

**Statement of Work for
Southeast Sustainable Salmon Fund**

Revision 1: End date extension to 6/30/09

- I. Project Title** – Ship Creek Fishing Access Project at the Ship Creek Crossing
- II. Project Number and NOAA Category:** 45506; CD – EN / IN
- III. Project Manager/Principal Investigator**
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- IV. Project Start and End Date** – October 1, 2004 – June 30, 2009
- V. Project Description**
A. Introduction –The Municipality of Anchorage (Municipality) is proposing to enhance sport fishing access at the Ship Creek Crossing. The need for new fishing access was created by the Ship Creek Fish Passage Project to replace three failing culverts and embankment impeding fish passage.

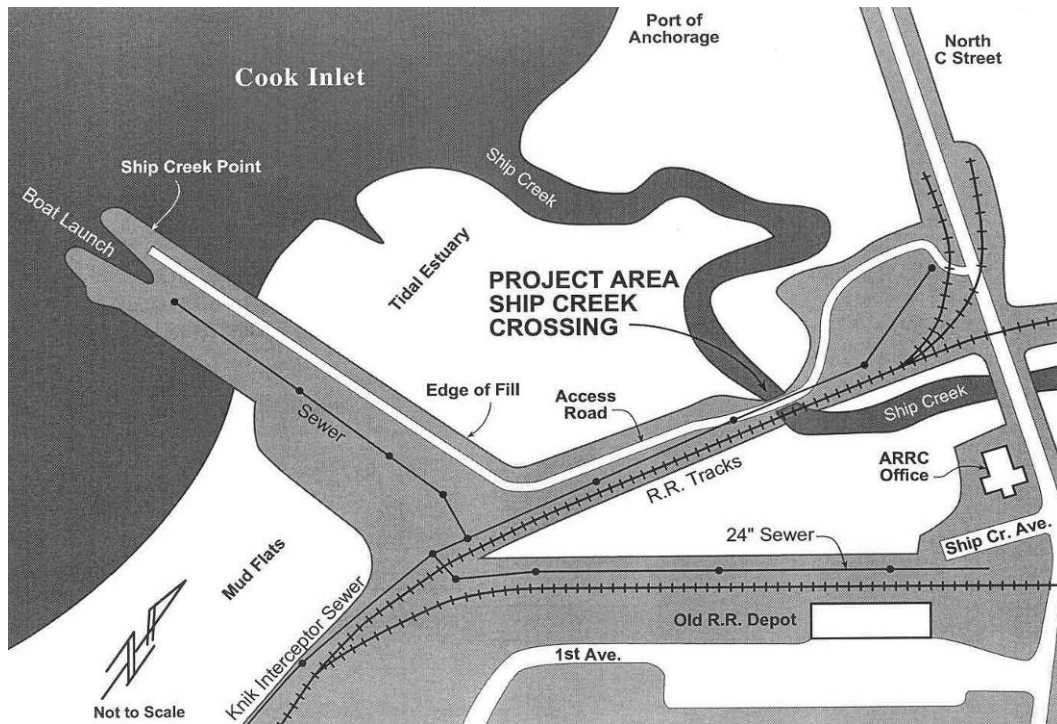


Figure 1: Ship Creek Crossing Map

While Ship Creek Fish Passage Project will remove the road fill and culverts important to improving salmon habitat in lower Ship Creek, this fill currently provides access for salmon anglers to the creek bed at lower tide stages. Removing the embankment and road will eliminate this access point. Replacing this access to fishing opportunities in the creek will be needed to maintain angler participation in this fishery. Project Management & Engineering (PM&E) agrees with the Alaska Department of Fish and Game (ADF&G) that maintaining safe angler access to this important fishery is imperative.

Constructing an access with the bridge construction project is an alternative, but PM&E recommends completing the fishing access project separately for the following reasons:

1. **The ideal access point location and structure has not been determined.** The existing road crossing is a preferred fishing location for Ship Creek anglers. This is likely because the road embankment provides access to the creek bottom and the culverts slow salmon passage upstream (see Photo 1). When the road is removed this area may not be a preferred access point. Also, the type of access needed will depend on angler use of the area, agency permit requirements, maintenance needs of the access, and land owner cooperation. These need to be resolved before design and construction of the access point.



Photo 1: Downstream side of three existing culverts and embankment failure.

2. **Required resource agency permitting must be acquired.** Construction of the access improvement will be within Ship Creek. This work will require permits from several resource agencies. The access point's final design will need to incorporate all agency permit stipulations.
 3. **Coordination with the area land owner, the Alaska Railroad Corporation, is required.** The property along this segment of lower Ship Creek is owned by the Alaska Railroad Corporation (ARRC). PM&E will construct the bridge in an easement on ARRC land. Any angler access that is constructed will need to be approved by the land owner before construction.
 4. **Design of access features must be completed.** This portion of Ship Creek has a large tidal fluctuation and large ice accumulation during the winter. Angler access improvements will need to be designed to account for these forces. Research into ice affects on such structures will be required for this project. Data collection needs to be done before design can begin.
- A. MOA Proposal Summary:** PM&E recommends constructing angler access improvements and putting them in place next year. To ensure these facilities are constructed, PM&E proposes to do the following tasks:
1. **Develop access improvements design criteria and preferred location.** PM&E will undertake the needed research into ice and flood design issues for this site. These will be used in later design work. PM&E will also work with other interested parties, e.g. ARRC, the Anchorage Waterways Council, to plan the location of angler improvements so they mesh with long term goals for this area.

2. **Acquire required agency permits.** Based on the results of the previous task, PM&E will acquire needed agency clearance for construction of the improvements.
3. **Coordinate access location and type with ARRC.** PM&E will work with ARRC to ensure the proposed improvements fit their land use goals for this site.
4. **Design and construct access improvements.** PM&E will design access improvements and construct them either in the fall of 2005 or the spring of 2006. All construction will have to be timed to meet resource agency construction windows in anadromous waters.

B. SSSF Goal: To improve sport angler access at Ship Creek Crossing by planning, designing and constructing fishing access in the vicinity of the bridge to be constructed by PM&E.

VI. Objectives

- A. Project objective** – To improve sport angler access at Ship Creek Crossing by studying, designing and constructing fishing access in the vicinity of the bridge to be constructed by PM&E.
- B. Justification** – The existing angler access is primarily accessed via the existing embankment and culverts which will be removed with the Ship Creek Fish Passage Project. Additionally, the fish angler access need may change based on the restoration of the natural channel morphology. Therefore, PM&E proposes to work with the property owner, local anglers and the Anchorage Waterways Council to provide access based on the adaptive needs at the Ship Creek Crossing.
- C. Project Impacts/Outcomes/Evaluation of Project Objectives** – The Ship Creek Fish Passage Project will create more natural channel conditions in a critical and visible location, while eliminating a substantial obstruction to fish passage and a safety-compromising situation for fishermen and others.

The desired outcome of the Ship Creek Fishing Access Project will be to evaluate the revised angler access needs, design angler access, coordinate with the ARRC and the Anchorage Waterways Council to provide a safe and user friendly access location for the Ship Creek Sport Fishery, determine maintenance needs and construct the proposed improvements.

- D. Methodology/Modeling** – The project methodology will be determined by the engineering consultant within the design study and design phases.

VII. Results/Deliverable Products – Provide safe sport fishery angler access in lower Ship Creek. The proposed construction is scheduled to begin in the fall of 2005 or the spring of 2006

VIII. Benefits to salmon/salmon fisheries/salmon fishers – The changing angler access needs will be addressed with provisions being made for safe and user-friendly access to lower Ship Creek.

IX. Project Duration/Milestones/Project Timelines –

Design Study	10/04 to 12/04
Pre-PS&E Design	1/05 to 3/05
PS&E Design	4/05 to 6/05
Construction	9/05 to 4/06*

*Construction schedule will be dependent on the resource agency permitting.

X. Partners – Municipality of Anchorage, National Oceanic and Atmospheric Administration, MOA Design Consultant (TBD), Construction Contractor (TBD). Project has support of Local Sport Anglers, ADF&G, Corps of Engineers, EPA, USFWS, National Marine Fisheries Service, Alaska Department of Natural Resources, Anchorage Waterways Council, Alaska Railroad and Community Councils.

XI. Budget

	<u>FY05</u>	<u>FY06</u>	<u>Total</u>
100 Salaries	\$3,750	\$7,750	\$11,500
200 Travel	\$0	\$0	\$0
300 Contracts	\$55,500	\$118,000	\$173,500
400 Supplies	\$0	\$0	\$0
500 Equipment	\$0	\$0	\$0
Subtotal	\$59,250	\$125,750	\$185,000

Budget Narrative:

This budget represents utilizing a design consultant to provide services related to design study, design and engineering support during construction of the fishing access. Design will be completed during FY05 (per the ADF&G fiscal year). A Construction Contract will be let in FY06. The Boutet Company will provide contract Project Management support for the Municipality in both the design and the construction phases. Additional support will be provided by a Municipal Project Manager in design and construction.