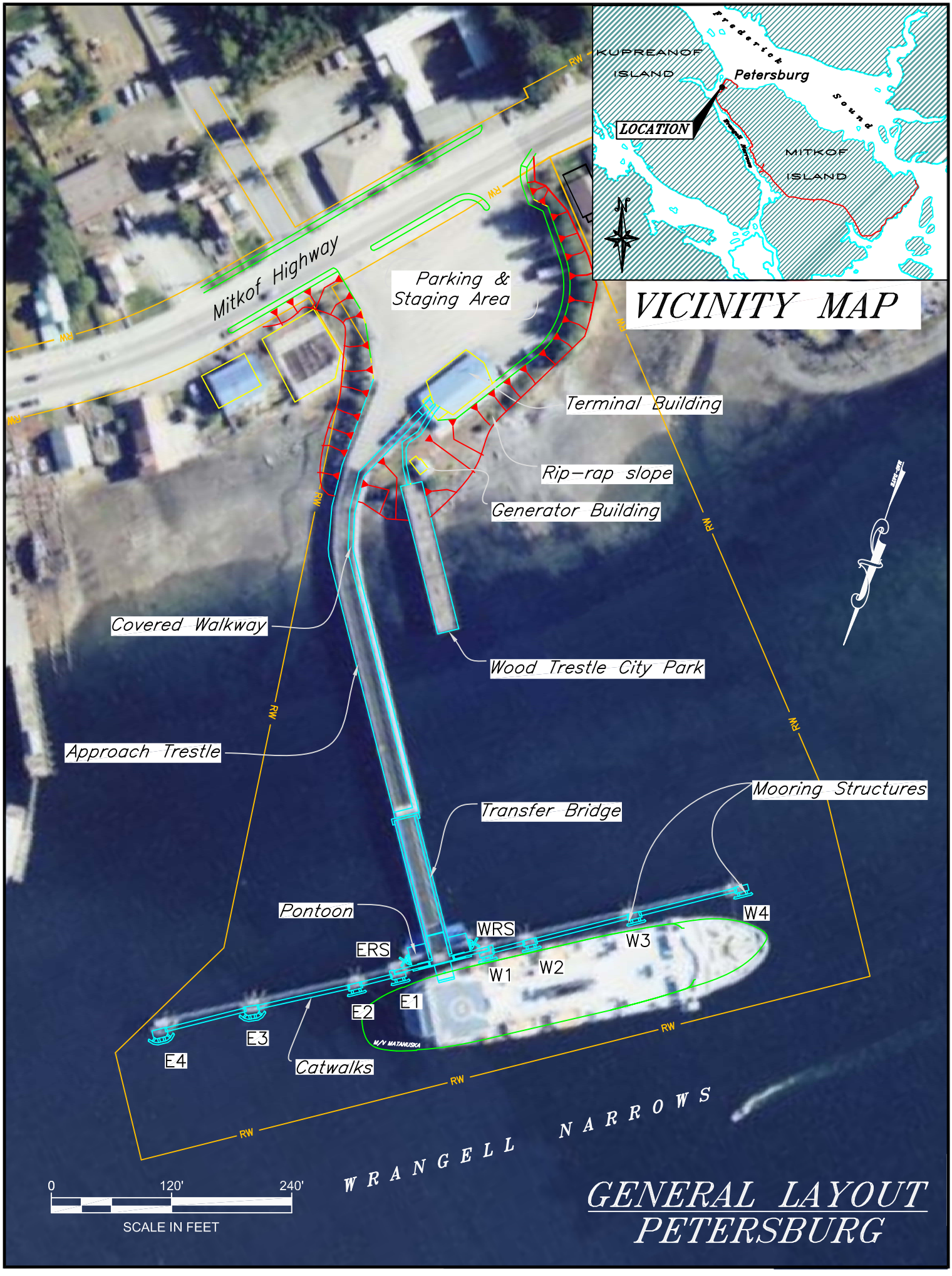

KUPREANOF ISLAND
Petersburg
Frederick Sound
LOCATION
Wrangell Narrows
MITKOF ISLAND
N
VICINITY MAP
Mitkof Highway
Parking & Staging Area
Terminal Building
Rip-rap slope
Generator Building
Covered Walkway
Wood Trestle City Park
Approach Trestle
Transfer Bridge
Mooring Structures
Pontoon
WRS
ERS
W1
W2
W3
W4
E1
E2
E3
E4
Catwalks
M/V MATANUSKA
RW
WRANGELL NARROWS
0
120'
240'
SCALE IN FEET
GENERAL LAYOUT
PETERSBURG

Petersburg Ferry Terminal

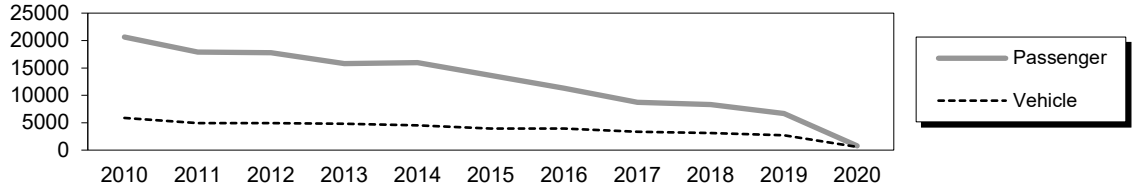
1100 South Nordic Road

Owner: State of Alaska

Terminal Manager: David Schulz – 907-772-3855

Terminal Description: The Petersburg Ferry Terminal is a side-berth facility and consists of staging and parking areas, terminal building, emergency generator facilities, approach span, transfer bridge, covered walkways, and (8) steel mooring structures. The Petersburg facility is located in the Wrangell Narrows, about ½ mile south of town.

Summary of passenger and vehicle traffic volumes (source: https://dot.alaska.gov/amhs/reports.shtml):



The most recent underwater inspection was completed on August 12, 2021, above water inspection on May 17, 2021 and fracture critical bridge inspection on May 1, 2021. Copies are available upon request from the ADOT&PF – Marine Design Department.

Vessels	
Name	Berthing, Alignment
Taku / LeConte / Mat / Mal / Columbia	Port/ Starboard
Kennicott	Port

Tidal Data (MLLW 0.0 feet)	
EHW	20.5
MHHW	16.4
MHW	14.8
ELW	-4.5

Terminal Building	
Year Built:	1982 (rebuilt and expanded in 2000)
Square Footage:	2078 s.f.
Heating System:	Furnace
Fuel Storage:	UST
Fire Protection:	Sprinkler / Alarm
Condition:	Good

Generator & Building	
Building / Generator:	1986
Square Footage:	120 s.f.
Heating System:	Electric
Fuel Storage:	UST
Fire Protection:	Halon
Condition:	Good

Uplands	
Short-Term Parking:	15 cars
Long-Term Parking:	N/A
Staging Area:	1375 lineal feet, 10 lanes
Paint Striping:	Yes
Driving Surface:	Asphalt

Vehicle Transfer Bridge - #0802	
Type:	16' x 140' twin box beam
Year Built:	1985
Shoreward support:	Steel approach bent
Seaward support:	Steel Support Float
Coating:	Paint
Pedestrian Access:	Concrete 4' wide on bridge
Lighting:	None
Condition:	Good
Load Posting Sign:	N/A
Original Design Load:	HS 20-44

Bridge Approach Trestle	
Type:	25' x 360' Pile-supported, Open grate deck
Year Built:	1986
Shoreward support:	Steel Beam/Driven Piling
Seaward support:	Steel Beam/Driven Piling
Pedestrian Access:	Covered walkway, guardrail separation
Anodes on piles:	No
Condition	Good

Bridge Support Float	
Type:	24' x 50' Steel Pontoon
Year Built:	1986
Ballasted:	Yes
Ramp lift:	Hydraulic/Block & Cable
Apron lift:	Hydraulic/Block & Cable
Anodes:	Yes
Condition:	Good

Dolphins

Dolphins	Dolphin Piles	Fender Support	Fender Face	Anodes	Built	Cond.	Notes
W4	3B, 3V	Hanging	UHMW	Yes	2013	New	
W3	2B, 2V	Hanging	UHMW	Yes	2013	New	Light Pole
W2	2B, 1V	4V	Ekki Timber	Yes	1986	Fair	
W1	2B, 1V	4V	Ekki Timber	Yes	1986	Fair	Windsock & light pole
WRS	2B, 2V	-	-	Yes	1986	Fair	
ERS	2B, 2V	-	-	Yes	1986	Fair	
E1	2B, 1V	4V	Ekki Timber	Yes	1986	Fair	Light pole
E2	2B, 1V	4V	Ekki Timber	Yes	1986	Fair	
E3	2B, 2V	Hanging	UHMW	Yes	2013	New	Light pole
E4	3B, 3V	Hanging	UHMW	Yes	2013	New	Red navlight

Catwalks / Gangways

#	From Struct.	To Struct.	Length / Style / Main Members	Built	Safety Chains?	Cond.	Lighting
C1	W4	W3	100' / Catwalk / 10"x10" Tube Girders	1986	Yes	Good	Jelly Jars
C2	W3	W2	79' / Catwalk / 10"x10" Tube Girders	1986/ 2013	Yes	Good	Jelly Jars
C3	W2	W1	33' / Catwalk / 10"x10" Tube Girders	1986	Yes	Good	Jelly Jars
G1	W1	WFP	35' / Gangway / Pony truss	1986	Yes	Good	Jelly Jars
G2	EFP	E1	35' / Gangway / Pony truss	1986	Yes	Good	Jelly Jars
C4	E1	E2	33' / Catwalk / 10"x10" Tube Girders	1986	Yes	Good	Jelly Jars
C5	E2	E3	79' / catwalk / 10'x10" Tube Girders	1986/ 2013	Yes	Good	Jelly Jars
C6	E3	E4	83' / Catwalk / 10"x10" Tube Girders	1986	Yes	Good	Jelly Jars

LEGEND

V = Vertical Steel Pipe Piling
H = Vertical Steel H-Piling
ERS = East Bridge Float Support Restraint Structure
EFP = East Float Platform

Terminal Projects			
Year	**Project #**	**Project Name**	**Description**
1963	F-095-6(1)	Petersburg Ferry Terminal	Original ferry terminal construction consisting of uplands fill for parking & staging area; waiting shelter; electrical and lighting; timber trestle approach span.
1963	N/A	Petersburg Ferry Terminal	Constructed timber transfer bridge, mooring dolphins and dock.
1976	6-75157	Petersburg Ferry Terminal Dolphins	Constructed two steel pile mooring dolphins and two steel catwalks.
1986	F-095-4(15)	Petersburg Ferry Terminal	This project re-aligned the mooring and vehicle transfer marine structures, including the replacement of all timber structures and the existing dock with a new steel approach trestle, steel transfer bridge & steel pontoon, steel mooring structures and steel catwalks.
2000	75382 & 75273	Petersburg Terminal Building Expansion & Uplands Improvements	Replaced the roof, expanded the footprint by 45% and made several other upgrades to the terminal building. Re-paved the uplands and installed new concrete curb & gutter and sidewalk.
2013	69422	Petersburg Ferry Terminal Improvements	Replaced the end dolphins, W3-4 & E3-4, modified catwalks, replaced catwalk lighting, and installed anodes on all pile-supported structures.

General Facility Evaluation

Facility Component	Rating
Bridge	6
Float & pier abutment	7
Apron	6
Mooring Structures	7
Uplands Staging area	7
Terminal Building	7
Utilities (elec/hydraulic)	6/7

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