

**2008 - 2013 SECURE RURAL SCHOOLS
PUBLIC LAW 112-141
TITLE II PROJECT SUBMISSION FORM
USDA FOREST SERVICE**

Name of Resource Advisory Committee: Prince of Wales Island

Project Number (Assigned by
Designated Federal Official):

Funding Fiscal Year:

SRS PROJECT

2. Project Name: Luck Lake Access Improvement Project, Phase I

3a. State: Alaska

3b. County: Prince of Wales Island

4. Project Submitted by: The City of Coffman Cove

5. Date:

6. Contact Phone: 907-329-2233

7. Contact E-Mail: projects@ccalaska.com

8. Project Location

a. National Forest: Tongass

b. Forest Service District: Thorne Bay Ranger District

c. Location (Township-Range-Section): 67 & 68 South, Ranges 81 & 82 East, C.R.M.

9. Project Goals and Objectives:

Funding will be used to complete Phase I of the Luck Lake Access Improvement Project to include making improvements to the first three miles of Forest Highway 51, known as Logger's Lane or the Sandy Beach Road. During Phase I, improvements will be made to prepare the roadbed for Phase II of the project which will include paving.

Forest Highway 51 was originally constructed as a logging road but has transitioned into a main transportation corridor on Prince of Wales Island. Forest Highway 51:

- Connects the communities of Coffman Cove and Thorne Bay
- Provides access to the Forest Service-owned Luck Lake Recreation Site for all Prince of Wales Island visitors, recreationists and resources users
- Is part of the Prince of Wales Scenic Byway Road System
- Is depended upon by 91 Prince of Wales Island-based lodging establishments, B&Bs and Guides & Outfitters to provide access to the Luck Lake Recreation Site for 11,900 visitors per year and growing
- Provides access to hundreds of acres of federally-owned land for Coffman Cove and all Prince of Wales Island residents to –

1. Gather firewood
2. Harvest subsistence sockeye
3. Trout Fish
4. Canoe
5. Kayak
6. Hunt deer and bear
7. Trap
8. Gather berries and other local edibles
9. Camp
10. Is used by walkers and runners
11. Access the resources of the larger neighboring community of Thorne Bay including employment, groceries, hardware, banking, automotive repair, education and transportation facilities
12. Provides access to areas of commercial timber harvest and commercial thinning for Island businesses that are engaged in contracts with the federal government to provide these services and for federal government employees to access these projects
13. Provides access to ADA accessible recreation areas for all residents of and visitors to Prince of Wales Island

Currently Forest Highway 51 is a pothole-ridden gravel road used by motorists, pedestrian walkers/ runners and bicyclists. In the dryer months, vehicle tires kick up dust clouds. The fine particulates invade homes, businesses and severely limit visibility for all user groups utilizing the main transportation corridor to access high use federal lands/ resources. Surfacing the road will create a safer transportation corridor by reducing dust and increasing visibility.

In two separate areas within the project site, there are large rock knobs on the inside of sharp corners that completely block the view around the corner, rendering oncoming vehicle, pedestrian and bicycle traffic completely obscured from view. Those knobs will be removed so that motorists, pedestrians and bicyclists will be visible to each other. The removal of the rock knobs will take place during either Phase I or Phase II, depending on how much road work the City is able to accomplish with these funds.

The asphalt surface will be wide enough to accommodate an ADA accessible pathway along-side the vehicle lane so that pedestrians and bicyclists will have a dedicated area for travel.

Forest Highway 51 is one of the City's last remaining unpaved roads and requires continuous grading to fill potholes. In order to grade the road, the City is required to maintain a road grader and an employee capable of operating the road grader. Once Forest Highway 51 is improved, the City will have little need for a road grader which will alleviate the financial burden of maintaining the machine and securing a qualified operator.

In addition to the cost of the road grader maintenance, and the employee, the road may need to be re-capped every five or six years with D-1 rock at a cost of \$40,000 to \$80,000 each time. Improving the road to an asphalt surface will substantially reduce these costs incurred by the City of Coffman Cove, a small community, trying to establish an economy after the demise of the logging industry.

This stretch of road is unsuitable for roadside businesses due to the dust. Because of the dust clouds that invade local businesses and residences along this stretch of the road, the neighborhood is hampered economically. An improved ADA accessible transportation surface would enhance the neighborhoods along and accessed by Forest Highway 51.

The Forest Service-owned Luck Lake Recreation Site has always been a popular destination for residents and visitors to Prince of Wales Island. It is known as a world-class fishing destination and excellent location for canoeing, hunting and recreating in general.

The Luck Lake Enhancement Project completed in 2015 generated an even larger volume of traffic utilizing Highway 51 to access the improved facility. **The Luck Lake Recreation Area is now a high-use federally-owned recreation site.**

Each year, improvements are made to the federal lands accessed by Forest Highway 51. Improving the access to these lands has become critical. Completing Phase I of the Luck Lake Access Improvement Project is the first step toward improving access to these high-use federal lands. Funds for Phase I may be leveraged to secure additional funding for following sections of the Forest Highway 51 transportation corridor.

Improving the surface of Forest Highway 51 will provide Forest Service Staff with a safe travel corridor for the administration, utilization and protections of hundreds of acres of federal land.

80% of the road lacks crushed rock surface materials, exposing the large boulders that are typically concealed by crushed rock. Between the boulders and patches of crushed rock are potholders, some of which are over six inches deep. Completing Phase I of the Luck Lake Access Improvement Project will eliminate potholes, create a gradable crushed rock surface and prepare the road for Phase II of the project which includes paving.

The existing roadbed lacks proper drainage. There are large volumes of water running alongside the roadway and eating away at the road itself. The road has become substantially narrower in some areas because of the drainage issue. During Phase I, these problem areas would be addressed by installing proper drainage pipes and applying armor rock to the sides of the roadbed.

There is a lack of proper signage around sharp corners and although frequented by walkers, there is no designated pedestrian walking lane. Phase I would include widening the road to accommodate a designated walking area which would be paved and delineated during Phase II.

Each year, the road continues to deteriorate. The dust kicked up by vehicle tires will continue to be a threat to human health and safety. The neighborhoods accessed by Forest Highway 51 remain economically hampered because of the dust clouds that invade local businesses along this stretch of road. There is a continued risk of an accident due to poor visibility, lack of a designated pedestrian walking lane and the lack of proper signage.

Each year, improvements are made to the federal lands accessed by Forest Highway 51, increasing usage of the federal lands and compounding the issue of the lack of improved access.

Completing Phase I of the Luck Lake Access Improvement Project is the first step toward improving the entire transportation corridor.

This project is highly supported by the community of Coffman Cove and has been on the capital improvement priority list for 5 years.

This project is a priority for the USFS.

10. Project Description

- a. Brief: (in one sentence): The first three miles of Forest Highway 51 will be improved by preparing the roadbed for paving to include the application of crushed rock, culvert installation, replacement and other roadbed prep work.
- b. Detailed: In the Spring of 2016, the City of Coffman Cove hired R&M Engineering to complete the design and engineered cost estimate for this project. The surveying, geotechnical investigation and engineer's design are complete. The design includes paving. These grant funds will be used for Phase I, which includes preparing the roadbed for paving. The City of Coffman Cove has submitted an application to the Federal Lands Access Program for Phase II of this project.
- The City currently has 1500 yards of crushed rock (at a value of \$78,500) which will be supplied to the contractor and used as an in-kind match for Phase I.
- The City will solicit proposals from qualified contractors to complete the following work as outlined in the engineers design and cost estimate:
- Replace culverts
 - Install culverts as necessary for proper drainage
 - Apply armor rock to areas of the roadbed edges

- Apply crushed rock materials
- Remove materials from sharp blind corners to increase visibility
- Widen the roadbed in areas

The solicitation for proposals from contractors will be structured in such a way that the City will be able to award all or part of the work, depending on the bid prices that are received. The goal will be to get as much of the roadbed preparation done as possible with the funds available.

11. State/Private/Other lands involved? Yes Land Status: Other

If Yes, specify: City of Coffman Cove-owned road

12. How does the proposed project meet purposes of the Legislation? (check at least 1) Improves maintenance of infrastructure

13. Project Type:

a. Project Type: Road Maintenance; Community Economic Benefit

b. Primary Purpose: Community Economic Benefit Describe other project type: Transportation Safety

14. Project's Accomplishments

#	Quantity	Accomplishment
1	3	Miles of road maintained
2	1	Jobs generated in full time equivalents (FTE) to nearest tenth. One FTE is 40 hours per week x 52 weeks
3		

15. Estimated Project Start Date: 1/1/2017

16. Estimated Project Completion Date: 6/15/2017

17. List known partnerships or collaborative opportunities:

The Luck Lake Enhancement Project completed in 2015 generated an even larger volume of traffic utilizing Highway 51 to access the improved facility. **The Luck Lake Recreation Area is now a high-use federally-owned recreation site.** Improving the surface of Forest Highway 51 will provide Forest Service Staff with a safe travel corridor for the administration, utilization and protections of hundreds of acres of federal land.

18. Identify benefits to communities (max 12 lines):

It is estimated that paving this section of road will decrease the City's road maintenance expenses by \$5,000 per year.

The tourism-based economy of Coffman Cove and all businesses on Prince of Wales Island rely heavily on safe access to federal lands that offer the resources to support tourism-based economies.

Forest Highway 51 connects the community of Coffman Cove to the larger neighboring community of Thorne Bay. Residents and visitors travel between the two communities for a number of reasons including employment, groceries, hardware, banking, automotive repair, education and access to transportation facilities. Improving the transportation corridor between the two communities will enhance opportunities for access to economic resources.

This project is a segment of the Sandy Beach Road Improvement Project which is a transportation priority of the Prince of Wales Community Advisory Council (POWCAC), an organization comprised of all communities and tribes on Prince of Wales Island.

19. How does this project benefit federal lands/resources? (max 12 lines)

The Luck Lake Enhancement Project completed in 2015 generated an even larger volume of traffic utilizing Highway 51 to access the improved facility. **The Luck Lake Recreation Area is now a high-use federally-owned recreation site.** Improving the surface of Forest Highway 51 will provide Forest Service Staff with a safe travel corridor for the administration, utilization and protections of hundreds of acres of federal land.

20. What is the proposed method(s) of accomplishment? (check at least 1)

Contract

21. Will this project generate merchantable timber? No

22. Anticipated Project Costs:

a. Please fill out a project cost form for each fiscal year the project will be funded.

Item	Column A Fed. Agency Appropriated Contribution	Column B Requested Title II Contribution	Column C Other Contributions	Column D Total Available Funds
Field Work & Site Surveys				
NEPA/CEQA				
ESA Consultation				
Permit Acquisition				
Project Design & Engineering				
Contract/Grant Preparation				
Contract/Grant Administration		5,000		5,000
Contract/Grant Cost		95,000		95,000
Salaries				
Materials & Supplies			78,500	78,500
Monitoring				
A. Other				
B. Other				
C. Other				
Project Sub-Tota				
FS Indirect Costs				
Total Other Funds:	78,500			
Total Title II Funds:	100,000			
Total Fed Funds:	0			

Notes:

Field Work & Site Survey reflects Pre-NEPA Costs

Contract/Grant Administration includes Contracting Officer Representative (COR) cost. Excludes Contracting Officer costs.

Salaries - Cost of implementing project.

Examples for "Other" include equipment rentals, travel, etc.

FS indirect costs including contracting/grant officer costs if needed.

24. Monitoring Plan

a. Provide a plan that describes your process for tracking and explaining the effects of this project on your environmental and community goals outlined above

Monitoring Plan: The City of Coffman Cove will track and monitor the effects of this project. The City has adequate staff to monitor the project site and upon securing funding, staff will contact the appropriate federal agency to discuss their expectations regarding a monitoring plan and reporting. The City of Coffman Cove has included this project as a community goal for at least the last five years.

b. Identify who will conduct the monitoring: Coffman Cove City Clerk

c. Identify total funding needed to carry out specified monitoring tasks.

Monitoring Costs: 500.00

Identify remedies for failure to comply with terms of the agreement.

If project cannot be completed under the terms of this agreement: Unused funds will be returned to the RAC account

If other is selected, explain:

Monitoring Remedies:

Project Status:	Proposed
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Project Recommended by: