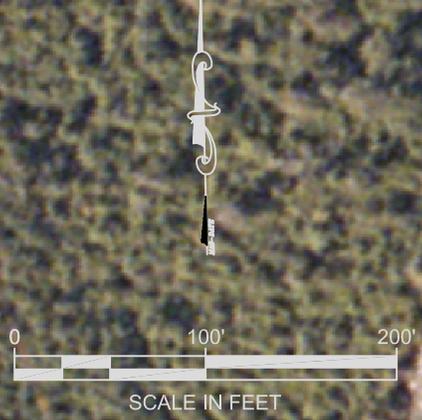


VICINITY MAP



**GENERAL LAYOUT
COFFMAN COVE**

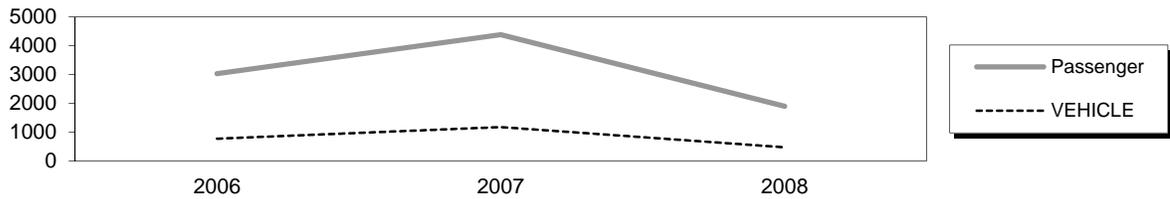
Coffman Cove Ferry Terminal

110 Stikine Way

Owner: City of Coffman Cove
Terminal Manager: Clint Covey – 907-329-2248

Terminal Description: Coffman Cove is a stern-loading facility consisting of a terminal building, maintenance shop, paved parking area, secure (fenced) staging area, steel approach trestle, transfer bridge, steel support float and four steel pile all-tide mooring dolphins. The Coffman Cove facility, constructed in 2006, serves the Prince of Wales Island communities by linking them via the IFA’s M/V Prince of Wales to AMHS mainline service in Petersburg. The most recent above water and fracture critical inspections were completed on October 26, 2015 and September 7, 2014 respectively. The most recent under water inspection was completed on August 10, 2011. The IFA northern route has not been operational since 2008.

Coffman Cove’s total passenger and vehicle traffic from 2006 through 2008 is shown below.



Vessels	
Name	Berthing, Alignment
Prince of Wales / Stikine / FVF	Stern

Tidal Data (MLLW 0.0 feet)	
EHW	20.0
MHHW	15.5
MHW	14.3
ELW	-4.5

Terminal Building	
Year Built:	2006
Square Footage:	1800 s.f.
Heating System:	Oil Furnace
Fuel Storage:	300 gal. AST
Fire Protection:	Alarm
Condition:	New

Generator & Building	
Building / Generator:	2006
Square Footage:	N/A
Heating System:	Electric
Fuel Storage:	150 gal AST
Fire Protection:	N/A
Condition:	Good

Uplands	
Short-Term Parking:	22 cars, 2 HCP
Long-Term Parking:	27 cars, 2 HCP
Staging Area:	1000 lineal feet, 8 lanes
Paint Striping:	Yes
Driving Surface:	Asphalt

Bridge Approach	
Type:	4000 s.f. pile-supported steel frame
Year Built:	2006
Shoreward support:	Steel Beam/Driven Piling
Seaward support:	Steel Beam/Driven Piling
Anodes on piles:	Yes
Condition:	New

Bridge Support Float	
Type:	40' x 70' Steel Pontoon
Year Built:	2006
Ballasted:	Yes
Ramp lift:	Hydraulic
Apron lift:	Hydraulic
Anodes:	Yes
Condition:	New

Maintenance Building	
Year Built:	2006
Square Footage:	720 s.f.
Heating System:	Oil Furnace
Fuel Storage:	275 gal. AST
Fire Protection:	Alarm
Condition:	New

Pedestrian Trestle	
Type:	4000 s.f. pile-supported steel frame
Year Built:	2006
Shoreward support:	Concrete Abutment
Seaward support:	PT
Anodes on piles:	Yes

Vehicle Transfer Bridge #193	
Type:	14' x 143' twin box girder
Year Built:	2006
Shoreward support:	Steel Beam/Driven Piling
Seaward support:	Steel Support Float
Coating:	Wasser Paint
Pedestrian Access:	Concrete 3' wide on bridge
Lighting:	Tubuloid Fixtures
Condition:	New
Load Posting Sign:	N/A
Original Design Load:	HS-20

Utilities		
	at Terminal	at Ramp
Electrical:	Yes	Yes
Water:	Yes	Yes
Sewer:	Yes (City)	Yes
Telephone:	Yes	Yes
Cable TV:	No	No
Fuel:	Yes (AST)	No
Wireless Bridge:	No	No

Dolphins						
Dolphins	Dolphin Piles	Fender Type	Anodes	Built	Cond.	Notes
S4	2B, 3V	UHMW Floating	Yes	2006	New	
S3	2B, 3V	UHMW Floating	Yes	2006	New	
S2	2B, 3V	UHMW Floating	Yes	2006	New	
S1	2B, 3V	UHMW Floating	Yes	2006	New	
ER	2B, 2V	-	Yes	2006	New	
WR	2B, 2V	-	Yes	2006	New	
PT	2B, 2V	-	Yes	2006	New	

LEGEND

V = Vertical Steel Pipe Piling

B = Battered Steel Pipe Piling

ER = East Bridge Support Float Restraint Dolphin

PT = Pedestrian Trestle Support Pier

PP = Pedestrian Platform

G1 = Gangway

Catwalks / Gangways								
#	From Struct.	To Struct.	Length / Style / Main Members	Built	Safety Chains?	Cond.	Lighting	Notes
C1	Shore	PT	51' / Steel Trestle / TS 6x4 Bottom Chord	2006	No	New	Overhead Fixtures	
G1	PT	PP	106' / Aluminum Gangway / TS 6x10 Bottom Chord	2006	No	New	Overhead Fixtures	

Terminal Projects			
Year	Project #	Project Name	Description
2006	67844 7 67667 / STP - 003 (66)	Coffman Cove Ferry Terminal	New ferry terminal construction. Uplands consisted of blasting and filling earthwork; parking lot/staging area paving; security fencing. Built new terminal building & maintenance shop; all mooring and vehicle transfer structures.

Observations

1. The IFA has not operated the northern route since 2008. AMHS has scheduled a sailing between Juneau, South Mitkof (Petersburg) and Coffman Cove once per month between July and September of 2015.
2. Grease fittings at all bridge bearings are dry.
3. The canvas roof cover has been removed from both the pedestrian gangway & catwalk.
4. USFS float house 'Steelhead' was tied up to the bridge pontoon during inspections in '11 & '13. A section of handrail was cutout of the pontoon platform to provide a landing for the Steelhead's gangway, which is permanently bolted to a utility platform. One of the mooring lines is improperly tied to the rubber fender donut on the west float restraint structure (WR). 4 mooring lines are tied off to a Flexifloat lifting eye.
5. The mounting brackets for a rubber fender on the east float restraint structure (ER) have been damaged since '09. 7 of 8 mounting studs have been sheared off, and a chain come-along currently holds the rubber fender in place.
6. Electrical & hydraulic cabinets mounted on the bridge pontoon are sealed to protect from rainwater, but condensation has caused the bottom pans to pond with water. All terminal posts & metal fittings inside the cabinets exhibit white or freckle rust.
City maintenance drilled drain holes in the bottom of all utility cabinets in '11, to eliminate standing water & reduce condensation.
7. A fuel line was disconnected from the seaward end of the pedestrian gangway, where it connects to the intermediate ramp, and was lying in the ocean.
8. The intermediate ramp was constructed without a hydraulic lift system, since there was only one design vessel using the port. The ramp may be manually lifted with a crane or heavy-duty jacks, and elevation fixed at 5 different levels, each separated by 12-inches. The ramp is currently fixed at the lowest level.
9. A timber work float has been tied between dolphin S1 & ER since shortly after the terminal was opened.
10. All dolphins are in good condition, unless otherwise noted.
11. All overhead light post base fasteners are loose, allowing the poles to rock back & forth. Repeated rocking motions may induce bending in the base plates. City maintenance tightened down the light post base bolts on all but one light pole. Jam or lock nuts also need to be installed to keep the nuts from turning.

Inspection Summary		
Structure	Priority	Recommendations
<i>Category I - Safety Repairs</i>		
Nothing recommended.		
<i>Category II - Rehabilitation Work</i>		
Light Posts	1	Install jam or lock nuts on base bolts.
Bridge Float	2	Replace the broken fender mount bracket. Monitor the brackets during tidal switches to determine whether the whole float is bearing on one restraint pile.
Grease Fittings	3	Grease all bearings as soon as possible.
Utility Cabinets	4	Spray all electrical connections with corrosion-proof dielectric grease.
Fuel Supply line	5	Replace disconnected fuel line lying in salt water with a new hose. Fasten securely.
Pedestrian Gangway	6	Move the conduit away from the batter pile. Replace the canvas roof cover when service is restored, prior to allowing public use.
<i>Category III - Upgrades Needed</i>		
Nothing recommended.		