

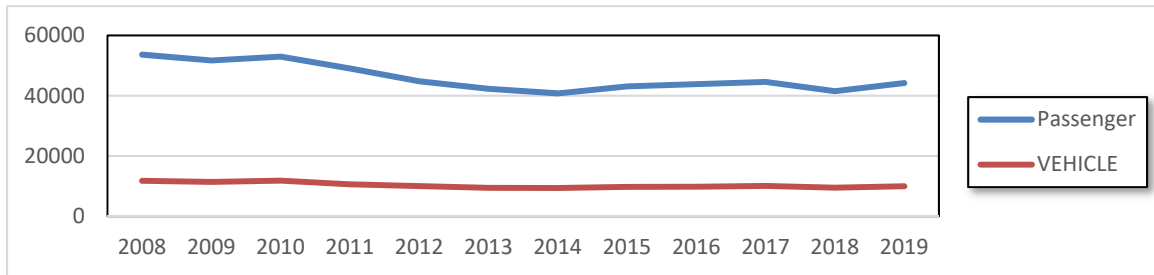
Clark Bay Ferry Terminal

Mile 31 Hollis-Klawock Hwy.

Owner: Inter Island Ferry Authority (IFA)

Terminal Manager: Donna Halvorsen – 907-826-4848

Terminal Description: Clark Bay Ferry Terminal is a side-berth facility consisting of a transfer bridge, steel support float, and five steel mooring dolphins. Uplands include a terminal building, maintenance warehouse, secure (fenced) staging area, paved parking and overhead lighting. The Clark Bay facility links Prince of Wales Island to Ketchikan with ferry service via the InterIsland Ferry Authority (IFA). The IFA has had operation and maintenance responsibility of this ferry terminal since 2002. AMHS provided ferry service prior to 2002. IFA operates one of two vessels to this port, the MV Prince of Wales and the MV Stikine. Total passenger and vehicle traffic counts for the past 10 years at Clark Bay are shown below.



The most recent above water survey was completed on May 27, 2021. The most recent underwater inspection occurred on Nov. 17, 2020. There are no fracture critical members at this facility.

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

Tidal Data (MLLW 0.0 feet)	
EHW	19.8
MHHW	15.5
MHW	14.6
ELW	-4.6

Terminal Building	
Year Built:	2007
Square Footage:	1,800 s.f.
Heating System:	Toyo Furnace
Fuel Storage:	AST
Fire Protection:	N/A
Condition:	Good

Maintenance Building	
Year Built:	2006
Square Footage:	3500 s.f.
Heating System:	N/A
Fuel Storage:	N/A
Fire Protection:	N/A
Condition:	Good

Uplands	
Short-Term Parking:	47 cars, 5 HCP
Long-Term Parking:	45 cars
Staging Area:	700 lineal feet; 180 lineal feet-buses/trucks
Paint Striping:	Yes
Driving Surface:	Asphalt

Generator Compartment	
This facility does not have a generator on site.	

Vehicle Transfer Bridge - #0182	
Type:	16' x 130' steel multi-girder
Year Built:	2015
Shoreward support:	Concrete abutment
Seaward support:	Steel Support Float
Coating:	Spray metallized w/topcoat
Pedestrian Access:	Pedestrian Bridge Parallel to Transfer Bridge
Lighting:	(3) Overhead Light Posts
Condition:	Very Good
Load Posting Sign:	N/A
Original Design Load:	HL93

Pedestrian Bridge	
Type:	16' x 130' steel multi-girder
Year Built:	2015
Shoreward support:	Concrete abutment
Seaward support:	Steel Support Float
Coating:	Spray metallized w/topcoat
Condition:	Very Good

Bridge Support Float	
Type:	40' x 60' Steel Flexi-float
Year Built:	2015
Ballasted:	Yes
Ramp lift:	Hydraulic
Apron lift:	Hydraulic/Block & Cable
Anodes:	Yes
Float Condition:	Very Good
Apron Condition:	Good
Ramp Condition:	Good

Utilities		
	at Terminal	at Ramp
Electrical:	Yes, city & backup power	
Water:	Yes	No
Sewer:	Yes (Septic)	No
Telephone:	Yes	No
Cable TV:	No	No
Fuel:	Yes	No
Wireless Bridge:	No	No

Dolphins						
Dolphins	Dolphin Piles	Fender Type	Anodes	Built	Cond.	Notes
W2	2B, 1V	n/a	Yes	2015	New	Red Nav Light
W1	2B, 2V	UHMW panels & Rubber cylindrical fenders	Yes	2015	New	
E1	2B, 2V	UHMW panels & Rubber cylindrical fenders	Yes	2015	New	
E2	2B, 2V	UHMW panels & Rubber cylindrical fenders	Yes	2015	New	
E3	2B, 2V	UHMW panels & Rubber cylindrical fenders	Yes	2015	New	Red Nav Light
RW	2B, 1V	n/a	Yes	2015	New	
RE	2B, 1V	n/a	Yes	2015	New	

LEGEND

B = Battered Steel Pipe Piles
V = Vertical Steel Pipe Piles
C1 = Catwalk
G1 = Gangway

E1= Dolphin Designation, typ.
RW = West Float Restraint Structure
RE = East Float Restraint Structure
WF = West side of Float, typ.

Catwalks / Gangways								
#	From Struct.	To Struct.	Length / Style / Main Members	Built	Safety Restraints	Cond.	Lighting	Notes
G1	W1	WF	38' / Gangway / Pipe Truss	1988	No	Good	Jelly Jar	
G2	E1	EF	38' / Gangway / Pipe Truss	2015	No	New	Jelly Jar	
C1	W1	W2	66' / Catwalk / 16"x4" Tube Girders	2015	Yes	New	Jelly Jar	
C2	E1	E2	53' / Catwalk / 16"x4" Tube Girders	2015	Yes	New	Jelly Jar	
C3	E2	E3	51' / Catwalk / 16"x4" Tube Girders	2015	Yes	New	Jelly Jar	

Terminal Projects			
Year	Project #	Project Name	Description
1975	S-0926(1)	Hollis Ferry Terminal Facility	Constructed new stern-loading facility with uplands fill, timber dock and timber duncan dolphins.
1977	TQS-RS-0926 (2)	Clark Bay Ferry Terminal	Uplands fill for new terminal parking and staging areas. Constructed new steel transfer bridge & cable/hydraulic lift system, and four new steel mooring/fendering structures.
1988	N/A	Clark Bay FT Dolphin Modifications	Installed new steel dolphin, E4.
1993	N/A	Clark Bay FT Mooring Improvements	Installed new steel dolphin, E5
2004	N/A	IFA - Clark Bay FT Improvements	Re-painted transfer bridge, repaired bridge abutment upgraded utilities to bridge and lighting on uplands.
2006	N/A	IFA - Clark Bay Terminal Building and Maintenance Shop	Constructed new terminal building and maintenance shop, including secure staging and security upgrades.
2015	67449	Clark Bay Ferry Terminal Improvements	Constructed new transfer bridge & float, 4 new mooring structures in a new re-aligned location, away from the accreting riverbed.
2018	SFHWHY00005	Clark Bay Ferry Terminal & Seaplane Float Expanded Parking	Expanded uplands parking area with tidelands fill, riprap, guardrail, paving & drainage systems. Grading improvements at bridge abutment approach.

GENERAL FACILITY EVALUATION

Facility Component	Rating
Uplands	8
Bridge	8
Float & Restraints	7
Intermediate Ramp	7
Apron	7
Dolphins	7
Gangways	7
Electrical System	5
Hydraulic System	5

9	EXCELLENT CONDITION
8	VERY GOOD CONDITION - no problems noted
7	GOOD CONDITION - some minor problems.
6	SATISFACTORY CONDITION - structural elements show minor deterioration
5	FAIR CONDITION - all primary structural elements are sound but may have minor corrosion, cracking or chipping. May include minor erosion on bridge piers.
4	POOR CONDITION - advanced corrosion, deterioration, cracking or chipping. Also significant erosion of concrete bridge piers.
3	SERIOUS CONDITION - corrosion, deterioration, cracking and chipping, or erosion of concrete bridge piers have seriously affected deck, superstructure, or substructure. Local failures are possible.
2	CRITICAL CONDITION - advanced deterioration of deck, superstructure, or substructure. May have cracks in steel or concrete, or erosion may have removed substructure support. It may be necessary to close the bridge until corrective action is taken.
1	"IMMINENT" FAILURE CONDITION - major deterioration or corrosion in deck, superstructure, or substructure, or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
0	FAILED CONDITION - out of service - beyond corrective action
N	Not applicable

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