US Army Corps of Engineers
Seattle District

WASHINGTON STATE DEPARTMENT OF ECOLOGY

Joint Public Notice

Application for a Department of the Army Permit and a Washington Department of Ecology Water Quality Certification and/or Coastal Zone Management Consistency Concurrence

US Army Corps of Engineers
Regulatory Branch
Post Office Box 3755
Seattle, WA 98124-3755
Telephone: (206) 764-6912
ATTN: Ms. Rebecca McAndrew,
Senior Scientist

WA Department of Ecology
SEA Program
Post Office Box 47600
Olympia, WA 98504-7600
Telephone: (360) 407-6068
ATTN: SEA Program,
Federal Permit Coordinator

Public Notice Date: October 22, 2014
Expiration Date: November 21, 2014

Reference No.: NWS-2008-249
Name: Washington State Ferries

Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps) and the Washington Department of Ecology (Ecology) have received an application to perform work in waters of the United States as described below and shown on the enclosed drawings dated October 2014.

The Corps will review the work in accordance with Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Ecology will review the work pursuant to Section 401 of the CWA, with applicable provisions of State water pollution control laws and the Coastal Zone Management Act.

APPLICANT: Washington State Ferries
Attention: Mr. Kojo Fordjour
2901 3rd Avenue, Suite 500
Seattle, Washington 98121-1042
Telephone: (206) 515-3650

LOCATION: In Puget Sound at Vashon Island, King County, Washington.

WORK: Washington State Ferries proposes to seismically retrofit the Vashon Ferry Terminal, an existing 61,000-square-foot timber trestle, and stub six timber piles. Work includes adding steel concrete frames (seismic bracing) at 10 critical locations at bents along the trestle and replacing the first 210 linear feet of the trestle. To construct the seismic bracing, one hundred nineteen 24-inch-diameter hollow steel piles would be installed and permanently impact 374 square feet of benthic habitat. The concrete caps at the tops of the seismic braces would result in an increase of overwater coverage by 3,148 square feet. During construction, fifty-two 24-inch-diameter hollow steel piles and forty-four 13-inch-diameter untreated timber piles would be used to support temporary false-work and work trestles. The replaced portion of the trestle (13,165 square feet) would go from a timber deck to a concrete deck. The seismically-retrofitted portion of the trestle would be a plywood overlay with an asphalt deck. Other over-water seismic work includes anchoring of the existing towers to the existing pile supported pile cap and detachment of the bridge seat from the trestle at Slip 1 and only detaching the existing bridge seat from the existing trestle at Slip 2. In addition six 13-inch-diameter existing timber piles under the trestle would be stubbed. Pile stubbing involves excavating approximately two cubic yards of material around each pile, pouring concrete into a steel form and replacing the excavated material. Work at the Vashon Ferry Terminal will occur between +14 mean lower low water (MLLW) and -24 MLLW.

NWS-2008-249, Washington State Ferries

PURPOSE: Improve safety at the Vashon Ferry Terminal.

ADDITIONAL INFORMATION: If issued, this permit would be valid for 5 years.

MITIGATION: Washington State Ferries proposes to remove a derelict pedestrian pier at the Tahlequah Ferry Terminal and debris in Quartermaster Harbor. The Tahlequah pier removal includes removing fifty-six 12-inch timber piles and 37 stubs on the shore above the mean higher high water. This would restore 73 square feet of benthic habitat and reduce overwater coverage by 2,031 square feet. The Dockton debris removal would restore 3,681 square feet of benthic habitat.

ENDANGERED SPECIES: The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of the ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat.

The Federal Highway Administration (FHWA), as the lead agency for ESA consultation, will consult with the NMFS and/or the USFWS as required under Section 7 of the ESA. They have determined that the project may affect, likely to adversely affect and may affect, not likely to adversely affect proposed and/or listed species and their designated critical habitat. The project currently is in consultation.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed action would impact EFH in the project area.

The FHWA, as the lead agency for a determination regarding EFH, will consult with the NMFS if necessary. They have determined that the project will not adversely affect EFH species.

CULTURAL RESOURCES: The FHWA, as the lead agency for determining compliance with Section 106 of the National Historic Preservation Act and will consult with Native American Tribes as appropriate. FHWA submitted a memorandum dated January 6, 2014, stating the work is exempt from additional Section 106 review/consultation in accordance with the *Second Amended Programmatic Agreement Implementing Section 106 of the National Historic Preservation Act for the Federal-aid Highway Program in Washington State Administered by the Federal Highway Administration*. The programmatic was signed on July 26, 2012, by FHWA, Advisory Council on Historic Preservation, Washington State Department of Transportation, and Department of Archaeology and Historic Preservation (DAHP). The undertaking is presumed to have minimal potential to cause effects.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

EVALUATION – CORPS: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

NWS-2008-249, Washington State Ferries

The Corps is soliciting comments from the public; Native American Nations or tribal governments; Federal, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for the work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

The described discharge will be evaluated for compliance with guidelines promulgated by the Environmental Protection Agency under authority of Section 404(b)(1) of the CWA. These guidelines require an alternatives analysis for any proposed discharge of dredged or fill material into waters of the United States.

EVALUATION – ECOLOGY: Ecology is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Ecology will be considering all comments to determine whether to certify or deny certification for the proposed project.

ADDITIONAL EVALUATION: This proposal is the subject of Shorelines Substantial Development Permit application being reviewed by King County. The project number will be determined after completeness review.

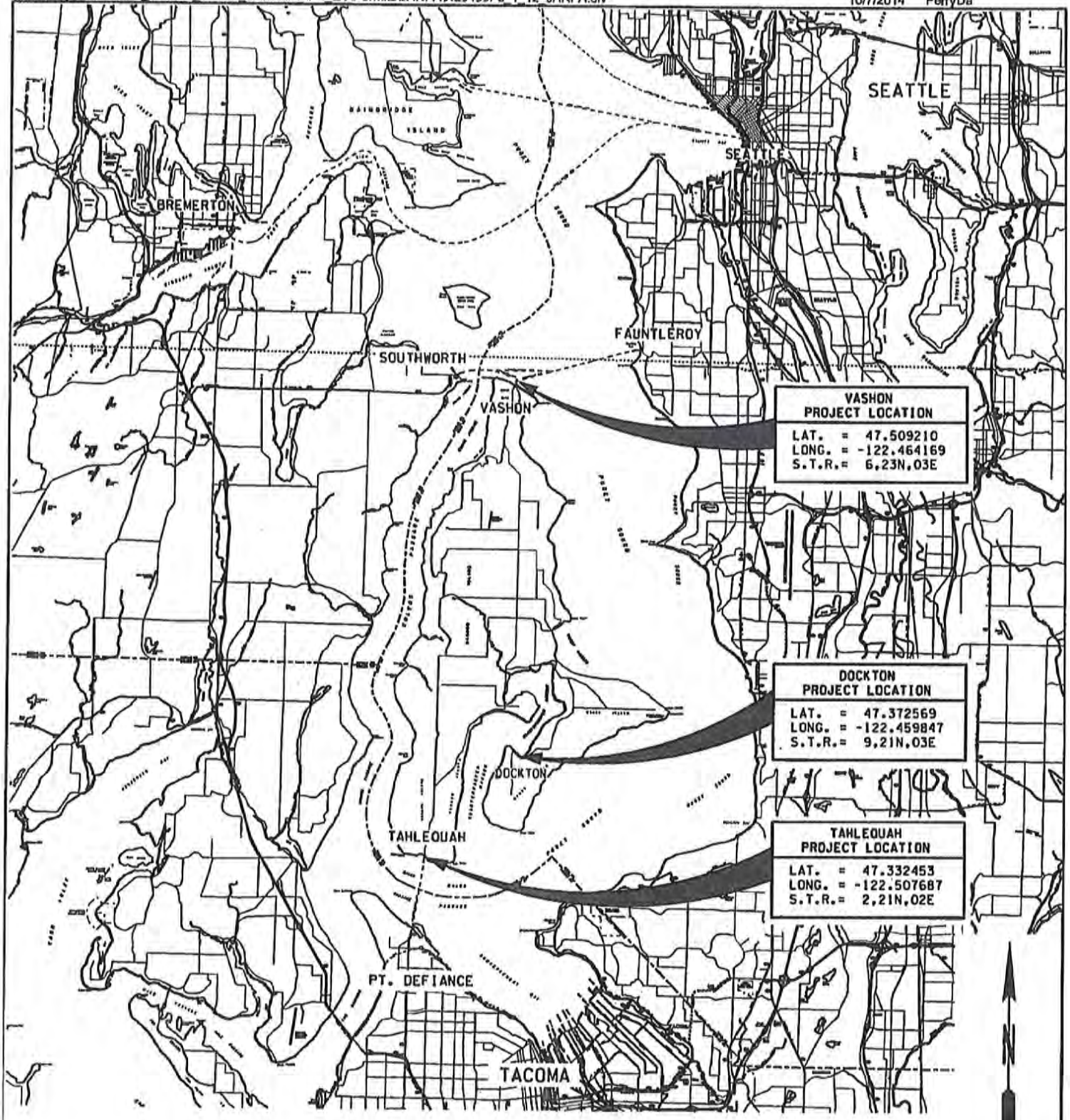
COMMENT AND REVIEW PERIOD: Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether it would be in the public interest to authorize this proposal. In order to be accepted, e-mail comments must originate from the author's e-mail account and must include on the subject line of the e-mail message the permit applicant's name and reference number as shown below. Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commentator's name, address, and phone number. All comments whether conventional mail or e-mail must reach this office, no later than the expiration date of this public notice to ensure consideration.

CORPS COMMENTS: All e-mail comments should be sent to rebecca.e.mcandrew@usace.army.mil. Conventional mail comments should be sent to: U.S. Army Corps of Engineers, Regulatory Branch, Attention: Ms. Rebecca McAndrew, P.O. Box 3755, Seattle, Washington 98124-3755. All comments received will become part of the administrative record and are subject to public release under the Freedom of Information Act including any personally identifiable information such as names, phone numbers, and addresses.

ECOLOGY COMMENTS: Any person desiring to present views on the project pertaining to a request for water quality certification under Section 401 of the CWA and/or Coastal Zone Management consistency concurrence, may do so by submitting written comments to the following address: Washington State Department of Ecology, Attention: Federal Permit Coordinator, P.O. Box 47600, Olympia, Washington 98504-7600, or e-mail to ecyrefedpermits@ecy.wa.gov.

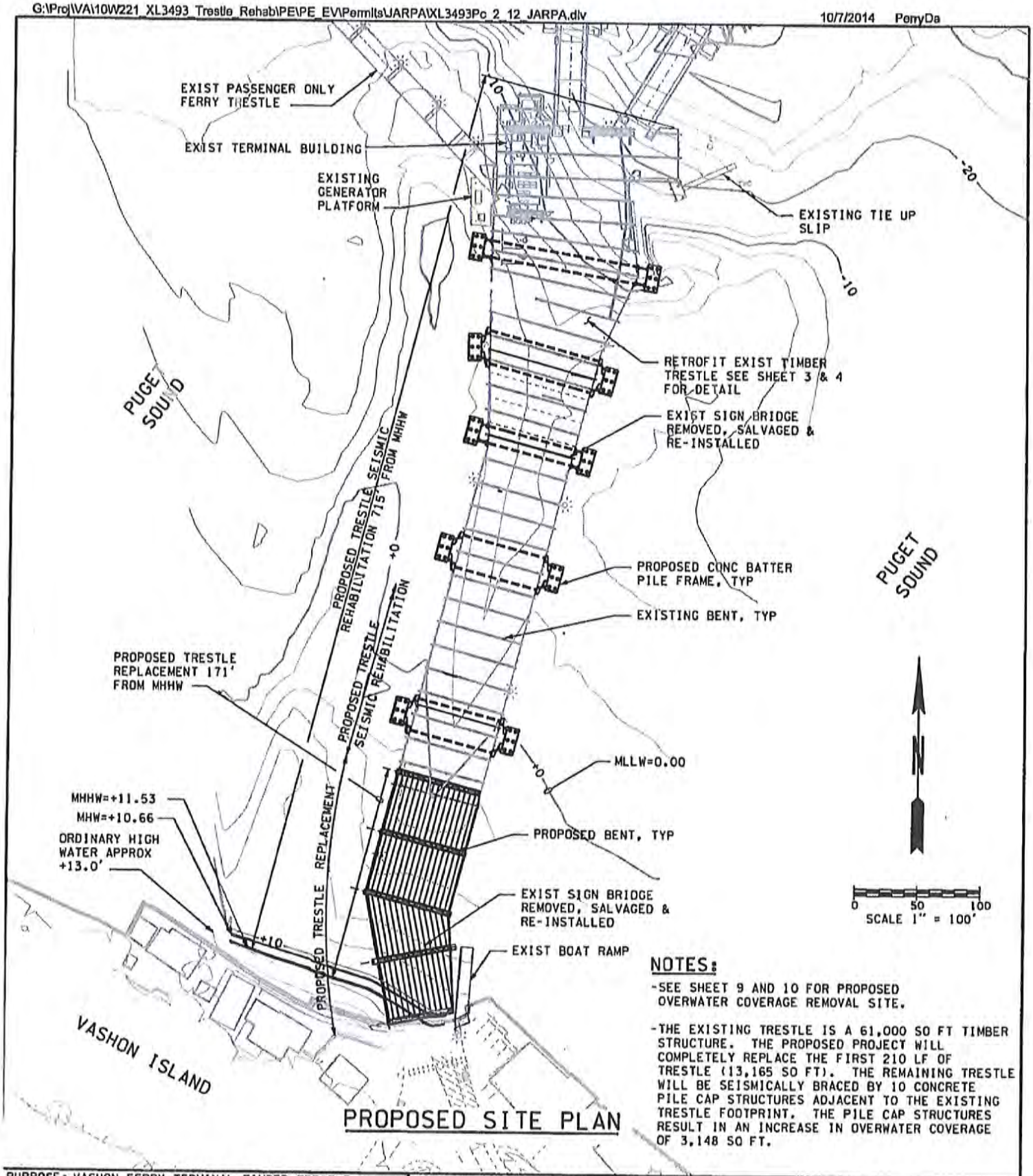
To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: Washington State Ferries, NWS-2008-249

Encl: Figures (12)



VICINITY MAP

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249	Washington State Department of Transportation
	APPLICANT: WSDOT/FERRIES DIVISION (WSF)	
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	COUNTY: KING	
	NEAR: VASHON ISLAND	
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	WATER BODY: PUGET SOUND	
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B,#8		
	DATE: OCT 2014	SHEET: 1 OF: 12

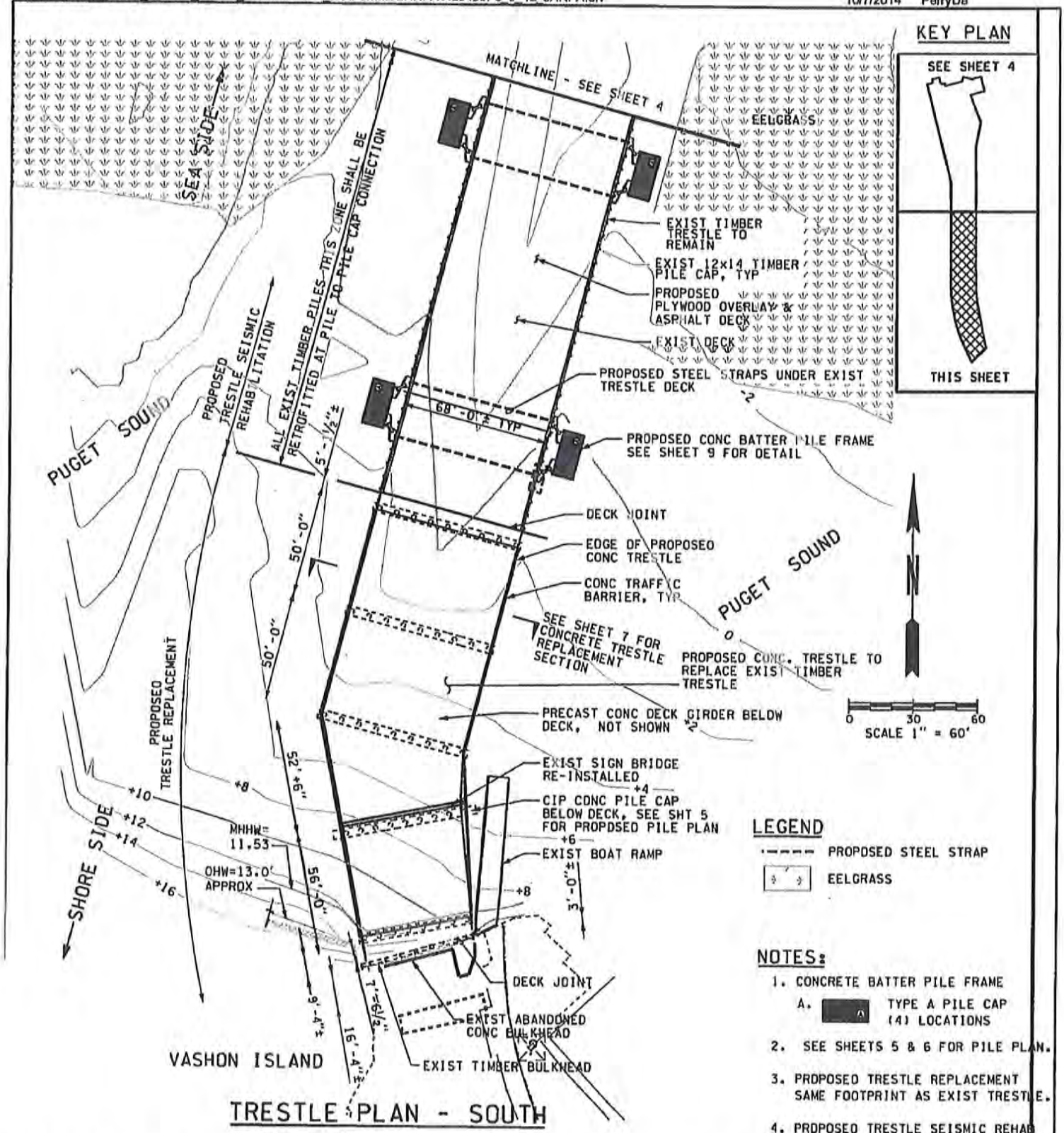


PROPOSED SITE PLAN

NOTES:

- SEE SHEET 9 AND 10 FOR PROPOSED OVERWATER COVERAGE REMOVAL SITE.
- THE EXISTING TRESTLE IS A 61,000 SQ FT TIMBER STRUCTURE. THE PROPOSED PROJECT WILL COMPLETELY REPLACE THE FIRST 210 LF OF TRESTLE (13,165 SQ FT). THE REMAINING TRESTLE WILL BE SEISMICALLY BRACED BY 10 CONCRETE PILE CAP STRUCTURES ADJACENT TO THE EXISTING TRESTLE FOOTPRINT. THE PILE CAP STRUCTURES RESULT IN AN INCREASE IN OVERWATER COVERAGE OF 3,148 SQ FT.

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249	Washington State Department of Transportation
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	APPLICANT: WSDOT/FERRIES DIVISION (WSF)	
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	COUNTY: KING	
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B,#8	NEAR: VASHON ISLAND	
	WATER BODY: PUGET SOUND	
	DATE: OCT 2014	SHEET: 2 OF: 12

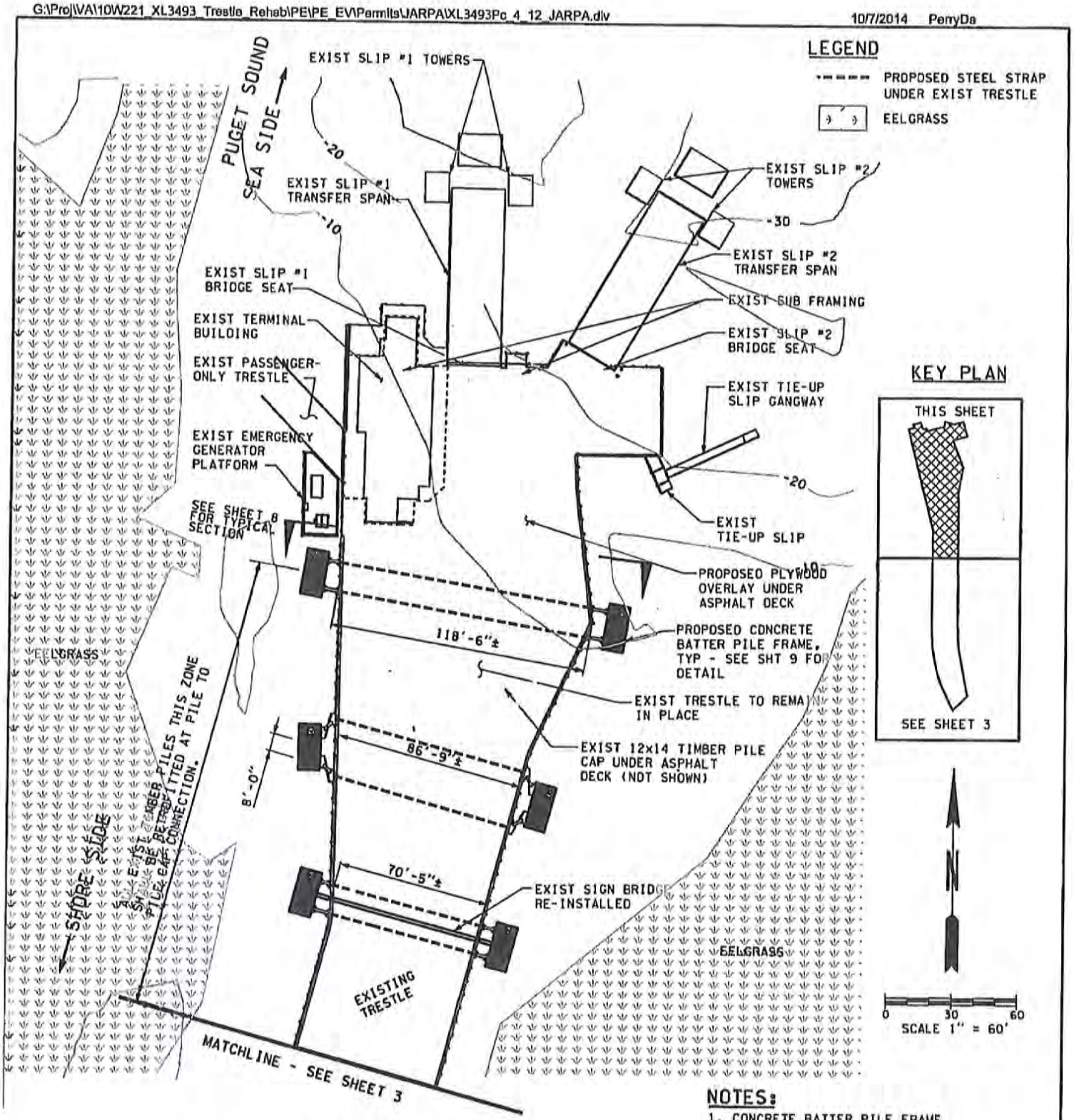


TRESTLE PLAN - SOUTH

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	REFERENCE: NWS-2008-249
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	APPLICANT: WSDOT/FERRIES DIVISION (WSF)
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B, #8	COUNTY: KING
	NEAR: VASHON ISLAND
	WATER BODY: PUGET SOUND
	DATE: OCT 2014

Washington State Department of Transportation

SHEET: 3 OF: 12



TRESTLE PLAN - NORTH

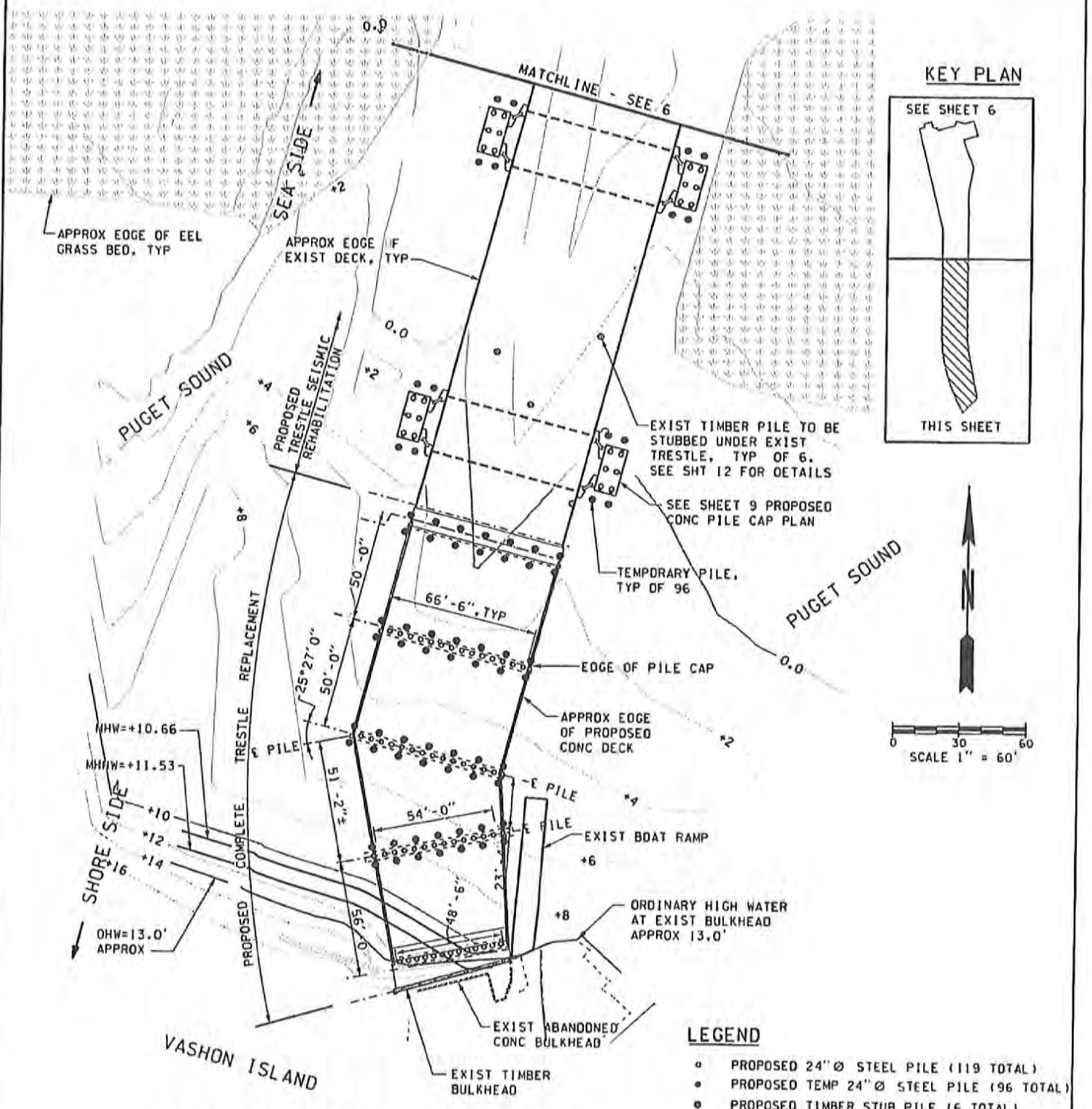
NOTES:

1. CONCRETE BATTER PILE FRAME
   A. TYPE A PILE CAP (2)
2. SEE SHEET 5 & 6 FOR PROPOSED PILE PLAN.

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249
	APPLICANT: WSDOT/FERRIES DIVISION (WSF)
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	COUNTY: KING
	NEAR: VASHON ISLAND
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	WATER BODY: PUGET SOUND
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B,#8	
	DATE: OCT 2014

Washington State Department of Transportation

SHEET: 4 OF: 12

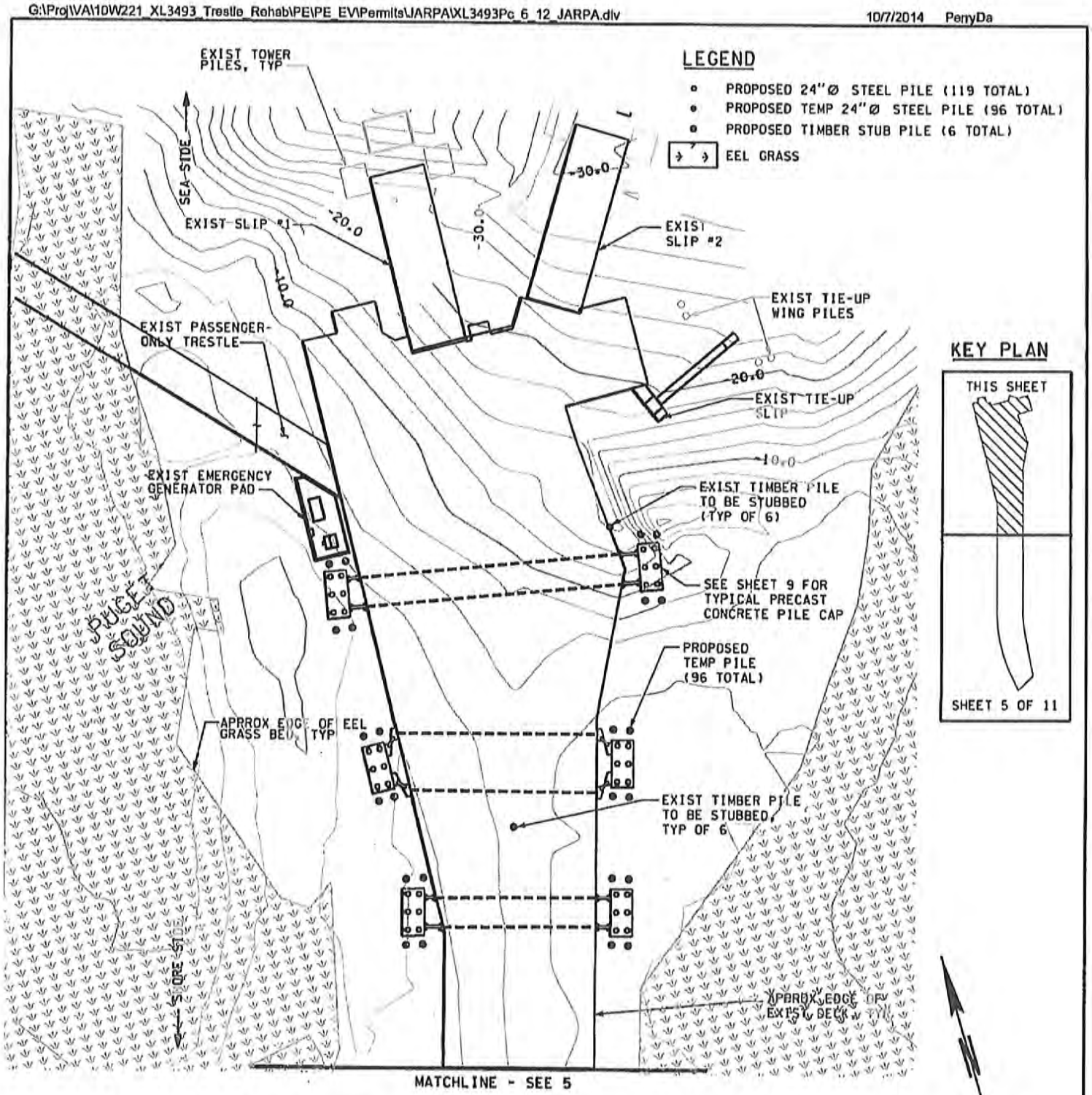


PROPOSED PILE PLAN - SOUTH

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249
	APPLICANT: WSDOT/FERRIES DIVISION (WSF)
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	COUNTY: KING
	NEAR: VASHON ISLAND
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	WATER BODY: PUGET SOUND
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B, #8	DATE: OCT 2014

Washington State Department of Transportation

SHEET: 5 OF: 12

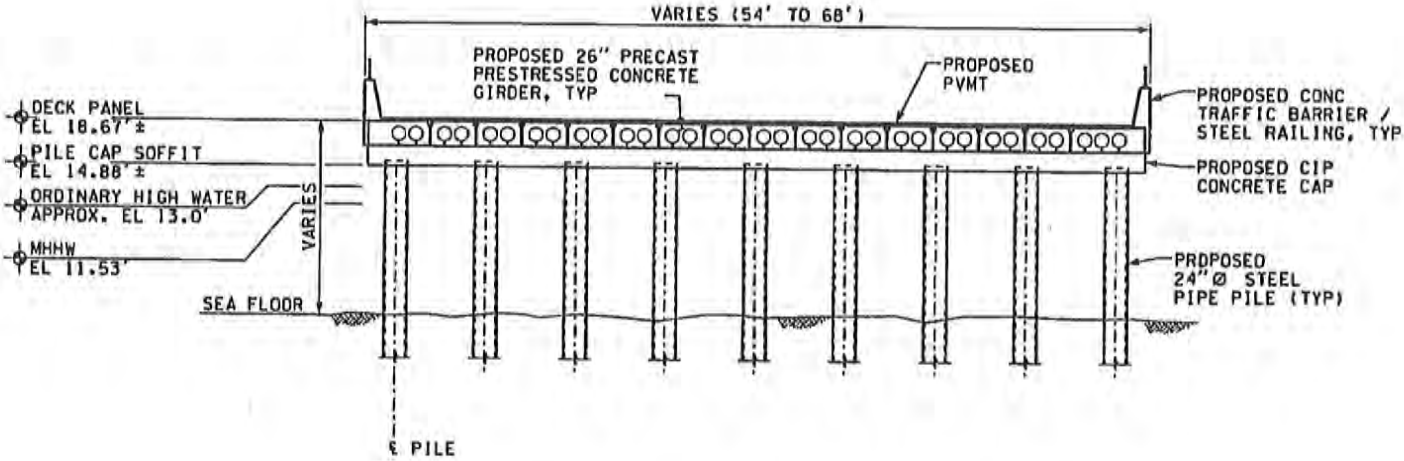


PROPOSED PILE PLAN -NORTH

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249
	APPLICANT: WSDOT/FERRIES DIVISION (WSF)
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	COUNTY: KING
	NEAR: VASHON ISLAND
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	WATER BODY: PUGET SOUND
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B,#8	DATE: OCT 2014

Washington State Department of Transportation

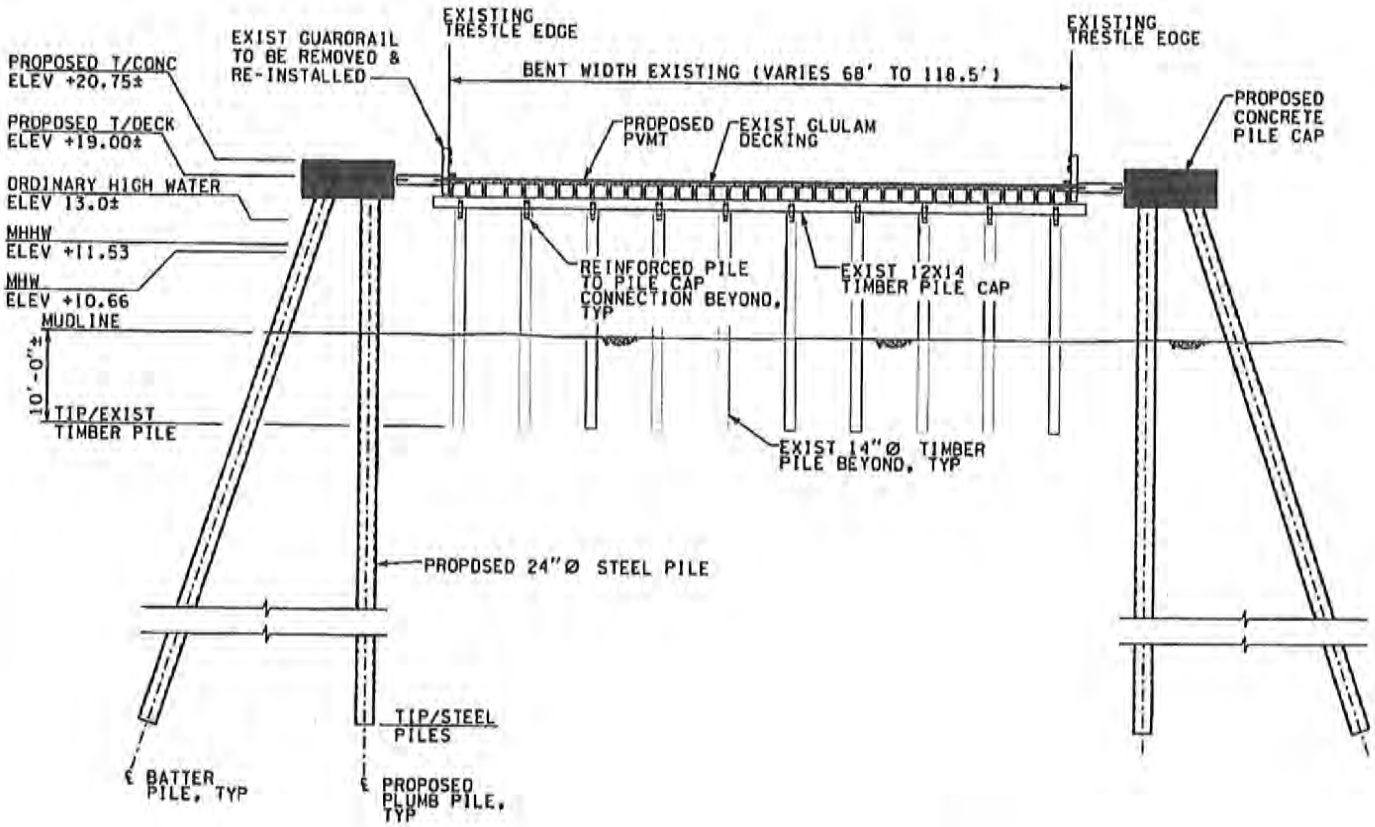
SHEET: 6 OF: 12



PROPOSED CONCRETE TRESTLE REPLACEMENT TYPICAL SECTION

0 1 10
SCALE 1/16" = 1'-0"

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249	Washington State Department of Transportation
	APPLICANT: WSDOT/FERRIES DIVISION (WSF)	
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	COUNTY: KING	
	NEAR: VASHON ISLAND	
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	WATER BODY: PUGET SOUND	
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B, #8	DATE: OCT 2014	SHEET: 7 OF: 12

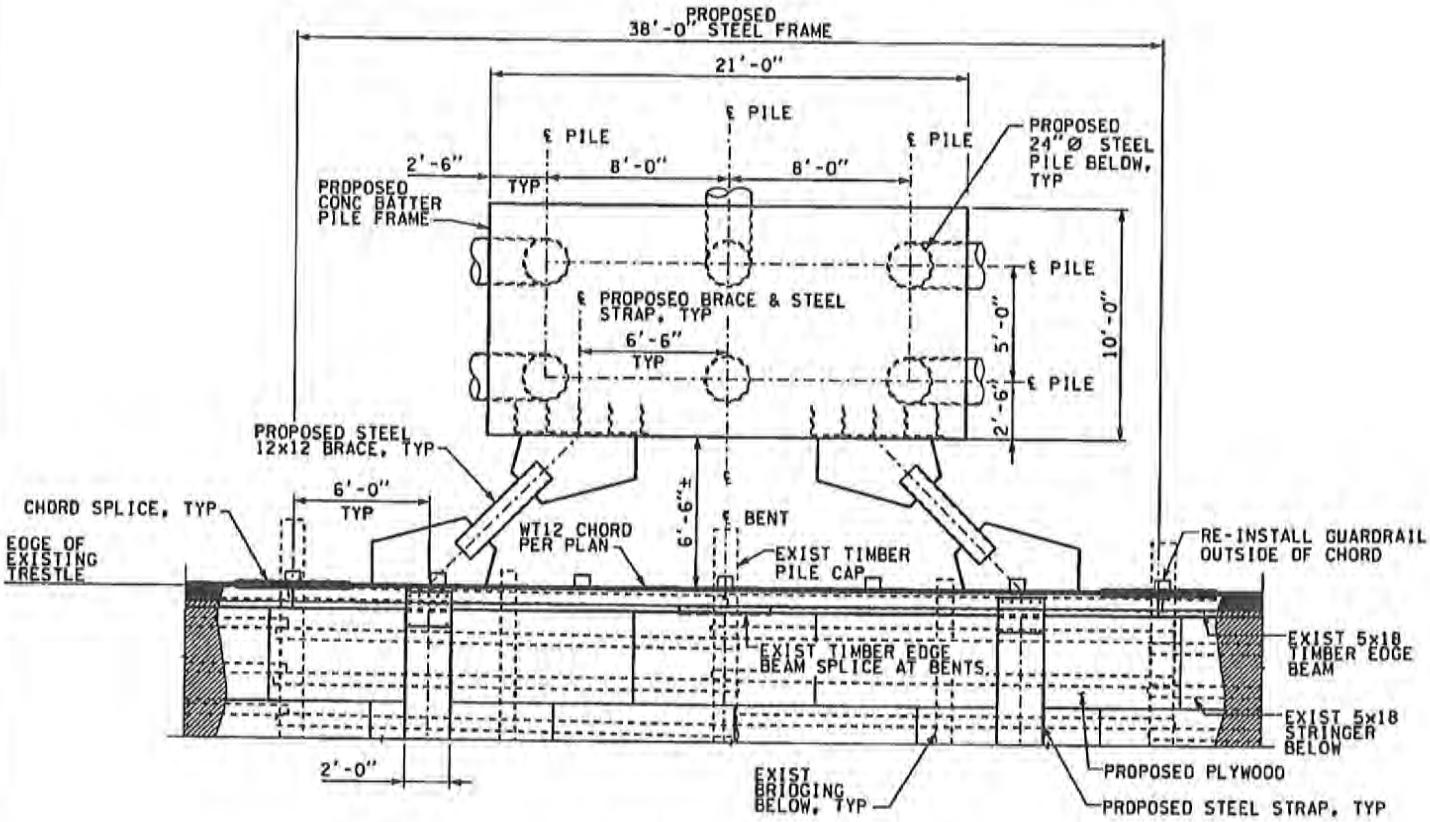


PROPOSED TIMBER TRESTLE SIESMIC REHABILITATION TYPICAL SECTION

0 10 20
SCALE 1" = 20'

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249	Washington State Department of Transportation
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	APPLICANT: WSDOT/FERRIES DIVISION (WSF)	
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	COUNTY: KING	
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B, #8	NEAR: VASHON ISLAND	
	WATER BODY: PUGET SOUND	
	DATE: OCT 2014	SHEET: 8 OF: 12

PUGET SOUND



EXISTING TRESTLE

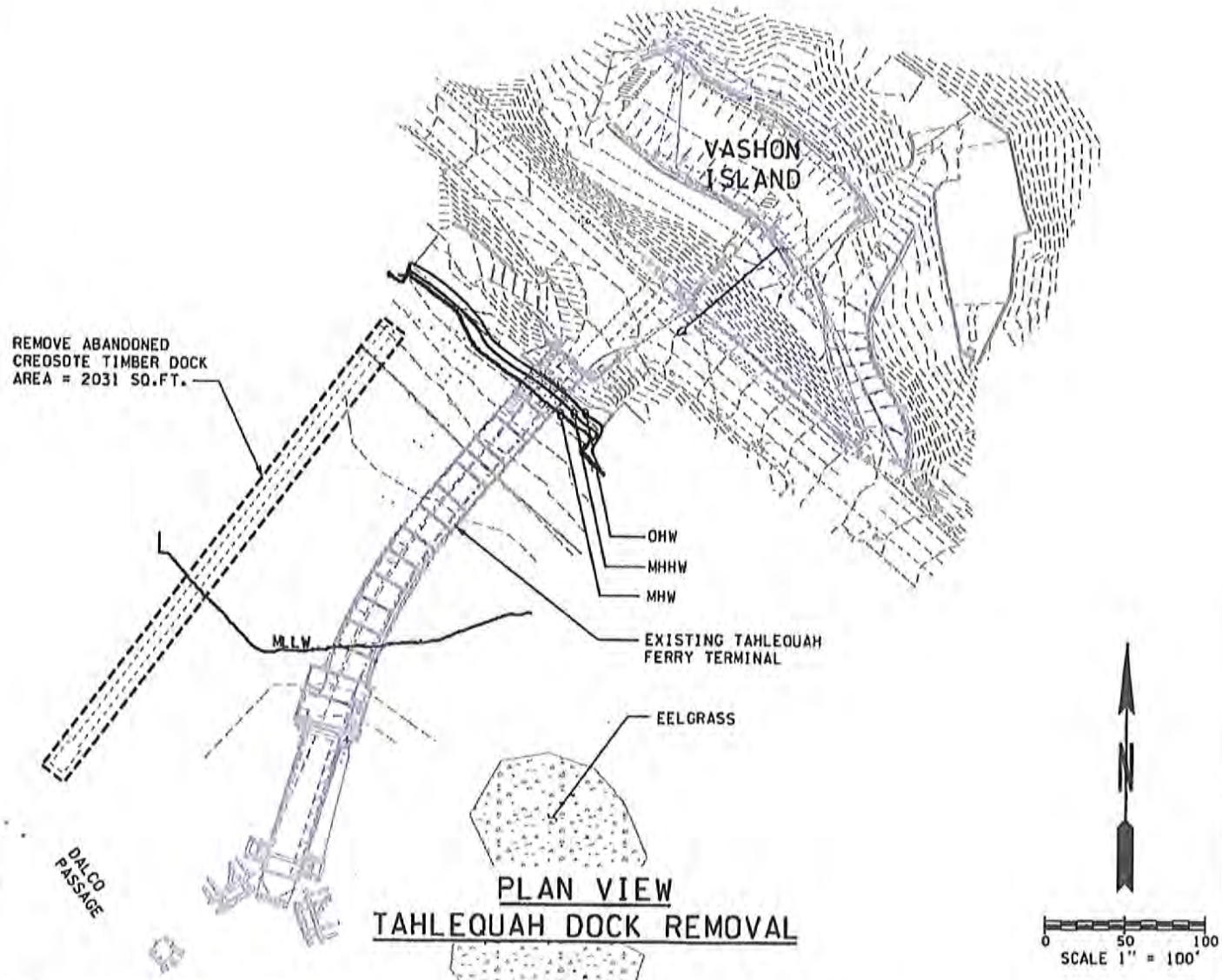
PROPOSED BATTER PILE CAP PLAN

0 1 5
SCALE 1/8" = 1'-0"

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249	Washington State Department of Transportation
	APPLICANT: WSDOT/FERRIES DIVISION (WSF)	
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	COUNTY: KING	
	NEAR: VASHON ISLAND	
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	WATER BODY: PUGET SOUND	
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B,#8	DATE: OCT 2014	SHEET: 9 OF: 12

NOTES:

MEAN HIGHER HIGH WATER (MHHW) = +11.89'
ORDINARY HIGH WATER (OHW) = APPROX. +13.4'
MEAN HIGH WATER (MHW) = 11.01
MEAN LOWER LOW WATER (MLLW) = 0.00



PLAN VIEW
TAHLEQUAH DOCK REMOVAL

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249	Washington State Department of Transportation
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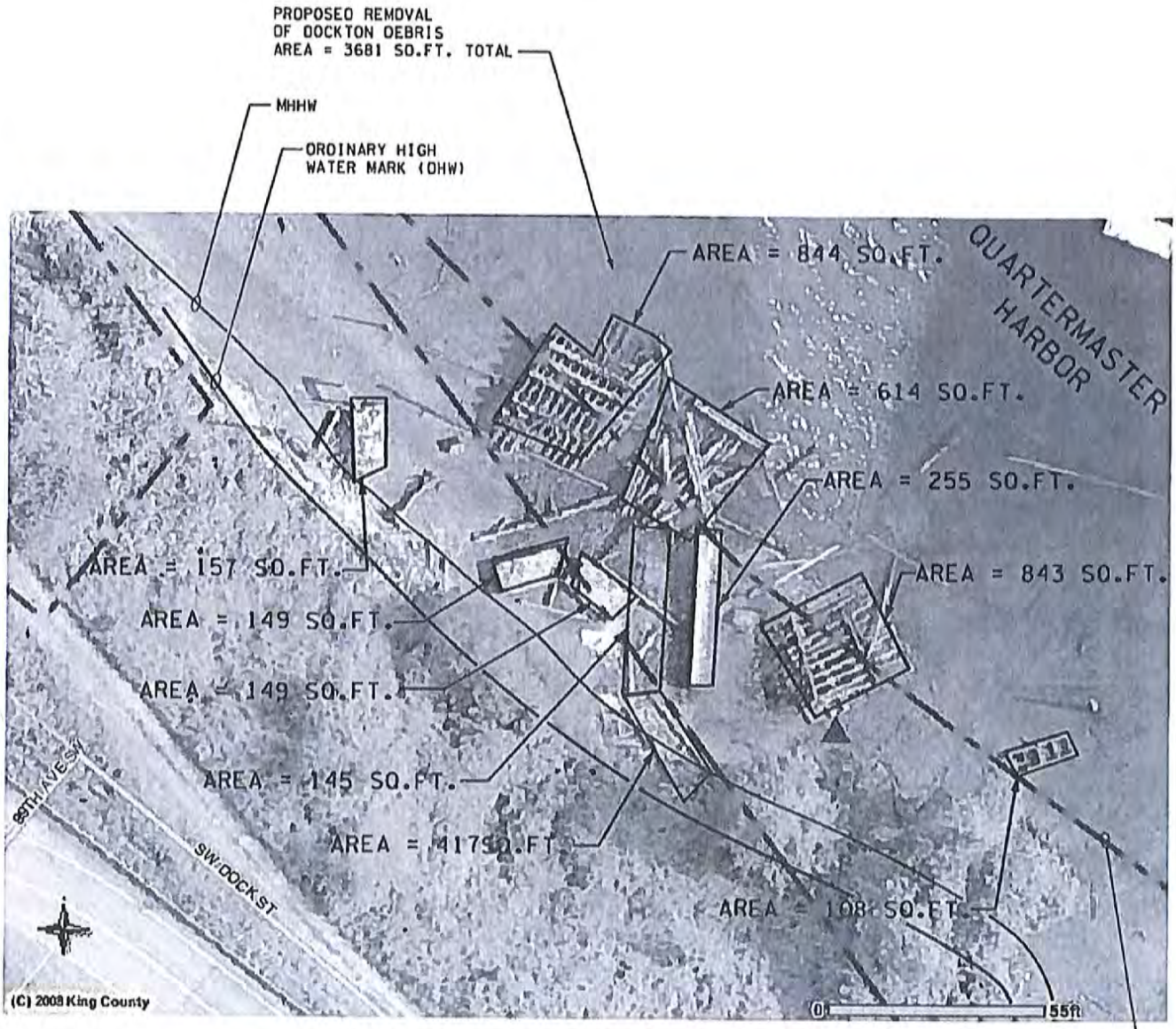
	NEAR: VASHON ISLAND	
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	WATER BODY: PUGET SOUND	
ADJACENT PROPERTY OWNERS: SEE JARPA #5.H AND ATTACHMENT B,#B	DATE: OCT 2014	SHEET: 10 OF: 12

NOTES

MEAN HIGHER HIGH WATER (MHHW) = +12.05'
ORDINARY HIGH WATER = +13.5'
MEAN HIGH WATER (MHW) = 11.14'
MEAN LOWER LOW WATER (MLLW) = 0.00'



ABANDONED TRESTLE SITE, DOCKTON

DEBRIS REMOVAL SITE. PHOTO NOT TO SCALE.

PROPERTY
LINES, TYP

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249	Washington State Department of Transportation
	APPLICANT: WSDOT/FERRIES DIVISION (WSF)	
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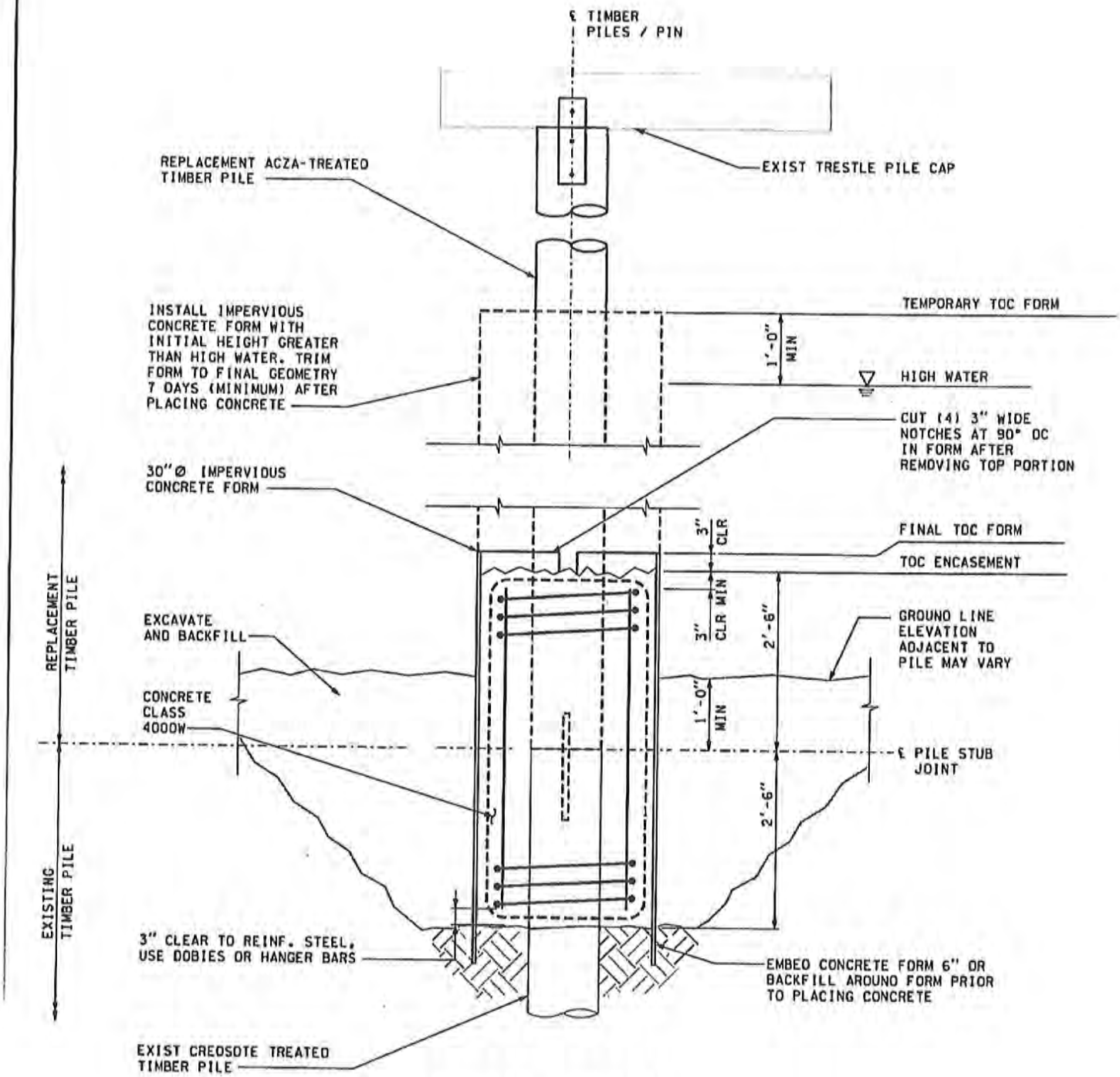
	NEAR: VASHON ISLAND	
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	WATER BODY: PUGET SOUND/ QUARTERMASTER HARBOR	
ADJACENT PROPERTY OWNERS: SEE JARPA #5.H #5.H AND ATTACHMENT B.#8	DATE: OCT 2014	SHEET: 11 OF: 12



SECTION DETAIL
EXISTING TIMBER PILE STUB (TYP OF 6)

PURPOSE: VASHON FERRY TERMINAL TIMBER TRESTLE REHABILITATION PROJECT	REFERENCE: NWS-2008-249	Washington State Department of Transportation
LOCATION: VASHON FERRY TERMINAL, TAHLEQUAH FERRY TERMINAL, DOCKTON FERRY TERMINAL	APPLICANT: WSDOT/FERRIES DIVISION (WSF)	
DATUM: MLLW=0.00; MHW=11.01'; MHHW=11.53'; OHW=13'±	COUNTY: KING	
ADJACENT PROPERTY OWNERS: SEE ATTACHED JARPA #5.H AND ATTACHMENT B,#8	NEAR: VASHON ISLAND	
	WATER BODY: PUGET SOUND	
	DATE: OCT 2014	SHEET: 12 OF: 12