

## JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES

### Meeting No. 5 Summary

### Presented to the City and Borough of Juneau Public Works and Facilities Committee

March 11, 2024

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

# AGENDA

- PEL Study Process and Schedule Update
- Fieldwork Update
- Level 2 Screening Process
- Level 2 Screening Preliminary Results
- Next Steps



# SCHEDULE

SPRING 2022

SUMMER - FALL 2022

WINTER 2022 - SPRING 2023

SUMMER - WINTER 2024

SPRING - SUMMER 2024



Project Initiation,  
Problems to be Solved,  
Purpose & Need:  
Emerging Themes



Evaluation Criteria,  
Develop & Screen  
Alternatives



Evaluate & Refine  
Alternatives



Limited Environmental  
Fieldwork & Additional  
Analysis



Finalize  
Documentation

Baseline Analysis, Data  
Collection, Purpose & Need:  
Emerging Themes

Identify Crossing Alternatives and  
Develop Screening Criteria

Level 1 Screening

Level 2 Screening,  
Recommended Alternatives,  
Draft PEL Study

Public Comment Period (30 days)  
and Finalize PEL Study



# FIELD STUDIES

Agencies, organizations, and the public suggested Level 2 Screening would benefit from additional environmental analyses.

## Additional Fieldwork Completed Included:

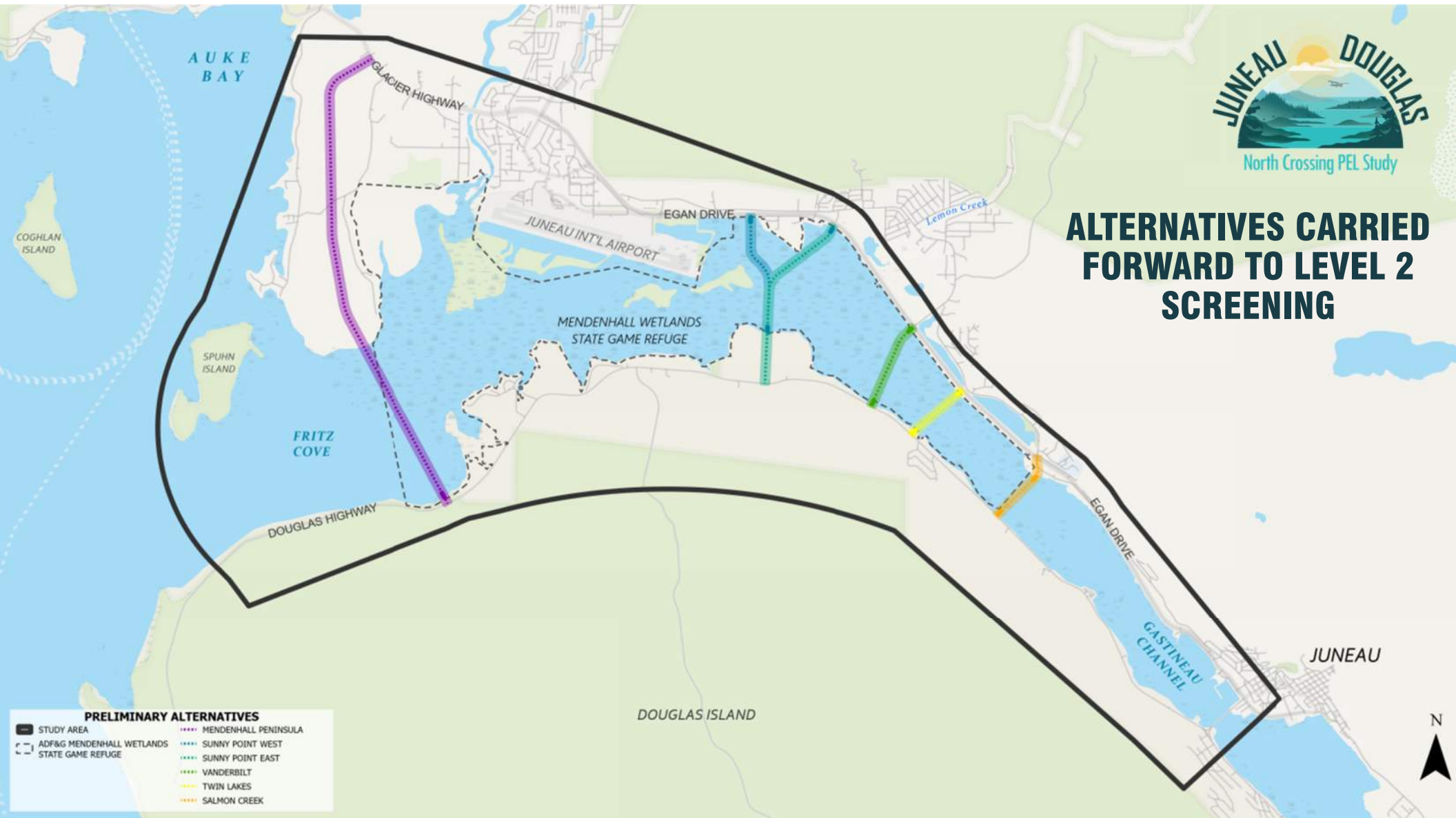
- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping
- Geophysical surveys
- Visual analysis



**This Work Has Been Incorporated Into The Draft Level 2 Screening Results**



# ALTERNATIVES CARRIED FORWARD TO LEVEL 2 SCREENING



# PURPOSE & NEED STATEMENT – LEVEL 2 SCREENING



## PURPOSE

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.



## NEED

*An improved connection to Douglas Island should address the following needs:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

# LEVEL 2 SCREENING - DETAILS

Level 2 Screening quantitatively evaluates how well each alternative:

- Satisfies the proposed projects purpose and meets the transportation needs
- Satisfies adopted planning documents
- Is technically implementable and constructable from an engineering perspective
- Is financially feasible
- Is reasonable under the National Environmental Policy Act (NEPA)
- Is practicable under the Clean Water Act
- Is prudent and feasible under Section 4(f) of the Department of Transportation Act of 1966



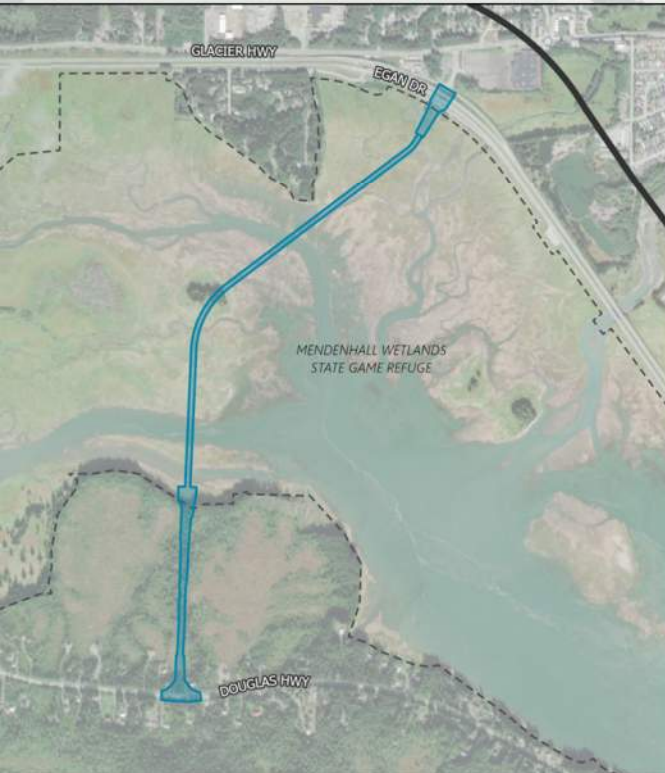
# SCORING CRITERIA PERFORMANCE

<u>Score</u>	<u>Description</u>
2	Alternative demonstrates strong performance against criteria
1	Alternative demonstrates moderate performance against criteria
0	Alternative demonstrates neutral performance against criteria
-1	Alternative demonstrates slightly weak performance against criteria
-2	Alternative demonstrates weak performance against criteria



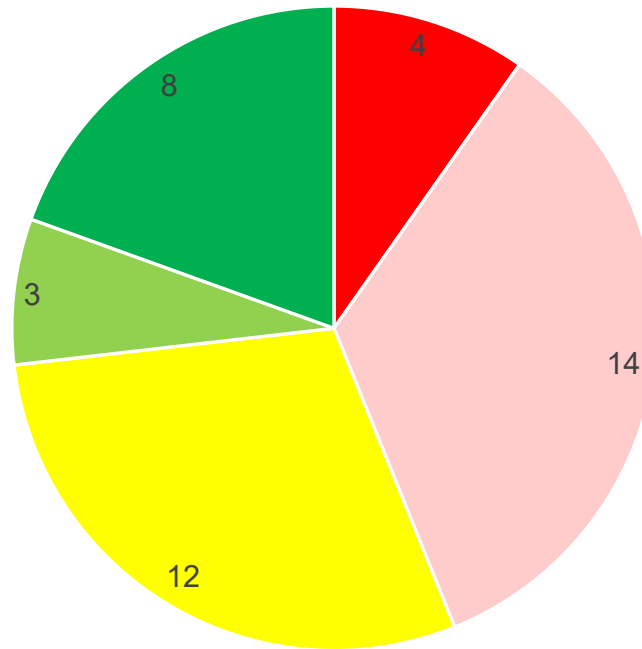


# PRELIMINARY LEVEL 2 SCREENING RESULTS



## SUNNY POINT EAST

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -3



- Times Scored -2
- Times Scored -1
- Times Scored 0
- Times Scored 1
- Times Scored 2

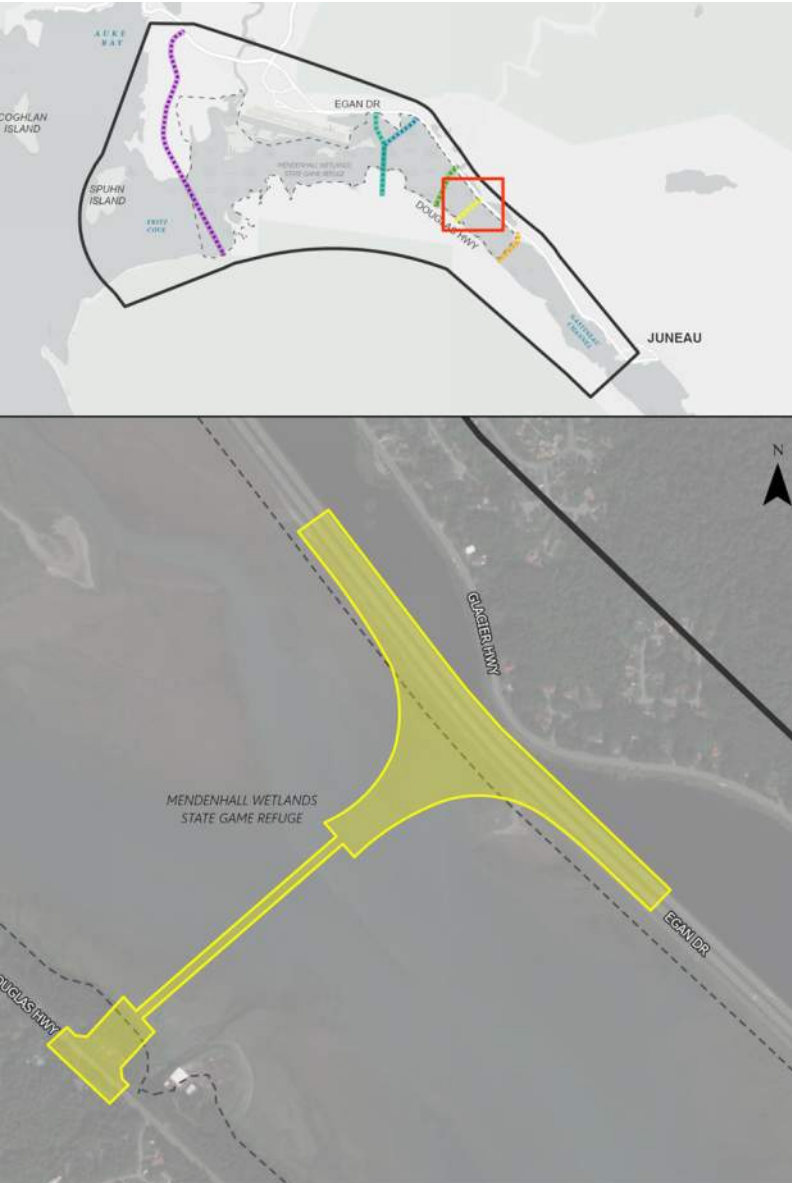
### Impacts to:

- Protected lands (.0006 acres of SEALT conservation lands)
- Neighborhoods divided or disrupted (2)
- Residential property acquisition (5.1 acres, 2 parcels)

- Construction Cost: \$420M
- Annual Maintenance Cost: \$165k

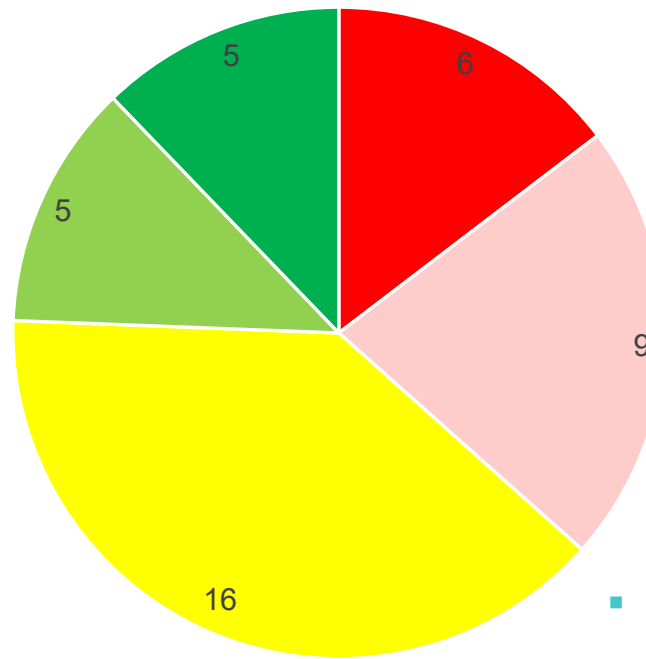


# PRELIMINARY LEVEL 2 SCREENING RESULTS



## TWIN LAKES

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -6



- Times Scored -2
- Times Scored -1
- Times Scored 0
- Times Scored 1
- Times Scored 2

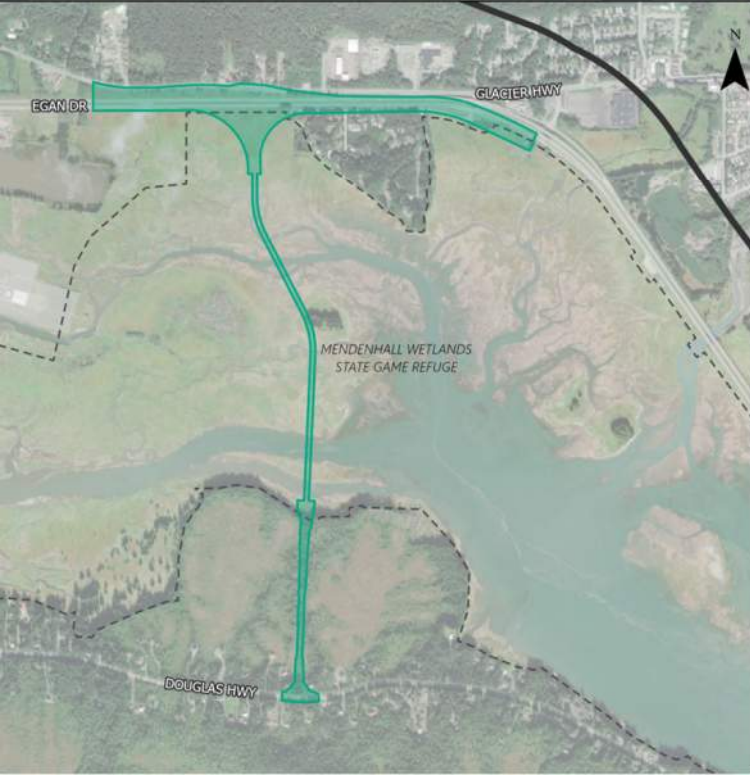
### Impacts to:

- Intertidal zone (35.9 acres)
- Essential fish habitat (45 acres)
- Impervious surfaces added (39.9)
- Neighborhood divided or disrupted (2)
- Vacant commercial land (1.8 acres)

- **Construction Cost: \$320M**
- **Annual Maintenance Cost: \$65k**

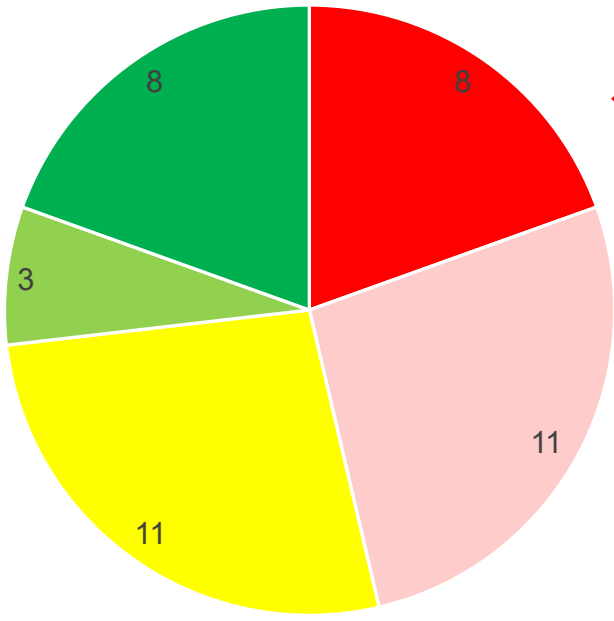


# PRELIMINARY LEVEL 2 SCREENING RESULTS



## SUNNY POINT WEST

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -8

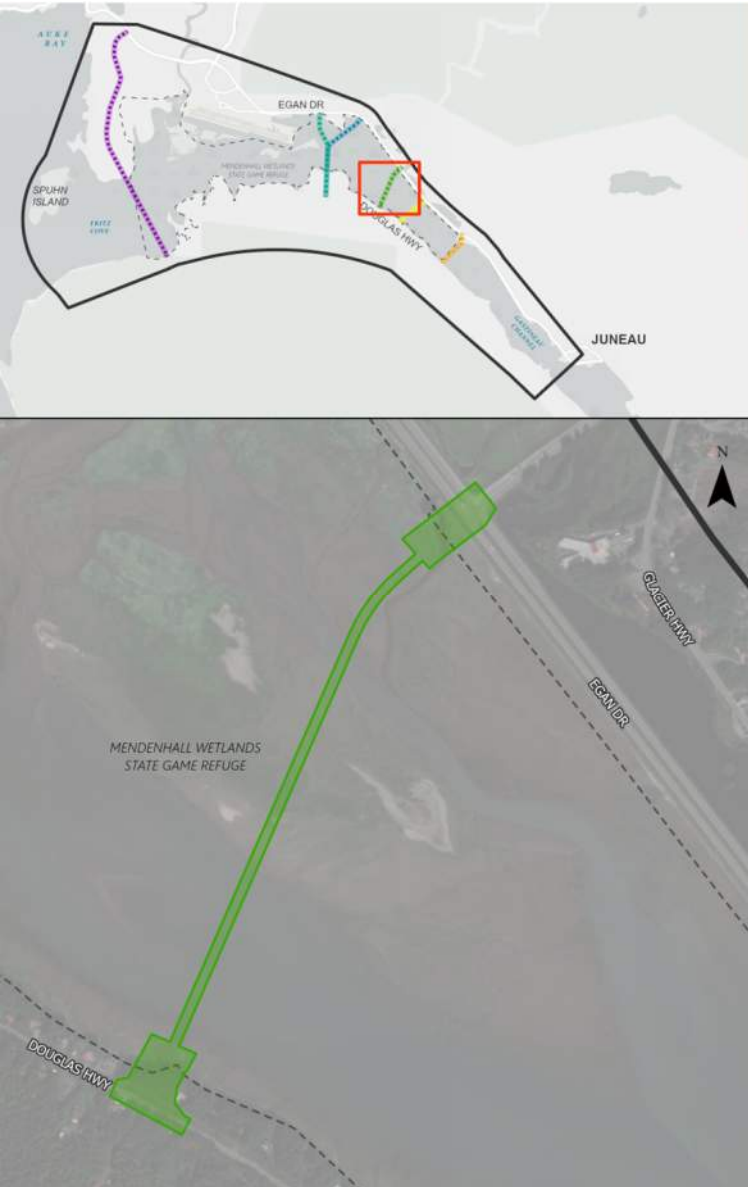


■ Times Scored -2    ■ Times Scored -1  
■ Times Scored 0    ■ Times Scored 1  
■ Times Scored 2

- Impacts to:**
- Wetlands (7.2 acres)
  - Anadromous streams (8 streams)
  - Important migratory bird habitat (24.7 nesting locations)
  - Impervious surfaces added (32.2 acres)
  - Neighborhoods divided or disrupted (3)
  - Residential properties within 100' (48)
  - Residential property acquisitions (5.1 acres, 2 parcels)

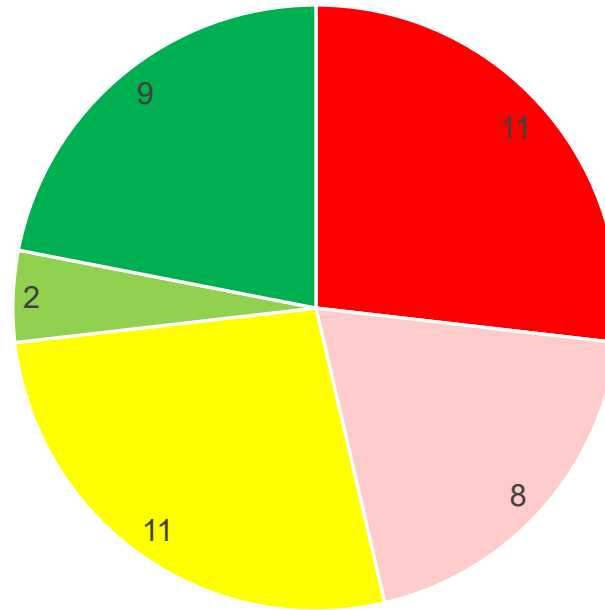
- **Construction Cost: \$390M**
- **Annual Maintenance Cost: \$150k**

# PRELIMINARY LEVEL 2 SCREENING RESULTS



## VANDERBILT

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -10



- Times Scored -2
- Times Scored -1
- Times Scored 0
- Times Scored 1
- Times Scored 2

### Impacts to:

- Wetlands (6.4 acres)
- Intertidal zone (27.7 acres)
- Stream and riparian habitats (2.3 acres)
- Essential fish habitat (42 acres)
- Wildlife habitat (21.5 acres)
- Impervious surfaces added (37.9)
- Residential uses (6)
- Total ROW needed (13.3 acres, 11 parcels)
- Residential property acquisition (6.5 acres, 6 parcels)

- **Construction Cost: \$270M**
- **Annual Maintenance Cost: \$90k**

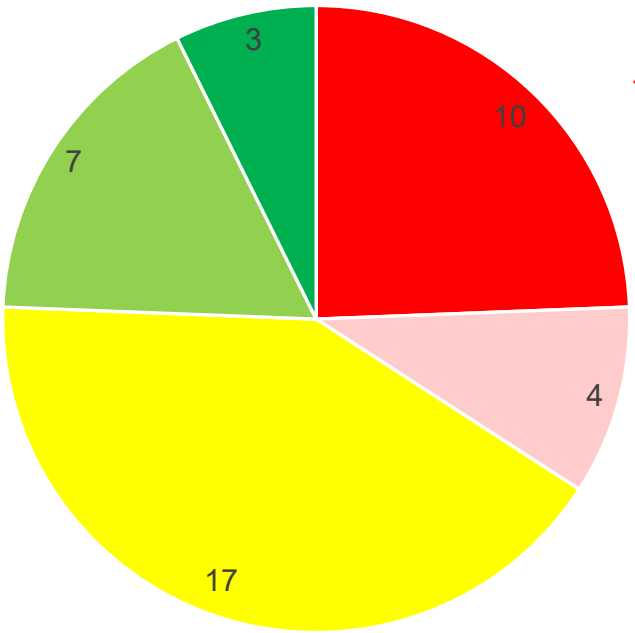


# PRELIMINARY LEVEL 2 SCREENING RESULTS



## MENDENHALL PENINSULA

### PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -11

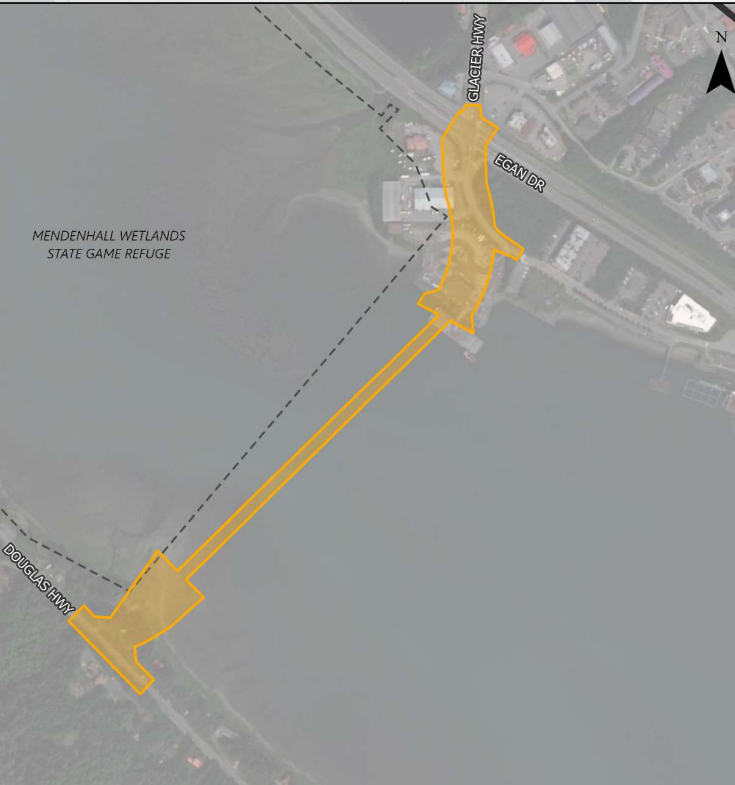
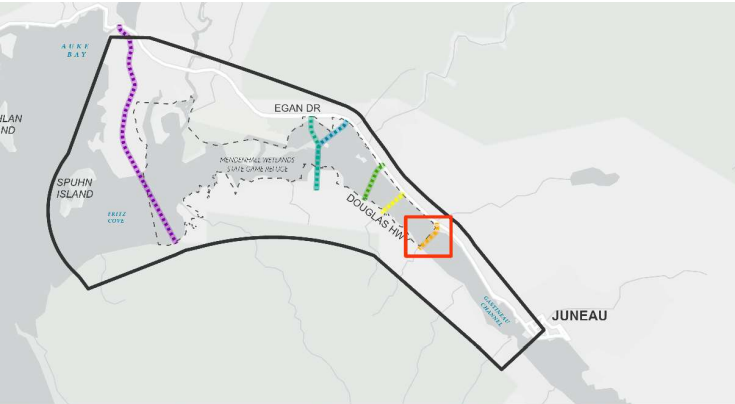


■ Times Scored -2    ■ Times Scored -1  
■ Times Scored 0    ■ Times Scored 1  
■ Times Scored 2

- Impacts to:**
- Wetlands (5.4 acres)
  - Wildlife habitat (44.3 acres)
  - Nesting eagle trees (5 sites)
  - Section 4(f)/6(f) (3 sites)
  - Impervious surfaces added (52.8 acres)
  - Vacant residential property (23.6 acres)
  - Commercial uses impacted (JNU)
  - ROW needed (50.8 acres, 8 parcels)

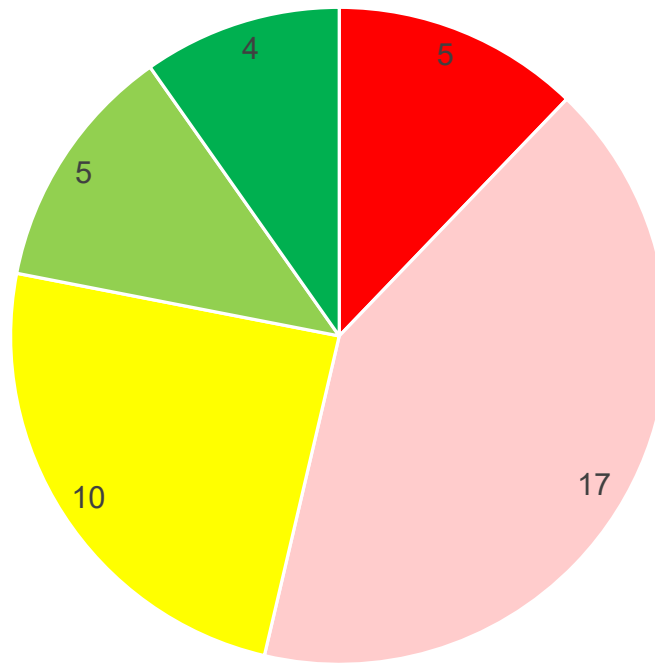
- **Construction Cost: \$1.7B**
- **Annual Maintenance Cost: \$365k**

# PRELIMINARY LEVEL 2 SCREENING RESULTS



## SALMON CREEK

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -14



- Times Scored -2
- Times Scored -1
- Times Scored 0
- Times Scored 1
- Times Scored 2

### Impacts to:

- Residential uses (7)
- Commercial uses (9), including commercial barge landing
- Within 100' of commercial uses (16)
- Property acquisition/ROW costs not yet calculated or included in construction cost
- More impact categories with potential adverse impacts than other alternatives
- USCG approval needed to disrupt navigable channel, or higher crossing needed

- **Construction Cost: \$330M**
- **Annual Maintenance Cost: \$70k**

## PRELIMINARY LEVEL 2 SCREENING RESULTS

# NO BUILD ALTERNATIVE

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -18



- Does not provide for any action
- Does not generate impacts
- Does not meet the purpose and need
- Will be carried forward into any future NEPA processes
- Percentage of people supporting a no build alternative versus any build alternative from the survey: 30.53%

# NEW INFORMATION: UPDATED PLANNING LEVEL COST ESTIMATES

Alternative	Construction	Annual Maintenance
Mendenhall	\$1.7B	\$365k
Sunny Point West	\$390M	\$150k
Sunny Point East	\$420M	\$165k
Vanderbilt	\$270M	\$90k
Twin Lakes	\$320M	\$65k
Salmon Creek	\$330M	\$70k

- Cost has not yet been scored in draft Level 2 screening
- Property acquisition cost not included





# WHAT'S NEXT?

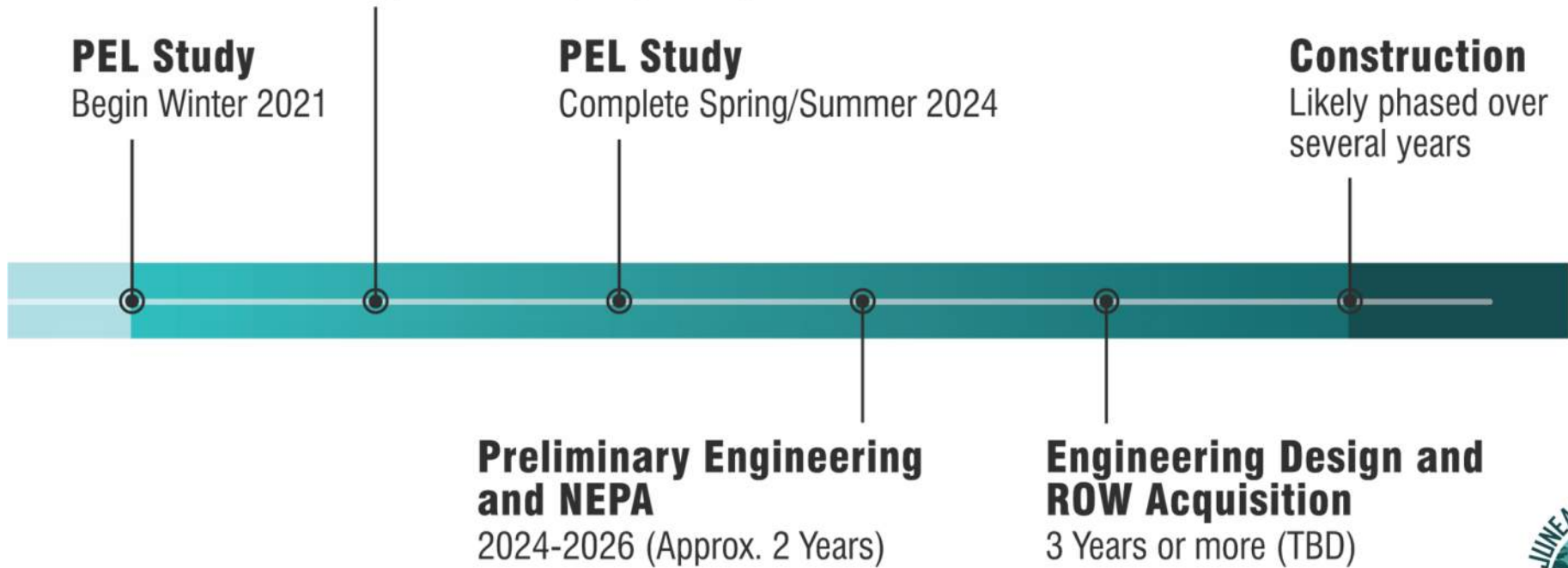
Meeting #	Focus	When
1	<ul style="list-style-type: none"><li>▪ Baseline data and existing conditions</li><li>▪ Purpose and need</li></ul>	Spring 2022
Workshop	<ul style="list-style-type: none"><li>▪ Range of alternatives</li><li>▪ Alternatives screening process</li><li>▪ Screening criteria</li></ul>	Summer 2022
3 & 4	<ul style="list-style-type: none"><li>▪ Preliminary alternative screening results</li><li>▪ Detailed alternative screening criteria</li><li>▪ Additional field studies</li></ul>	Winter 2022 - Winter 2024
5	<ul style="list-style-type: none"><li>▪ Detailed alternative screening results</li><li>▪ Recommended alternatives</li></ul>	Winter 2024
	<ul style="list-style-type: none"><li>▪ Draft PEL Study</li><li>▪ Final Public Open House</li></ul>	Spring/Summer 2024



# AFTER THE PEL STUDY WRAPS UP

## Funding Allocated

Funding now programmed to advance through Preliminary Engineering and NEPA



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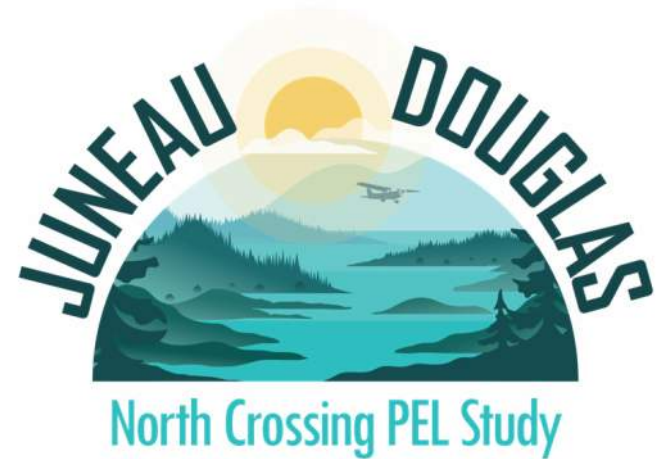
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# THANK YOU