

Transportation and Utilities

A. Utilities. Facilities to support settlement and utility rights-of-way, including generation and transmission structures, transmission cables, and sewage and water lines will be sited to minimize adverse impacts to other valuable resources or uses.

B. Roads or Causeways. Temporary and permanent roads or causeways will, to the extent feasible and prudent, be routed to avoid wetlands and 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 tideflats, clean fill will be used and construction methods that facilitate removal of the fill will be required.

C. 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 DOTPF and appropriate adjacent public land managers 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 the CBJ. This guideline does not commit DOTPF or CBJ to construct transportation or utility facilities.

D. 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 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 a new route or facility is authorized.

E. Protect 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, and to avoid detracting from recreational use of waterways. 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.

G. Protect Fish and Wildlife Resources. Important fish and wildlife habitats such as those mapped as "Ha" habitat, 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. Route location and construction timing should be determined in consultation with ADFG.

H. Timber Salvage From Rights-of-Way. All timber with high value for commercial or personal use should be salvaged under direction of the DNR Division of Forestry on rights-of-way to be cleared for construction.