

**Site #3** is at the trailhead for Route G, the proposed ORV trail to the northern part of the Willow Mountain Critical Habitat Area (see Map 8). The exact site will be located when the trail is designed. The site should be large enough to provide parking off the Willer-Kash Road at the trailhead.

**Recreation analysis of Little Willow Creek crossing.** The Willer-Kash Road extension (see Route A in Roads, Trails, and Public Access section of this chapter) will cross Little Willow Creek with a permanent bridge. This crossing is likely to increase recreational use of the creek. The creek supports pink, chum, coho, and king salmon, rainbow trout, and grayling. Above the Parks Highway, the creek is currently open for fishing under DFG regulations for all these species except king salmon.

Before final design of the proposed creek crossing, DNR and DFG will determine the potential of the creek for boating and fishing. In particular, DFG will determine what species of resident sport fish are present, and whether the resident fish populations can support a recreational fishery. DNR will determine if the creek near and below the bridge site is usable for floating or motorized boating. This information will be used by DNR to determine parking, picnicking, or other recreational facilities needed near the stream crossing. The study will also consider the pattern of access downstream from the crossing and its likely effect of recreation and fishing along the creek. The crossing should be as close to perpendicular to the creek as is feasible and prudent.

## **REMOTE CABINS**

Remote cabins (AS 38.05.079) are intended for use in areas distant from road access. Because of existing and proposed road access, remote cabin permits are not allowed in the Kashwitna Unit.

## **ROADS, TRAILS, AND PUBLIC ACCESS**

### **Public access**

**Status of access routes.** Existing year-round public roads extend north from the Willow Creek Road into existing homesteads in Subunit c and to Iron Creek in Subunit b (see Map 8). Additional roads and ORV trails proposed by this plan are summarized in this section.

The general route proposed for the Willer-Kash Road will be reserved through a right-of-way. Additional field research will be necessary for detailed design of the final route of the Willer-Kash Road and the location of the other proposed routes. Detailed road layout will be reviewed through interagency and public comment on Forest Management Reports and rights-of-way.

Construction of these routes will depend on funding. Roads could be built by state or borough agencies or by private parties. This plan does not guarantee funding for construction of these roads.

**Access to homesteads and developments.** Access should be provided prior to agricultural homestead disposal or resource development. This plan provides general recommendations for transportation routes to meet the needs of the various resources. However, much more detailed route alignment and feasibility analysis will be required before the routes can be considered final.

Section line easements will not be vacated unless appropriate substitute access can be located. However, locating realistic substitute access is encouraged. Substitute access can be by trail easement, but in cases where heavy use is expected, access should be through publicly