TRANSPORTATION AND UTILITIES[1]

Goals

Support Plan Designations. Through coordination with other state agencies and local governments, develop a transportation system needed to implement this plan and integrate it with other areawide transportation needs.

Minimize Costs. Design a transportation system that, when appropriate, has the lowest possible long-range costs, including construction, operations, and maintenance. Avoid unnecessary duplication of transportation facilities.

Minimize Adverse Effects. Design a transportation system and authorize vehicle uses in a manner than has minimal adverse impacts on local residents, the environment, fish and wildlife resources, and aesthetic and cultural features.

Promote Efficiency. Design a transportation system that uses land and energy resources efficiently and encourages compact, efficient development patterns.

Ensure Public Safety. Design a transportation system with a high standard of public safety.

Management Guidelines

A. Access Plans for Land Offerings or Resource Development Projects. Before a land offering or the start of a resource development project, DNR will work with DOT/PF to identify appropriate locations, if any are needed, for access and will also identify responsibilities for design, construction, and maintenance of any proposed transportation facilities. Access plans will be developed in consultation with affected local governments.

B. Joint Use and Consolidation of Surface Access. Joint use and consolidation of surface access routes and facilities will be encouraged wherever it is feasible and prudent to do so. Surface access also should be sited and designed to accommodate future development and avoid unnecessary duplication. The feasibility of using an existing route or facility should be evaluated before the use of a new route or facility is authorized.

[1] Also see the *Trails and Access* section in this Chapter.

C. Protection of Hydrologic Systems. Transportation facilities will, to the extent feasible and prudent, be located to avoid significant effects on the quality or quantity of adjacent surface water resources or detracting from recreational use of the waterway. The following guidelines apply:

1. Minimize Stream Crossings. Stream crossings should be minimized. Those in anadromous fish habitat require an ADFG permit. When a stream must be crossed to construct a road, the crossing should be as close as possible to a 90-degree angle to the stream, consistent with good road alignment practices. Stream crossings should be made at stable sections of the stream channel.

2. Minimize Construction in Wetlands. Construction in wetlands, floodplain, and other poorly drained areas should be minimized and existing drainage patterns maintained. Culverts should be installed where necessary to enable free movement of fluids, mineral salts, and nutrients.

3. Rehabilitate Disturbed Stream Banks. Disturbed stream banks should be recontoured, revegetated, or other protective measures should be taken to prevent soil erosion into adjacent waters.

D. Rehabilitating Disturbed Stream Banks. Disturbed stream banks shall be revegetated or adequately stabilized to prevent soil erosion into adjacent waters.

E. Winter Stream, Lake and Wetland Crossing. During winter, snow ramps, snow bridges, or other methods should be used to provide access across frozen rivers, lakes, wetlands, and streams to avoid cutting, eroding, or degrading of banks. These facilities should be removed immediately after final use.

F. Protection of Fish and Wildlife Resources. Important fish and wildlife habitats such as riparian areas, wildlife movement corridors, important wintering or calving areas, and threatened or endangered species habitat or other important habitat areas should be avoided in siting transportation routes unless no other feasible and prudent alternatives exist. Location of routes and timing of construction shall be determined in consultation with ADFG.

G. Road Pullouts. Where road corridors intersect streams, habitat corridors, or other areas of expected recreational use and tourism, sufficient acreage should be retained in public ownership to accommodate public access, safety requirements, and expected recreational and tourism use. The size and location of pullouts should be determined in consultation with the Division of Parks and Outdoor Recreation, DOT/PF, and ADFG.

H. Timber Salvage From Rights-of-Way. All timber having high value for commercial or personal use should be salvaged on rights-of-way to be cleared for construction.

I. Roadless Areas. Some areas may be designated by the state or future local governments as roadless and managed to exclude construction of new roads to protect particular resources or forms of resource use. Settlement projects may be included in roadless areas. Roadless areas would be designated during transportation planning, the disposal project review process, or other interagency decision process conducted with public participation.

J. Roads near Wetlands. To minimize impacts on riparian areas or wetlands, summer use roads that do not use fill shall be located away from riparian zones and wetlands to discourage the formation of parallel trails and very wide river crossings. Riparian and wetland zones are defined in Table 2.4 in the *Shorelines, Stream Corridors* and *Wetlands* section in this chapter. DNR may authorize trails or roads across wetlands if it is determined that the proposed activity will not cause significant adverse impacts to important fish and wildlife habitat, important ecological processes, or scenic vistas, a feasible and prudent does not exist, and it is determined to be in the state's best interest.

K. Seward Highway Scenic Byway. See the *Scenic Byway* guideline under the *Recreation and Tourism* section in this chapter.

L. Public Access Study and Plan along the Kenai River. See Chapter 3, Region 4, *Guidelines for Units Located within the Kenai River Drainage.*

M. Section-line Easements. See this guideline under the *Trails and Access* section in this chapter.