Juneau Seawalk FAQs

How did the Seawalk and the current project come into being?

The Long Range Waterfront Plan (LRWP) was adopted by the CBJ assembly in 2004. A waterfront seawalk from the Douglas Bridge to the rock dump was identified as a top priority in the LRWP. The seawalk was proposed to “serve as the defining linkage connecting all activities along the waterfront”, for both residents and visitors.

The LRWP suggested themes for each zone of the seawalk. The Bridge to Gold Creek theme is Environmental Education. The LRWP also suggested specific design elements including development of tidal pools, high tide features, and “extensive landscaping wildlife enhancement along Gold Creek”.

How is the Bridge to Gold Creek project being constructed and how much does it cost?

In order to make optimal use of the contracting expertise available in the area, the project is being constructed in three major phases as follows:

- **Phase 1 – Sitework:** This contract included all the major fill for the island and park, and was awarded to McG Constructors for $2.55 million. Work was substantially complete in July 2016.
- **Phase 2 – Elevated Structures:** This contract included the pile-supported walkways from the park to the island and from the island to Gold Creek and Egan Drive. It was awarded to North Pacific Erectors for $4.06 million. Construction began in August 2016 and will be complete in June 2017.
- **Phase 3 – Completion:** This contract includes final surfacing and park features, and was bid during the fall of 2016. The contract was awarded to Admiralty Construction for $2.96 million and is scheduled for completion in late summer/fall of 2017.

In addition to this work, the whale sculpture in Bridge Park was completed by a bronze foundry in eastern Oregon, shipped to Juneau and installed in August 2016. Its fabrication was overseen by The Whale Project at a cost of approximately $2.9 million.

How is the Bridge to Gold Creek project being funded?

A variety of sources is being used to fund the project:

- Seawalk portions of the project are funded by Marine Passenger Fees.
- Portions of the park and seawalk are funded by CBJ sales tax revenue.
- The whale sculpture is funded by private donations generated by The Whale Project.
- CBJ contributed the property for the project.

Will other improvements be made in adjacent areas?

Yes, the CBJ is scheduled to re-build West 8th Street, the access road from Egan Drive to the park, in 2017. Design is being completed now. This is a currently a project in the CBJ capital projects program that has been planned for several years because of the deteriorating condition of the road, which provides access to both ADFG and Dept of Labor parking areas. West 8th Street Reconstruction will be funded by Areawide Sales Tax.
**How will traffic be handled to the park and whale sculpture?**

The project includes the addition of a parking lot and bus shelter at the park. The parking lot can accommodate 4 buses and 11 cars. Buses returning to cruise ships on Egan Drive can turn into the site on West 8th and return to Egan Drive on West 9th Street. Cruise ship passengers that stop to see the whale can either ride back on their bus or walk and bike on the seawalk back to their ship.

**How much fill is going into the island?**

Approximately 30,000 cubic yards was placed to construct the island.

**How long is this segment of the seawalk?**

Approximately 1000 feet of elevated deck and 350 feet of pathway across the island. The completed seawalk from the bridge to the rock dump will be about 1.8 miles.

**How was the Bridge to Gold Creek project permitted?**

The project has received permits from the US Army Corp of Engineers (USACE) and the CBJ Community Development Department (CDD).

Because of the project’s intertidal location, the USACE permitting was complex and time-consuming. The permit application was submitted in March 2014. The USACE coordinated resource agency reviews and issued Permit POA-2014-251 in March 2015.

The CBJ CDD building permits were issued in December 2015.