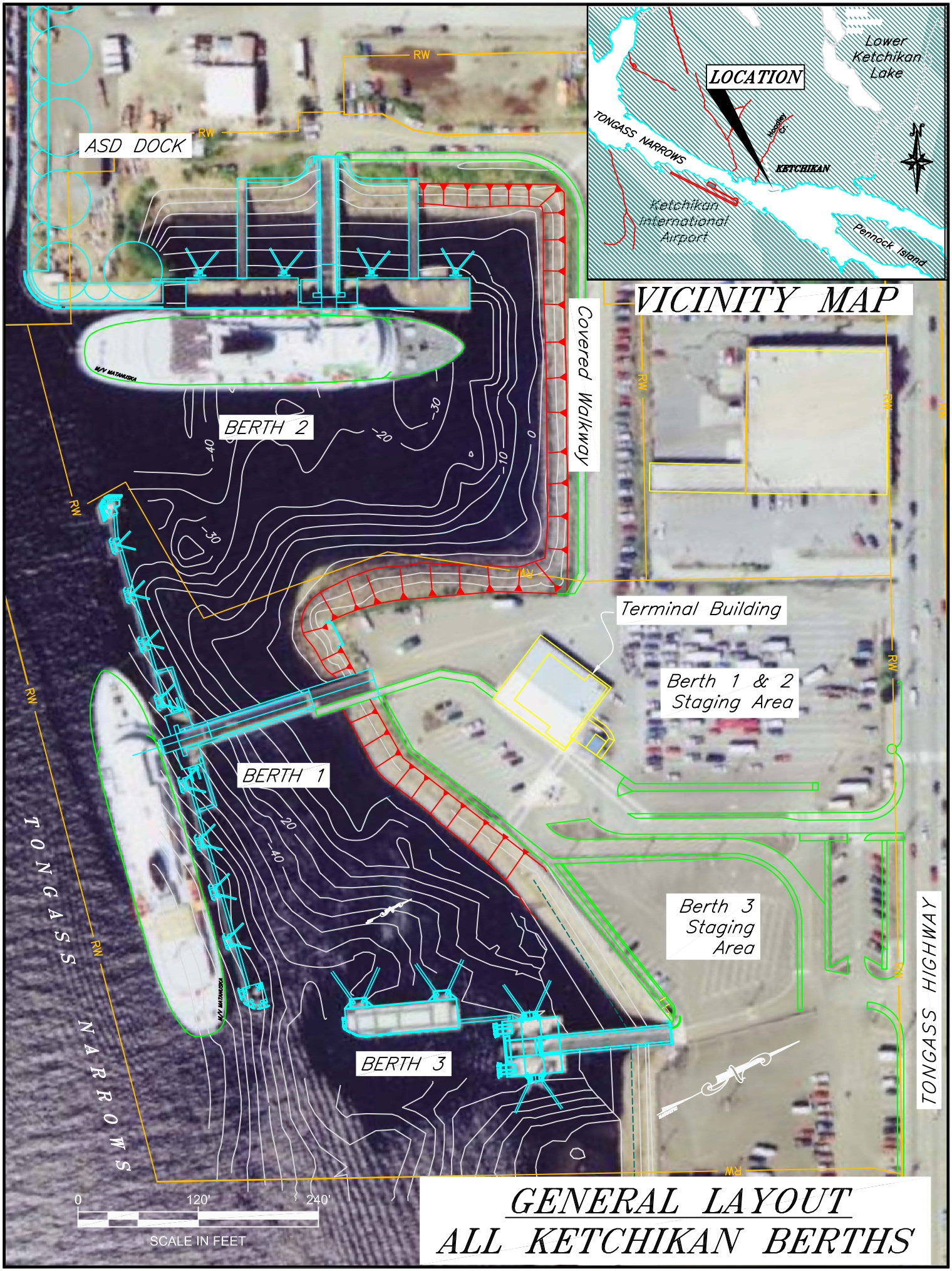
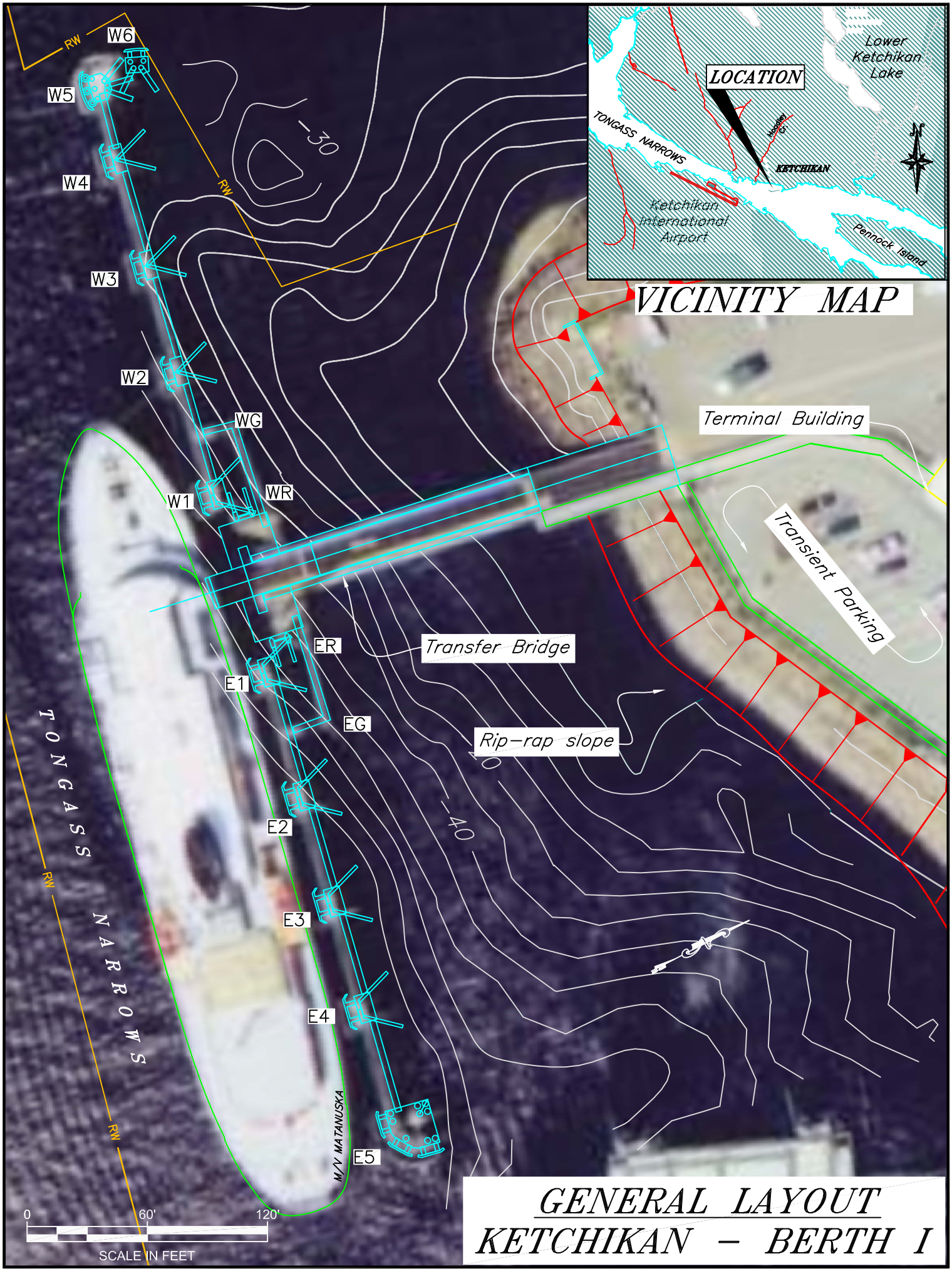

ASD DOCK
RW
BERTH 2
BERTH 1
BERTH 3
M/V MATANUSKA
Covered Walkway
Terminal Building
Berth 1 & 2 Staging Area
Berth 3 Staging Area
TONGASS NARROWS
TONGASS HIGHWAY
0
120'
240'
SCALE IN FEET
LOCATION
Lower Ketchikan Lake
TONGASS NARROWS
Ketchikan International Airport
KETCHIKAN
Pennock Island
VICINITY MAP
GENERAL LAYOUT
ALL KETCHIKAN BERTHS


W6
W5
W4
W3
W2
WG
W1
WR
ER
E1
EG
E2
E3
E4
E5
RW
-30
-40
Terminal Building
Transient Parking
Transfer Bridge
Rip-rap slope
TONGASS NARROWS
M/V MATANUSKA
0
60'
120'
SCALE IN FEET
LOCATION
Lower Ketchikan Lake
TONGASS NARROWS
Ketchikan International Airport
KETCHIKAN
Pennock Island
VICINITY MAP
GENERAL LAYOUT
KETCHIKAN - BERTH I

Ketchikan Ferry Terminal, Berth I

3501 Tongass Avenue

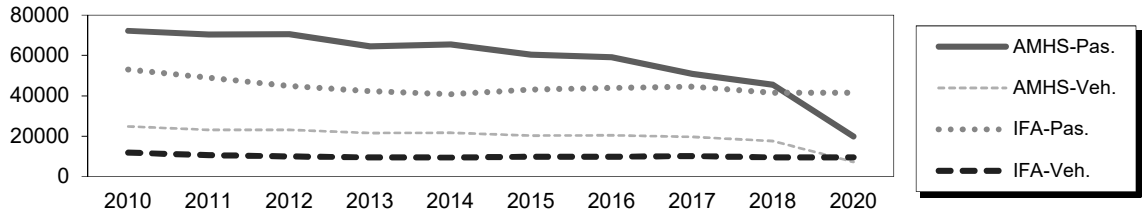
Owner: State of Alaska

Terminal Manager: Katie Taylor – 907-228-6886

Terminal Description: Ketchikan Main Berth is a side-berth facility consisting of a transfer bridge, steel support float, with steel catwalks that provide access to 10 steel mooring dolphins.

Ketchikan is one of the primary service terminals along the AMHS Route, providing northbound connections for mainline service to Wrangell, Petersburg, Sitka, Juneau, Haines and Skagway; southbound connections to Prince Rupert and Bellingham; and hub service to Prince of Wales communities, and Metlakatla. The majority of vessel services and crew changes occur at the Ketchikan terminal.

Ketchikan's past 10 years of total passenger and vehicle traffic for all three berths (1, 2, & 3) is shown below. This data is reported each year in the Alaska Marine Highway System's Annual Traffic Volume Report: https://dot.alaska.gov/amhs/reports.shtml



The most recent above water survey was completed on May 24, 2021. The most recent fracture critical inspection was completed on May 24, 2021.

Vessels	
Name	Berthing, Alignment
All vessels	Port/ Starboard

Tidal Data (MLLW 0.0 feet)	
EHW	21.3
MHHW	15.4
MHW	14.5
ELW	-5.1

Uplands	
Short-Term Parking:	20 cars, 2 HCP
Long-Term Parking:	0
Staging Area	2200 lineal feet, 7 lanes
Paint Striping:	Yes
Driving Surface:	Asphalt

Generator & Building	
Building / Generator:	1988
Square Footage:	252 s.f.
Heating System:	Elecric
Fuel Storage:	500 gal
Fire Protection:	Halon
Condition:	Fair

Vehicle Transfer Bridge - #0800	
Type:	16' x 140' twin box beam
Year Built:	1988
Shoreward support:	Steel Beam/ Driven Piling
Seaward support:	Steel Support Float
Coating:	Wasser Paint
Pedestrian Access:	Yes, next to vehicles
Lighting:	Jelly Jars on bent posts,
Condition:	Good
Load Posting Sign:	N/A
Original Design Load:	HS 20-44

Bridge Support Float	
Type:	24'x60' Steel Pontoon
Year Built:	1988
Coating:	Epoxy
Ramp lift:	Hydraulic/Cable
Apron lift:	Hydraulic/Cable
Anodes:	Yes, but inadequate reading.
Condition:	Fair

Dolphins								
Dolphins	**Dolphin Piles**	**Fender Support**	**Fender Face**	**Anodes**	**Built**	**Cond.**	**Hawse Extensions**	**Notes**
W6	2B, 2V	Hanging	UHMW	Yes	2016	Good	Yes	Retrieval mast
W5	3B, 3V	Hanging	UHMW	Yes	2016	Good	Yes	Marker Light
W4	2B, 1V	4V	Ekki Timber	Yes	1994	Fair	Yes	
W3	2B, 1V	4V	Ekki Timber	Yes	1994	Fair	Yes	Light Pole mounted
W2	2B, 1V	4V	Ekki Timber	Yes	1994	Fair	Yes	
W1	2B, 2V	Hanging	UHMW	Yes	1994	Fair	Yes	Light Pole & Windsock mounted
E1	2B, 2V	Hanging	UHMW	Yes	1994	Fair	Yes	Light Pole mounted
E2	2B, 2V	Hanging	UHMW	Yes	1994	Fair	Yes	
E3	2B, 2V	Hanging	UHMW	Yes	1994	Fair	Yes	Light Pole mounted
E4	2B, 2V	Hanging	UHMW	Yes	1988	Fair	Yes	
E5	4B, 4V	Hanging	UHMW	Yes	1994	Fair	Yes	Red Nav Light mounted
ER	2B, 2V	-	-	Yes	1988	Fair	-	
WR	2B, 2V	-	-	Yes	1988	Fair	-	
EG	1B, 1V	-	-	Yes	1988	Fair	-	
WG	1B, 1V	-	-	Yes	1988	Fair	-	

LEGEND

ER = East Float Restraint Dolphin
B = Battered Steel Pipe Piling
WP1 = Upper West Float Platform
WG = West Gangway Support Dolphin
V = Vertical Steel Pipe Piling
WP2 = Lower West Float Platform

Catwalks / Gangways							
#	From Struc.	To Struc.	Lenth / Style / Main Members	Built	Safety Chains?	Cond.	Lighting
C1	W5	W4	28' / Catwalk / 10" x 10" Tube Girders	1994	Yes	Fair	Jelly Jars
C2	W4	W3	44' / Catwalk / 10" x 10" Tube Girders	1994	Yes	Fair	Jelly Jars
C3	W3	W2	44' / Catwalk / 10" x 10" Tube Girders	1994	Yes	Fair	Jelly Jars
C4	W2	W1	53' / Catwalk / 12" x 12" Tube Girders	1994	Yes	Fair	Jelly Jars
C5	E1	E2	53' / Catwalk / 12" x 12" Tube Girders	1988	Yes	Fair	Jelly Jars
C6	E2	E3	44' / Catwalk / 10" x 10" Tube Girders	1994	Yes	Fair	Jelly Jars
C7	E3	E4	44' / Catwalk / 10" x 10" Tube Girders	1994	Yes	Fair	Jelly Jars
C8	E4	E5	52' / Catwalk / 12" x 12" Tube Girders	1998	Yes	Fair	Jelly Jars
C9	C4	WG	22' / Catwalk / Tube Floor Truss	1998	Yes	Fair	Jelly Jars
G1	WG	WP1	57' / Gangway / Tube Thru Truss	1998	Yes	Fair	-
G2	WP1	WP2	12' / Gangway / Tube Thru Truss	1998	Yes	Fair	-
G3	EP1	EP2	12' / Gangway / Tube Thru Truss	1998	Yes	Fair	-
G4	EG	EP1	57' / Gangway / Tube Thru Truss	1998	Yes	Fair	-
C10	C5	EG	22' / Catwalk / Tube Floor Truss	1998	Yes	Fair	-

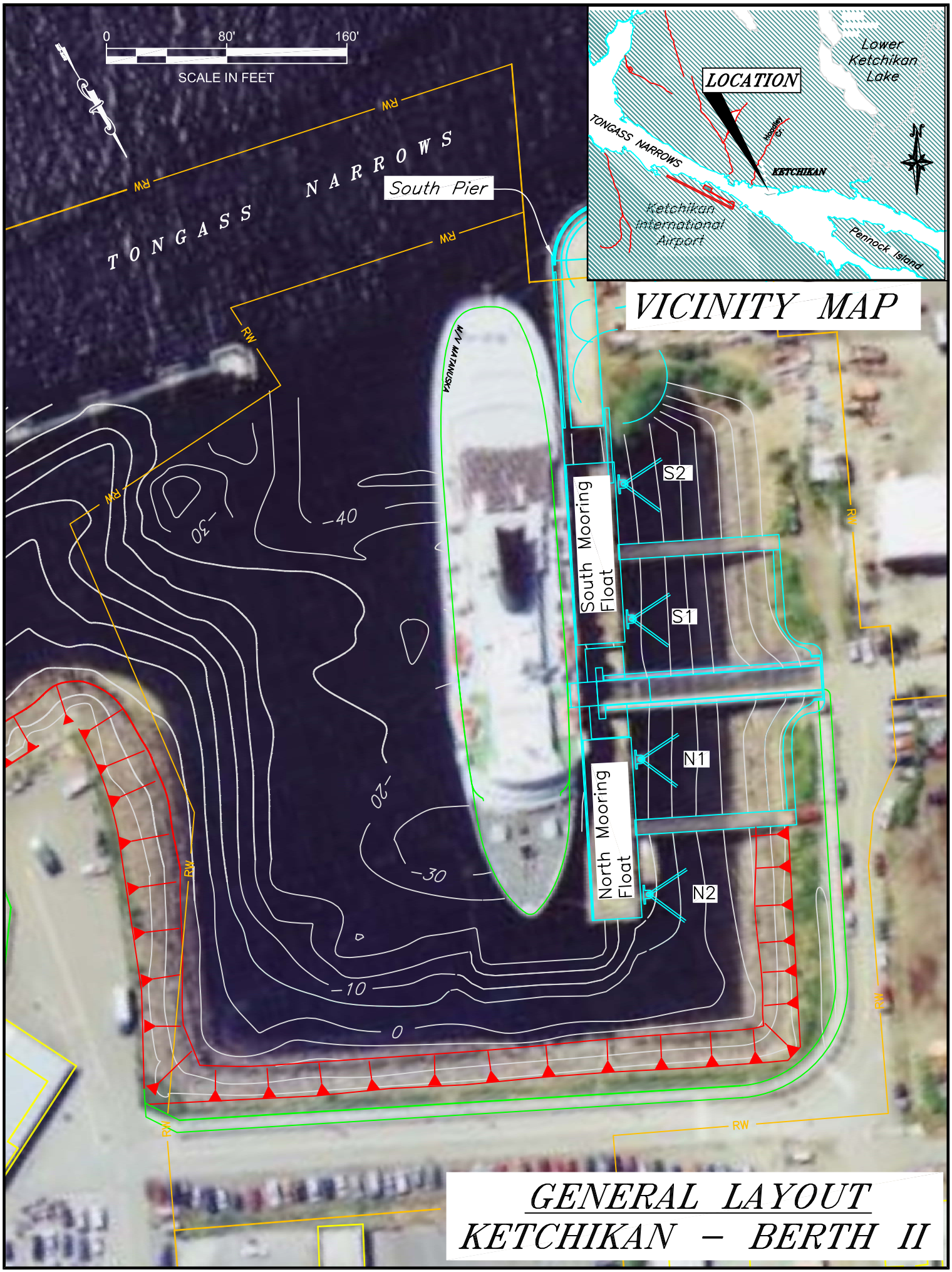
Terminal Projects			
Year	**Project #**	**Project Name**	**Description**
1969	F-095-2-5	KTN Ferry Terminal Grading, Drainage, Paving & Slope Protection	Widened existing uplands parking and staging area, paved top surface, installed guardrail and added armor rock to seaside slopes.
1976	6-75153	KTN Ferry Terminal Reconstruction	Repaired timber dolphin, dock and catwalk elements; replaced timber lift towers with concrete capped/steel piling.
1978	F-M-0902-8	KTN Ferry Terminal Facility	Replaced timber dolphins with concrete capped/steel piling, timber dock with concrete and steel piling.
1988	74826	KTN Ferry Terminal	Replace existing timber bridge and lift towers with steel bridge, steel support float, hydraulically operated ramp and apron, steel access gangways and platforms, and steel approach dock.
1991	75010	KTN Ferry Terminal Building	New terminal building.
1991	75113	KTN Staging Area Expansion	Dredged areas adjacent to current Berths II & III and filled uplands next to terminal building. Adds 28 parking spaces and larger staing area. Also removes the berth for airport shuttle and M/V Chilkat.
1994	75120	KTN Ferry Terminal Mooring Realignment	Removed existing concrete dock, all dolphins (but W5). Held dolphin W5 and installed new dolphins along a rotated fender face that is parallel to the north pierhead line to allow both port and strbd side mooring. New bridge approach and dolphin catwalks.
2008	73003(2)	Ketchikan FT Carpet Replacement	Replaced carpet in the terminal building with our standard style: Lees Carpet - Vitral Pattern, Modular 24" x 24" No. 428 Mountain Beauty.
2009	7303(3)	KTN Berth I Waterline Modifications	Replaced the bridge waterline with a new arctic pipe, heat trace and 'Hot Box' for valve connections.
2016	SAMHS00015	KTN Ferry Terminal Improvements	Replaced wrap-around end dolphin W5 with two dolphins, W5 and W6 at Berth 1, modified the catwalk leading to that dolphin, built new dolphin S1 at Berth 3, installed new sewer and waterlines with heat trace at Berth 3 transfer bridge, built new covered walkway between Berth 3 and the terminal building.

GENERAL FACILITY EVALUATION

Facility Component	Rating
Bridge	6
Float	6
Apron	5
Dolphins	6
Catwalks/Gangways	6

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 AK DOT&PF Marine Design Department. Contact information is located in the Comments and Feedback section.


0
80'
160'
SCALE IN FEET
TONGASS NARROWS
South Pier
RW
M/V MATANUSKA
South Mooring Float
North Mooring Float
S1
S2
N1
N2
-40
-30
-20
-10
0
LOCATION
Lower Ketchikan Lake
TONGASS NARROWS
Tongass Hwy
KETCHIKAN
Ketchikan International Airport
Pennock Island
VICINITY MAP
GENERAL LAYOUT
KETCHIKAN – BERTH II

Ketchikan Ferry Terminal, Berth II

3501 Tongass Avenue

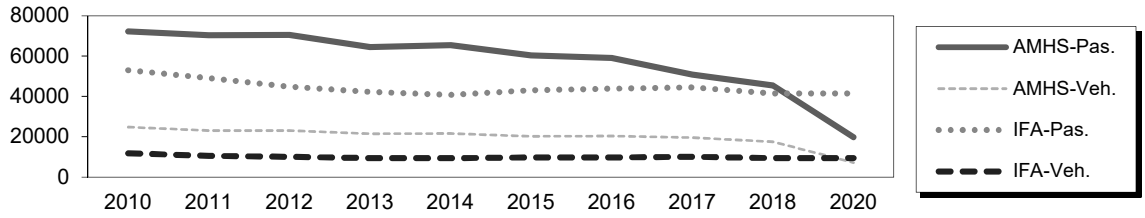
Owner: State of Alaska

Terminal Manager: Katie Taylor – 907-228-6886

Terminal Description: Ketchikan Berth II is an all-tide side-berth facility consisting of a transfer bridge, steel support float, with two mooring floats and access bridges. A sheet pile wharf south of the bridge provides fixed moorage, in-line with the mooring float fenders. This berth is often used as a layup berth for off-system AMHS vessels.

Ketchikan is one of the primary service terminals along the AMHS Route, providing northbound connections for mainline service to Wrangell, Petersburg, Sitka, Juneau, Haines and Skagway; southbound connections to Prince Rupert and Bellingham; and hub service to Prince of Wales communities, and Metlakatla. The majority of vessel services and crew changes occur at the Ketchikan terminal.

Ketchikan's past 10 years of total passenger and vehicle traffic for all three berths (1, 2, & 3) is shown below. This data is reported each year in the Alaska Marine Highway System's Annual Traffic Volume Report: https://dot.alaska.gov/amhs/reports.shtml



The most recent above water survey was completed on May 24, 2021. The most recent fracture critical inspection was completed on May 24, 2021.

Vessels	
Name	Berthing, Alignment
All Vessels	Port/ Starboard

Tidal Data (MLLW 0.0 feet)	
EHW	21.3
MHHW	15.4
MHW	14.5
ELW	-5.1

Uplands	
Short-Term Parking:	20 cars, 2 HCP
Long-Term Parking:	0
Staging Area	2200 lineal feet, 7 lanes
Paint Striping:	Yes
Driving Surface:	Asphalt

Terminal Building	
Year Built:	1993
Square Footage:	4848 s.f.
Heating System:	Boiler
Fuel Storage:	2,500 gal. Ust
Fire Protection:	Simplex Alarm
Condition:	Fair

Generator & Building	
Building / Generator:	1988
Square Footage:	252 s.f.
Heating System:	Elecric
Fuel Storage:	500 gal
Fire Protection:	Halon
Condition:	Fair

Vehicle Transfer Bridge - #1823	
Type:	16' x 140' twin box beam
Year Built:	1986
Shoreward support:	Steel Beam/ Driven Piling
Seaward support:	Steel Support Float
Coating:	Wasser Paint
Pedestrian Access:	Yes, next to vehicles
Lighting:	Jelly Jars on bent posts, both girders
Condition:	Good/Fair
Load Posting Sign:	N/A
Original Design Load:	HS 20-44/200 psf

Bridge Support Float	
Type:	24'x60' Steel Pontoon
Year Built:	1986
Coating:	Epoxy
Ramp lift:	Hydraulic/block & Cable
Apron lift:	Hydraulic/block & Cable
Anodes:	Yes
Condition:	Fair

Mooring Float Restraint Dolphins				
Dolphins	**Dolphin Piles**	**Built**	**Cond.**	**Notes**
N1	2B, 1V	1986	Fair	30% of the galvanized coating remains intact: Precipitation ponds along the top of the pile collars; Light poles mounted on dolphins N1 and S1.
N2	2B, 1V	1986	Fair	
S1	2B, 1V	1986	Fair	
S2	2B, 1V	1986	Fair	

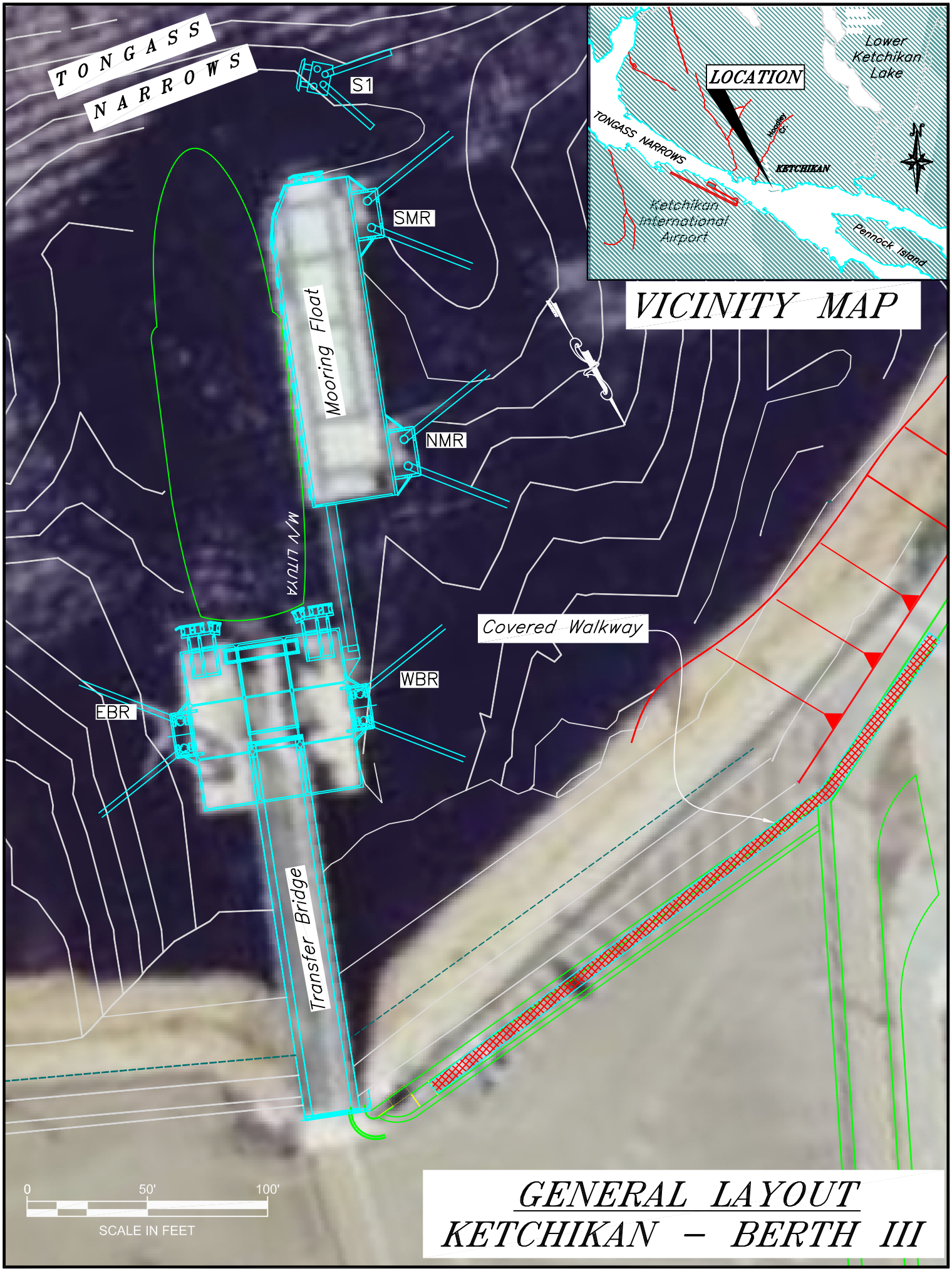
Terminal Projects			
Year	**Project #**	**Project Name**	**Description**
1980	K61216	KTN Vessel Maintenance Facility	Beginning of ASD facility, including cells for South Pier of Berth II.
1986	X70010	KTN Vessel Maintennace Facility South Berth	Dredged basin, built all structural elements of the existing facility, installed cap and fenders on 2 corner sheet pile cells of exisitng wharf.
1991	F-091-1(4) / 75113	KTN Staging Area Expansion	Constructed new access road to Berth II.
1994	F-095-2(16) / 75120/75285	KTN Ferry Terminal Mooring	Built access gangway between the South mooring float and South Pier.

GENERAL FACILITY EVALUATION

Facility Component	Rating
Bridge	6
Float	6
Apron	6
Mooring Structures	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

For a copy of the latest facility inspection reports contact the AK DOT&PF Marine Design Department. Contact information is located in the Comments and Feedback section.


TONGASS NARROWS
S1
SMR
Mooring Float
NMR
M/V LUVA
EBR
WBR
Covered Walkway
Transfer Bridge
LOCATION
Lower Ketchikan Lake
TONGASS NARROWS
Ketchikan International Airport
KETCHIKAN
Pennock Island
VICINITY MAP
0
50'
100'
SCALE IN FEET
GENERAL LAYOUT
KETCHIKAN – BERTH III

Ketchikan Ferry Terminal, Berth III 3501 Tongass Avenue

Owner: State of Alaska

Terminal Manager: Katie Taylor – 907-228-6886

Terminal Description: Ketchikan Terminal, Berth III is one of three berths that make up the Alaska Marine Highway System's homeport. Berth III is the southernmost of the terminals located on Tongass Narrows.

This is an all-tide, stern-loading facility consisting of a transfer bridge, concrete pontoon, intermediate ramp and apron, breasting/mooring float and a single dolphin. Passenger waiting and ticketing services are located in the Ketchikan Ferry Terminal building.

The terminal is used primarily by:

- The STIKINE and PRINCE OF WALES operated by the Inter-Island Authority (IFA) for daily service to Hollis, AK.
- The LITUYA operated by AMHS providing dedicated shuttle service to Metlakatla, AK.

For a summary of passenger and vehicle traffic volumes refer to Ketchikan Ferry Terminal, Berth I.

The most recent fracture critical bridge and above water inspections were conducted on May 24, 2021 and under water inspection on August 6, 2021. Copies are available upon request from ADOT&PF – Marine Design Department.

Vessels	
Name	Berthing, Alignment
Lituya / Prince of Wales (IFA)	Port/ Starboard

Terminal Building
Main terminal building data is in Berth I report

Generator & Building
Main generator data is in Berth I report.

Vehicle Transfer Bridge - #0190	
Type:	13'-6" x 142' twin box beam
Year Built:	2001
Shoreward support:	RC Abutment / Driven Piling
Seaward support:	Concrete Float / Stl Frame
Bridge Coating:	Paint
Pedestrian Access:	Covered and separated from vehicles by guardrail.
Lighting:	Light posts, along girder 1
Condition:	Good
Load Posting Sign:	N/A
Original Design Load:	HS 20-44

Uplands	
Short-Term Parking:	11
Long-Term Parking:	24
Staging Area:	790 ft
Paint Striping:	Yes
Driving Surface:	Asphalt

Bridge Support Float	
Type:	60' x 60' Concrete Pontoon
Year Built:	2001
Ballasted:	Yes
Ramp lift:	hydraulic tower
Apron lift:	Hydraulic
Condition:	Fair

Utilities at Mooring Float	
Electrical:	Yes, city & backup power
Water:	Yes
Sewer:	Yes
Telephone:	Yes
Cable TV:	No
Fuel:	No
Wireless Bridge:	No

Dolphins					
Dolphins	**Dolphin Piles**	**Anodes**	**Built**	**Cond.**	**Notes**
EBR	2B, 2V	Yes	2001	Good	
WBR				Good	
NMR				Good	
SMR				Good	
S1	2B, 2V	Yes	2016	New	

Fender Float							
Platform	**Size**	**Fender Face**	**Float**	**Built**	**Decking**	**Cond.**	**Notes**
MF	30' x 120'	UHMW / Stl tube panel	Concrete	2001	Glulam	Fair	Structural damage to frame behind fender panels.

Catwalks / Gangways							
#	**From Struc.**	**To Struc.**	**Lenth / Style / Main Members**	**Built**	**Safety Chains?**	**Cond.**	**Notes**
G1	SF	MF	57'-4" / Gangway / 2.5"x2.5" Bottom Chord	2001	No	Fair	

LEGEND
EBR = East Bridge Support Float Restraint Dolphin
V = Vertical Steel Pipe Piling
G1 = Gangway
NMR = North Mooring Float Restraint Dolphin
B = Battered Steel Pipe Piling

Terminal Projects			
Year	**Project #**	**Project Name**	**Description**
2001	67857	KTN Transfer Facility - Phase I	Construction of uplands & all structures.
2006	67607	KTN Shore Power Modifications	Installed access ladder and upgraded shore power.
2016	SAMHS00015	KTN Ferry Terminal Improvements	Replaced wrap-around end dolphin W5 with two dolphins, W5 and W6 at Berth 1, modified the catwalk leading to that dolphin, built new dolphin S1 at Berth 3, installed new sewer and waterlines with heat trace at Berth 3 transfer bridge, built new covered walkway between Berth 3 and the terminal building.

General Facility Evaluation

Facility Component	Rating
Bridge	7
Abutment & float	6
Apron	6
Mooring Float	4
Mooring Dolphin	8
Uplands Staging area	7
Pedestrian Walkway (bridge)	6
Utilities	6

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