



**Washington State
Department of Transportation**
Paula J. Hammond
Secretary of Transportation

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July 14, 2010

Elliott Bay Seawall Scoping Comments
c/o Tetra Tech, Inc.
1420 Fifth Ave, Suite 550
Seattle, WA 98101

Dear Mr. Hahn,

As a partner agency for the Alaskan Way Viaduct and Seawall Replacement Program (AWVSRP), we are pleased to submit the following scoping comments on the Elliott Bay Seawall Project. These comments address a range of issues that are important to the Washington State Department of Transportation, in particular, the AWVSRP and Washington State Ferries (WSF).

Our comments focus primarily on construction and maintenance of traffic interface issues and opportunities related to both the AWVSRP and Seattle Ferry Terminal at Colman Dock.

Alaskan Way Viaduct and Seawall Replacement Program

Construction interface and sequencing

Close coordination throughout the design process is imperative, specifically construction sequencing. This will help ensure that construction effects on local streets, property owners and ongoing WSDOT projects are minimized.

Our working assumption is primarily that the Alaskan Way Viaduct Replacement Project and the Seawall Project, in the vicinity of the ferry terminal, would not be under construction at the same time. Our current draft construction schedule assumes that for the bored tunnel alternative, tunneling will start in January 2013. The Seawall Project schedule is currently planned for April 2013 - June 2015. We also assume that Seawall Project sequences construction activities from north to south. With this scenario there should be minimal overlap between the projects thus minimizing impacts to local traffic, pedestrians and businesses.

Seattle Ferry Terminal at Colman Dock

No Build Alternative

WSF continues to experience sinkholes (behind the seawall) along our property line. Impacts to the vehicle access/egress routes and sidewalks have occurred. There have been numerous legal claims against WSF associated with uneven grade along the sidewalk. We have made numerous repairs to both areas but this issue remains an ongoing concern. We would like to see the issue of ongoing maintenance of the seawall facility addressed under the no build alternative.

Retained Fill Area on WSF Right of Way

There are sheet pile and timber lagged walls and associated tie backs that constitute a retained fill area west of the sidewalk and adjacent to the Fire Department pier. Our north end holding lanes are directly above this retained fill. If this retained fill area plans to be changed by the Seawall Project, please consider the close proximity of the WSF facility during design to avoid or minimize impacts to the adjacent existing structures.

Utilities

Utilities (steam, water, sewage, phone, natural gas, and power) to the ferry terminal are routed through the seawall. There are multiple access points for several of these types of utilities along the length of the wall. It is imperative that these services to the terminal be maintained throughout the construction phase in order for the ferry terminal to maintain operations and security. Ongoing coordination between agencies during the design phase will be necessary in order to address service interruptions, construction phasing, and new utility locations.

Additional communication utilities are routed underneath the Marion Street pedestrian overpass. Coordination between agencies during the design phase will be required in order to address service interruptions, construction phasing, and new utility locations for these as well.

Access and Egress

In general, the ferry terminal needs to maintain operations during the seawall's reconstruction. Temporary and future planned modifications to the terminal's access/egress points will need to be coordinated with WSF. We would also appreciate the opportunity during design and construction phases to review and provide input on construction work plans. A minimum of two access points to the terminal are required at all times in order to respond to emergency and security incidents.

More specifically, the ferry terminal has the following vehicle and bicycle access and egress points:

- two egress routes (two lanes each): one at Yesler Street and one at Marion Street
- one access route at Yesler Street (one north and one southbound)
- one part-time bicycle entry at Marion Street
- one emergency access at Columbia Street

Access to the tollbooths and two egress routes (two lanes each) needs to be maintained throughout construction. We also need to be able to meet our existing sailing schedules (Seattle/Bremerton and Seattle/Bainbridge) which are impacted by both terminal access and egress. Egress from our terminal has a significant impact in our ability to offload a boat in a timely manner in order to load the vessel and sail on schedule.

Ferry route signing will need to reflect temporary construction modifications to the existing routes. This effort should be coordinated with WSF and funded by the Seawall Project. There will need to be a coordinated Public Outreach effort to communicate construction impacts with

our customers (including the Kitsap Peninsula and Bainbridge Island customers). Construction signage and detour routes would be a component of this effort.

Lastly, the ferry terminal has the following pedestrian access and egress points:

- Marion Street overpass
- 2 sets of exterior stairways, one elevator, and one interior walkway from the building's main level down to Alaskan Way Street
- one part-time entry/exit at Marion Street
- one egress route between Yesler and Columbia streets
- one emergency access at Columbia Street
- Pier 50

ADA access must be maintained to the Terminal Building. Pedestrian traffic flow should be considered as part of the design. Egress requirements per the International Building Code should be maintained at all times.

Vendors, taxis and passenger pick-up and drop-off uses also occur at the ferry terminal along Alaskan Way and should be considered under traffic impacts.

Future Access and Egress / Street and Sidewalk Design

We would like to participate in the conceptual design of the future sidewalk, multimodal connections, vehicle access/egress routes, and intersections' signalization as it relates to the terminal.

We also anticipate that ferry riders will likely divert to other routes and modes during the construction of the Seawall in an attempt to avoid impacts and delays. Diversions would result in greater use of alternate ferry services, highway system, and transit services. It is important for the analysis of potential diversion of ferry riders as this could trigger the need for services such as additional vessels or public outreach.

Coordination with WSF Projects and Other Projects in the Vicinity

Please see the attached annotated (with upcoming WSF projects) photograph of the terminal and note their construction schedules. All WSDOT, WSF, and City projects in the vicinity should be coordinated amongst agencies.

Security and Emergency Response

A secure perimeter should be maintained at all times around the ferry terminal. This ensures that WSF can retain revenue control and meet all homeland security requirements. An all agency coordination Incident Plan should be prepared for the construction phase.

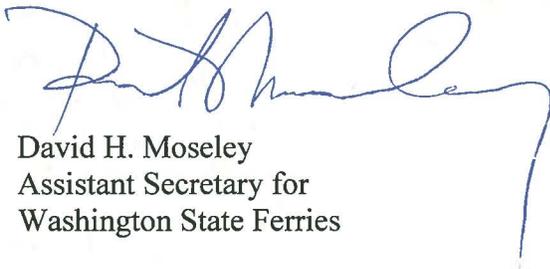
We look forward to continuing work with the project team as scope and construction schedule are developed. We hope that providing these comments, suggestions and ideas prove helpful in preparing your environmental documentation. For additional information or clarification on any

of these comments, please contact either Matt Preedy at Preedym@wsdot.wa.gov, 206-267-6388 or Lisa Parriott at ParrioL@wsdot.wa.gov, 206-515-3723.

Sincerely,



Ronald J. Paananen, P.E.
Administrator
Alaskan Way Viaduct and Seawall Replacement Program



David H. Moseley
Assistant Secretary for
Washington State Ferries

cc: Stephanie Brown, SDOT
Sandy Gurkewitz, SDOT
Matt Preedy, WSDOT
Kimberly Farley, WSDOT
Lisa Parriott, WSF

Seattle Ferry Terminal Projects

Slip 3 Overhead Loading & Transfer Span Replacement

Project Description: Preserves Slip 3 transfer span by replacing it with a new standard hydraulic transfer span with drilled shaft foundations and a new bridge seat. Also preserves the overhead loading (OHL) structures by replacing them to meet current standards. Two inner timber (dogleg) dolphins will also be replaced.

AD: May 2012

CN Start: Sept. 2012

OC: Nov. 2013

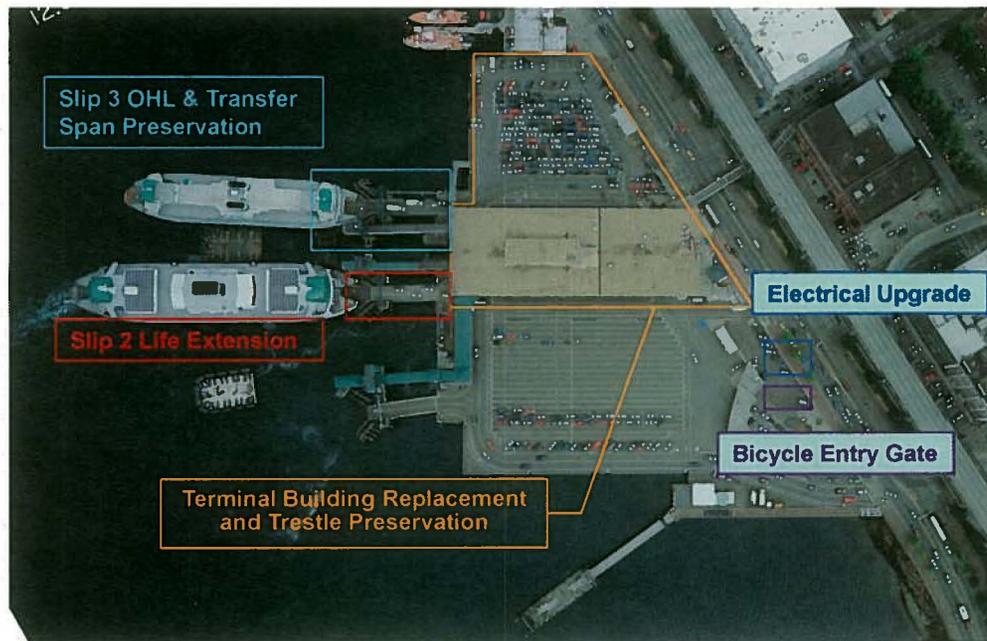
Slip 2 Bridge & OHL Interim Preservation

Project Description: Replaces Slip 2 bridge seat and upgrades electrical and mechanical systems.

AD: April 2011

CN Start: July 2011

OC: June 2012



Terminal Building & North Trestle Replacement

Project Description: Replaces the timber portion of the trestle and the existing terminal building.

AD: April 2015

CN Start: Sept. 2015

OC: Mar. 2019

Electrical Distribution System Upgrade

Project Description: Upgrades the entire electrical distribution system of the terminal. New transformer building near the agent's office connecting to vault in Alaskan Way.

AD: June 2011

CN Start: Sept. 2011

OC: Jul. 2012

Bicycle Entry Gate

Project Description: install dedicated bicycle entry gate to the Terminal.

AD: 1/10/2011

CN Start: 3/21/2011

OC: 6/30/2011