

Region 4 : Walker Fork

Regional Summary

Background

Region 4 is situated in the center of the planning area, with its eastern edge formed by the international border with Canada. Currently and historically, the level of human activity in this region has been somewhat higher than in the rest of the planning area. This activity has covered a broad range of land uses, including mining, harvest, recreation, and tourism. Because of the region's central location and the presence of the Taylor Highway and the Top of the World Highway, this will most likely continue, and may increase. The region includes the communities of Chicken and Boundary.

Boundary is located on the ridge separating the drainages of the South Fork and main stem of the Fortymile, and has exceptional scenic values. Because its location on the Top of the World Highway is favorable for tourism activity, some degree of growth may occur. It is the first community that travelers encounter when coming from Dawson, and traffic on this route has been increasing. The Boundary Airport is managed by DOT/PF.

Chicken is located near the confluence of the Dennison Fork and Mosquito Fork. Its economy has been based mostly on mining. Tourism has become important to the local economy, and this importance is likely to increase in the future. Under the 2000 U.S. Census, Chicken became a Census Designated Place for the first time, with a population of 17 and a total of six households. During the summer, there are more people in the area because of mining and tourism. There is no state operated school or central water or sewer system.

State Lands

Most of the land in Region 4 is state-owned. There are approximately 597,297 acres that are in state ownership, and approximately 21,501 acres that are selected. The state-owned land in this region is divided into three large blocks of land by the National Wild and Scenic River corridors (for more information regarding the National Wild and Scenic River corridors, refer to the *Navigable Waterbodies* section of this chapter).

Physical Features

Centrally located in the Fortymile River basin, Region 4 consists of low mountains and rolling terrain that are characteristic of the Yukon-Tanana Upland physiographic province. Prominent streams in this region are the main stem of the South Fork, the lower portion of the Mosquito Fork, and the Walker Fork. The highest peaks, found in the western portion of the region are Mount Warbelow, at 5,553 feet, and Taylor Mountain, at 5,059 feet. Most of this region is

mountainous, with the exception of certain areas in the lower Mosquito Fork valley, in areas south of Taylor Mountain, and near the Taylor Highway. Vegetation consists mostly of mixed and pure stands of white spruce and black spruce, with balsam poplar, birch, and aspen occurring mostly in river valleys and on alluvial flats.

Access

Region 4 is the smallest region in the planning area, and most of it is quite accessible. In addition to the Taylor and Top of the World Highways (see *Area Plan Map*), there is an extensive network of trails in the area.

RS 2477 Trails:

Kechumstuk-Chicken Trail. Historic trail which served as an access route to the Fortymile area. The northern spur of the trail encompasses part of the Washington-Alaska Military Cable and Telegraph System (WAMCATS) line, where it passes from Kechumstuk Station, and crosses the divide to Hutchinson Creek.

Kechumstuk Winter Trail. Originally, this trail was part of the trail along the Washington-Alaska Military Cable and Telegraph System (WAMCATS). It was used as an access and supply route for Kechumstuk and Chicken and for mining activities in the region.

Chicken-Fish-McKinley Creeks Trail. Historical transportation and mining access route.

North Fork of the Fortymile–Big Delta Trail. This trail is a historic trail that connected the Fortymile district with the Fairbanks/Valdez military road. Portions of the trail are also segments of the Washington-Alaska Military Cable and Telegraph System (WAMCATS).

Lilliwig Creek Trail. This trail was used to access placer and lode mines on Ingle and Lilliwig Creeks.

Chicken-Franklin Trail. Sometimes referred to as the Chicken-Franklin Landing Strip Trail, it served as the mail and freight route between the mining communities of Chicken and Franklin.

Franklin-Steele Creek Trail. One of the earliest trails to be used for exploration, mining, and supplies.

Fortymile–Franklin Trail. This trail is a historic trail which was used as a connecting route for the mining operations along the Fortymile River.

Jack Wade-Steele Creek Trail. A route used for getting supplies to Jack Wade Creek and Walker Fork during the peak of mining activity on those streams.

Jack Wade Landing-Boundary Trail. This trail connects Jack Wade, Boundary, Chicken, and Franklin.

Boundary-Lassen Landing Strip Trail. A route which runs along the Walker Fork, it was used for mining access and homestead entry.

Walker Fork-Davis Creek-Border Trail. Originally, these trails used for prospecting and mining access connected with the Poker Creek Trail and other trails in Canada.

Canyon Creek-Walker Fork Trail. This route runs northward from Boundary and connects with the Fortymile River.

Steele Creek-Fortymile Trail. This trail was used as a mining transportation route in the Fortymile mining district since the turn of the century (1899-1900).

Highway System:

The Taylor Highway crosses the Fortymile River tributaries at several points, providing convenient points of access to the West Fork, Mosquito Fork, South Fork, and Walker Fork. Although these locations are used mostly for recreational purposes, they also provide access for mining, harvest, and other uses. Access on streams in the area varies, as water level can fluctuate greatly during the summer months.

Airstrips:

The airstrips located at Chicken and Boundary are listed in the official Federal Aviation Administration's Airport / Facility Directory. There are several primitive landing areas on gravel bars and alpine areas, but information regarding serviceability is very limited.

Resources and Uses

Fish and Wildlife, Habitat, and Harvest. The Fortymile caribou herd, which is mostly concentrated in the Middle Fork Region during calving season, moves into this region from the northwest in late summer. They remain during rut and through the winter season. Although the herd remains concentrated mostly in the northwest portion of Region 4, it does cross the Taylor Highway, and this expansion is likely to increase as the herd grows (for further information, see the report *Habitat Management Needs Assessment for the Fortymile Caribou Herd* developed by the Fortymile Caribou Herd Management Planning Team).

The Nelchina caribou herd also winters in this area. Extensive lichen mats are common. The spruce forests in much of this area is at optimum age to support rich mats of lichen and wide spread modification should be avoided. Once these spruce stands are over 150 years old or have been heavily grazed by caribou, prescribed burns or managed logging would enhance the area for wildlife habitat.

Several nesting sites for golden eagles, bald eagles, merlins, and peregrine falcons have been identified in this region.

There are no streams in this region that are listed in the Department of Fish and Game's Anadromous Waters Catalog and Atlas at this time. Resident fish species include Arctic grayling, sheefish, and whitefish.

Important harvest and trapping areas for residents of the planning area and adjacent communities have been identified in the Mosquito Fork, Taylor Creek, Buckskin Creek, Atwater Creek and Liberty Creek drainages, and along the Dennison Fork.

Forestry. Vegetation in this region is largely comprised of alpine tundra with a variety of forest types depending on localized factors such as slope, aspect, soils, and fire patterns. These forest communities are characteristic of interior Alaska spruce-hardwood forest, containing white and black spruce, balsam poplar, birch, and aspen in various combinations. Harvest of timber in this region is limited to personal use, for house logs and firewood. Conditions related to market proximity and stand characteristics make commercial timber harvest unlikely, or at least limited to a small scale if it should occur.

Heritage Resources. There are over 40 heritage sites reported by the Alaska Heritage Resource Survey in this region. Most of them are classified as historical, with the remainder classified as either prehistoric or paleontological. There are a number of representations of the mining era that occurred in the late 1800's and early 1900's, in the form of cabins, roadhouses, barns, and dredges. Many of these sites are concentrated around Chicken, which is a historic district listed on the National Register of Historic Places. These features are a source of local pride, and a major part of the attraction that visitors have to the area. Since RS 2477 trails are historic trails, they are also considered heritage resources. Refer to the RS 2477 trails listed in this region.

Materials. There are many sites along the Taylor Highway and the Top of the World Highway that DOT/PF uses for materials. Most of these are within the highway right of way, but there are some sites outside the right of way that DOT/PF has under contract with DNR. There are 11 of these sites that are under contract in this region. Usually, material sites are located fairly close to the road and are spaced as frequently as practical to minimize haul distances for materials. Since they are cleared and level, they are often used for other purposes, both authorized and unauthorized. These characteristics also make the sites desirable for other uses after DOT/PF no longer needs them for materials.

Mineral Resources. The geology of this region is similar to the rest of the planning area, consisting primarily of felsic and mafic intrusive and metamorphic rock including schist and gneiss. It is within the Tintina Gold Belt and has been actively mined since the late 1800's. Mining has mostly focused on placer deposits of gold-bearing gravel and colluvium. Though mining has occurred throughout the Upper Yukon planning area, the level of past and present mining activity in this region ranks high. The South Fork, Walker Fork, Mosquito Fork and their tributaries are well documented for gold discoveries, and the presence of claims currently located on these streams demonstrates continued interest.

Recreation. Recreation takes many forms in this region, but the area is most widely known for rafting and boating on the South Fork, Mosquito Fork, Dennison Fork, Walker Fork, and tributary creeks. These streams were part of the Fortymile River component that was added to

the National Wild and Scenic Rivers System by the Alaska National Interest Lands Conservation Act (for further information regarding the Wild and Scenic Rivers, see the discussion in the *Navigable Rivers* section of this chapter). The streams' road accessibility mentioned previously, and the range of difficulty they offer (Class I-V) have made them very popular for river trips. Two of the access points, or "put-ins," are within this region, at South Fork and Mosquito Fork, and two of them are just outside the region, at West Fork and the main stem of the Fortymile. The region is also used for hiking, skiing, camping, snowmachining, and dog mushing by both residents and visitors.

Settlement. Almost all of the permanent residents in the region are within or near the communities of Chicken and Boundary. Both permanent and seasonal residents expressed interest in obtaining land for residential use or storage. There is limited private land in the region that is available, and there is no federal land is not available. State land provides an opportunity for private ownership.

Tourism. Tourism is an important part of the local economy in Region 4. While the total number of visitors to the area has gradually increased, a larger portion of those visitors are on tour buses, reflecting a significant shift in visitors' mode of travel. Most of the bus traffic is from tour companies operating out of Dawson in the Yukon Territory.

Transportation. The Department of Transportation and Public Facilities has resurfaced most of the Taylor Highway from Tetlin Junction to Jack Wade Junction, and is scheduled to resurface the Top of the World Highway to the Canadian border. There is currently no schedule for work on the Taylor Highway from Jack Wade Junction to Eagle. If work is performed on this segment, it is possible that a portion would be realigned through the Gilliland Creek drainage (for further information refer to *Location Study Report for Taylor Highway Mile 95 to 160, RS-786(4)*, by DOT/PF).

Management Constraints and Considerations

There are no state management plans or site specific plans for this region.

State land in Region 4 is fragmented by federal land within the National Wild and Scenic River corridors along the South Fork, Mosquito Fork, Walker Fork, and tributary creeks. The Bureau of Land Management is responsible for management of these lands, which is guided by the *River Management Plan for the Fortymile River Component of the National Wild and Scenic Rivers System* (1983). There are conflicts between management of the federally owned uplands and the mining activity permitted on the adjacent state-owned shorelands. (For further information on this issue, see the discussion in the *Navigable Rivers* section of this chapter.) Resolution of this issue is outside the scope of this area plan, and the Bureau of Land Management and the Department of Natural Resources are working to develop reasonable and appropriate solutions.

There is no land in this region that has been patented to Doyon, Ltd.; however, there is land that has been selected by them.

Management Intent for Region 4

Management intent in this section applies to state-owned and state-selected land. Also refer to Chapter 2, *Areawide Land Management Policies*.

Management unit R-04 consists of all lands in Region 4 that are not within the smaller management units near Chicken, Boundary, and Jack Wade Junction. Refer to the management units listed in the Resource Allocation table and delineated on the maps at the end of this section.

All lands within unit R-04 are designated General Use (Gu). This is to maintain flexibility in management, since these lands consist of large amounts of acreage, current levels of demand for their use is relatively low, and a variety of uses can be accommodated with appropriate siting and design considerations.

The management intent for Region 4 is to preserve scenic values along the Taylor Highway and Top of the World Highway, minimize the number of access points onto these highways, and reduce impacts to wildlife and other natural resources.

Commercial and residential development should be kept to a minimum in unit R-04. Residential development (including private recreational development) should be directed to the Remote Settlement Areas. Commercial and residential development should be restricted to management units near Chicken, Jack Wade Junction, and Boundary that are designated Settlement (Se) or Settlement-Commercial (Sc), or units that are designated General Use (Gu) and have management intent allowing development. Resource development activities, most of which are likely to be related to mining, are appropriate if the impacts from these uses can be addressed. If construction of a road is necessary for any DNR authorization, it should use an existing RS 2477 route whenever feasible and prudent. For development in the Remote Settlement Areas (W-01 and W-02), careful consideration should be given to protection of scenic values.

Management Intent for all Management Units Designated Settlement (Se) or Settlement-Commercial (Sc)

The sale of land within this region is to be phased. Making land available in increments will provide opportunity to examine impacts of each previous disposal, and ensure long-term availability of land suitable for settlement. Land disposal programs assist in achieving this management intent.

Land designated Settlement should be offered in the following order of priority:

1. Management units within the Chicken and Boundary areas
2. Settlement areas southwest of Chicken (units W-01 and W-02)

When DNR implements a land sales program, it will ensure that existing access and RS 2477

trails are protected. For guidelines regarding access and trails, refer to the “Public Access” section in Chapter 2.

Snowmachine travel in the area and participation in events sponsored by local snowmachine clubs are likely to increase. When developing a land sales program in this region, DNR should locate offerings far enough from travel routes to minimize potential conflicts with these activities.

Prospective purchasers of state land should be made aware that much of the Upper Yukon planning area has historically been used for mining, and that it is considered to have good mineral potential for the future. State lands are open to mineral entry, and mining activity can be conducted. See the *Subsurface Resources and Settlement* sections in Chapter 2 for further information.

Management Intent for Remote Settlement Areas: Management Units W-01 and W-02

State land within the management units indicated on the region map as W-01 and W-02 are designated Settlement (Se), to accommodate the potential need for residential land in the future. Sufficient areas of land are designated Settlement to allow flexibility in siting, lot size and density, to accommodate needs for open space and local use of resources, and to provide a pool of state land that would be available for private ownership over the long term.

These areas are Remote Settlement Areas and are considered appropriate for land sale programs that offer land through staking. However, pre-surveyed parcels may also be offered in these areas where appropriate (refer also to the description of Remote Settlement Areas in the section on *Settlement* in Chapter 2).

Before land can be offered in these areas, DNR is required to prepare a best interest finding in accordance with AS 38.05.035. At that time, the areas are examined more closely to determine which portions are most suitable to offer, and to resolve site specific issues. Public notice is issued, and comments from the public are taken into consideration.

The management intent for land conveyance is to use a land sale program that has been or will be established by DNR or the legislature. DNR implements these programs to issue public notice, conduct agency review, solicit public comment, and resolve site specific issues that may not have been addressed by the area plan. This results in a more efficient and cost effective means of land disposal. Land in these areas is not to be conveyed in response to individual requests.

Development in W-01 is to be located a minimum of 1200 feet from the right of way of the Taylor Highway, and in a manner that will have minimal impact on scenic values from the highway. Access points onto the Taylor Highway are to be kept to a minimum, and where feasible and prudent, new leases, permits, and conveyances shall be directed to use existing access. For land sales or other DNR authorizations adjacent to federal Wild and Scenic River corridors, consideration should be given to protection of the values for which the corridors were established.

There is a need for a landfill in Region 4. Because of its location and general characteristics, management unit W-01 may contain land that would be appropriate for this purpose. If site analysis by DNR and ADEC confirms suitability and a location could be determined that would minimize conflicts with other uses, this would be an appropriate use within this management unit.

Management Intent for the Boundary Area

State land in this area is to be managed in a way that will retain the historical character of Boundary as much as possible, yet allow for further settlement and economic opportunity. Residential and commercial development, whether by lease, permit, or conveyance is to be in the management units designated for settlement near Boundary. The sizes of the units designated Settlement-Commercial are meant to allow some degree of flexibility in siting, design, lot size and density, and to accommodate possible economic expansion over the duration of the plan. Within these management units, it is intended that new commercial development be located close to existing commercial development, and that the number of access points onto the Top of the World Highway are minimized.

Settlement and Settlement-Commercial designations were applied to management units that are more likely and/or appropriate to have development occur during the planning horizon, and are in close proximity to existing development.

A General Use designation was applied to management units that are less likely to have development occur during the planning horizon and are further from existing development, but have some potential for development in the future. Although the need to develop these units is not expected to arise for the duration of the plan, they are identified in the event that this should happen. These management units would first need to be reclassified through a plan amendment process to Settlement or Settlement-Commercial before portions of them could be conveyed into private ownership.

Management Intent for the Chicken Area

State land near Chicken is to be managed to provide opportunities for residential land, public facilities, and some degree of commercial development. The sizes of the management units designated Settlement Commercial are meant to allow some degree of flexibility in siting, design, lot size and density, and to accommodate possible economic expansion over the duration of the plan. Within these units, new commercial development should be located close to existing commercial development, and that the number of access points onto the Taylor Highway should be minimized.

Settlement and Settlement-Commercial designations were applied to management units that are more likely and/or appropriate to have development occur during the planning horizon, and are in close proximity to existing development.

A General Use designation was applied to management units that are less likely to have development occur during the planning horizon and are further from existing development, but have some potential for development in the future. Although the need to develop these units is not expected to arise for the duration of the plan, they are identified in the event that this should happen. These units would first need to be reclassified through a plan amendment process to Settlement or Settlement-Commercial before portions of them could be conveyed into private ownership.

Management Intent for the Jack Wade Junction Area

Jack Wade Junction is situated at the intersection of the Taylor Highway and Top of the World Highway, and has good potential for commercial development. Management unit J-01 has been designated Settlement-Commercial (Sc), which would allow for commercial uses if or when demand occurs. Management intent for this area is to allow for economic opportunity, and to provide additional options with respect to siting of commercial development.

The size of the management unit designated Settlement-Commercial is meant to allow some degree of flexibility in siting, design, lot size and density, and to accommodate possible economic expansion over the duration of the plan. Development should be clustered to minimize the number of access points onto the Taylor Highway and Top of the World Highway.

Among other factors, the economic potential of this site could be affected by road realignments. Currently, the Department of Transportation and Public Facilities does not plan to realign either of the highways. However, a potential short cut for the Taylor Highway through the Gilliland Creek drainage has been identified (Location Study Report, Taylor Highway Mile 95 to 160, RS-786 [4], DOT/PF, 1989). No portion of the Taylor Highway would be abandoned, but the volume of Chicken-to-Eagle traffic going through Jack Wade Junction could decline if the short cut was constructed.

Management Intent for Mineral Licks in Region 4

The mineral lick within the area identified for Walker Fork is important to moose (see *Mineral Leasehold Location Order No. 28*, Appendix B). Mining activity must avoid direct impacts to the mineral licks and the routes that animals use to access them, or mitigate adverse impacts to these resources. If a game trail or mineral lick is affected, mitigation alternatives may include a variety of measures to address lick accessibility. In addition to protection of the routes themselves, activities that may divert animals from the routes or otherwise affect usage patterns shall be avoided or mitigated.

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
R 04	Predominant state land base in the Walker Fork Region	Gu	568,648	See <i>Management Intent for Region 4</i> in this chapter.	<p>See <i>Regional Summary</i> for Region 4. This unit consists of all state-owned and state-selected lands in Region 4 that are not within specific management units listed below.</p> <p>A previous land classification occurred within this unit in the NE1/4 of the SE 1/4 of Section 31, T27N, R18E, CRM. A parcel of state land was classified Reserved Use for a Public and Charitable Use sale to the Fortymile Miner's Association. (LCO NC 01-002, ADL 416494, MCO 763) The area plan does not supercede or alter this previous classification.</p>
B 01	Boundary	Gu	240	Commercial and/or residential use is not expected to occur in this management unit for the duration of the plan. If such development is proposed during the planning horizon, consideration should be given to protection of scenic values from the Top of the World Highway.	This management unit is situated on the north side of the Boundary Airport and the Top of the World Highway, and consists of north facing slopes. Most of the portion in the S1/2NW1/4 of Section 32 is relatively level, and has access to the Top of the World Highway. Sale of all or any portion of this unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).
B 02	Boundary Airport	Pr	130	To be retained in state ownership, and managed for airstrip purposes.	This management unit is under an Interagency Land Management Agreement with DOT/PF for the Boundary Airport. (ADL 414039, U.S. Survey 8835)

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
B 03	Boundary	Gu	489	Commercial and/or residential use is not expected to occur in this management unit for the duration of the plan. If such development is proposed during the planning horizon, consideration should be given to protection of scenic values from the Top of the World Highway.	This management unit has gradual south facing slopes, but direct access to the Top of the World Highway is limited. There are a public easement (ADL 414351) and RS 2477 trails, including the Canyon Creek-Walker Fork Trail, that cross the east end of the unit, providing access to the Top of the World Highway. Sale of all or any portion of this unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).
B 04	Boundary	Gu	157	Manage for mining, dispersed recreation, and harvest.	Most of this unit has north facing slopes.
B 05	Boundary	Sc	6	Since this management unit is adjacent to existing commercial and residential use, it is considered appropriate for the same types of uses. Refer also to <i>Management Intent for the Boundary Area</i> in this chapter.	This unit is situated on the north side of the Top of the World Highway, between U.S. Survey 3001 and the DOT/PF materials site. It is relatively level, and has direct access to the Top of the World Highway.
B 06	Boundary Materials Site	Gu	36	To be managed as a materials site during the time that it is under contract with DOT/PF. During this time, other uses may be authorized if they do not conflict with or cause impediment to fulfillment of the contract. After the contract is either expired or terminated, this management unit may be suitable for other purposes, including but not limited to residential, commercial, or use as a staging area. Reclamation work shall take potential future uses into consideration.	This management unit is a materials site on the north side of the Top of the World Highway, and is under contract with DOT/PF (ADL 411679). Sale of all or any portion of this unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
B 07	Boundary	Gu	60	Manage for mining, dispersed recreation, and harvest. Leasing may be authorized. Refer also to <i>Management Intent for the Boundary Area</i> in this chapter.	This management unit is located on the south side of the Top of the World Highway and has gradual, south facing slopes. Access is directly onto the highway and the western portion is adjacent to existing residential and commercial use. There are a public easement (ADL 414351) and RS 2477 trails, including the Canyon Creek-Walker Fork Trail, that cross the east end of the unit, providing access to the Top of the World Highway.
B 08	East Boundary	Gu	41	Manage for mining, dispersed recreation, and harvest. Leasing may be authorized. Refer also to <i>Management Intent for the Boundary Area</i> in this chapter.	This unit is situated on the north side of the Top of the World Highway, adjacent to the DOT/PF material site. Much of it is relatively level, and has direct access to the Top of the World Highway.
B 09		Sc	3	Commercial and residential uses are considered appropriate for this management unit.	This unit is adjacent to the Top of The World Highway and contains level areas suitable for development.
B 10		Se	40	Commercial and residential uses are considered appropriate for this management unit.	Unit has some relatively level terrain, and is accessible from the Top of The World Highway.

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
C 01	Chicken	Sc	57	Commercial and residential uses would be considered appropriate for this management unit. Use of this unit for a public facility is appropriate, if compatible with residential or commercial use, or located in a manner that will minimize conflicts. Refer also to <i>Management Intent for the Chicken Area</i> in this chapter.	Management unit is on the west side of the Chicken Airport, and on the south side of the Taylor Highway. Terrain is very level for the most part, and the southern portion is close to the Mosquito Fork.
C 02	Chicken	Gu	118	Refer to <i>Management Intent for the Chicken Area</i> in this chapter.	This unit is on the east side of the Chicken Airport, and on the south side of the Taylor Highway. It is relatively flat, and the eastern portion is skirted by privately owned parcels with commercial uses along the access road to the airport.
C 03	Chicken	Gu	9	Refer to <i>Management Intent for the Chicken Area</i> in this chapter.	This unit is located on the south side of the Taylor Highway, and on the west side of the road leading to the airport.
C 04	Chicken	Sc	210	Commercial and residential uses are considered appropriate for this management unit. Ensure continued access to public land northwest of Chicken.	Located north of the Taylor Highway and west of Chicken Creek, this unit has some areas of relatively level land and south facing slopes. This and other management units on the north side of Chicken are regarded as gateways to areas used for harvest, recreation, and mining. Sale of all or any portion of this unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
C 05	Chicken	Gu	291	Manage for mining, dispersed recreation, and harvest. Residential and commercial use is not expected to occur in this unit for the duration of the plan, but because of its fairly level terrain and proximity to the Taylor Highway, portions may be suitable for such uses if and when there is sufficient demand. Ensure continued access to public land north of Chicken.	Located north of the Taylor Highway and east of Chicken Creek, this unit has some areas of relatively level land and south facing slopes. The Alaska Heritage Resources Survey (AHRs) reports heritage sites located in or near this unit. This and other management units on the north side of Chicken are regarded as gateways to areas used for harvest, recreation, and mining. Sale of all or any portion of this management unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).
C 06	Chicken	Gu	95	To be retained in state ownership. Residential and commercial use is not expected to occur in this unit for the duration of the plan.	This unit is located on both sides of the Taylor Highway on the east side of the valley for Chicken Creek. Most of the unit is relatively steep, and the Walker Fork Trail crosses the southwest portion. The Alaska Heritage Resources Survey (AHRs) reports a historic site and a prehistoric site located in or near this unit.
C 07	Chicken	Se	47	Residential uses are considered appropriate for this management unit. Consideration should be given to protection of scenic values from the Taylor Highway.	Located on both sides of the Taylor Highway and includes southeast slopes of Lost Chicken Hill. The Alaska Heritage Resources Survey (AHRs) reports heritage sites located in or near this unit. Sale of all or any portion of this management unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
C 08	Chicken	Se	414	Commercial and residential uses are considered appropriate for this management unit. Consideration should be given to protection of scenic values from the Taylor Highway.	Located east of Lost Chicken Creek on the north side of the Taylor Highway. Most of the unit consists of steep slopes.
C 09	Chicken materials site	Gu	42	To be managed as a materials site during the time that it is under contract with DOT/PF. During this time, other uses may be authorized if they do not conflict with or cause impediment to fulfillment of the contract. After the contract is either expired or terminated, this unit may be suitable for other uses, including but not limited to residential, commercial, or use as a staging area. Reclamation work shall take potential future uses into consideration.	This unit is a materials site on the north side of the Taylor Highway, and is under contract with DOT/PF (ADL 416030). Sale of all or any portion of this unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).
C 10	Chicken	Gu	101	Manage for mining, dispersed recreation, and harvest. Leasing may be authorized. Residential and commercial use is not expected to occur in this unit for the duration of the plan, but because of its fairly level terrain and proximity to the Taylor Highway, portions may be suitable for such uses if and when there is sufficient demand. If such development is proposed during the planning horizon, consideration should be given to protection of scenic values from the Taylor Highway.	This unit is located east of Lost Chicken Creek on the south side of the Taylor Highway. Portions of this unit have gradual, south facing slopes with direct access to the highway. An unnamed creek crosses the eastern portion of the unit, and the Walker Fork Trail crosses the southern portion. Sale of all or any portion of this management unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
C 11	Chicken	Gu	168	Manage for mining, dispersed recreation, and harvest. Leasing may be authorized. Residential and commercial use is not expected to occur in this unit for the duration of the plan, but because of its fairly level terrain and proximity to the Taylor Highway, portions may be suitable for such uses if and when there is sufficient demand. If such development is proposed during the planning horizon, consideration should be given to protection of scenic values from the Taylor Highway.	Located on the south side of the Taylor Highway. Portions of this unit have gradual, south facing slopes with direct access to the highway. Sale of all or any portion of this management unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).
C 12	Chicken Airport	Pr	14	To be retained in state ownership, and managed for airstrip purposes.	This unit is under an Interagency Land Management Agreement with DOT/PF for the Chicken Airport (ADL 415243).
J 01	Jack Wade Junction	Sc	379	Commercial and residential uses would be considered appropriate for this unit. Refer also to <i>Management Intent for the Jack Wade Junction Area</i> in this chapter.	This unit is located at the junction of the Taylor Highway and the Top of the World Highway. Most of the unit is relatively flat, with direct access to the highways. The Alaska Heritage Resources Survey (AHRs) reports a heritage site in or near this unit. There is a Native Allotment adjacent to the western portion of this unit that is currently under negotiation with the State of Alaska (F12554, U.S. Survey 11428).

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
J 02	Jack Wade Junction materials site	Gu	22	To be managed as a materials site during the time that it is under contract with DOT/PF. During this time, other uses may be authorized if they do not conflict with or cause impediment to fulfillment of the contract. After the contract is either expired or terminated, this management unit may be suitable for other uses, including but not limited to residential, commercial, or use as a staging area. Reclamation work shall take future uses into consideration.	This management unit is a materials site on the north side of Jack Wade Junction, under contract with DOT/PF (ADL 411680). Sale of all or any portion of this unit would require reclassification to Settlement (Se) or Settlement-Commercial (Sc).
J 03	North of Jack Wade Junction	Gu	2,870	Potential development of the management unit for dispersed recreation may be considered. Because of the site and access qualities of this unit, the potential for a low-intensity, dispersed recreation area exists, probably consisting mostly of trails. The development of scenic/safety road pullouts should be considered, either as part of a general road improvement project or as a stand-alone project. Design decisions by DOT/PF should take the recreation potential into consideration. No authorizations for use or development (leases, etc.) are to be issued. Commercial and other forms of development are intended to concentrate in management unit J-01. This unit, including the management intent described above, should be carefully reevaluated at the time of plan revision, if no recreational development occurs.	Management unit occupies a ridge top, and the topography is such that it could accommodate hiking trails and perhaps other low intensity recreational facilities. Good panoramic views exist from the top of the ridge; it is possible to see 360-degree views. This unit is currently used for dispersed recreation. Commercial development and other forms of authorizations in the general Jack Wade area are to occur in unit J-01. The Taylor Highway traverses the middle of the unit, providing excellent access.

Resource Allocation Summary for Region 4 : Walker Fork

Unit Number	Unit Name or Location	Designation	Acres	Management Intent	Resources / Uses / Additional Information
W 01	Walker Fork Region settlement area / southwest of Chicken	Se	30,799	See <i>Management Intent for Region 4</i> and <i>Management Intent for Management units W-01 and W-02</i> in this chapter. Because of its location and topography, a portion of this unit, W-01, may be suitable for a landfill depending on siting considerations and ADEC requirements. For land sales or other DNR authorizations adjacent to federal Wild and Scenic River corridors, consideration should be given to protection of the values for which the corridors were established.	See <i>Regional Summary</i> in the section on Region 4 in this chapter.
W 02	Walker Fork Region settlement area / west of Chicken	Se	13,516	See <i>Management Intent for Region 4</i> and <i>Management Intent for Management units W-01 and W-02</i> in this chapter. For land sales or other DNR authorizations adjacent to federal Wild and Scenic River corridors, consideration should be given to protection of the values for which the corridors were established.	See <i>Regional Summary</i> in the section on Region 4 in this chapter.

Map - Region 4 : Walker Fork

Map - Boundary Inset

Map - Chicken Inset

Map - Jack Wade Junction Inset