



Ted Stevens

United States Senator for Alaska

Please Note:

- Fill out one request form for each request
- This form (and any attachments) can be returned via:

Fax - (202) 224-2354
 Mail - The Honorable Ted Stevens
 United States Senate
 522 Hart Senate Office Bldg.
 Washington, D.C. 20510

- Requests are due by February 15, 2008.

FISCAL YEAR 2009 PROJECT REQUEST FORM

Project Name: Multi Use Pathway: Connection with AMHS Sitka Ferry terminal

Project Location: Sitka, Alaska

Project Description (please attach additional pages as required):

The project provides for design and construction of three miles of Multiple Use pathway connecting to the AMHS Ferry terminal. The route will be constructed to AASHTO standards for bicyclists and pedestrians and will accommodate emergency and maintenance vehicles. This segment is part of larger project. The entire multiuse pathway will measure 9 miles in distance when complete. This three mile segment will connect with a two mile segment already completed and two miles currently under construction.

The Sitka Cross Trail Multi Use Pathway has been identified as a community priority since it first appeared in the 1981 Sitka Parks and Recreation Plan. Since then, it has been listed as a goal in many recreation and transportation planning documents including; Alaska's Statewide Outdoor Recreation Comprehensive Plan, 1991 Sitka Parks and Recreation Plan, 1999 Sitka Comprehensive Plan, 2002 Alaska Marine Highway Corridor Partnership Plan, SEATrails Draft Assessment, 2003 Sitka Non-Motorized Transportation Plan, and the 2003 Sitka Trail Plan. (cont'd)

Related Appropriations Bill: Transportation Bill

Amount of federal funding requested for FY09: \$1 million

Total funding to complete this project: \$4,000,000

Number of years to fund this project: one year

Matching funds from the State of Alaska: _____

Matching funds from local and private entities:

\$1,250,000. See spreadsheet.

If this project was funded in prior appropriations bills (within the last five years), list each bill and the amount funded:

SAFETEA-LU and Alaska Trails Initiative, \$425,000 and \$225,000

Amount included in the President's FY09 Budget: _____

Amount included in the State of Alaska FY09 Budget: _____

Check this box if state funding was sought but not provided.

List legislation that authorizes this project:

Check all that apply:

- A change in the current law is necessary in order to proceed with the project. (If so, attach language and a list of laws that need to be amended)
- Bill or report language is needed. (If so, attach requested language)

Most of the project is on City and Borough of Sitka land. Portions of the route have been constructed and design work for 40% of the project is complete. Cost estimates were developed by USDA SF staff and include bridges. Project descriptions, maps and budget are listed on pages 34-37 of the 2003 Sitka Trail Plan.

The Alaska Marine Highway – and the associated trails and byways – are part of the federal highways system.

The 10-12 foot pathway will link the Alaska Marine Highway System Ferry terminal with downtown, allowing visitors to access parks, trails, and special features like the Raptor Center and the Sitka National Historical Park. The route will provide emergency transportation in the event of failure of Halibut Point Road.



Ted Stevens

United States Senator for Alaska

Please Note:

- Fill out one request form for each request
- This form (and any attachments) can be returned via:

Fax - (202) 224-2354

Mail - The Honorable Ted Stevens
United States Senate
522 Hart Senate Office Bldg.
Washington, D.C. 20510

- Requests are due by February 15, 2008.

FISCAL YEAR 2009 PROJECT REQUEST FORM

Project Name: World War II Causeway

Project Location: Sitka, Alaska

Project Description (please attach additional pages as required):

A total of 600 feet of the causeway will be filled with armor rock and topped with gravel and a small barge landing ramp will be built. Repair of three sections of the partially eroded WWII Causeway and construction of a barge landing to allow for maintenance so the State Parks site manger can drive to the interpretation center on Sasedni Island. This will also be the initial point of access for cruise ship tours. A dock is planned for later, but access needs to be improved ASAP in order to allow tours to generate the revenue needed to maintain the new Fort Rousseau Causeway Historical State Park. A local tour operator can access the Causeway with just a barge landing. Although boat access is now possible, a steep bank makes the Causeway inaccessible to all but the fit. (con't)

Related Appropriations Bill: Transportation

Amount of federal funding requested for FY09: \$1 million

Total funding to complete this project: \$1 million

Number of years to fund this project: 1 year

Matching funds from the State of Alaska: _____

Matching funds from local and private entities:

Applied for \$500,000 State of Alaska Governor's capital grant in 2006.

List legislation that authorizes this project:

Check all that apply:

- A change in the current law is necessary in order to proceed with the project. (If so, attach language and a list of laws that need to be amended)
- Bill or report language is needed. (If so, attach requested language)

If this project was funded in prior appropriations bills (within the last five years), list each bill and the amount funded:

SAFETEA-LU and Alaska Trails Initiative. \$425 SAFETEA-LU and \$210,000 Alaska Trails Initiative

Amount included in the President's FY09 Budget: _____

Amount included in the State of Alaska FY09 Budget: _____

Check this box if state funding was sought but not provided.

Cost efficiencies will be achieved because this repair work will be done in conjunction with the expansion of the Sitka Airport runway.

The World War II Causeway project is described on page 46 of the 2003 Sitka Trail Plan. Repair and development of the 8,000 foot causeway road and restoration and interpretation of the World War II era buildings and gun emplacements for historical, cultural and recreational use by locals and tourists will take 5 years and total costs for the project could exceed 2 million dollars. The project is widely supported in the community. The Rasmuson Foundation has expressed interest in assisting with future capital improvements.

Poor management by the FAA caused the area to fall into disrepair.

This site has the potential to be the most beautiful, popular and interactive interpretation area of Alaska's role in the Second World War. It has very high cultural and historical national significance.

Alaska is a treasure to be enjoyed by visitors from the rest of the country and over 300,000 pass through Sitka annually. Restoration of this site will allow the area to be enjoyed by visitors from across the country.

Restoration of a portion of the Causeway road will allow the area to be managed and maintained by State Parks personnel most cost effectively since they will be allowed vehicle access from the airport.



Ted Stevens

United States Senator for Alaska

Please Note:

- Fill out one request form for each request
- This form (and any attachments) can be returned via:

Fax - (202) 224-2354
 Mail - The Honorable Ted Stevens
 United States Senate
 522 Hart Senate Office Bldg.
 Washington, D.C. 20510

- Requests are due by February 15, 2008.

FISCAL YEAR 2009 PROJECT REQUEST FORM

Project Name: Lucky Chance Mine Historic Trail Access Project

Project Location: Sitka, Alaska

Project Description (please attach additional pages as required):

This project proposes to design and locate a safe crossing of Green's Creek and build 2 miles of hiking trail connecting National Forest lands with the Sitka Road system. Funding will also allow for planning and design of an integrated Lucky Chance Mine Historic Trail connecting City and National Forest Lands.

At the head of Silver Bay, just southeast of the town of Sitka, is a beautiful recreational area, home to Salmon Lake and the first hard rock mine in Alaska. Today the area is under utilized and only accessible by a small boat or skiff. This project would link the entire area with the Sitka road system, opening up the area for use by thousands more residents and visitors each year.

The Sitka road system extends SE out along Silver Bay and ends at Green's Creek. (cont'd)

Related Appropriations Bill: Transportation

Amount of federal funding requested for FY09: \$ 1 million

Total funding to complete this project: \$ 1 million

Number of years to fund this project: 3 years

Matching funds from the State of Alaska: see below

Matching funds from local and private entities:

The total cost of project is estimated to be \$660,000 excluding the value of the land, donated by the City and Borough of Sitka. This project provides

List legislation that authorizes this project:

Check all that apply:

- A change in the current law is necessary in order to proceed with the project. (If so, attach language and a list of laws that need to be amended)
- Bill or report language is needed. (If so, attach requested language)

If this project was funded in prior appropriations bills (within the last five years), list each bill and the amount funded:

Amount included in the President's FY09 Budget: _____

Amount included in the State of Alaska FY09 Budget: _____

Check this box if state funding was sought but not provided.

. Rugged steep sides make the creek impassable. This project forms a critical link in the Sitka Trail System. It connects the Sitka road system (Municipal lands) with the old corduroy road system created by Alaska's first gold miners at the Lucky Chance Mine (National Forest land).

Project timeline

Year 1: Site assessment, public scoping, preliminary survey, engineering & design of the trail and the bridge crossing Green's Creek. A steel cable pedestrian suspension bridge similar to those used on trails in New Zealand could be a feasible and cost effective solution, or a steel scaffolding walkway could be attached to the beachside powerhouse. Powerhouse currently blocks access along the tideline. Engineering studies are necessary to determine the viability of these options.

Year 2: EPA, ACOE, ACZMP permitting, pre-construction survey, preparation of bid packet.

Year 3: Award construction contract for Greens Creek Crossing and two mile trail segment.

Development of the Luck Chance Mine Historic Trail is part of a 12 year community-wide effort to diversify the local economy through the creation of new, sustainable recreation infrastructure spanning several land owners and management authorities. The project is spearheaded by the 501(c)(3) nonprofit organization Sitka Trail Works. Development of the Trail System is being guided by the 2003 Sitka trail Plan and through the Memorandum of Understanding between the Trail Plan partners: Sitka Trail Works, Inc., the City and Borough of Sitka, the USDA Forest Service, the National Parks Service-Sitka National Historical Park and the Rivers and Trails Conservation assistance Program, the Alaska State Department of Resources Department of Parks and Outdoor Recreation, and the Sitka Tribe of Alaska.