

# From 2002 Haines State Forest Management Plan

Online at <http://forestry.alaska.gov/management/hainesplan.htm>

[Chapter 2, pages 23-24]  
*Management Guidelines*

## 1. Public Access

Access to the State Forest shall be provided to the public, but may be limited or curtailed at certain times to protect public safety, allow special uses, and prevent harm to the environment. Examples of conditions that may justify limiting public access are fire management, timber harvest operations, and high soil moisture content when traffic may cause extensive damage to roads and trails. Statutes address restrictions of easement and right-of-way use (AS 38.04.058) and restrictions of traditional means of access (AS 38.04.200). These and subsequent statutes and regulations must be considered when contemplating use restrictions.

Use levels on public access routes within the State Forest may vary. Consideration should be given to use/development of facilities if needed and if funding is available.

## 2. Trails

The need for trail maintenance or upgrades and/or the development of new trail routes will be evaluated in the Five-Year Forest Management Schedule. The Schedule will identify the location and type of improvement and will provide budget details. The funding of trail maintenance or new trail facilities depends on the availability of funding for construction and maintenance. Trail improvements, often associated with other types of recreational facilities like public use cabins, are recommended in many of the units within the Forest.

A forest access road may be converted to a trail after its use as a road has terminated. The nature of the road may require that it be put-to-bed. Thus, the new "trail" may have water bars, removed culverts, grass seeding, or other measures to prevent erosion which other trails may not have. These "trails" can be reverted to the original intended use as required by the Division of Forestry. Roads will be converted to trails only after consideration in the Five-Year Forest Management Schedule and Forest Land Use Plans.

The rerouting of trails for a short distance may be permitted to minimize land use conflicts or to facilitate use of a trail if alternate routes provide opportunities similar to the original route. If trails are rerouted, provision should be made for construction of new trail segments if warranted by type of use. Rerouting of trails will be addressed in the Five-Year Forest Management Schedule and Forest Land Use Plan processes.

[Chapter 2, page 25]

E. Construction of roads for access to privately-owned land, state land, federal land, municipal land, or valid mining claims, is allowed to assure reasonable, timely, and economically feasible access.

**[Chapter 2, page 26]**

## **6. Private Recreation Facilities and Uses**

Private facilities or uses for private profit making, or private not-for-profit recreation operations, including facilities and uses associated with tourism, may be authorized if the following conditions are met:

- Significant public access or recreational opportunities will not be lost or blocked by the facility or operation, or reasonable alternative access to areas that otherwise would be blocked can be provided;

**[Chapter 2, pages 26-27]**

## **8. Traditional Uses and Modes of Transportation**

Traditional means of access as well as access to traditional use areas will be maintained in the State Forest. The statute establishing the State Forest (AS 41.15.300) includes as a primary purpose the "continuation of other beneficial uses including traditional uses and other recreational activities". The definition of and protection for traditional uses is further established in AS 38.04.200. This section of statute, which is applicable to the State Forest in addition to general state lands, states that DNR may not manage state lands or waters so that a traditional means of access for traditional outdoor activities is to be restricted for the purpose of protecting aesthetic values, except under certain limited conditions. Traditional means of access means those types of transportation for which a popular pattern of use are developed. Traditional outdoor activities includes those types of activities that people use for sport, subsistence, personal enjoyment, or that have been historically conducted as part of an individual, family, or community life pattern. These management restrictions protect personal use, either motorized or non-motorized. They do not extend to commercial uses of any kind. Accordingly, once patterns of 'popular use' have been established within the State Forest, DNR cannot prohibit these uses if the use is of a personal (non-commercial) type. Most areas of the State Forest have at least some established popular use patterns for recreation, and most of these areas are used by both forms of transportation.

**[Chapter 2, pages 33-37]**

## **TRANSPORTATION**

### *Goals*

1. Manage the Haines Highway Corridor for transportation and scenic values. Timber harvest activities will be limited to small commercial and personal use sales. (See Forest Resources section.)
2. Expand the existing road system to provide safe and economical access for timber harvest, as well as mining, public recreation, fire protection and other resource management activities within the State Forest.

3. Design, construct, and maintain all roads with consideration for the environmental values of the Haines State Forest.

4. Maintain state-owned timber access roads and bridges for public access subject to available funding, safety concerns and environmental conditions.

### *Management Guidelines*

#### **1. Road Construction (Coastal Region Forestry Road Standards)**

##### **A. General Conditions**

- (1) State inspectors will be present on site during most road construction activities, especially in environmentally sensitive areas.
- (2) Road width: Roads shall be 20 feet, including ditch and 35 feet where designated turnouts are built.
- (3) Surfacing width: 14-16 feet.
- (4) Surfacing: the minimum necessary to allow log trucking without surface deformation.
- (5) Turnouts: will be intervisible, with a surfaced length of 50 feet at full width.
- (6) Grade: the maximum favorable grade is 20 percent. The maximum adverse grade is 10 percent unless otherwise designated.
- (7) Degree of curvature: the absolute maximum permitted is 100 degrees. The ordinary designed maximum shall be 90 degrees.

##### **B. Clearing and Grubbing**

- (1) The clearing boundary limits will be marked with pink ribbon on both sides except where the road passes through harvest units.
- (2) Snags and trees leaning heavily over the roadway that are outside the clearing limits shall be felled. Snags will be felled in conjunction with cutting the regular right-of-way.
- (3) All stumps, any portion of which falls within the cut slopes, shall be removed.
- (4) All stumps that extend within three feet of the finished sub-grade or road

shoulders shall be removed.

(5) No debris resulting from the clearing and grubbing operation shall be permitted to remain under any portion of the embankment within the cleared right-of-way.

(6) Debris will not be piled or pushed against existing trees.

### C. Grading

(1) The roads shall be constructed according to the state's horizontal and vertical control profiles.

(2) All material within the control lines shall be removed with excess excavation used to widen the embankments. End haul may be required.

(3) All fills six feet deep and over shall be widened two feet for each six feet of centerline depth to a maximum width of 36 feet. Embankment slopes shall not be steeper than 1-1/4:1 for common and 1:1 for rock. Fills shall be compacted in two-foot layers.

(4) Cut slopes shall be constructed as designated on slope stakes and reference markers. Generally these slopes will be 3/4:1 below 70 percent, 1/2:1 above 70 percent, and vertical in rock.

### D. Drainage Structures

(1) Culverts will be galvanized corrugated metal pipe (not aluminum), minimum 18" diameter or the equivalent in plastic culverts.

(2) Culverts will be buried at least 20 percent of the diameter or a minimum of 12", whichever is greater, and will project three feet beyond the fill on the inlet and outlet.

(3) Culverts will be laid at a slope of two to six percent unless specified otherwise. Culverts will be placed at the natural stream gradient on anadromous fish streams. Bottomless crossing structures will be employed on anadromous fish streams where appropriate. All stream crossings that contain fish habitat must be approved and permitted by ADF&G.

(4) All bridges shall be designed or approved by the regional engineer. All bridges that do not meet minimum load carrying specifications will be repaired, replaced, or posted for reduced load minimums.

### E. Location

(1) Roads constructed within the State Forest boundary for the purpose of

accessing private ownership, mineral claim sites, material lease sites, etc., will be to the location and quality specifications as designated by the Division of Forestry on a case-by-case basis.

(2) Reasonable, timely and economically feasible access will be cooperatively determined with all parties concerned.

(3) No land classification will prohibit construction of roads for access purposes.

## **2. Road Design**

A. Roads will be designed to maximize resource access while minimizing adverse environmental impact.

B. Design for roads through critical fisheries and wildlife areas should be done in consultation with the Alaska Department of Fish and Game. These areas may include moose and goat winter concentration areas, eagle nesting trees, bear denning areas, and salmon spawning and rearing habitat.

## **3. Road Maintenance**

A. As with construction, the Department of Transportation and Public Facilities is responsible for the repair and maintenance of all state highways.

B. Timber harvest access roads shall be maintained under the following guidelines:

(1) Primary haul roads for the most part are to be maintained and left open for public access. Closure shall be considered on a case-by-case basis. This maintenance shall not include winter snow removal.

(2) Secondary haul roads shall be considered on a case-by-case basis. Those not designated to be maintained shall be properly "put-to-bed".

(3) Spur roads, with very few exceptions, will be properly "put-to-bed".

(4) If maintenance funds are not available, roads that may adversely impact anadromous fish habitat will be "put-to-bed".

C. For purposes herein, properly "put-to-bed" may include, but is not necessarily limited to: removal of bridges or culverts, construction of water bars to control run-off, and grass seeding where necessary to reduce erosion potential.

D. The primary source of maintenance of state-owned timber harvest access roads, including bridge maintenance and replacement, is through timber sale contracts.

E. The Department of Transportation and Public Facilities shall conduct periodic

inspections on all state-maintained bridges.

F. Treatment of encroaching roadside brush may be by hand, or by mechanical means in order to maintain safety standards and visibility.

#### **4. Protection of Cultural Resources**

Known historic and archaeological sites should be avoided during construction of transportation facilities unless no other feasible alternative exists.

#### **5. Curtailing Public Access**

Access to public lands may be curtailed at certain times to protect public safety, to allow special uses, and to prevent harm to the environment. Examples of conditions that may justify limiting public access are fire management, curtailment of maintenance funds, timber harvest operations, control of hunting pressure, and high soil moisture content when traffic may cause extensive damage to roads and trails.

#### **6. Right-of-Way Across Native Allotments**

Right-of-way access needs across Native allotments should be coordinated with the Southeast Agency of the Bureau of Indian Affairs in Juneau or Tlingit & Haida Central Council whichever is the agency responsible for overseeing the Native Allotments in the area.

#### **7. Other Guidelines Affecting Transportation**

A number of other guidelines may affect transportation. For details of those guidelines, see the following sections of this chapter:

- Fish and Wildlife
- Forest Resources
- Recreation