

Seattle, Washington

## U.S. Coast Guard Pier 36 Berth Alpha

### CLIENT

U.S. Coast Guard  
Seattle, Washington

### REFERENCE

Francis Brito  
Division Chief

### PROJECT FEATURES

- Dredging design to deepen berth
- Contaminated sediments
- Environmental permitting for dredging
- Underwater ground densification
- New underwater wall
- Apron replacement

### SERVICES BY BergerABAM

- Site Investigation
- Diving Investigation
- Cost Comparison Analysis
- Drawing and Specification Preparation
- Bid Quantity Calculations
- Construction Phasing Planning
- Construction Support
- Field Support

### CONSTRUCTION COST

\$13 million

### PROJECT DATES

2000 to 2005

### KEY STAFF

Arnie Rusten  
Scott Branlund  
Rich Davis  
John Bardi  
Frank Yang  
Anna Hamilton Kroon  
Sally Fisher



*A key component of the design was the underwater steel sheet pile wall and ground densification procedures, which allowed dredging the expanded berth to -40 feet mean lower low water.*

As part of the U.S. Coast Guard's (USCG) Integrated Support Command (ISC) in Seattle, Washington, at Slip 36, Pier 36 Berth Alpha provides multipurpose support to a complement of homeported vessels that support USCG operations worldwide. The BergerABAM team provided consulting services for replacement of the original timber structure and dredging to deepen the entire Slip 36 basin, including an expanded Berth Alpha area. Key project elements were the replacement of the 100-foot-wide existing pier with a narrower, 50-foot-wide pier for optimum mooring flexibility, and basin access and development of contract documents for the removal of both contaminated and clean, dredged materials.

The initial scope of work included an engineering feasibility study and comparative cost analyses for the new facility, resulting in the preparation of a formal narrative report submitted for USCG approval. Also included was extensive environmental sampling and classification of contaminated sediments for the dredging work, involving preparation of environmental reports required for permit documents by regulatory agencies. Later phases of the work included final design of the new pier, dredging, and extensive construction support. A key component of the design was the underwater steel sheet pile wall and ground densification procedures, which allowed dredging the expanded berth to -40 feet mean lower low water.

The BergerABAM design team devoted careful attention to the demolition and removal of the existing structure and to the dredging and disposal specifications in the final design document to minimize impacts on USCG operations and facilitate vessel movement. BergerABAM's on-site staff participation during construction was instrumental in sustaining the project's progress.