



Seattle Multimodal Terminal at Colman Dock

Why is Colman Dock important?

Colman Dock in Seattle provides an important transportation link between downtown Seattle and communities in Kitsap County and the Olympic Peninsula.

Colman Dock is the largest ferry terminal in the Washington State Ferries (WSF) system, supporting general purpose and commercial traffic, high occupancy vehicles, transit, bicycles, and pedestrians. In 2013 alone, Colman Dock served over 8.5 million riders, including 4.4 million foot passengers.

Why does Colman Dock need to be replaced?

Key components of Colman Dock are aging, deteriorating, and seismically deficient. The layout of today's facility also creates safety concerns due to conflicts between vehicle, bicycle, and pedestrian traffic. Significant work is needed to ensure the facility can continue to support safe and reliable ferry service in the future.

What work is included in the project?

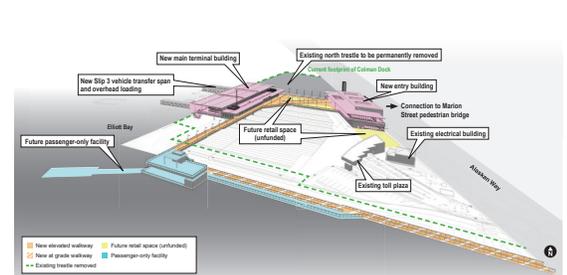
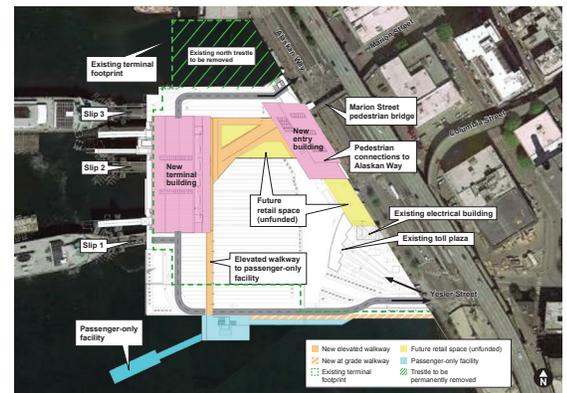
Key elements of the Seattle Ferry Terminal Project include:

- New and reconfigured concrete/steel trestle replacing the timber trestle portion of the dock;
- New 22,000 square foot main terminal building (LEED Silver);
- New 3,000 square foot staff building;
- New 9,000 square foot entry building connecting to the Marion Street pedestrian overpass (LEED Silver);
- New Slip 3 vehicle transfer span and overhead loading structures;
- New Passenger Only Ferry (POF) facility with pedestrian bridge connection to main terminal building;
- Mitigation for 5,000 square feet of additional overwater coverage at adjacent WSDOT14 owned Pier 48; and
- Utilities and systems (electrical, mechanical, plumbing, communications, security, radio, hydraulics, and others as required).



An example of a deteriorating timber pile from Colman Dock that has been removed and replaced.

Terminal concept plan





DBE Participation

WSDOT has established a DBE goal in the amount of 12% of the project's Maximum Allowable Construction Cost. Scoring during the GC/CM selection process will take into account proposer's DBE compliance history and planned DBE efforts. GCCM DBE outreach will start after the preconstruction contract is executed in June 2015 and will continue throughout construction. The GCCM's approach to DBE will be included in the Construction Management and Contracting Plan (CMACP) submittal in December 2016.

How is the project funded?

Due to the critical life-safety nature of the project, \$268 million have been included in the agency's 16-year Capital Plan. Design and preconstruction funds are expected to be appropriated for 2015-2017 biennium, however, construction funding will require future legislative action.

Project schedule

Task	2011-2013	2014	2015	2016	2017	2018	2019-2023
Environmental process and preliminary design	█						
Pre-construction and permitting			█				
On-site construction						█	

**WSF ferry operations will be maintained throughout construction*

Heavy Civil GC/CM Contracting

GC/CM was chosen as the delivery method because:

- The project involves construction at an occupied facility which must continue to operate during construction
- Implementation of the project involves complex scheduling, phasing and coordination
- The involvement of the GC/CM during the design stage is critical to the success of the project
- The project encompasses a complex technical work environment

Estimated MACC: \$177 million

GC/CM Timeline

- **February 20, 2015** Proposal submittal deadline from interested GC/CM firms
- **March 18, 2015** Interviews
- **April 20, 2015** Final Proposal submittal deadline; most qualified firm identified
- **December 2016** CMACP Submittal
- **June 2017** WSF approval of CMACP
- **July 2017** GC/CM Contract Executed

How can I provide comments or ask questions?

Online: www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal

By mail: Washington State Ferries
2901 3rd Avenue, Suite 500
Seattle, WA 98121

Contact Genevieve Rucki, P.E.

Email: RuckiG@wsdot.wa.gov

Phone: 206-515-3461

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