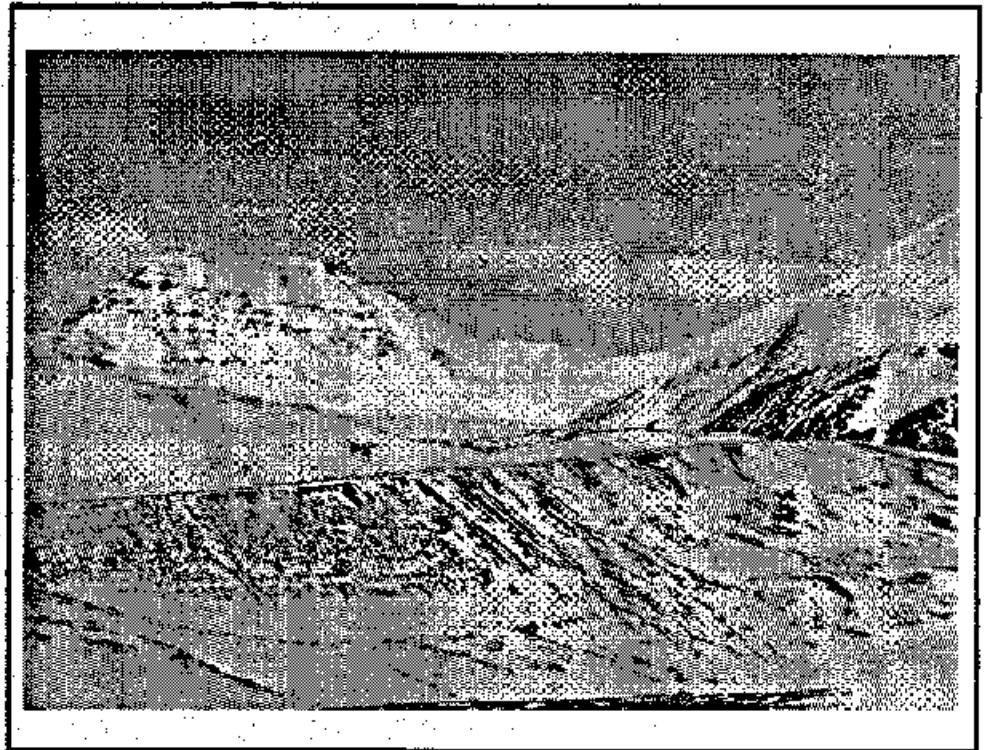


I. Introduction



I. INTRODUCTION

The Dalton Highway began as the "haul road" to support construction of the trans Alaska Pipeline System. Construction of the road began on April 29, 1974 and was completed in five months by contractors working for Alyeska Pipeline Service Company. After construction of the pipeline, the haul road supported operation and maintenance of the pipeline, provided access to the North Slope oil fields and had limited use by the public.

The highway begins at its junction with the Elliott Highway one mile west of Livengood. It ends 414 miles north at the Deadhorse Airport, a few miles from Prudhoe Bay and the Arctic Ocean. The Dalton Highway is the only road that joins the area between the Beaufort Sea and the Yukon River to the rest of Alaska as well as the "lower 48" states.

The State of Alaska Department of Transportation and Public Facilities (DOT/PF) took over maintenance and operation of the highway from Alyeska Pipeline Service Company on October 15, 1978. DOT/PF is responsible for maintaining the highway and its structures, state airports along the highway and state facilities. The Hickel Administration opened the highway to general public travel in 1994. Opening the road has caused additional issues for which the government is responsible.

When a major transportation artery is developed in such a unique and fragile area, there can be major negative impacts to people and resources. Once a pristine area is damaged by unplanned development

spawned by this new transportation artery, there will be no going back.

Thus, now that the road is open to the public, it is in the best interest of residents impacted by the road, as well as the residents of the State as a whole, to carefully plan for facilities and services and then expanded commercial development.

With comprehensive planning, it is possible to protect and enhance the historic, cultural, physical and environmental resources of the Haul Road Corridor, and at the same time allow for clustered commercial development at designated nodes.

Residents from the Yukon River up to the Beaufort Sea have used the corridor area for hundreds of years for subsistence pursuits, traveling, residences, trading and many other purposes. A road now exists and is open to the public. Now is time for public planning and investment in facilities and services to ensure quality development and preservation of resources.

Governor Tony Knowles understood this when he established the Dalton Highway Advisory and Planning Board. The Governor's primary charge to the board (*Appendix A*) and a letter to Dalton Highway Advisory and Planning Board members (*Appendix B*) was designed to ensure careful planning, installing protective measures, and developing quality services. Key excerpts from the Governor's letters regarding the reasons for creating the board and for preparing the Master Plan are:

- Maximize economic development opportunities for Alaskans while minimizing impact on residents of nearby communities, other Alaska users, and wildlife.
- Address the specific concerns of local government and Alaska residents near the road corridor to ensure that there will be adequate planning of land uses, provision for public safety, and protection of fish and wildlife and other natural resources in the corridor.
- Craft a master plan for economic development and prudent natural resource development along the Haul Road. The master plan will address the impact of additional public use of the road and the best ways of managing and providing for this use.
- Once the master plan is in place, allow for the writing of specific land use plans by the owners/ managers that address particular recreational, manage-

ment, or development sites along the road.

- Assure protection for the traveling public and fish and wildlife resources.
- No new development within the corridor until adequate funding is provided to protect the public and the natural resources.

Some might wish to accelerate business opportunities and development and worry about services and infrastructure later when problems emerge. But the Governor has set a higher standard — adequate services and facilities first then leasing and development in designated nodes.

The Master Plan by the Dalton Highway Advisory and Planning Board, with input from the public, is presented to help meet that high standard for the entire route of the road.

Nothing in this plan is intended to conflict with federal, state, or local laws or regulations.

II. Dalton Highway Background

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3.	Planning History
5.	Description of the Planning Area
8.	Maps & Figures



II. DALTON HIGHWAY BACKGROUND

Planning History

Specific management plans are a product of the land manager/owner. The following is a brief history of planning along the Dalton Highway Corridor.

Bureau of Land Management. Land use planning is the foundation on which all Bureau of Land Management (BLM) activities are based. The Utility Corridor was created by Public Land Order (PLO) 5150 on December 30, 1971, to protect the route of the trans-Alaska Pipeline. The PLO withdrew the corridor from mineral leasing and location, settlement, and state and Native selections. A Management Framework Plan (MFP) for the corridor, completed in 1979, provided specific guidance for the assumed continued federal management of the area.

The MFP identified program objectives which supported the primary function of the corridor as a transportation and utility corridor while providing for multiple use management. The plan included:

- creation of "development nodes" at areas disturbed by pipeline and road construction where new facility development would be concentrated
- development of rest stop facilities, provisions for litter and outhouses
- amendment in 1983 to allow state selection of lands from Washington Creek to the Yukon River. These

lands were subsequently selected by and transferred to the State.

The Recreation Activity Plan for the Dalton Highway and the Utility Corridor was completed in 1982 and outlined a program specific activity plan "tiered" to the MFP. The focus was on recreation management; however, lack of funding prevented implementation to any significant degree. In 1991 the Utility Corridor Resource Management Plan (RMP), a general land use plan, was written and superseded the MFP. The RMP included the following:

- identified the primary corridor function as a transportation and utility corridor emphasizing a balance of resource uses
- designated "development nodes" at Yukon River Crossing, Chandalar Shelf, Happy Valley and Coldfoot
- allowed state selection and subsequent transfer of approximately 700,000 acres of corridor lands to the State of Alaska (including the Coldfoot node and land north of Slope Mountain)
- recognized unique recreational opportunities and increasing recreational use of the corridor
- created the Dalton Highway Special Recreation Management Area; created thirteen other special management areas to protect a variety of important resources.

The Dalton Highway Recreation Area Management Plan (RAMP) completed in October 1991 focuses on recreation management along the Dalton Highway. This "step-down" plan was prepared as a direct consequence of the Utility Corridor RMP designation of the Dalton Highway (Special) Recreation Management Area. This plan guides BLM's recreation facility development along the Dalton Highway.

State of Alaska. AS 19.40 and its amendments established the James Dalton Highway, provided for commercial traffic, public use of the highway, prohibited disposal of lands within five miles of the highway right-of-way, and established development nodes at: Yukon River Crossing, Coldfoot, Happy Valley, Franklin Bluffs and Deadhorse (*Maps 3 through 7*). State land within the development nodes are not available for disposal if selected by a municipality [AS 19.40.200(e)].

North Slope Borough. The North Slope Borough (NSB) has a long history in planning and regulating development activities along the Dalton Highway.

- **Borough Incorporation.** The NSB was incorporated in 1972 and as such assumed the powers stipulated under AS 29 regarding planning and land use regulations, including zoning powers, over all land in the borough.
- **Zoning Designation.** Between 1972 and 1979 the NSB adopted zoning and regulatory instruments in order to manage development along the Dalton Highway and in adjacent

areas. A Highway Related Development District was created.

- **Historic District Overlay Zone.** In 1979 the NSB Assembly approved an overlay zone for the Galbraith Lake area, creating a Historic District.
- **Haul Road Area Comprehensive Policy Plan.** The NSB adopted this plan in 1980. The BLM-designated Haul Road Corridor delineation was adopted by the NSB as the Haul Road Corridor, ranging from 12 to 24 miles wide. The plan is predicated on and supports the activities of an industrial-use only road.
- **Borough Comprehensive Plan.** The Comprehensive Plan (1983) addresses a broad range of planning and development issues. A Transportation Corridor District which supersedes the highway-related development zone was established.
- **Coastal Zone Management.** Finalized in 1985, this plan reinforces the Borough Comprehensive Plan in those areas pertaining to the Dalton Highway.
- **Comprehensive Plan Update.** Beginning February 1995, the NSB began updating the 1983 Borough Comprehensive Plan. This effort has identified the Haul Road Corridor as a component of the overall comprehensive plan. The most significant focus is to accommodate the changed nature of the road from a

principally industrial use to one open to the general public.

Stevens Village. In 1991, the Stevens Village Council adopted a Comprehensive Land Use Plan for the village's Traditional Lands. The purpose of the document is to communicate the council's views, concepts, and values to the future generations of the village as well as to other land managers and planners. The plan covers a broad range of topics, including cultural resources, subsistence, tourism, timber harvest, etc. It also encourages co-management of its Traditional Lands.

Dalton Highway Coordination

Group. Early in 1994, management from BLM Arctic District, and DOT/PF Northern Region began discussing how best to meet their responsibilities in the Dalton Highway Corridor. These two agencies recognized that there were many different entities which had interests. The goal was to create a mechanism to bring all of the interests together, (not just one time, but over time); and to identify concerns and problems and propose solutions.

The invitation to the first group meeting stated, "The session will be for the purpose of organizing, exchanging topics of interest, discussing the purpose and future form of the group and determining the schedule and participants for future meetings."

Participants from industry, civic organizations, agencies, the University of Alaska, Native corporations, special interest groups and others met in October 1994 to discuss Dalton Highway issues. The road opening was not generally supported by the participants. However, the

coordination group tried to address issues associated with the opening rather than argue whether it should be opened.

With public use of the entire road expected in spring 1995, another meeting was held in February 1995 to "review programs and coordinate efforts to a larger degree, and receive input from interested groups." The questions were "How do we manage the highway now that it's open and how do we best serve the public?" After discussing those questions, four committees were charged with developing recommendations that could be used by the entire Dalton Highway Coordination Group. Those committees were assigned the following issues:

- communications
- information and interpretation
- sanitation
- public safety.

In April 1995, the group met to discuss the findings and committee recommendations. The group's function was to make recommendations to agencies and to governments with jurisdiction for various activities, facilities and resources in the Dalton Highway Corridor. The coordination group's activities are currently "on hold" pending some direction on how to coordinate with the governor-appointed Dalton Highway Advisory and Planning Board.

Description of the Planning

Area (See Maps 1 and 2 and Figures 1 and 2)

The 414-mile Dalton Highway begins at Milepost 73.1 on the Elliott Highway and ends for the general public at Deadhorse, a

few miles from Prudhoe Bay and the Arctic Ocean.

Bureau of Land Management. BLM manages land from the Yukon River to just north of Slope Mountain (Milepost 56 to Milepost 300), excluding the Coldfoot node which is managed by the State. The highway includes part of BLM's utility and transportation corridor. PLO 5150 withdrew lands for this corridor.

State of Alaska. The state is the land manager of the Coldfoot node (MP 173-181) and the lands north of Slope Mountain to the Arctic Ocean. Under AS 19.40, the state may not dispose of state land within five miles of the highway ROW, except in the nodes.

North Slope Borough. Additionally, the NSB boundaries encompass much of the Dalton Highway north of Slope Mountain. Borough zoning and planning authority affects all development in this area.

Under the Municipal Entitlement Act (Alaska Statute 29.65), the NSB received an entitlement of 89,850 acres. The borough's selection applications included three areas along the Dalton Highway and land at Deadhorse.

- **Deadhorse Airport.** This selection covers the Deadhorse airport and state land south of the airport. The Department of Natural Resources (DNR) proposed a decision to convey 886 acres to the borough and retain 784 acres in state ownership. DOT/PF manages the land proposed to be retained by the state. The land to be conveyed lies south of this and includes about 1.25 miles of the Dalton Highway.

- **Franklin Bluffs.** This selection is on the Dalton Highway approximately 35 miles south of Deadhorse. DNR's proposed decision would convey 5,383 acres to the borough at this location and disapprove 507 acres, including a DOT/PF maintenance facility, pipeline ROWs, and the Dalton Highway ROW.

- **Pump Station 2 (North of Happy Valley).** This selection is approximately 60 miles south of Deadhorse on the Dalton Highway. DNR's proposed decision would convey 1,906 acres to the borough at this location and disapprove 393 acres, including the pump station, pipeline ROWs, and the Dalton Highway ROW.

- **Happy Valley.** This selection is approximately 75 miles south of Deadhorse on the Dalton Highway. DOT/PF wants the airstrip, material sites, and significant acreage for future expansion. DNR proposes to retain the airstrip and material sites but convey adjacent lands to the borough. The borough would like ownership of the entire area, including the airstrip. At issue here is how much land needs to be retained by the state for the Happy Valley airstrip. At the time of this writing, DNR is in the process of making a decision for long-term ownership/ management of the node. The gravel pad is contaminated and is an issue yet to be resolved.

Private Land. There are privately owned parcels adjacent to or near the Dalton Highway that may be developed at the owner's discretion. These lands include 15

to 20 parcels at the Yukon River Crossing; 4 to 7 Native Allotments between Yukon River Crossing and Coldfoot; one parcel north of Coldfoot; the village of Wiseman, just north of Coldfoot; and 2 parcels near Nutirwik Creek (between Wiseman and Dietrich).

Present Facilities. Facilities found along the Dalton Highway are primarily clustered at three of the development nodes: Yukon River Crossing, Coldfoot, and Deadhorse. There is limited service at Happy Valley and none at Chandalar Shelf, Material Site 119-4 and Franklin Bluffs. In addition, there are private facilities along the road, such as in the community of Wiseman.

[Map 1. Dalton Highway from Yukon River to Deadhorse.](#)

Map 2. Land Ownership along the Dalton Highway.

Figure 1. Nodes with agency recognition.

Milepost	Node	Current Manager	Current Node Authorization					Comments
			AS 19.40.200(b)	BLM RMP/EIS and ROD	NSB Comprehensive Plan	DOT&PF	Year-round Services	
56	Yukon River Crossing	BLM	*	*			*	State topfiled under ANILCA 906(e)
173	Coldfoot	DNR	*	*			*	
237	Chandalar Shelf	BLM		*				State topfiled under ANILCA 906(e)
307	Material Site T19-4	DNR	*	*	*	*	*	Selected by NSB; near Pump Station 3
334	Happy Valley	DNR	*					Selected by NSB; ILMA applied by DOT
377	Franklin Bluffs	DNR	*	*	*	*	*	Selected by NSB; ILMA applied by DOT
414	Deadhorse	DNR	*		*	*	*	Selected by NSB; DOT ILMA

Figure 2. Facilities on the Dalton Highway

Milepost	Development Site	Airport	Airstrip (no services)	Boat launch - developed	Campground - fee	Camping area - undeveloped	Dump station	First Aid	Food	Gas	Industry/Government facility	Information/Visitor Center	Interpretive site	Landfill	Litter receptacle	Lodging	Outhouse	Picnic area	Post Office	Potable water	Restrooms	RV campground - hookups	Scenic viewpoint	Showers	Telephones	Tow truck/minor repairs	Trail head
0	Livengood		X								X																
22	Hess Creek												p			R											
34	Pump Station 6										X																
N 56	Yukon R. Bridge (N side)			X				X	X		X	X		X	X		X			X			X	X	X		
60	Sixty Mile				p	X	p						p	X		X				X				X	X	X	
61	Five Mile		*																	X							p
62	Seven Mile										X																
99	Finger Mountain												X	X		X							X				
113	Arctic Circle				p	X						X	X	X	X							X					
132	Gobblers Knob/Solstice Pt. Rec.												p	X		X						X					
135	Prospect/Inn R./Bethel's winter trail			p	p	X							p	p	p	p	p	p	p	p	p						p
136	Pump Station 5/DOT maintenance	X									X																
150	Gravelly Lake												p	p	p	p											
156	South Fork Koyukuk													X		X											
N 173	Goldfoot service area	X				X	X	X	X	X	X	X		X	X		X	X	X	X	X		X	X	X	X	X
180	Marion Creek			X							X			X		X			X								X
185	Wiseman			X				X											X								X
204	Sukakpak Mtn. Wayside												p	X		X						X					
213	Upper Diemich												p	X		p						X					
N 237	Chandalar Shelf		X								X		p	p								X		X			
243	Atigun Pass/ Continental Divide												p														
250	Spike Camp Creek													p		p											

X = Existing facilities, p = Planned (official planning document)
 * = Current exclusive use located on right-of-way (proposed closure by BLM)
 N = Node (existing or potential)
 R = Dalton Hwy Coordination Group recommended "near beginning of Dalton Highway and north of MP 300. Logical locations would be at Happy Valley and near Hess Creek."

Figure 2. Facilities on the Dalton Highway

Milepost	Development Site	Airport	Airstrip (no services)	Boat launch - developed	Campground - fee	Camping area - undeveloped	Dump station	First Aid	Food	Gas	Industry/Government facility	Information/Visitor Center	Interpretive site	Landfill	Litter receptacle	Lodging	Outhouse	Picnic area	Post Office	Potable water	Restrooms	RV campground - hookups	Scenic viewpoint	Showers	Telephone	Tow truck/minor repairs	Trail head
269	Pump Station 4										X																
274	Galbraith Lake Wayside																										
275	Galbraith Lake Campground		X	p	p	X					X			X		X	p					X					p
284	Toolik Lake Research Nat. Area										X																
289	Toolik Lake Overlook												p														
304	Slope Mountain / Sag R. DOT										X														X		
N 307	Material Site 119-4																										
312	Pump Station 3										X																
N 334	Happy Valley	p	**		R			R		X				R	X [^]	R										R	
339	Pump Station 2										X																
N 377	Franklin Bluffs																										
N 414	Deadhorse	X				X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X

X - Existing facilities, p - Planned (official planning document)

N - Node (existing or potential)

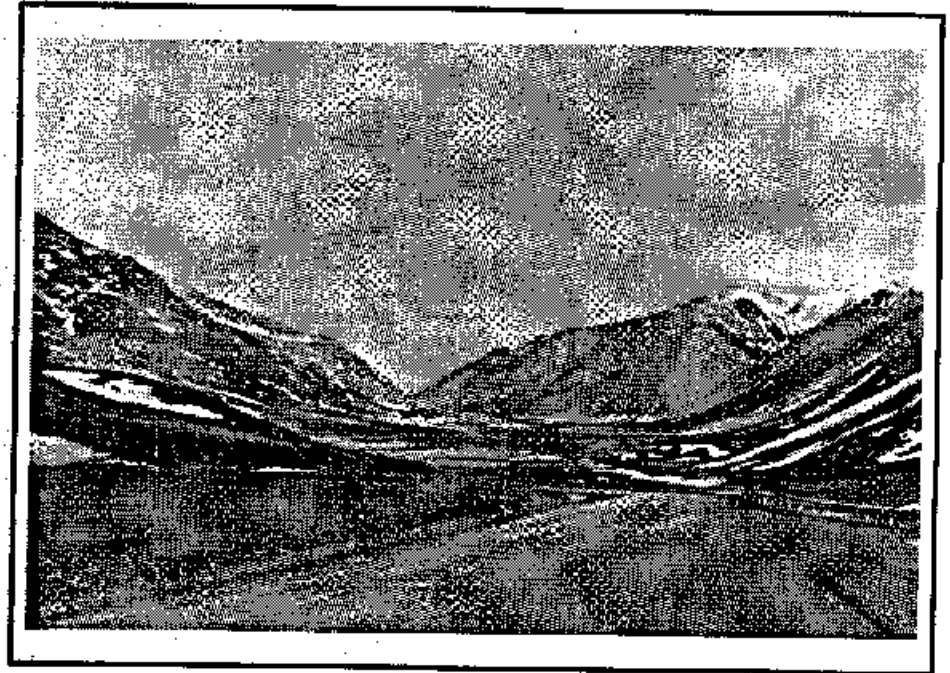
R - Dalton Hwy Coordination Group recommended "near beginning of Dalton Highway and north of MP 300. Logical locations would be at Happy Valley and near Hem Creek."

[^] Denotes seasonal service (April - Sept.)

** Officially closed, use at owner's risk

NOTE: Facilities at Happy Valley were destroyed by a fire in 1997. No plans for rebuilding the facilities have been made.

III. Issues



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A.	Corridor-wide Development Issues
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A-2	Trooper Enforcement and Public Safety
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B.	Nodal Issues
B-1	Node Location and Number of Nodes
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III. ISSUES

The highway traverses some of Alaska's most remote wilderness and lacks many services the public may be accustomed to, including: RV dump stations, restrooms, emergency medical services, as well as limited availability of food, water, gasoline, telephone, lodging and tire repair.

The road has narrow, soft shoulders and steep grades. The width of the road and conditions of shoulders vary along the highway. Depending on weather, drivers may encounter blinding dust or a slippery road surface. Heavy rains may wash out bridges or the roadway. Also, fast moving tractor-trailer rigs and large tour buses may be encountered.

A. Corridor-Wide Development Issues

Background. Increased public use of the Dalton Highway raises the potential for adverse impacts to many of the resources within and adjacent to the corridor. The Board limited its discussion to the following issues:

- Rescue/Medical Emergency Services (A-1)
- Trooper Enforcement and Public Safety (A-2)
- Fish and Wildlife Protection (A-3)
- Off-Road Access (A-4)
- Road Conditions and Travel Impacts (A-5)
- Sanitation Facilities and Public Services (A-6)
- Interpretive Sites and Information Services (A-7)

A-1. Rescue/Medical Emergency Services

Issue Statement: There is a lack of adequate public emergency medical services and no safety response program on the Dalton Highway.

Background:

Immediate emergency medical service response is not available in the highway corridor. Lack of adequate telephone communication, isolated wilderness terrain and sparse population limit medical response to bystander/first responder assistance and aeromedical evacuation by either of two fixed-wing private medevac services. In multiple casualty incidents, medical teams from Fairbanks will be dispatched to the scene for onsite treatment. Rotary wing medevac support is also available from the 283rd Medical Detachment which provides Military Assistance to Safety and Traffic (MAST) support to the civilian sector and to Department of Defense (DOD) personnel/dependents and certain DOD civilians. MAST is limited in that it is not activated unless the private civilian assets are unavailable or the patient or event is not accessible by fixed wing aircraft. It is also restricted to responding to emergencies up to MP 110 of the highway without having to obtain special permission from Elmendorf Air Force Base. The Alaska State Troopers (AST), along with other agencies operating along the corridor have a variety of aircraft available on a seasonal basis. These aircraft resources are not designed or equipped for medical evacuation and would not normally be used for this purpose. The North Slope Borough currently has some search and rescue capabilities and also has aeromedical response between Prudhoe Bay and Atigun Pass. The North Slope Borough does not have direct responsibility but does coordinate volunteer efforts for medical emergencies with the Alaska State Troopers. Currently there is no integrated radio communication between corridor agencies and private business along the highway. Installation of fiber optics cable and satellite radio communications is expected to provide better communication assistance.

The board appointed Craig Lewis, Interior Region Emergency Medical Services Council, Inc. (IREMSC) as chairperson for the Emergency Services Subcommittee May 14, 1996. Mr Lewis was asked to do the following:

- Prepare and recommend a comprehensive emergency medical services and general response plan for the Dalton Highway.
- Prepare and present the fiscal implication/requirements to implement the plan.
- Prepare and present an equipment list for materials needed to implement the plan.

Recommendations:

- Adopt "Recommendations for immediate action" from *the Dalton Highway Emergency Medical Services Draft Plan*:
 1. Coordinate pre-hospital training (Emergency Trauma Technician) for all personnel that regularly or seasonally work on or are traveling on the Dalton Highway.
 2. Purchase basic first aid and emergency medical supplies that can be carried by trained individuals or placed in vehicles that travel the Dalton Highway.
 3. Write individual state agency/department policies that require employees to stop at the scene of an accident or medical emergency.
 4. Coordinate a communication plan that uses existing systems for purposes of emergency medical care.
 5. Write and publish informational brochures that contain emergency medical/emergency information. Place brochures at RV parks, weigh stations, information sites, parks, and other locations where Dalton Highway travelers would likely pick them up.
- Complete mutual aid and inter-service agreements necessary to address jurisdictional issues and enhance interagency cooperation.
- Assess financial capability by all responsible parties.
- Adopt and implement subcommittee *Dalton Highway Emergency Medical Services Draft Plan [Appendix D]*.

Implementation considerations:

- Use Division of Information Services (Telecommunications) published report on call boxes.
- Include the north slope area in the planning of emergency medical services.
- Include the MFS Network Technologies, Inc. fiber optics cable project in the planning of emergency services.

A-2. Trooper Enforcement & Public Safety

Issue Statement: Increased usage will bring demand for additional public safety services.

Background:

By February 1, 1998, one Alaska State Trooper will patrol the Dalton Highway five days out of each month from Fox to Deadhorse. Additionally, the AST will provide emergency response on an as-needed basis. A Fish and Wildlife trooper is assigned at Coldfoot to patrol the area from the Yukon River Crossing to Prudhoe Bay, providing service to settlements and mining camps along the pipeline corridor. The NSB does not patrol the highway.

AST posts can be opened at the discretion and direction of the commissioner and the director of the division. This decision is based not only on the number of requests for service but upon the cost of providing the service. Factors include: seriousness of offenses, frequency and complexity of requests, costs associated with establishing a trooper post, and the loss of a trooper position from an existing assignment.

Recommendations:

- Encourage AST to fund another officer position on the Dalton Highway if traffic volume warrants.
- Encourage AST to provide 24-hour presence along the Dalton Highway from May 15 to September 30.
- Conduct periodic (minimum one time a year) commercial vehicle safety inspection and measurement standards.
- Encourage agencies to coordinate and form cooperative agreements to provide for public safety.
- Encourage AST to explore the use of "COPS FAST" program or other federal grant program to fund a dedicated trooper position.
- *Long-term:*
 - Assess traffic-volume-to-enforcement-officer ratio and set a standard for when another trooper is needed.

A-3. Fish and Wildlife Protection

Issue Statement: Opening of the Dalton Highway threatens fish and wildlife through increased access. Adequate fish and wildlife protection must be maintained or improved through ongoing programs.

Background:

Expanding highway use has increased both competition for fish and wildlife resources and the possibility of conflict between local residents and visiting hunters and anglers. For example, the land along the Dall River, accessible from the Yukon River, is an area of concern to residents of Stevens Village. Additionally, residents of communities along the Koyukuk River are concerned about hunters accessing the river from the highway. Efforts to mitigate these conflicts are often confused by the variations in land ownership and the jurisdiction of state and federal agencies, coupled with differing regulations for seasons, bag limits, means and methods of harvest and access. The issues associated with subsistence and allocation of fish and game can be addressed through local advisory boards as well as the Boards of Game and Fisheries coupled with adequate enforcement measures.

AS 16.05.789 prohibits hunting with firearms north of the Yukon River within five miles on either side of the highway. In certain periods, hunting with bow and arrow is permitted. On federal land, hunting with firearms is allowed for qualified rural residents. The lack of useful documentation of the effects of increased public use of the road compounds the problem.

A hunter check station was established by the Alaska Department of Fish and Game (ADF&G) on the Dalton Highway to monitor hunting pressure within the Dalton Highway corridor and in game management units (GMU) adjacent to the highway. The primary missions for the check station were game harvest inventory and hunter education. Enforcement of game regulations was a secondary consideration for the following reasons: 1) enforcement is not a primary goal for ADF&G; 2) only one of two persons operating the station was deputized to enforce game regulations; and 3) enforcement might interfere with the primary missions of the check station.

Surveys were conducted in 1991, 1993 and 1996¹. In 1991, 1,489 hunters filled out questionnaires compared to 1,394 in 1993. Data for 1996 is not as extensive as in 1991 and 1993 due to the limited period the hunter check station was operational. For example, the

¹ Smith, Walter T. *Analysis of Information Collected at the Dalton Highway Hunter Check Station*. ADF&G reports, November 1991, January 1994, and November 1996

percentage of caribou hunters in ADF&G surveys increased from 40.3% in 1991 to 63.7% in 1993 and then dropped to 29% in 1996.

In 1991 and 1993 station personnel witnessed few game violations. Within the first 10 days of operation in 1993, personnel noted more than 20 violations with the majority being failure to leave proof of sex attached to the meat. Other hunters reported seeing firearms being used within 5 miles of the road. In response to this information, State Fish and Wildlife Protection (F&WP) and BLM enforcement officers increased enforcement efforts while check station personnel increased efforts to remind north-bound hunters of restrictions in the Dalton Highway corridor. In 1996 personnel observed more potential violations than would be expected based on 1993 data. This may be due to ADF&G inability to contact hunters before the hunters went into the field. None of the violations witnessed were flagrant. For instance, all the "failure to leave proof of sex" hunters had some sort of collaborative evidence, such as the appropriate parts attached to the hide or in a plastic bag.

Many visitors and hunters along the road have no idea about the Native presence there, the subsistence industry and how that works and what that encompasses, the traditional culture and values, the property ownership patterns, etc. This has resulted in much waste, litter, disrespect, trespass, disruption and overuse of the area along and accessed by the road.

Recommendations:

- Encourage Fish and Wildlife Protection to continue providing one full-time officer.
- Encourage Fish and Wildlife Protection to provide one seasonal officer, July 1 through October 31, for adequate game enforcement or find another full-time position. If activity increases, then provide additional officer(s) to increase protection and enforcement.
- Continue with ADF&G mandatory hunter check station at Yukon River Crossing Aug. 1 through Oct. 31 (for the purpose of gathering information for game management trends: enforcement, education, and subsistence hunting information).
- Devise and implement an education program using, for example, pamphlets and informational signs.
- Encourage coordination efforts between fish and wildlife protection agency programs and local entities, such as tribal governments and native councils.
- Encourage ADF&G to assess the need for hunter check stations at Galbraith Lake and Happy Valley using performance standards, i.e., how much activity warrants a hunter check station. Once assessment is completed, encourage ADF&G to follow through with recommendations.

- Encourage the use of an effective law enforcement program reflecting current needs that may change year-to-year.
- Encourage agencies to address potential wildlife and fish impacts (and customary and traditional uses of the area) before additional leasing occurs and major recreation facilities are developed (such as avoidance of wildlife movement corridors and animal habituation.)
- Encourage ADF&G to monitor trends related to fish and wildlife harvest, using air transportation and the aid of appropriate agencies.

A-4. Off-Road Access

Issue Statement: As traffic increases, the need for more management of foot traffic will be necessary as will enforcement of Off Road Vehicle rules.

Background:

AS 19.40.210 prohibits vehicles off the highway, except for access to mining claims or oil and gas activities. State fish and game regulations prohibit the use of motorized vehicles but make exceptions for aircraft, boats or licensed highway vehicles to transport game or sport hunters within the Dalton Highway Corridor Management Area. Federal subsistence hunting regulations permit the use of snowmachines for subsistence hunting activity on federal lands within the corridor.

Motorized access for other purposes may be allowed subject to regulation by the managing agency. For example, in 1970 DNR established a Special Use Lands designation for state lands within the NSB. The designation specifies that a land use permit is required for off-road travel on those lands. The BLM plan allows snowmachine use but this policy cannot be implemented until the state lifts the off-road vehicle prohibition.

Currently, there is no evaluation system in place to quantify and evaluate off-road impacts. Variables that need to be considered include vehicle type, topography, soil type, vegetation and wildlife. This information can be used to evaluate which habitats or areas can best or least tolerate off-road use.

Recommendations:

- Develop standards to quantify and evaluate which habitats or areas can best or least tolerate off-road use and identify limited off-road access routes for recreational purposes.
- Limit off-road access points, including foot traffic, from the road and focus them to enhance experiences and protect adjacent lands and resources.
- Use signs to educate the public on unauthorized uses and impacts on traditional use areas.
- Use signs to indicate the sensitivity and fragility of arctic tundra to heavy foot and vehicular traffic.
- Evaluate the Wiseman location for suitable off-road use.

A-5. Road Conditions and Travel Impacts

Issue Statement: With public opening of the Dalton Highway and scheduled improvements, there will be increased demand on the resources.

Background:

Since the highway opening in December 1994, visitation has steadily increased on the Dalton Highway (*Table 1*). From limited traffic data, the DOT/PF has extrapolated use of the Dalton Highway. Interestingly, the majority of independent travelers (those not part of a tour group) turn around at the Arctic Circle wayside. Percent of heavy trucks to total traffic volume has remained the same even though there has been a slight increase in overall traffic volume from 1994 to 1996 (*Table 2*). DOT/PF projects traffic volume to grow on an average of 3% a year. The highway south of Dietrich was open to public travel in 1981 and continues to have most of the visitor travel.

Traffic volume data was collected during 1997 from each of the counter locations listed in Table 1 but due to sporadic and heavy local traffic associated with installation of a fiber optic communication line, it may not be possible to interpret meaningful traveler volume information. As of December 1997, analysis of the current year traffic volumes has not been completed.

The annual traffic count program for the route is expected to continue. The results of that counting effort will be available each year in the annual statewide traffic volume report published by DOT/PF.

Table 1. Total traffic volume* by location on the Dalton Highway 1994-1996.

LOCATION	Mile	YEAR		
		1994	1995	1996
Yukon River Crossing	56	291	385	398
Bonanza Creek	125	211	220	320
Dietrich River	206	205	210	185
Kuparuk River	289	174	205	182

* average daily use

Table 2. Percent of heavy trucks to total traffic volume* on the Dalton Highway, 1994-1996.

	YEAR		
	1994	1995	1996
PERCENT (%)	34	33	34

* average daily use

Recommendations:

- Conduct an assessment of adequate facilities and services related to increased road use as they affect corridor management. This will help agencies mitigate travel impacts.
- Encourage DOT/PF to conduct consistent and comprehensive traffic counts and visitor surveys annually for five years.

A-6. Sanitation Facilities and Public Services

Issue Statement: There is a lack of adequate sanitation facilities and public services along the Dalton Highway to protect the environment and public health.

Background:

Provision for sanitation services along the Dalton Highway was sporadic prior to 1992. DOT/PF provided some facilities, depending on operating budget levels. With a shrinking operating budget, and with maintenance of the highway and airports being the highest priority, DOT/PF attention shifted away from sanitation services. Beginning in 1992, and based on the then new BLM Recreation Management Plan, BLM and DOT/PF initiated a cooperative program to provide and maintain sanitation facilities along the route. That program has combined DOT/PF's ability to build such facilities with BLM's ability to maintain them. The two agencies are currently working together to develop the most needed sanitation facilities. A study being commissioned by the North Slope Borough, Bureau of Land Management and Department of Natural Resources will identify and quantify road service and facility needs.

Waste Treatment. Presently, there are no waste treatment facilities (i.e., RV dump stations) open to the general public along the Dalton Highway. An RV dump station at Coldfoot, maintained and operated by Coldfoot Services, is large enough for use by patrons of their campground only. A wastewater facility at "NANA Camp" in Deadhorse is available to commercial bus operators (i.e., Princess and Grayline) and was made available to the general public in 1996 for a fee (\$10 flat rate as of 1997). Waste from public outhouses along the highway is contained in individual 500-gallon steel tanks that are pumped annually. Sewage is transported by truck to Fairbanks for treatment.

Landfills. No landfill sites are currently available for public use. BLM is prohibited by law from leasing land for use as a landfill.² DNR also requires land to be used for landfills be conveyed rather than leased.³ A landfill operated by the NSB located at Deadhorse is available

² The BLM formerly made land available for landfills through Recreation and Public Purpose (R&PP) leases issued to local municipalities, state, or county governments. Due to liability concerns over the placement of hazardous (and other) materials into these sites, it was determined that leasing was unacceptable and thus no longer an option. BLM Manual 2740 states in part "... to lessen Federal liability ... the R&PP Act shall not be used to authorize new sanitary landfill sites on public lands" On November 10, 1988, Public Law 100-648 (102 Stat. 3813) amended section 3 of the Act of June 14, 1926 (R&PP Act) and authorizes the Secretary to convey (not lease) public lands for the express purpose of solid waste disposal. This is known as the R&PP Act Amendment of 1988. The new regulations for implementing the 1988 Amendment are contained in 43 CFR 2743 and outline the procedures for transfer.

³ AS 38.05.810(a) allows disposal or sale of state land to tax exempt, non-profit groups formed solely for solid waste facility.

for public use. However, policy has been to accept only (non-hazardous) waste generated within the NSB. This landfill is located beyond oil field security checkpoints.

Potable water supply. Potable water is available to the public at two BLM-managed sites along the highway: Sixty Mile (near the Yukon River Crossing) and Marion Creek (near Coldfoot). Potable water for RVs is available at Coldfoot Services and Service Area 10 in Deadhorse for a fee.

Campgrounds. Two campgrounds exist within the Coldfoot node: one operated by BLM at Marion Creek and a privately operated one at Coldfoot Services. Three other "unimproved" campgrounds exist at Sixty Mile, Arctic Circle and Galbraith Lake. Limited services also exist at Wiseman [See Figure 2, p. 17].

Waysides. Litter barrels and outhouses are available at the following locations [See Figure 2, p. 17 for a list of other services available at these sites]: Sixty Mile, Finger Mountain, Arctic Circle, Gobblers Knob, South Fork Koyukuk, and Sukakpak Mountain. Facilities are proposed at Prospect/Jim River, Grayling Lake (1999), Upper Deitrich (1999), Galbraith Lake Wayside (2000), and Toolik Lake Overlook (2000).

Recommendations:

- Encourage private businesses to provide public services such as RV dump stations.
- Short-term:
 1. Encourage BLM to finish 60-Mile dumpstation (projected completion in 1998).
 2. Provide RV dump station at Deadhorse.
 3. Provide public trash cans at Deadhorse.
 4. Provide public restroom facilities at Happy Valley.
 5. Provide potable water at Deadhorse.
 6. Require DOT/PF to install highway directional signs for existing facilities (i.e., gas, emergency facilities, litter, etc.).
 7. BLM, DNR and DOT/PF should cooperate in assessing additional turn-outs/rest area facilities where needed; adequate spacing, type of facility, etc. should be considered.
 8. Provide litter receptacles and RV dump station at Happy Valley.
 9. Construction of additional facilities should address future maintenance needs.
- Long-term:
 1. Build adequate facilities as needed for dump stations, landfills, potable water.
 2. Encourage DOT/PF to evaluate and coordinate (minimum every three years or earlier if traffic volume warrants) with other agencies to assess highway needs and place facilities where needed, including campgrounds.
 3. Encourage the state to fund a program for maintenance of facilities.

A-7. Interpretive Sites and Information Services

Issue Statement: There is a lack of interpretive sites and information signs along the Dalton Highway.

Background:

Currently, the BLM operates the Yukon River Crossing Visitor Contact Station supplying visitors with travel information. BLM, U.S. Fish & Wildlife Service (USF&WS), and National Park Service (NPS) co-sponsor the Coldfoot Visitor Information Center which provides travel information and offers nightly presentations and exhibits on northern topics. Visitors can learn about the natural and cultural history of the corridor at wayside interpretive exhibits located at Yukon River Crossing, Finger Mountain and Arctic Circle. In Fairbanks, information services are available at the Alaska Public Lands Information Center (APLIC), the Fairbanks Convention and Visitors Bureau (FCVB) and BLM offices. There is a visitor information radio frequency available near Fox.

Sites provide a variety of interpretive opportunities, e.g., wildlife, natural history, historical sites, etc. Services/facilities should be provided as appropriate to specific needs and functions. Commercial activities should not be included at the interpretive sites.

BLM has proposed the following sites for information signs and displays: Hess Creek (1999), Gobblers Knob (reconstruct in 1999), Atigun Pass/Continental Divide (2000), Toolik Lake Overlook (2000).

Recommendations:

- Encourage ADF&G to increase hunter education with signs on location and regulations regarding traditional Native lands and subsistence (re: Board letter to Gov. Knowles, March 29, 1996).
- Provide signs for public education of traditional native lands and uses.
- Provide signs indicating land ownership.
- Provide signs describing sites of cultural or historic importance to educate the public to respect and conserve cultural and historical sites and the penalties for disturbing such sites. Interpretive signs should be reviewed by the appropriate organization prior to installation. For instance, interpretive signs within the NSB should be reviewed by the Inupiat History

and Language Commission, signs within the Stevens Village Traditional Use area should be reviewed by the Stevens Village Council, etc.

- Commission DOT/PF to install signs indicating any road hazards such as road conditions, narrow road, hazard warnings, etc.
- Provide signs regarding availability of services and locations (present a realistic picture of existing services).

B. Nodal Issues

Background. Previously a node was defined according to the land manager. Land managers include BLM, NSB and the State of Alaska.

Bureau of Land Management. Through the 1991 Resource Management Plan, BLM defines a development node as an area where private, commercial facilities and development related to road traffic are encouraged to take place. If there are any proposals for facilities outside of identified nodes, they are carefully evaluated. If possible, BLM encourages such facilities to be placed within the nodes. This does not include pipeline-related operations. To date, no such proposal has been approved. Energy, transportation and governmental facilities are allowed to locate outside the nodes or node boundaries. BLM designated four areas as development nodes under RMP: Yukon River Crossing, Coldfoot, Chandalar Shelf and Happy Valley. Coldfoot and Happy Valley were subsequently opened to state selection and were conveyed to the state in 1992.

State of Alaska. The Alaska Legislature's land disposal legislation (AS 19.40.200) limits activities within the nodes to non-residential development and specifies nodes at:

- Deadhorse
- Franklin Bluffs
- Happy Valley
- Coldfoot
- Yukon River Crossing

North Slope Borough. NSB defines a node as a distinct and compact cluster of development in the Haul Road Corridor,

with a minimum "footprint" on the tundra. To the maximum extent possible, roadside development such as campgrounds, outhouses, and interpretive sites should also be clustered at the nodes. The borough's management plan specifies nodes at Chandalar Shelf and Deadhorse and a limited node at Material Site 119-4 (general area of Pump Station 3).

Node Definition. For the purposes of this plan, a "node" is a distinct and compact cluster of development in the Dalton Highway Corridor. The node is an area with a "minimum footprint" on the land where public as well as private commercial facilities and development related to road traffic are allowed to locate. Public facilities and roadside development including campgrounds, outhouses and interpretive sites should be clustered at nodes to the maximum extent possible.

Development allowed outside of nodes will be limited, to such activities as interpretive sites, road pull outs, periodic rest rooms and trash receptacles. Commercial road facilities are not allowed outside of nodes. Oil and gas development activities, transportation and incidental or minor governmental facilities are allowed to locate outside of nodes if the needs of the activity are demonstrably better met outside the nodes.

The cooperation of all land managers, developers, private and public, is essential to ensure the success of the node concept. All permitting agencies should consider more expedited permit review for

development within nodes, and a more comprehensive process, including full and ample opportunity for public notification and comment, for development proposed outside of nodes.

Node Designations This plan has identified five nodes for expanded services: Yukon River Crossing, Coldfoot, Chandalar Shelf, Happy Valley and Deadhorse.

B-1. Node Location and Number of Nodes

Issue Statement: How many nodes are adequate for the highway and where are they needed?

Background:

Seven nodes were identified for potential development: Yukon River Crossing, Coldfoot, Chandalar Shelf, Material Site 119-4, Happy Valley, Franklin Bluffs and Deadhorse. Yukon River Crossing, Coldfoot and Deadhorse are operational nodes. The purpose of the nodes is to avoid strip development along the highway.

Yukon River Crossing (7,050 acres). The Yukon River Crossing node, designated by BLM in the 1991 RMP, extends from the Yukon River at MP 56 north to MP 64. This includes all existing facilities and activities immediately north of the Yukon River bridge, the Alyeska airstrip at "5-mile," the site of the proposed "60-mile" campground and RV dump station, as well as a DOT/PF highway maintenance camp and a BLM administrative site at "7-mile." A proposed new state airport, to be located northeast of the Yukon River bridge, is also included within the node boundaries. Note that while amendments to AS 19.40.200(b) established this site as a node for the State of Alaska, this node does not contain any state land. The node is primarily on federal land managed by BLM, with some private inholdings.

Coldfoot Node (1,700 acres). This site was originally developed as a pipeline construction camp and airstrip (MP 175). BLM Utility Corridor planning documents and the 1995 amendment to AS 19.40.200(b) authorized a development node in the Coldfoot area. BLM issued a lease agreement that provides for fuel, emergency road service, emergency lodging and food. (This lease is now managed by DNR). Additionally, the node contains a DOT/PF airport, a DOT/PF maintenance camp and a BLM administrative site. This node is located on state land managed by DNR.

Chandalar Shelf (1,700 acres). BLM designated Chandalar Shelf as a development node in the 1991 RMP. The node is located at MP 237 of the Dalton Highway. A BLM administrative site, an existing state-held airport lease, and a DOT/PF highway maintenance camp are located within the node boundaries. This node is located on federal land managed by BLM and was not designated as a node by state legislation.

Material Site 119-4. This material source (MP 307) was identified by the NSB in its planning document as a potential site for commercial development. This site is located on state land managed by DNR.

Happy Valley (2,560 acres). BLM 1991 RMP and 1995 amendments to AS 19.40.200(b) authorized a node in the Happy Valley area. The pad, at MP 334, was constructed as a pipeline construction camp site and airstrip. This node is on state land managed by DNR. In 1990, NSB selected this area as part of its municipal entitlement. However, in 1994, DOT/PF applied for an Interagency Land Management Assignment (ILMA). Until DOT/PF and NSB interests are adjudicated, the Division of Land will continue to authorize activities at this site under short-term permits.

Franklin Bluffs (3,840 acres). Amendments to AS 19.40.200(b) in 1995 established this node. The pad, at MP 377, was constructed as a pipeline construction camp site and airstrip. This node is state land managed by DNR. In 1990, NSB selected this area as part of its municipal entitlement. In 1994, DOT/PF applied for an ILMA for a portion of this pad. Until DOT/PF and NSB interests are adjudicated, the Division of Land will continue to authorize activities at this site under short-term permits.

Deadhorse (28,880 acres). In the mid 1970's DNR began authorizing the use of state land in the vicinity of Deadhorse for oil industry development and related facilities. 1995 amendments to AS 19.40.200(b) established an official node in the area. Located at the terminus of the Dalton Highway, this area primarily supports the North Slope oil industry. The node is located on state land, and DOT/PF currently has an ILMA for the Deadhorse Airport. The rest of the node is managed by DNR. NSB has selected several of the lease tracts as part of its municipal entitlement. Public access is restricted beyond Deadhorse for security purposes.

Recommendations:

- The board identified five nodes for expanded services: Yukon River Crossing, Coldfoot, Chandalar Shelf, Happy Valley and Deadhorse.
- Development of the nodes should be *market-driven* and complementary to existing services.
- The remaining nodes, Franklin Bluffs (identified by statute) and MS 119-4 (identified by the NSB comprehensive plan), can be developed as waysides, campground sites or similar limited services.

B-2. Node Development

Issue Statement: What development should occur at the nodes?

Background:

Commercial lodging with beds, showers, laundry and other amenities are available at three sites: Yukon River Crossing, Coldfoot and Deadhorse (limited seasonal services at Happy Valley and Chandalar Shelf). Additionally, two campgrounds are available for a fee: one privately operated at Coldfoot, and the other operated by BLM at Marion Creek near Coldfoot. Stevens Village and the NSB have adopted land use plans that address use within the nodes and recommends main development be in nodes only.

Recommendations:

- Level of development in the nodes should be *market-driven* and expansion should occur over time in response to road use.
- Land should be available to local communities for local interests development.
- Involve local communities in land management and nodal development decisions.
- Adequate public facilities and services should be provided prior to or concurrent with node development.
- Short-term:
 1. Leases at Yukon River Crossing and Coldfoot should be complementary and not compete with existing development.
 2. Consideration should be given to small/local businesses versus "world-class" businesses.
 3. Maintain current level of seasonal use at Chandalar Shelf and Happy Valley until demand warrants further development.
- Long-term
 1. Use prospectus to assess new leases that would be complementary to existing infrastructure.
 2. Consideration should be given to small/local versus "world-class" businesses.
 3. Develop recreational opportunities for travelers.
 4. Develop lodging facilities at Chandalar Shelf
 5. Develop Happy Valley airstrip and support facilities.

B-3. Dalton Highway Corridor Land Owner Management Coordination

Issue Statement: Land owners need to coordinate with each other to manage the Dalton Highway Corridor.

Background:

BLM Northern Field Office and DOT/PF Northern Region have many responsibilities in the Dalton Highway corridor. To plan and coordinate their activities, they held meetings involving agencies, interest groups and residents, such as DNR, NSB, Alyeska, Princess Tours, and the Wiseman community. A memorandum of agreement between the land and resource agencies was proposed but never executed.

Recommendations:

- A management agreement between land owners and managers in the Dalton Highway Corridor should be written and implemented. [See Section V. Implementation and Evaluation].
- Encourage cooperative efforts between private land owners and agencies.
- Concept of co-management should be explored.

[Maps 3 thru 7](#)

Map 3. Yukon River Crossing Development Node

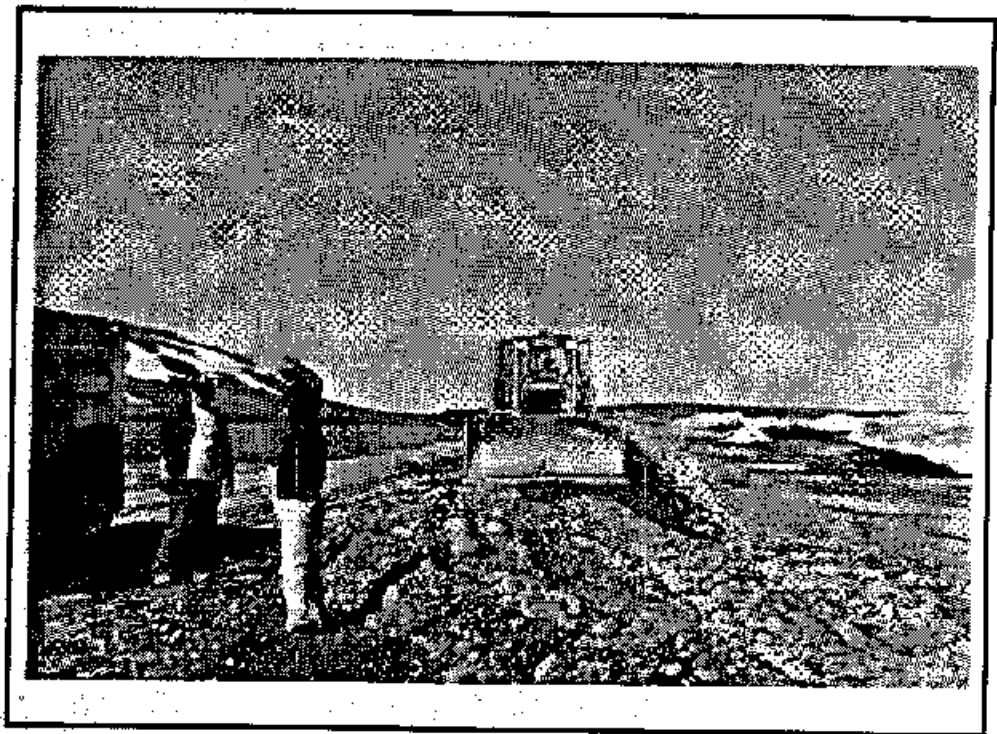
Map 4. Coldfoot Development Node

Map 5. Chandalar Shelf Development Node

Map 6. Mappy Valley Development Node

Map 7. Deadhorse Development Node

IV. Unresolved Issues



IV. UNRESOLVED ISSUES

Background:

Many issues were raised through public meetings. Some were not within the scope of this plan. Those issues not directly addressed in this plan are listed in this section.

Issues:

- *There is a lack of co-management between local residents and agencies.* The board encourages co-management (possibly in the Yukon Flats National Wildlife Refuge and BLM-managed areas). However, the board decided this issue was beyond the scope of this plan.
- *Access to the Arctic Ocean.* The Board looked at this issue and heard testimony for and against access from Deadhorse to the Arctic Ocean. There are unresolved issues and questions about which there is no agreement. These include safety, impacts on wildlife, enforcement of existing laws, security, and lease management. Nonetheless, because of interest in the topic and the time spent upon it, the majority of the Board members expressed that they do not endorse free and open public access to the ocean through the Prudhoe Bay complex at this time.

V. Implementation and Evaluation



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Milestones

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Plan Implementation and Monitoring

V. IMPLEMENTATION AND EVALUATION

Milestones

- **June 1995.** Governor Tony Knowles announced the formation of the Dalton Highway Planning and Advisory Board.
- **November 6, 1995.** Initial mailing to the general public announcing the first board meeting.
- **December 11, 1995.** First public board meeting, Fairbanks.
- **January 8, 1996.** Board meeting, Fairbanks.
- **February 20 to February 21, 1996.** Board meeting held over two consecutive days, Fairbanks.
- **May 14 - May 16, 1996.** Board conducted a field inspection of the Dalton Highway over three days. They held two public meetings in Coldfoot and Prudhoe Bay.
- **November 6 and November 7, 1996.** Board holds meetings over two consecutive days in Fairbanks and Stevens Village. This is the first visit to a village affected by the opening of the highway but not connected to the highway by road.
- **March 3 and March 4, 1997.** Board held two meetings in Anaktuvuk Pass and Fairbanks.
- **April 30, 1997.** Board meeting is a working session to draft the plan.

- **Summer 1997.** Draft plan is released to the public for a 60 day review.
- **November 6, 1997.** Board meeting to review public comments to draft plan.
- **January 8, 1998.** Board meeting to review Final Draft Plan
- **February 1998 (projected).** Final plan transmitted to Governor Tony Knowles.

Plan Implementation and Monitoring

Background. Ideally, a plan will specify precise steps, identify responsible parties, and define a reasonable time-frame to complete the recommendations. However, most plans are a mix of general statements and specific recommendations, providing a broad framework for parties to follow by leaving the details to be worked out later.

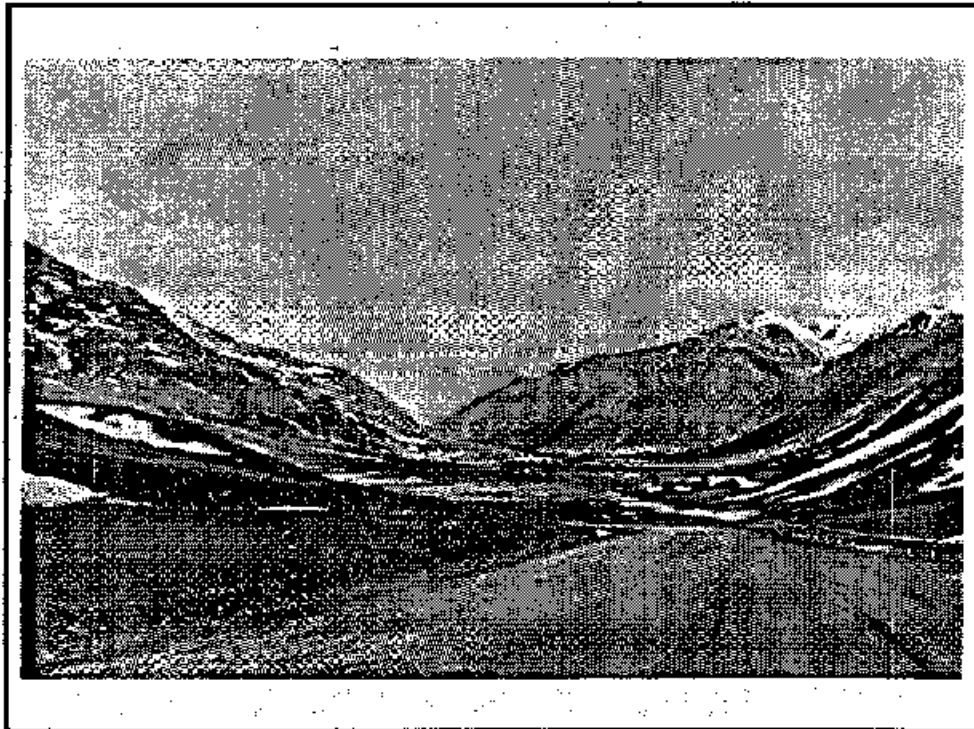
Sometimes it will be necessary to renegotiate a section of this plan. New information becomes available that alters the desirability of an alternative; or conditions change for a party and it decides it cannot live with an alternative that had been acceptable before.

Monitoring, Modifications and Amendments. A memorandum of understanding between federal, state, municipalities, and impacted communities and groups will be created to provide a framework for monitoring, modifying, and amending this plan. At a minimum, the memorandum should specify that a meeting will be held annually to review operations and maintenance planned for the Dalton Highway as well as any report on any progress made toward implementation of this Master Plan's recommendations. The parties in the memorandum will have the responsibility for amending or modifying this plan, as needed, after notifying organizations, user groups, and other interested parties that may not be a party to the memorandum. The group should consider rotating the meetings among communities within the highway corridor.

VI. Glossary

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40 Acronyms
41 Definitions



VI. GLOSSARY

This glossary includes definitions of acronyms and terms used in the plan.

Acronyms

AAC	Alaska Administrative Code
ADF&G	Alaska Department of Fish & Game
ANCSA	Alaska Native Claims Settlement Act
ANILCA	Alaska National Interest Lands Conservation Act
APLIC	Alaska Public Lands Information Center
AS	Alaska Statute
AST	Alaska State Trooper
BLM	Bureau of Land Management
DL	Division of Land
DNR	Department of Natural Resources
DOD	Department of Defense
DOT/FF	Department of Transportation and Public Facilities
DPS	Department of Public Safety
EIS	Environmental Impact Statement
FCVB	Fairbanks Convention and Visitors Bureau
F&WP	Fish & Wildlife Protection
GMU	Game Management Unit
ILMA	Interagency Land Management Assignment
IEMSC	Interior Region Emergency Medical Services Council, Inc.
MAST	Military Assistance to Safety and Traffic
MFP	Management Framework Plan
MP	Milepost
NANA	The former Northwest Arctic Native Association
NPS	National Park Service
NSB	North Slope Borough
ORV	Off-Road Vehicle
PLO	Public Land Order
RAMP	Recreation Area Management Plan
RMP	Resource Management Plan
ROW	Right-of-Way
RV	Recreational Vehicle
USFWS	U.S. Fish & Wildlife Service

Definitions

AIRSTRIP CONSTRUCTION. Construction of a landing strip for airplanes that involves leveling the ground or removing or modifying a substantial amount of vegetation.

ANILCA 906(e). Refers to future top-filing of federally owned land by the state.

DEVELOPMENT NODE. A distinct and compact cluster of development for public and private commercial facilities related to road traffic.

HAUL ROAD. Originally the Dalton Highway was called the "haul road" because the highway was built to "haul" supplies between the Yukon River and Prudhoe Bay during the construction of the trans-Alaska pipeline.

ILMA. The Alaska Department of Natural Resources gives management authority to another state agency to use or manage state land in an Interagency Land Management Assignment.

INTERPRETIVE SITES. Provide a variety of interpretive opportunities, e.g., watchable wildlife, natural history, historical information, etc. Interpretive sites may be included in waysides.

ISSUE. A point of debate, discussion, or dispute and a matter of public concern. An issue is a matter or question that must be addressed if a conflict is to be resolved. It can best be stated as a problem to be solved.

LAND. All land and water within the planning area.

MARKET DRIVEN DEVELOPMENT. Construction or expansion of facilities to meet demands of visitors and users of the highway.

NODE. See *development node*.

OFF-ROAD VEHICLE (ORV). Any motorized vehicle capable of or designed for travel on or immediately over land, water, or other natural terrain, excluding non-amphibious motorboats, fixed-wing and rotor-wing aircraft, and snowmobiles.

PERMANENT FACILITY. Permanent facilities are buildings or tents that do not need to be removed and the site restored to its natural state after each season. Permanent facilities on state land may be authorized by the Department of Natural Resources by lease.

PLANNING AREA. The geographic area covered by a plan or amendment.

RECOMMENDATION. To advise (that something be done). The statements that define a future desired condition.

SERVICES. Basic public services include: outhouses, litter receptacles, sewage disposal, landfills, potable water, food, lodging, gas and emergency auto repair.

SUBSISTENCE. The customary and traditional use of natural resources for direct personal or family consumption as food, shelter, fuel, clothing, tools or

transportation; for the making and selling of handicraft articles; and for barter or sharing among subsistence users. Food gathering activities occur in a year-round cycle geared to the principal seasons of species

TEMPORARY FACILITY. Temporary facilities are man-made buildings or tents that must be removed and the site restored to its natural state at the end of the term of use for which the activity was authorized. Temporary facilities on state land may be authorized by DNR by permits. If authorized, permits are limited to a term of two years and subject to municipal entitlement selection approvals. Otherwise, permits can be issue up to 5 years in length.

UPLANDS. Land above the mean high water line at the sea shore.

WAYSIDES. At a minimum, waysides provide parking, restroom facilities and litter receptacles.