



**US Army Corps
of Engineers**
Seattle District

PUBLIC NOTICE

Applicant:
Washington State Ferries

Published: January 16, 2026
Expires: February 15, 2026

Seattle District
Permit Application No. NWS-2026-37

Interested parties are hereby notified that an application has been received for a Department of the Army permit in accordance with Section 10 of the Rivers and Harbors Act of 1899, for certain work described below and shown on the enclosed drawings dated June 2025. The Corps will also review the work in accordance with Section 404 of the Clean Water Act (CWA).

APPLICANT: Washington State Ferries
Attention: Ms. Nicole McIntosh
2901 3rd Avenue, Suite 500
Seattle, Washington 98121-1042
Telephone: (206) 515-3714

LOCATION: In Elliott Bay, Seattle, Washington.

WORK: Washington State Ferries (WSF) is proposing to do repairs at the Seattle Colman Dock Terminal. The existing 165, 36-inch diameter piles constructed under the 2017 project were uncoated and the piles are eroding and need a repair due to an aggressive corrosion process known as Microbiologically Influenced Corrosion (MIC). The piles have shown an accelerated and high corrosion rate, with the worst located at the mudline. MIC weakens the structural capacity of pilings to support the terminal and to resist seismic loads. WSF is proposing to repair the exposed surfaces of each pile by wrapping and adding a cathodic protection (CP) system with up to 16 aluminum anode mounted sleds resting on the surface of the sea floor and wired to a group of piles. All work will occur during the in-water work window for Elliott Bay (Aug 1 to Feb 15) spanning two seasons (2026-2028). The aluminum anodes are proposed to be used as a sacrificial corrosion prevention source for the piles and will continuously release aluminum ions to protect the piles. Aluminum does not bio accumulate and is not toxic in marine waters. Anode sled ballast surface connection on the sea floor would result in permanent impacts to approximately 367.7 square feet of benthic habitat. WSF proposes to remove an equivalent area of Pier 48 to mitigate for this increase in benthic footprint.

The project footprint is located on a sediment cap that was placed over contaminated sediments and completed in 2022. In order to complete the pile wrapping, pile jackets will be placed 2 feet below the surface, which requires up to a 3-foot excavation that will

be side cast and then placed into the next excavation location as back-fill. Only a few locations would possibly impact sediment below the sediment cap. If the excavation exceeds the thickness of the cap and native benthic material is encountered, the activity would be paused. The difference in sediment type between the native material (potentially contaminated) and the sediment cap is obvious according to WSF, and it is expected the divers will know quickly when they've excavated through the cap via three means. First, post sediment cap construction mapping provides reference for approximate material depths. Second, by direct observation, and third, via video surveillance from a float of diver activity and material being moved. At the point when native material is recognized/encountered, a capture sack or filter bag will then be attached to the effluent end of the dredge pipe before excavation resumes. This capture bag will filter the dredged benthic material out of the stream, capturing solid material and allowing the water entrained in the dredging process to separate and return to the water column. The capture bag can then be tied off and lifted to the surface, where it will be removed from the water and stored for off-site disposal in an approved facility.

PURPOSE: Protect the Colman dock from continued erosion of the piling supporting the terminal.

Copies of this public notice which have been mailed or otherwise physically distributed feature project drawings in black and white. The electronic version features those drawings in color, which we think more accurately communicates the scope of project impacts. To access the electronic version of this public notice, go to the Seattle District's web page at <http://www.nws.usace.army.mil/> and under the heading Open Public Comment Periods select Regulatory Public Notices. Recently issued public notices are listed in chronological order of the date of issuance

The location of the ordinary high-water mark/line of mean high water/high tide line shown on the project drawings have not yet been verified by the U.S. Army Corps of Engineers (Corps). If the Corps determines the boundaries of the waters are substantially inaccurate a new public notice may be published.

MITIGATION:

Anode sled ballast surface connection on the sea floor would result in permanent impacts to approximately 367.7 square feet of benthic habitat. WSF proposes to remove an equivalent area of Pier 48 to mitigate for this increase in benthic footprint.

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. After receipt of comments from this

public notice, the U.S. Army Corps of Engineers will evaluate the potential impacts to proposed and/or listed species and their designated critical habitat.

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 U.S. Army Corps of Engineers (Corps) has determined that the proposed action will adversely affect designated EFH for federally managed fisheries in Washington waters. The Corps has initiated EFH consultation with the National Marine Fisheries Service.

CULTURAL RESOURCES: The Corps is reviewing the latest published version of the National Register of Historic Places, Washington Information System for Architectural and Archaeological Records Data and other sources of information. The Corps invites responses to this public notice from Native American Nations or tribal governments; Federal, State, and local agencies; historical and archeological societies; and other parties likely to have knowledge of or concerns regarding historic properties and sites of religious and cultural significance at or near the project area. After receipt of comments from this public notice, the Corps will evaluate potential impacts and consult with the State Historic Preservation Officer and Native American Nations in accordance with Section 106 of the National Historic Preservation Act, as appropriate.

WATER QUALITY CERTIFICATION: Section 401 of the Clean Water Act requires applicants proposing any activity that may result in a discharge into waters of the U.S. to provide the Corps with a certification from the jurisdiction in which the discharge originates that the discharge will comply with applicable water quality requirements. The Department of Ecology (Ecology) is the certifying authority for this activity. The Corps cannot make a final permit decision until Ecology determines the activity would not result in a discharge, grants certification (with or without conditions), waives certification, or fails to act within the reasonable period of time. Conditions may be added to the Corps permit if Ecology determines they are necessary to ensure compliance with the applicable water quality standards.

COASTAL ZONE MANAGEMENT ACT: The Coastal Zone Management (CZM) Act requires federal permitting agencies to ensure that authorized activities affecting any coastal use or resource are conducted in a manner consistent with the State's approved CZM program. The applicant has provided a certification that the proposed activity complies with and will be conducted in a manner consistent with the management program. The Washington Department of Ecology (Ecology) will evaluate the proposed project for consistency with their enforceable policies and will determine whether they conditionally concur with, concur with, or object to this consistency certification. The Corps cannot make a final permit decision until Ecology concurs with the applicant's certification of consistency. Conditions may be added to the Corps permit if Ecology determines they are necessary to ensure compliance with the CZM program.

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: 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.

The U.S. Army Corps of Engineers 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.

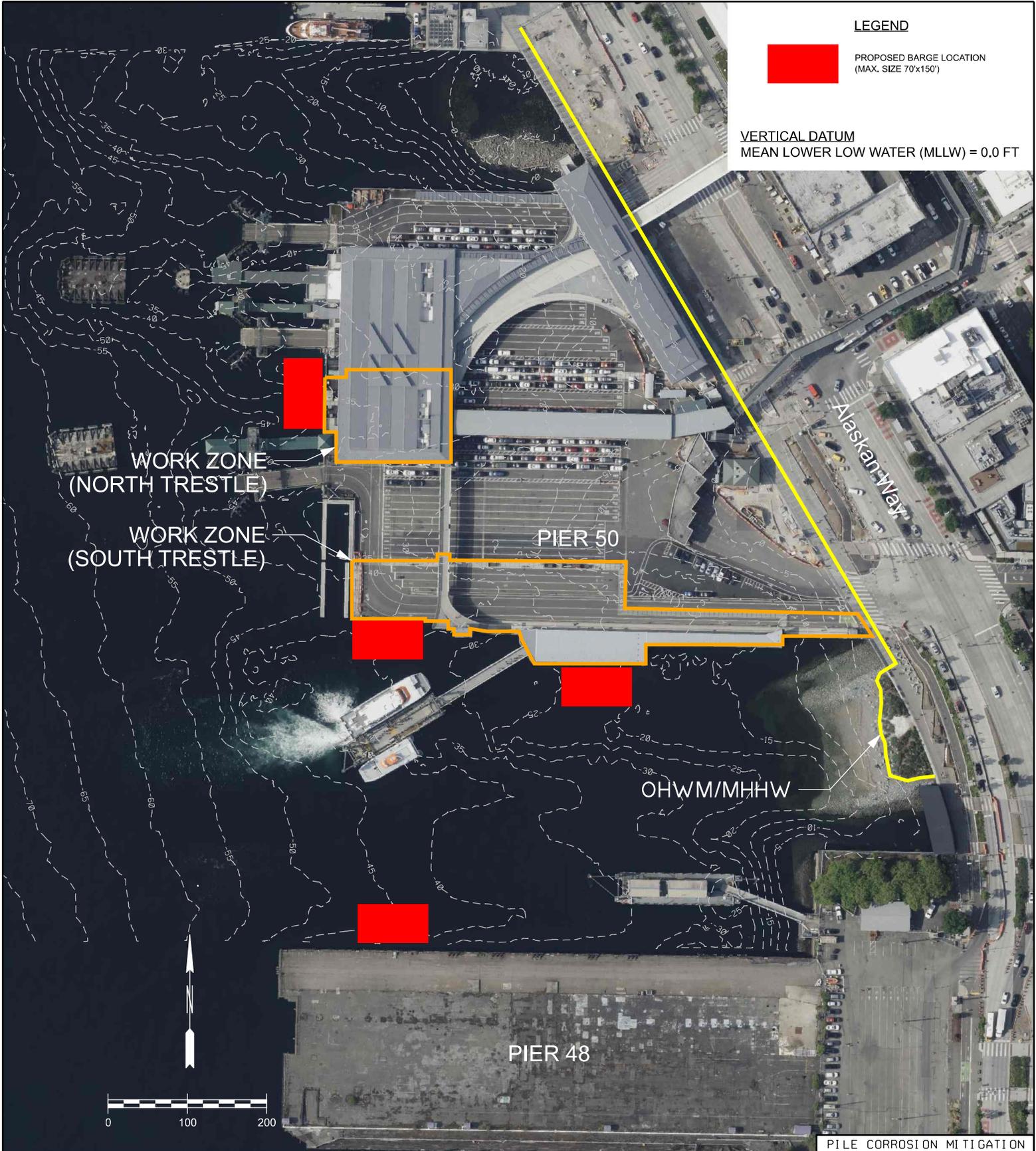
COMMENT AND REVIEW PERIOD: Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether authorizing the work would not be contrary to the public interest. In order to be accepted, e-mail comments must originate from 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. All e-mail comments should be sent to Sandra.L.Manning@usace.army.mil. Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commenter's name, address, and phone number. 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. 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.

You may also now submit project specific comments to the Corps through the new Regulatory Request System (RRS) through this link: <https://rrs.usace.army.mil/rrs> ; Click Public Notices and filter to Washington State to see all current Seattle District Public Notices, including this notice. You may submit your comments directly through this portal.

Conventional mail comments should be sent to:
U.S. Army Corps of Engineers, Regulatory Branch,
Attention: Sandra Manning, 4735 E. Marginal Way S, Bldg 1202, Seattle, Washington,
98134-2388.

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: WSF Colman Dock, NWS-2026-37.

Figures (6-plan sheets)



LEGEND



PROPOSED BARGE LOCATION
(MAX. SIZE 70x150')

VERTICAL DATUM
MEAN LOWER LOW WATER (MLLW) = 0.0 FT

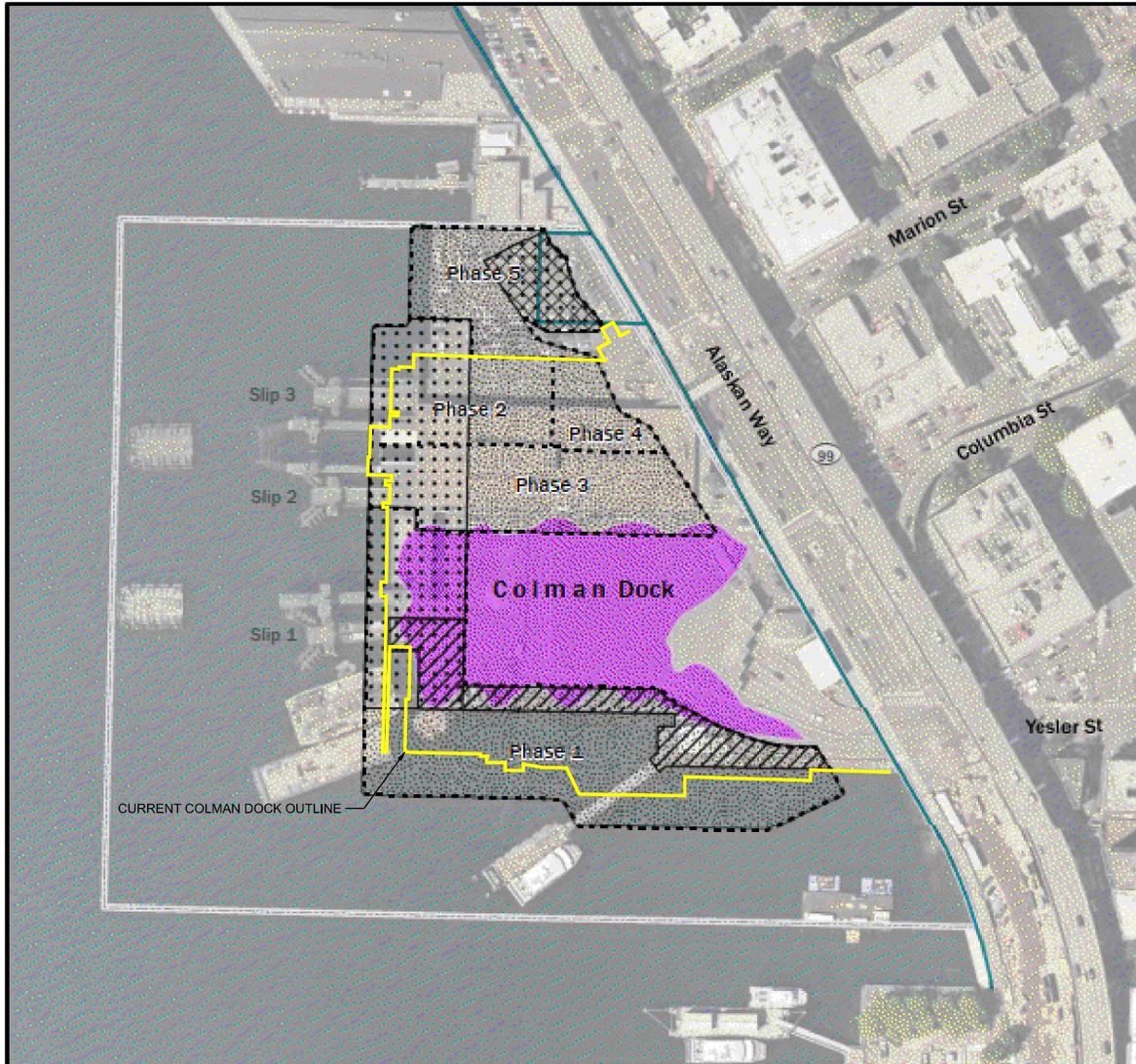
PILE CORROSION MITIGATION

PURPOSE: SEATTLE MULTI-MODAL TERMINAL AT COLMAN DOCK PROJECT	REFERENCE: -
LOCATION: SEATTLE FERRY TERMINAL AT COLMAN DOCK	APPLICANT: WSDOT/FERRIES DIVISION (WSF)
DATUM: MLLW=0.00; MHHW=11.35'	COUNTY: KING
ADJACENT PROPERTY OWNERS: CITY OF SEATTLE AND WSF	NEAR: CITY OF SEATTLE
	WATER BODY: ELLIOTT BAY
	DATE: JUNE 2025



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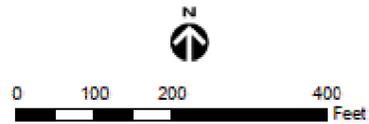
SHEET: 1 OF: 6



Legend

- Property boundary
- Capping phase boundary
- Seawall/Bulkhead
- Existing 18-inch Cap (MNR)
- 1-inch minus cap material
- 3-inch minus cap material
- 3-inch minus cover layer
- Under pier capping

Colman Dock Sediment Cap Construction Plan.



Aerial: King County 2017

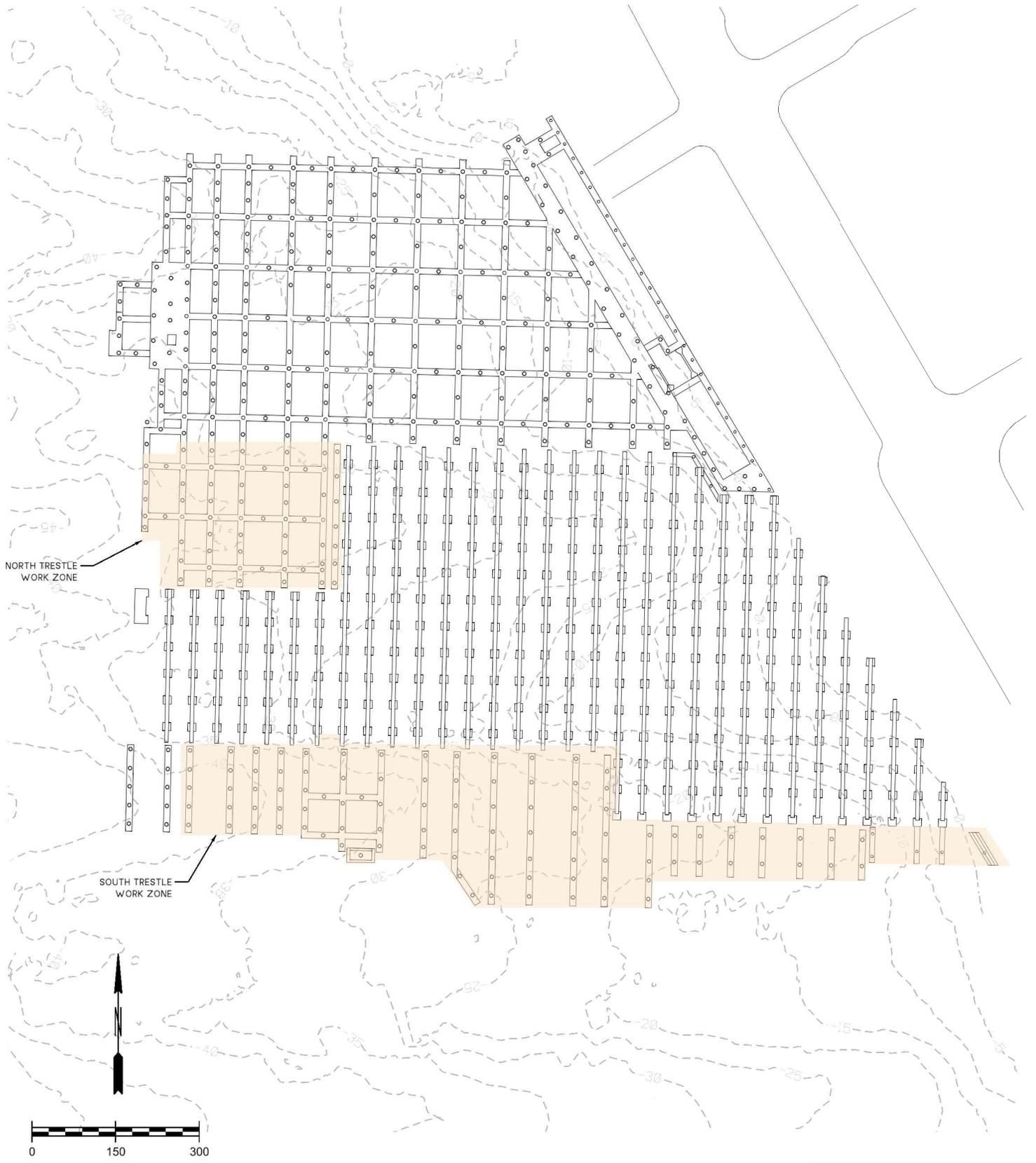
NOTE: FIGURE TAKEN FROM "COLMAN DOCK SEDIMENT CAP PHASE 1 CONSTRUCTION EVALUATION" BY HERRERA ENVIRONMENTAL CONSULTANTS, INC. DATED AUGUST 1, 2018.

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ADJACENT PROPERTY OWNERS: CITY OF SEATTLE AND WSF	NEAR: CITY OF SEATTLE
	WATER BODY: ELLIOTT BAY
	DATE: JUNE 2025

Washington State
Department of Transportation

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PILE CORROSION MITIGATION

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AT COLMAN DOCK PROJECT

LOCATION: SEATTLE FERRY TERMINAL AT COLMAN DOCK

DATUM: MLLW=0.00; MHHW=11.35'

ADJACENT PROPERTY OWNERS: CITY OF SEATTLE AND WSF

REFERENCE: -

APPLICANT: WSDOT/FERRIES DIVISION (WSF)

COUNTY: KING

NEAR: CITY OF SEATTLE

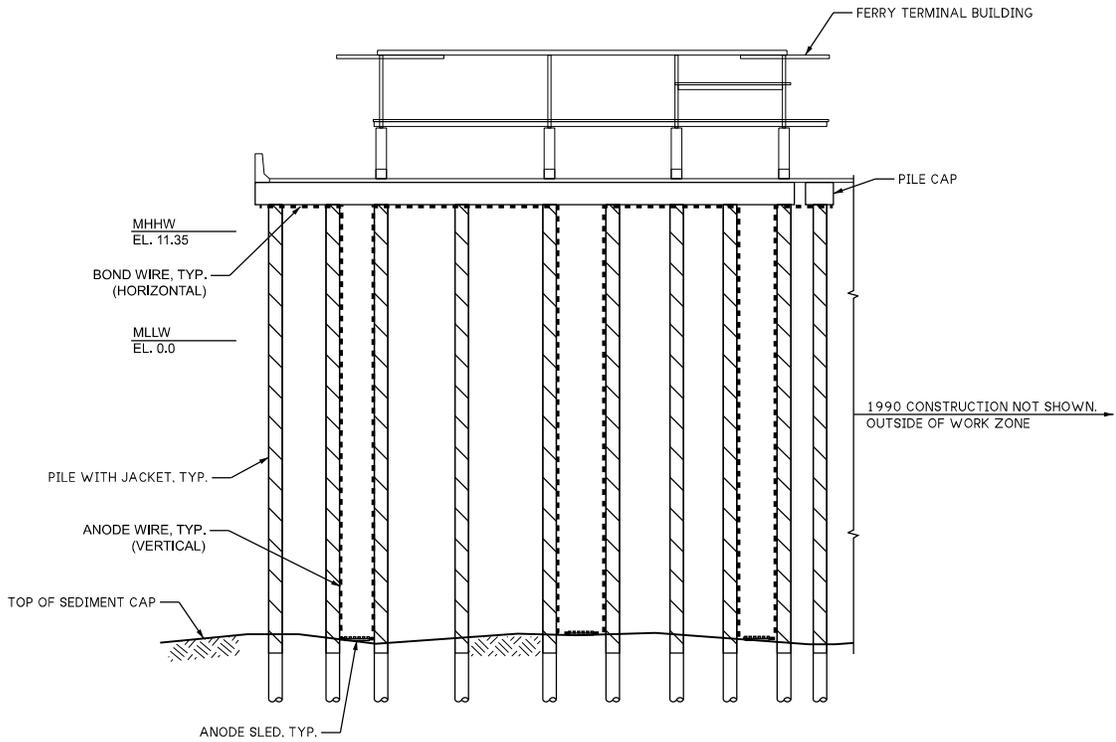
WATER BODY: ELLIOTT BAY

DATE: JUNE 2025



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TYPICAL SECTION - NORTH TESTLE

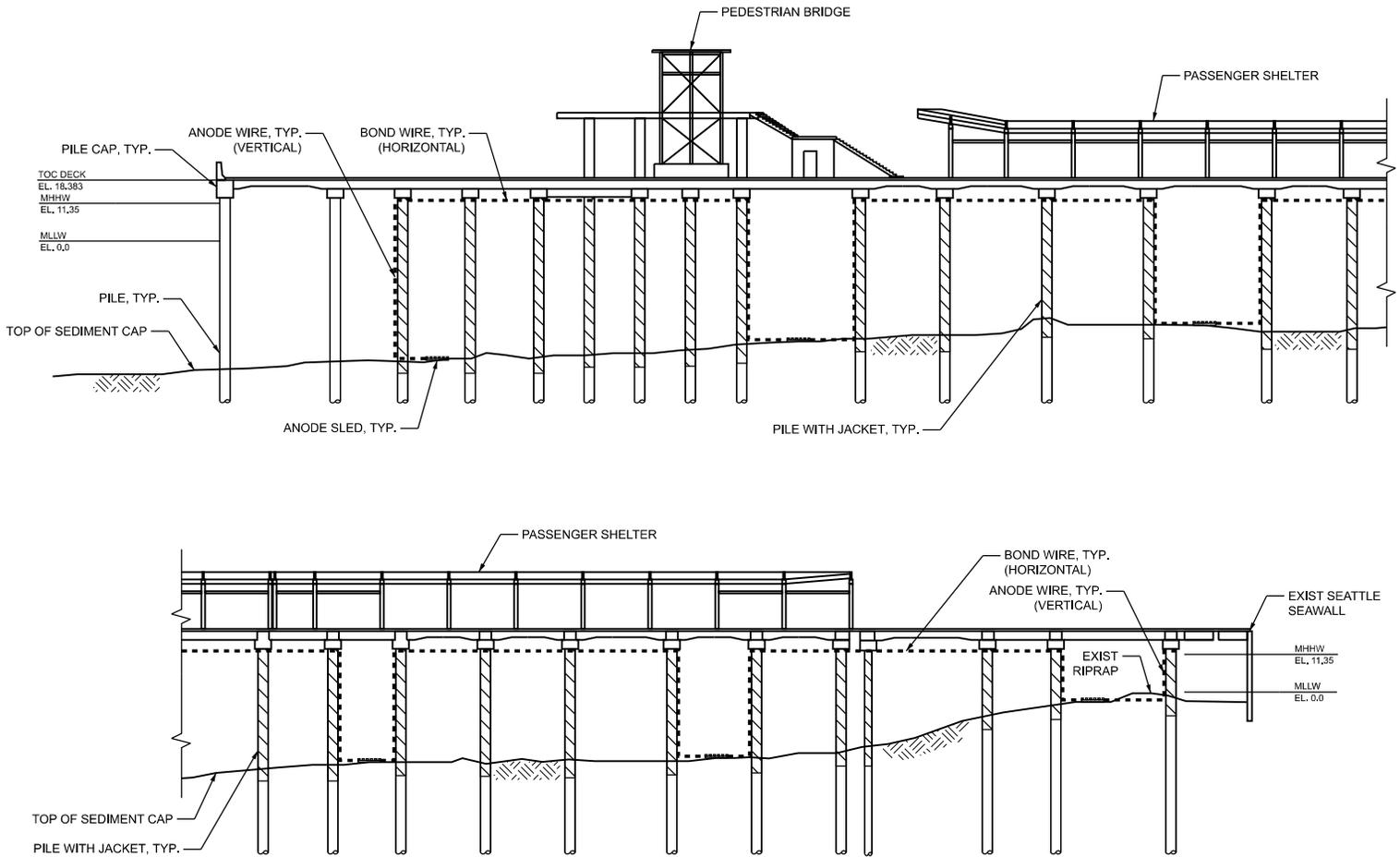


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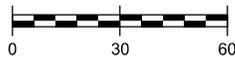
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TYPICAL SECTION - SOUTH TRESTLE

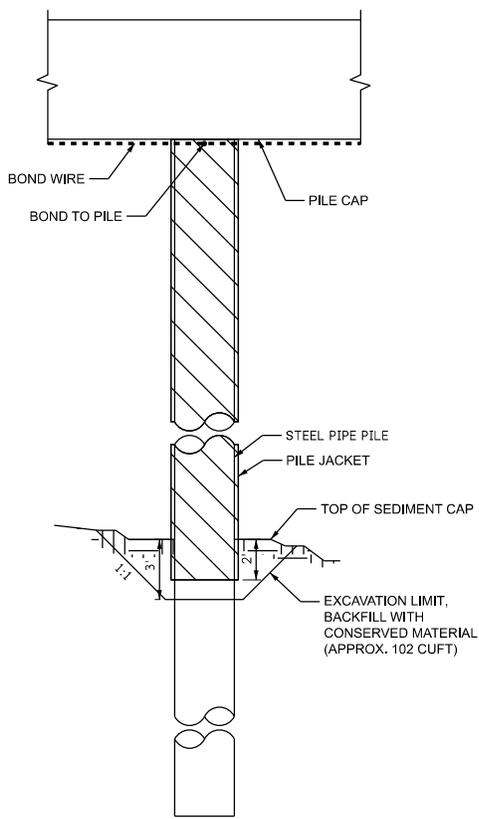


PILE CORROSION MITIGATION

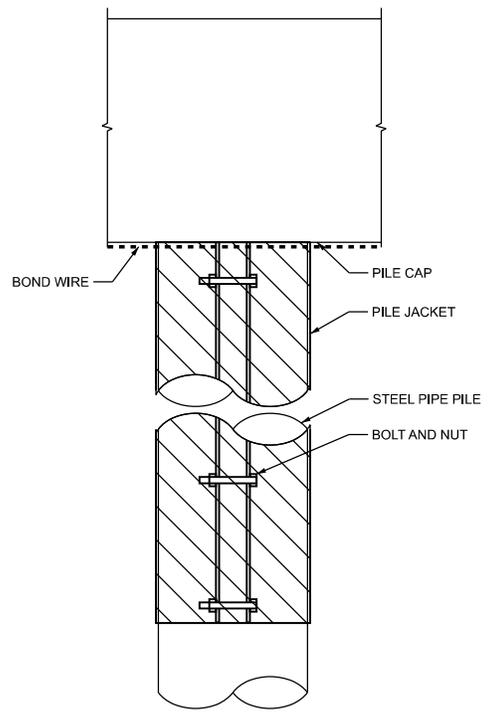
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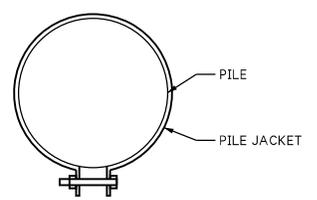
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ELEVATION - TYPICAL PILE



ELEVATION - PILE



PLAN - PILE

NOT TO SCALE PILE CORROSION MITIGATION

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