

**U.S. Department of the Interior
Bureau of Land Management**

Wilderness Characteristics Inventory

Eastern Interior Resource Management Plan

February 2011

PREPARING OFFICE

U.S. Department of the Interior
Bureau of Land Management



Wilderness Characteristics Inventory: Eastern Interior Resource Management Plan

**Bureau of Land Management-Alaska
Eastern Interior Field Office
February 2011**

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Chapter 1. Wilderness Characteristics Inventory

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1.1. Introduction

The Bureau of Land Management (BLM) Land Use Planning Handbook, H-1601–1 requires the BLM to identify lands that have wilderness characteristics. The Resource Management Plan should identify decisions to protect or preserve wilderness characteristics. The authority for addressing wilderness characteristics is found in the Federal Land Management Policy Act (FLMPA) Section 201, Section 2(c) of the Wilderness Act, and the Alaska National Interests Lands Conservation Act (ANILCA).

The first step in this process is to assess the lands to determine which areas have wilderness characteristics. This document outlines the methods used and the results of the inventory for the Eastern Interior Resource Management Plan (RMP) and Environmental Impact Statement (EIS). This document is only relevant to inventory of public lands to assess their wilderness characteristics and should not be confused with management of these areas. Management of lands with wilderness characteristics will be determined in the RMP.

1.1.1. Methodology

All public lands, including State- and Native-selected lands, addressed in the Eastern Interior RMP were inventoried for wilderness characteristics. The inventory evaluated wilderness characteristics as discussed in Section 2(c) of the Wilderness Act of 1964 (16 U.S.C. 1131) and incorporated into the Federal Land Policy and Management Act (43 U.S.C. 1701 *et seq.*). To be identified during the inventory process as having wilderness characteristics, lands must:

- Be a roadless area of sufficient size as to make practicable its preservation and use in an unimpaired condition;
- Generally appear to have been affected primarily by the forces of nature; and,
- Have outstanding opportunities for solitude, or a primitive and unconfined type of recreation.

Within this inventory process, lands were not buffered. Areas with wilderness characteristics, in some cases, may immediately abut land whose own character precludes wilderness characteristics. For example, land immediately adjacent to a road may be classified during inventory as possessing wilderness characteristics. The fact that the sight or sound of the road may detract from the wilderness experience on adjacent lands does not, in and of itself, render those lands as not possessing wilderness characteristics.

As long as the criteria listed above are met, the following facilities, activities and uses consistent with ANILCA do not preclude determining, during wilderness inventory, that lands meet the criteria for wilderness characteristics:

- public use cabins;
- administrative sites and visitor facilities;
- temporary facilities and equipment for hunting, fishing, and camping;
- airplane use and landings; and,
- motorboat, snowmachines, and all-terrain motor vehicle use.

The critical question to consider is not whether these facilities, activities or uses exist in the relevant tract, but whether they singly or in combination with other factors have altered the character of the land from one that “generally appears to have been affected primarily by the forces of nature” and precludes the land from having “outstanding opportunities for solitude and/or a primitive and unconfined type of recreation.” In general, substantial active or remnant

evidence of mining or oil and gas extraction facilities, above-ground pipelines or power lines, intensive recreational developments, and similar intrusions on the land may render such lands as inappropriate for identification in the inventory stage as having wilderness characteristics.

The inventory process utilized in-house expertise to assess whether or not specific lands possess wilderness characteristics. The BLM will also rely on public comments obtained on these assessments during the public comment period on the Eastern Interior Draft RMP/EIS to bring forth other sources of knowledge to potentially modify the assessment.

The inventory of wilderness characteristics is documented in the form of worksheets for each inventory unit and is depicted on maps created using Geographic Information System. The maps are available in the Eastern Interior Field Office, 1150 University Avenue, Fairbanks, Alaska.

Analysis of Roads

The first step is to determine whether the area being inventoried contains roads. [Section 1.3](#) of this document includes an example of the Route Inventory Form.

1. In order to insure a consistent identification of "roads" as opposed to a vehicle "way", the following definition has been adopted: "The word 'roadless' refers to the absence of roads which have been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicle does not constitute a road." This language is from the House of Representatives Committee Report 94-1163, page 17, dated May 15, 1976, on what became the Federal Land Policy and Management Act (43 U.S.C. 1701 *et seq.*).
2. A route which was established or has been maintained solely by the passage of vehicles would not be considered a road, even if it is used on a relatively regular and continuous basis. Vehicle routes constructed by mechanical means but which are no longer being maintained by mechanical methods are not roads. Sole use of hands and feet to move rocks or dirt without the use of tools or machinery does not meet the definition of "mechanical means." Roads need not be "maintained" on a regular basis but rather "maintained" when road conditions warrant actions to keep it in a usable condition.

Analysis of Size, Naturalness and Outstanding Opportunities for Solitude or a Primitive and Unconfined Type of Recreation

This inventory evaluated wilderness characteristics as discussed in Section 2(c) of the Wilderness Act and incorporated in FLPMA (43 U.S.C. 1701 *et seq.*), which states: "A wilderness, in contrast with those areas where man and his own works dominate the landscape, is hereby recognized as an area where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined to mean in this Act an area of undeveloped federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which:

1. generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable;
2. has outstanding opportunities for solitude or a primitive and unconfined type of recreation;
3. has at least five thousand acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and

4. may also contain ecological, geological, or other features of scientific, educational, scenic, or historical value.”

Eastern Interior Field Office Process

The Eastern Interior Field Office used the following process during the Eastern Interior inventory for wilderness characteristics.

Size

Determine if the inventory area “...has at least 5,000 acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition.” Specifically, the size criteria will be satisfied for inventory areas in the following situations and circumstances:

1. Roadless areas with over 5,000 acres of contiguous public lands. State or private lands are not included in making this acreage determination.
2. Any roadless island of the public lands of less than 5,000 acres.
3. Roadless areas of less than 5,000 acres of contiguous public lands where any one of the following apply:
 - a. They are contiguous with lands which have been formally determined to have wilderness or potential wilderness values; or,
 - b. It is demonstrated that the area is clearly and obviously of sufficient size as to make practicable its preservation and use in an unimpaired condition; or,
 - c. They are contiguous with an area of other federal lands administered by an agency with authority to study and preserve wilderness lands, and the combined total is 5,000 acres or more.

If none of the size criteria were met, it was determined that the unit does not possess wilderness characteristics and no further evaluation was needed. If the unit met the size criteria, the next step in the process, Naturalness, was considered.

Naturalness

If an area is determined to be roadless, next consider if the area generally appears to have been affected primarily by the forces of nature. People's work must be substantially unnoticeable and the area must retain its primeval character. It should be an area where the earth and its community of life are untrammelled by humans and their activities.

An area may include some human impacts provided they are substantially unnoticeable in the area as a whole. Examples of human-made features that may be compatible with “naturalness” include: trails, trail signs, bridges, fire breaks, pit toilets, fisheries enhancement facilities (such as fish traps and stream barriers), fire rings, historic properties, archaeological resources, hitching posts, snow gauges, water quantity and quality measuring devices, research monitoring markers and devices, minor radio repeater sites, air quality monitoring devices, fencing, spring developments, barely visible linear disturbances, and stock ponds.

There is an important difference between an area's natural integrity and its apparent naturalness. Natural integrity refers to the presence or absence of ecosystems that are relatively unaffected by human's activities. Apparent naturalness refers to whether or not an area looks natural to the average visitor who is not familiar with the biological composition of natural ecosystems versus human-affected ecosystems in a given area. It is, however, the presence or absence of apparent

naturalness (i.e., do the works of humans appear to be substantially unnoticeable to the average visitor?) that determines if an area has wilderness characteristics.

If the size criteria were met, but the naturalness criteria were not, it was determined that no further evaluation was needed and the unit does not possess wilderness characteristics. If both the size and naturalness criteria were met, the next step in the process was considered.

Solitude or a Primitive and Unconfined Type of Recreation

Once an area meets the size, roadless, and naturalness criteria, determine if the area has outstanding opportunities for solitude or a primitive and unconfined type of recreation. The word "or" in this sentence means that an area only has to possess one or the other. It does not have to possess outstanding opportunities for both elements, and the area does not need to have outstanding opportunities on every acre. There must be outstanding opportunities for solitude or a primitive and unconfined type of recreation somewhere in the area.

In most cases, the two opportunities could be expected to go hand-in-hand. The outstanding opportunity for solitude, however, may be present in an area offering only limited primitive recreation potential. Also, an area may be so attractive for recreation use that it would be difficult to maintain opportunity for solitude.

If it was determined that an area met the criteria of size, naturalness, and had either outstanding opportunities for solitude or primitive recreation, it was concluded that the area (i.e., unit) possesses wilderness characteristics.

Supplemental Values

If size, naturalness and outstanding opportunities criteria are met, then supplemental values may be considered. Supplemental values are ecological, geological, or other features of scientific, educational, scenic, or historical value. Supplemental values are not required to be present in order to classify an area possessing wilderness characteristics, but their presence was documented and taken into account where they are *known* to exist.

Process Summary

Within each of the four planning subunits (Fortymile, Steese, Upper Black River, and White Mountains) in the Eastern Interior Planning Area, smaller units were developed, utilizing known areas of significant disturbance as boundaries (such as roads or mining activity). In areas containing less significant disturbance, management boundaries (such as Special Recreation Management Areas, Recreation Management Zones, or wild and scenic river corridors) were used, when applicable.

The overwhelming majority of lands in the planning area do not contain "roads" as described previously. For the few existing roads, a road inventory form was completed.

Each unit was assessed to determine if it met the size criteria. If the unit did not meet the size criteria, no further assessment was done. If the size criteria was met, then the unit was assessed for naturalness. If the unit did not possess naturalness, no further assessment was done. If the unit was determined to be natural, it was assessed for solitude and primitive recreation opportunities, and any known special values were identified.

1.1.2. Signature Page

The following individuals contributed to the preparation or review of this inventory.

Name	Title	Office
Collin Cogley	Outdoor Recreation Planner	Eastern Interior Field Office
Jeanie Cole	Planning and Environmental Coordinator	Fairbanks District Office
Tyler Cole	Natural Resource Specialist	Central Yukon Field Office
Brad Colin	Supervisor Recreation Services Branch	Eastern Interior Field Office
Tim Dupont	Outdoor Recreation Planner	Eastern Interior Field Office
Michelle Ethun	Supervisor Recreation Services Branch	Eastern Interior Field Office
Mark Faugh	Geographic Information Specialist	Fairbanks District Office
Jim Herriges	Wildlife Biologist	Eastern Interior Field Office
Shelly Jacobson	Field Manager	Central Yukon Field Office
Holli McClain	Outdoor Recreation Planner	Eastern Interior Field Office
Ingrid McSweeny	Natural Resource Specialist	Central Yukon Field Office
Jason Post	Fish Biologist	Eastern Interior Field Office
Eric Yeager	Outdoor Recreation Planner	Eastern Interior Field Office

This inventory was reviewed by:



Lenore Heppler
Eastern Interior Field Manager

3/13/12
Date

1.2. Wilderness Inventory Forms

Using the inventory process described in [Section 1.1.1](#) the Eastern Interior FO conducted an inventory to determine which lands in the Eastern Interior Planning Area have wilderness characteristics. The inventory worksheets for each inventory unit, organized by subunit, are found in the following sections.

1.2.1. Fortymile Subunit Inventory

The Fortymile Subunit was divided into 19 units for inventory purposes. Some of these are further broken down into smaller subunits as a result of Route Analysis or other factors. An inventory form was completed for each inventory unit and is included in the following pages. Similar subunits were lumped onto one inventory form. Route Analysis was conducted on four routes. The Route Analysis Form for each of these routes is included in the following sections. Many of the routes are “cherry stem” routes or user created “ways” and did not bisect inventory units.

Approximately 98 percent of the BLM-managed lands in the Fortymile Subunit have wilderness characteristics. A map displaying the location of each inventory unit is available at the BLM’s Fairbanks District Office ([Fortymile Map](#)).

Table 1.1. Fortymile Summary of Inventory Findings

Unit Name/Number	Acres	Meets size Criteria?	Is Natural?	Solitude or Primitive Recreation?	Conclusion
South Fortymile Area, AKF020–143	855,475	Yes	Yes	Yes	Has wilderness characteristics
Central Fortymile Area, AKF020–103	135,157	Yes	Yes	Yes	Has wilderness characteristics
North Fortymile Area, AKF020–137	426,099	Yes	Yes	Yes	Has wilderness characteristics
North Fortymile River	126,378	Yes	Yes	Yes	Has wilderness characteristics
East Fortymile Area, AKF020–111	65,331	Yes	Yes	Yes	Has wilderness characteristics
Washington Creek, AKF020–170	43,296	Yes	Yes	Yes	Has wilderness characteristics
Mosquito Fork Area, AKF020–134	20,296	Yes	Yes	Yes	Has wilderness characteristics
Dennison Fork Area, AKF020–108	17,081	Yes	Yes	Yes	Has wilderness characteristics
Fortymile River, AKF020–120	28,079	Yes	Yes	Yes	Has wilderness characteristics
South Fork Fortymile River, AKF020–143	49,021	Yes	Yes	Yes	Has wilderness characteristics
Yukon-Charley Rivers Parcels	6,130	Yes	Yes	Yes	Has wilderness characteristics
Fortymile Subunit Scattered Parcels	255,600	Yes	Yes	Yes	Has wilderness characteristics
Logging Cabin Creek Area	6,300	No	N/A	N/A	No wilderness characteristics
Tetlin Area	5,300	No	No	N/A	No wilderness characteristics

Unit Name/Number	Acres	Meets size Criteria?	Is Natural?	Solitude or Primitive Recreation?	Conclusion
Hutchinson Creek Mining Claims, AKF020-128	394	No	N/A	N/A	No wilderness characteristics
Walker Fork, AKF020-169	1,501	No	N/A	N/A	No wilderness characteristics
Wade Creek, AKF020-167	2,852	No	N/A	N/A	No wilderness characteristics
Fortymile Mining Claims	1,785	No	No	N/A	No wilderness characteristics
Fortymile Non-Contiguous Parcels	24,416	No	N/A	N/A	No wilderness characteristics

1.2.1.1. South Fortymile Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–146, South Fortymile Area

BLM Inventory Acreage: 855,475

1) Is the area of sufficient size? Yes

Description: The South Fortymile Unit is more than 5,000 contiguous acres of BLM lands. It is bounded on the north by the Fortymile Wild and Scenic River (WSR) Corridor and on the east, south and west by mostly State of Alaska land. There is some Native corporation land adjacent to the south and southeastern boundaries. There are about six parcels of private property (Native Allotments) in the southern half of the unit. Much of the unit north of the Mosquito Fork of the Fortymile River is high priority Native-selected lands which is likely to be conveyed out of BLM management in the near future. The inventory will need to be updated once conveyances are complete. Even if all high priority lands are conveyed, the remaining BLM lands, in total, will exceed 5,000 acres. There are no valid federal mining claims in the unit.

2) Does the area appear natural? Yes

Description: The South Fortymile Area is the largest of all the units inventoried for wilderness characteristics in the Fortymile Subunit. There is minimal evidence of people's activities such as past small placer mining activities and evidence of travel by motorized vehicle. Winter OHV travel is primarily by snowmachines (allowed under ANILCA Section 1110(a)) while summer OHV travel is on user created Ways. Overall, the area is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. The South Fortymile River Area has motorized river use, which is allowed under ANILCA Section 1110(a). The area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Although the Taylor Highway is located less than one mile from the extreme southeast portion of the unit, the remainder of the area is located a significant distance (10 to 30 or more miles) from any major road. This unit is under the Yukon 3A High and Yukon 3 Low Military Operations Areas which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level, and the Yukon 3B Military Operations Area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 feet above mean sea level, during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The overall size and remoteness of the area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including the following activities: hiking, backpacking, hunting, cross-country skiing, snowshoeing, dog-sledding, and photography.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: The northern portion of the unit includes calving habitat for the Fortymile caribou herd.

RESULTS OF ANALYSIS

Area Number/Name: AKF020-146, South Fortymile Area

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: The area has wilderness characteristics.

1.2.1.2. Central Fortymile Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–103, Central Fortymile Area

BLM Inventory Acreage: 135,157

1) Is the area of sufficient size? Yes

Description: The Central Fortymile Unit is more than 5,000 contiguous acres of BLM lands. The unit is bounded on the south and east by the Fortymile WSR Corridor. It is bounded on the north by State of Alaska and Native corporation lands and on the west by state lands and Yukon-Charley Rivers National Preserve. Some of these contiguous National Park Service (NPS) lands have been identified as suitable for wilderness designation (NPS 1983). The eastern part of the unit is high priority Doyon, Limited, selected land which is likely to be conveyed. There are no Native Allotments or mining claims in the unit. Even if all high priority lands are conveyed, the remaining BLM lands, in total, will exceed 5,000 acres. However, the unit may be split into several smaller discontinuous parcels. The inventory will need to be updated once conveyances are complete.

2) Does the area appear natural? Yes

Description: The Central Fortymile Area is one of the largest of all the units inventoried for wilderness characteristics in the Fortymile Subunit. The area is generally natural in appearance, having been primarily affected by the forces of nature, and contains minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: The majority of the area within this inventory unit is located 20 to 50 miles from any major road system. This unit is under the Yukon 3 High and Yukon 3A Low Military Operations Areas which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The overall size and remoteness of the area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including the following activities: hiking, backpacking, hunting, cross-country skiing, snowshoeing, and dog-sledding.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: Most of the unit is within the core calving range of the Fortymile caribou herd.

RESULTS OF ANALYSIS

Area Number/Name: AKF020–103, Central Fortymile Area

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes

3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: The area has wilderness characteristics.

1.2.1.3. North Fortymile Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–121, North Fortymile Area

BLM Inventory Acreage: 426,099

1) Is the area of sufficient size? Yes

Description: The North Fortymile Unit is more than 5,000 contiguous acres of BLM lands. The unit is bounded on the south by the Fortymile WSR Corridor. It is bounded on the north and west by State of Alaska and Native corporation lands, and on the east by the Taylor Highway (see [section 1.2.1.13.1](#) of this document). A portion of the western edge of the unit is contiguous with Yukon-Charley Rivers National Preserve. Some of these contiguous NPS lands have been identified as suitable for wilderness designation (NPS 1983). The southeastern part of the unit is high priority Native corporation selected land some of which was recently been conveyed to Doyon, Limited, (Interim Conveyance 2312). There are no Native Allotments or mining claims in the unit. The inventory will need to be updated once conveyances are complete. Even if all high priority lands are conveyed, the remaining BLM lands, in total, will exceed 5,000 acres.

2) Does the area appear natural? Yes

Description: The North Fortymile River Area is one of the largest of all the units inventoried in the Fortymile subunit. The area is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: The majority of this inventory unit is located a significant distance from any major road system. The eastern edge of the unit is bounded by the Taylor Highway. The western edge of the unit is 35 to 40 miles from the highway. Topography and vegetative screening are such that opportunities for solitude are available even relatively close to the highway. This unit is under the Yukon 3 High and Yukon 3A Low Military Operations Areas which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The overall size and remoteness of the area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including but not limited to the following activities: hiking, backpacking, hunting, cross-country skiing, snowshoeing, dog-sledding, and photography. The Taylor Highway provides access to the eastern edge of the unit, enhancing access for primitive recreation.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: Most of the unit is within the core calving range of the Fortymile caribou herd. The unit also includes Dall sheep habitat and mineral licks.

RESULTS OF ANALYSIS

Area Number/Name: AKF020-137, North Fortymile Area

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: The area has wilderness characteristics.

1.2.1.4. North Fortymile River

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: North Fortymile River

BLM Inventory Acreage: 129,378

- AKF020–138, North Fortymile River North, (106,676 acres)
- AKF020–139, North Fortymile River South (23,002 acres)

1) Is the area of sufficient size? Yes

Description: The North Fortymile River Unit is more than 5,000 contiguous acres of BLM lands. It includes the following “Wild” segments of the Fortymile WSR: North Fork, Middle Fork, Joseph Creek, and Champion Creek. It also includes most of the Hutchinson Creek “Scenic” segment. The boundary of the unit is the WSR corridor boundary, except in upper Hutchinson Creek where the boundary is the Sheldon ROW. This route is described in [section 1.2.1.4.1](#) of this document. The unit is mostly surrounded by BLM lands. However, some parts are contiguous with State of Alaska and Native corporation lands. There are no mining claims in the unit.

2) Does the area appear natural? Yes

Description: This inventory unit is being managed in accordance with its “Wild” and “Scenic” River designation, as part of the National Wild and Scenic River System. It is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. The North Fortymile River South parcel has motorized river use, which is allowed under ANILCA Section 1110(a). Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: The majority of the area within this inventory unit is located a significant distance from any major road system. Although, the eastern edge of the unit is within 10 miles of the Taylor Highway, other parts of the unit are 30 to 50 miles from the Alaska highway system. This unit is under the Yukon 3 High and 3A Low Military Operations Areas which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The overall size and remoteness of the area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including but not limited to the following activities: hiking, backpacking, hunting, cross-country skiing, snowshoeing, dog-sledding, and photography. Users also have the ability to float-boat, canoe, and kayak these river segments.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: Much of the unit is within the calving range of the Fortymile caribou herd.

RESULTS OF ANALYSIS

Area Number/Name: North Fortymile River

- AKF020–138, North Fortymile River North
 - AKF020–139, North Fortymile River South
1. Does the area meet the size requirements? Yes
 2. Does the area appear natural? Yes
 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
 4. Does the area have known supplemental values? Yes

CONCLUSION: The area has wilderness characteristics.

1.2.1.4.1. Sheldon ROW

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: North Fortymile River

Route or Route Segment Name and/or Identifier: Sheldon Maier ROW (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to [Fortymile Map](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs northward from the Chicken Ridge Trail on State of Alaska lands, entering the Fortymile WSR Corridor (designated “Scenic”) along Confederate Creek, and Hutchinson Creek to and along Montana Creek. The route is approximately 12 feet wide within a 30-foot wide right-of-way. The route is located in USGS 1:63,360 Eagle B-3 Quadrangle and is approximately three miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to state mining claims.

Describe: The route provides access along Hutchinson Creek to state mining claims on Montana Creek.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? Route is to be used in support of mining operations and has limits on heavy equipment use, but unrestricted OHV use of vehicles with a gross vehicle weight rating (GVWR) of 1,500 pounds or less.
3. Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as access to state mining claims.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms	X	Cut/Fill		Other	
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Describe: The route from Chicken Ridge Trial is a fall-line trail off the ridge that then follows along the valley bottom in and out of the active stream channel approximately seven times. Some blading, cut and fill, and construction of berms has occurred in the past and additional construction is permitted.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Examples:

Culverts		Hardened Stream Crossings	X	Bridges		Drainage	X	Barriers		Other	
----------	--	---------------------------	---	---------	--	----------	---	----------	--	-------	--

Describe: Drainage is accomplished using waterbars with leadoff ditches towards the active creek. Some improvements of stream crossings to 90 degree crossings with improved approaches are planned. Where feasible, the route will be moved to more stable uplands within the valley west of the creek and other areas will be hardened.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
-----	---	----	--	-----------	---------------	---	------------	---

Explain: Maintenance activities occur annually during the summer for access of mining equipment.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access State of Alaska mining claims and will continue to be available to the claim occupant for use. The claimant may need to perform maintenance activities on the route in order to access valid mining claims. Access is summer only or with adequate snow cover.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used seasonally by high clearance vehicles for access to mining claims and is also used seasonally during hunting season by OHVs with weight restrictions on BLM-managed lands.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes. The route is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within this inventory unit for both mining and recreation related activities. The Right-of-Way is 30-feet wide and available for mining access. It remains a primitive travel route suitable for OHVs with a GVWR of 1,500 pounds or less and larger heavy equipment exceeding 2,240 pound GVWR under permit for mining operations. It is a Temporary Route for the purpose of accessing mining claims and may not become a permanent or designated part of the transportation network system.

Evaluator(s): Holli McClain Date: April 2011

The Sheldon ROW creates a small parcel of land which created the Hutchinson Creek With Mining Claims inventory subunit which is addressed under [section 1.2.1.15](#) of this document.

1.2.1.5. East Fortymile Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–111, East Fortymile Area

BLM Inventory Acreage: 65,331

1) Is the area of sufficient size? Yes

Description: The area is more than 5,000 contiguous acres of BLM lands. The unit is bounded on the west and north by State of Alaska and Native corporation lands, on the east by the Canada border, and on the south by the Fortymile WSR Corridor. The entire unit is State- or Native-selected. The northern one-third are high priority selections and likely to be conveyed out of BLM management. There are no federal mining claims or Native Allotments.

2) Does the area appear natural? Yes

Description: The East Fortymile Area is directly adjacent to the U.S.-Yukon Territory Canada border along its eastern boundary and is located near the Taylor Highway (see [section 1.2.1.13.1](#) of this document). The area is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: The majority of this unit is more than three miles from the Taylor Highway. This unit is under the Yukon 3B Military Operations Area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds, and evidence of other people.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: A portion of this unit is located along the Taylor Highway, which reduces the overall opportunities for solitude, but increases the opportunity for access to lands that contain outstanding opportunities for primitive and unconfined recreation, including the following activities: hiking, backpacking, cross-country skiing, snowshoeing, dog-sledding, photography, and bird watching.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

RESULTS OF ANALYSIS

Area Number/Name: AKF020–111, East Fortymile Area

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? No

CONCLUSION: The area has wilderness characteristics.

1.2.1.6. Washington Creek

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–170, Washington Creek

BLM Inventory Acreage: 43,296

1) Is the area of sufficient size? Yes

Description: The area is more than 5,000 contiguous acres of BLM lands. This unit is bounded by the Yukon-Charley Rivers National Preserve on the north and east, and by State of Alaska and Native Corporation lands on the south and west. There are no mining claims or Native Allotments. The northern portion has high potential for locatable minerals. The entire unit is within the Eagle Coal District which has low development potential due to lack of infrastructure. The entire unit is low priority State- and Native-selections.

2) Does the area appear natural? Yes

Description: The Washington Creek area is directly adjacent to the Yukon-Charley Rivers National Preserve along its northern boundary. Some of these contiguous NPS lands have been identified as suitable for wilderness designation (NPS 1983). The area is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: The majority of the area within this inventory unit is located 15 to 40 miles from any major road system. This unit is under the Yukon 3 High and Yukon 3A Low Military Operations Areas which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The overall size and remoteness of this unit provides users with outstanding opportunities for primitive and unconfined recreation, including: backpacking, hunting, snowshoeing, and dog-sledding.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

RESULTS OF ANALYSIS

Area Number/Name: AKF020–170, Washington Creek

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? No

CONCLUSION: The area has wilderness characteristics.

1.2.1.7. Mosquito Fork Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–134, Mosquito Fork Area

BLM Inventory Acreage: 20,296

1) Is the area of sufficient size? Yes

Description: The Mosquito Fork area is more than 5,000 contiguous acres of BLM lands. This unit includes the Mosquito Fork above the Taylor Highway (see [section 1.2.1.13.1](#) of this document). The boundary of the unit is the WSR corridor boundary which is generally less than two miles wide. It is surrounded by state lands except on the east edge where it abuts with another section of the Fortymile WSR Corridor. There are no federal mining claims or Native Allotments.

2) Does the area appear natural? Yes

Description: Most of the area within this inventory unit is being managed in accordance with its "Wild" River designation, as part of the National Wild and Scenic River System. It is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Although the eastern edge of the area abuts the Taylor Highway, the majority of the unit is five to 12 miles from the road system. This unit is under the Yukon 3B Military Operations Area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: This inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including but not limited to the following activities: hiking, backpacking, hunting, snowshoeing, and dog-sledding. Users may also float-boat, canoe, and kayak these river segments.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: This unit has outstandingly remarkable scenic values as defined under the Wild and Scenic Rivers Act.

RESULTS OF ANALYSIS

Area Number/Name: AKF020–134, Mosquito Fork Area

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes

4. Does the area have known supplemental values? Yes

CONCLUSION: The area has wilderness characteristics.

1.2.1.7.1. Ingle Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–134, Mosquito Fork Area

Route or Route Segment Name and/or Identifier: Ingle Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to [Fortymile Map](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs north-westward from the Taylor Highway (State Highway 5, #250000; Omnibus Act Road #785 Federal Aid Secondary Class A route Category II Summer Only) within the Mosquito Fork section of the Fortymile WSR Corridor (designated “Wild”) up to and along a ridge just west of Eagle Creek, and then intersects with an old trail on state lands. The route reenters the corridor along the fall-line and access federal abandoned/void mining claims within the Ingle Creek drainage. The route also provides access to mining claims on state lands north of the corridor. The BLM portion of the route is approximately 30 feet wide and one mile long. The route is located in USGS 1:63,360 Eagle A-2 and Eagle A-3 Quadrangles.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to federal mining claims.

Describe: The route provides access to federal mining claims within the Ingle Creek drainage.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: The route was user created to access to federal mining claims.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) YES

Examples:

Paved		Bladed	X	Graveled	X	Roadside Berms		Cut/Fill		Other	
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Describe: The route within the Fortymile Corridor is a fall-line trail west of Eagle Creek and a fall-line trail into Ingle Creek. Some blading has occurred in the past and gravel has been applied to soft areas within the first one-half mile of the route from the Taylor Highway.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Examples:

Culverts	X	Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe: One culvert may have been installed in the first half mile from the Taylor Highway.

- B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Explain: Maintenance activities occur randomly to fill in soft spots along the first one-half mile.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? No

Explain: This route was constructed to access mining claims that are now abandoned and void but will continue to be available throughout the reclamation process. It is also used to access state lands. The lower portion of the route is in poor condition with erosion along the fall-line trail into Ingle Creek. Access is summer only or with adequate snow cover.

- C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used seasonally by high clearance vehicles for access to abandoned federal mining claims and may continue to be used to access state lands. It is also used seasonally by high clearance vehicles during hunting season by OHVs with weight restrictions on BLM-managed lands.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The route is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within this inventory unit for both mining and recreation related activities. The route is approximately 30 feet wide and available for public purposes with weight restrictions. It remains a primitive travel route suitable for OHVs with a GVWR of 1,500 pounds or less and larger heavy equipment exceeding 2,240 pound GVWR under permit for mining operations. It is a Temporary Route for the purpose of accessing mining claims and may not become a permanent or designated part of the transportation network system.

Evaluator(s): Holli McClain Date: April 2011

1.2.1.8. Dennison Fork Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–108, Dennison Fork Area

BLM Inventory Acreage: 17,081

1) Is the area of sufficient size? Yes

Description: The Dennison Fork area is more than 5,000 contiguous acres of BLM lands. This unit includes the lower portion of the West Fork of the Dennison Fork, the Dennison Fork, the upper South Fork, and the Mosquito Fork “Scenic” river segments. The boundary of the unit is the WSR corridor boundary which is generally about two miles wide. It is surrounded by state lands except where it abuts with other segments of the Fortymile WSR Corridor. There are no Native Allotments or mining claims in the unit.

2) Does the area appear natural? Yes

Description: Most of the area within this inventory unit is being managed in accordance with its "Scenic" River designation, as part of the National Wild and Scenic River System. It is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people’s work. The Dennison Fork Area has motorized river use, which is allowed under ANILCA Section 1110(a). Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Although the ends of this inventory unit are bounded by the Taylor Highway (see [section 1.2.1.13.1](#) of this document) and near the town of Chicken, the majority of the unit is at least three miles from the highway. Approximately, the northern one-third of this unit is under the Yukon 3B Military Operations Area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: A portion of this inventory unit is located within one to three miles of the Taylor Highway and the town of Chicken, which reduces the overall opportunities for solitude, but increases the opportunity for access to lands that contain outstanding opportunities for a primitive and unconfined recreation, including the following activities: hiking, cross-country skiing, snowshoeing, dog-sledding, and photography. Users also have the ability to float-boat, canoe and kayak this river segment, when water conditions permit.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: This unit has outstanding scenic, recreational and wildlife values as defined under the Wild and Scenic Rivers Act, including nesting habitat for peregrine falcon.

RESULTS OF ANALYSIS

Area Number/Name: AKF020-108, Dennison Fork Area

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: The area has wilderness characteristics.

1.2.1.9. Fortymile River

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–120, Fortymile River

BLM Inventory Acreage: 28,079

1) Is the area of sufficient size? Yes

Description: The area is more than 5,000 contiguous acres of BLM lands. This inventory unit includes that portion of the Fortymile Main Stem (downstream of the Taylor Highway) and the O'Brien Creek "Scenic" segments of the Fortymile National WSR. It also contains a several small parcels adjacent to the WSR corridor. It is bounded on the west by the Taylor Highway (see [section 1.2.1.13.1](#) of this document), and on the south by State land.

2) Does the area appear natural? Yes

Description: This inventory unit is generally natural in appearance, having been primarily affected by the forces of nature, and contain generally minimal evidence of people's work. Portions of the Fortymile River has motorized river use, which is allowed under ANILCA Section 1110(a). Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Although parts of this inventory unit are located in close proximity to the Taylor Highway, the majority of the unit is at least three miles from the highway. This unit is under the Yukon 3B Military Operations Area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

A portion of this inventory unit is located near the Taylor Highway, which increases the opportunity for access to lands that contain outstanding opportunities for primitive and unconfined recreation, including the following activities: hiking, cross-country skiing, snowshoeing, dog-sledding, and photography. Users may also float-boat, canoe, and kayak this river segment.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

This unit has outstanding scenic, recreation, geologic, historic and wildlife values as defined under the Wild and Scenic Rivers Act, including nesting habitat for peregrine falcon.

RESULTS OF ANALYSIS

Area Number/Name: AKF020–120, Fortymile River

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes

3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: These areas have wilderness characteristics.

1.2.1.10. South Fork Fortymile River

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–143, South Fork Fortymile River

BLM Inventory Acreage: 49,021

1) Is the area of sufficient size? Yes

Description: The area is more than 5,000 contiguous acres of BLM lands. This inventory unit contains the following WSR “Scenic” segments excluding active federal mining claims: Fortymile Main Stem (upstream of the Fortymile Bridge on the Taylor Highway), Uhler Creek, Franklin Creek, Napoleon Creek, Walker Fork and lower South Fork downstream of the Taylor Highway (see [section 1.2.1.13.1](#) of this document).

2) Does the area appear natural? Yes

Description: This inventory unit are generally natural in appearance, having been primarily affected by the forces of nature, and contain generally minimal evidence of people's work. Portions of the South Fork Fortymile has motorized river use, which is allowed under ANILCA Section 1110(a). Overall, the parcels in this area retain their primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Although the ends of this inventory unit are located in close proximity to the Taylor Highway, the majority of the unit is several miles from the highway. This unit is under the Yukon 3B Military Operations Area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 feet above mean sea level, and the exclusion area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

A portion of this inventory unit is located near the Taylor Highway, which increases access to lands that contain outstanding opportunities for primitive and unconfined recreation, including the following activities: hiking, cross-country skiing, snowshoeing, dog-sledding, and photography. Users may also float-boat, canoe, and kayak these river segments.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

This unit has outstanding scenic, recreation, geologic, historic and wildlife values as defined under the Wild and Scenic Rivers Act, including nesting habitat for peregrine falcon.

RESULTS OF ANALYSIS

Area Number/Name: AKF020–143, South Fork Fortymile River

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes

3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: These areas have wilderness characteristics.

1.2.1.10.1. Rainbow Road

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–143, South Fork Fortymile

Route or Route Segment Name and/or Identifier: Rainbow Road (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to [Fortymile Map](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs northward from the Taylor Highway (State Highway 5, #250000; Omnibus Act Road #785 Federal Aid Secondary Class A route Category II Summer Only) and the South Fork Wayside at approximately Mile Post 75, within the South Fork section of the Fortymile WSR Corridor (designated “Scenic”). The route was developed to access federal mining claims which are now abandoned and void along South Fork and is located adjacent to the river. The route is approximately 30 feet wide and two miles long. The route is located in USGS 1:63,360 Eagle A-2 Quadrangles.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Provide staging for State mining claims.

Describe: The route provides access to staging areas on already disturbed ground for state mining claims within the South Fork drainage.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: The route was user created to access to mining claims that are now abandon/void.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) YES

Examples:

Paved		Bladed	X	Graveled	X	Roadside Berms		Cut/Fill	X	Other	
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Describe: The route is parallel to the South Fork of the Fortymile River. There is evidence of blading and cutting associated with past mining activity.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe: No improvements have been made to the route.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Explain: The route adjacent to past mining disturbance has been used as a staging area for mining operations on state mining claims and by OHV users for recreational hunting activities.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access federal mining claims that are now abandoned and void. The route is poorly defined in areas. Access is summer only. The BLM would maintain part of this route for access to staging areas in support of mining operations on state claims.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used seasonally by high clearance vehicles for staging for mining activities on state lands. It is also used seasonally during hunting season by OHVs (with weight restrictions) on BLM-managed lands.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The route is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within this inventory unit for both staging and recreation related activities. The route is approximately 20 feet wide and available for public purposes with weight restrictions. It remains a primitive travel route suitable for OHVs with a GVWR of 1,500 pounds or less and larger vehicles under permit. It is a Temporary Route for the purpose of accessing state mining claims and part of the route may become a permanent or designated part of the transportation network system.

Evaluator(s): Holli McClain Date: April 2011

1.2.1.11. Yukon-Charley Rivers Parcels

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Yukon-Charley Rivers Parcels

BLM Inventory Area acres: 6,151 total acres

- AKF020–123, Gold Run - Slate Creek Area NW (2,322 acres)
- AKF020–172, West of Fortymile and NPS (1) (3,795 acres)
- AKF020–173, West of Fortymile and NPS (2) (34 acres)

1) Is the area of sufficient size? Yes

Description: The parcels are of sufficient size based on adjacent lands, to make practicable its preservation and use in an unimpaired condition. Although none of the three parcels within this inventory unit meet the size requirements of 5,000 acres, they are contiguous with lands within the Yukon-Charley Rivers National Preserve that have been identified as suitable for wilderness designation (NPS 1983) Yukon-Charlie Rivers National Preserve Alaska: General Management Plan, Land Protection Plan, Charley Wild River Management Plan, and Wilderness Suitability. The parcels are bounded by State of Alaska land where they are not contiguous with NPS lands. They are also State-selected. However, the selections are low priority.

2) Does the area appear natural? Yes

Description: The parcels within this inventory unit are generally natural in appearance, having been primarily affected by the forces of nature, and contain generally minimal evidence of people's work. Overall, the parcels in this area retain their primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: There are outstanding opportunities for solitude due to the location and overall remoteness of the parcels within this inventory unit (more than 50 miles from the Taylor Highway). These parcels are under the Yukon 3 High and Yukon 3A Low Military Operations Areas which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The parcels within this inventory unit contain outstanding opportunities for primitive and unconfined recreation, including the following activities: backpacking and dog-sledding.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

These parcels are calving/post calving habitat for the Fortymile caribou herd.

RESULTS OF ANALYSIS

Area Number/Name: Yukon-Charley Rivers Parcels

- AKF020–123, Gold Run - Slate Creek Area NW

- AKF020–172, West of Fortymile and NPS (1)
 - AKF020–173, West of Fortymile and NPS (2)
1. Does the area meet the size requirements? Yes
 2. Does the area appear natural? Yes
 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
 4. Does the area have known supplemental values? Yes

CONCLUSION: The area has wilderness characteristics.

1.2.1.12. Fortymile Subunit Scattered Parcels

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Fortymile Subunit Scattered Parcels

BLM Inventory Area acres: 255,572 total acres

- AKF020–100, Alpha-Tok River Mouth (12,638 acres)
- AKF020–112, Eisenmenger Fork (45,863 acres)
- AKF020–124, Goodpaster River Area (10,155 acres)
- AKF020–125, Healy and Fortymile Headwaters (130,177 acres)
- AKF020–127, Hutchinson Creek Area Outside of Corridor (17,823 acres)
- AKF020–142, South Dennison Fork Fortymile River (33,795 acres)
- AKF020–171, West Fork-Dennison Fork South SWS (5,120 acres)

1) Is the area of sufficient size? Yes

Description: Each of the parcels are at least 5,000 contiguous acres of BLM lands. All of the parcels in this inventory unit are adjacent to State of Alaska or Native corporation lands.

2) Does the area appear natural? Yes

Description: The parcels within this inventory unit are generally natural in appearance, having been primarily affected by the forces of nature, and contain generally minimal evidence of people's work. Overall, the parcels in this area retain their primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Due to the location and overall remoteness of the isolated parcels within this inventory unit (most parcels are more than 30 miles from the nearest highway), a person's ability to avoid the sights, sounds and evidence of other people is high, thereby providing an outstanding opportunity for solitude. The Eisenmenger Fork, Goodpaster River, and Healy and Fortymile Headwaters parcels are under the Yukon 3 High and Yukon 3A Low Military Operations Areas which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. The Hutchinson Creek Area Outside of Corridor parcels are under the Yukon 3B Military Operations Area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The parcels within this inventory unit contain outstanding opportunities for primitive and unconfined recreation, including the following activities: hiking, backpacking, fishing, hunting, and dog-sledding.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

The Eisenmenger Fork, Healy and Fortymile Headwaters, and Goodpaster River units are calving/post calving habitat for the Fortymile caribou herd and Dall sheep habitat.

RESULTS OF ANALYSIS

Area Number/Name: Fortymile Subunit Scattered Parcels

- AKF020–100, Alpha-Tok River Mouth
 - AKF020–112, Eisenmenger Fork
 - AKF020–124, Goodpaster River Area
 - AKF020–125, Healy and Fortymile Headwaters
 - AKF020–127, Hutchinson Creek Area Outside of Corridor
 - AKF020–142, South Dennison Fork Fortymile River
 - AKF020–171, West Fork-Dennison Fork South SWS
1. Does the area meet the size requirements? Yes
 2. Does the area appear natural? Yes
 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
 4. Does the area have known supplemental values? Yes

CONCLUSION: These areas have wilderness characteristics.

1.2.1.13. Logging Cabin Creek Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Logging Cabin Creek Area

BLM Inventory Acreage: 6,300 acres total

- AKF020-130, Logging Cabin Creek (4,079 acres)
- AKF020-132, Lower Logging Cabin Creek (2,221)

1) Is the area of sufficient size? No

Description: Logging Cabin Creek is split into two smaller units by the Taylor Highway. Neither of which is 5,000 acres. Both units are within the Fortymile WSR Corridor and surrounded by State of Alaska lands, except at the northern end which is contiguous with BLM lands in the Dennison Fork Area. In most places, this unit is less than one mile wide and all of the Lower Logging Cabin Creek Unit is adjacent to the Taylor Highway.

2) Does the area appear natural? Not Evaluated

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: Logging Cabin Creek Area

- AKF020-130, Logging Cabin Creek
 - AKF020-132, Lower Logging Cabin Creek
1. Does the area meet the size requirements? No
 2. Does the area appear natural? NA
 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
 4. Does the area have known supplemental values? N/A

CONCLUSION: This area does not have wilderness characteristics.

1.2.1.13.1. Taylor Highway

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: Logging Cabin Creek Area

Route or Route Segment Name and/or Identifier: Taylor Highway State Highway 5 (250000)
(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to [Fortymile Map](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The Taylor Highway (Omnibus Act Road #785; Federal Aid Secondary Class A Route; Category II Summer Only) runs northward from the Alaska Highway State Highway 2 (#180000) approximately 160 miles to Eagle, Alaska. The route was developed to access mining areas in the Fortymile drainage and as road access for the communities of Chicken, Jack Wade, Eagle and Eagle Village. This route has a 100–200 foot wide ROW, is 20 to 40 feet wide and has a speed limit of 50 mph. The route is located in USGS 1:250,000 Tanacross and Eagle Quadrangles and is maintained by the State of Alaska.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Public access to Chicken, Eagle, and Eagle Village, Alaska.

Describe: The Taylor Highway provides public access to the communities of Chicken, Eagle, and Eagle Village. It also provides a connection between the Alaska Highway and the Top of the World Highway, which crosses into Yukon Territory, Canada.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? Public road with a 100 to 200 foot wide right-of-way
3. Is the ROW still being used for this purpose? Yes

Explain: It is a state highway and will be used for the foreseeable future as such.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) YES

Examples:

Paved	X	Bladed	X	Graveled	X	Roadside Berms		Cut/Fill	X	Other	
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Describe: The Taylor Highway is a paved and improved dirt road that is open seasonally and maintained by Alaska Department of Transportation (ADOT) from April 15 to October 15.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Examples:

Culverts	X	Hardened Stream Crossings		Bridges	X	Drainage	X	Barriers	X	Other	X
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Describe: Construction of the Taylor Highway began in 1946 and was completed in 1953 as a public road, providing access to Chicken, Jack Wade, Eagle, and Eagle Village. Other improvements include mile posts and highway signs.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Explain: The route receives annual summer maintenance by ADOT.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: The route is maintained in good condition by ADOT during the summer with heavy equipment.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The Taylor Highway is open and maintained from 15 April to 15 October and receives over 20,000 vehicles during that time (ADOT ADT Mile 72.8 2009),

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The route is a Wilderness Inventory Road

Explanation: The Taylor Highway, State Route 5, provides access to BLM-managed lands within these inventory units for mining, recreation, and administrative activities. The Right-of-Way is 100–200 feet wide and available for public purposes. It is an improved Road to mile 62 where it turns into an unimproved Road. It will become a permanent or designated part of the transportation network system.

Evaluator(s): Holli McClain Date: April 2011

1.2.1.14. Tetlin Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Tetlin Area

BLM Inventory Acreage: 5,256

- AKF020–153, East Tetlin Area, (4047 acres)
- AKF020–176, West Tetlin Area, (1209 acres)

1) Is the area of sufficient size? No

Description: Although this area is more than 5,000 acres, it is split by the Taylor Highway into two smaller parcels of BLM lands. See [section 1.2.1.13.1](#) of this document for the route analysis for the Taylor Highway. It is, however, a high priority State-selection. It is surrounded by State of Alaska and Native corporation lands.

2) Does the area appear natural? No

Description: The area within this inventory unit has been altered by a permanent camp utilized by a local church that intermittently houses approximately 50 people and does not appear to have been primarily affected by the forces of nature, and contains evidence of people's work. It is also bisected by the Taylor Highway, and thus is not roadless. The area does not retain its primeval character.

Because of these imprints of peoples work, it is determined that the area does not possess naturalness, and thus does not contain wilderness characteristics. No further evaluation is needed.

3) Does the area have outstanding opportunities for solitude? Not Evaluated

Description:

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

Description:

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: AKF020-153, Tetlin Area

- AKF020–153, East Tetlin Area
- AKF020–176, West Tetlin Area

1. Does the area meet the size requirements? No
2. Does the area appear natural? No
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: This area does not have wilderness characteristics.

1.2.1.15. Hutchinson Creek With Mining Claims

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020-128, Hutchinson Creek with Mining Claims

BLM Inventory Acreage: 394

1) Is the area of sufficient size? No

Description: This area is within the Hutchinson Creek “Scenic” segment of the Fortymile WSR Corridor. It is bounded on the west by state land and on the east by a right-of-way accessing mining claims. This right-of-way is described in [section 1.2.1.4.1](#) of this document. This unit does not meet the size criteria, therefore, no further evaluation is needed.

2) Does the area appear natural? Not Evaluated

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: AKF020-128, Hutchinson Creek with Mining Claims

1. Does the area meet the size requirements? No
2. Does the area appear natural? N/A
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: This area does not have wilderness characteristics.

1.2.1.16. Walker Fork

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020-169, Walker Fork

BLM Inventory Acreage: 1,501

1) Is the area of sufficient size? No

Description: The area is less than 5,000 acres. This unit consists of the Fortymile WSR Corridor, Walker Fork “Scenic” segment. It is surrounded by state land on the west, south, and east. It is bounded by the Taylor Highway (see [section 1.2.1.13.1](#) of this document) on the north. This unit does not meet the size criteria, therefore, no further evaluation is needed.

2) Does the area appear natural? Not Evaluated

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: Walker Fork is part of the Fortymile WSR and is classified as “Scenic”. It has outstanding scenic and geologic values.

RESULTS OF ANALYSIS

Area Number/Name: AKF020-169, Walker Fork

1. Does the area meet the size requirements? No
2. Does the area appear natural? N/A
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? Yes

CONCLUSION: This area does not have wilderness characteristics.

1.2.1.17. Wade Creek

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020-167, Wade Creek

BLM Inventory Acreage: 2,852

1) Is the area of sufficient size? No

Description: The area is less than 5,000 acres. The boundary consists of the Fortymile WSR Corridor boundary. The corridor is very narrow along this segment. The Taylor Highway (see [section 1.2.1.13.1](#) of this document) runs down the middle of the unit. It is surrounded by state land on the north, east, and south. There are numerous active mining claims on the creek.

2) Does the area appear natural? No

Much of the area within this inventory unit has been altered by mining activity and the construction of a state highway, and thus is not generally natural in appearance, does not appear to have been primarily affected by the forces of nature, and contains evidence of people's work (such as mine-tailings, mining facilities, and roads). Because of these imprints of peoples work, it is determined that the area does not possess naturalness, and thus does not contain wilderness characteristics. No further evaluation is needed.

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Wade Creek is part of the Fortymile WSR and is classified as "Recreational". It has outstanding historic values, including a high density of historic mining sites.

RESULTS OF ANALYSIS

Area Number/Name: AKF020-167, Wade Creek

1. Does the area meet the size requirements? No
2. Does the area appear natural? No
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? Yes

CONCLUSION: This area does not have wilderness characteristics.

1.2.1.18. Fortymile Mining Claims

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Fortymile Mining Claims

BLM Inventory Acreage: 1,785

- AKF020–104, Chicken Area Mines (326 acres)
- AKF020–121, Fortymile River Mines (258 acres)
- AKF020-122, Franklin Creek Mines (154 acres)
- AKF020–131, Lower Dome Creek Mines (638 acres)
- AKF020-136, Napoleon Creek Mines (304 acres)
- AKF020-144, South Fork Fortymile Mines (4 acres)
- AKF020-164, Uhler Creek Mines (221 acres)
- AKF020–165, Upper Dome Creek Mines (1826 acres)
- AKF020-168, Wade Creek Mines (519 acres)

1) Is the area of sufficient size? No

Description: This inventory unit consists of scattered federal mining claims, none of which are individually greater than 5,000 acres. Most of these claims are within the Fortymile River WSR Corridor. Because none of the inventory units listed in this section meet the 5,000 acre size requirement, no further evaluation is needed.

2) Does the area appear natural? No

All of these areas have been disturbed by past mining activity and are not natural in appearance.

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: Fortymile Mining Claims

- AKF020–104, Chicken Area Mines
- AKF020–121, Fortymile River Mines
- AKF020-122, Franklin Creek Mines
- AKF020–131, Lower Dome Creek Mines
- AKF020-136, Napoleon Creek Mines
- AKF020-144, South Fork Fortymile Mines
- AKF020-164, Uhler Creek Mines
- AKF020–165, Upper Dome Creek Mines
- AKF020-168, Wade Creek Mines

1. Does the area meet the size requirements? No
2. Does the area appear natural? No

3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: These areas do not have wilderness characteristics.

1.2.1.19. Fortymile Non-Contiguous Parcels

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Fortymile Non-Contiguous Parcels

BLM Inventory Acreage: 24,416 Total acres

- AKF020-101, Badger Road, (158 acres)
- AKF020-102, Bear Creek, (15 acres)
- AKF020-105, Chicken Area Old Claims, (390 acres)
- AKF020-106, Davis Dome Wayside, (6 acres)
- AKF020-107, Delta Junction Parcels, (170 acres)
- AKF020-109, Eagle, (838 acres)
- AKF020-110, Eagle West, (640 acres)
- AKF020-113, Elliott and Steese Highway 1 (164 acres)
- AKF020-114, Elliott and Steese Highway 2 (120 acres)
- AKF020-115, Elliott and Steese Highway 3 (18 acres)
- AKF020-116, Fairbanks Creek, (1,229 acres)
- AKF020-117, Fish Creek, (23 acres)
- AKF020-118, Fort Greely Parcels, (27 acres)
- AKF020-119, Fortyfive Pup Creek, (93 acres)
- AKF020-126, Hot Springs East of Salcha River, (155 acres)
- AKF020-129, Kokomo Creek, (275 acres)
- AKF020-133, Middle Fork Chena River, (459 acres)
- AKF020-135, Mount Fairplay Wayside, (52 acres)
- AKF020-140, Northway Junction Area East, (3,200 acres)
- AKF020-141, Richardson Highway, (55 acres)
- AKF020-145, South Fork Fortymile River 1, (198 acres)
- AKF020-147, Steese Highway-Gilmore Creek, (321 acres)
- AKF020-148 Steese Highway-Golden City, (17 acres)
- AKF020-149, Steese Highway-Steamboat Creek, (355 acres)
- AKF020-150, Tanana and Goodpaster River, (164 acres)
- AKF020-151, Taylor Highway North, (3,516 acres)
- AKF020-152, Teddy's Fork Creek, (324 acres)
- AKF020-154, Tok Area NW 1, (583 acres)
- AKF020-155, Tok Area NW 2, (1,898 acres)
- AKF020-156, Tok Area NW 3, (640 acres)
- AKF020-157, Tok Area NW 4, (629 acres)
- AKF020-158, Tok Area NW 5, (640 acres)
- AKF020-159, Tok Area NW 6, (744 acres)
- AKF020-160, Tok Area NW 7, (206 acres)
- AKF020-161, Tok Area S1, (143 acres)
- AKF020-162, Tok Area S2, (161 acres)
- AKF020-163, Tok Area West, (748 acres)
- AKF020-166, Upper Walker Fork, (1,034 acres)
- AKF020-174, Steese Highway-Cleary Creek Area, (914 acres)
- AKF020-175, North East Fortymile Area, (3103 acres)

1) Is the area of sufficient size? No

Description: This inventory unit consists of scattered parcels, none of which are individually greater than 5,000 acres. Primarily bordered by State of Alaska and Native corporation lands, none of these parcels are contiguous to lands which have been formally determined to have wilderness or potential wilderness values. Many of these parcels are State-selected and some are likely to be conveyed. Some consist entirely of federal mining claims surrounded by state land (such as Upper Walker Fork, Fortymile Pup Creek, and Fairbanks Creek). Because none of the inventory units listed in this section meet the 5,000 acre size requirement, no further evaluation is needed.

- 2) Does the area appear natural? Not Evaluated
- 3) Does the area have outstanding opportunities for solitude? Not Evaluated
- 4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated
- 5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: Fortymile Non-Contiguous Parcels

1. Does the area meet the size requirements? No
2. Does the area appear natural? N/A
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: These areas do not have wilderness characteristics.

1.2.2. Steese Subunit Inventory

The Steese Subunit was divided into 12 units for inventory purposes comprising 36 different parcels of land. Some of these are further broken down into smaller subunits as a result of the Route Inventory process or other factors. An inventory form was completed for each inventory unit and is included in the following pages. Similar subunits were lumped into one inventory form.

Route analysis was conducted on eight routes. Most of the routes are “cherry stem” routes or user created “ways” and did not bisect the inventory units. The Route Analysis Forms for each of these are included in the following sections.

Approximately 98 percent of the Steese Subunit was found to have wilderness characteristics. The [Map of the Steese Inventory Units](#) shows lands determined to possess wilderness characteristics in the Steese Subunit. The table below summarizes the inventory findings for the Steese Subunit. A map displaying the location of each inventory unit is available at the BLM’s Fairbanks District Office.

Table 1.2. Steese Subunit Summary of Inventory Findings

Unit Name/Number	Acres	Meets size Criteria?	Is Natural?	Solitude or Primitive Recreation?	Conclusion
North Steese	522,380	Yes	Yes	Yes	Has wilderness characteristics
Bachelor Creek State Inholding	14,001	No	No	N/A	No wilderness characteristics
Wolf Creek, AKF020–233	496,610	Yes	Yes	Yes	Has wilderness characteristics
Birch Creek, AKF020–202	86,647	Yes	Yes	Yes	Has wilderness characteristics
Harrison Creek, AKF020–215	6,041	Yes	Yes	Yes	Has wilderness characteristics
North Birch Creek, AKF020–217	117,312	Yes	Yes	Yes	Has wilderness characteristics
Circle Area	40,060	Yes	Yes	Yes	Has wilderness characteristics
Harrison Creek Road, AKF020–216	514	No	No	N/A	No wilderness characteristics
Fourteen Mile Creek -Yukon River South, AKF020–213	1,280	No	N/A	N/A	No wilderness characteristics
Steese Scattered Parcels and Mining Claims	7,489	No	N/A	N/A	No wilderness characteristics

1.2.2.1. North Steese

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: North Steese

BLM Inventory Area acres: 522,380 Total acres

- AKF020–219, North Steese, (506,326 acres)
- AKF020–221, Pinnell Mountain, (15,205 acres)
- AKF020–223, Pinnell Mtn. South, (849 acres)

1) Is the area of sufficient size? Yes

Description: This area was originally divided into three inventory units, the North Steese, Pinnell Mountain, and Pinnell Mt. South units. However, since these three areas are contiguous, they were later combined into one unit. The North Steese contains more than 5,000 contiguous acres of BLM lands, including all BLM lands in the North Steese Unit of the Steese National Conservation Area (NCA) and two parcels of adjacent BLM lands at the south edge of the NCA. The northern boundary is contiguous with the White-Crazy Mountain Proposed Wilderness Area on the Yukon Flats National Wildlife Refuge (NWR). It is bounded on the west by the White Mountains National Recreation Area (NRA), and on the east and south by State of Alaska lands. The Pinnell Mountain National Recreation Trail runs through the area. The Pinnell Mountain South parcel is high priority, State-selected lands. Although the Pinnell Mtn. South unit is individually less than 5,000 acres, it is contiguous with the Pinnell Mountain unit which contains wilderness characteristics.

2) Does the area appear natural? Yes

Description: This unit is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. There is one inholding and two shelter cabins associated with the Pinnell Mountain National Recreation Trail. These structures were constructed for site protection using natural materials that generally blend with the surrounding landscape in the unit. There are a few undeveloped mining claims. Previously mined areas were reclaimed and appear natural. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: The majority of this unit is located fairly distant from the road system. Although two areas along the south edge of the unit are within one mile of the Steese Highway, the remainder of the unit is five to 25 miles from the road system. The Pinnell Mountain National Recreation Trail receives generally low visitor use (around 250 per year RMIS data), yet still provides opportunities for solitude. Approximately one-half (eastern half) of this unit is under the Yukon 2 Military Operations Area which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level, and exclusion area which allows military aircraft to fly between 2,000 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including but not limited to the following activities: hiking, backpacking, photography, hunting, fishing, snowshoeing, and dog-sledding. The Pinnell Mountain National Recreation Trail provides outstanding opportunities for backpacking on a non-motorized trail.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: The unit includes the Mount Prindle Research Natural Area and habitat for White Mountains and Fortymile caribou herds. It also includes Dall sheep habitat and mineral licks. The Pinnell Mountain National Recreation Trail is one of the few maintained primitive hiking trails in Interior Alaska. The 27 mile trail traverses a series of alpine ridge tops entirely above timberline. The trail crosses open tundra with views north to the Yukon River and south to the Alaska Range.

RESULTS OF ANALYSIS

Area Number/Name:

- AKF020–219, North Steese
- AKF020–221, Pinnell Mountain
- AKF020–223, Pinnell Mt. South

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: These areas have wilderness characteristics.

1.2.2.2. Bachelor Creek State Inholding Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

BLM Inventory Acreage: 14,001

Area Number/Name: Bachelor Creek-State Inholding Area

- AKF020–200, West Bachelor Creek-State Inholding (7,726 acres)
- AKF020–222, Pinnell Mountain-State Inholding (361 acres)
- AKF020–224, East Bachelor Creek-State Inholding (5,915 acres)

1) Is the area of sufficient size? No

Description: Although two of these areas are individually more than 5,000 acres, it is mostly state land. There are less than 5,000 acres of BLM-managed lands in these units. Additionally, it is split by the Bachelor Creek Road into two smaller parcels of state land. See [section 1.2.2.2.1](#) of this document for the route analysis for the Bachelor Creek Road. It is bounded on the north and east by the Steese NCA and south and west by state lands.

2) Does the area appear natural? No

Description: The much of the area within this inventory unit has been altered by mining activities thus, does not appear to have been primarily affected by the forces of nature, and contains evidence of people's work. It is also bisected by the Bachelor Creek Road and thus is not roadless. The area does not retain its primeval character.

Because of these imprints of peoples work, it is determined that the area does not possess naturalness, and thus does not contain wilderness characteristics. No further evaluation is needed.

3) Does the area have outstanding opportunities for solitude? Not Evaluated

Description:

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

Description:

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name:

- AKF020–200, West Bachelor Creek-State Inholding
- AKF020–222, Pinnell Mountain-State Inholding
- AKF020–224, East Bachelor Creek-State Inholding

1. Does the area meet the size requirements? No
2. Does the area appear natural? No

3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: This area does not have wilderness characteristics.

1.2.2.2.1. Bachelor Creek Road

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: Bachelor Creek State Inholding Area

Route or Route Segment Name and/or Identifier: Bachelor Creek Road (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs northward from the Steese Highway (State Highway 6, #15200; Omnibus Act Road #670, Federal Aid Secondary Class A Route) at approximately Mile Post 80, adjacent to the ADOT Maintenance Station at Montana Creek, entering the North Unit of the Steese NCA approximately nine miles from the highway (after crossing through the state inholding). The route was developed to access state and federal mining claims in the Bachelor Creek drainage. The route is located in USGS 1:63,360 Circle B-5 and Circle C-5 Quadrangles and is on State of Alaska managed lands. None of the route occurs on BLM-managed lands.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to State and federal mining claims.

Describe: The route provides access to state lands and federal mining claims in the Bachelor Creek drainage.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: The route was user created to access to mining claims.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms	X	Cut/Fill		Other	
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Describe: The route from the Steese Highway up to the common township line between Townships 7 and 8 North, Range 8 East, Fairbanks Meridian which is the boundary line between state and BLM-managed lands was probably constructed using heavy equipment. Smaller OHVs have continued past this point along previously disturbed areas within Bachelor Creek down to the Preacher Creek confluence. Vehicle travel within the Steese NCA is restricted by weight.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe: Past mining activities have created disturbed areas that allow OHVs a relatively flat area within the valley bottom, but it soon becomes a natural stream bottom. Travel is limited to OHVs by weight restrictions unless otherwise authorized.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes (if either B1 *or* B2 is checked "yes" below)

No X (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Explain: The route up to the common township line between Townships 7 and 8 North, Range 8 East, Fairbanks Meridian is a user created Way for use by high clearance passenger vehicles; north of this line the route traverses over or past mining disturbance and is a user created Way for use by OHVs (with weight restrictions) for recreational hunting activities.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? No

Explain: This route was developed to access mining claims and will continue to be available to the claimant for use. The claimant may need to perform maintenance activities on the route in order to access valid mining claims in the Bachelor Creek and Preacher Creek drainages. The route is poorly defined. Maintenance or improvements may be allowed as part of mining operations.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) No

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

Travel along previously disturbed areas occurs seasonally as part of mining operations and during hunting season by OHVs (with weight restrictions) on BLM-managed lands.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

No. The route is not a Wilderness Inventory Road

Explanation: The state route provides access to BLM-managed lands within the Bachelor Creek State Inholding Inventory Unit for both mining and recreation related activities. The BLM portion remains a primitive travel route suitable for lighter OHVs. Future use may include larger heavy equipment (exceeding 2,240 pound GVWR) under permit for mining operations. The route on BLM-managed lands is a Way for the purpose of accessing recreation opportunities and may not become a permanent or designated part of the transportation network system.

Evaluator(s): Holli McClain Date: April 2011

1.2.2.3. Wolf Creek

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–233, Wolf Creek

BLM Inventory Area acres: 496,610

1) Is the area of sufficient size? Yes

Description: The Wolf Creek Unit contains much more than 5,000 contiguous acres of BLM lands. The entire unit is within the South Unit of the Steese NCA. It is bounded by State of Alaska lands on the east, south and west, by Birch Creek Wild and Scenic River (WSR) Corridor on the north, and on the southeast corner, by the Yukon-Charley Rivers National Preserve. Some of the adjacent NPS lands are considered suitable for wilderness designation (Yukon-Charlie Rivers National Preserve Alaska: General Management Plan, Land Protection Plan, Charley Wild River Management Plan, and Wilderness Suitability 1983).

2) Does the area appear natural? Yes

Description: This unit is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. There are no private inholdings. There are scattered historic cabins constructed of natural materials that blend with the natural setting. There are undeveloped federal mining claims in the Clums Fork watershed. Previously mined areas were reclaimed and appear natural. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Outstanding opportunities for solitude exist in majority of the Steese NCA, including lands within the Wolf Creek inventory unit. All of this unit is under the Yukon 2 Military Operations Area which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including but not limited to the following activities: hiking, backpacking, fishing, hunting, snowshoeing, dog-sledding, and photography.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: The unit includes Big Windy Hot Springs Research Natural Area, calving habitat for the Fortymile caribou herd, mineral licks, and Dall sheep habitat.

RESULTS OF ANALYSIS

Area Number/Name: AKF020–233, Wolf Creek

1. Does the area meet the size requirements? Yes

2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: These areas have wilderness characteristics.

1.2.2.3.1. Yukon Quest Trail — Rosebud Section

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–233, Wolf Creek and AKF020–202, Birch Creek

Route or Route Segment Name and/or Identifier: Yukon Quest Trail — Rosebud Section
(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs north/south from the south boundary of the South Steese Unit to Upper Birch Creek Wayside, then east to the boundary of the Birch Creek National Wild River Corridor. From the south the route follows along Boulder Creek drainage (State of Alaska lands) entering the South Steese Unit on the ridge between the Chena River system and Birch Creek system. It then traverses the ridgeline before dropping down into Harrington Creek drainage just east of Rosebud Creek, crossing Harrington Creek and following Harrington Creek towards Birch Creek along the valley bottom. Within about one mile of Birch Creek it enters the Birch Creek National Wild River Corridor where the trail turns north and follows along the valley bottom to the confluence of Twelvemile Creek and Birch Creek. At this point, it crosses through Upper Birch Creek Wayside and continues east for one-half mile along the valley bottom between Birch Creek and the Steese Highway to the east river corridor boundary. The trail is a winter trail that has been in use for many years by Yukon Quest International for competitive sled-dog activities. The route is approximately four feet wide and 16 miles long. The route is located in USGS 1:63,360 Circle A-4 and B-4 Quadrangles.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Competitive sled-dog race.

Describe: The route provides winter access to state lands in the Chena River drainage and federal lands in the western portion of the South Steese Unit.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: The route was user created as part of the Yukon Quest 1000 mile trail.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 *and* A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was user created and shows evidence of vegetation clearing activities by chainsaw to establish a travelway/alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If “yes”:	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: There are seven year-round post trail markers and other route markers attached to trees.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked “yes” below)

No (if both B1 *and* B2 is checked “no” below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If “yes”:	By Hand Tools	X	By Machine	X
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Explain: The route shows evidence of clearing activities by chainsaw. Temporary trail markers are maintained for the duration of the race only on an annual basis. The travelway is user groomed by snowmachine prior to the race each year.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? No

Explain: This route was user created for winter commercial activities. Maintenance by the permittee may be authorized as needed under permit; the BLM, however, would not maintain this route if the permit was no longer valid.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used seasonally for competitive purposes and by the general public during the winter for recreational activities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The route is a Wilderness Inventory Road; No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides winter access to BLM-managed lands within the AKF020–233, Wolf Creek and AKF020–202, Birch Creek Inventory Units for recreation related activities. The route is four feet wide and available for public purposes during winter with adequate snow cover. Winter use may include vehicles weighing 1,500 pounds GVWR or less without a permit. No summer mechanized or motorized use occurs on this route.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. This trail is not considered a Wilderness Inventory Road.

Evaluator(s): Holli McClain Date: October 2011

1.2.2.3.2. Volcano Creek Winter Move Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–233, Wolf Creek and AKF020–202, Birch Creek

Route or Route Segment Name and/or Identifier: Volcano Creek Winter Move Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs eastward from the North Fork of the Chena River, up over the divide where it enters the South Unit of the Steese NCA. The route then follows the drainage north of Munson Creek into Lawson and Volcano Creeks. The route is a winter move trail that has been use for many years to access mining claims in the Lawson Creek and Volcano Creek drainages. The route is approximately 10 feet wide and six miles long. The route is located in USGS 1:63,360 Circle A-3 and A-4 Quadrangles.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to mining claims.

Describe: The route provides occasional winter access to mining claims in the Volcano Creek and Lawson Creek drainages.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: The route was user created to access mining activities in the southwestern portion of the South Steese NCA Unit.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was user created and shows evidence of and clearing activities by chainsaw and heavy equipment to establish a travelway alignment. It is a user created Way.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe: No improvements exist on this route.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route shows evidence of clearing activities by chainsaw and heavy equipment.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? No

Explain: This route was user created (under a permit) to access mining claims. Maintenance by the permittee may be authorized as needed under permit; the BLM, however, would not maintain this route if the permit was no longer valid.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route was used occasionally, under permit, during the winter season to facilitate valid mining activities. No permit is currently granted for the use of this route. It is used occasionally by the general public during the winter season by snowmachine weighing 1,500 pounds GVWR or less to access recreational opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The route is a Wilderness Road, No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides winter access to BLM-managed lands within the AKF020–233, Wolf Creek and AKF020–202, Birch Creek Inventory Units for both mining recreation related activities. The route is 10 feet wide and available for public purposes during winter with adequate snow cover. Winter use may include vehicles weighing 1,500 pounds GVWR or less without a permit. No summer mechanized or motorized use occurs on this route.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. This trail is not considered a Wilderness Inventory Road.

Evaluator(s): Holli McClain Date: October 2011

1.2.2.4. Birch Creek

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–202, Birch Creek

BLM Inventory Area acres: 87,647 total acres

1) Is the area of sufficient size? Yes

Description: The Birch Creek unit contains more than 5,000 contiguous acres of BLM lands. The unit includes Birch Creek WSR Corridor and some adjacent lands on lower Birch Creek. The majority of the unit is within the Steese NCA. The portion extending outside the NCA is bounded by State of Alaska land.

2) Does the area appear natural? Yes

Description: The Birch Creek WSR Corridor is a component of the National Wild and Scenic River System, and has been classified as “Wild.” It is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people’s work. There are two inholdings in the unit as well as scattered historic cabins constructed of natural materials that blend with the natural settings. The lower 48 miles (approximately) has motorized river use, which is allowed under ANILCA Section 1110(a). Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Outstanding opportunities for solitude exist in majority of the Steese NCA, including the Birch Creek WSR Corridor. Although both upper and lower Birch Creek touch the Steese Highway, the vast majority of the unit is more than 10 miles from the highway. Also steep topography provides screening. All of this unit is under the Yukon 2 Military Operations Area which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including the following activities: float-boating, canoeing, kayaking, hiking, backpacking, hunting, and photography. These opportunities are largely attributed to the “Wild” designation of the river, and the outstanding road access provided to float boaters and hikers at each end of the corridor.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: Birch Creek WSR has outstandingly remarkable scenic, recreation, and fish values. With 12 species of fish, Birch Creek has one of the highest diversity of fish of rivers in the region.

RESULTS OF ANALYSIS

Area Number/Name: AKF020–202, Birch Creek

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: These areas have wilderness characteristics.

1.2.2.4.1. Yukon Quest Trail — Lower Birch Creek Section

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–202, Birch Creek

Route or Route Segment Name and/or Identifier: Yukon Quest Trail — Lower Birch Creek Section (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs north/south from state lands at approximately 97 Mile Birch Creek where it enters the Birch Creek WSR Corridor. It continues along the river past the Steese Highway Bridge and out of the Birch Creek WSR Corridor. The trail is a winter trail that has been in use for many years by Yukon Quest International for competitive activities. The route is approximately four feet wide and 37 miles long. The route is located in USGS 1:63,360 Circle B-1 and C-1 Quadrangles.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Competitive sled-dog race.

Describe: The route provides winter access to state lands in the Birch Creek drainage and federal lands in the northern portion of the Birch Creek WSR Corridor.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: The route was user created as part of the Yukon Quest 1000 mile trail.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was user created and shows evidence of vegetation clearing activities by chainsaw to establish a travelway/alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: A few year-round route markers are attached to trees.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route shows evidence of clearing activities by chainsaw or hand saw. Temporary trail markers are maintained for the duration of the race on an annual basis. The travelway is groomed by snowmachine prior to the race each year.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? No

Explain: This route was user created for winter commercial activities. Maintenance by the permittee may be authorized as needed under permit; the BLM, however, would not maintain this route if the permit was no longer valid.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) No

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used seasonally for competitive purposes and by the general public during the winter for recreational activities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The route is a Wilderness Inventory Road; No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides winter access to BLM-managed lands within the AKF020–202, Birch Creek Inventory Unit for recreation related activities. The route is four feet wide and available for public purposes during winter with adequate snow cover. Winter use may include vehicles weighing 1,500 pounds GVWR or less without a permit. No summer mechanized or motorized use occurs on this route.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. This trail is not considered a Wilderness Inventory Road.

Evaluator(s): Holli McClain Date: April 2011

1.2.2.5. Harrison Creek Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–215, Harrison Creek Area

BLM Inventory Area acres: 6,041

1) Is the area of sufficient size? Yes

Description: The Harrison Creek Area Unit contains more than 5,000 contiguous acres of BLM lands. The entire unit is within the South Unit of the Steese NCA. It is bounded by State of Alaska lands and Harrison Creek-Portage Creek Road system.

2) Does the area appear natural? Yes

Description: This unit is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. There are undeveloped federal mining claims in the Harrison Creek watershed. Previously mined areas were reclaimed and appear natural. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Outstanding opportunities for solitude exist in majority of the Steese NCA, including lands within the Harrison Creek Area Inventory Unit. All of this unit is under the Yukon 2 Military Operations Area which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including but not limited to the following activities: hiking, backpacking, fishing, hunting, snowshoeing, dog-sledding, and photography.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

RESULTS OF ANALYSIS

Area Number/Name: AKF020–215, Harrison Creek Area

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? No

CONCLUSION: These areas have wilderness characteristics.

1.2.2.5.1. Harrison Creek Road

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–215, Harrison Creek Area, AKF020–217, North Birch Creek

Route or Route Segment Name and/or Identifier: Harrison Creek Road (#152045; Federal-Aid Secondary Highway System Class B route #6705; Category III Summer Only) (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs southward from Mile Post 114 of the Steese Highway (#152000; Omnibus Act Road #670, Federal Aid Secondary Class A Route) along Independence Creek over the divide into Harrison Creek. The Miller House-Harrison Creek-Miller Creek Route (Federal-Aid Secondary Highway System Class B route #6705) is an Omnibus Act Road classed as a Local Road with a 50-foot wide ROW. The usable travel surface is approximately 14 feet wide. The route is located in USGS 1:63,360 Circle B-3 Quadrangle and is approximately 11 miles long with only the last 1.5 miles within the Steese NCA.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Class B Secondary Road — Local Route.

Describe: The route is a permanent highway easement for public purposes that is 50 feet wide (25 feet either side of centerline) for construction and maintenance.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? The route is a permanent highway quiet title deed for public purposes with a 50-foot wide ROW.
3. Is the ROW still being used for this purpose? Yes

Explain: This Quiet Title Deed route is granted to the State of Alaska as a permanent highway.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms		Cut/Fill	X	Other	
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Describe: The route follows along the contour above Mammoth Creek, Independence Creek, and Harrison Fork over the divide then down along the North Fork of Harrison Creek to the confluence with the South Fork of Harrison Creek. The route then follows Harrison Creek east. The route has been constructed along the uplands by blading along contour with cutting.

- Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe: No improvements have been made to the route.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

- Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Explain: The State of Alaska does not maintain this route, however some maintenance to reshape and restore the alignment after break-up each spring does occur by users. Much of the BLM portion of the route is a primitive road (used by four-wheel drive or high-clearance vehicles).

- If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: The route is in fair condition and the BLM would allow ADOT to conduct maintenance activities within the 50-foot easement.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The BLM portion of the route is used by high clearance passenger vehicles seasonally to access federal mining sites and receives limited use seasonally during hunting season by OHVs (subject to weight restrictions) on BLM-managed lands.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The road is a Wilderness Inventory Road

Explanation: This is a Quiet Title Deed Road to the State of Alaska for public purposes. The route provides access to BLM-managed lands within the AKF020–215, Harrison Creek Area and AKF020–217, North Birch Creek Inventory Units. There is a 50-foot wide easement for public purposes, that has not been improved to State of Alaska road standards. It remains a primitive route suitable for four-wheel drive passenger vehicles and smaller OHVs. Some use includes larger heavy equipment exceeding a 2,240 pound GVWR. It is a natural surface Primitive Road and will become a permanent or designated part of the transportation network system.

The Harrison Creek Road, Harrison Creek-Portage Creek Road and Portage Creek Road create the AKF020–215, Harrison Creek Area.

Evaluator(s): Holli McClain Date: April 2011

1.2.2.5.2. Harrison Creek — Portage Creek Road

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–215, Harrison Creek Area; AKF020–217 North Birch Creek

Route or Route Segment Name and/or Identifier: Harrison Creek-Portage Creek Road (RST 8) (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs southeastward from the existing Harrison Creek Road (State Highway #152045, Miller House/Harrison Creek Road (Omnibus Act Road #6705, Federal-Aid Secondary Highway System Class B) then eastward along the valley of Harrison Creek to the existing Portage Creek Road (Federal-Aid Secondary Highway system Class B Route #6682, #152058). The route is located in USGS 1:63,360 Circle B-2 and B-3 Quadrangles and is approximately 21 miles long with a 60-foot wide right-of-way.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Easement to the State of Alaska.

Describe: The route is a permanent highway easement for public purposes that is 60 feet wide (30 feet either side of centerline) for construction and maintenance of a continuous road connecting Harrison Creek Road with Portage Creek Road.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? The route is a permanent highway easement for public purposes.
3. Is the ROW still being used for this purpose? Yes

Explain: This easement is granted to the State of Alaska as a permanent highway.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms		Cut/Fill	X	Other	
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Describe: The route follows along the bottom of the valley within the floodplain of Harrison Creek or immediately adjacent to it along the uplands. The route has been constructed along the uplands by blading along contour with cutting.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe: No improvements have been made to the route.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Explain: The State of Alaska does not maintain this route, however some maintenance to reshape and restore the alignment after break-up each spring does occur by users. Sections adjacent to the creek wash out during break-up and large equipment is required to restore the travel route alignment. The route is a primitive road used by four-wheel drive or high-clearance vehicles.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: The route is in poor condition, however, the BLM would allow maintenance to occur within the easement (60 foot) by the State of Alaska.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

Some segments of the easement are used by high clearance vehicles seasonally to access mining sites, while other segments receive limited use by high clearance vehicles and OHVs seasonally during hunting season to access BLM-managed lands. BLM-managed lands are subject to weight restrictions for motorized vehicles.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes. The road is a Wilderness Inventory Road

Explanation: This easement essentially provides access to BLM-managed lands within the AKF020–215, Harrison Creek Road and AKF020–217 North Birch Creek Inventory Units. The easement is for public purposes, is 60-feet wide, and has not been improved to State of Alaska road standards. It remains as a natural surface, primitive travel route with some areas suitable for four-wheel drive passenger vehicles, but most of the route is suitable for OHVs only. Some use includes larger heavy equipment exceeding a 2,240 pound GVWR. It is a Primitive Road and will become a permanent or designated part of the transportation network system.

The Harrison Creek Road, Harrison Creek-Portage Creek Road and Portage Creek Road create the AKF020–215, Harrison Creek Area.

Evaluator(s): Holli McClain Date: April 2011

1.2.2.5.3. Portage Creek Road

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–215, Harrison Creek Area; AKF020–217 North Birch Creek

Route or Route Segment Name and/or Identifier: Portage Creek Road (#152058, Omnibus Act Road; Federal-Aid Secondary Highway System Class B Route #6682; Category III Summer Only) (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs southwestward from the end Circle Hot Springs Road (State Highway #152050, Federal-Aid Secondary Class A Route) adjacent to Portage Creek, over the ridge into Bottom Dollar drainage, then adjacent to Bottom Dollar Creek to the confluence with Harrison Creek, and then west adjacent to Harrison Creek to approximately 1.5 miles past Squaw Creek. The route is located in USGS 1:63,360 Circle B-2 Quadrangle. The route is approximately 14 miles long (within a 50 foot wide right-of-way) and approximately the last four miles are within the Steese NCA.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Class B Secondary Road — Local Road.

Describe: The route is a permanent highway easement for public purposes that is 50 feet wide (25 feet either side of centerline) for construction and maintenance.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? The route is a permanent highway quiet title deed for public purposes with a 50 foot wide ROW.
3. Is the ROW still being used for this purpose? Yes

Explain: This Quiet Title Deed is granted to the State of Alaska as a permanent highway.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms		Cut/Fill		Other	
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Describe: The portion of the route within BLM-managed lands follows the bottom of the valley within the floodplain of Bottom Dollar and Harrison Creek or immediately adjacent to it along the uplands. The route has been constructed along the uplands by blading along the contour.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe: No improvements have been made to the route.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes (if either B1 *or* B2 is checked "yes" below)

No X (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Explain: The State of Alaska does not maintain this route, and much of the route adjacent to BLM-managed lands is primitive road (a two-track maintained primarily by the passage of high clearance vehicles).

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: The route is in poor condition. The BLM would allow ADOT to conduct maintenance within the 60 foot wide easement.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

Segments of the route are used seasonally by high clearance vehicles to access mining sites. Other segments receive limited seasonal use by high clearance vehicles during hunting season by OHVs (subject to weight restrictions on BLM- managed lands).

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The road is a Wilderness Inventory Road

Explanation: This is a Quiet Title Deed Road to the State of Alaska for public purposes. The route provides access to BLM-managed lands within the AKF020–215, Harrison Creek Road; AKF020–217 North Birch Creek Inventory Units. The easement is 50 feet wide, for public purposes, and has not been improved to State of Alaska road standards. It remains a primitive route suitable for four-wheel drive passenger vehicles and smaller OHVs. Some use includes larger heavy equipment exceeding a 2,240 pound GVWR. It is a natural surface Primitive Road and will become a permanent or designated part of the transportation network system.

The Harrison Creek Road, Harrison Creek-Portage Creek Road and Portage Creek Road create the AKF020–215, Harrison Creek Area.

Evaluator(s): Holli McClain Date: April 2011

1.2.2.6. North Birch Creek

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–217, North Birch Creek

BLM Inventory Area acres: 117,312

1) Is the area of sufficient size? Yes

Description: The North Birch Creek Unit contains more than 5,000 contiguous acres of BLM lands. The entire unit is within the South Unit of the Steese NCA. It is bounded by State of Alaska lands on the north and other parts of the Steese NCA on the west, south, and east.

2) Does the area appear natural? Yes

Description: This unit is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. There are no inholdings. There are undeveloped federal mining claims in the Harrison Creek watershed. Previously mined areas were reclaimed and appear natural. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Outstanding opportunities for solitude exist in majority of the Steese NCA, including lands within the North Birch Creek Inventory Unit. All of this unit is under the Yukon 2 Military Operations Area which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent. There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation, including but not limited to the following activities: hiking, backpacking, fishing, hunting, snowshoeing, dog-sledding, and photography.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

RESULTS OF ANALYSIS

Area Number/Name: AKF020–217, North Birch Creek

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? No

CONCLUSION: These areas have wilderness characteristics.

1.2.2.6.1. Fryingpan Creek Road

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–217, North Birch Creek

Route or Route Segment Name and/or Identifier: Fryingpan Creek Road (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs southward from the Steese Highway (State Highway #2, #152000; Omnibus Act Road #670, Federal Aid Secondary Class A Route) at approximately Mile Post 100, entering the Steese NCA approximately five miles from the highway. The road was constructed in 1995 to access mining claims in the Fryingpan Creek drainage. The route follows Gold Dust Creek for a short way through mining tailings before rising gently to the ridge between Butte Creek and the South Fork of Harrison Creek where it follows contour before dropping gradually down into the middle of Fryingpan Creek drainage. The route is approximately 30 feet wide with a design speed of 30 miles per hour. The route is located in USGS 1:63,360 Circle B-4 Quadrangle and is approximately 16 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to federal mining claims.

Describe: The route provides access to mining claims in the Fryingpan Creek drainage.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: The route was permitted under 43 CFR 3809 as access to federal mining claims. An application will be submitted for a right-of-way grant under Title 5 of FLMPA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms	X	Cut/Fill	X	Other	
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Describe: The route was constructed as a Primitive Road during the summer of 1995 by the mining occupant with BLM oversight.

- Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Examples:

Culverts	X	Hardened Stream Crossings		Bridges		Drainage	X	Barriers		Other	
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Describe: The route has eight culverts along the length, however, one at the lower end has washed out and not been replaced. There are leadoff (drainage) ditches in some areas along the uphill side to facilitate water drainage to the culverts. These road features were installed during construction and no additional improvements have been made since 1995.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes (if either B1 *or* B2 is checked "yes" below)

No X (if both B1 *and* B2 is checked "no" below)

- Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Explain: In the past, the route has not been accessible by vehicles larger than OHVs due to barriers constructed on state lands and the washed out culvert at the terminus.

- If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: The route is in good condition and the BLM would allow maintenance activities to occur by the claimant for access to mining claims. This route was constructed to access mining claims and will continue to be available to the claim occupant for use. The claimant may need to perform maintenance activities on the route in order to access valid mining claims in the Fryingpan Creek drainage.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

Portions of the route are used seasonally by high clearance passenger vehicles and OHVs during hunting season. The BLM has weight restrictions on BLM-managed lands.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The road is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020–217, North Birch Creek Inventory Unit for both mining and recreation related activities. The route is 30 feet wide and available for public purposes. It remains a primitive travel route suitable for OHVs, but could be improved to allow access by four-wheel drive passenger vehicles. Future use may include larger heavy equipment exceeding 2,240 pound GVWR under permit for mining operations. It is a natural surface Primitive Road and will become a permanent or designated part of the transportation network system.

Evaluator(s): Holli McClain Date: April 2011

1.2.2.6.2. Great Unknown Winter Move Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–217, North Birch Creek; AKF022–202 Birch Creek; AKF020–233, Wolf Creek

Route or Route Segment Name and/or Identifier: Great Unknown Winter Move Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the Steese Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs southward from Fryingpan Creek Road at approximately mile five and adjacent to the boundary of the Steese NCA. The route is a winter move trail that has been in use for many years to access mining claims in the Great Unknown Creek and Volcano Creek drainages, crossing through the Birch Creek WSR Corridor. It follows the ridge from Fryingpan Creek Road before dropping down the fall line into Great Unknown where it traverses the floodplain through Birch Creek. It then follows the fall line up to the ridge above Acme Creek before dropping down into Clums Fork near Bear Creek. The route is approximately 10 feet wide and 25 miles long. The route is located in USGS 1:63,360 Circle A-3, B-3 and B-4 Quadrangles.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to federal mining claims.

Describe: The route provides occasional winter access to mining claims in the Great Unknown and Clums Fork drainages.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: The route was user created to access mining claims in the northwestern portion of the South Steese Unit.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms	X	Cut/Fill		Other	X
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Describe: The route was user created during the winter and shows evidence of push-piles of debris and clearing activities.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: Route markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes (if either B1 *or* B2 is checked "yes" below)

No X (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence of Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route shows evidence of clearing activities using chainsaws and heavy equipment.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? No

Explain: This route was user created (under a permit) to access mining claims. Maintenance by the permittee may be authorized as needed under permit; the BLM, however, would not maintain this route if the permit was no longer valid.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) No

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route was used occasionally during the winter season to facilitate valid mining activities under permit. No permit is currently issued for use of this route. It is used occasionally by the general public during the winter season by snowmachine 1,500 pounds GVWR or less to access recreational opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The road is a Wilderness Inventory Road; No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides access to BLM-managed lands within the AKF020–217, North Birch Creek; AKF022–202 Birch Creek; AKF020–233, Wolf Creek Inventory Units for both mining and recreation related activities. The route is 10 feet wide and available for public purposes during the winter with adequate snow cover. Winter use may include vehicles weighing 1,500 pounds GVWR or less without a permit. Summer motorized use occurs on this route, however, is it a user maintained Way.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. This trail is not considered a Wilderness Inventory Road.

Evaluator(s): Holli McClain Date: April 2011

1.2.2.7. Circle Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Circle Area

BLM Inventory Area acres: 40,060 total acres

- AKF020–203, Birch Creek Flats (12,800 acres)
- AKF020–204, Bluff Creek (16,448 acres)
- AKF020–212, Fourteen Mile Creek - Yukon River North Unit (10,811 acres)

1) Is the area of sufficient size? Yes

Description: Each of the three units contain at least 5,000 contiguous acres of BLM lands. All of the parcels in this inventory unit are adjacent to State of Alaska or Native Corporation lands. The Birch Creek Flats Unit is bounded on the north by Yukon Flats NWR. There are no mining claims or Native Allotments. All of the lands in these units are selected by the Village of Circle. Only a small percentage of the selections are likely to be conveyed to the Village Corporation as most of their entitlement has been met with earlier conveyances. Many of the Native-selections are underlain by State-selections. The inventory will need to be reviewed once all conveyances are complete to see if these units still meet the size criteria.

2) Does the area appear natural? Yes

Description: Although not within the boundaries of the Steese NCA, the units of Birch Creek Flats, Bluff Creek, and Fourteen Mile Creek-Yukon River North are generally natural in appearance, having been primarily affected by the forces of nature, and contain generally minimal evidence of people's work. Overall, the units in this area retain their primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds, and evidence of other people. All of this unit is under the Yukon 2 Military Operations Area which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level and exclusion areas which excludes flying below 1,500 feet around Circle during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within these inventory units provides users with outstanding opportunities for primitive and unconfined recreation, including but not limited to the following activities: hiking, backpacking, hunting, snowshoeing, and dog-sledding. These opportunities are largely attributed to the overall remoteness of the area.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

RESULTS OF ANALYSIS

Area Number/Name:

- AKF020–203, Birch Creek Flats

- AKF020–204, Bluff Creek
 - AKF020–212, Fourteen Mile Creek - Yukon River North Unit
1. Does the area meet the size requirements? Yes
 2. Does the area appear natural? Yes
 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
 4. Does the area have known supplemental values? No

CONCLUSION: These areas have wilderness characteristics.

1.2.2.8. Harrison Creek Road Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–216, Harrison Creek Road Area

BLM Inventory Area acres: 514

1) Is the area of sufficient size? No

Description: The Harrison Creek Road Unit does not contain more than 5,000 contiguous acres of BLM lands. It is located in the South Unit of the Steese NCA and consists of a road right-of-way and federal mining claims. See [section 1.2.2.5.1](#) for the route inventory for the Harrison Creek Road.

2) Does the area appear natural? No

Description: This inventory unit has been altered by mining activity, and thus is not generally natural in appearance, does not appear to have been primarily affected by the forces of nature, and contains evidence of people's work. The area does not retain its primeval character. Because of these imprints of peoples work (i.e., mine-tailings, mining facilities, early successional stages of vegetation, etc.) it is determined that the area does not possess naturalness, and thus does not contain wilderness characteristics. No further evaluation is needed.

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: AKF020–216, Harrison Creek Road Area

1. Does the area meet the size requirements? No
2. Does the area appear natural? No
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: The area does not have wilderness characteristics.

1.2.2.9. Fourteen Mile Creek South — Yukon River South

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–213, Fourteen Mile Creek - Yukon River South

BLM Inventory Area acres: 1,280

1) Is the area of sufficient size? No

Description: This unit is located southeast of the Village of Circle and is State-selected. Bordered by State of Alaska and Native corporation lands, the Fourteen Mile Creek - Yukon River South Unit is not contiguous to an area being managed for Wilderness or wilderness characteristics. Because the area does not meet the size criteria of at least 5,000 acres, and is not of sufficient size to make practicable its preservation and use in an unimpaired condition, no further evaluation is needed.

2) Does the area appear natural? Not Evaluated

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: AKF020–213, Fourteen Mile Creek Yukon River South

1. Does the area meet the size requirements? No
2. Does the area appear natural? N/A
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: The area does not have wilderness characteristics.

1.2.2.10. Steese Scattered Parcels and Mining Claims

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Steese Scattered Parcels and Mining Claims

BLM Inventory Area acres: 7,489 Total acres

- AKF020–201, Bachelor Creek (136 acres)
- AKF020–205, Circle Hot Springs-Deadwood Creek (453 acres)
- AKF020–206, Circle Hot Springs 1 (72 acres)
- AKF020–207, Circle Hot Springs 2 (2,482 acres)
- AKF020–208, Circle Hot Springs Mining Claims West 1 (714 acres)
- AKF020–209, Circle Hot Springs Mining Claims West 2 (60 acres)
- AKF020–210, Clums-Volcano Creek Mine (270 acres)
- AKF020–211, East Pinnell Mountain Trailhead (30 acres)
- AKF020–214, Fryingpan Creek Mine (77 acres)
- AKF020–218, North Fork Harrison Creek (131 acres)
- AKF020–220, North Steese-State Inholding (1554 acres)
- AKF020–222, Pinnell Mountain-State Inholding (361 acres)
- AKF020–225, Steese Highway-Crooked Creek 1 (8 acres)
- AKF020–226, Steese Highway-Crooked Creek 2 (351 acres)
- AKF020–227, Steese Highway-Eagle Creek (75 acres)
- AKF020–228, Steese Highway-Mastodon Creek, (18 acres)
- AKF020–229, Steese Highway-Mastodon Fork (34 acres)
- AKF020–230, Steese Highway-Miller Creek (287 acres)
- AKF020–231, Steese Highway-Miller House (48 acres)
- AKF020–232, Steese Highway-Ptarmigan Creek (20 acres)
- AKF020–234, North Jumpoff Creek (670 acres)

1) Is the area of sufficient size? No

Description: This unit consists of scattered parcels, none of which are 5,000 acres individually. Many of these parcels are located outside of the Steese NCA, are federal mining claims surrounded by state land and none of the parcels are contiguous to lands which have been formally determined to have wilderness or potential wilderness values. Three parcels are located within the Steese NCA surrounded by lands with wilderness characteristics while one parcel is “cherry stemed” with lands having wilderness characteristics. Because none of the inventory units meet the 5,000 acre size requirement, are not of sufficient size to make them practicable to manage, and are not contiguous to lands being managed as a wilderness, WSA, or for wilderness characteristics, no further evaluation is needed.

2) Does the area appear natural? Not Evaluated

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name:

- AKF020–201, Bachelor Creek
 - AKF020–205, Circle Hot Springs-Deadwood Creek
 - AKF020–206, Circle Hot Springs 1
 - AKF020–207, Circle Hot Springs 2
 - AKF020–208, Circle Hot Springs Mining Claims West 1
 - AKF020–209, Circle Hot Springs Mining Claims West 2
 - AKF020–210, Clums-Volcano Creek Mine
 - AKF020–211, East Pinnell Mountain Trailhead
 - AKF020–214, Fryingpan Creek Mine
 - AKF020–218, North Fork Harrison Creek
 - AKF020–220, North Steese-State Inholding
 - AKF020–222, Pinnell Mountain-State Inholding
 - AKF020–225, Steese Highway-Crooked Creek 1
 - AKF020–226, Steese Highway-Crooked Creek 2
 - AKF020–227, Steese Highway-Eagle Creek
 - AKF020–228, Steese Highway-Mastodon Creek
 - AKF020–229, Steese Highway-Mastodon Fork
 - AKF020–230, Steese Highway-Miller Creek
 - AKF020–231, Steese Highway-Miller House
 - AKF020–232, Steese Highway-Ptarmigan Creek
 - AKF020–234, North Jumpoff Creek
1. Does the area meet the size requirements? No
 2. Does the area appear natural? N/A
 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
 4. Does the area have known supplemental values? N/A

CONCLUSION: These areas do not have wilderness characteristics.

1.2.3. Upper Black River Subunit Inventory

The entire Upper Black River Subunit was divided into four units for inventory purposes. The subunit has contiguous BLM-managed lands, is very remote, and has no facilities or development. All known routes are user created Ways, thus no routes were inventoried. A worksheet was completed for each these inventory units and these are included in the following sections. More than 99 percent of the lands in the Upper Black River Subunit were found to have wilderness characteristics. The [map of the Black River Inventory Units](#) shows lands determined to possess wilderness characteristics in the Upper Black Subunit.

Table 1.3. Upper Black River Subunit Summary of Inventory Findings

Unit Name/Number	Acres	Meets size Criteria?	Is Natural?	Solitude or Primitive Recreation?	Conclusion
Black River, AKF020–300	2,230,888	Yes	Yes	Yes	Has wilderness characteristics
Upper Kevinjik Creek, AKF020–305	49,776	Yes	Yes	Yes	Has wilderness characteristics
Black River Scattered Parcels	76,918	Yes	Yes	Yes	Has wilderness characteristics
East Central-Big Creek, AKF020–302	3,840	No	N/A	N/A	No wilderness characteristics

1.2.3.1. Black River

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–300, Black River

BLM Inventory Area acres: 2,230,888

1) Is the area of sufficient size? Yes

Description: The unit is larger than 5,000 acres of contiguous BLM lands. The overall inventory unit is bounded on the east by Canada, on the south by Native corporation lands and Yukon-Charley Rivers National Preserve, on the west by Native corporation lands, BLM lands, and Yukon Flats NWR, and on the north by Arctic NWR and Doyon, Limited, lands. There are no mining claims in the unit. There are a few Native Allotments.

The Arctic NWR is currently considering wilderness designation in their ongoing Comprehensive Conservation Planning effort (2010). The Black River unit is adjacent to the Fish and Wildlife Service's Porcupine Plateau Wilderness Review Unit.

Some of the lands in the Black River Inventory unit are State-selected. All are low priority, however, and unlikely to be conveyed. Even if all State-selections were conveyed, the Black River unit would still be of sufficient size.

2) Does the area appear natural? Yes

Description: This area is roadless and generally appears to have been affected primarily by the forces of nature. There is some minimal evidence of people's work over parts of the subunit such as: oil and gas seismic exploration and exploratory drilling (which occurred from 1954-1980); seasonal dwellings such as cabins and fish camps; and evidence of travel by motorized vehicles by local populations (primarily during the winter on snowmachines), particularly near the community of Chalkyitsik (approximately 50 miles from BLM land). However, the overall area is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people. There is no road access and visitors must use boats or airplanes to access the area. The majority of this unit is under the Yukon 4 Military Operations Area which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. The northern portion is under Yukon 5 Military Operations Area which allows military aircraft to fly between 5,000 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. The lower western portion of the unit is under Yukon 2 Military Operations Area which also allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three annual flying exercises. However, this noise is neither pervasive nor omnipresent.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: Outstanding opportunities for a primitive and unconfined recreation experience exist in the Black River area such as boating, paddling, and hiking. These opportunities are largely attributed to the extreme remoteness of the area.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: The Salmon Fork of the Black River hosts the most northern dense nesting population of bald eagles in Alaska. This river meets the tentative classification as a “wild” river due to its primitive appearance, its general inaccessibility, and its high water quality.

RESULTS OF ANALYSIS

Area Number/Name: AKF020–300, Black River

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? Yes

CONCLUSION: These areas have wilderness characteristics.

1.2.3.2. Upper Kevinjik Creek

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–302, Upper Kevinjik Creek

BLM Inventory Area acres: 49,776

1) Is the area of sufficient size? Yes

Description: This inventory unit is greater than 5,000 acres of contiguous BLM lands. The overall inventory unit is bounded on the west, north, and east by Arctic NWR and on the east and south by Doyon, Limited, lands. There are no mining claims or Native Allotments in the unit. None of the lands are selected. The Arctic NWR is currently considering wilderness designation in their ongoing Comprehensive Conservation Planning effort (2010). The Upper Kevinjik Creek unit is adjacent to the Fish and Wildlife Service's Porcupine Plateau Wilderness Review Unit.

2) Does the area appear natural? Yes

Description: This area is roadless and generally appears to have been affected primarily by the forces of nature. The Upper Kevinjik Creek area is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people. There is no road access and visitors must use boats or airplanes to access the area. The unit is approximately 80 miles from the end of the Steese Highway. The southern edge of this unit is under Yukon 5 Military Operations Area which allows military aircraft to fly between 5,000 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: Outstanding opportunities for a primitive and unconfined recreation experience exist in the unit, such as boating, paddling, and hiking. These opportunities are largely attributed to the extreme remoteness of the area.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

RESULTS OF ANALYSIS

Area Number/Name: AKF020–302, Upper Kevinjik Creek

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? No

CONCLUSION: These areas have wilderness characteristics.

1.2.3.3. Black River Scattered Parcels

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Black River Scattered Parcels

- AKF020–301, Circle, East of Yukon River (8,960 acres)
- AKF020–303 Gamma West-Yukon River Flats (30,430 acres)
- AKF020–304, South Central Big Creek (14,603 acres)
- AKF020–306, Upper Paddle Creek (22,925 acres)

BLM Inventory Area acres: 76,918 Total acres

1) Is the area of sufficient size? Yes

Description: All of the units in this area individually exceed 5,000 acres. These parcels are primarily surrounded by Native corporation lands. The Upper Paddle Creek Unit is contiguous with Yukon-Charley Rivers National Preserve on the south. This portion of Yukon-Charley Rivers, however, is not identified as suitable for wilderness designation (NPS 1983). The South-Central Big Creek unit is contiguous with State of Alaska land on the north.

The Upper Paddle Creek, Circle-east of Yukon, Gamma West-Yukon River Flats, and South Central Big Creek units are all Native-selected lands. All but one parcel are low priority. There are underlying State-selections. The inventory will need to be reviewed once conveyances are complete to determine if these units still meet the size criteria after conveyance.

2) Does the area appear natural? Yes

Description: This area is roadless and generally appears to have been affected primarily by the forces of nature. There is some minimal evidence of people's work over parts of the subunit such as: oil and gas seismic exploration and exploratory drilling (which occurred from 1954-1980); seasonal dwellings such as cabins and fish camps; and evidence of travel by motorized vehicles by local populations (primarily during the winter on snowmachines), particularly near the community of Circle. However, the area is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: There are outstanding opportunities for solitude since visitors to the area are easily able to avoid the sights, sounds and evidence of other people. There is no road access and these units are separated from the nearest road by the Yukon River. Visitors must use boats or airplanes to access the area. The Upper Paddle Creek Parcel is under the Yukon 2 Military Operations Area which allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. The majority of the Circle, East of the Yukon Parcel is under the Yukon 2 Military Operations Area which also allows military aircraft to fly between 100 feet above ground level and 17,999 feet above mean sea level, and exclusion for Yukon-Charley Rivers National Preserve which allows military aircraft to fly between 2,000 feet above ground level and 17,999 feet above mean sea level from April 15 through September 15, during three annual flying exercises. The Gamma West-Yukon River Flats and South Central Big Creek Parcels are under the Yukon 2 Military Operations Area which allows military aircraft to

fly between 100 feet above ground level and 17,999 feet above mean sea level during three major flying exercises annually. However, this noise is neither pervasive nor omnipresent.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: Outstanding opportunities for a primitive and unconfined recreation experience exist such as boating, paddling, and hiking. These opportunities are largely attributed to the remoteness of the area.

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

RESULTS OF ANALYSIS

Area Number/Name:

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have known supplemental values? No

CONCLUSION: These areas have wilderness characteristics.

1.2.3.4. East Central - Big Creek

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020-302,, East Central - Big Creek

BLM Inventory Area acres: 3,840

1) Is the area of sufficient size? No

Description: Bordered by State of Alaska and Native corporation lands, this unit is not contiguous to areas that which have been formally determined to have wilderness or potential wilderness values. Because this unit does not meet the size criteria of at least 5,000 acres, and is not of sufficient size to make practicable its preservation and use in and unimpaired condition, no further evaluation is needed.

2) Does the area appear natural? Not Evaluated

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: AKF020-302,, East Central - Big Creek

1. Does the area meet the size requirements? No
2. Does the area appear natural? N/A
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: The area does not have wilderness characteristics.

1.2.4. White Mountains Subunit Inventory

The White Mountains Subunit was divided into eight units for inventory purposes comprising about 28 different parcels of land. Some of these are further broken down into smaller subunits as a result of the Route Inventory process. Route Analysis was conducted on 23 routes. Many of the routes are “cherry stem” routes or user created “ways” and did not bisect inventory units. Worksheets were completed for these inventory routes and units and are displayed below.

Approximately 99 percent of the lands in the White Mountains Subunit were found to have wilderness characteristics. The [Map of the White Mountains Inventory Units](#) shows lands determined to possess wilderness characteristics in the White Mountains Subunit. A map displaying the location of each inventory unit is available at the BLM’s Fairbanks District Office.

Table 1.4. White Mountains Subunit Summary of Inventory Findings

Unit Name/Number	Acres	Meets size Criteria?	Is Natural?	Solitude or Primitive Recreation?	Conclusion
White Mountains, AKF020–418	955,241	Yes	Yes	Yes	Has wilderness characteristics
Nome Creek South, AKF020–423	28,101	Yes	Yes	Yes	Has wilderness characteristics
North Horse Creek, AKF020–420	14,961	Yes	Yes	Yes	Has wilderness characteristics
Alpa Area, AKF020–424	12,282	Yes	Yes	Yes	Has wilderness characteristics
Nome Creek Valley	1,740	No	No	N/A	No wilderness characteristics
Recreation Withdrawals	542	No	N/A	N/A	No wilderness characteristics
White Mountains Scattered Parcels	4,267	No	N/A	N/A	No wilderness characteristics
Wickersham Dome, AKF020–422	1,548	No	N/A	N/A	No wilderness characteristics

1.2.4.1. White Mountains

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–418, White Mountains

BLM Inventory Acreage: 955,241

1) Is the area of sufficient size? Yes

Description: The White Mountains Inventory Unit includes more than 5,000 acres of contiguous BLM lands. Almost the entire unit is within the White Mountains NRA (NRA). It is bounded on the east by the Steese NCA and Yukon Flats NWR; on the south and west by State of Alaska lands; the northern part of the unit is contiguous with the White-Crazy Mountains Proposed Wilderness Area in Yukon Flats NWR. There are no mining claims in the unit. There are a four private inholdings. Beaver Creek WSR runs through the unit.

2) Does the area appear natural? Yes

Description: Although there are approximately 220 miles of maintained multiple-use winter trails, 11 public use cabins, two trail shelters, and scattered historic cabins, the overall area is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Outstanding opportunities for solitude exist in majority of the White Mountains Area, especially in the northern section of the area. Visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: Outstanding opportunities for primitive and unconfined recreation exist in the majority of the White Mountains NRA, included but not limited to: float-boating, canoeing, kayaking, hiking, backpacking, photography, hunting, skiing, snowshoeing, and dog-sledding. These opportunities are largely attributed to the remoteness of the area.

5) Does the area have supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes

Description: Beaver Creek WSR runs through the unit. Beaver Creek has outstanding scenic, geologic, recreation, fish and wildlife values. Beaver Creek contains a BLM-Alaska watch list species (Chinook salmon) and fisheries diversity is one of the highest in the region. Unique concentrations of arctic grayling are highly important for recreational fishing. In addition to Beaver Creek, the unit includes Limestone Jags, Mount Prindle, and Serpentine Slide Research Natural Areas. These RNAs contain unusual geological features. The unit provides important and unique habitat for an atypical Dall sheep population.

RESULTS OF ANALYSIS

Area Number/Name: AKF020–418, White Mountains

1. Does the area meet the size requirements? Yes

2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have supplemental values? Yes

CONCLUSION: The area has wilderness characteristics.

1.2.4.1.1. US Creek Road

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: White Mountains

Route or Route Segment Name and/or Identifier: US Creek Road (#152055; Omnibus Act Road; Federal-Aid Secondary Highway System Class B Route #6701; Category III Summer Only)
(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs northward from the Steese Highway (State Highway 6, #15200; Omnibus Act Road #670, Federal Aid Secondary Class A Route) at approximately Mile Post 57. It follows US Creek up to the ridge then follows the contour and enters the White Mountains NRA approximately six miles from the highway, before dropping down into the Nome Creek drainage. The road was constructed prior to 1929, for accessing mining claims in the Nome Creek drainage. It was upgraded in 2005 to accommodate larger recreational vehicles. The route is approximately 20 feet wide with a design speed of 30 miles per hour. The route is located in USGS 1:63,360 Circle B-6 Quadrangle and is approximately seven miles long terminating at Nome Creek Road.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Class B Secondary — Local Road.

Describe: The route has a permanent highway easement with a 50 feet Right-Of-Way for construction and maintenance which provides access to Nome Creek Road within the White Mountains NRA.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? The route is a permanent highway quiet title deed for public purposes with a 50 feet ROW.
3. Is the ROW still being used for this purpose? Yes

Explain: The route was a proposed RS2477.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled	X	Roadside Berms	X	Cut/Fill	X	Other	
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Describe: The route follows contour along the slope up to and over the ridge from US Creek into Nome Creek drainage, then follows contour to the junction with Nome Creek Road at the Nome Creek bridge.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Examples:

Culverts	X	Hardened Stream Crossings		Bridges	X	Drainage	X	Barriers		Other	
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Describe: The route has culverts along the length and a bridge over Nome Creek. There are leadoff (drainage) ditches in most areas along the downhill side to facilitate water drainage from culverts.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Explain: Annual road grading occurs during the summer season.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and will continue to be available for use.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during summer months by low clearance passenger vehicles, including motor homes, to access State lands and BLM-managed lands with recreation facilities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The road is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately 20 feet wide and available for public purposes. It is a gravel road suitable for low-clearance passenger vehicles. It is a Road and will become a permanent or designated part of the transportation network system.

Evaluator(s): Tim Dupont and Holli McClain Date: April 2011

1.2.4.1.2. Nome Creek Road

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: White Mountains

Route or Route Segment Name and/or Identifier: Nome Creek Road (Summer Only Road)
(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs east/west from the end of US Creek Road in the White Mountains NRA (US Creek Road #152055; Omnibus Act Road #6701 Federal Aid Secondary Road; Class B Secondary – Local Road, Category III Summer Only). The route follows contour along the northern hillside of Nome Creek to the near the confluence of Sumner Cheek and Nome Creek in the east and Ophir Creek in the west. The road was constructed in 1996, to improve access to recreation facilities in the Nome Creek drainage and the White Mountains NRA. The route is approximately 20 feet wide within a 200 foot wide ROW with a design speed of 30 miles per hour. The route is located in USGS 1:63,360 Livengood B-1 and Circle B-6 Quadrangles and is approximately 16 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation facilities and opportunities in the Nome Creek drainage within the White Mountains NRA.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To construct, operate, maintain, and terminate a road, bridge, culverts, two campgrounds, eight trailheads and waysides, and related facilities on public lands.
3. Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled	X	Roadside Berms		Cut/Fill	X	Other	
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Describe: The route follows contour along the north side of the Nome Creek Valley to Mt. Prindle Campground and is generally an east/west route with campgrounds at both ends of the road. The route was constructed during the summer of 1996.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Examples:

Culverts	X	Hardened Stream Crossings		Bridges		Drainage	X	Barriers		Other	X
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Describe: The route has a borrow ditch along the length on the uphill side which channels water to culverts. There are leadoff (drainage) ditches in most areas along the downhill side to facilitate water drainage from culverts. Road and interpretive signs are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 or B2 is checked "yes" below)

No (if both B1 and B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Explain: The route was constructed in 1996 and has had areas rebuilt since that time. Annual maintenance occurs on the route.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by the BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during summer months by passenger vehicle, including motorhomes, to access recreation facilities. It is also used during winter months by snowmachines.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes. The road is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is 20 feet wide in a 200 foot wide right-of-way and available for public purposes. It is a gravel road suitable for use by low-clearance passenger vehicles and will become a permanent or designated part of the transportation network system.

Evaluator(s): Tim Dupont and Holli McClain Date: April 2011

1.2.4.1.3. Quartz Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Quartz Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route starts at the Nome Creek Road and terminates at Quartz Creek, all within the White Mountains NRA. The route runs northward from the Nome Creek Road and quickly accesses the uplands between the headwaters of Moose Creek and Little Champion Creek. The route continues along the uplands, then descends to cross Little Champion Creek and Champion Creek before terminating at Quartz Creek. The route was initially developed in the late 1970s by prospectors using heavy equipment to access regions of the White Mountains with potential gold values (Champion Creek and Quartz Creek). The route was identified as an important motorized access route during the scoping process for the White Mountains NRA Resource Management Plan (1985). The trail is approximately 10 feet wide within a 50 foot wide ROW with a design speed of 10 miles per hour. The route is located in USGS 1:63,360 Circle B-6 and Circle C-6 Quadrangles and is approximately 16 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the southeastern portion of the White Mountains NRA. The route is designed and managed for summer motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To locate, construct, use, operate, control, maintain, improve and repair a public recreation multiple use access trail.
3. Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled	X	Roadside Berms		Cut/Fill	X	Other	X
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Describe: The route follows contour along the uplands north of the Nome Creek Valley to Quartz Creek. The route was constructed during the 1970s. The entire route was upgraded from 2000 to 2010 and it receives annual maintenance.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine		X
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Examples:

Culverts	X	Hardened Stream Crossings	X	Bridges		Drainage	X	Barriers		Other	X
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Describe: Erosion control measures have been constructed along the entire route. These include stream bank hardening, culverts, breaks in grade and reroutes constructed using sustainable trail construction methods. Trail markers are also present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine		X
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Explain: The route was upgraded over a 10 year period starting in 2000. Annual maintenance occurs on the route.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by the BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during summer months by OHVs with weight limits of 1,500 pounds GVWR or less, to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is 10 feet wide in a 50 foot wide right-of-way and available for public purposes. It is a gravel and natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.4. Quartz Creek Spur Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Quartz Creek Spur Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route starts at approximately 14 mile of the Quartz Creek Trail within the White Mountains NRA. The route traverses the ridge for a short way and then ends. The trail is approximately four feet wide and three miles long. The route is located in USGS 1:63,360 Circle B-6 Quadrangle.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the southeastern portion of the White Mountains NRA. The route is used by motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: A Right-of-Way application may be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800 if the route is incorporated into the travel management system.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes (if either A.1 *or* A.2 is checked “yes” below)

No X (if both A.1 *and* A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) No

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	
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Describe: The route has been traveled by summer OHVs for many years by the public to keep the route usable.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
----------	--	---------------------------	--	---------	--	----------	--	----------	--	-------	--

Describe: No improvements have occurred.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes (if either B1 *or* B2 is checked "yes" below)

No X (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Explain: The route has developed for access to high country areas for hunting purposes.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route has developed to access recreation opportunities and will continue to be available for public use and may be maintained by the BLM if adopted into the transportation system.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during summer months by OHVs with weight limits of 1,500 pounds GVWR or less, to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

No. The trail is not a Wilderness Inventory Road

Explanation: For the purposes of this inventory, this route is not an Inventory Road; however, the user created trail does provides access to BLM-managed lands within the AKF020-418, White Mountains Inventory Unit for recreation related activities. The route is approximately

four feet wide and available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and may become a permanent or designated part of the transportation network system as indicated in the Travel Management Plan, when implemented.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.5. Moose Ridge Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Moose Ridge Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs east-west between Nome Creek Road and mile 1 of the Quartz Creek Trail. It provides a loop trail in the White Mountains NRA. The trail quickly access the ridge above Nome Creek Road and traverses the ridge along contour to the east for approximately one mile and to the west for approximately four miles terminating at the Quartz Creek Trail. The route has been continuously used for more than 20 years as a motorized route to access the ridge system above Moose and Nome Creeks. The route is approximately ten feet wide. The route is located in USGS 1:63,360 Circle B-6 Quadrangle and is approximately four miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the Nome Creek Valley. The route is user created by motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: Currently there is no ROW associated with this route. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) No

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	
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Describe: The route follows contour along the uplands north of the Nome Creek Valley to Quartz Creek Trail. The route was user created during the 1970s.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage	X	Barriers		Other	
----------	--	---------------------------	--	---------	--	----------	---	----------	--	-------	--

Describe: Erosion control measures such as rolling grade dips have been installed as needed.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: BLM performs maintenance on the route in the form of erosion controls and clearing of vegetation on an "as needed" basis using mechanized equipment such as chainsaws and heavy equipment.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was user developed to access recreation opportunities, but may continue to be maintained by the BLM to ensure it remains available for public use.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during summer months by OHVs with weight limits of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is four feet wide and available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and is a designated part of the transportation network system.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.6. Bear Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Bear Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route starts at the Nome Creek Road, following Bear Creek then climbs quickly to the ridge and skirts around the Beaver Creek WSR, terminating at Richard’s Cabin. The route is located within the White Mountains NRA. The route was initially developed in the 1970s to access mining claims. The route is approximately 10 feet wide with a design speed of 15 miles per hour. The route is located in USGS 1:63,360 Livengood B-1 Quadrangle and is approximately eight miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the south-central portion of the White Mountains NRA including Richard’s Cabin. The route is designed and managed for motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: Currently there is no ROW associated with this route. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route follows contour along the uplands north of the Nome Creek Valley to Bear Creek. Construction included clearing of vegetation and marking the alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	
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Examples:

Culverts		Hardened Stream Crossings	X	Bridges		Drainage	X	Barriers		Other	X
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Describe: The route was rerouted and improved during the summer of 1999. Some erosion control measures are located along the route, primarily leadoff (drainage) ditches along the downhill side. Trail markers are also present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	
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Explain: The route alignment was brushed and cleared during the 1999 summer to facilitate access to Richard's public use cabin. The route was incorporated into the White Mountains winter trails network. The trail receives annual maintenance. The trail has a long history of summer and fall motorized activity. Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and opportunities and will continue to be available for public use and maintained by the BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually by OHVs with weight limits of 1,500 pounds GVWR or less, to access recreation opportunities and public use cabins.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is 10 feet wide and is available for public purposes. It is a gravel and natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.7. Sled Dog Rocks Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Sled Dog Rocks Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route starts at Richard’s Cabin and Bear Creek Trail and traverses the ridge system between Roy Creek and Bear Creek within the White Mountains NRA. The route was constructed in the 1970s to access mineral potential in Roy Creek. The route is approximately eight feet wide and eight miles long. The route is located in USGS 1:63,360 Livengood B-1 and B-2 Quadrangles.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the south-central portion of the White Mountains NRA. The route was user created by motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: Currently there is no ROW associated with this route. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route follows contour along the uplands west of Bear Creek with clearing of vegetation.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: Clearing activities to allow for vehicle passage.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	
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Explain: Periodic clearing activities occur to allow passage by removing brush and fallen trees with chainsaws. The trail has a long history of summer and fall motorized activity.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was user constructed to access recreation facilities and may continue to be available for public use and maintained by the BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually by OHVs with weight limits of 1,500 pounds GVWR or less, to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020-418, White Mountains Inventory Unit for recreation related activities. The route is eight feet wide

and available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.8. McKay Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: McKay Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs northward from the Steese Highway (State Highway 6, #15200; Omnibus Act Road #670, Federal Aid Secondary Class A Route) at approximately Mile Post 42 entering the White Mountains NRA approximately five miles from the highway, and continues to the junction at mile 29 of Trail Creek Trail. The route climbs steeply from the Steese Highway to the ridge west of McKay Creek then follows the ridge before crossing through Ophir Creek, traversing a couple of ridges then descends through the Beaver Creek Wild River Corridor to terminate at Trail Creek Trail. The first five miles of the route were constructed in the 1930s in association with Davidson Ditch. The first eight miles of the route are approximately 15 feet wide within a 60 foot wide ROW and with a design speed of 20 miles per hour. The trail is divided into two segments based on allowable use. The first 15 miles are open to summer motorized use (up to the Beaver Creek River Corridor) while the last two miles are closed to summer use of motorized vehicles. The route is located in USGS 1:63,360 Livengood A-1 and B-1 Quadrangles and is approximately 17 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the south-central portion of the White Mountains NRA. The route is managed for motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes — the first 8 miles are covered under a valid Right-Of-Way
2. If yes, what is the stated purpose of the ROW? To provide access to recreation opportunities and related facilities on public lands.
3. Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 *and* A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms	X	Cut/Fill	X	Other	
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Describe: The first five miles of the route was constructed using heavy equipment. Rest of the trail was cleared for travelway alignment using chainsaws.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If “yes”:	By Hand Tools		By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage	X	Barriers		Other	X
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Describe: Erosion control measures have been constructed such as drainage dips for water control on an as needed basis. Trail markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked “yes” below)

No (if both B1 *and* B2 is checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If “yes”:	By Hand Tools	X	By Machine	
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Explain: The entire route alignment receives annual maintenance such as clearing activities with chainsaws on an “as needed basis.” Heavy equipment has been used to reinstall erosion controls such as drainage dips between the Steese Highway and the White Mountains NRA boundary. Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The first 15 miles of the route is used annually during summer months by OHV with weight limits of 1,500 pounds GVWR or less to access recreation opportunities. The last two miles are used annually during the winter months by snowmachines with a weight limit rating of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road; No*

Explanation: The first 15 miles of this route (summer segment) up to the southern boundary of the Beaver Creek Wild River Corridor provides summer motorized access to state lands and BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is eight feet wide and available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. The last two miles (winter segment) of this route located within the AKF020–418, White Mountains Inventory Unit is not considered a Wilderness Inventory Road.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.9. Boundary Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Boundary Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route begins at mile five of the McKay Creek Trail at the White Mountains Recreation Area boundary. The route traverses westward in and out of the White Mountains NRA along the boundary with State of Alaska lands along the ridge. It terminates at the headwaters of Ophir Creek in the south-central portion of the White Mountains NRA. The route was developed by trappers and hunters in the 1990s. The trail is approximately eight feet wide, however through wet areas the route footprint exceeds a 100 feet in width. The route is located in USGS 1:63,360 Livengood A-1 and B-1 Quadrangles. The route is approximately eight miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the south-central portion of the White Mountains NRA. The route is user created for motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: Currently there is no ROW associated with this route. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes (if either A.1 or A.2 is checked “yes” below)

No X (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) No

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	
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Describe: The route is a user created Way.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe:

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	
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Explain: This route receives maintenance by users such as clearing activities with chainsaws on an "as needed basis" for trapping and hunting access.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was created to access recreation opportunities but may be maintained by BLM to ensure it remains available for public use.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually by motorized vehicles with weight limits of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: The route provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is generally eight feet wide and available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.10. Haystack Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Haystack Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route begins on State of Alaska lands at the end of the Haystack subdivision (Middlefork Road). The route follows along ridges within a fireline for 5.5 miles on state land and then continues for two miles within the White Mountains NRA. The trail connects to the Trail Creek Trail approximately two miles east of the Moose Creek Cabin. The route appears to be a user created trapline trail probably created in the 1970s and is used by the public to access the south western portion of the White Mountains NRA. The route is approximately six feet wide and seven miles long. The route is located in USGS 1:63,360 Livengood A-2 Quadrangle.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the south-western portion of the White Mountains NRA and adjacent State of Alaska lands. The route is user created by motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: Currently there is no ROW associated with this route. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) No

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route has been created by users within a fireline which was constructed by heavy equipment and chainsaws resulting in fireline berms and clearing of vegetation creating a discernible travel way alignment. As part of the fireline construction and rehabilitation, ditching occurred in areas along the uphill side to the line to facilitate water drainage.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: The route receives maintenance by users such as clearing activities to keep the fireline active as a fire break, which maintains the cleared width allowing for travel by OHVs. Clearing activities occur with chainsaws and heavy equipment.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes (if either B1 *or* B2 is checked "yes" below)

No X (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: This route is maintained by the public for trapping and hunting access.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was user created in the 1970s, developed as a firebreak in 2005 which is currently used to access recreation facilities and will continue to be available for public use and may be maintained by BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually by OHV with weight limits of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: This route provides motorized access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is generally eight feet wide and available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.11. Trail Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Trail Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route begins at mile 6 of the Wickersham Creek Trail and generally follows along a ridge system north of Washington and Trail creeks through the Beaver Creek Wild River Corridor to the McKay Creek Trail in the White Mountains NRA. The route was initially developed in the 1970s by miners and hunters. The route is approximately 15 feet wide, with the first five miles within a 25 foot wide ROW, with a design speed of 20 miles per hour. The trail is divided into two segments based on allowable use. The first 26 miles are open to summer motorized use (up to the Beaver Creek Wild River Corridor) while the last seven miles are closed to summer use of motorized vehicles. The route is located on USGS 1:63,360 Livengood A-2, B-1, and B-2 Quadrangles and is approximately 33 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the southwestern portion of the White Mountains NRA. The route is managed for motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? Winter travel of vehicles over the first five miles by OHV with a weight limit of 1,500 pounds GVWR or greater by permit.
3. Is the ROW still being used for this purpose? Yes

Explain: A ROW currently exists for the first five miles of the route. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800 for the remainder of the route.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: Construction of the route consisted of clearing of vegetation with heavy equipment creating a discernible trailway/alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage	X	Barriers		Other	X
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Describe: Erosion control measures have been constructed as needed. Trail markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: Annual maintenance (consisting of clearing activities) occurs on the route to allow passage. Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route is used annually by OHVs with weight limits of 1,500 pounds GVWR or less to access recreation facilities and will continue to be available for public use and maintained by the BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The first 26 miles of the route is used annually during the summer months by OHVs with weight limits of 1,500 pounds GVWR or less to access recreation opportunities. The last seven miles are

used annually during the winter months by snowmachines with a weight limit rating of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road and No*

Explanation: The first 26 miles of this route (summer segment) up to the southern boundary of the Beaver Creek Wild River Corridor provides summer motorized access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is generally 15 feet wide within a 60 foot wide ROW and is available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. The last seven miles (winter segment) of this route located within the AKF020–418, White Mountains Inventory Unit is not considered a Wilderness Inventory Road.

The Trail Creek Trail, Haystack Trail and 23.5 Mile Trail create the boundaries of AKF020–420, North Horse Creek Area Inventory Unit.

The Trail Creek Trail, Moose Creek Trail, and Wickersham Creek Trail create the boundaries of AKF020–424, Alpa Area Inventory Unit.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.12. Moose Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Moose Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The Moose Creek Trail route links the Trail Creek Trail and the Wickersham Creek Trail to provide a loop trail between public use cabins for the winter cabins and trails network in the White Mountains NRA. The route is a winter route for snowmachines. The route is approximately 15 feet wide within a 25 foot wide right-of-way with a design speed of 15 miles per hour. The route is located in USGS 1:63,360 Livengood A-2 and B-2 Quadrangles and is approximately nine miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the southwestern portion of the White Mountains NRA. The route is managed for winter motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To use, control, maintain and improve for public access.

Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was constructed in 1988 following contour along the uplands south of Moose Creek with clearing of vegetation along the travelway/alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: The route was realigned in 1995 and there are trail markers.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The entire route alignment receives annual maintenance such as clearing activities with chainsaws on an "as needed basis." Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by the BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during winter months by snowmachines with a weight limit of 1,500 pounds GVWR or less to access recreation opportunities and facilities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road; No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides winter access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately eight feet wide within a 25 foot right-of-way and is available for public purposes during winter with adequate snow cover.

*However, due Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used by snowmachines only during the winter with adequate snow cover are not considered a road in Alaska. This route located within the AKF020–418, White Mountains Inventory Unit is not considered a Wilderness Inventory Road.

The Moose Creek Trail, Trail Creek Trail and Wickersham Creek Trail create the boundary of the AKF020–424, Alpa Area Inventory Unit.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.13. Wickersham Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Wickersham Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs north/south from the Elliott Highway (State Highway 6, #15200; Omnibus Act Road #670, Federal Aid Secondary Class A Route) at approximately Mile Post 28 to the Beaver Creek Wild River Corridor in the White Mountains NRA. The route traverse along the upland and ridges briefly before dropping into the lowlands along Wickersham Creek and terminates at Big Bend Trail and the southern boundary of Beaver Creek Corridor. The first four miles of the trail from the Wickersham Dome Trailhead is along a ridge between Wickersham Creek and Snowshoe Creek. The trail then turns north and descends into a poorly drained area comprised of stunted black spruce and marsh. Segments of the Wickersham Trail were constructed as early as 1913 when the route was known as the Snowshoe Beaver Trail. The trail is divided into two segments based on allowable use. The first four miles are open to summer motorized use (towards Lee's Cabin) while the remaining 16 miles is made up of small drainages of Wickersham Creek and is closed to summer use of motorized vehicles. The route is approximately 15 feet wide within a 100 foot wide right-of-way with a design speed of 20 miles per hour. The route is located in USGS 1:63,360 Livengood A-2, A-3 and B-2 Quadrangles and is approximately 20 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities and facilities in the southwestern portion of the White Mountains NRA. The route is managed for motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To use, control, maintain and improve for public access.

Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 *or* A.2 is checked “yes” below)

No (if both A.1 *and* A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms		Cut/Fill	X	Other	X
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Describe: Segments of the Wickersham Trail were developed as a supply and access route early as 1913 when the route was known as the Snowshoe-Beaver Trail. The first four miles of the trail were constructed using a hydro ax and heavy equipment in the 1980s.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If “yes”:	By Hand Tools	X	By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage	X	Barriers		Other	X
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Describe: There are drainage (leadoff) ditches in most areas along the uphill side to facilitate water drainage. Trail markers are also present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked “yes” below)

No (if both B1 *and* B2 is checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If “yes”:	By Hand Tools	X	By Machine	X
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Explain: Maintenance with heavy equipment is done on the four mile segment from the Wickersham Dome Trailhead toward Lee’s Cabin. The entire route alignment receives annual maintenance such as clearing activities with chainsaws on an “as needed basis.” Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? YES

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) YES

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The first four miles is used year-round by OHVs with weigh limits of 1,500 pounds GVWR or less to access recreation opportunities and facilities. The last 16 miles are used annually during the winter months by snowmachines with a weight limit rating of 1,500 pounds GVWR or less to access recreation opportunities and facilities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road; No*

Explanation: The first four miles of this route (summer segment) up to Lee's Cabin provides summer motorized access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately 15 feet wide within a 100 foot wide right-of-way and is available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

*However, due Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. The last 16 miles of this route located within the AKF020–418, White Mountains Inventory Unit is not considered a Wilderness Inventory Road.

The Moose Creek Trail, Trail Creek Trail and Wickersham Creek Trail create the boundaries of the Alpa Area Inventory Unit.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.14. Globe Peak Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Globe Peak Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs north-eastward from the Elliott Highway (State Highway 2, #153000; Omnibus Act Road #680, Federal Aid Secondary Class A Route) at approximately Mile Post 42, entering the White Mountains NRA approximately nine miles from the highway. The first nine miles are on state lands. The trail climbs around Globe Peak and traverses ridge lines for three miles until it connects with the Big Bend Trail in the White Mountains NRA. The route was user created during the 1990s and has been used to access the western portion of the Recreation Area. The route is approximately eight feet wide except in braided areas where the footprint can exceed a 100 feet in width. The route is located in USGS 1:63,360 Livengood B-2 and B-3 Quadrangles and is approximately 12 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the southwestern portion of the White Mountains NRA. The route is managed for motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?

Is the ROW still being used for this purpose?

Explain: A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800 if the route is incorporated into the transportation system.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) No

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	
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Describe: The route is a user created Way.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe: No improvements have occurred on this route.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route receives maintenance by users such as clearing activities with chainsaws on an "as needed basis".

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route has developed to access recreation facilities and may be maintained by the BLM to ensure it remains available for public use if the route is incorporated into the transportation system.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually by motorized vehicles with weight limits of 1,500 pounds GVWR or less to access recreation opportunities and facilities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

No. The trail is not a Wilderness Inventory Road

Explanation: For the purposes of this inventory, this route is not an Inventory Road, however it provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately eight feet wide and is available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and may become a permanent or designated part of the transportation network system as indicated in the Travel Management Plan, when implemented.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.15. Big Bend Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Big Bend Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The Big Bend Trail route runs east—west between the Colorado Creek Trail and the Wickersham Creek Trail to provide a loop trail to access public use cabins for the winter cabins and trails network in the White Mountains NRA. The trail traverses lowlands and ridges southwest of Beaver Creek Wild River Corridor and east of the Tatalina River Drainage. The route was constructed in the 1980s and is approximately 15 feet wide with a design speed of 15 mile per hour. The route is located in USGS 1:63,360 Livengood B-2 Quadrangle and is approximately 15 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the western—central portion of the White Mountains NRA. Approximately 10 miles of the route is managed for summer motorized use by vehicles of 1,500 pounds GVWR or less while the entire route is managed for winter motorized use by vehicles of 1,500 pounds GVWR or less. (Segments within the Beaver Creek Corridor are closed to summer motorized use.)

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?

Is the ROW still being used for this purpose?

Explain: Currently there is no ROW. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was constructed in the 1980s following contour along the uplands with clearing of vegetation along the travelway/alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: Realignments have occurred since construction. Trail markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route receives annual maintenance such as clearing activities with chainsaws on an "as needed basis". Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually by motorized vehicles with a weight limit of 1,500 pounds GVWR or less to access recreation opportunities and facilities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road and No*

Explanation: This route provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately 15 feet wide within a 100 foot wide right-of-way and is available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles of 1,500 pounds GVWR or less.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. The segment of this route within the Beaver Creek Wild River Corridor located within the AKF020–418, White Mountain Inventory Unit is not considered a Wilderness Inventory Road.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.16. Colorado Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Colorado Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs eastward from the Elliott Highway (State Highway 2, #153000; Omnibus Act Road #680, Federal Aid Secondary Class A Route) at approximately Mile Post 57, entering the White Mountains NRA approximately 13 miles from the highway. The first 13 miles are located on state lands. The trail follows contour along the Duncan Creek drainage traversing open meadows and mixed forests, gradually climbing to the ridge and dropping down into the Colorado Creek drainage and continuing through the Beaver Creek Wild River Corridor to the Windy Creek Trail. The route is approximately 15 feet wide within a 25 foot wide right-of-way. The trail is divided into two segments based on allowable use. The first 22 miles are open to summer motorized use (up to the Beaver Creek Corridor) while the last mile is closed to summer use of motorized vehicles. The entire route receives annual winter snowmobile use. The route is located on USGS 1:63,360 Livengood B-3, C-3, C-2, and B-2 Quadrangles and is approximately 23 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the western—central portion of the White Mountains NRA. The route is managed for motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To construct, operate, maintain and terminate a trail and related facilities on public lands.

Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 *and* A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was constructed in the 1970s following contour along the uplands with evidence of clearing of vegetation along the travelway/alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If “yes”:	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges	X	Drainage		Barriers		Other	X
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Describe: A bridge across Colorado Creek was constructed and trail markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked “yes” below)

No (if both B1 *and* B2 is checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If “yes”:	By Hand Tools	X	By Machine	X
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Explain: The route receives annual maintenance such as clearing activities with chainsaws on an “as needed basis”. Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? YES

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by the BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) YES

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The first 17 miles of the route is used annually during the summer months by OHVs with weight limits of 1,500 pounds GVWR or less to access recreation opportunities and facilities, while the

last seven miles are open and receive minimal use by OHVs. The entire trail is used annually during the winter months by snowmachines with a weight limit rating of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road and No*

Explanation: The first 22 miles of this route (summer segment) up to the western boundary of the Beaver Creek Wild River Corridor provides summer motorized access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately 15 feet wide within a 25 foot wide right-of-way and is available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles of 1,500 pounds GVWR or less and will be a permanent or designated part of the transportation network system.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines are not considered a road in Alaska. The last mile (winter segment) of this route located within the AKF020–418, White Mountain Inventory Unit is not considered a Wilderness Inventory Road.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.17. Duncan Dome Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Duncan Dome Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route begins at the junction of the White Mountains Boundary and the Colorado Creek Trail. The route follows along the western boundary of the White Mountains NRA in a north-south direction. There are rock cairns along the route that are at least 50 years old. The route is approximately four feet wide. The route is identified to the headwaters of Victoria Creek, but most likely continues on another 12 miles. The route is located in USGS 1:63,360 Livengood C-2 Quadrangle and is approximately 15 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the western—central portion of the White Mountains NRA. The route is user created by motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?

Is the ROW still being used for this purpose?

Explain: Currently there is no ROW on this route. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) No

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	
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Describe: The route is a user created Way.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: Trail markers (rock cairns) are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route receives maintenance by users such as clearing activities with chainsaws on an "as needed basis".

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was user developed to access public lands but may be maintained by BLM to ensure it remains available for public use.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually by motorized vehicles with weight limits of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: The route provides access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately four feet wide and is available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles of 1,500 pounds GVWR or less.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.18. Fossil Gap Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Fossil Gap Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The Fossil Gap Trail route links the Colorado Creek Trail and the Fossil Creek Trail to provide a loop trail to public use cabins for the winter cabins and trails network in the White Mountains NRA. From the northern end, the route traverses uplands along the Beaver Creek drainage and crosses the creek before gradually ascending along Fossil Creek through the Fossil Creek Gap and down into the Fossil Creek drainage to Fossil Creek Trail. The route is approximately eight feet wide within a 100 foot wide right-of-way with a design speed of 15 miles per hour. The route is located in USGS 1:63,360 Livengood B-2 and C-2 Quadrangles and is approximately nine miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides winter access to recreation opportunities in the west-central portion of the White Mountains NRA. The route is managed for winter motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To construct, operate, maintain and terminate a trail and related facilities on public lands.

Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was constructed in the early 1990s with clearing activities using chainsaws to create a travelway alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges	X	Drainage		Barriers		Other	X
----------	--	---------------------------	--	---------	---	----------	--	----------	--	-------	---

Describe: A bridge across Montana Creek was constructed and trail markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route receives maintenance such as clearing activities with chainsaws on an "as needed basis". Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route is used to access recreation facilities and will continue to be maintained by BLM to ensure it remains available for public use.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during the winter by motorized vehicles with weight limits of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road; No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides winter access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately eight feet wide within a 100 foot wide right-of-way and is available for public purposes during winter months with adequate snow cover. Winter use may include vehicles weighing 1,500 pounds GVWR or less without a permit. No summer motorized use occurs on this route.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. This trail located within the AKF020–418, White Mountains Inventory Unit is not considered a Wilderness Inventory Road.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.19. Fossil Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Fossil Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The Fossil Creek Trail route links the Wickersham Creek and Cache Mountain Loop trails to provide access to public use cabins for the winter cabins and trails network in the White Mountains NRA. The route is a north-south route traversing uplands along the Fossil Creek drainage between the Wickersham Creek Trail and the Cache Mountain Loop Trail. The route is approximately eight feet wide within a 100 foot wide right-of-way with a design speed of 15 miles per hour. The route is located in USGS 1:63,360 Livengood B-1 and C-1 Quadrangles and is approximately 20 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides winter access to recreation opportunities in the west-central portion of the White Mountains NRA. The route is managed for winter motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To construct, operate, maintain and terminate a trail and related facilities on public lands.

Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was constructed in the late 1980s with clearing activities using chainsaws to create a travelway alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: Areas of the route were realigned in the early 1990s and trail markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route receives maintenance such as clearing activities with chainsaws on an "as needed basis". Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route is used to access recreation facilities and will continue to be maintained by BLM to ensure it remains available for public use.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during the winter by motorized vehicles with weight limits of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road; No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides winter access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately eight feet wide within a 100 foot wide right-of-way and is available for public purposes during winter months with adequate snow cover. Winter use may include vehicles weighing 1,500 pounds GVWR or less without a permit. No summer motorized use occurs on this route.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. This trail located within the AKF020–418, White Mountains Inventory Unit is not considered a Wilderness Inventory Road.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.20. Windy Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Windy Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The Windy Creek Trail route links the Colorado Creek and Cache Mountain Loop trails to provide a loop trail between public use cabins for the winter cabins and trails network in the White Mountains NRA. The route traverses along the Windy Creek drainage, crosses Windy Gap before steeply descending to the Cache Mountain Loop Trail. The route is approximately eight feet wide within a 100 foot wide right-of-way with a design speed of 15 miles per hour. The route is located in USGS 1:63,360 Livengood C-1 and C-2 Quadrangles and is approximately nine miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides winter access to recreation opportunities in the west-central portion of the White Mountains NRA. The route is managed for winter motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To construct, operate, maintain and terminate a trail and related facilities on public lands.

Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was constructed in the late 1980s with clearing activities using chainsaws to create a travelway alignment.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges	X	Drainage		Barriers		Other	X
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Describe: There is a bridge over Windy Creek and trail markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route receives maintenance such as clearing activities with chainsaws on an "as needed basis". Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route is used to access recreation facilities and will continue to be maintained by BLM to ensure it remains available for public use.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during the winter by motorized vehicles with weight limits of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road; No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides winter access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately 8 feet wide within a 100 foot Right-of-Way and is available for public purposes during winter months with adequate snow cover. Winter use may include vehicles weighing 1,500 pounds GVWR or less without a permit. No summer motorized use occurs on this route.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. tthis trail located within the AKF020–418, White Mountains Inventory Unit is not considered a Wilderness Inventory Road.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.1.21. Cache Mountain Loop Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–418, White Mountains

Route or Route Segment Name and/or Identifier: Cache Mountain Loop Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The Cache Mountain Loop Trail route links the Fossil Creek Trail and Trail Creek Trail to provide a loop trail between public use cabins for the winter cabins and trails network in the White Mountains NRA. From the north end, the route traverses along the Fossil Creek drainage rising steadily to the Cache Mountain Divide and gradually descending into the O'Brien Creek drainage and paralleling the creek to Trail Creek Trail. The route is approximately eight feet wide within a 25 foot wide right-of-way with a design speed of 10 miles per hour. The route is located in USGS 1:63,360 Livengood B-1 and C-2 Quadrangles and is approximately 23 miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the central portion of the White Mountains NRA. The route is managed for winter motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To locate, construct, use, operate, control, maintain, improve and repair a public recreation multiple use access trail.

Is the ROW still being used for this purpose? Yes

Explain: This route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked "yes" below)

No (if both A.1 and A.2 is checked "no" below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: The route was constructed in 1991 following an existing seismic line for five miles from Cache Mountain Cabin with clearing activities using a hydro-ax to create a travel way alignment. Additional construction activities included using chainsaws to create the travelway alignment for the rest of the route.

- Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: Areas have realigned since original construction. Trail markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

- Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route receives maintenance such as clearing activities with chainsaws on an "as needed basis". Winter trail grooming activities occur during the winter months using snowmachines pulling groomers. Additional winter trail markers are installed as needed.

- If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route is used to access recreation facilities and will continue to be maintained by BLM to ensure it remains available for public use.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during the winter by motorized vehicles with a weight limit of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road; No*

Explanation: For the purposes of this inventory, this route is a Wilderness Inventory Road that provides winter access to BLM-managed lands within the AKF020–418, White Mountains Inventory Unit for recreation related activities. The route is approximately eight feet wide and is available for public purposes during winter months with adequate snow cover. Winter use may include vehicles weighing 1,500 pounds GVWR or less without a permit. No summer mechanized or motorized use occurs on this route.

*However, due to Section 1110(a) of ANILCA's allowance of snowmachines in conservation system units including wilderness study areas, trails used only by snowmachines during the winter with adequate snow cover are not considered a road in Alaska. This trail located within the AKF020–418, White Mountains Inventory Unit is not considered a Wilderness Inventory Road.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.2. Nome Creek South

The inventory unit described in the following section was found to possess wilderness characteristics.

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–423, Nome Creek South

BLM Inventory Acreage: 28,101

1) Is the area of sufficient size? Yes

Description: The Nome Creek South includes more than 5,000 acres of contiguous BLM lands. This unit is within the White Mountains NRA and is bounded on the north and east by the Nome Creek Road, on the west by Lower Nome Creek Trail; and on the south by State of Alaska lands. There are no mining claims or other facilities in the unit.

2) Does the area appear natural? Yes

Description: This unit is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. There are no private inholdings. There are no developed or undeveloped federal mining claims. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Outstanding opportunities for solitude exist in majority of the White Mountains NRA, including lands within the Nome Creek South inventory unit. Visitors to the area are easily able to avoid the sights, sounds and evidence of other people.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation included but not limited to the following activities: hiking, backpacking, photography, hunting, fishing, skiing, snowshoeing, and dog-sledding. These opportunities are largely attributed to the remoteness of the area.

5) Does the area have supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

Description:

RESULTS OF ANALYSIS

Area Number/Name: AKF020–423, Nome Creek South

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have supplemental values? No

CONCLUSION: The area has wilderness characteristics.

1.2.4.2.1. Lower Nome Creek Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–423, Nome Creek South

Route or Route Segment Name and/or Identifier: Lower Nome Creek Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route segment runs north/south between mile eight of the McKay Creek Trail and Nome Creek Road. The route was pioneered by miners in the 1950s to improve access to mining activities. The route is approximately 10 feet wide with a design speed of 20 miles per hour. The route is located in USGS 1:63,360 Livengood A-1 and B-1 Quadrangles and is approximately seven miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation facilities and opportunities in the Nome Creek drainage within the White Mountains NRA.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? No
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?

Explain: Currently, there is no ROW on this route. A ROW application will be submitted for a Right-of-Way grant under Title 5 of FLPMA and the regulations found in 43 CFR 2800.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	X
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Describe: A route alignment has been brushed and cleared of vegetation to allow easier route finding and travel because multiple braided routes are visible from numerous past trips by large heavy track vehicles (e.g., nodwells and bulldozers).

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No	X	If "yes":	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	X
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Describe: Route markers are present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The entire route alignment receives annual maintenance such as clearing activities with chainsaws on an "as needed basis".

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually during summer months by OHVs with a weight limit of 1,500 pounds GVWR or less to access recreation opportunities and facilities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020-423, Nome Creek South Inventory Unit for recreation related activities. The route is 10 feet wide and

available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles and will become a permanent or designated part of the transportation network system.

Lower Nome Creek Trail, Nome Creek Road, and US Creek Road create the boundaries of AKF020–423, Nome Creek South Wilderness Inventory Unit.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.3. North Horse Creek

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–420, North Horse Creek

BLM Inventory Acreage: 14,961

1) Is the area of sufficient size? Yes

Description: The North Horse Creek Unit includes more than 5,000 acres of contiguous BLM lands. This unit is within the White Mountains NRA and is bounded on the west by 23.5 Mile Trail, on the north by Trail Creek Trail, and on the east by Haystack Trail; on the south by State of Alaska lands. There are no mining claims, inholdings or other facilities in the unit.

2) Does the area appear natural? Yes

Description: This unit is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. There are no private inholdings. There are no developed or undeveloped federal mining claims. Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Outstanding opportunities for solitude exist in majority of the White Mountains NRA, including lands within the North Horse Creek Inventory Unit. Visitors to the area are easily able to avoid the sights, sounds and evidence of other people in this area.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation included but not limited to the following activities: hiking, backpacking, photography, hunting, skiing, snowshoeing, and dog-sledding. These opportunities are largely attributed to the remoteness of the area.

5) Does the area have supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

Description:

RESULTS OF ANALYSIS

Area Number/Name: AKF020–420, North Horse Creek

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have supplemental values? No

CONCLUSION: The area has wilderness characteristics.

1.2.4.3.1. 23.5 Mile Trail

ROUTE ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes)

Wilderness Characteristics Inventory Area Unique Identifier: AKF020–420, North Horse Creek

Route or Route Segment Name and/or Identifier: 23.5 Mile Trail (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to the [Map of the White Mountains Inventory Units](#) and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe: The route runs north from the Elliott Highway (State Highway 2, #153000 Omnibus Act Road #680, Federal Aid Secondary Class A Route) at approximately Mile Post 23.5, within the White Mountains NRA. The trail terminates at the Wickersham Creek Trail. The route was identified on maps as early as 1913 and was known as the Snowshoe to Beaver Trail. The route is approximately 14 feet wide within a 100 foot wide right-of-way. The route is located in USGS 1:63,360 Livengood A-2 and is approximately two miles long.

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route: Access to recreation facilities and opportunities within the White Mountains NRA.

Describe: The route provides access to recreation opportunities in the southwestern portion of the White Mountains NRA. The route is managed for motorized use by vehicles of 1,500 pounds GVWR or less.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes
2. If yes, what is the stated purpose of the ROW? To provide access to recreation opportunities and related facilities on public lands.

Is the ROW still being used for this purpose? Yes

Explain: The route was permitted under 43 CFR 2800 as public access to recreation facilities.

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes

Examples:

Paved		Bladed	X	Graveled		Roadside Berms	X	Cut/Fill	X	Other	
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Describe: The route was constructed using heavy equipment such as bulldozers and excavators.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage	X	Barriers		Other	X
----------	--	---------------------------	--	---------	--	----------	---	----------	--	-------	---

Describe: There are drainage ditches in most areas along the uphill side to facilitate water drainage. Trail markers are also present.

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 *or* B2 is checked "yes" below)

No (if both B1 *and* B2 is checked "no" below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes	X	No		If "yes":	By Hand Tools	X	By Machine	X
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Explain: The route receives annual maintenance such as clearing activities with chainsaws on an "as needed basis". Heavy equipment may also be used.

2. If the route or route segment is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable? Yes

Explain: This route was constructed to access recreation facilities and will continue to be available for public use and maintained by the BLM.

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).

The route is used annually by motorized vehicles with weight limits of 1,500 pounds GVWR or less to access recreation opportunities.

IV. CONCLUSION

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)?

Yes. The trail is a Wilderness Inventory Road

Explanation: This route provides access to BLM-managed lands within the AKF020–420, North Horse Creek Inventory Unit for recreation related activities. The route is approximately 14 feet wide and is available for public purposes. It is a natural surface route suitable for use by high-clearance vehicles of 1,500 pounds GVWR or less.

The 23.5 Mile Trail, Trail Creek Trail and Haystack Trail create the boundaries of AKF020–420, North Horse Creek Inventory Unit.

Evaluator(s): Tim Dupont and Holli McClain Date: October 2011

1.2.4.4. Alpa Area

The inventory unit described in the following section was found to possess wilderness characteristics.

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: AKF020–424, Alpa Area

BLM Inventory Acreage: 12,282

1) Is the area of sufficient size? Yes

Description: The Alpa includes more than 5,000 acres of contiguous BLM lands. This unit is within the White Mountains NRA and is bounded on the north and east by Moose Creek Trail, on the west by Wickersham Creek Trail, and on the south by Trail Creek Trail. There are no mining claims in the unit.

2) Does the area appear natural? Yes

Description: This unit is generally natural in appearance, having been primarily affected by the forces of nature, and contains generally minimal evidence of people's work. There are no private inholdings. There are no developed or undeveloped federal mining claims. There is one public use cabin (allowed by ANILCA Section 1315(c)). Overall, the area retains its primeval character.

3) Does the area have outstanding opportunities for solitude? Yes

Description: Outstanding opportunities for solitude exist in majority of the White Mountains NRA, including lands within the Alpa Area Inventory Unit. Visitors to the area are easily able to avoid the sights, sounds and evidence of other people.

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Yes

Description: The area within this inventory unit provides users with outstanding opportunities for primitive and unconfined recreation included but not limited to the following activities: hiking, backpacking, photography, hunting, fishing, skiing, snowshoeing, and dog-sledding. These opportunities are largely attributed to the remoteness of the area.

5) Does the area have supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? No

Description:

RESULTS OF ANALYSIS

Area Number/Name: AKF020–424, Alpa Area

1. Does the area meet the size requirements? Yes
2. Does the area appear natural? Yes
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes
4. Does the area have supplemental values? No

CONCLUSION: The area has wilderness characteristics.

1.2.4.5. Nome Creek Valley Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Nome Creek Valley Area

BLM Inventory Area acres: 3,156 Total acres

- AKF020–411, Mt. Prindle Campground (54 acres)
- AKF020–412, Nome Creek Road – Tailings Area (1,557 acres)
- AKF020–413, Nome Creek Road Admin Site (34 acres)
- AKF020–414, Ophir Campground (61 acres)
- AKF020–417, U.S. Creek Road (35 acres)
- AKF020–425, Moose Ridge (1416 acres)

1) Is the area of sufficient size? No

Description: This inventory unit consists of the Nome Creek Road, tailings piles, campgrounds and BLM administrative site in Nome Creek Valley and is less than 5,000 acres.

2) Does the area appear natural? No

Description: The majority of the White Mountains NRA is roadless and generally appears to have been affected primarily by the forces of nature. The Nome Creek Valley, however, is accessed by Nome Creek Road, which connects the Nome Creek Valley to the Steese Highway, via U.S. Creek Road. Besides a major access road, the area contains two developed campgrounds (Mt. Prindle and Ophir Creek, with a total of 32 sites), and a BLM administrative site used to support a summer campground host. There is also evidence of significant historical mining activity in the Nome Creek Valley, including tailings piles from dredging. Therefore, the area within this inventory unit is not generally natural in appearance, does not appear to have been primarily affected by the forces of nature, and contains evidence of people's work. The area does not retain its primeval character.

Because of these imprints of peoples work, it is determined that the area does not possess naturalness, and thus does not contain wilderness characteristics. No further evaluation is needed.

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: Nome Creek Valley Area

- AKF020–411, Mt. Prindle Campground
- AKF020–412, Nome Creek Road – Tailings Area
- AKF020–413, Nome Creek Road Admin Site
- AKF020–414, Ophir Campground
- AKF020–417, U.S. Creek Road
- AKF020–425, Moose Ridge

1. Does the area meet the size requirements? No
2. Does the area appear natural? No
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: The area does not have wilderness characteristics.

1.2.4.6. Wickersham Dome Area

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Wickersham Dome Area

BLM Inventory Area acres: 1,548 Total acres

- AKF020–419, Wickersham Dome Trailhead (46 acres)
- AKF020–422, East Wickersham (1,502 acres)

1) Is the area of sufficient size? No

Description: The Wickersham Dome Trailhead is located within the White Mountains Special Recreation Management Area. This area has not been previously inventoried for the presence of wilderness characteristics. However, through this planning effort, the adjacent lands in the White Mountains NRA, have been inventoried, and have been determined to possess wilderness characteristics (see [Section 1.2.4.1](#)). The Wickersham Dome unit is contiguous with an area that has been determined to have wilderness values.

2) Does the area appear natural? No

Description: The Wickersham Dome Trailhead is accessed by the Elliott Highway, which is a major highway through Interior Alaska. Besides the highway, the area contains significant development related recreation area access, such as a parking area, a loading ramp and a vault toilet. Therefore, this unit is generally not natural in appearance, does not appear to have been primarily affected by the forces of nature, and contains evidence of people's work. The area does not retain its primeval character.

Because of these imprints of peoples work, it is determined that the area does not possess naturalness, and thus does not contain wilderness characteristics. No further evaluation is needed.

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: Wickersham Dome Area

- AKF020–419 Wickersham Dome Trailhead
- AKF020–422 East Wickersham

1. Does the area meet the size requirements? No
2. Does the area appear natural? No
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
4. Does the area have known supplemental values? N/A

CONCLUSION: The area does not have wilderness characteristics.

1.2.4.7. Recreation Withdrawals

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: Recreation Withdrawals

BLM Inventory Area acres: 543 Total acres

- AKF020–400, Cripple Creek Campground (244 acres)
- AKF020–402, Fred Blixt (5 acres)
- AKF020–415, Perhaps Creek (203 acres)
- AKF020–416, U.S. Creek (91 acres)

1) Is the area of sufficient size? No

Description: Primarily bordered by State of Alaska lands, this unit is not contiguous to areas that possess, or are being managed for, Wilderness or wilderness characteristics. Because this unit does not meet the size criteria of at least 5,000 acres, and is not of sufficient size to make practicable its preservation and use in and unimpaired condition, no further evaluation is needed.

2) Does the area appear natural? Not Evaluated

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: Recreation Withdrawals

- AKF020–400, Cripple Creek Campground
- AKF020–402, Fred Blixt
- AKF020–415, Perhaps Creek
- AKF020–416, U.S. Creek

1. Does the area meet the size requirements? No

2. Does the area appear natural? N/A

3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A

4. Does the area have known supplemental values? N/A

CONCLUSION: These areas do not have wilderness characteristics.

1.2.4.8. White Mountains Scattered Parcels and Mining Claims

Form 2. Current Conditions: Presence or Absence of Wilderness Characteristics

Area Number/Name: White Mountains Scattered Parcels and mining claims

BLM Inventory Area acres: 4,267 Total acres

- AKF020-401, Livengood 1 (39 acres)
- AKF020-403, Livengood Mining Claim 1 (83 acres)
- AKF020-404, Livengood Mining Claim 2 (2,871 acres)
- AKF020-405, Livengood Mining Claim 3 (267 acres)
- AKF020-406, Livengood Mining Claim 4 (62 acres)
- AKF020-407, Livengood Mining Claim 5 (89 acres)
- AKF020-408, Livengood Mining Claim 6 (20 acres)
- AKF020-409, Livengood Mining Claim 7 (74 acres)
- AKF020-410, Livengood Mining Claim 8 (116 acres)
- AKF020-421, Boundary (202 acres)
- AKF020-426, Big Bend (423 acres)
- AKF020-427, Globe Peak (22 acres)

1) Is the area of sufficient size? No

Description: Primarily bordered by State of Alaska lands, the parcels and mining claims in the Livengood area are not contiguous to an area that which have been formally determined to have wilderness or potential wilderness values. Because these inventory units do not meet the size criteria of at least 5,000 acres, and are not of sufficient size to make practicable their preservation and use in and unimpaired condition, no further evaluation is needed.

2) Does the area appear natural? Not Evaluated

3) Does the area have outstanding opportunities for solitude? Not Evaluated

4) Does the area have outstanding opportunities for primitive and unconfined recreation? Not Evaluated

5) Does the area have known supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Not Evaluated

RESULTS OF ANALYSIS

Area Number/Name: White Mountains Scattered Parcels

- AKF020-401, Livengood 1
- AKF020-403, Livengood Mining Claim 1
- AKF020-404, Livengood Mining Claim 2
- AKF020-405, Livengood Mining Claim 3
- AKF020-406, Livengood Mining Claim 4
- AKF020-407, Livengood Mining Claim 5
- AKF020-408, Livengood Mining Claim 6
- AKF020-409, Livengood Mining Claim 7
- AKF020-410, Livengood Mining Claim 8
- AKF020-421, Boundary

- AKF020–426, Big Bend
 - AKF020–427, Globe Peak
1. Does the area meet the size requirements? No
 2. Does the area appear natural? N/A
 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? N/A
 4. Does the area have known supplemental values? N/A

CONCLUSION: These areas do not have wilderness characteristics.

1.3. Route Inventory Form

The following Form was used to document information on roads that cross BLM lands within the planning area for the purposes of determining which routes meet the definition of a wilderness inventory road. Footnotes relative to the form are included in this blank form below and include the definition of a road for the purposes of this inventory.

ROUTE ANALYSIS¹

(Factors to consider when determining whether a route is a road² for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: Inventory Area Number and Name

Route or Route Segment³ Name and/or Identifier: (Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to map and BLM corporate data (GIS). List photo point references (where applicable) or reference photo log:

Describe:

II. ROUTE CONTEXT

A. Current Purpose (if any) of Route⁴: (Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).

Describe:

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route? Yes/No/Unknown
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose? Yes/No/Unknown

¹ This form documents information that constitutes an inventory finding on wilderness characteristics. It does not represent a formal land use allocation or a final agency decision subject to administrative remedies under either 43 CFR parts 4 or 1610.5-3.

² Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. Mechanical means – Use of hand or power machinery or tools.
- c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access road for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

³ If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

⁴ The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvements using mechanical means:

Yes (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 is checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?)

Examples:

Paved		Bladed		Graveled		Roadside Berms		Cut/Fill		Other	
-------	--	--------	--	----------	--	----------------	--	----------	--	-------	--

Describe:

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?)

Yes		No		If “yes”:	By Hand Tools		By Machine	
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Examples:

Culverts		Hardened Stream Crossings		Bridges		Drainage		Barriers		Other	
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Describe:

B. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes X (if either B1 or B2 is checked “yes” below)

No X (if both B1 and B2 is checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes		No		If “yes”:	By Hand Tools		By Machine	
-----	--	----	--	-----------	---------------	--	------------	--

Explain:

2. If the route or route segment is in good⁵ condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes/No

Explain:

C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use? Yes/No)

⁵ Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Considered whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).⁶

IV. CONCLUSION

Does the route or route segment ⁷ meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes	<input type="checkbox"/>	= Wilderness Inventory Road	No	<input type="checkbox"/>	= Not a road for wilderness inventory purposes
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Explanation⁸:

Evaluator(s): Name Date: Month, Year

⁶ Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

⁷If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

⁸ Describe and explain rationale for any discrepancies with citizen proposals.

Chapter 2. Decision Process

2.1. Introduction

After completion of the wilderness characteristics inventory described in Chapter 1 of this report, the BLM's Eastern Interior Field Office reviewed each unit found to have wilderness characteristics to determine where the protection of wilderness characteristics is appropriate. This Chapter describes management constraints, resource values, and uses for each area which were considered during formulation of alternatives for the Eastern Interior Draft RMP/EIS.

The Alaska National Interest Lands Conservation Act (ANILCA) imposes additional statutory requirements on BLM lands which affects the types of uses that may occur. Title VIII of ANILCA protects access for subsistence on all public lands; Title XI protects access for traditional activities, and travel to and from villages and homesites in the wild and scenic rivers, the Steese NCA, and the White Mountains NRA. Additionally, Title XI of ANILCA requires that rights-of-way for Transportation or Utility Systems be considered throughout the wild and scenic rivers, the Steese NCA and the White Mountains NRA. Any approval or disapproval of these rights-of-way must be consistent with the provisions of ANILCA.

There are few ongoing uses on most of the areas determined to have wilderness characteristics, both because access is limited and because these lands are currently withdrawn from the mining and mineral leasing laws through Secretarial withdrawals done under the authority of the Alaska Native Claims Settlement Act (ANCSA). These withdrawals have been in place for almost 40 years and are referred to as ANCSA 17(d)(1) withdrawals.

Based upon the constraints discussed above, the BLM-Alaska determined that the following activities, uses, and decisions can occur in areas where wilderness characteristics would be maintained:

- Snowmachines travel with adequate snow cover (ANILCA);
- Motorboat use (ANILCA);
- Airplane use, including primitive, unimproved landing areas (ANILCA);
- Temporary structures and equipment placement related to hunting, fishing, and trapping;
- Public use cabins and other small facilities;
- Summer OHV use on designated or existing trails;
- Cross-country summer OHV use in the Upper Black River Subunit; and,
- Locatable mineral location and entry.

The following activities, uses, and decisions are generally incompatible with maintaining wilderness characteristics:

- Oil and gas leasing;
- Summer OHV use off of designated or existing trails (except in the Upper Black River Subunit);
- Areas of desired future developed recreation facilities;
- Uplands adjacent to navigable rivers where the State of Alaska may authorize development; and,
- Lands available for disposal.

In the Eastern Interior Planning Area, maintaining wilderness characteristics is generally consistent with ANILCA-protected uses and facilities, including: snowmachines and motorboat use; airplane landings; temporary structures related to hunting, fishing and trapping; and public use cabins. However, wilderness characteristics may not be maintained in areas that are open to oil and gas leasing or land disposal. Additionally, development of recreational facilities by

the BLM, or activities authorized by the State of Alaska in navigable rivers, may preclude maintenance of wilderness characteristics in some areas. For example, expansion of the cabins and trails program in the White Mountains NRA may result in development that is inconsistent with maintaining wilderness characteristics. In most of the planning area, other than the Upper Black River Subunit, wilderness characteristics would not be maintained where the BLM allows cross-country summer OHV use. The Upper Black River Subunit has no roads, access is extremely difficult, and recreational summer OHV use is not known to occur; the only OHV use in that area is related to subsistence. Therefore, in the Upper Black River Subunit, summer OHV use (at current and expected levels) may be consistent with maintaining wilderness characteristics.

2.2. Evaluation of Factors Affecting Wilderness Characteristics

The following sections review factors that may affect the BLM's ability to maintain wilderness characteristics in each unit determined to have wilderness characteristics, and the resource values and uses for each area.

2.2.1. Fortymile Subunit

Much of the Fortymile Subunit is either State- or Native-selected. Conveyances are ongoing and land ownership patterns continue to change. Retaining the flexibility to adjust land ownership patterns through disposal actions is an important management consideration in this subunit. Additionally, ongoing conveyances may result in fragmentation of inventory units such that they no longer meet the size criteria. The extent to which inventory units are affected will not be known for certain, until conveyances are complete.

The entire subunit is covered by ANCSA withdrawals. BLM is required to review existing withdrawals and make recommendations for retention, revocation, or revision of these withdrawals during the land use planning process. Because the withdrawals were enacted at the Secretarial level, the RMP can only recommend action. These factors lend another aspect of uncertainty to future management of lands in this subunit.

South Fortymile, AKF020–146 (855,475 acres): The northern part of this unit is high priority Native Corporation selections. A draft conveyance decision has been issued, but is under appeal. Additionally, there are some high-priority State-selected lands in the unit. The final land ownership of this unit will likely result in 5-6 separate parcels of contiguous BLM lands. Some of these parcels may not meet the size criteria while others will certainly continue to be large enough. Future land exchange may be desirable to block up land ownership patterns in the area.

The locatable mineral potential in this unit ranges from low to high. Most of the high potential lands are State- or Native-selected. Oil and gas potential is none to low. The State or Doyon, Limited, may need access across this unit in the future to reach high mineral potential lands to the north and west of BLM lands.

Central Fortymile, AKF020–103 (135,157 acres): The eastern part of the unit is high priority Doyon, Limited, selected land and is likely to be conveyed. Remaining lands in the unit will likely still meet the size criteria but may be fragmented into several smaller units of contiguous BLM lands. Future land exchange to block up land ownership may be desired in the eastern part of this unit. This unit contains core calving habitat for the Fortymile caribou herd. Management of caribou calving habitat would be consistent with maintenance of wilderness characteristics.

North Fortymile Area, AKF020–137 (426,099 acres): The southeastern part of the unit is high priority Native corporation selections, some of which has recently been conveyed to Doyon, Limited, (Interim Conveyance 2312). Remaining lands in the unit will likely still meet the size criteria but may be fragmented into a few smaller units of contiguous BLM lands. Future land exchange to block up land ownership may be desired in the eastern part of this unit. This unit contains core calving habitat for the Fortymile caribou herd. Management of caribou calving habitat would be consistent with maintenance of wilderness characteristics.

North Fortymile River, AKF020–138 and –139 (129,378 acres): This inventory unit is within the Fortymile Wild and Scenic River (WSR) Corridor and includes the North Fork, Champion Creek, Hutchinson Creek, the Middle Fork, and Joseph Creek. Generally, management of the wild river segments would be consistent with maintenance of wilderness characteristics. That portion of the North Fork downstream of the Kink is navigable and the submerged lands are managed by the State of Alaska. Activities occurring on state lands may not be consistent with management of wilderness characteristics.

The Hutchinson Creek portion of the unit is surrounded by state land, there are mining claims on adjacent lands, and the area has high potential for locatable minerals. There may be a need to provide access across BLM lands to state mining claims. Currently, there is a right-of-way accessing state mining claims that goes through Hutchinson Creek.

East Fortymile, AKF020–111 (65,331 acres): Most of the unit is State-selected and has high locatable mineral potential. Future conveyance may result in fragmentation of this unit such that it no longer meets the size criteria. There may be a need to allow for land exchange to block up land ownership patterns once conveyances are complete.

Washington Creek, AKF020–170 (43,296 acres): The northern portion of the unit has high potential for locatable minerals. The entire unit is within the Eagle Coal District. The entire unit is either State- or Native-selected. Future conveyances could result in fragmentation of the unit such that some parcels no longer meet the size criteria or so land exchange is desirable to block up land ownership patterns.

Mosquito Fork Area, AKF020–134 (20,296 acres): The unit is surrounded by State of Alaska lands and has high locatable mineral potential. Management as a component of the National Wild and Scenic River System would generally be consistent with maintaining wilderness characteristics. Management of adjacent state lands may somewhat limit the BLM's ability to maintain wilderness characteristics as this is a long-narrow unit, generally less than two miles wide.

Dennison Fork Area, AKF020–108 (17,081 acres): This inventory unit is within the Fortymile WSR Corridor and is surrounded by state lands. Management of the scenic river corridor would generally be consistent with maintenance of wilderness characteristics. Management of adjacent state lands may somewhat limit the BLM's ability to maintain wilderness characteristics as this is a long-narrow unit, generally less than two miles wide.

Fortymile River, AKF020–120 (28,079 acres):

This inventory unit includes the main stem of the Fortymile River downstream from the Taylor Highway. This segment of the river is navigable and the bed of the river is under state management. Activities occurring on state land may make it difficult to maintain wilderness characteristics on adjacent uplands.

South Fork Fortymile River, AKF020–143 (49,021 acres):

This inventory unit includes the South Fork of the Fortymile River. This segment of the river is navigable and the bed of the river is under state management. Activities occurring on state land may make it difficult to maintain wilderness characteristics on adjacent uplands.

Yukon-Charlie Rivers Parcels (6,151 acres):

- Gold Run - Slate Creek Area, AKF020–123 (2,300 acres)
- West of Fortymile (1), AKF020–172 (3,800 acres)
- West of Fortymile (2), AKF020–173 (30 acres)

These parcels are adjacent to Yukon-Charlie Rivers National Preserve. Locatable mineral potential is low and there is no leasable mineral potential. These are small parcels. Activities on adjacent state land could limit the BLM's ability to maintain wilderness characteristics on these lands. Land exchange may also be desired in the future to block up land ownership patterns. Additionally, West of Fortymile 1 and 2 are State-selected.

Fortymile Subunit Scattered Parcels (255,572 acres total):

- Alpha-Tok River Mouth, AKF020–100 (12,600 acres)
- Eisenmenger Fork, AKF020–112 (45,900 acres)
- Goodpaster River, AKF020–124 (10,200 acres)
- Healy and Fortymile Headwaters, AKF020–125 (130,200 acres)
- Hutchinson Creek Area Outside of Corridor, AKF020–127 (17,800 acres)
- South Dennison Fork, AKF020–142 (33,800 acres)
- West Fork-Dennison Fork South, AKF020–171 (5,100 acres)

The Eisenmenger Fork, Goodpaster River, and Healy and Fortymile Headwaters Inventory Units are low priority Native-selections and are top-filed by the State. Locatable mineral potential is medium. There is no leasable mineral potential. These units surround a block of Doyon, Limited, lands and future access may be an issue. Future land exchange may be desired to block up land ownership. Most of these units are within the proposed Fortymile Caribou ACEC. Management of caribou calving habitat would be consistent with maintaining wilderness characteristics.

The Hutchinson Creek Area Outside of the Corridor is low priority native-selection and remains top-filed by the State. The area has high locatable mineral potential. Future land conveyance may fragment the area or reduce it to a size that is not large enough to manage for maintenance of wilderness characteristics. Future land exchange may be desired to block up land ownership.

The Alpha-Tok River Mouth, South Dennison Fork, and West Fork-Dennison Fork South units are all either State- or Native-selected and surrounded by State of Alaska or Native corporation lands. Locatable mineral potential in this area is considered moderate. These units are on the small side, and future conveyance may result in these units no longer meeting the size criteria. Future land exchange may be desired to block up land ownership.

2.2.2. Steese Subunit

Most of the Steese Subunit is within the Steese NCA or the Birch Creek WSR Corridor. Almost all of the lands outside of these areas are either State- or Native-selected. Conveyances are ongoing and land ownership patterns outside of the Steese NCA and Birch Creek Corridor will continue to change. Conveyances may result in fragmentation of inventory units such that they

no longer meet the size criteria. The extent to which inventory units are affected will not be known for certain, until conveyances are complete. Additionally, some BLM lands outside the NCA consist of federal mining claims totally surrounded by state land. Retaining the flexibility in the Eastern Interior RMP to adjust land ownership patterns through disposal actions is an important management consideration in this subunit.

The entire subunit is covered by ANCSA withdrawals which close the lands to both the mining laws and the leasing laws. BLM is required to review existing withdrawals and make recommendations for retention, revocation, or revision of these withdrawals during the land use planning process. The Steese NCA was established by Congress through ANILCA, which withdrew the entire NCA from mineral location and entry, but left a provision for the Secretary to open the NCA consistent with the land use plan for the area.

North Steese NCA

- North Steese, AKF020–219 (522,326 acres)
- Pinnell Mountain, AKF020–221 (15,205 acres)
- Pinnell Mountain South, AKF020–223 (849 acres)

The North Steese unit encompasses most BLM lands that have wilderness characteristics in the North Unit of the Steese NCA and two parcels of adjacent lands. Much of the unit has moderate locatable mineral potential. The northeastern part of the unit has high oil and gas potential. There are few ongoing uses other than dispersed recreation. The action alternatives of the Draft RMP/EIS will provide a range of recreation opportunities from a Primitive setting to a Middlecountry setting. Development of recreation facilities and allowance for motorized uses in Middlecountry areas, could detract from maintenance of wilderness characteristics.

Wolf Creek, AKF020–233 (496,610 acres) This inventory unit encompasses Birch Creek Corridor and most of the Steese NCA south of Birch Creek. About half of the unit has moderate to high locatable mineral potential. There are some undeveloped valid federal mining claims. Exercising of these valid existing rights may prevent maintenance of wilderness characteristics in some areas. There are few ongoing uses other than dispersed recreation. The action alternatives of the Draft RMP/EIS will provide a range of recreation opportunities from a Primitive to Middlecountry setting. Development of recreation facilities and allowance for motorized uses in Middlecountry areas, could detract from maintenance of wilderness characteristics.

Birch Creek, AKF020–202 (87,4647 acres) This unit encompasses the Birch Creek Corridor and some adjacent lands. Management of the wild river corridor would be consistent with maintenance of wilderness characteristics. Lower Birch Creek is navigable and the bed of the river is under state management. Activities occurring on state land could affect the BLM's ability to maintain wilderness characteristics on adjacent uplands.

North of Birch Creek, AKF020–217 (117,312 acres) and Harrison Creek, AKF020–215 (6,041 acres)

These units have high locatable mineral potential and some undeveloped federal mining claims. Exercising of valid existing rights may prevent maintenance of wilderness characteristics in some areas. Additional access may be needed in the future to access valid mining claims. This area has a higher density of roads and trails than other parts of the Steese NCA, providing more access for recreational use and making future development of recreation opportunities in this area more feasible than the more remote parts of the NCA. The action alternatives of the Draft RMP/EIS will provide a range of recreation opportunities from Backcountry to Frontcountry. Development

of recreation facilities and allowance for motorized uses in Frontcountry areas, could detract from maintenance of wilderness characteristics.

Circle Area:

- Birch Creek Flats, AKF020–203 (12,800 acres)
- Bluff Creek, AKF020–204 (16,448 acres)
- Fourteen Mile Creek - Yukon River North AKF020–212 (10,811 acres)

These units have high leasable mineral potential. Future land exchange may be desirable in order to consolidate land ownership patterns. Additionally, the land in these units is either State- or Native-selected. Depending on how much land is conveyed, some of these units may not meet the size criteria once conveyances are complete. These units are also interspersed with private lands. Future activities on adjacent lands could affect the BLM's ability to maintain wilderness characteristics.

2.2.3. Upper Black River Subunit

The BLM expects to retain most of the lands within the Upper Black River Subunit. However, the state is maintaining their selections in the subunit. Additionally, land ownership patterns are fragmented in the area near Circle due to past conveyance to the Native corporations and potential additional conveyance to the state. Retaining the flexibility to adjust land ownership patterns through disposal actions is an important management consideration in this area.

Doyon, Limited, the Regional Native Corporation in Interior Alaska has several large properties in this subunit, one of which has medium locatable mineral potential. Access these parcels from the existing Alaska Highway System would require a right-of-way across BLM lands. There may be future access needs, particularly in the southern half of the subunit.

The entire subunit is covered by ANCSA withdrawals which close the lands to both the mining laws and the leasing laws. BLM is required to review existing withdrawals and make recommendations for retention, revocation, or revision of these withdrawals during the land use planning process. Currently none of the lands in the subunit are open to the full suite of multiple-use activities and there is interest in making some lands available for multiple-use.

The lack of access and infrastructure, the generally low mineral potential on most of the area, and the remoteness of this subunit make it likely that wilderness characteristics would remain on the vast majority of the lands for the next planning cycle, regardless of the decisions in the RMP.

Black River, AKF020–300 (2,230,888 acres): This inventory unit has low potential for oil and gas and locatable minerals. Ongoing uses are few, consisting mostly of subsistence use and dispersed recreation. There may be a need for access across this area to Doyon, Limited, lands in the future. A large portion of the unit is State-selected. These selections are currently a low priority. If selection priority changes, future conveyance could fragment the unit into several smaller blocks of contiguous BLM lands. These areas, however, would still be large enough to meet the size criteria. The northern one-third of the unit falls within the Salmon Fork ACEC proposed in the Draft RMP/EIS and is adjacent to the Yukon Flats National Wildlife Refuge. Management as an ACEC would generally be consistent with maintaining wilderness characteristics as would management of adjacent refuge lands.

Upper Kevinjik Creek, AKF020–305 (49,776 acres): This inventory unit has no potential for oil and gas, and low potential for locatable minerals. Ongoing uses are few, consisting mostly of subsistence use and dispersed recreation. This unit falls within the Salmon Fork ACEC proposed in the Draft RMP/EIS and is adjacent to the Arctic and Yukon Flats National Wildlife Refuges. Management as an ACEC would generally be consistent with maintaining wilderness characteristics as would management of adjacent refuge lands.

Black River Scattered Parcels

- Circle, East of Yukon, AKF020–301 (8,960 acres)
- Gamma West-Yukon River Flats, AKF020–303 (30,430 acres)
- South Central Big Creek, AKF020–304 (14,603 acres)
- Upper Paddle Creek, AKF020–306 (22,925 acres)

These units have high oil and gas occurrence potential. Land ownership patterns are fragmented due to conveyance to Native corporations. There may be a future need for land exchange in order to consolidate land ownership patterns. Additionally, lands in these units are Native-selected and in some cases, have underlying State-selections. Depending on how much land is conveyed, some of these units may not meet the size criteria once conveyances are complete.

2.2.4. White Mountains Subunit

Most of the White Mountains Subunit is within the White Mountains NRA and the Beaver Creek WSR Corridor, or are adjacent lands providing access to these areas. The remaining lands in the subunit are federal mining claims surrounded by state land. The federal mining claims do not have wilderness characteristics as they do not meet the size criteria.

White Mountains Units (1,010,600 acres)

- White Mountains, AKF020–418 (955,241 acres);
- Nome Creek South, AKF020–423 (28,101 acres);
- North Horse Creek, AKF020–420 (14,961 acres); and,
- Alpha Area, AKF020–424 (12,282 acres).

ANILCA directs that the White Mountains NRA be administered to provide for public outdoor recreational use and for the conservation of scenic, historic, cultural and wildlife values, and for other uses, if they are compatible or do not significantly impair the previously mentioned values. The primary activity likely to impact wilderness characteristics in the White Mountains is recreation use and development of additional facilities. The action alternatives of the Draft RMP/EIS will provide a range of recreation opportunities from a Primitive to Frontcountry setting.

Given the direction to manage for public outdoor recreation use, the decision to maintain wilderness characteristics will be filtered through the recreation management decisions for each alternative in the Draft RMP/EIS. Management for Primitive or Semi-primitive recreation opportunities is clearly consistent with maintenance of wilderness characteristics. Management for Middle- or Frontcountry recreation opportunities may not consistent with maintenance of wilderness characteristics.

Acronyms

ANILCA:	Alaska National Interest Lands Conservation Act
BLM:	Bureau of Land Management
CFR:	Code of Federal Regulations
EIS:	Environmental Impact Statement
GVWR:	Gross Vehicle Weight Rating
NCA:	[Steese] National Conservation Area
NPS:	National Park Service
NRA:	[White Mountains] National Recreation Area
NWR:	National Wildlife Refuge
OHV:	Off-highway Vehicle
RMP:	Resource Management Plan
WSR:	Wild and Scenic River [Fortymile WSR]

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