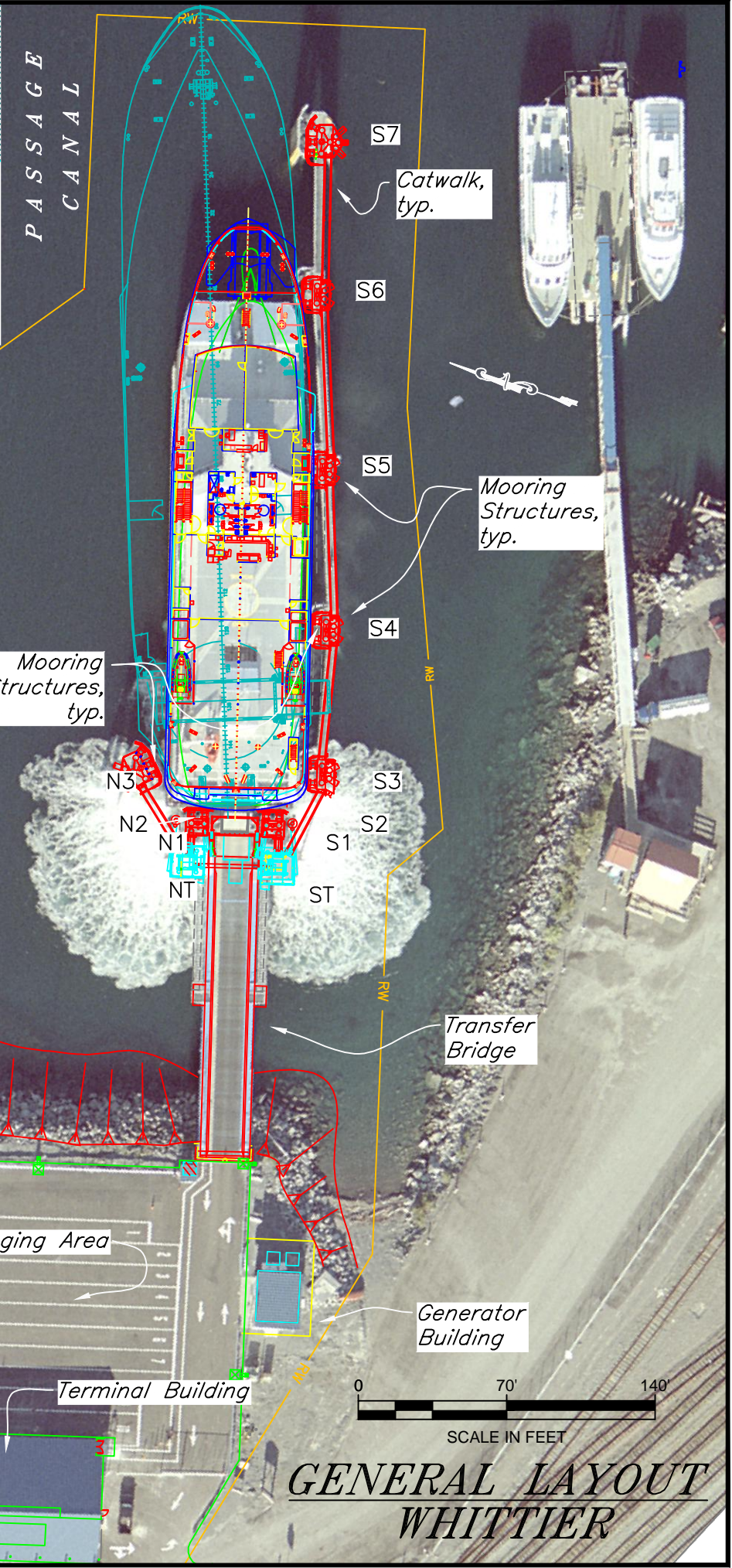


# VICINITY MAP



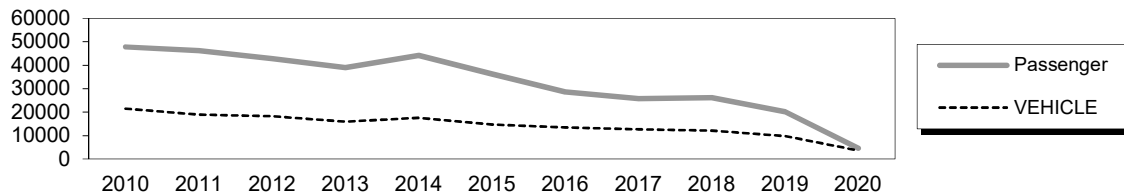
# Whittier Ferry Terminal

¼ Mile Depot Road

**Owner:** State of Alaska  
**Terminal Manager:** Costa Altin, 907-472-2378

**Terminal Description:** Whittier is a stern-loading facility consisting of a transfer bridge, twin lift tower syncrolift, 10 steel pile dolphins and associated catwalks/gangways for line-handling access. The facility was upgraded from a timber tidal ramp to a lift and transfer bridge with steel mooring structures in 1988. Modifications were made in 2005 to accommodate the M/V AURORA, M/V KENNICOTT and the Fast Vehicle Ferry, MV CHENEGA. Modifications made in 2020 to accommodate the ACF.

A single-lane highway tunnel and the Alaska Railroad provide access to Whittier from Anchorage and Portage. Like Valdez, this is a key connection point between Cordova and Anchorage. Tourism accounts for much of the summer traffic volume through this port. The facility went to year round service starting in 2005 with the reopening of the new modification project. The past 10 years of total passenger and vehicle traffic at Whittier is shown below.



The most recent above water survey & fracture critical inspections were completed on August 11, 2022. The underwater survey occurred on August 3, 2018.

<b>Vessels</b>		<b>Uplands</b>	
<u>Name</u>	<u>Berthing, Alignment</u>	Short-Term Parking:	3 cars
Aurora/Kennicott/ACF	Stern	Long-Term Parking:	N/A
<b>Tidal Data (MLLW 0.0 feet)</b>		Staging Area:	1200 lineal feet; 125 lineal feet-buses/trucks
EHW	18.7	Paint Striping:	Yes
MHHW	12.3	Driving Surface:	Asphalt
MHW	11.3	<b>Vehicle Transfer Bridge - #1424</b>	
ELW	-6.0	Type:	16' x 140' twin box beam
<b>Terminal Building</b>		Year Built:	1986
Year Built:	2005	Shoreward support:	Concrete abutment
Square Footage:	2200 s.f.	Seaward support:	Steel Lift Beam-Syncrolift
Heating System:	Furnace (Natural Gas)	Coating:	Wasser Paint
Fuel Storage:	City Supply (Natural Gas)	Pedestrian Access:	Concrete 4' wide on bridge
Fire Protection:	Alarm Pyrotronics	Lighting:	None
Condition:	New	Condition:	Good (see findings)
<b>Generator &amp; Building</b>		Load Posting Sign:	N/A
Building/Generator:	2005	Original Design Load:	HS 20-44
Square Footage:	260 s.f.		
Heating System:	Electric		
Fuel Storage:	City Supply (Natural Gas)		
Fire Protection:	Halon		



<b>Dolphins</b>								
<b>Dolphin</b>	<b>Dolphin Piles</b>	<b>Fender Support</b>	<b>Fender Face</b>	<b>Anodes</b>	<b>Built</b>	<b>Cond.</b>	<b>Hawse Extensions</b>	<b>Notes</b>
N3	3B, 3V	Hanging	UHMW	Yes	2005	Good	Yes	Red navlight
N2	1B, 1V	Floating	Rubber Fender	Yes	2005	Good	Yes	
N1	2B,2V	Hanging	UHMW	Yes	2005	Good	Yes	
ST	4V	-	-	Yes	1988	Good	-	
NT	4V	-	-	Yes	1988	Good	-	Light Pole
S1	2B,2V	Hanging	UHMW	Yes	2005	Good	Yes	
S2	1B,1V	Floating	Rubber Fender	Yes	2005	Good	Yes	
S3	2B,2V	Hanging	UHMW	Yes	2005	Good	Yes	
S4	2B,2V	Hanging	UHMW	Yes	2005	Good	Yes	
S5	2B,2V	Hanging	UHMW	Yes	2005	Good	Yes	Light Pole
S6	2B,2V	Hanging	UHMW	Yes	2005	Good	Yes	
S7	3B, 3V	Hanging	UHMW	Yes	2005	Good	Yes	Red navlight & windsock

<b>Catwalks / Gangways</b>									
<b>#</b>	<b>From Struc.</b>	<b>To Struc.</b>	<b>Length / Style / Main Members</b>	<b>Built</b>	<b>Safety Chains?</b>	<b>Cond.</b>	<b>Lighting</b>	<b>Notes</b>	
C1	N3	NT	34' / Catwalk / W 12x26 Custom Girders	2005	No	Good	Tubuloid		
C2	NT	N1	9' / Catwalk / W 4x13 Bottom Chord	1988	No	Good	Tubuloid		
G1	ET	EBP	52' / Gangway / S 4x9.5 Bottom Chord	1988	Yes	Good	Tubuloid		
G2	WT	WBP	52' / Gangway / S 4x9.5 Bottom Chord	1988	Yes	Good	Tubuloid		
C3	ST	S1	9' / Catwalk / W 4x13 Bottom Chord	1988	No	Good	Tubuloid		
C4	S3	ST	33' / Catwalk / W 12x26 Custom Girders	2005	No	Good	Tubuloid		
C5	S4	S3	57' / Catwalk / W 18x40 Custom Girders	1988	Yes	Good	Tubuloid		
C6	S5	S4	65' / Catwalk / W 18x40 Custom Girders	2005	Yes	Good	Tubuloid		
C7	S6	S5	72' / Catwalk / W 18x40 Custom Girders	2005	Yes	Good	Tubuloid		
C8	S7	S6	61' / Catwalk / W 18x40 Custom Girders	1988	Yes	Good	Tubuloid		

<b>Terminal Projects</b>			
<b>Year</b>	<b>Project #</b>	<b>Project Name</b>	<b>Description</b>
2008	73741	WIT Ferry Terminal Transfer Bridge Repairs	Harbor Welding repaired the FB-Girder weld cracks Dec 4th - 18th, 2008.
2008	69050 / SHAK - 0005(575)	Whittier - Ferry Dock Hoist Upgrade	Replaced the existing relay-based control panel for the transfer bridge lift system with a PLC-based control panel.
2011	N/A	WIT FT Building Repairs	Remove clerestory window & water-damaged wall frame.
2013	73125 (1)	WIT Staging Area Lighting Replacement	Remove & replace all exterior light fixtures in the staging area; replace conduit/wiring below the bridge, relocate to above the girder; other miscellaneous electrical improvements
2013	N/A	Emergency Hoist Repairs	Repairs consisted of the complete replacement of all lift system components.

### Terminal Projects (cont.)

2016	N/A	WIT FT Bridge Strengthening	Installed a structural retrofit to the seaward end of the bridge to bring the load rating within standards for highway vehicles.
2020	SAMHS00228	WIT FT ACF MODS	Relocated Dolphin S3 for ACF, Repair and strengthen Floor Beam 0 to Girder connection both girders. Anodes replaced on all offshore structures.

### GENERAL FACILITY EVALUATION

Marine	Mooring Structures	7
	Uplands Staging area	7
	Uplands Waiting Building	7
	Utilities	7

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

For a copy of the latest facility inspection reports contact the AKDOT&PF Marine Design Department.