

GOALS, POLICIES AND MANAGEMENT GUIDELINES - TRANSPORTATION

GOALS

1. A transportation system which supports the goals and objectives of other plan elements.
2. A transportation system with the lowest possible long run costs including construction, operations, and maintenance.
3. A transportation system with minimal impact on the environment:
 - a. the aquatic environment
 - b. the terrestrial environment
 - c. aesthetic and cultural features
4. A transportation system which efficiently uses energy: a system which encourages compact, efficient development patterns

IMPLEMENTATION POLICIES

1. The provision of the requisite access should precede 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.
2. The borough and state should avoid actions incompatible with the construction of potential routes until such time as final decision is made on the feasibility/appropriateness of the routes.
3. Alignment of transportation corridors should be coordinated with all public and private agencies with jurisdiction over the affected land and resources.
4. In order to minimize construction and maintenance costs, sand and gravel sites should be located on public land as near to transportation routes as is possible and appropriate.

5. Management of public lands adjacent to the Parks Highway should be consistent with the recommendations of the report "Scenic Resources Along the Parks Highway." The recommendations in that report which are relevant to the Willow Sub-Basin are in Appendix 1. The borough and state will encourage private land owners to follow recommendations in the report in order to protect the scenic values along the highway.

MANAGEMENT GUIDELINES

Transportation guidelines listed below address the following issues:

1. Rights-of-Way Size and Permitted Uses
2. Protection of the Hydrologic System
3. Road Pull-outs
4. Timber Salvage from the Right-of-Way
5. Material Sites
6. Section Line Easements
7. Miscellaneous

1. Rights-of-Way Size and Permitted Uses

The width of major road rights-of-way should be determined on a site specific basis. However, they should be sufficient to accommodate recreation trails within the rights-of-way but not directly adjacent to the road, future road expansion, and the addition of miscellaneous utilities. Minor road rights-of-way should be sufficient to accommodate recreational trails only when the road replaces an existing trail.

The vacant portions of rights-of-way should be used for selective timber harvest or leased for agricultural purposes if such uses do not create hazards or impair necessary visual screening.

2. Protection of the Hydrologic System

Transportation corridors should be located to avoid influencing the quality or quantity of water in adjacent streams or lakes, or detracting from recreational use of the waterway. Specific guidelines are contained below.

- a. Minimize stream crossings - especially anadromous fish streams.
- b. Wherever possible, avoid routing roads parallel to and within 100 feet of any waterway or parallel to and directly upslope from any waterway.
- c. Leave sufficient space on either side of road for buffers when routing near streams and wetlands. Buffers will vary with the degree of potential erosion hazard, but all buffers should be

at least 100 feet. Where existing buffers lack sufficient protective vegetation, more effective vegetation should be planted.

- d. When it is absolutely necessary to cross a water way, position the crossing as nearly as possible at a 90° angle, or perpendicular to the water channel.
- e. All water crossings (bridges and culverts) should be large enough and positioned to avoid: (1) changing direction and velocity of stream flow, (2) interference with migrating or spawning activities of fish and wildlife. In addition, all bridges and culverts should be large enough to accommodate the 25 year peak discharge without interfering with volume, velocity and sediment transport or substrate characteristics of the stream. Bridges and culverts should provide adequate clearance for boat, pedestrian, horseback and large game passage whenever these uses occur or are anticipated.
- f. Construction or construction activities should not encroach upon streams.
- g. Road drainage should not be discharged directly over the edges of the streambanks. Diverted flows from road gutters should be provided with adequate outlets.
- h. Vegetative cover along streambanks should be encouraged - as long as it does not restrict channel capacities.
- i. When routing through wetlands or peat, culverts should be installed to enable free movement of fluids, mineral salts, nutrients, etc.
- j. Construction should be confined, whenever possible, to level, well drained areas. In potential problem areas, excavation and soil disturbance should be minimized.
- k. Routing should be avoided in severe hazard erosion areas (i.e., steep slopes) - especially those directly above or adjacent to wetlands or water ways.
- l. When it is necessary to route through erosion hazard areas (primarily slopes greater than 12%), methods should be employed to decrease runoff, erosion, and sedimentation by vegetative coverings, surface roughening, diversion dikes, etc.
- m. Construction should be minimized in poorly drained areas - particularly lowlands and peat. Construction should be minimized in areas of sandy or gravely soils where the seasonal water table comes within a maximum of four feet of the surface and in areas of silty soils where the water table comes within a maximum of three feet from the surface.

3. Road Pull-outs

Where road corridors contact streams, habitat corridors or other areas of expected recreational useage, sufficient acreage should be retained in public ownership to accommodate public access, safety requirements, and expected recreational use. The size and location of pullouts should be determined in consultation with Division of Parks and Department of Fish and Game.

4. Timber Salvage from the Right-of-Way

All timber having high value for commercial and personal use will be salvaged on right-of-ways to be cleared for construction.

5. Material Sites

To minimize the construction and maintenance cost of transportation, material sites should be located as near to transportation routes as possible, while at the same time protecting the fish and wildlife and related recreational resources.

Given the current paucity of information in the undeveloped portions of the sub-basin, the State Division of Geologic and Geophysical Surveys and the Department of Transportation should inventory and analyze potential gravel sources near proposed transportation corridors. The results of the work should be used to locate the required material sites.

The location and extraction of road building material within streams, stream buffers, and habitat/recreation corridors should occur only after design consultation with ADF&G, DOT/PF and DNR's Divisions of Parks and Geologic and Geophysical Survey.

Material sites should be screened from the road, residential areas, recreational areas, and other areas of significant human use. Sufficient land should be allocated to the material site to allow for such screening.

6. Section Line Easements

See Policies & Management Guidelines, Public Access, this chapter.

7. Miscellaneous

a. Guidelines of this plan should not be construed to replace requirements of the Forest Resources and Practices Act, or other applicable State and Federal laws.

b. Two publications are highly recommended to both public and private land developers for practices which protect and enhance wildlife resources.

- 1) A Synthesis and Evaluation of Fish and Wildlife Resources Information for the Willow and Talkeetna Sub-basins,
ADF&G, 1980.

- 2) Guidelines for Wildlife Design in Residential Developments. ADF&G Habitat Protection Section, 1979.