

Foreword

The *Terminal Design Manual* M 3082 is for use by Washington State Department of Transportation Ferries Division engineering personnel. It provides guidelines, policies, procedures, and methods for developing and documenting the design of improvements to the Washington State Ferries terminal facilities. It may not be appropriate or applicable to ferry terminal facilities outside of Washington State.

The *Terminal Design Manual* M 3082 supplements the engineering analyses and judgment that must be applied to Improvement and Preservation projects. It does not apply to Maintenance projects. The *Terminal Design Manual* M 3082 provides uniform procedures for documenting and implementing design decisions. The manual is intended to provide guidelines that result in the most efficient balance between capital and operating investments and that adhere to operational strategies, and vehicle level of service standards.

The design environment changes rapidly, often without warning to the practitioner. To track every change, and to make improvements based upon each change, is not feasible. The intent of this manual is to provide guidance on a consistent approach to WSF ferry terminal design.

Flexibility is permitted to encourage independent design tailored to individual situations. However, when flexibility is applied to a proposed design and the critical criteria do not comply with the *Terminal Design Manual* M 3082, additional documentation is required to record the decision-making process.

The addition of new or modified design criteria to the *Terminal Design Manual* M 3082 through the revision process does not imply that existing features are deficient or inherently dangerous. Nor does it suggest or mandate immediate engineering review or the initiation of new projects.

The *Terminal Design Manual* M 3082 emphasizes cost-effective, environmentally conscious, and context sensitive design. Designers are encouraged to view the ferry terminal system beyond the vehicular movement context, so guidance regarding the use of the ferry system by transit, pedestrians, motorcyclists and bicyclists is included.

The complexity of transportation design requires the designer to make fundamental trade-off decisions that balance competing considerations. Although this adds to the complexity of design, it acknowledges the unique needs of specific projects and the relative priorities of various projects and programs. Improvements must necessarily be designed and prioritized in light of finite transportation funding.

Updating the *Terminal Design Manual* M 3082 is an ongoing process and revisions are issued regularly. Comments, questions, and improvement ideas are welcomed. Use the comment form on the following page or the online version at the Design Policy Internet Page: www.wsdot.wa.gov/design/policy

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