

## **Transportation and utilities**

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### **A. Site utilities to minimize impacts to other resources**

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 significant adverse impacts to other valuable resources or uses.

### **B. Access plans for state land offerings or resource development projects**

Before a land offering or the initiation of a resource development project, DNR should identify appropriate locations for access, in consultation with the Department of Transportation and Public Facilities (DOT/PF) and appropriate adjacent public land managers. DNR should also identify responsibilities for design, construction, and maintenance of any proposed transportation facilities.

### **C. Joint use and consolidation of surface access**

DNR will encourage joint use and consolidation of surface access routes and facilities where feasible and prudent. Surface access should be sited and designed to accommodate future development and avoid unnecessary duplication. DNR should require evaluation of the feasibility of using an existing route or facility before authorizing a new route or facility.

### **D. Purpose of roads on state land**

The goal of roads on state lands is to optimize long-term public use benefits from new access while minimizing significant adverse impacts on existing public uses and maintaining the full range of recreation and tourism opportunities to the extent practical.

### **E. Standards for roads and stream crossings**

All roads will at a minimum be built to DNR/DOF Southeast Region Forestry Road Standards, as stated in the Haines State Forest Plan. Road and development plans will receive interagency review. All road and stream crossings will meet the standards of the Forest Resources and Practices Act (AS 41.17). Disturbed stream banks should be recontoured, revegetated, or rehabilitated by other measures to prevent soil erosion into adjacent waters. Cross drains will be adequate to prevent ponding on the uphill side of the road.

### **F. Siting roads, berms, pads, ramps, or causeways**

Roads, berms, pads, ramps, and causeways will, to the extent feasible and prudent, be routed to avoid wetlands, tideflats, and streams, minimize alteration of natural drainage patterns, and avoid significant long-term adverse impacts to recreation, water quantity, or water quality. Clean fill (free from organic material) will be used for construction in any of the above-listed types of waterbodies.

Transportation routes will be sited to avoid fish and wildlife habitats of concern where feasible and prudent. Important habitats of concern are habitats for moose, goats, black and brown bears, swans, and eagles. Route location should be determined in consultation with the Department of Fish and Game (DFG).

### **G. Roads in the coastal edge of timber**

Roads may not pass through or cross over the 500 foot coastal fringe of timber unless there is no feasible and prudent alternative. The intent is to keep at least a 500-foot forested separation between the coast and roads running parallel to the coast in order to avoid disturbance of the high habitat, aesthetic, recreation, and tourism values of the coastal buffer.

**H. Clearing limits in road rights-of-way**

The width of clearing limits in rights-of-way (ROWs) should be minimized in order to reduce costs of road construction and maintenance and to minimize impacts to other resources, including fish and wildlife habitat. Limits should be 60 feet in width or ten feet beyond the toe of cut and fill, whichever is greater. There should be no cutting of trees beyond the ROW except those identified by the state as hazard trees.

**I. Timber salvage from rights-of-way**

All timber with high value for commercial or personal use should be salvaged under direction of the Division of Forestry on rights-of-way to be cleared for construction.

**J. Road maintenance and disposition**

DNR will identify a responsible party to maintain roads, or will require roads to be closed to prevent erosion and other water quality problems. Because streams in this area are hydrologically active, frequent maintenance or repair of bridges, culverts and roads is required.

**K. Closure of inactive or unmaintained roads**

When no regular use is anticipated within one year, roads will be closed to prevent erosion and illegal waste disposal. This does not apply to the main haul road.

**L. Road access management**

Public access management may be necessary in response to safety and wildlife management concerns. In determining whether roads should be kept open or put to bed, DNR will consult with DFG regarding the need for particular road management measures to maintain fish and wildlife resources in the area.

**M. Remove temporary berms, pads, or ramps on tidelands**

If a temporary road, berm, pad, ramp or causeway is placed on tidelands, DNR will require clean fill free from organic material, and construction methods that facilitate removal of the fill. DNR will require that the permittee or lessee restore any temporary fill site to blend with original contours after the temporary access is no longer required, unless removal or restoration would cause more damage than leaving the fill in place.

**N. Joint use and consolidation of airstrips**

DNR will require joint use and consolidation of airstrips and related facilities where feasible and prudent to promote efficient returns from this land-intensive use and to minimize the liability from proliferation of public airstrips. Before authorizing a new site, DNR should require evaluation of the feasibility of using an existing airstrip. Airstrips should be sited and designed to serve multiple users, avoid unnecessary duplication, and minimize adverse impacts on resource values and uses.

**O. Demonstrable public need for airstrip**

Airstrip development may be allowed if:

1. there is a demonstrated significant public need for the airstrip; and
2. there are no feasible alternatives to meet the public need for increased access that would have less significant impacts on habitat, recreation, or other uses.

### **P. Risk management for airstrips**

The following requirements and recommendations are intended to minimize the state's liability:

1. DNR will advise the Department of Administration's Division of Risk Management of airstrip applications and request comments on liability reduction and coverage.
2. DNR will require applicants to obtain a determination of airspace requirements from the Federal Aviation Administration (FAA).
3. DNR will recommend that applicants construct and maintain the airstrip to FAA standards.
4. DNR will require as-built surveys of completed airstrips.

### **Q. Public access to airstrips**

In general, airstrips developed on state land should be made available for use by the general public.

DNR does NOT intend to discourage private individuals from airstrip development. However, DNR discourages exclusive private airstrips on state land because it is inefficient to reserve a large land area for a single use by a single party.

DNR will consider airstrips case-by-case, including renewal of expired rights-of-way. In considering airstrip applications, DNR will consider the plan's goals, management intent, and:

1. opportunities for alternative access;
2. surrounding terrain and topographic features, in order to minimize disturbance to other uses;
3. habitat values, recreation uses in the area, and riparian vegetation and hydrology;
4. existence of previously or naturally cleared areas;
5. benefits to the public including reciprocal easements of public use;
6. opportunities for consolidating airstrips or joint-use airstrips when more than one applicants are likely to apply for airstrips in adjacent areas;
7. FAA input and requirements, and;
8. other public and agency comments.