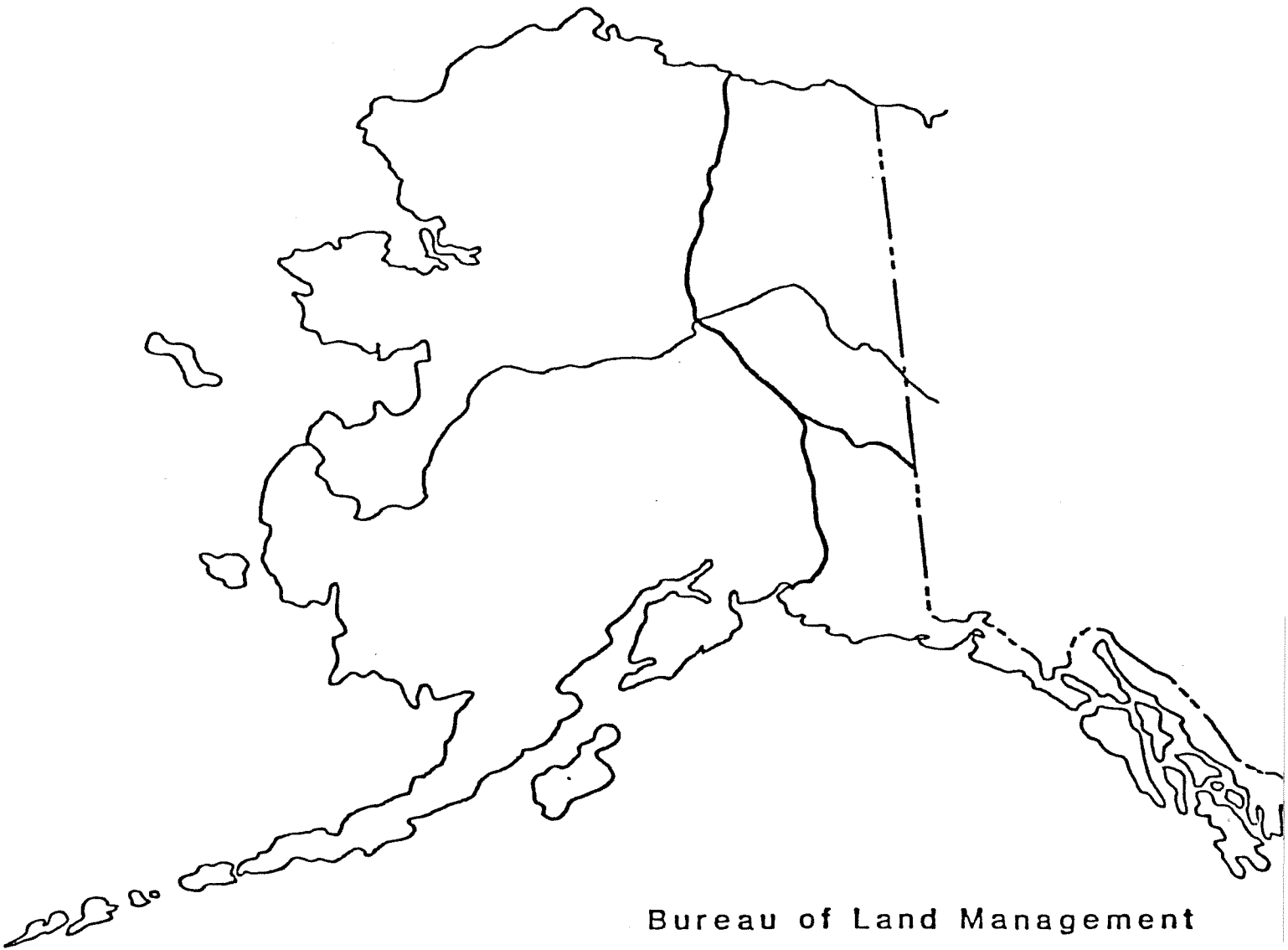


UTILITY CORRIDOR

MANAGEMENT DECISION GUIDELINES



Bureau of Land Management

Alaska State Office

Fairbanks District Office

Anchorage District Office

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UTILITY CORRIDOR
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INTRODUCTION

The "Utility Corridor", extending from Prudhoe Bay to Valdez, withdrawn to facilitate energy development while consolidating impacts to a single area, is critical to the economic development of the State, serves as a conduit for supplying energy needs to the nation, and exerts strong influences on the Alaskan environment and culture. As such, the Corridor requires special attention and management consistency. Further, involved entities including Federal, State and local governments, as well as corridor users need to have the knowledge to review management policy in order that all interests may be benefited or protected insofar as it is possible to accommodate them.

To accomplish the development of management "decision guidelines", or "policy" the BLM structured eight teams to initiate the drafting of this guidance. This material was reduced several times, with the very much appreciated review assistance of State and Federal representatives, to produce this final document.

Additional work, or a Phase II of the effort, must still be accomplished. Phase II will be to develop management decisions based on the approved policy. In some cases, as you may be aware, the luxury of time has not been available and we have had to make certain decisions, or are now in that process, without the benefit of final policy.

While existing facilities or developments may or may not meet all of the proposed guidelines, changes to those facilities, ongoing actions yet to be approved, and future developments will be judged in accordance with the policy as finalized.

GLOSSARY OF TERMS FOR THIS DOCUMENT

ENCROACHMENT	Refers to the attachment of egress or ingress points to the Haul Road or its Right-of-Way.
INTERIM MANAGEMENT	Those lands validly selected by, but not yet conveyed or approved for conveyance, under the Alaska Native Claims Settlement Act.
DEVELOPMENT AREA TYPES	<p>A. Public Service Areas could include roadhouses, retail service facilities, social services, or, generally, a commercial center for the region. They could also include highway maintenance centers, administrative site or fire fighting centers.</p> <p>B. Administrative/Maintenance Areas. These are non-public nodes dedicated to the management of the public lands and the operation and maintenance of the highway. Functions could be combined with industry related camps or facilities.</p> <p>C. Industry Related Development Areas. These are either public utility or industry related installations such as pump or compressor stations or operational centers.</p>
FACILITIES	<p>A. Unless otherwise provided for in specific legislation temporary - normal use is limited to three years with extensions granted at the discretion of BLM.</p> <p>B. Long term - project life or permanent structures.</p>
FLOODPLAINS	Refers to the "100 year" floodplain.

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Land Use Manage- ment and Rehabili- tation

1. The BLM will assure that all new actions permitted meet the requirements of the National Environmental Policy Act and other Federal legislation and will fully consider environmental in-place facilities or developments.
2. Land Use Plans will, with public involvement, be completed and implemented in a timely manner in close coordination and cooperation with State and local governments.
3. All applications shall describe all development necessary to accommodate the proposed projects. BLM will review projects for compatibility with other proposals or existing uses and the Land Use Plans.
4. All authorizations will be reduced to the smallest practical area (amount or volume).
5. Stipulations will define applicant's rights to use of lands having value to more than one project. Short term/single user developments that are discrete to a project will be separated from those having long term/multiple user benefits.
6. BLM will take appropriate action through permitting requirements to help safeguard against damages to pipelines and other facilities within the Utility Corridor. Applications should demonstrate the ability to protect existing facilities.
7. Standards for development and rehabilitation shall be consistent for similar uses without regard to applicant.
8. Proposed rehabilitation schedules and plans will be submitted with applications.

Floodplains and Wetlands

1. Avoid to the extent possible impacts associated with the occupancy and modification of floodplains and wetlands and avoid development in floodplains or wetlands whenever there is a practical alternative. If

development must occur in floodplains or wetlands, use all practical means and measures to minimize harm while assuring that the applicable regulations of State and Federal agencies have been complied with by the applicant.

Development Areas

1. Permanent development area sites will be selected where the land and other resources will support development and where the sites are sufficient to accommodate expansion.
2. Initial comprehensive plans for Public Service Area (PSA) development shall provide that 25% of the PSA be left undisturbed.
3. All development areas shall retain a reasonable setback distance from the Haul Road to maintain a buffer zone sufficient to keep Haul Road generated dust and noise from affecting the development. This buffer zone shall be maintained in its natural condition.
4. Development area site selection will acknowledge future pipeline and other rights-of-way needs and avoid situations where development is "boxed in" between either the existing pipelines, the road, or a physiographic feature which would prevent a logical growth and/or create awkward access problems or be unacceptable from an environmental, cultural or other limitation.
5. Development area site selection shall recognize ambient air drainage conditions and identify sites where sufficient air drainage exists to minimize ice fog, smoke and dust problems.
6. Development areas should be developed under a land allocation scheme where like activities are grouped together.
7. Separate Administrative/Maintenance areas should be permitted only by exception, when justified by the permittee and approved by BLM, outside of a Public Service Area Development.

8. Administrative/Maintenance sites are to be planned not to exceed 20 acres.

Facilities

1. All proposals for permanent or temporary facilities will conform with the Utility Corridor Land Use Plans. Proposals at variance with the plan will require justification and will be formally coordinated with other interested parties.
2. Buildings or structures other than watering stations, restrooms, sewage and solid waste dump stations, signs, (directional or interpretive), checkpoints, temporary emergency facilities, or picnic shelters are not to be constructed in public convenience sites (turnouts).
3. All discretionary facility development necessary for industrial, commercial, and government use will be concentrated in designated development areas whenever possible.
4. Applications will contain estimates of duration of use required so that a distinction between temporary and permanent can be made. (Large scale projects, such as the gasline can estimate by time frame or by use.) Construction facilities will be permitted by a TUP while O&M activities may require permanent facilities which would be approved by long-term authorizations such as right-of-way grants.
5. Temporary facilities shall be removed from the public lands and the site rehabilitated within the permit time frame. However, the permit may be extended at the discretion of BLM for good cause.
6. Long-term commercial, industrial, and government facilities will be compatible with the surrounding natural environment.
7. Reissuance of a temporary use permit or long-term permit will require written permittee justification.
8. Temporary construction camp permits may be extended for one year at a time.

9. Previously constructed sites will be given priority for use unless otherwise justified and approved. Use permits will be temporary.
10. Prior to a decision by BLM regarding facility reuse or termination, case-by-case analysis will be conducted which includes input from affected parties, Federal, State and local government.
11. Terminate use of energy project camps within one year following pipeline flow-through unless otherwise extended by BLM. Termination will consist of discontinuation of use, removal of improvements and rehabilitation of the permit area to the satisfaction of the Bureau of Land Management.

Solid Waste Management

1. BLM will develop solid waste disposal programs in coordination with Federal, State and local governmental agencies.
2. Solid waste disposal sites shall only be permitted by BLM in accordance with Land Use Plans and in coordination with DEC permit. Disposal sites shall be designed and operated in such a manner to not attract wildlife.
3. Every effort should be made to locate solid waste disposal sites to serve multiple users on a regional or area-wide basis in keeping with environmental standards.
4. Whenever possible, solid waste disposal sites should be located for multiple users with a lessee as the operator. When lessees are not available the State or local government should be encouraged to furnish facilities. Should these two alternatives be unavailable, permit single user disposal sites or back-haul if preferred by applicant.
5. Solid waste disposal sites shall be located so as to not impair further use of material sites if located within their perimeter.
6. All utility and solid waste disposal systems should be integrated into a combined system whenever technology and economics allow and when environmentally preferable.

Access

1. The State of Alaska is responsible for the management of the Haul Road including construction maintenance,

use permits for driveways (A.S. 19.10), safety, all permanent and temporary DOT-PF facilities, public use turnouts, parking areas, public convenience facilities such as picnic areas, sanitation facilities, waste facilities, and communications directly related to the Haul Road and within the Right-of-Way of the Haul Road insofar as provided for in the Grant or Right-of-Way.

2. BLM is responsible for issuing permits to all other users within the Haul Road Right-of-Way, subject to the applicant providing a letter of non-objection from the State of Alaska or proof of a written indemnification agreement between the State of Alaska and the applicant or suitable bond against damage.
3. All access points shall meet State road standards.
4. No road shall be connected to the Haul Road without a permit from the State and a permit from BLM where BLM lands are involved. COE Section 404 permits may be required where wetlands are involved.
5. Maintenance of a side road in the absence of Federal, State or local government acceptance shall be the sole responsibility of the holder of the permit to construct.
6. Side roads on public land may not be chained, gated, marked private or otherwise blocked without written approval from BLM.
7. Each pipeline holder shall construct vehicle crossing points that coordinate with those of the oil pipeline. Such crossings shall be constructed to State standard highway loading (H20-16).
8. Each linear energy line shall be designed for the crossing of vehicles at appropriate points to villages and other developments likely to connect to the Haul Road when designated in advance of final design or construction in the specific area. Construction of such crossings will meet State standards. (See Guidelines 2 and 3)
9. Applicants will be required to provide as-builts and legal descriptions of Right-of-Way widths and location relative to the centerline of the roads or other developmemts upon completion of construction.

10. Maintenance of access roads to material sites will be performed by the holder to the standard specified by the contract during the liability period of the contract or permit.
11. Where there is joint use of an access road to a material site each permittee or holder shall be individually held fully liable for maintenance. Joint maintenance agreements should be encouraged.
12. Public vehicle access across, over, under and along the TAPS pipeline will be allowed as determined by the TAPS Authorized Officer subject to the terms and conditions of the TAPS Act, and in consultation with other BLM officials with corridor responsibilities.
13. Construction and maintenance of access roads to disposal sites will be the responsibility of the disposal site operator.
14. The number of side roads left connected to a pipeline construction pad shall be reviewed for their continuing need following completion of project construction.

Airstrips

1. Airstrips not to be operated and maintained by the State of Alaska or permittees will be stabilized and revegetated by the permittee prior to abandonment so as not to destroy their use as air fields in the future unless otherwise required by the AO.
2. Airstrip development and use will be in concurrence with the Land Use Plan.
3. Airstrips under lease associated with development areas for public service facilities will be constructed, operated and maintained for public use.
4. Airstrips and their use may be segregated as to user. Some airstrips may be open for use by private, State and Federal agencies and the general public, while other airstrips may be restricted to a specific user.
5. Within all airport permits or leases, tracts will be designated for free and unrestricted Federal use.

Material Sale
or Use

1. BLM may make sales or otherwise dispose of material only on lands within its jurisdiction. Material sales will not be made by BLM on military fee title lands or wildlife refuges unless specifically authorized. They will not be made on settlement or mining claims or selected lands under the ANCSA and presently under interim management without Native concurrence, except in the case of overriding public interest the State Director, BLM may approve disposals to public agencies from Native IM lands.
2. Material removal will be in accordance with the Land Use Plan utilizing existing, disturbed sites first unless otherwise justified by the permittee and/or approved by the AO.
3. The removal of material will be coordinated with other interested parties or users in the Utility Corridor. Where there is no conflict, disposals will be made on a first come, first serve basis. Where there is only one source which must be used by more than one permittee, time frames or areas will be established for each applicant to remove material.
4. Each applicant shall provide a best estimate of the quality and quantity of material needed for:
 - a. the total project,
 - b. the site requested, and,
 - c. removal time frame.

Applicant shall also list and geographically identify the two nearest alternative sources for that type of material.

5. The term of free use and material site rights-of-way shall be no longer than ten (10) years with optional 5-year extensions at the discretion of the AO. New rehabilitation plans will not be required.
6. A material sale permit shall not be issued until the applicant submits a preliminary rehabilitation plan. Staged rehabilitation may be required dependent upon the sizes and lengths of the contract. The terms of sale will be two (2) years as set by regulation.

7. Access roads to material sites or extraction areas will not be locked or barricaded unless specific approval has been obtained in writing from the Authorized Officer.

Private Lands

1. BLM should coordinate and work with the State and private landowners; when requested, in the development of non-federal lands in the corridor.

Signed

for

Wm S D Arnold
Curt McVee
State Director

9/2/81

Date