

TRANSPORTATION AND UTILITIES

GOAL

Provide Land for Transportation and 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, 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 and Constructing Temporary and 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 effects on 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 Land Offerings or 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 for 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 or maintenance of transportation or utility facilities; DOT/PF normally accepts maintenance only if a road is part of the statewide transportation system.

E. 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. (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 in fish habitat require a permit from ADF&G and should be minimized. 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. Stream crossings should be made at stable sections of the stream channel.

2. Minimize Construction in Wetlands. Construction in wetlands, floodplains, 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 and 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. Loca-

tion 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 That Affect Transportation and Utilities. A number of other guidelines will affect transportation and utilities. For details of these guidelines, see the following sections of this chapter.

- Coordination and public notice
- Fish and wildlife habitat and harvest areas
- Forestry
- Materials
- Public access
- Recreation, tourism, cultural and scenic resources
- Settlement

Policy Summary

Docks and other marine transportation facilities are allowed on state lands subject to the management intent and guidelines of the plan. The proposed Shotgun Cove Road and the proposed Copper River Highway may be constructed across state land; however, the proposed routes cross very little state land in the planning area.