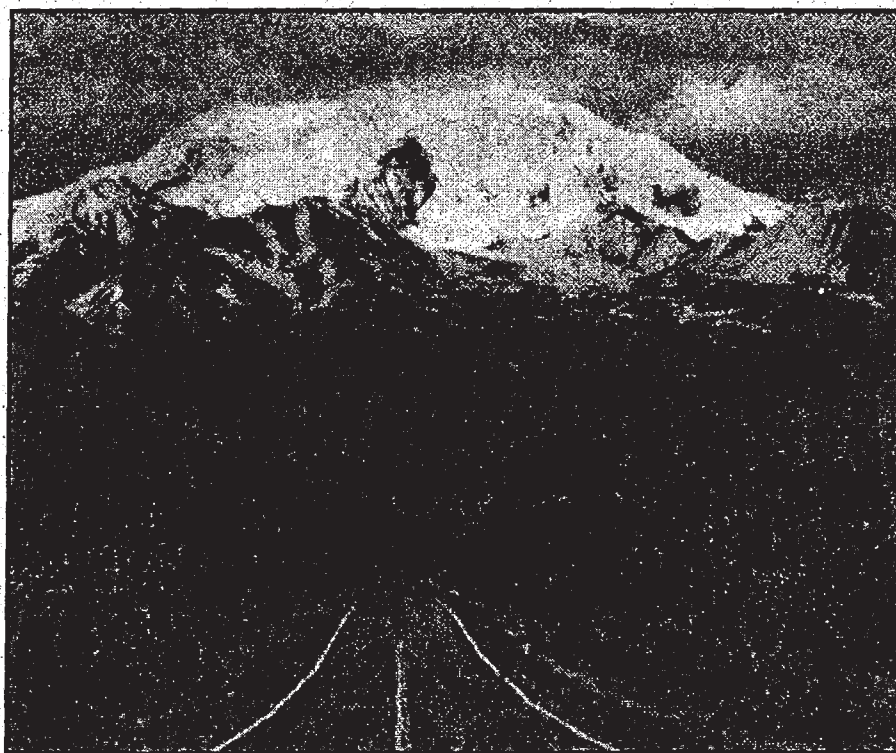


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Wrangell - St. Elias National Park and Preserve
Access and Transportation Study
Work Program

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Submitted By
Robert Peccia & Associates
Helena, Montana

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Work Program

***Wrangell-St. Elias National Park and Preserve
Access and Transportation Study***

Submitted to:
National Park Service
NPS - DSC Contract No. CX 2000-1-0011
Task Order 42

Submitted by:
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June, 1994

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Work Program

I. WORK PROGRAM

Introduction

Wrangell-St. Elias National Park and Preserve is the largest unit in area in the National Park Service. This large land area, remoteness of the Park/Preserve, primitive travel facilities, non-federal land ownership within the Park/Preserve boundary, and the question of jurisdictional responsibility all combine into a complex environment in which to conduct an Access and Transportation Study. This work program has been developed to provide direction to the consultant on how to initiate and approach the project in a manner that will result in a productive transportation study effort.

The intent of this work program is to describe the work elements and tasks that will be accomplished in conducting an access and transportation study for Wrangell-St. Elias National Park and Preserve. Because the issues are complex and the objectives of affected parties are diverse, emphasis will be placed on completing non-controversial elements of the study first so meaningful progress can be made before confronting controversial and potentially unresolvable issues.

Much of the success of this study will be judged on its acceptance by the State of Alaska and other agencies as well as the NPS. Unresolved issues will be listed, and the Park Service's position will be described. If the Park Service agrees, conflicting positions will also be presented along with the Park Service's reasons for not agreeing.

To keep the Study manageable, the Access and Transportation Study has been separated into work tasks. The primary task subjects are: Aviation; Navigable Rivers; Coastal; Road Access; Off-Road Vehicle (ORV); and Trails. These tasks are further divided into subtasks so the work to be done can be described in discrete elements, and progress on the study can be easily monitored.

This work program, after being reviewed and accepted by the Park Service, will guide the performance of the Access and Transportation Study.

Define Study Parameters and Limits

Establishing the boundaries of the study by defining parameters and limits will be important to conducting the study in the right context. We expect to work closely with the NPS to incorporate existing park objectives relating to access and transportation, establish project specific goals and objectives, and identify and address access and transportation issues. Other limits to the Study include legal and

administrative constraints, land status (ownership), legislated and proposed wilderness, and NPS policies and procedures.

An aspect of the study that has been observed is the differing goals between state and federal agencies and private owners in the Park/Preserve, and the National Park Service. This has led to some conflicts between agencies, which affects the planning process. We believe that an interagency cooperation process possibly in the form of a Technical Advisory Committee, would encourage a more cooperative working atmosphere. At the least it should isolate the major points of disagreement and permit the areas of agreement to proceed. For areas of conflict we would like to see some sort of conflict resolution process put into place.

The study will also be dependent upon other planning efforts. We understand the State of Alaska has initiated planning on projects that may affect the Park. Other federal agencies have land adjacent to the Park and their plans may affect the Park/Preserve. We would coordinate the access and transportation study with other planning efforts to ensure compatibility where possible.

Another limiting factor is the areas of interest to the public which are likely to generate travel. We will identify these potential travel generators, define them and their potential to attract traffic, and assess the need to provide access or transportation to these areas.

Aviation Study

The aviation study would be conducted in a similar manner to a State Aviation System Plan. Prior to beginning the study, a meeting will be held with Alaska Statewide Aviation to see what information they have on airports in and adjacent to the Park. Since they are in the middle of updating their State Aviation System Plan this would be an opportune time to coordinate the NPS study with the State Plan.

We understand that there are up to 300 places in the Park where airplanes have landed, but most of these are very limited in use, seeing only an occasional or rare landings. These landings should be acknowledged but not identified since identifying them may lead to excessive use or liability to the Park Service. The NPS recognizes and uses approximately 20 air strips. These would be identified and located. A site survey and inspection of each one would be done. The survey would consist of a GPS location at the centerline of the runway at each end, measuring the width of the runway, examining and recording the runway condition, and surveying the approach slopes. The extent of the adjacent vegetation would be noted and pictures of the air strip taken. The imaginary surface penetrations for a minimum airport will be defined on a USGS quadrangle map.

Once the inventory has been completed the type and frequency of use will be estimated. This may be done by observation during the inventory, and pilot inquiry. Although not a precise estimate, this should be sufficient to classify the airports into use categories.

A set of standards for the air strips should be established to provide a measure of whether the airports meet acceptable standards. The standards should include runway length, width, surface, grade, and maintenance levels at a minimum.

In addition to public airports there are private lands that have aviation activity. Since these are inside the Park, the private aviation facilities and use will be investigated to the extent practical, and an assessment made on the existing and future impact to the Park. It is noted that at this time, the use of helicopters for access to private land is not considered an alternative.

If additional information needs to be collected a data collection plan will be formulated. An estimate of future use for some established planning date will be prepared. Since information is scarce, it is likely this will be a ball-park estimate.

The final product of the Aviation Study will be a description of existing aviation facilities and activity, a set of standards by airport classification according to use, and an aviation system plan.

Navigable Rivers Study

Rivers and riverbeds are an important travel system in Alaska. Navigable rivers are especially important, and have legal status for travel. The state of Alaska claims ownership of the riverbed land in navigable rivers. We understand there has not yet been a formal designation of navigable rivers in Alaska, and that there is disagreement between the state of Alaska and the National Park Service on who owns the riverbed when the river is inside the Park boundaries. This is an issue that should be resolved, hopefully in the Park's favor, so the NPS can manage the river travel in the Park. We would research the appropriate regulations, and define and designate navigable rivers to the extent we can where the regulations are unclear.

The current and future use types and volumes will be estimated to the extent practical. We suggest taking surveillance counts to at least get an idea of the magnitude of existing use on the rivers. Projections will be made, but they will not be very precise because of the limited historical data. We expect that the use will be tied to some type of parameter such as hunting visitation and/or population.

The impact on the rivers will be assessed using available information. This would include river boats and surface transportation on the riverbeds, and fish habitat.

We would define the role of agencies including enforcement jurisdiction and responsibility based on the literature search and discussions with the NPS and other agencies. The study results would be an estimate of current use on the navigable rivers, an assessment of the impacts and conclusions and recommendations on navigable river travel.

Coastal Study

Access and transportation on the coast is mostly visitor cruise ships, private boatcraft, including rented sea kayaks, and some ATV use on the shoreline. An estimate will be made of this use, and some future projection will be made if practical. The impacts of this use will be assessed to see if certain uses should be allowed or prohibited.

The results of the study would be conclusions about the types of uses and their impacts, and recommendations on any actions that might be needed to protect the coastal areas. We do not foresee the coastal areas as a significant access and transportation problem at this point because of the limited access opportunities.

Road Access Study

The primary road accesses into the Park are along the McCarthy road and the Nabesna road. However, major highways adjacent to the Park are frequently used as access points. Unrestricted use at several locations has caused some environmental problems. There are access trails stemming from the Nabesna and McCarthy roads which have been historically used.

Brochures on both the McCarthy road and Nabesna road suggest that route location studies and possible improvements may be forthcoming. However, neither of these projects are actively under way yet.

The first step in the road access study is to identify and inventory the existing road access routes and the types of use presently seen. We would collect any traffic counts that have been done and other useful information such as accident records, vehicle classification counts, or other traffic data that might be available. Using historic and projected visitation, historical traffic volumes, combined with traffic growth factors that may be available and traffic generation potential of travel generators, forecasts of future use will be estimated.

Interviews will be held with the NPS to identify problems with the existing road access system. These problems will likely be environmental degradation, deteriorating facilities, inadequate or improper facilities, regulatory problems and/or

previous commitments made that are incompatible with Park objectives. Once problems have been defined, solutions can be identified. Sometimes there are several solutions to a particular problem, in which case the alternative solutions will be described. Solutions may take the form of improvements, restrictions, policy and/or procedure changes, or possibly no change.

The NPS would be closely involved throughout the deficiency analysis and problem identification phase. We anticipate frequent personal interviews and workshop sessions to ensure that these phases reflect the NPS views.

The end result would be a proposed improvements plan consisting of the preferred set of solutions to the problems. We would also try to define each agency's jurisdiction and responsibilities in relation to the NPS.

Off-Road Vehicle (ORV) Study

There are a number of ORV types that can operate in the Park both on and off public roads. This initial step in the ORV study would be to describe the type of vehicles and use presently taking place, and where this use occurs. The type of use that was originally intended in the regulation and which was occurring prior to the formation of the Park will also be relevant.

A description of the rights and limits of ORVs will be prepared to assist in evaluating where the current use is in conformance with the rights or if abuses are taking place.

Specific problems will be identified. These could include excessive use, technological advances in ORV that give them capabilities not foreseen in the legislation, conflicts with natural values, and violations of existing restrictions. The impacts of these problems on the Park will be assessed, and study conclusions and recommendations will be made.

Trails Study

An inventory of existing trails and trail use will be done using existing data. We recognize that trail information is likely not available except for certain areas, but we will collect the information that is available. We would use any previous studies study as a base, and supplement and update them as needed.

Problems that the NPS has noted in existing trail use will be identified and future problems will be anticipated. The impacts on trail use will be assessed. Conclusions will be drawn and recommendations will be made for the trail system.

Final Products

The final products that would be prepared as part of this report include: a data file on access and transportation in the Park; maps and displays that would be prepared to illustrate problems and solutions, draft and final narrative reports that describe the methods and procedures used for the study, and the study conclusions and recommendations.

Reviews and Public Involvement

Communication will be emphasized throughout the project. We would meet frequently with the NPS to receive direction from them on the study, and to communicate the status of the work being done. We would also plan on meeting with other state and federal agencies to gather information, and to coordinate the NPS study efforts with theirs to the extent that we can recognize that NPS goals may not be compatible with other agency goals. We would also make presentations to other agencies and the public as directed by the NPS.

Work Effort and Estimated Costs

II. WORK EFFORT AND ESTIMATED COSTS

Work Effort

The access and transportation study has been separated into individual tasks to facilitate estimating the work effort that will be required to conduct the study. The tasks follow the descriptions in the work program narrative. The table which follows illustrates the estimated time to be spent on each task of the project.

Summary of Estimated Costs

Following the table showing work effort is a cost summary table. This table shows the estimated costs of labor for the work effort which includes overhead and profit, direct costs for travel, project management, and documentation.

ROBERT PECCIA & ASSOCIATES, INC.
SCHEDULE OF ESTIMATED COSTS

WRANGELL-ST. ELIAS NATIONAL PARK AND PRESERVE
TRANSPORTATION AND ACCESS STUDY

OCTOBER 20, 1993

WORK TASK	SUBTASK	PRINCIPAL ENGINEER \$62.69	TRANS. ENGINEER \$55.17	TRANS. PLANNER \$43.46	EDITOR/ TYPIST \$27.58	GRAPHIC DESIGNER \$35.11	TOTAL
5. Road Access Study	5.1 Identify Current Plans and Commitments		3.0				3.0
	5.2 Identify and Inventory Road Access Routes and Types		5.0	2.0			7.0
	5.3 Estimate Existing and Future Use		3.0				3.0
	5.4 Identify Existing and Potential Problems		3.0				3.0
	5.5 Identify Possible Solutions		2.0				2.0
	5.6 Select Improvements Plan		2.0				2.0
	5.7 Define Agency Jurisdiction and Responsibilities		2.0				2.0
	5.8 Road Access Study Conclusions and Recommendations	1.0	3.0	3.0	2.0	3.0	12.0
6. Off-Road Vehicle (ORV) Study	6.1 Identify and Describe Off-Road Vehicle Use		3.0				3.0
	6.2 Define ORV Rights and Limits		2.0				2.0
	6.3 Identify Existing and Potential Problems		2.0				2.0
	6.4 Estimate Impacts on Park/Preserve		3.0	2.0			5.0
	6.5 ORV Study Conclusions and Recommendations	1.0	3.0	2.0	2.0	3.0	11.0
7. Trails Study	7.1 Inventory Trails Use		2.0				2.0
	7.2 Describe Rights and Restrictions		2.0				2.0
	7.3 Identify Existing and Potential Problems		2.0				2.0
	7.4 Estimate Impacts on Park/Preserve		2.0	2.0			4.0
	7.5 Trails Study Conclusions and Recommendations	1.0	3.0	2.0	2.0	3.0	11.0
8. Final Products	8.1 Data Summary		2.0				2.0
	8.2 Maps and Displays		2.0			5.0	7.0
	8.3 Draft Narrative Report	1.0	3.0	1.0	5.0		10.0
	8.4 Final Narrative Report	1.0	2.0	1.0	3.0		7.0
9. Reviews and Public Involvement	9.1 Meetings with NPS	5.0	5.0				10.0
	9.2 Meetings with Other State and Federal Agencies	3.0	3.0				6.0
	9.3 Agency and Public Presentations		5.0			5.0	10.0
TOTAL PERSON DAYS:		17.0	169.0	53.0	21.0	32.0	292.0
TOTAL PERSON HOURS:		136.0	1352.0	424.0	168.0	256.0	2336.0
TOTAL LABOR COST:		\$8,525.84	\$74,589.84	\$18,427.04	\$4,633.44	\$8,988.16	\$115,164.32

ROBERT PECCIA & ASSOCIATES, INC.
SUMMARY OF ESTIMATED COSTS

WRANGELL-ST. ELIAS NATIONAL PARK AND PRESERVE
TRANSPORTATION AND ACCESS STUDY

OCTOBER 20, 1993

Direct Labor:

Principal Engineer	\$8,525.84
Transportation Engineer	\$74,589.84
Transportation Planner	\$18,427.04
Editor/Typist	\$4,633.44
Graphic Designer	\$8,988.16

<i>Subtotal Labor:</i>	\$115,164.32
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Direct Costs:

Supplies (incl. shipping)	\$200.00
Equipment Rental (GPS)	\$5,000.00
Airfare (8 trips @ \$655)	\$5,240.00
Rental Car/Fuel	\$3,500.00
Per Diem (Anchorage 10 days @ \$245.00)	\$2,450.00
Per Diem (Wrangell-St. Elias 60 days @ \$111.00)	\$6,660.00
Telephone	\$300.00
Computer/Survey Equipment Utilized	\$600.00
Printing	\$3,000.00

<i>Subtotal Direct Costs:</i>	\$26,950.00
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Total Estimated Costs:	\$142,114.32
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**Note: This estimate is predicated on the NPS providing an airplane to fly into the 20 airstrips to be surveyed.*

ROBERT PECCIA & ASSOCIATES, INC.
SCHEDULE OF ESTIMATED COSTS

WRANGELL-ST. ELIAS NATIONAL PARK AND PRESERVE
TRANSPORTATION AND ACCESS STUDY

OCTOBER 20, 1993

WORK TASK	SUBTASK	PRINCIPAL ENGINEER \$62.69	TRANS. ENGINEER \$55.17	TRANS. PLANNER \$43.46	EDITOR/ TYPIST \$27.58	GRAPHIC DESIGNER \$35.11	TOTAL
1. Define Study Parameters and Limits	1.1 Goals and Objectives		2.0				2.0
	1.2 Transportation and Access Issues	1.0	2.0				3.0
	1.3 Legal and Administrative Constraints		3.0	3.0			6.0
	1.4 NPS Policies and Procedures		2.0	2.0			4.0
	1.5 Interagency Cooperation Process		4.0	1.0			5.0
	1.6 Conflict Resolution Process	1.0	2.0				3.0
	1.7 Other Planning Efforts		2.0				2.0
	1.8 Identify Points of Interest and Potential Trip Generators		3.0	2.0		2.0	7.0
	1.9 Coordinate with Alaska Department of Transportation		2.0				2.0
2. Aviation Study	2.1 Identify Airstrips Recognized by NPS (Approx. 20)		2.0				2.0
	2.2 Locate (GPS) and Inventory Airstrips		10.0				10.0
	2.3 Survey Approach Slopes and Define Air Space Limitations		5.0	5.0			10.0
	2.4 Identify Function and Estimate Use on Existing Airstrips		5.0				5.0
	2.5 Establish Standards for Airstrips		5.0				5.0
	2.6 Aviation (incl. Helicopter) Access to Private Lands		2.0				2.0
	2.7 Collect Additional Data as Needed	2.0	10.0	10.0			22.0
	2.8 Project Future Use		3.0	2.0			5.0
	2.9 Aviation Study Conclusions, and Recommendations		5.0	5.0	3.0	5.0	18.0
3. Navigable Rivers Study	3.1 Define and Designate Navigable Rivers		5.0				5.0
	3.2 Estimate Current and Future Use		3.0				3.0
	3.3 Describe Impacts of Transportation on Rivers		3.0				3.0
	3.4 Define Interagency Management and Enforcement Jurisdiction and Responsibilities		5.0				5.0
	3.5 Navigable Rivers Study Conclusions and Recommendations		5.0	3.0	2.0	3.0	13.0
4. Coastal Study	4.1 Estimate Current and Future Use (Cruise Ships, Small Boats, Kayaks, ORV)		3.0				3.0
	4.2 Describe Impacts		2.0	2.0			4.0
	4.3 Identify Uses Allowed or Prohibited		2.0	1.0			3.0
	4.4 Coastal Study Conclusions and Recommendations		3.0	2.0	2.0	3.0	10.0

Access and Transportation Issues

III. ACCESS AND TRANSPORTATION ISSUES

Meetings with the NPS revealed several issues that will affect access and transportation in the Park/Preserve. These are not all of the issues that will eventually be identified as the Study evolves, but are the issues that have been initially discussed. We will add additional issues when they become apparent as the Study progresses.

The issues have been categorized into general issues that affect all methods of access and transportation, and into issues that affect each individual mode of access and transportation. These issues are listed as follows:

General Issues

NPS limits and restrictions (what the NPS can't do)

NPS responsibilities to in-holders (what the NPS is required to do for AHTNA, State, mining claims, landholders, etc.)

NPS responsibilities to subsistence and sport hunting

Definition of terms such as "traditionally employed" and "subject to reasonable regulation" including research into legislative intent.

Park policy on NEPA compliance applicability

Cumulative environmental impacts of access and transportation on Park.

Aviation Issues

Distinction between designated airports and non-designated air strips

Standards for airports and air strips

Use restrictions (i.e., not for subsistence hunting, no sport hunting in Park)

State Aviation System Plan (CC) designation and coordination

Legal responsibilities for types of air strips

NEPA requirements including cultural resource surveys and 4 (f) impacts

Helicopter access to private lands

Navigable Rivers Issues

Definitions and designations (may require legal assistance)

Vehicle travel on riverbeds

Control, enforcement, management responsibilities between State and NPS

Uses allowed and restricted

Coastal Issues

Cruise ships and small boat access

Sea kayaking

ORV use on Coast

Vehicle Access Issues

Potential new routes

Improvements to existing roads

State proposed Copper River route

Maintenance and reclamation policies

Off Road Vehicles

Technological advances

Seasonal impacts

Environmental degradation vs. access rights

Historical routes and allowed uses

Trails

Designated or not

Other (horses, pack animals, mountain bikes)

Existing Data Sources

IV. EXISTING DATA SOURCES

Several data sources concerning access and transportation were obtained during an introductory visit to Wrangell-St. Elias. These data sources were provided by the NPS during discussions on the problems and impacts of access and transportation on the Park/Preserve. Some additional information was collected from the Alaska Department of Transportation and Public Facilities, and from the Montana Law Library. The primary data sources that were identified on access and transportation for Wrangell-St. Elias are shown in the following table.

**WRANGELL - ST. ELIAS
NATIONAL PARK AND PRESERVE, ALASKA
EXISTING DATA SOURCES**

	TITLE	DATE	COPY
1.	Wrangell-St. Elias General Management Plan	1986	Y
2.	U.S. Geological Survey Topographic Maps	Various	Y
3.	Wrangell-St. Elias Segment (Ownership) Maps		N
4.	McCarthy Road Study (Summary Pending Study)	9/1992	Y
5.	Nabesna Road (Scoping Document)	6/1993	Y
6.	Alaska Aviation System Plan	Pending	Y
7.	Statement of Management	9/1992	Y
8.	Transportation and Utility Systems in and Across, and Access Into, Conservation System Units in Alaska (CFR Regulations)	9/1986	Y
9.	ACCESS - and Wrangell-St. Elias National Park and Reserve	*	Y
10.	NPS Briefing Statement - Incompatible Land Ownership and Use		N
11.	NPS Briefing Statement - RS 2477 (Access Across Alaska NPS Units)		N
12.	NPS Briefing Statement - Navigable Waters and Ownership of Submerged Lands	*	Y
13.	Wrangell-St. Elias International Mountain Wilderness (Alaska Geographic)	1981	Y
14.	Alaska National Interest Lands (Alaska Geographic)	1981	Y
15.	ANILCA (Alaska National Interest Land Conservation Act)	7/1992	Y
16.	ANSCA (Alaska Native Claims Settlement Act)		N

*Denotes material without dates.

Summary of Existing Data Sources

1. Wrangell-St. Elias General Management Plan

A General Management Plan (GMP) for the Wrangell-St. Elias National Park and Preserve was completed in 1986. The GMP includes both Land Management and Resource Management Plans. The Park/Preserve is presently being managed according to the GMP.

A Land Protection Plan and a Wilderness Suitability Review were compiled along with the GMP. The Land Protection Plan includes land ownership and uses, and land protection alternatives.

2. U. S. Geological Survey Topographic Maps

The U. S. Geological Survey published a series of maps including topographic maps that are useful for planning. A set of the 1: 125,000 series for Wrangell-St. Elias has been received, and a catalog of other maps available has been ordered.

3. Wrangell-St. Elias Segment (Ownership) Maps

The NPS has a set of ownership maps available in the headquarters office at Copper Center. These maps show the private land holdings within the Park/Preserve Boundary. Because of the size, the maps are difficult to reproduce, and copies will be requested only when needed for a special application.

4. McCarthy Road Study (summary pending report)

The Alaska Department of Transportation and Public Facilities are proposing to conduct a location study for the McCarthy Road. A brochure on the McCarthy Road Study was issued in December 1992. The study is in the early stages of development with the Department of Transportation. The Department of Transportation is in the process of developing a process for scoping that will be submitted to the National Park Service for their review.

5. Nabesna Road Study (scoping document)

A scoping document on the Nabesna Road dated June 1993 states that the Alaska Department of Transportation and Public Facilities and the National Park Service are joint agencies in the planning of a Nabesna Road Project.

6. Alaska Aviation System Plan.

Alaska has a statewide aviation system plan that was completed in 1986. The

Department of Transportation and Public Facilities are updating the plan, and are 8 months into the 2 year update. The inventory and forecasting elements of the plan have been completed. A partial copy of the system plan has been obtained, but we do not have a listing of the airports in the plan. We understand that May Creek, McCarthy, and Chisana are included, but are not sure which others are. We will obtain a complete listing when we visit the statewide aviation people.

7. Statement for Management

The Park/Preserve prepared a statement for management dated September 1992. The purpose of the document was to identify management issues and concerns, and present management objectives to achieve the Park's purpose. The statement for management describes planning considerations, and management goals, major issues, and management objectives.

8. Transportation and Utility Systems in and across, and Access into, Conservation Systems Units in Alaska

The final Rule dated September 4, 1986 implements the provisions of Title XI of ANILCA concerning transportation and utility systems in Alaska when any part of the route will be within any conservation system unit, national recreation area, or national conservation area. These provisions detail the procedures to be followed for federal approval of a transportation or utility system, and also address special access, temporary access, and access to in-holdings.

9. Access and Wrangell-St. Elias National Park and Preserve

This document provides definitions applicable to access issues in Wrangell-St. Elias, identifies various purposes for providing access to the Park/Preserve, summarizes access related laws and regulations, and describes various types and methods for obtaining access.

10. NPS Briefing Statement-Incompatible Land Ownership and Use

The National Park Service has issued a briefing statement describing the background and issues related to Incompatible land ownership and use in Wrangell-St. Elias.

11. NPS Briefing Statement -RS 2477 (Access Across Alaska NPS units)

The National Park Service has issued a briefing statement on revised statute 2477 regarding the complexities associated with this act allowing construction of highways over public land on right-of-way claims existing prior to 1976.

12. **NPS Briefing Statement-Navigable Waters and Ownership of Submerged lands**
The National Park Service has issued a briefing statement on the uncertain status of state or federal ownership of lands beneath navigable waters, and the difficulty of managing the Park if it does not own or control submerged lands.
13. **Wrangell-St. Elias International Mountain Wilderness (Alaska Geographic)**
The Alaska Geographic Society published a report on Wrangell-St. Elias in 1981. The report describes the National Park and Preserve, and pictorially illustrates the wilderness resources of the area.
14. **Alaska National Interest Lands (Alaska Geographic)**
The Alaska Geographic Society published a quarterly issue in 1981 on the new or expanded parks and refuges that were created by passing into law the Alaska National Interest Lands Conservation Act.
15. **ANILCA (Alaska National Interest Lands Conservation Act) Dec. 1980**
This act placed more than 97 million acres of land in Alaska into new or expanded parks and refuges and specified the conditions under which these areas were designated. This is the Act that established the Wrangell-St. Elias National Park and Preserve.
16. **ANCSA Alaska Native Claims Settlement Act Dec. 1971**
This Act was a result of a settlement between the federal government and the Alaska natives who held aboriginal land claims. As part of this settlement the federal government was entitled to withdraw up to 80 million acres of unreserved public lands for additional or creation as units of the National Park, forest, wildlife refuge and wild and scenic rivers system. This Act led to ANILCA.