Red Jacket Road and pedestrian crosswalks are provided.

39  
40 *Middle Landscape Treatment Zone (Alternative B):*

41 On the north side of Red Jacket Road, all existing buildings remain in this alternative (even the  
42 non-historic Township Hall and AT&T Central Office). Driveways and parking areas are  
43 relocated to provide a pedestrian corridor and interpretive space in the area between the Gear  
44 House, Warehouse No.1, Township Hall and AT&T Central Office. Vehicular circulation is  
45 provided on Mine Street and the driveway that extends north along the east side of Warehouse  
46 No. 2. A parking lot between the AT&T Central Office and the C&H Power House provides

1 sixteen parking spaces. Angled parking is also provided along the one-way drives on the east  
2 and west sides of Warehouse No.2. These include 58 spaces in the east lot and 64 spaces in the  
3 west lot.

4  
5 Lines of canopy trees are added to provide shade and buffer the visual appearance of the non-  
6 historic buildings. The trees are aligned parallel to Mine Street, the angle dictated on the  
7 landscape by the underground copper lode. Landscape features are added to provide references  
8 to the industrial activities that dominated this area historically. The area is paved with exposed  
9 aggregate concrete. Landscape features added include representative rope stands at true scale  
10 and spacing extending from the gear house to Red Jacket Road, and then continuing to the south  
11 near the location of Hecla No.1 Shaft (see Figures A-11 through A-13). The former location of  
12 the Calumet No. 1 Shaft house foundation is indicated on the ground plane with a simple  
13 concrete paving pattern, twelve inches wide. Interpretive waysides in this area display an  
14 underground map of the mine operations, and historic photographs of the surface features.

15  
16 On the south side of Red Jacket Road in this area, the railroad tracks on the west side of  
17 Warehouse No.1 are restored to enhance the historic character of the corridor and provide an  
18 interpretive landscape between the Russell Snow Plow and the warehouse. The area  
19 immediately adjacent to the northeast side of the warehouse provides a pedestrian plaza for a  
20 gathering area and interpretive space. The remainder of the site is utilized for parking and a  
21 service drive for the regional archives facility and passenger drop-off area. Universally  
22 accessible routes are provided from the parking to the visitor entrance at the north end of the  
23 building, and the main staff entrance on the east side of the building. A second staff entrance is  
24 located adjacent to the loading dock.  
25

26 Site treatment alternative B provides off-street parking for seventeen cars including two  
27 universally accessible spaces. In Calumet, snow removal and prevalent use of large cars and  
28 trucks require parking spaces to be larger than those typical in most parts of the country. Parking  
29 spaces measure 18' by 10' each, with a 24' wide two-way road. Universally accessible spaces  
30 are 18' by 8' with a 5' wide pedestrian aisle between. The surface of the parking lot is stabilized  
31 compacted gravel (Gravel-pave or similar). Also provided are two parking spaces for  
32 recreational vehicles, these are 10' wide by 30' long each. These are located on the west side of  
33 Mine Street, to the south of the parking and service areas.

34  
35 A service route, which can also be utilized for passenger drop-off, provides access to the loading  
36 dock on the east side of the building; the route is 10' wide with 33' inside turning radii. Vehicles  
37 enter from Red Jacket Road and proceed to the south. They turn left (to the east) and then back-  
38 up to the loading dock. They exit to the east and Mine Street along a route shared by the parking  
39 lot. The surface of the service drive is stabilized compacted gravel (Gravel-pave or similar).

40  
41 An additional service route leads to the entrance on the south side of the building. This route  
42 utilizes the existing gravel area that lies between Mine Street and the southern end of Warehouse  
43 No. 1. This property is not owned by the National Park Service, so an easement or other type of  
44 use agreement is necessary. In order to provide vehicular access to this entrance which is four  
45 feet above the current grade, the area on this side of the building will be re-graded, raising it at a

1 slope of 8% to the doorway, the ramp will extend fifty feet to the south of the building. The area  
2 in this location will be paved with coarse gravel.  
3

4 The main pedestrian access route to the building extends from the parking lot to the west, to a  
5 paved area where restored landscape features are interpreted. The pavement in this area is dark  
6 colored concrete with exposed aggregate (similar to the paving at the entrance of the  
7 administration building). All areas indicated with this surface on the plan drawing will be  
8 universally accessible, providing easy access in the area of the parking lot. The main features in  
9 this area are restored rope line supports that are constructed of lumber, heavy timber, and steel.  
10 The structures are approximately twelve feet tall, and seven feet wide. There are seven located in  
11 the paved pedestrian area, and another three in the turf located to the south of the service drive.  
12 More are located on the north side of Red Jacket Road, extending to the Gear House. As visitors  
13 walk through the area, they will have the opportunity to observe interpretive panels mounted to  
14 some of the restored rope line supports.  
15

16 The main visitor entrance to the building is on the north façade. An eight-foot by ten-foot  
17 landing extends from the door to the north. Five-foot wide sloped walks extend from the landing  
18 to the east and west at a five percent slope for approximately twenty feet to meet the sidewalk  
19 grade. Short stone walls are located on the sides of the sloped walk. The stone is similar to the  
20 stone along the building water table and extends at the height of the water table. Two concrete  
21 steps extend from the north side of the landing, toward Red Jacket Road. These are also edged by  
22 stone walls. The edge of Red Jacket Road is relocated to the north, providing a wide sidewalk  
23 and curb in front of the building, as indicated on the site plan for Alternative 1.  
24

25 A separate accessible pedestrian entrance for staff is provided on the eastern side of the building.  
26 This entrance includes an eight-foot by ten-foot landing and a sloped walk that extends to the  
27 north at five-percent slope for approximately thirty-one feet. Three steps extend from the landing  
28 to the east. Stone walls similar to those at the north entrance extend the length of the landing and  
29 sloped walk. A final staff entrance is located adjacent to the loading dock. This entrance is not  
30 universally accessible. It includes a five-foot square landing and three steps, flanked by stone  
31 walls that reflect the building water table.  
32

33 On the west side of Warehouse No. 1, historic railroad tracks are restored in the gravel lot as  
34 shown on the drawing. Indications of the extension of these tracks to the north, across Red Jacket  
35 Road, are provided with contrasting paving patterns in the locations indicated on the drawing. A  
36 generator providing emergency power for the building is located along the alignment of one of  
37 the restored railroad tracks within a structure designed to look like a train car. The generator  
38 measures approximately 138"x44"x67"high and sits on a concrete pad within the simulated train  
39 car structure as indicated on the site plan. An electrical transformer is located on the west side of  
40 the warehouse. The transformer measures approximately 6'x6'x6' and is situated to the south of  
41 the warehouse shed addition. This location is screened from views from Red Jacket Road and  
42 allows for access to the transformer from the gravel pavement at the south end of the warehouse.  
43  
44

1 *West Landscape Treatment Zone (Alternative B):*

2 The emphasis of landscape treatment in this area is on improving pedestrian and vehicular safety  
3 and circulation, improving visual character, and strengthening links between this area and the  
4 middle and eastern portions of the Red Jacket Road corridor. Pedestrian crosswalks are added at  
5 Shop, Fourth, Armory, and Fifth, and Temple Streets. Fourth Street from Red Jacket Road to  
6 Scott Street is designated as a one-way route headed north. A drop-off zone is provided for  
7 passenger loading and unloading on the northeast side of Fourth Street. A sidewalk and  
8 crosswalk provide a safe pedestrian circulation route to the Visitor Center. Universally  
9 accessible parking spaces are provided on Red Jacket Road close to its intersection with Fifth  
10 Street. Fifth Street from Temple Street to Scott is designated a one-way route headed north.  
11 Armory Street is realigned at its intersection with Red Jacket Road, and a three-way stop is  
12 indicated by stop signs at the corners of Armory Street and Red Jacket Road. Curbs, sidewalks,  
13 and parallel parking are provided on both sides of Red Jacket Road.

14  
15 Existing vegetation is preserved, and deciduous trees are added on the inside of the sidewalk as  
16 indicated in Figure A-11: Red Jacket Road Corridor Treatment Alternative B. Parking is  
17 relocated from the area in between the Colliseum and Red Jacket Road to a parking lot between  
18 the Colliseum and C&H Warehouse No.2.

19  
20 The parking lot, industrial artifact displays, and small scale landscape features associated with  
21 Coppertown Museum are retained. The triangular area between Armory, Fifth, and Red Jacket is  
22 graded to channel stormwater into a low point and a storm drain. The water is moved by  
23 underground pipe to an outlet that daylights at the existing ditch on the west side of Armory  
24 Street, south of Fifth Street. Additional storm inlets are provided along the curbs on Red Jacket  
25 Road and Armory Street, to ensure that runoff is removed from this area quickly.

26  
27  
28 Next page:

29 **Figure A- 9: Red Jacket Road Corridor Treatment Alternative B**

30

# Calumet Unit

Keweenaw National Historical Park  
Cultural Landscape Report & Environmental Assessment

## Red Jacket Road Corridor Treatment Alternative B

### Legend

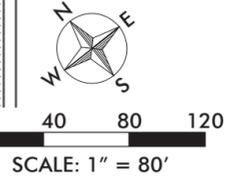
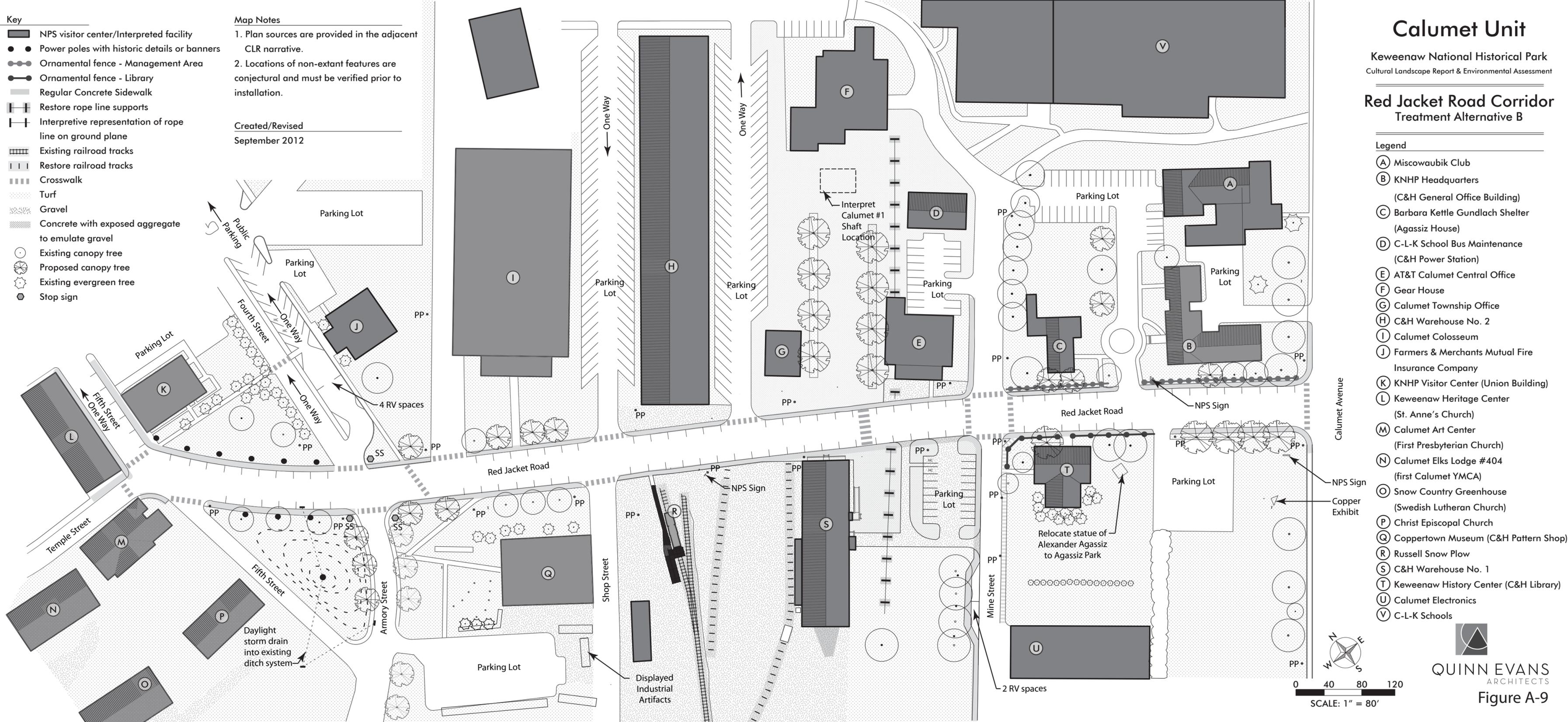
- (A) Miscowaubik Club
- (B) KNHP Headquarters  
(C&H General Office Building)
- (C) Barbara Kettle Gundlach Shelter  
(Agassiz House)
- (D) C-L-K School Bus Maintenance  
(C&H Power Station)
- (E) AT&T Calumet Central Office
- (F) Gear House
- (G) Calumet Township Office
- (H) C&H Warehouse No. 2
- (I) Calumet Colosseum
- (J) Farmers & Merchants Mutual Fire  
Insurance Company
- (K) KNHP Visitor Center (Union Building)
- (L) Keweenaw Heritage Center  
(St. Anne's Church)
- (M) Calumet Art Center  
(First Presbyterian Church)
- (N) Calumet Elks Lodge #404  
(first Calumet YMCA)
- (O) Snow Country Greenhouse  
(Swedish Lutheran Church)
- (P) Christ Episcopal Church
- (Q) Coppertown Museum (C&H Pattern Shop)
- (R) Russell Snow Plow
- (S) C&H Warehouse No. 1
- (T) Keweenaw History Center (C&H Library)
- (U) Calumet Electronics
- (V) C-L-K Schools

- ### Key
- NPS visitor center/Interpreted facility
  - Power poles with historic details or banners
  - Ornamental fence - Management Area
  - Ornamental fence - Library
  - Regular Concrete Sidewalk
  - Restore rope line supports
  - Interpretive representation of rope  
line on ground plane
  - Existing railroad tracks
  - Restore railroad tracks
  - Crosswalk
  - Turf
  - Gravel
  - Concrete with exposed aggregate  
to emulate gravel
  - Existing canopy tree
  - Proposed canopy tree
  - Existing evergreen tree
  - Stop sign

### Map Notes

1. Plan sources are provided in the adjacent  
CLR narrative.
2. Locations of non-extant features are  
conjectural and must be verified prior to  
installation.

Created/Revised  
September 2012





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5  
6

**Figure A- 10: Middle Section Red Jacket Road Corridor facing Northeast, Treatment Alternative B** (note: Sketch is for conceptual purposes only. Additional design development is necessary to address detailed issues.)



7  
8  
9  
10  
11

**Figure A- 11: Middle Section Red Jacket Road Corridor facing Southwest, Treatment Alternative B** (note: Sketch is for conceptual purposes only. Additional design development is necessary to address detailed issues.)

1 ***Red Jacket Road Corridor Treatment Alternative C:***  
2 ***Rehabilitation with interpretation of the entire corridor focused on the period beginning in***  
3 ***1890 and ending in 1915.***

4 Although this alternative focuses on one specific time period, it is not intended to result in the  
5 restoration of the landscape of the entire corridor. Significant features that were not present  
6 during this period may be preserved, if their presence does not create confusion. Non-historic  
7 features that are required for current needs will be maintained or added. Care will be taken to  
8 ensure that visitors can easily understand that these features were not present during the period  
9 from 1890 through 1915. Illustrations of Alternative C are provided in Figures A-14 through A-  
10 16.

11  
12 Throughout the Red Jacket Road corridor, as maintenance issues arise and opportunities present  
13 themselves, consider converting street lighting to more energy efficient fixtures. Consider  
14 conducting an overall analysis of lighting throughout the corridor to determine an appropriate  
15 approach for future lighting.

16  
17 To ensure that visitors have access to the historic resources throughout the corridor, the NPS  
18 should work with local road authorities to develop an agreement for keeping selected sidewalks  
19 clear for pedestrians through the winter.

20  
21 ***East Landscape Treatment Zone (Alternative C):***

22 The NPS continues to maintain Keweenaw NHP headquarters and the Keweenaw History Center  
23 as well as the landscapes associated with these properties. The landscape between Keweenaw  
24 NHP headquarters and the Agassiz House is rehabilitated to present an appearance that reflects  
25 the historic character of the property. Existing pedestrian entrances to the two buildings are  
26 retained. A circular forecourt is added between the two buildings, surrounded by lawn. The  
27 lawn is underlain with a root support material (such as EZ Roll Grass Pavers, Grasspave 2, or  
28 other similar product) to provide support for emergency vehicle access. A second tier of paths  
29 provides links to the parking lot, Mine Street and the pay office door at headquarters. Parking  
30 for Keweenaw NHP headquarters is provided in the lot on the north side of the property. Lawn  
31 is installed between the Keweenaw NHP parking lot and the Miscowaubik Club parking area,  
32 eliminating the drive-through connection in this area. Removable ornamental fences, similar to  
33 those present historically, are installed near headquarters and the Agassiz House. The fences are  
34 removed in the winter.

35  
36 On the south side of Red Jacket Road, the float copper exhibit is relocated to the front of  
37 Coppertown as indicated on the plan. The parking lot is removed and replaced with mown lawn  
38 and an outline of the footprint of the non-extant Congregational Church. Use a simple paving  
39 material, such as brick or stone, to outline the footprint of the building on the ground. Prior to  
40 implementation, verify the former size and location of the building through archeological  
41 investigations. If possible, use non-invasive techniques.

42  
43 The statue of Alexander Agassiz is returned to its original site in Agassiz Park and mown lawn is  
44 established in its current location. Existing vegetation in the area around the Keweenaw History  
45 Center and the parking lot is maintained. The sidewalk along Red Jacket Road is maintained.  
46 The sidewalks to the doors of the KHC are maintained. A removable ornamental fence,

1 matching the one present historically, is installed on the north side of the Keweenaw History  
2 Center. The fence is removed during winter months. Remove cedars at the KHC that are within  
3 ten feet of the building. Sidewalks are added along Mine Street extending to the southwest. The  
4 hedge northeast of the Calumet Electronics building is retained as a visual screen. Install  
5 pedestrian crosswalks and curb-cuts at the intersection of Calumet Avenue and Red Jacket Road  
6 and the intersection of Mine Street and Red Jacket Road. Consider acquisition of a scenic  
7 easement or other purchase of the property along Calumet Avenue/U.S. 41 between Red Jacket  
8 Road and the C&H Bathhouse to protect it from inappropriate development.  
9

10 *Middle Landscape Treatment Zone (Alternative C):*

11 On the north side of Red Jacket Road, the non-historic Township Hall building is removed and  
12 the Township establishes offices in a historic building. The AT&T Central Office and all of the  
13 historic buildings remain on site. Small-scale features are added to the landscape representing  
14 missing historic elements and underground shafts. Removal of one non-historic building helps to  
15 re-establish a space between the historic gear house, power station, warehouse Nos. 1 and 2 that  
16 better represents the scale and character of the landscape formerly associated with the industrial  
17 core. The large area is paved with a rough surface that represents the historic conditions.  
18 Accessible routes are provided to provide universal access through the area. Landscape features  
19 added include representative rope stands at true scale and spacing extending from the gear house  
20 to the AT&T building, then continuing to the south near the location of Hecla No.1 Shaft.  
21 Paving patterns are used to indicate the former locations of the Calumet No. 1 Shaft house  
22 foundation location, as well as the underground locations of the shafts. A simple concrete  
23 material, twelve inches wide, is used to show the foundations of buildings in this area, while  
24 poor rock paving, approximately three feet wide, is installed to represent the locations of shafts.  
25 Also, poor rock paving about eight feet wide is utilized to indicate a line on the landscape  
26 between the Calumet and Hecla shafts. This line is a conceptual representation to help visitors to  
27 better understand the relationships between the historic buildings and features on the landscape  
28 with the underground mineral lode. Interpretive waysides in this area display an underground  
29 map of the mine operations, and historic photographs of the surface features.  
30

31 On the south side of Red Jacket Road, the railroad tracks on the west side of Warehouse No. 1  
32 are restored to strengthen the historic character of the corridor between the Russell Snow Plow  
33 and the warehouse. The majority of the lot immediately adjacent to the northeast side of the  
34 warehouse is rehabilitated to enhance the historic character of the corridor and provide an  
35 outdoor classroom/interpretive space. Parking is provided along Red Jacket Road and Mine  
36 Street, maximizing the space available for visitor activities. A service drive provides access from  
37 Mine Street to the loading dock on the east side of the building. Universally accessible routes are  
38 provided from the parking to the visitor entrance at the north end of the building, and both staff  
39 entrances on the east side of the building.  
40

41 Parking for nine cars is provided on the west side of Mine Street, including two universally  
42 accessible spaces. A crosswalk extends across Mine Street, between the Keweenaw History  
43 Center, and the pedestrian area east of the warehouse. Additional parking is provided along Red  
44 Jacket Road. Eleven parallel spaces are located on the south side of Red Jacket Road, and twelve  
45 are located on the north side of the road. A pedestrian drop-off is located near the north entrance

1 of Warehouse No. 1. Two parking spaces are provided for recreational vehicles; these are 10'  
2 wide by 30' long each and are located to the south of the service drive on Mine Street.  
3

4 The area between Warehouse No. 1 and Mine Street is utilized as an outdoor classroom and  
5 interpretive space. The pavement in this area is dark colored concrete with exposed aggregate  
6 (similar to the paving at the entrance of the administration building). All areas indicated with this  
7 surface on the plan drawing are universally accessible, providing opportunities for multiple uses  
8 of the space. The main features in this area are restored rope line supports that are constructed of  
9 lumber, heavy timber, and steel. The structures are approximately twelve feet tall, and seven feet  
10 wide. There are seven located in the paved pedestrian area, and another three in the rough turf  
11 located to the south of the service drive.<sup>2</sup> As visitors walk through the area, they will have the  
12 opportunity to observe interpretive panels mounted to some of the restored rope line supports.  
13 An additional historic feature, the fenced rough turf lot, is reintroduced in this alternative. Four-  
14 foot high wood posts are spaced six to eight feet apart around two rough turf areas that lie  
15 between the Mine Street parking and the warehouse. These reflect the historic conditions, while a  
16 paved walkway ensures universal accessibility through the center of the area.  
17

18 The main visitor entrance to the building is on the north façade. An eight-foot wide landing  
19 extends from the north door to the north to meet the sidewalk. The sidewalk is level where it  
20 meets the landing, then slopes to the east and west at a grade of five-percent for approximately  
21 twenty feet to meet the main sidewalk grade. The fifty-foot area along Red Jacket where the  
22 landing and sloped walk are located have a high curb/retaining wall along the road. The  
23 curb/retaining wall will taper from a regular six-inch height to a maximum of fifteen inches (near  
24 the landing).  
25

26 A separate accessible pedestrian entrance for staff is provided on the east side of the building.  
27 This entrance includes an eight-foot by ten-foot landing and a sloped walk that extends to the  
28 north at a five-percent slope for approximately thirty-one feet. A final accessible staff entrance  
29 is located adjacent to the loading dock. This entrance includes a five-foot by ten-foot landing  
30 with a sloped walk that extends to the east for approximately thirty-one feet, adjacent to the  
31 service route.  
32

33 A service route is provided to the loading dock on the east side of the building; the route is ten  
34 feet wide with a thirty-three foot inside turning radius.<sup>3</sup> The service route is approached from  
35 Mine Street and extends to the west toward the building. The service route includes a spur to the  
36 south for three-point turns to allow trucks to turn and back toward the loading dock. Service  
37 access to the southern entry of the building is provided with a large gravel area providing an  
38 approach to the doorway. A marine forklift, telescoping lift, small crane, or other vehicle is used  
39 to transfer large materials into the building at this access door, which is approximately four-feet

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<sup>2</sup> In this document, "rough turf" refers to grass that is maintained in a less manicured condition than that applied to mown lawn. Rough turf is mown on a regular basis, but at a higher height of about three to four inches, and less frequently than mown lawn. In rough turf areas herbaceous weeds that are noxious are accepted. As with other lawn areas, volunteer woody plants are not allowed to become established.

<sup>3</sup> Standards indicate a thirty-three foot inside turning radius will accommodate the vehicles anticipated. The larger forty foot radius is applied, at the request of the park landscape architect, to allow for a greater margin of error.

1 above the outside grade. It is recommended that Keweenaw NHP explore possibilities for renting  
2 these types of vehicles to use for installing boats and other large objects into the south entrance  
3 of the warehouse. Marine forklifts are equipped with special cradles for boats, and are weighted  
4 appropriately to handle large boats. Use of this approach to move materials into the building will  
5 eliminate the need to extensively alter the topography on the south side of the building.  
6

7 On the west side of Warehouse No. 1, historic railroad tracks are restored in the gravel lot as  
8 shown on the site plan. Indications of the extension of these tracks to the north, across Red  
9 Jacket Road, are provided with contrasting paving patterns in the locations indicated on the  
10 drawing. A generator providing emergency power for the building is located along the alignment  
11 of one of the restored railroad tracks within a structure designed to look like a train car. The  
12 generator measures approximately 138"x44"x67"high and sits on a concrete pad within the  
13 simulated train car structure as indicated on the site plan. An electrical transformer is located on  
14 the west side of the warehouse. The transformer measures approximately 6'x6'x6' and is situated  
15 to the south of the warehouse shed addition. This location is screened from views from Red  
16 Jacket Road and allows for access to the transformer from the gravel pavement at the south end  
17 of the warehouse.  
18

19 *West Landscape Treatment Zone (Alternative C):*

20 The emphasis of landscape treatment in this area is on improving pedestrian and vehicular safety  
21 and circulation, improving visual character, and strengthening links between this area and the  
22 middle and eastern portions of the Red Jacket Road corridor. Pedestrian crosswalks are added at  
23 Shop, Armory, Fourth, Fifth, and Temple Streets. Armory Street is realigned at its intersection  
24 with Red Jacket Road, and a three-way stop is indicated by stop signs at the corners of Armory  
25 Street and Red Jacket Road. Curbs, sidewalks, and parallel parking are provided on both sides of  
26 Red Jacket Road.  
27

28 The south end of Fourth Street near the intersection with Red Jacket Road is revised to provide  
29 parallel parking on both sides of Fourth Street, as well as two-way traffic. The parking lot  
30 between Fourth Street and the Farmers & Merchants Mutual Fire Insurance Company is revised  
31 to accommodate the street revisions and parking lots are added on either side of the building.  
32 Sidewalks are provided along the south end of Fourth Street and a pedestrian plaza enhances the  
33 entrance to the Farmers & Merchants Mutual Fire Insurance Company building. Alternately,  
34 should the private parking lot south of Scott Street and north of the visitor center become  
35 available for purchase, it would serve the NPS well to consider acquisition. This lot could better  
36 serve visitors and reduce infrastructure development costs related to parking and circulation.  
37

38 Fifth Street from Temple Street to Scott is designated a one-way route headed north. A drop-off  
39 zone is provided for passenger loading and unloading on the north side of Red Jacket Road near  
40 the entrance to the Visitor Center. Universally accessible parking spaces are provided on Fifth  
41 Street in front of the Visitor Center, and on Fourth Street directly behind the Visitor Center.  
42

43 Existing vegetation is preserved, and deciduous trees are added on the inside of the sidewalk as  
44 indicated in Figure A-11: Red Jacket Road Corridor Treatment Alternative C, Recommended  
45 Treatment. Parking is relocated from the area in between the Colosseum and Red Jacket Road to  
46 a parking lot between the Colosseum and C&H Warehouse No.2.