
TRANSPORTATION & UTILITIES

Goal

PROVIDE LAND FOR TRANSPORTATION & UTILITIES

Provide land for transportation and utility use to support local and statewide economic development, public access, transportation, and utilities needed.

Management Guidelines

A. SITING UTILITIES

Settlement support facilities and utility rights-of-way, including but not limited to, generation and transmission structures or cables and buried sewage and water lines will be sited to minimize adverse impacts to other valuable resources or uses.

B. SITING & CONSTRUCTING TEMPORARY & PERMANENT ROADS OR CAUSEWAYS

Temporary and permanent roads or causeways will, to the extent feasible and prudent, be routed to avoid vegetated tideflats, avoid streams and minimize alteration of natural drainage patterns, and avoid long-term adverse effects on recreation, water quantity, or water quality. If a temporary road is routed through vegetated tidelands, clean fill will be required and construction methods which facilitate removal of the fill will be required.

C. TEMPORARY ACCESS

Temporary access across tidelands (such as on-loading or off-loading of materials from ships or barges) should occur during a high tide period to minimize disturbance.

D. ACCESS PLANS FOR STATE LAND OFFERINGS OR STATE SPONSORED RESOURCE DEVELOPMENT PROJECTS

Before a land offering or the initiation of a resource development project, DNR should consult with the Department of Transportation and Public Facilities (DOT/PF) to identify appropriate locations for access and should also identify responsibilities for design, construction, and maintenance of any proposed transportation facilities. Access plans will be developed in consultation with affected local governments. This guideline does not commit DOT/PF or local governments to the construction of transportation or utility facilities. DOT/PF normally accepts maintenance only if a road is part of the statewide transportation system.

E. JOINT USE & 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. (Also see Forestry guidelines for log transfer sites.)

F. 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 fish habitat require an ADF&G 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. Designing Bridges and Culverts.** Bridges and culverts should be large enough to accommodate or positioned to avoid altering the direction and velocity of stream flow or interfering with migrating or spawning activities of fish and wildlife. Bridges should span the entire nonvegetated stream channel; bridges and culverts intended for permanent use should be large enough to accommodate at least the 25-year peak discharge (where known). Bridges should provide adequate clearance for boat, pedestrian, horse, and large game passage whenever these uses occur or are anticipated at significant levels.
- 4. Rehabilitating Disturbed Stream Banks.** Disturbed stream banks should be recontoured, revegetated, or other protective measures should be taken to prevent soil erosion into adjacent waters.
- 5. Winter Stream and Lake Crossings.** During winter, snow ramps, snow bridges, or other methods should be used to provide access across frozen rivers, lakes, and streams to avoid cutting, eroding, or degrading of banks. These facilities should be removed immediately after final use.

G. PROTECTION OF FISH & WILDLIFE RESOURCES

Important fish and wildlife habitats such as those mapped as crucial, riparian areas, wildlife movement corridors, important wintering areas, and threatened or endangered species habitat should be avoided in siting transportation routes unless no other feasible and prudent alternatives exist. Location of routes and timing of construction should be determined in consultation with the Department of Fish and Game (ADF&G).

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. OTHER GUIDELINES AFFECTING TRANSPORTATION & UTILITIES

Other guidelines will affect transportation and utilities. See in particular the following sections of this chapter:

- Coordination and Public Notice
- Fish and Wildlife Habitat and Harvest Areas
- Forestry
- Materials
- Public and Private Access
- Recreation, Tourism, and Scenic Resources
- Settlement
- Trail Management

