

# TRANSPORTATION AND UTILITIES

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## Goals

These goals pertain to all forms of surface, air, and water transportation and all forms of utility or resource transportation corridors.

**Support Plan Designations.** Design a transportation system needed to implement this plan and integrate it with other area wide transportation needs.

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

**Minimize Adverse Impacts.** Design a transportation system with minimal adverse impact on the environment 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. Identification of Potential Transportation Routes.** With the exception of the proposed Innoko River transportation corridor, no major, new transportation routes are necessary to support the land use designations made in this plan. To the extent feasible and prudent, DNR will avoid actions incompatible with the eventual construction of this proposed road corridor until final decisions are made on the feasibility of these routes.

**B. 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.

**C. 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.

**D. 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. When a stream must be crossed to construct a road, the crossing should be as close as possible to a 90° 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 inter-

fering 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) and 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 Crossing.** 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.

**E. 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 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. (See also Fish and Wildlife, guideline H, Avoid Conflicts With Traditional Uses of Fish and Game, page 2-11.)

**F. Road Pullouts.** Where road corridors contact streams, habitat corridors, or other areas of expected recreational use, 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 the Division of Parks and Outdoor Recreation, DOT/PF, and ADF&G.

**G. 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.

**H. Off-Road Vehicle Activity.** Most off-road vehicle activity does not require a permit on state lands. By law, off-road use of vehicles such as snowmachines, jeeps, and small all-terrain vehicles requires a permit on lands designated by DNR as 'special use' lands (depending on the restrictions made for each particular area) and usually requires a permit on state park system lands, fish and game sanctuaries, refuges and critical habitat areas, and for crossing anadromous fish streams. In addition, activity by larger vehicles will require a permit on any state lands.

When permits are issued for off-road vehicle use under 11 AAC 96 or in specially designated areas, they will require that disturbance of soils, vegetation, fish and wildlife populations, drainage patterns, and water quality be minimized. Operations should be scheduled when adequate snow and ground frost are available to protect the ground surface, or should require the use of low ground pressure vehicles, avoidance of problem areas, or other techniques to protect areas likely to be damaged. Before permits are issued, the land manager will consult with affected agencies.

In addition, off-road vehicle permits generally should not be given for vehicle use in important wildlife habitats during sensitive periods. If such vehicle activity is essential and no other practical alternative exists, it should be allowed only as an occasional use. This policy will be applied only when significant wildlife populations are likely to be present. ADF&G will be consulted to help identify important habitat areas and sensitive periods that might warrant this restriction.

**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 inter-

agency decision process conducted with public participation.

**J. Other Design Standards.** For other guidelines that affect the design of transportation structures, see DOT/PF's preconstruction guidelines.

**K. 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.

**L. Access for Mineral and Coal Development.** See Mineral and Coal Development, guideline E, page 2-48.

**M. Other Guidelines Affecting Transportation.** Several other guidelines may affect transportation. See the following sections of this chapter:

- Agriculture
- Cultural resources
- Fish and wildlife habitat
- Forestry
- Materials
- Public access
- Public and commercial recreation resources
- Settlement
- Stream corridors and instream flow
- Subsurface resources
- Trail management
- Wetlands management