Batus Released Printed Or. 7/14/2021 Agency: Cher Stark Agencies C0 duit ded37/s162/s262/s408-bcc2-ba98/7b8/1810 Release Date: 7/14/2021 Program Mgr: Evan M Crime Br. No. DOC-6 SID D10 0020041 Br. Name MCNEIL IS. STILL HARBOR CP. SOUND) Mile Post Intersection STILL HARBOR (P. SOUND) Route On Mile Post Mile Post Magnement Cert # 01220 Conference Froq Moure Gi/216 4/0/04 Conference Cert # 01220 Cert # 01220 Cert # 01220 Cert # 01220 Conference Froq Moure Gi/216 4/0/04 Conference Cert # 01220 Cert # 01220 Cert # 01220 Cert # 01220 Conference Froq Moure Gi/216 4/0/04 Conference Froq Moure Gi/216 <t< th=""><th></th><th></th><th></th><th></th><th>BRIDO</th><th>GE</th><th>INSPECTIC</th><th>ON R</th><th>EPOR</th><th>Т</th><th></th><th></th><th></th><th>F</th><th>age 1 of</th><th>4</th></t<>					BRIDO	GE	INSPECTIC	ON R	EPOR	Т				F	age 1 of	4
CO Guid: edd3751-7452-434-5860:3-base/7bb1181 Release Date: 7/142021 Program Mgr: Evan MGrmm. Br. No. DOC-6 SID 00200441 Br. Name MCNEIL IS. STILL HARBOR DOCK Carrying Route On Mile Post Intersecting STILL HARBOR (P. SOUND) Route Under Mile Post Intersecting STILL HARBOR (P. SOUND) Courte Under Mile Post Intersection Signature ABK Cert # G1200 Cert Source Under Mile Post Intersection Signature ABK Cert # G1200 Cert Source Under Mile Post Intersection Signature ABK Cert # G1200	Status:	Released				Pri	inted On: 7/14/	2021			Agency: (Other State	e Ageno	cies		
Br. No. DOC-6 SID 00200441 Br. Name MCNEIL IS. STILL HARBOR DOCK Carrying Intersecting STILL HARBOR (P. SOUND) Route On Mile Post Mile Post Intersecting Structure ABK Cert# G1220 Cert # G1220 Cert # G1220 Cert # G1220 Inspection Signature ABK Cert# G1220 Cert # G1220 Cert # G1220 Cert # G1220 Cert # G1220 Inspection Type Date Freq 4 Hours Bridge Rails Inspector Cert No Co-Insp. Alignment T (I661) Underwater 17 Operating Tons (1552) OperA (1553) Bridge Rails (1684) Transition No Utilities (2810) Aaphalt Deph (2810) 7 Superstructure (1673) Cuvent (1673) 10 Immerity rest (1553) Operating Level (1660) Transition (1685) Guardraits 1998 Year Built Year Built (1332) Vear Rebuilt (1336) 8 Oban Protection (1677) OperCloard (1655) 9 Deck Geometry (1655)	CD Guid:	e6d3761d-7a52-4	345-8c	c3-ba	9e7bb81861 Re	elea	ase Date: 7/14/	2021		Progr	am Mgr: E	Evan M Gr	imm			
Carrying Intersecting STILL HARBOR (P. SOUND) Route On Route Under Mile Post Muise Post Intersecting STILL HARBOR (P. SOUND) Operating Structure Counderstand Mile Post Intersecting Structure ABK Cert # G1220 Cert Exp Date Intersection's Signature LAW Report Type Inspection Type Date Freg Hours Inspector Cert No Co-Insp. Underwater 4/27/2021 48 3.0 RMF G1215 JRWH Candition 4/27/2021 24 1.5 ABK G1220 JAW 7 Deck Overail (1663) 17 Operating Tons (1552) Bridge Raits (1684) JAW Asphalt Depth (2675) 7 Superstructure (1677) 10 Operating Level (1680) Bridge Rait H (2812) 0 Verar Built (1332) 8 Ohar/Protection (1677) Operating Level (1680) Bridge Rait G128 Photos (2891) Ochar/Protection (1677) 9 Undericerance (2694) Revise Rating (228) Photos (2891) CA Flag (2689) <	Br. No.	DOC-6			SID 0020044	41	Br.	Nan	ne MC	NEIL	IS. STIL	L HARE	BOR D	оск		
Intersecting STILL HARBOR (P. SOUND) Route Under Mile Post ImageBors Gardeners Gardeners Gardeners Gardeners ImageBors Gardeners Gardeners Gardeners Gardeners ImageBors ImageCtions Percer Hours ImageCtor Gardeners Gardeners Underwater ImageCtions Percer Hours ImageCtor Gardeners Gardeners Gardeners T ImageCtions Market Gardeners Gardeners<	Carryin	g							R	oute	On		М	ile Post		
Mathematical signature Cert # G1220 Cert Exp Date Inspections Counding Signature LAW Inspection Type Date Freq Hours Inspector Col-Insp. Counderwater Counderwater Adjacement 427/2021 48 3.0 RMP G1215 JRVM Condition 427/2021 24 1.5 ABK G1220 LAW Alignment (1683) 17 Operating Tons (1552) Transition (1685) Guardralis (1685) O Year Bulit (1332) Guardralis 0 Year Bulit (1332) O Year Bulit (1332) O Year Bulit (1332) D Deck Coverall (1685) D D D D D <td< td=""><td>Intersec</td><td>cting STILL H</td><td>HARB</td><td>OR (</td><td>P. SOUND)</td><td></td><td></td><td></td><td>R</td><td>oute</td><td>Under</td><td></td><td>М</td><td>ile Post</td><td></td><td></td></td<>	Intersec	cting STILL H	HARB	OR (P. SOUND)				R	oute	Under		М	ile Post		
Inspector Signature AX Inspection Stype Inspection Type Inspection Type Inspection Type Cert No Colspan="2">Cert No Southor Cert No Cert No No Vear Point Cert No No Vear Point Cert No Cert No	Ŵ	mll	Th		C11000 Cart Eve Data	4/4	12/2022		20	h		2				
Inspection Sperformed Report Type Inspector Cert No Co-Insp. Underwater 4/27/2021 48 3.0 RMP G1215 JRWH Candition 4/27/2021 24 J.5 ABK G1267 JRWH Candition 4/27/2021 24 J.5 ABK G1215 JRWH Candition 4/27/2021 24 J.5 ABK G1215 JRWH Candition 4/27/2021 24 J.5 ABK G1215 JRWH Candraits (1663) 17 Operating Tons (1552) Transition (1686) JRWH Aaphalt Depth (2610) 4 Substructure (1678) Operating Level (1680) Bridge Rail H (2612) Vear Built<(132)	Inspector s	Signature ABK		en #	G1220 Cert Exp Date	1/1		o-msp		Signat						
Name Inspection Type	Bonort Tu	(n o	Inen	oction		pe	octions Pe	Fro	rmed	ours	Inspec	tor I	Cert N		Co-Insp	
Condition Condition <thcondition< th=""> <thcondition< th=""> <thc< td=""><td></td><td>/he</td><td>mspe</td><td>SCIIO</td><td>Туре</td><td></td><td>1/27/2021</td><td>48</td><td>3</td><td></td><td>RMP</td><td></td><td>G1215</td><td></td><td>IRWH</td><td></td></thc<></thcondition<></thcondition<>		/he	mspe	SCIIO	Туре		1/27/2021	48	3		RMP		G1215		IRWH	
Samual Partner Refresc Partner Partner <th< td=""><td>Condition</td><td></td><td></td><td></td><td></td><td></td><td>1/27/2021</td><td>24</td><td>1</td><td>5</td><td>ABK</td><td></td><td>G1220</td><td></td><td>AW</td><td></td></th<>	Condition						1/27/2021	24	1	5	ABK		G1220		AW	
Alignment (166) 17 Operating Tons (155) Bridge Rails (1684) Asphalt Depth (2675) 7 Superstructure (1663) 0 Deck Overall (1663) 10 Inventory Tons (1555) Guardrails (1686) 1998 Year Built (1332) 4 Substructure (1677) 0 Operating Level (1660) Bridge Rail (1686) 1998 Year Built (1332) 8 ChanProtection (1677) Operating Level (1660) Deck Geometry (1658) Photos (2691) Op AF Jag (2695) T Soundings (2633 Measure Clearance (2694) Revise Rating (2688) Photos (2691) Op AF Jag (2695) T Element Description Total Units CS 1 CS 2 CS 3 CS 4 8304 Fixed Bearing (roller, silding, etc.) 2 EA 2 0 0 0 8304 Mereale Alting Times Time						1	+/2/12021	4		<u>u</u>					2.00	
7 Deck Overall (1663) Deck Overall (1663) Deck Overall (1663) Transition (1685) Asphalt Depth (2610) 7 Superstructure (1677) Inventory Tons (1555) Guardraits (1668) 1998 Year Built (1332) 4 Substructure (1677) Operating Level (1660) Direating Level (1660) Bridge Rail Ht (2612) 0 Year Rebuilt (1336) 8 Chan/Protection (1677) Operating Level (1667) Operating Level (1667) Deck Geometry (1658) Deck Geometry (1658) Deck Geometry (1658) Photos (2651) NBIS Risk Category 7 Measure Clearance (2694) Revise Rating (2688) Photos (2691) QA Flag (2695) 8 Element Element Description Total Units CS 1 CS 2 CS 3 CS 4 8112 Timber Sawn Girder 750 LF 736 10 4 00 8361 Scour Scour Scour (1617) Quiler, stiding, etc.) 2 EA 2 0 0 0 8112 Timber Sawn Girder Total Units CS 1 CS 2 CS 3 CS 4 8112 Timber Sawn Girder		Alignment (1	661)	17	Operating Tons (155)	2)		В	ridge Ra	ils	(1684)			No Utilities	(2675)	
7 Superstructure (1671) 10 Inventory Tons (1555) Imventory Tons (155	7	Deck Overall (1	663)		Op RF (155	3)		т	ransition	n 9	(1685)			Asphalt De	pth (2610)	
4 Substructure (1676) Inv RF (1556) Terminals (1687) 0 Year Rebuilt (1336) 8 Chan/Protection (1677) Operating Level (1660) Bridge Rail Ht (2612) Design Curb Ht (2611) 9 Den/Closed (1233) Structural Eval (1657) Design Curb Ht (2611) NBIS Risk Category 1 Scour (1682) 9 Deck Geonetry (1658) Poerstong Level (1669) NBIS Risk Category 1 Scour (1682) 9 Deck Geonetry (1659) Photos (2693) OA Flag (2695) 5 Soundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) OA Flag (2695) Intribute Saundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) OA Flag (2695) Intribute Saundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) OA Flag (2695) Intribute Saundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) OA Flag (2695) Intribute Saundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) OA Flag (2695) Intribute Saundings	7 5	Superstructure (1	671)	10	Inventory Tons (155	5)		G	uardrail	S I	(1686)	1998		Year Built	(1332)	l
Biddendals CHOR Characteristic		Substructure (1	676)		Inv RF (155)	6)		Т	erminals	8	(1687)	0		Year Rebu	ilt (1336)	
Current Chain / Crossing Level (1000) Open/Closed (1293) Design Curb Ht (2010) Pier/Abu/Prot (1679) Structural Eval (1657) Deck Geometry (1658)		Culvert (1	678)	Γ		; ()			ridae Ra	ul Ht	(2612)]	, ,	
8 ChainProtection (1877) Pier/Abut/Prot (1677) 9 Structural Eval (1867) Pier/Abut/Prot (1679) 9 Deck Geometry (1658) Pier/Abut/Prot (1680) 9 Deck Geometry (1659) Revise Rating (2688) Photos (2691) QA Flag (2695) Soundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) QA Flag (2695) Element Element Element Description Total Units CS 1 CS 2 CS 3 CS 4 8112 Timber Sawn Girder 2 EA 2 0 0 0 8361 Scour 2 EA 2 0 0 0 0 8363 Scour 2 EA 2 0 0 0 0 8364 Moveable Bearing (roller, sliding, etc.) 2 EA 2 0 0 0 0 8408 Steel Sliding Plate Joint 8 LF 8 0 0 0 0 0 8704 Ferry Concrete Floating Pontoon 42 CEL 34 7 1 0		Chan/Drotaction (1		-		22			losian C	urb ⊔t	(2611)					
Prer/Acut/Prot (B'B') Structural Eval (1657) NBIS Risk Category Vaterway (1662) 9 Deck Geometry (1658) 9 Underclearance (1659) Revise Rating (2683) Photos (2693) Underclearance (1659) Soundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) QA Flag (2695) BMS Elements Element Element Description Total Units CS 1 CS 2 CS 3 CS 4 8112 Timber Sawn Girder 750 LF 736 10 44 00 8361 Scour 2 EA 2 0 0 0 0 8361 Scour 2 EA 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			077)	-					esign C							
Image: T Waterway (1662) 9 Deck Geometry (1658) Routine: No Risk Category Image: Scour (1680) 9 Underclearance (1659) Image: Scour		Pier/Abut/Prot (1	679)	ł	Structural Eval (165	o7)							NBIS	Risk Categ	ory	
T Scour (1680) 9 Underclearance (1659) Underclearance (1659) Underwater: No Risk Category Inspection Flags Soundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) QA Flag (2695) BMS Elements Element Description Total Units CS 1 CS 2 CS 3 CS 4 8112 Timber Sawn Girder 750 LF 736 10 4 00 8361 Scour 2 EA 22 0 00 00 8393 Fixed Bearing Steel Sliding Plate Joint 8 LF 736 0 0 0 8408 Steel Sliding Plate Joint 8 LF 50 0 0 0 8409 Moveable Pedestrian Gangplank 50 LF 50 0 0 0 8701 Ferry Concrete Floating Pontoon 42 CEL 34 7 1 0 8703 Spud Piling & Wells Gasplank 537 EA 16 0 10 <		Waterway (1	662)	9	Deck Geometry (165	(8							Rout	tine: No Ris	k Category	
Interview of the section Flags Interview of the section Flags Photos (2693) Measure Clearance (2694) Revise Rating (2693) Photos (2691) Q A Flag (2695) BIMESTER Element Description Total Units CS 2 CS 3 CS 4 BIMESTER CS 2 CS 2 </td <td></td> <td>Scour (1</td> <td>680)</td> <td>9</td> <td>Underclearance (165</td> <td>9)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ι</td> <td>Inderwa</td> <td>ater: No Ris</td> <td>k Category</td> <td></td>		Scour (1	680)	9	Underclearance (165	9)						ι	Inderwa	ater: No Ris	k Category	
Inspection Flag: Soundings (2693) Measure Clearance (2694) Revise Rating (2683) Photos (2691) QA Flag (2695) USEIEment: USEIEment: Element Element Description Total Units CS 1 CS 2 CS 3 CS 4 8112 Timber Sawn Girder Total Units CS 1 CS 2 CS 3 CS 4 8306 Scour 2 2 2 3 0 0 0 8309 Fixed Bearing Coller, sliding, etc.) 2 EA 2 2 0 0 0 8408 Steel Sliding Plate Joint CS 4 2 2 0 0 0 8408 Steel Sliding Plate Joint 2 EA 2 2 0 0 0 8409 Moveable Pedestrian Gangplank 3 1 5 0 0 0 0 8401 Ferry Concrete Floating Pontoon 442 CEL 34 7 1 0 8703 Spud Piling & Wells Railing																
Soundings (2693) Measure Clearance (2694) Revise Rating (2688) Photos (2691) QA Flag (2695) Element Element Description Total Units CS 1 CS 2 CS 3 CS 4 8112 Timber Sawn Girder Total Units CS 1 CS 2 CS 3 CS 4 8361 Scour Imber Sawn Girder CS 2 CS 3 CS 4 8363 Scour Imber Sawn Girder CS 2 CS 3 CS 4 8363 Scour Imber Sawn Girder Imber Sawn Girder CS 2 CS 3 CS 4 8390 Fixed Bearing Imber Sawn Girder Imber Sawn Gi						In	spection	Flag	gs							
Element Element Description Total Units CS 1 CS 2 CS 3 CS 4 8112 Timber Sawn Girder 750 LF 736 100 4 00 8361 Scour 2 EA 2 0 0 0 0 8390 Fixed Bearing 2 EA 22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Soundings (2693))		Measure Clearance (2694	4)	Re	vise F	Rating (2	2688)		Photos	(2691)		QA Flag (2	695)
ElementElement DescriptionTotalUnitsCS 1CS 2CS 3CS 48112Timber Sawn Girder750LF73610408361Scour2EA200008390Fixed Bearing22EA200008391Moveable Bearing (roller, sliding, etc.)2EA200008408Steel Sliding Plate Joint8LF800008640Moveable Pedestrian Gangplank50LF500008703Spud Piling & Wells37EA16010118818Other Pedestrian Railing630LF510001208902Protective Coating - Piling7400SF652520067508910Safety Access Ladders2EA2000						E	BMS Elem	ent	S							
8112 Timber Sawn Girder 750 LF 736 10 4 0 8361 Scour 2 EA 2 0 0 0 8390 Fixed Bearing 2 EA 2 0 0 0 0 8391 Moveable Bearing (roller, sliding, etc.) 2 EA 2 0 0 0 0 8408 Steel Sliding Plate Joint 8 LF 8 0 0 0 0 8640 Moveable Pedestrian Gangplank 50 LF 50 0 0 0 0 8701 Ferry Concrete Floating Pontoon 42 CELL 34 7 1 0 8703 Spud Piling & Wells 37 EA 16 0 10 111 8818 Other Pedestrian Railing 630 LF 510 0 0 120 8902 Protective Coating - Piling 7400 SF 6525 200 675 0 8910 Safety Access Ladders 2 EA 2	Element		Elei	ment	Description		Total	- 	Units	0	S 1	CS 2		CS 3	CS 4	
8361 Scour 2 EA 2 0 0 0 8390 Fixed Bearing 2 EA 2 0 0 0 0 8391 Moveable Bearing (roller, sliding, etc.) 2 EA 2 0 0 0 0 8408 Steel Sliding Plate Joint 8 LF 8 0 0 0 8640 Moveable Pedestrian Gangplank 50 LF 50 0 0 0 8701 Ferry Concrete Floating Pontoon 42 CELL 34 7 1 0 8703 Spud Piling & Wells 37 EA 16 0 10 11 8818 Other Pedestrian Railing 630 LF 510 0 0 120 8902 Protective Coating - Piling 7400 SF 6525 200 675 0 8910 Safety Access Ladders 2 EA 2 0 0 0 <td>8112</td> <td>Timber Sawn C</td> <td>Girder</td> <td></td> <td></td> <td></td> <td></td> <td>750</td> <td>LF</td> <td></td> <td>736</td> <td></td> <td>10</td> <td></td> <td>4</td> <td>0</td>	8112	Timber Sawn C	Girder					750	LF		736		10		4	0
8390 Fixed Bearing 2 EA 2 0 0 0 0 8391 Moveable Bearing (roller, sliding, etc.) 2 EA 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1	8361	Scour						2	EA	<u> </u>	2		0			0
8391 Moveable Bearing (roller, silding, etc.) 2 EA 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 10 11 0 0 11 0 0 11 0 0 11 0 0 11 0 0 12 0 <	8390	Fixed Bearing	• • •		1. P			2	EA	<u> </u>	2		0			0
8408Steel Sliding Plate Joint8LF80008640Moveable Pedestrian Gangplank50LF500008701Ferry Concrete Floating Pontoon42CELL347108703Spud Piling & Wells37EA16010118818Other Pedestrian Railing630LF510001208902Protective Coating - Piling7400SF652520067508910Safety Access Ladders2EA2000	8391	Moveable Bear	ring (re	oller, s	sliding, etc.)			2	EA		2		0			0
8640 Moveable Pedestrian Gangplank 50 LF 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 11 0 37 EA 16 0 0 0 120 38 38 0ther Pedestrian Railing 630 LF 510 0 0 0 120 38 38 38 0ther Pedestrian Railing 630 LF 510 0 37 40 37 40 37 40 37 40 37	8408	Steel Sliding P			8			8				0	0			
8701 Perry Concrete Floating Pontoon 42 CELL 34 7 1 0 8703 Spud Piling & Wells 37 EA 16 0 10 11 8818 Other Pedestrian Railing 630 LF 510 0 0 120 8902 Protective Coating - Piling 7400 SF 6525 200 675 0 8910 Safety Access Ladders 2 EA 2 0 0 0	8640	Farm Or			50			50		7		1	0			
8703 Spud Pring & Weis 37 EA 16 0 10 11 8818 Other Pedestrian Railing 630 LF 510 0 0 120 8902 Protective Coating - Piling 7400 SF 6525 200 675 0 8910 Safety Access Ladders 2 EA 2 0 0 0	8/01	Courd Dillor 0.1	/olla	ing Po	JILOON			42		-	16				· 	11
6610 Oner Pedestrian Railing 650 LF 510 0 0 120 8902 Protective Coating - Piling 7400 SF 6525 200 675 0 8910 Safety Access Ladders 2 EA 2 0 0 0	8703	Other Detail		-		37		:	F10			4	0	120		
6902 Protective Coating - Pring 7400 SF 6525 200 675 0 8910 Safety Access Ladders 2 EA 2 0 0 0	8818	Drotesting O	an Ka	ning				030		:	510		200	67	5	120
OSTU Salety Access Lauders	8902	Sofoty Accord	ung -	riing				400			0525		200			0
	8910	Safety Access	Ladde	ers				2	E/	۱ <u> </u>	2				<u> </u>	0

Page	1	of

Page 2 of 4

Status: Released	Printed On: 7/14/202	1 Agency: Other S	tate Agencies							
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861	Release Date: 7/14/202	1 Program Mgr: Evan M	Grimm							
Br. No. DOC-6 SI	D 00200441 Br. Na	me MCNEIL IS. STILL HA	RBOR DOCK							
Carrying		Route On	Mile Post							
Intersecting STILL HARBOR (P. SOUNE	D)	Route Under	Mile Post							
•	Notes (Continu	(hou								
	Notes (Continu	ied)								
0 ORIENTATION: The McNeil Island Still Harbor Dock in For location reference: Offshore is no clock direction where 6:00 is facing on See the attached Layout drawing for re	cludes the concrete floats, gan rth, shore is south, left side is v ishore and 12:00 is offshore. eference and Pile Inspection Da	gplank, and the steel spud pile vest, and right side is east. De ata spreadsheet for additional	es. fects on piles are called out in findings.							
9 The WSDOT Bridge Preservation Dive 37 steel pipe piles were inspected by a	e Team performed an underwat diving. The concrete pontoon e	er inspection of the subject fac xteriors were given a cursory	cility on April 27, 2021. A total of swim-by inspection.							
In general, the steel pipe piles that position the floating docks (spud piles) are in poor condition. The zinc paint coating on the piles is failing in large areas from the splash zone down to mudline. Missing areas of coating have exposed the steel substrate which now has large areas of surface corrosion and section loss. The overall pitting of the metal made it difficult to obtain accurate thickness readings with the ultrasonic thickness meter. Some pits are to full thickness and plans indicate a 0.5" nominal wall thickness. Twenty-one of the thirty-seven steel spud piles (56%) have holes in them. Thirteen of those piles' holes were caused by constant mechanical abrasion of several UHMW "log" booms tethered to the piles. Eleven of those piles may have enough damage to threaten performance during extreme events. These holes have increased in size and number since the previous underwater inspection. The concrete floating pontoons had thick marine growth covering nearly 100% of the surface area. Spot cleaning revealed no defects.										
Repair or replace steel spud/guide pile	es that are rated as Condition S	tate 4 with multiple and large	holes. REPAIR #10003.							
Recommend retaining the 48-month fr	requency for underwater inspec	tions.								
1676 SUBSTRUCTURE: Substructure coded to '4' due to holes	in more than half of the steel p	iling.								
1677 CHANNEL: This structure abuts another structure flow past the structure.	and does not connect to the sh	oreline directly. No bank issu	es noted. No restrictions to water							
1680 SCOUR: Structure is in tidal waters with weak a See Note 8361.	and variable tidal currents. Sco	ur code set to "T - tidal" and is	s considered a low risk for scour.							
 8112 TIMBER SAWN GIRDER: The floating dock concrete segments a rigid connection between the docks ar walers. Joint between panels E & F to be une Joint connecting Pontoons F and G ha timber walers (photo #26) (CS 2). The last four feet of timber waler near Many of the timber waler through bolts Eyelets securing log fenders are distre See the attached layout and photos for 	are held together with timber with provide a rub face for docker ven up to 1" (photo #28). as been built up with a horizont Spud Pile A is broken (photo # s have been replaced. There a essed and bent (photo #35). R or more details.	alers side mounted and throug d vessels. Winter storms have al stiffening plate and steel ch 34). re still some missing near Pile EPAIR #10004.	gh bolted. These provide a fairly e caused breakage of the timber annels in addition to replacing the es U and V (photo #33).							
8361 SCOUR (Field): There are two lines of spud/guide pile	s, 1 - 12 and A - Y. Assume ea	ch line is a bent or pier.								
Underwater Inspection Findings: Water flow in the vicinity is tidal. No s	cour patterns or scour counter	neasures were observed.								
See attached Layout drawing for detail	ils.									
8390 FIXED BEARING: Fixed bearings located at top gangpla	nk connection to the concrete p	pier (photo #10).								
8391 MOVEABLE BEARING: Slider bearings located at the gangpla	ink landing (photo #11).									

Status: Released Printed On: 71/42221 Agency: Other State Agencies CD Guid: ed337617-362-4345-8ccb-tale7/bb11861 Release Date: 71/42221 Program Mag: Evan M Gitmm Br. No. DOC-5 SID 0020041 Br. Name MCNEIL IS: STILL HARBOR DCK Carrying Intersecting STILL HARBOR (P. SOUND) Route On Mile Post Steel siding joint at the top of the gangplank (element 8390, photo #10). Steel plate at the Pontoon T has been removed and no longer code (photo #35). 8701 CONCRETE FLOATING PONTOON. A repair to the pontoon imber waters trying the adjoining floats together was done in 2016 - 2017. Prior to the repair, the listing of the pontoon segments indicates the pontoon polystyreme has degraded and taken on water through the water bolt holes. There is a serviceability issue which was reaport at real a significant isom from the north. Dock lists downward of trom Panel to the read of Panel A (Photo #20). The U-V) with has a 25 × 1 ** 1** deep gangle (Photo #20). The U-V) with has a 25 × 1 ** 1** deep gangle in the avent at the service of 23. Serven of the dock segments have been repaired since the 2013 inspection (CS 2). Underwater inspection Findings: The submired surfaces of the pontoons are overred in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed on defects (Photo #20). The tars thry-serven spud place. Place 1 through 12 on the longitudinal (onshere to offshore) bent and Place A through Y on the transverse (left to ngh) too. Soud place reliance at all indicat, some are before stores (Photo #27). Underwater inspection Findings: The spud place, Referend to as "guide place", position the floats and are in generally poor condition underwater. The co		В	RIDGE INSPECTION REI	PORT	Page 3 of 4							
CD Guid edd376147452-4346-43c3-balle7b81881 Release Date: 71/42021 Program Mgr; Evan M Grimm Br, No. DOC-6 SID D0000441 Br. Name MCNEIL IS. STILL HARBOR DOCK Carrying Route On Mile Post Intersecting STILL HARBOR (P. SOUND) Route On Mile Post 6408 STEEL SLIDING PLATE JOINT: Steel sliding joint at the top of the gangglank (element 8390, photo #10) Steel at the Pontoon T has been removed and no longer coded (photo #36). 6409 STEEL SLIDING PLATE JOINT: Steel sliding joint at the top of the gangglank (element 8390, photo #10) Steel at the Pontoon T has been removed and no longer coded (photo #36). 6701 CONCENTE FLOATING PONTOON: A repair to the pontoon timber waters tying the adjoining floats together was done in 2016 - 2017. Prior to the repair, the listing of the pontoon segments indicates the pontoon polystyree has degraded and taken on water through the waler bolt holes. There is a serviceability issue which may reappear atter a significant storm from the north. Dock lists downwater 1 from Panel C to be and C Panel (A Hoto K 23). At the UM ljoint are to be the boats segments have been repaired since the 2013 inspection (CS 2). Underwater Inspection Findings: The submerged surfaces of the pontoons and details. Stress at the south from from segments indicate. Photo M270. The spud plies, also referred to as: guide place', postion the floats and are in generally poor condition udewater. The coaling has generally liaid from the interliaid 20 or (CI down to multimets to clean for inspection and repaired interd 40 400. The spud plies, also referred to as: guide place', postion the floats and are in general	Status:	Released	Printed On: 7/14/2021	Agency: Other State	e Agencies							
Br. No. DOC-6 SID 00200441 Br. Name MCNEIL IS. STILL HARBOR DOCK Carrying Route On Mile Post Intersecting STILL HARBOR (P. SOUND) Route On Mile Post Motes Continued Motes Continued 2406 STEEL SLIDING PLATE JOINT: Steel sliding joint at the top of the gangblank (element 8390, photo #10). Steel plate at the Pontoon T has been removed and no longer could (photo #30). 8701 CONCRETE FLOATING PONTOON: A repair to the pontoon imbor waters tying the adjoining floats together was done in 2016 - 2017. Prior to the repair, the listing of the pontoon segments indicates the pontoon polystyreme has degraded and taken on water through the water bolt holes. There is a serviceability issue which is, the boats te off calls bolde only to the timber waters (Photo #30). The water imprection Findings: The submerged surfaces of the pontoons are covered in heavy marine growth, making a detailed inspection very diffcult. Spot cleaning revealed no defacts (Photo #40/-1). See attached Layout drawing for locations and details. 8700 SPUD PliNIG & WELLS: The submerged surfaces of the pontoons are covered in heavy marine growth, making a detailed inspection very diffcult. Spot cleaning revealed no defacts (Photo #10/-2). See attached Layout drawing for locations and details. 8700 SPUD PliNIG & WELLS: The sub alpha bis. also referred to as "juide plate", position the floats and are in generally poor condition underwater. The coating has generally liaid form the intetitot a	CD Guid:	e6d3761d-7a52-4345-8cc3-ba9e7bb81861	Release Date: 7/14/2021	Program Mgr: Evan M Gr	imm							
Br. No. DUC-0 SID DUCDUAT Br. Name MCNELL IS. SIDL PAREDOCK Carrying Intersecting Route On Mile Post Steel sliding joint at the top of the gangalank (element 8390, photo #10) Steel plate at the Ponton T has been removed and no longer code (photo #39). 8700 CONCETE FLOATING PONTOON: A repair to the ponton imber walers lying the adjoining flasts together was done in 2016 - 2017. Prior to the repair, the listing of the ponton segments indicates the pontoon polystyrene has degraded and taken on water through the waler both holes. There is a serviceability issue which may reappear after a significant storm from the north. Dock lists downward 4" from Panel C to the end of Panel A (Photo #29). At the M-N pint shores do, the boat is of cleast is bothed only to the timber walers (Photo #30). The U-V joint has a 2.5" x 9" x 1" deep spail (Photo #20) family and taken on water through the waler both holes. There is a serviceability issue which are boat only to the timber walers (Photo #30). The U-V joint has a 2.5" x 9" x 1" deep spail (Photo #20) family and taken on water through the waler both holes. There is a serviceability issue which have been repaired since the 2013 inspection (CS 2). Underwater Inspection Findings: The submergid surfaces of the pontons are covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no defects (Photo #U/W-1). See attached Layout drawing for locations and details. 8703 8703 SPUD LING & WELLS: There are hitry-seven bud pilles, Pilles 1 through 12 on the longitudinal (onshore to onshore) bent and Piles A through Y on the transweree (left toright) bent. Spud piller, position the	D N		00444 D N	MONET IN OTHER LADE								
Carrying Route On Mile Post Intersecting STILL HARBOR (P. SOUND) Route Under Mile Post 8408 STEEL SLIDING PLATE JOINT: Steel sliding joint at the top of the gangplank (element 8390, photo #10) Steel plate at the Pontoon T has been removed and no longer coded (photo #30). 8701 CONCERTE FLOATING PONTOON: A repair to the pontoon timber walers tying the adjoining floats together was done in 2016 - 2017. Prior to the repair, the isting of the pontoon segments indicates the pontoon polytytem has degraded and taken on water through the waler both holes. There is a serviceability issue which may reappear after a significant stom from the north. Dock lists downward *1 from Parel C to the end of Panel A (Photo #20). The U-V joint has 2.5 * *1 *1 deep spall (Photo #20) (S 3). Seven of the dock segments have been repaired since the 2013 inspection (CS 2). Underwater Inspection Findings: The submirged surfaces of the pontoons are covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no defects (Photo #20V+1). See attached Layout drawing for locations and details. 8703 SPUD PLING & WELLS: There are thirty-seven apud place, Piles 1 through 12 on the longitudinal (onshore to offshore) bent and Piles A through Y on the transverse (Fith ongit). 71 See attached Layout drawing for locations and ectail needs in the owal repair (belo #27). Underwater Inspection Findings: The squ place, also referred to a "guide piles", position the floats and are in generally poor condition underwater. The coating has generally fail	Br. No.	DOC-6 SID 002	200441 Br. Name	MCNEIL IS. STILL HARE	SOR DOCK							
Intersecting STILL HARBOR (P. SOUND) Route Under Mile Post 8408 STEEL SLIDING PLATE JOINT: Steel sliding joint at the top of the gangplank (element 8390, photo #10) Steel plate at the Pontoon T has been removed and no longer coded (photo #36). 8701 CONCRETE FLOATING PONTOON A repair to the pontoon imber walers king the adjoining floats together was done in 2016 - 2017. Prior to the repair, the listing of the pontoon segments indicates the pontoon polytyrene has degraded and taken on water through the waler bolt holes. There is a serviceability issue which may respect arefer as ignificant stom from the north. Dock lists downward 4" from Panel C to the end of Panel A (Photo #29). At the M-N pint shore side, the boat is of cleat is bolted only to the timber walers (Photo #30). The U-V joint has a 2.5'x 9" x 1" deep spail (Photo #32) (CS 3). Seven of the dock segments have been repaired since the 2013 inspection (CS 2). Underwater Inspection Findings: The submerged surfaces of the pontoons are covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no detaic (Phota #UW-1). See attached Layout drawing for locations and details. 8705 SPUD PILING & WELLS: There are thirdy-seven sub plies, Rise 1 through 12 on the longitudinal (onshore to offshore) bent and Plies A through Y on the transverse (left to right) bent. Spud plie roleilers are all intact, some are bent from storm events (Photo #27). Underwater Inspection Findings: The spud plies, also referred to as "guide plies", position the floats and are in generally poor condition underwater. The coating has generally failed from the intertidal zone (1/2) down to multime, exp	Carryin	g		Route On	Mile Post							
Notes (Continued) 8408 STEEL SLIDING PLATE JOINT: Steel sliding joint at the top of the gangplank (element 6390, photo #10). Steel plate at the Pontoon T has been removed and no longer coded (photo #39). 8701 CONCRETE FLOATING PONTOON A repair to the pontoon immer walers tying the adjoining floats together was done in 2016 - 2017. Prior to the repair, the listing of the pontoon segments indicates the pontoon polystymen has degraded and taken on water through the waler bolt holes. There is a serviceability issue which may reappear after a significant storm from the north. DBK lists waves defined to the store of the ponton the north. DBK lists waves defined to the store of the ponton the north. DBK lists waves defined to the ponton the north. DBK lists waves defined to the ponton the north. DBK lists waves defined to the ponton store covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no deficis (Photo #10/W-1). See attached Layout drawing for locations and details. 8703 8703 SPUD PLING & WELLS: The submerged lists, also referred to as "guide piles", position the floats and are in generally poor condition underwater. The coaling has generally failed from the interdial zone (IT2) down to multile, exposing the steel underneath (Photo #20). Underwater Inspection Findings: The spud piles, silo referred to as "guide piles", position the floats and are in generally poor condition underwater. The coaling has generally failed from the interdial zone (IT2) down to multile, exposing the steel underneath (Photo #27). Underwater Inspection Findings: The spud	Interse	cting STILL HARBOR (P. SOUND)		Route Under	Mile Post							
 Notes (Continued) Steel SLIDING PLATE JOINT: Steel siting joint at the top of the ganglank (element 8390, photo #10) Steel plate at the Pontoon T has been removed and no longer coded (photo #36). 2701 CONCETE FLOATING PONTOON: A repair to the pontoon timber valens bying the adjoining floats together was done in 2016 - 2017. Prior to the repair, the listing of the pontoon segments incluates the pontoon polystyme has degraded and taken on water through the water both holes. There is a serviceability issue which may reappear after a significant storm from the north. Dock lists downward / from Panel C to the end of Panel A (Photo #20). At the M-N joint shore side, the boat tie of cleat is bolted only to the timber waters (Photo #30). The U-V joint has a 2.5 wf Y 1' deep spail (Photo #20) (CS 3). Seven of the dock segments have been repaired since the 2013 inspection (CS 2). Underwater Inspection Findings: The submerged suffaces of the pontoons are covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no defects (Photo #UW-1). See attached Layout drawing for locations and details. 8703 SPUD PILNO & WELLS: There are thinty-seven spud piles. Piles 1 through 12 on the longitudinal (onshore to offshore) bent and Piles A through Y on the transverse (left to right) bent. Spud pile rollers are all intact, some are bent from storm events (Photo #UV-2). Underwater Inspection Findings: The spud piles, also referred to as "guide piles", position the floats and are in generally poor condition underwater. The coating has generally failed from the intertidal zone (ITZ) down to multine, exposing the steel underread (Photo #UV-2). These exposed areas have surface corrosion with pitting and section losses of up to full thickness (holes) in localized areas (pans indicate 0.5 moninal wall linkchess). Moderate manne growth is present but setter underread (Photo #UV-24) or from pitting that has rusted through. The 2017 underwater inspection counte			Notes (Continued									
 STEEL SLIDING PLATE JOINT: Steel aliting joint at the top of the gangplank (element 8390, photo #10) Steel plate at the Pontoon T has been removed and no longer coded (photo #30). CONCRETE FLOATING PONTOON: A repair to the pontoon timber walers tying the adjoining floats together was done in 2016 - 2017. Prior to the repair, the listing of the pontoon segments indicates the pontoon polystyrene has degraded and taken on water through the waler bolt holes. There is a serviceability issue which may reappear after a significant storm from the north. Dock lists downward 4" from Panel C to the end of Panel A (Photo #29). At the M-N joint shore side, the boat tie of cleat is bolted only to the timber walers (Photo #30). The U-V joint has a 2.5 x 9" x 1" deep spail (Photo #32) (CS 3). Seven of the dock segments have been repaired since the 2013 inspection (CS 2). Underwater Inspection Findings: The submerged surfaces of the pontoons are covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no deteck (Photot #UV-1). See attached Layout drawing for locations and details. 8703 SPUD PILING 8 WELLS: The rem thirty-seven spud piles. Piles 1 through 12 on the longitudinal (onshore to offshore) bent and Piles A through Y on the transverse (left to right) bent. Spud pile rollers are all intact, some are bent from storm events (Photo #27). Underwater Inspection Findings: The spud piles, also referred to as "juide piles", position the floats and are in generally poor condition underwater. The coating has generally failed from the intertidal zone (IT2) down to multine, exposing the steel underneath (Photo #UV-2). These exposed areas have surface corrison with piting and wheo hole dtrough in the lower IT2 due to atther mechanical abrasion damage from the UHMW plast. 'Ur-Q'1 underwater inspection and new holes were observed where only flat spots were seen before. Eleven spud piles (Piles A, D, E, F	and the first		Notes (Continued									
 8701 CONCRETE FLOATING PONTOON: A repair to the ponton timber valers tying the adjoining floats together was done in 2016 - 2017. Prior to the repair, the listing of the pontoon segments indicates the pontoon polystyrene has degraded and taken on water through the waler bolt holes. There is a serviceability issue which may reapposer after a significant storm from the north. Dock lists downward 4" from Panel C to the end of Panel A (Photo #29). At the M- Njoint shores side, the boat if eof float is tobled only to the timber walers (Photo #30). The U-Y joint has a 2.5' x 3" x1" deep spail (Photo #32) (CS 3). Seven of the dock segments have been repaired since the 2013 inspection (CS 2). Underwater Inspection Findings: The submerged surfaces of the pontoons are covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no defects (Photo #10W-1). See attached Layout drawing for locations and details. 8703 SPUD PILING & WELLS: There are hitry-seven spud piles; Piles 1 through 12 on the longitudinal (onshore to offshore) bent and Piles A through Y on the transverse (left to right) bent. Spud pile rollers are all intact, some are bent from storm events (Photo #27). Underwater Inspection Findings: The spud piles, also referred to as "guide piles", position the floats and are in generally poor condition underwater. The coating has generally failed from the intertidal zone (T12) down to undime, exposing the steel underwater labrasion damage from the UHW-10 through in the lower 172 due to either mechanical abrasion damage from the UHW-10 shore while present to the spud piles, wells. Twenty-one of the spud piling (6%) have holed through in the lower 172 due to either mechanical abrasion damage from the UHW-10 shore while present hole SUW-3 thru UHW-2 and UW-10 through that has rusted through. The 2017 underwater inspection counted only 12 spud piles with hole	8408	STEEL SLIDING PLATE JOINT: Steel sliding joint at the top of the gangplank longer coded (photo #36).	(element 8390, photo #10)	Steel plate at the Pontoon T	has been removed and no							
 Underwater Inspection Findings: The submerged surfaces of the pontoons are covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no defects (Photo #UW-1). See attached Layout drawing for locations and details. 8703 SPUD PLING & WELLS: There are thirty-seven spud piles; Piles 1 through 12 on the longitudinal (onshore to offshore) bent and Piles A through Y on the transverse (left to right) bent. Spud pile rollers are all intact, some are bent from storm events (Photo #27). Underwater Inspection Findings: The spud piles, also referred to as "guide piles", position the floats and are in generally poor condition underwater. The coating has generally field from the intertial zone (ITZ) down to mudline, exposing the steel underneath (Photo #UW-2). These exposed areas have surface corrosion with pitting and section losses of up to full thickness. (holes) in localized areas (plans indicate 0.5" nominal wall thickness). Moderate marine growth is present but attempts to clean for inspection also removed any coating left as well. Twenty-one of the spud piling (56%) have holed through in the lower ITZ due to either mechanical abrasion damage from the UHMW plastic "Go" booms that contact the piles (Photos #UW-10 and #UW-10 from pitting that has rusted through. The 2017 underwater inspection and new holes were observed where only flat spots were seen before. Eleven spud piles (Piles A, D, E, F, J, L, O, P, V, W, and Y) have section loss that threatens performance during an extreme event such as high winds and heavy wave action. (Photos #UW-10 through #UW-24)(CS4). REPAIR #10003. Ten spud piles (Piles 5, 9, 10, B, C, G, H, K, M, and S) have section loss, but do not currently threaten the performance of the pontoon positioning system (Photo #UW-2). See attached Layout drawing and Pile Data spreadsheet for detailed defect descriptions and locations. 8818 OTHER PEDESTR	8701	CONCRETE FLOATING PONTOON: A repair to the pontoon timber walers tying the the pontoon segments indicates the pontoon serviceability issue which may reappear afte Dock lists downward 4" from Panel C to the At the M-N joint shore side, the boat tie off cl The U-V joint has a 2.5' x 9" x 1" deep spall Seven of the dock segments have been repar	ne adjoining floats together w polystyrene has degraded a r a significant storm from the end of Panel A (Photo #29). teat is bolted only to the timb (Photo #32) (CS 3). aired since the 2013 inspectio	ras done in 2016 - 2017. Prio nd taken on water through th north. er walers (Photo #30). on (CS 2).	or to the repair, the listing of ie waler bolt holes. There is a							
 See attached Layout drawing for locations and details. 8703 SPUD PILING & WELLS: There are thirty-seven spud piles; Piles 1 through 12 on the longitudinal (onshore to offshore) bent and Piles A through Y on the transverse (left to right) bent. Spud pile rollers are all intact, some are bent from storm events (Photo #27). Underwater Inspection Findings: The spud piles, also referred to as "guide piles", position the floats and are in generally poor condition underwater. The coating has generally failed from the intertial zone (IT2) down to mudline, exposing the steel undermeath (Photo #UW-2). These exposed areas have surface corrosion with pitting and section losses of up to full thickness (holes) in localized areas (plans indicate 0.5" nominal wall thickness). Moderate marine growth is present but attempts to clean for inspection also removed any coating left as well. Twenty-one of the spud piling (56%) have holed through in the lower ITZ due to either mechanical abrasion damage from the UHMW plastic "log" borns that contact the piles (Photos #UW-3 thr #UW-7 and #UW-10 thru #UW-24) or from pitting that has rusted through. The 2017 underwater inspection counted only 12 spud piles with holes (32%). These holes have grown significantly larger in size since the previous underwater inspection and new holes were observed where only flat spots were seen before. Eleven spud piles (Piles A, D, E, F, J, L, O, P, V, W, and Y) have section loss that threatens performance during an extreme event such as high winds and heavy wave action. (Photos #UW-10 through #UW-2). See attached Layout drawing and Pile Data spreadsheet for detailed defect descriptions and locations. 8818 OTHER PEDESTRIAN RAILING: The steel post stanchions and rope rail have been removed from floats T thru Y prior to the 2017 inspection (photo #25). 8902 INORGANIC ZINC VINYL PAINT: Many of the spud piles have rust bilsters and searn rust (photo #37). Underwater Inspection Findings: Much		Underwater Inspection Findings: The submerged surfaces of the pontoons are covered in heavy marine growth, making a detailed inspection very difficult. Spot cleaning revealed no defects (Photo #UW-1).										
 8703 SPUD PILING & WELLS: There are thirty-seven spud piles; Piles 1 through 12 on the longitudinal (onshore to offshore) bent and Piles A through Y on the transverse (left to right) bent. Spud pile rollers are all intact, some are bent from storm events (Photo #27). Underwater Inspection Findings: The spud piles, also referred to as "guide piles", position the floats and are in generally poor condition underwater. The coating has generally failed from the intertidal zone (ITZ) down to mudine, exposing the selu underneath (Photo #UW-2). These exposed areas have surface corrosion with pitting and section losses of up to full thickness (holes) in localized areas (plans indicate 0.5" nominal wall thickness). Moderate marine growth is present but attempts to clean for inspection also removed any coating left as well. Twenty-one of the spud piling (65%) have holed through in the lower ITZ due to either mechanical abrasion damage from the UHMW plastic "log" booms that contact the piles (Photos #UW-3 thru #UW-7 and #UW-10 thru #UW-24) or from pitting that has rusted through. The 2017 underwater inspection counted only 12 spud piles with holes (32%). These holes have grown significantly larger in size since the previous underwater inspection and new holes were observed where only flat spots were seen before. Eleven spud piles (Piles A, D, E, F, J, L, O, P, V, W, and Y) have section loss that threatens performance during an extreme event such as high winds and heavy wave action. (Photos #UW-10 through #UW-24)(CS4). REPAIR #10003. Ten spud piles (Piles 5, 9, 10, B, C, G, H, K, M, and S) have section loss, but do not currently threaten the performance of the pontoon positioning system (Photo #UW-2). See attached Layout drawing and Pile Data spreadsheet for detailed defect descriptions and locations. 8818 OTHER PEDESTRIAN RAILING: The steel post stanchions and rope rail have been removed from floats T thru Y prior to the 2017 inspection (photo #25). 89		See attached Layout drawing for locations and	nd details.									
 Underwater Inspection Findings: The spud piles, also referred to as "guide piles", position the floats and are in generally poor condition underwater. The coating has generally failed from the intertidal zone (ITZ) down to mudline, exposing the steel underneath (Photo #UW-2). These exposed areas have surface corrosion with pitting and section losses of up to full thickness (holes) in localized areas (plans indicate 0.5" nominal wall thickness). Moderate marine growth is present but attempts to clean for inspection also removed any coating left as well. Twenty-one of the spud piling (56%) have holed through in the lower ITZ due to either mechanical abrasion damage from the UHMW plastic "log" booms that contact the piles (Photos #UW-3 thru #UW-7 and #UW-10 thru #UW-24) or from pitting that has rusted through. The 2017 underwater inspection counted only 12 spud piles with holes (32%). These holes have grown significantly larger in size since the previous underwater inspection and new holes were observed where only flat spots were seen before. Eleven spud piles (Piles A, D, E, F, J, L, O, P, V, W, and Y) have section loss that threatens performance during an extreme event such as high winds and heavy wave action. (Photos #UW-10 through #UW-24)(CS4). REPAIR #10003. Ten spud piles (Piles 5, 9, 10, B, C, G, H, K, M, and S) have section loss, but do not currently threaten the performance of the pontoon positioning system (Photo #UW-2). See attached Layout drawing and Pile Data spreadsheet for detailed defect descriptions and locations. 8818 OTHER PEDESTRIAN RAILING: The steel post stanchions and rope rail have been removed from floats T thru Y prior to the 2017 inspection (photo #25). 8902 INORGANIC ZINC VINYL PAINT: Many of the spud pile coating has failed underwater. Pile metal substrate is exposed between 10% and 50% of the pile surface area underwater, see Element 8703 Photos #UW-2 and #UW-8 for typical underwater coating condition. 89	8703	SPUD PILING & WELLS: There are thirty-seven spud piles; Piles 1 thr transverse (left to right) bent. Spud pile roller	ough 12 on the longitudinal ('s are all intact, some are be	onshore to offshore) bent an nt from storm events (Photo a	d Piles A through Y on the #27).							
 Eleven spud piles (Piles A, D, E, F, J, L, O, P, V, W, and Y) have section loss that threatens performance during an extreme event such as high winds and heavy wave action. (Photos #UW-10 through #UW-24)(CS4). REPAIR #10003. Ten spud piles (Piles 5, 9, 10, B, C, G, H, K, M, and S) have section loss, but do not currently threaten the performance of the pontoon positioning system (Photo #UW-2). See attached Layout drawing and Pile Data spreadsheet for detailed defect descriptions and locations. 818 OTHER PEDESTRIAN RAILING: The steel post stanchions and rope rail have been removed from floats T thru Y prior to the 2017 inspection (photo #25). 8902 INORGANIC ZINC VINYL PAINT: Many of the spud piles have rust blisters and seam rust (photo #37). Underwater Inspection Findings: Much of the spud pile coating has failed underwater. Pile metal substrate is exposed between 10% and 50% of the pile surface area underwater, see Element 8703 Photos #UW-2 and #UW-8 for typical underwater coating condition. 8910 SAFETY ACCCESS LADDERS: There is a ladder attached to each end of the t-dock (Photo UW-25). See attached Layout drawing for locations of ladders. 		Underwater Inspection Findings: The spud piles, also referred to as "guide pil- generally failed from the intertidal zone (ITZ) have surface corrosion with pitting and section wall thickness). Moderate marine growth is Twenty-one of the spud piling (56%) have he UHMW plastic "log" booms that contact the p rusted through. The 2017 underwater inspec- larger in size since the previous underwater	es", position the floats and ar down to mudline, exposing t on losses of up to full thickne oresent but attempts to clean oled through in the lower ITZ oiles (Photos #UW-3 thru #U tion counted only 12 spud pil inspection and new holes we	e in generally poor condition he steel underneath (Photo is ss (holes) in localized areas for inspection also removed due to either mechanical abi <i>N</i> -7 and #UW-10 thru #UW- es with holes (32%). These re observed where only flat	#UW-2). These exposed areas #UW-2). These exposed areas (plans indicate 0.5" nominal any coating left as well. rasion damage from the -24) or from pitting that has holes have grown significantly spots were seen before.							
Ten spud piles (Piles 5, 9, 10, B, C, G, H, K, M, and S) have section loss, but do not currently threaten the performance of the pontoon positioning system (Photo #UW-2). See attached Layout drawing and Pile Data spreadsheet for detailed defect descriptions and locations. 8818 OTHER PEDESTRIAN RAILING: The steel post stanchions and rope rail have been removed from floats T thru Y prior to the 2017 inspection (photo #25). 8902 INORGANIC ZINC VINYL PAINT: Many of the spud piles have rust blisters and seam rust (photo #37). Underwater Inspection Findings: Much of the spud pile coating has failed underwater. Pile metal substrate is exposed between 10% and 50% of the pile surface area underwater, see Element 8703 Photos #UW-2 and #UW-8 for typical underwater coating condition. 8910 SAFETY ACCCESS LADDERS: There is a ladder attached to each end of the t-dock (Photo UW-25). See attached Layout drawing for locations of ladders.		Eleven spud piles (Piles A, D, E, F, J, L, O, F such as high winds and heavy wave action. (Photos #UW-10 through #UW-24)(CS4). RE	P, V, W, and Y) have section EPAIR #10003.	loss that threatens performa	nce during an extreme event							
See attached Layout drawing and Pile Data spreadsheet for detailed defect descriptions and locations. 8818 OTHER PEDESTRIAN RAILING: The steel post stanchions and rope rail have been removed from floats T thru Y prior to the 2017 inspection (photo #25). 8902 INORGANIC ZINC VINYL PAINT: Many of the spud piles have rust blisters and seam rust (photo #37). Underwater Inspection Findings: Much of the spud pile coating has failed underwater. Pile metal substrate is exposed between 10% and 50% of the pile surface area underwater, see Element 8703 Photos #UW-2 and #UW-8 for typical underwater coating condition. 8910 SAFETY ACCCESS LADDERS: There is a ladder attached to each end of the t-dock (Photo UW-25). See attached Layout drawing for locations of ladders.		Ten spud piles (Piles 5, 9, 10, B, C, G, H, K, pontoon positioning system (Photo #UW-2).	M, and S) have section loss	, but do not currently threater	n the performance of the							
 8818 OTHER PEDESTRIAN RAILING: The steel post stanchions and rope rail have been removed from floats T thru Y prior to the 2017 inspection (photo #25). 8902 INORGANIC ZINC VINYL PAINT: Many of the spud piles have rust blisters and seam rust (photo #37). Underwater Inspection Findings: Much of the spud pile coating has failed underwater. Pile metal substrate is exposed between 10% and 50% of the pile surface area underwater, see Element 8703 Photos #UW-2 and #UW-8 for typical underwater coating condition. 8910 SAFETY ACCCESS LADDERS: There is a ladder attached to each end of the t-dock (Photo UW-25). See attached Layout drawing for locations of ladders. 		See attached Layout drawing and Pile Data	spreadsheet for detailed defe	ect descriptions and locations	S.							
 8902 INORGANIC ZINC VINYL PAINT: Many of the spud piles have rust blisters and seam rust (photo #37). Underwater Inspection Findings: Much of the spud pile coating has failed underwater. Pile metal substrate is exposed between 10% and 50% of the pile surface area underwater, see Element 8703 Photos #UW-2 and #UW-8 for typical underwater coating condition. 8910 SAFETY ACCCESS LADDERS: There is a ladder attached to each end of the t-dock (Photo UW-25). See attached Layout drawing for locations of ladders. 	8818	OTHER PEDESTRIAN RAILING: The steel post stanchions and rope rail have	been removed from floats T	thru Y prior to the 2017 insp	ection (photo #25).							
Underwater Inspection Findings: Much of the spud pile coating has failed underwater. Pile metal substrate is exposed between 10% and 50% of the pile surface area underwater, see Element 8703 Photos #UW-2 and #UW-8 for typical underwater coating condition. 8910 SAFETY ACCCESS LADDERS: There is a ladder attached to each end of the t-dock (Photo UW-25). See attached Layout drawing for locations of ladders.	8902	INORGANIC ZINC VINYL PAINT: Many of the spud piles have rust blisters and	l seam rust (photo #37).									
8910 SAFETY ACCCESS LADDERS: There is a ladder attached to each end of the t-dock (Photo UW-25). See attached Layout drawing for locations of ladders.		Underwater Inspection Findings: Much of the spud pile coating has failed und underwater, see Element 8703 Photos #UW	erwater. Pile metal substrate -2 and #UW-8 for typical und	e is exposed between 10% a lerwater coating condition.	nd 50% of the pile surface area							
See attached Layout drawing for locations of ladders.	8910	SAFETY ACCCESS LADDERS: There is a ladder attached to each end of the	e t-dock (Photo UW-25).									
		See attached Layout drawing for locations o	f ladders.									

Page 4 of 4

Printed On: 7/14/2021

SID 00200441

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

Program Mgr: Evan M Grimm

Agency: Other State Agencies

Br. No. DOC-6

Carrying

Intersecting STILL HARBOR (P. SOUND)

Route On Route Under

Mile Post

Mile Post

	Repairs												
Repair No	Pr	R	Repair Descriptions	BMS	Noted	Maint	Verified						
10003	1	В	Repair or replace steel spud/guide Piles A, D, E, F, J, L, O, P, V, W, and Y. These piles have multiple and/or larger holes that may be detrimental to performance during an extreme weather event.	8703	4/27/2021								
10004	1	В	Replace eyebolts holding log fender before they fail.	8112	4/27/2021								

			Inspe	ection	s Pe	rforme	d and F	Reso	urces Red	quired
Report Type		Date	Freq	Hrs	Insp	CertNo	Coinsp			Note
Underwater		4/27/2021	48	3.0	RMP	G1215	JRWH	Under at 48 (Set v popul	rwater inspect months to co values for cod ate blank field	tion by WSDOT Dive Team. Frequency set rrespond with every-other routine inspection. es 1232, 1533, 1538 & 1541 in an effort to ds in the UW Report – NAF)
Resources	Hours	Min	Pref	Max	Fre	eq Date	Nee	d Date	Override	Notes
Boat		М	М	М						Used 26' Munson boat for access during 2021 inspections. Launched from Zittel's Marina. POV parking was \$10 each. Truck and boat trailer \$20. 15 minute boat ride on glass.
Third Party Notification										Schedule inspection with Greg Buikema, Marine Operations Supervisor of McNeil Island, at Office: (253)588-5281 (ext. 0016) and/or Cell: (253)328-3229 and/or Email: gabuikema@doc1.wa.gov
Condition		4/27/2021	24	1.5	ABK	G1220	LAW	Repo "Cond	rt type chang dition".	ed in 2021 from "Primary Safety" to
Resources	Hours	Min	Pref	Max	Fre	eq Date	Nee	d Date	Override	Notes
Boat	1.00	к	М							
Third Party Notification										Schedule inspection with Greg Buikema (DOC) 253-328-3229 or 253-588-5281 (cell). A security clearance must be done for all inspectors prior to landing on the island. This can be done via Greg.

Release Date: 7/14/2021

Br. Name MCNEIL IS. STILL HARBOR DOCK



Underwa	ater	4/27/2021	Lead:	RMP	Co: JRWH					
Routin	e	4/27/2021	Lead:	ABK	Co:	LAW				
Pile Loca	tion				Condition/Damage	Inspectio	n Type			
Bent	Pile	Condition State (CS)	MDL Elev. (MLLW)	Defect Location	Details/Remarks	Routine/UW	Date			
			PIL	E INSPECTION DAT	A - Steel Dock Spud Piles are 14" Diam. and 3/8" Thick					
Pile Defect L	ocations	s are called ou	t in Clock D	irection with Offshore	face at 12:00 and Onshore face at 06:00.					
*All areas of	surface	rust or coating	g failure (cf)	have localized pitting	up to 1/4" deep.					
Longitudinal Onshore to Offshore	1	1		MDL - ITZ MDL	*50% area surface rust / 50% area marine growth Thickness 0.395" (2013)	UW	4/27/2021			
	2	1		MDL - ITZ	*25% area surface rust / 75% area marine growth coverage	UW	4/27/2021			
	3	1	-7.0	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth coverage Thickness 0.370" (2013)	UW	4/27/2021			
	4	1	-7.0	MDL - ITZ MDL	*25% area surface corrosion with pitting up to 0.25" deep Thickness 0.375" (2021)	UW	4/27/2021			
	5	3	-8.0	MDL - ITZ MDL+5 @5:30 MDL	*25% area surface rust / 75% area marine growth 1-1/2" diam. hole	UW	4/27/2021			
	6	1	-8.0	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth	UW	4/27/2021			
	7	1	-8.5	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth	UW	4/27/2021			
	8	1	-9.5	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth Thickness 0.375" (2013)	UW	4/27/2021			
	9	3	-9.5	MDL - ITZ MDL+7 @6:00 MDL	*25% area surface rust / 75% area marine growth 1-1/2" diam. hole	UW	4/27/2021			
	10	3	-9.5	MDL - ITZ MDL+5 to +7 @6:00 MDL	*25% area surface rust / 75% area marine growth 6"(W) very thin area (not holed thru) with heavy pitting	UW	4/27/2021			
	11	1	-10.0	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth	UW	4/27/2021			
	12	1	-11.0	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth Thickness 0.270" in localized deep pit (2013)	UW	4/27/2021			
Transverse (Lt to Rt)	A	4	-13.0	MDL+9 to +12 @6:00 MDL - ITZ MDL	3"(W) x 36"(H) hole from mechanical abrasion of log boom (2017 Photo #UW-3, 2021 Photo #UW-10) *25% area surface rust / 75% area marine growth	UW	4/27/2021			



Underw	Underwater 4/27/2021 Lead: RMP Co: JRWH				JRWH		
Routi	ne	4/27/2021	Lead:	ABK	Co:	LAW	
Pile Loc	ation				Condition/Damage	Inspectio	on Type
Bent	Pile	Condition State (CS)	MDL Elev. (MLLW)	Defect Location	Details/Remarks	Routine/UW	Date
	В	3	-13.0	MDL - ITZ MDL+5 @4:30 MDL+3 @5:00 MDL	*50% area surface rust / 50% area marine growth 1" diam. hole 2"(W) x 2"(H) hole	UW	4/27/2021
	C	3	-13.0	MDL - ITZ MDL+10 to +12 MDL +11 @6:00 MDL +5 MDI	*50% area surface rust / 50% area marine growth 4" wide flat spot from mechanical abrasion of log boom 1-1/2" diam. star pattern hole in the 4" wide flat spot 1-1/2" diam. hole	UW	4/27/2021
	D	4	-13.5	MDL+9 to +12 @6:00 MDL+9 MDL+8.5 @6:00 MDL+8 MDL - ITZ MDL+2 @2:00 MDL+1.5 @12:00 MDL	4"(W) x 36"(H) hole from mechanical abrasion of log boom (Photo #UW-11) 3"(W) x 12"(H) hole from mechanical abrasion of log boom 1-1/2" diam. hole 1" dia. hole from mechanical abrasion of log boom *50% area surface rust / 50% area marine growth 2"(W) x 1"(H) hole 5"(W) x 2"(H) hole (Photo #UW-12)	UW	4/27/2021
	E	4	-14.0	MDL+10.5 to +12 @6:00 MDL+9 MDL+8 to +12 MDL - ITZ MDL+2 @12:00-3:00 MDL+1.5 @3:00 MDL	2"(W) x 18"(H) hole from mechanical abrasion of log boom (Photos #UW-13 and #UW-14) 1/2" diam. hole from mechanical abrasion of log boom 4" wide flat spot from mechanical abrasion of log boom *25% area surface rust / 75% area marine growth 4-1/2"(W) x 1-1/2"(H) and 3-1/2"(W) x 3/4"(H) (Photo #UW-15) 2" diam. hole	UW	4/27/2021
	F	4	12.5	MDL+10to+8.5@6:00 MDL+9@6:00 MDL+8.5@6:00 MDL - ITZ	3-1/2"(W) x 18"(H) hole from mechanical abrasion of log boom (Photos #UW-16 and #UW-17) 2"(W) x 2-1/2"(H) hole from mechanical abrasion of log boom 1-1/2"(W) x 3"(H) hole from mechanical abrasion of log boom *25% area surface rust / 75% area marine growth	UW	4/27/2021



Underwater		4/27/2021	7/2021 Lead: RMP		Co	: JRWH	
Rout	ine	4/27/2021	Lead:	ABK	Co	: LAW	
Pile Loo	cation				Condition/Damage	Inspectio	on Type
Bent	Pile	Condition State (CS)	MDL Elev. (MLLW)	Defect Location	Details/Remarks	Routine/UW	Date
	G	3	-14.0	MDL+9.5to+11.5 MDL+6@6:00 MDL+1.5@12:00 MDL - ITZ MDI	3"(W) x 2'(H) flat area from mechanical abrasion of log boom, no holes 1/2" diam. hole in pit 1/4" diam. hole in pit *25% area surface rust / 75% area marine growth	UW	4/27/202
	H	3	-14.0	MDL+4@12:00 MDL+3.5@11:00 MDL+2@12:00 MDL+6" @11:00 MDL - ITZ MDI	1" diam. hole 3" diam. hole 3"(W) x 2"(H) hole 2" diam. hole *25% area surface rust / 75% area marine growth	UW	4/27/202:
	I	1	-13.5	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth	UW	4/27/2023
	1	4	12.0	MDL+11 MDL+7 to +8.5@6:00 MDL+7 to +11 MDL+4@11:00 MDL+3.5@12:00 MDL+2@12:00 MDL+1TZ	 12"(H) x 2.5"(W) hole from mechanical abrasion of log boom [Photos #UW-4 (2013) and #UW-5 (2017)] 3"(W) x 18"(H) hole from mechanical abrasion of log boom (Photo #UW-18) 4" wide flat spot from mechanical abrasion of log boom 1-1/2" diam. hole 1-1/2"(W) x 2"(H) hole 3-1/2"(W) x 1"(H) hole *25% area surface rust / 75% area marine growth 	UW	4/27/2021
	К	3	-12.0	MDL+7to+10 @6:00 MDL - ITZ MDL	4" wide flat spot from mechanical abrasion of log boom, thin no holes *25% area surface rust / 75% area marine growth	UW	4/27/2021
	L	4	17 5	MDL+9 @6:00 MDL+8 @6:00 MDL+6 - ITZ MDL+4 @12:00 MDL - ITZ	3"(W) x 24"(H) hole from mech abrasion of log boom (Photo #UW-19) 1" diam. hole 5" wide flat spot from mech abrasion of log boom 3"(W) x 2"(H) hole *25% area surface rust / 75% area marine growth	UW	4/27/2021



Underwater		4/27/2021	Lead:	RMP	Co	JRWH	
Rout	tine	4/27/2021	Lead:	ABK	Co	: LAW	
Pile Loo	cation				Condition/Damage	Inspectio	n Type
Bent	Pile	Condition State (CS)	MDL Elev. (MLLW)	Defect Location	Details/Remarks	Routine/UW	Date
	М	3	-11.5	MDL+9 @6:00 MDL+8 @6:00 MDL+8-ITZ MDL-ITZ MDI-	2"(W) x 3"(H) hole from mechanical abrasion of log boom 2-1/2"(W) x 7"(H) hole from mechanical abrasion of log boom 3" - 4" wide flat spot from mechanical damage of log boom *25% area surface rust / 75% area marine growth	UW	4/27/202
	N	1	-12.0	MDL - ITZ MDL	*10% area surface rust / 90% area marine growth (typical).	UW	4/27/202:
	0	4	11.0	MDL+6to+8 @6:00 MDL+5 to +9 MDL+5 @3:00 MDL+4 @4:00 MDL +8" @3:00 MDL+3" @2:00 MDL - ITZ	4"(W) x 24"a9)H hole from mechanical abrasion of log boom (Photos #UW-6 (2017) and Photo #UW-20) 4" wide flat spot from mechanical damage of log boom 1" diam. hole 1/4" diam. hole 1/4" diam. hole in pit 1/2" diam. hole 1-1/2"(W) x 1/4"(H) hole *10% area surface rust / 90% area marine growth	UW	4/27/2021
	P	4	-10 5	MDL+4to+8.5 @6:00 MDL+3.5 @6:00 MDL - ITZ MDL	5"(W) x 54"(H) large hole from mechanical abrasion of log boom (Photo #UW-7 and #UW-21) 2" diam. hole *25% area surface rust / 75% area marine growth	UW	4/27/2021
	Q	1	-11.0	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth	UW	4/27/2021
	R	1	-11.0	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth	UW	4/27/2021
	S	3	-10.5	MDL+5 @1:00 MDL+3 @12:30 MDL+1 @12:30 MDL - ITZ MDL	2"(W) x 1"(H) and 1" diam. Hole 2"(W) x 3"(H) hole 2-1/2"(W) x 6"(H) hole *25% area surface rust / 75% area marine growth, Photo #UW-2 shows typical pile condition underwater	UW	4/27/2021
	T	1	-10.5	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth	UW	4/27/2021



Underw	vater	4/27/2021	1 Lead: RMP		Co:	JRWH	
Routi	ne	4/27/2021	Lead	ABK	Co:	LAW	
Pile Loc	ation				Condition/Damage	Inspectio	on Type
Bent	Pile	Condition State (CS)	MDL Elev. (MLLW)	Defect Location	Details/Remarks	Routine/UW	Date
	U	1	-10.5	MDL+6 to +10 @6:00 MDL - ITZ MDL	3"(W) flat area with heavy corrosion & pitting *25% area surface rust / 75% area marine growth	UW	4/27/2021
	V	4	-10.5	MDL+6.5(bot.) @6:00 MDL+4.5(bot.) @6:00 MDL - ITZ MDL	4" (W) x 24"(H) hole from mechanical abrasion of log boom 3"(W) x 14"(H) hole from mechanical abrasion of log boom (Photo #UW-22) *25% area surface rust / 75% area marine growth	UW	4/27/2021
	W	4	0.5	MDL+5(bot.) @6:00 MDL+4(bot.) @6:00 MDL+3(bot) @6:00 MDL - ITZ	 4-1/2"(W) x 18"(H) hole from mechanical abrasion of log boom 2-1/2"(W) x 7"(H) hole from mechanical abrasion of log boom 3"(W) x 8"(H) hole from mechanical abrasion of log boom (Photo #UW-23) *25% area surface rust / 75% area marine growth 	UW	4/27/2021
	x	1	-10.0	MDL - ITZ MDL	*25% area surface rust / 75% area marine growth	UW	4/27/2021
	Y	4	-10.0	MDL+5.5(bot.) @6:00 MDL+4.5(bot.) @6:00 MDL - ITZ MDL	3"(W) x 18"(H) hole from mechanical abrasion of log boom 3"(W) x 6"(H) hole from mechanical abrasion of log boom (Photo #UW-24) *25% area surface rust / 75% area marine growth	UW	4/27/2021
		37	Total Steel Pi	les			-
	1	11	CS4				
		10	CS3				
		0	CS2				
		16	CS1				



LEGEND:

O VERTICAL ROUND STEEL PILE STEEL, PILE W MODERATE HOLED THROUGH SECTION LOSS (CS3) STEEL CHANNEL WALER REPAIR

R	DUTINE INSPECTION	UNDE	ERWATER INSPECTION			DOC-6
Date:	4/27/2021	Date:	4/27/2021		Washington State	MCNEIL ISLAND STILL HARBOR DOCK
Scale:	1"=25'	Scale:	1"=25'	WSDOT	Department of Transportation	SID#00200441
Inspected by: ABK/LAW Inspected by: RMP/JRW		by: RMP/JRWH	BRIDGE PRESERVATION	Bridge and Structures Office	LAYOUT	

		BRIDGE INSPECTION RE	EPORT	Page 1 of 22
Status: Releas	sed	Printed On: 8/5/2021	Agency: Other S	state Agencies
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861		Release Date: 7/14/2021	Program Mgr: Evan N	Grimm
Br. No. DOC	s-6 SID	00200441 Br. Nam	e MCNEIL IS. STILL HA	RBOR DOCK
Carrying			Route On	Mile Post
Intersecting	STILL HARBOR (P. SOUND)		Route Under	Mile Post
SI-31				
0 Orientation				
Photo Type:	G - General	A CHER HAR		
Orientation:	Shore		and the second	
Date:	4/8/2019			
Repairs:				and a second
1				
SI-2				
0 Orientation				
Photo Type:	E - Elevation			All and and
Orientation:	Sea			All I
Date:	5/23/2013			1
Repairs:				
Still Harbor Ele	evation from Shore.			



						9
Status: Releas	ed	Prin	nted On: 8/5/2021	Agency: Other	State Agencies	
CD Guid: e6d376	1d-7a52-4345-8cc3-ba9e7bb818	61 Releas	se Date: 7/14/2021	Program Mgr: Evan I	M Grimm	
Br. No. DOC	-6	SID 00200441	Br. Name	MCNEIL IS. STILL H	ARBOR DOCK	
Carrying				Route On	Mile Post	
Intersecting	STILL HARBOR (P. SOU	ND)		Route Under	Mile Post	
UW-9						
0 Orientation						
Photo Type:	W - UW Cover					
Orientation:	Left					
Date:	4/27/2021					



UW-0

Repairs:

inshore left.

McNeil Island Still Harbor Dock looking

9 Underwater Report Executive Summary Photo Type: W - UW Cover Orientation: Shore Date: 4/27/2017 Repairs:

Elevation for UW cover.



Page 3 of 22

Status: Released

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

Printed On: 8/5/2021 Release Date: 7/14/2021

SID 00200441

Agency: Other State Agencies

Br. No. DOC-6

Carrying

Intersecting STILL HARBOR (P. SOUND)

SI-28

8112 Timber	Sawn Girder
Photo Type:	G - General
Orientation:	Right
Date:	4/8/2019
Repairs:	
Top surface o	f joint between par

nels E & F is uneven up to 1".





8112 Timber Sawn Girder				
Photo Type:	G - General			
Orientation:	Left			
Date:	4/26/2017			
Repairs:				

Joint connecting Pontoons F and G has been built up with stiffening plate and steel channels have been added in addition to replacing the timber walers.



Program Mgr: Evan M Grimm

Br. Name MCNEIL IS. STILL HARBOR DOCK **Route On Route Under**

Mile Post

Mile Post

Printed On: 8/5/2021 Status: Released Agency: Other State Agencies CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861 Release Date: 7/14/2021 Program Mgr: Evan M Grimm SID 00200441

Br. No. DOC-6

Carrying

Intersecting STILL HARBOR (P. SOUND)

SI-34

8112 Timber Sawn Girder G - General Photo Type: Orientation: Sea 4/27/2021 Date: Repairs:

Near Spud Pile A, the last four feet of the timber waler are broken.



Mile Post Mile Post





SI-33

8112 Timber S	Sawn Girder
Photo Type:	G - General
Orientation:	Sea
Date:	4/27/2021

Repairs:

Many of the through bolts holding the timber walers have been replaced. Some are still missing in several pontoon segments.

Mile Post

Mile Post

Printed On: 8/5/2021 Agency: Other State Agencies Status: Released CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861 Program Mgr: Evan M Grimm Release Date: 7/14/2021 SID 00200441 Br. Name MCNEIL IS. STILL HARBOR DOCK

Br. No. DOC-6

Carrying

Intersecting STILL HARBOR (P. SOUND)

SI-35

8112 Timber Sawn Girder			
R - Repair			
Shore			
4/27/2021			
10004			

Eyebolts securing log fenders are distressed and bent.



Route On

Route Under



SI-10

8390 Fixed Bearing			
Photo Type:	G - General		
Orientation:	Sea		
Date:	5/23/2013		

Repairs:

Fixed bearings located at top of gangplank connection to the concrete pier.

BRIDGE INSPECTION REPORT Page 6 of 22 Printed On: 8/5/2021 Agency: Other State Agencies Status: Released CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861 Release Date: 7/14/2021 Program Mgr: Evan M Grimm Br. No. DOC-6 Br. Name MCNEIL IS. STILL HARBOR DOCK SID 00200441 **Route On Mile Post** Carrying Intersecting STILL HARBOR (P. SOUND) **Route Under Mile Post** SI-11 8391 Moveable Bearing (roller, sliding, etc.) Photo Type: G - General Orientation: Sea 5/23/2013 Date: Repairs: Slider bearings located at the gangplank landing. SI-36 8408 Steel Sliding Plate Joint Photo Type: G - General Orientation: Right Date: 4/27/2021

Repairs:

Steel plate joint has been replaced with rubber mat.

Status: Released

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

Printed On: 8/5/2021

Release Date: 7/14/2021

Program Mgr: Evan M Grimm

Agency: Other State Agencies



					•	ugo o ol LL
Status: Release	ed	Printed On	: 8/5/2021	Agency: Other State	Agencies	
CD Guid: e6d376	1d-7a52-4345-8cc3-ba9e7bb818	861 Release Date	: 7/14/2021 F	Program Mgr: Evan M Grir	nm	
Br. No. DOC	-6	SID 00200441	Br. Name MCN	EIL IS. STILL HARB	OR DOCK	
Carrying			Rou	ute On	Mile Post	
Intersecting	STILL HARBOR (P. SOL	JND)	Rou	ute Under	Mile Post	
SI-32						
8701 Ferry Co	ncrete Floating Pontoon					
Photo Type:	G - General		1111111111	ALE PI	1	
Orientation:	Left					V.
Date:	4/27/2021			WELLE		d-h
Repairs:					The subscription of the	
The U-V joint h	nas a 2.5" x 9" x 1" deep					
UVV-1				A COLOR	Martin Carlo and	A STATE
8/01 Ferry Co	ncrete Floating Pontoon		A State of the sta	and a start of the second		
Prioritation:	G - General		AND		they want to	The second
Date:	5/23/2013		Station 12			1.
Renairs.	012012010					Sale and
Typical heavy dock sections.	marine growth on floating	1				



Status: Released

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

Printed On: 8/5/2021

Program Mgr: Evan M Grimm Release Date: 7/14/2021 Br. No. DOC-6 SID 00200441 Br. Name MCNEIL IS. STILL HARBOR DOCK Carrying **Route On** Mile Post Intersecting STILL HARBOR (P. SOUND) **Route Under Mile Post** SI-27 8703 Spud Piling & Wells Photo Type: G - General Orientation: Date: 4/26/2017 Repairs: Spud pile rollers are all intact, some are bent from storm events.





UW-2

8703 Spud Pil	ing & Wells
Photo Type:	M - Monitor
Orientation:	
Date:	5/23/2013
Renairs:	

T-dock Pile S; general coating failure and rusting with section loss. Typical of Tdock piles.

Status: Released	Printed On:	8/5/2021 Agency: 0	Other State Agencies
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81	1861 Release Date:	7/14/2021 Program Mgr: I	Evan M Grimm
Br. No. DOC-6	SID 00200441	Br. Name MCNEIL IS. STIL	L HARBOR DOCK
Carrying		Route On	Mile Post
Intersecting STILL HARBOR (P. SO	UND)	Route Under	Mile Post
UW-3			
8703 Spud Piling & Wells			
Photo Type: I - In Depth		A second s	
Orientation:			

Date: 4/27/2017

Repairs:

T-dock, Pile A: 18" H x 4" W hole from mechanical damage.



UW-4

8703 Spud Piling & Wells Photo Type: I - In Depth Orientation:

Date: 5/23/2013

Repairs:

T-dock Pile J; 4" wide mechanical damage (flat spot). 2013 photo; compare to UW-5 for 2017 photo and UW-18 for 2021 photo to see progression.



Status: Released	Printed Or	n: 8/5/2021 Agenc	y: Other State Agencies
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861	Release Date	e: 7/14/2021 Program Mg	ır: Evan M Grimm
Br. No. DOC-6 SI	D 00200441	Br. Name MCNEIL IS. S	TILL HARBOR DOCK
Carrying		Route On	Mile Post
Intersecting STILL HARBOR (P. SOUN	D)	Route Unde	r Mile Post

UW-5

8703 Spud Piling & Wells

Photo Type: I - In Depth

Orientation:

Date: 4/27/2017

Repairs:

T-dock Pile J: 12" H x 2.5" W hole (was just a flat spot in 2013, see UW-4).



UW-6

8703 Spud Piling & Wells Photo Type: I - In Depth Orientation:

Date: 4/27/2017

Repairs:

T-dock Pile O: 18" H x 4" W (up to) hole from mechanical damage.



Status: Released	Printed O	n: 8/5/2021	Agency: Other S	State Agencies	
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81	861 Release Dat	e: 7/14/2021	Program Mgr: Evan M	1 Grimm	
Br. No. DOC-6	SID 00200441	Br. Name	MCNEIL IS. STILL HA	RBOR DOCK	
Carrying			Route On	Mile Post	
Intersecting STILL HARBOR (P. SOL	JND)		Route Under	Mile Post	
UW-7					
8703 Spud Piling & Wells					
Photo Type: I - In Depth			North Martin Barris		And Street of Street of Street

UW-10

Orientation: Date:

Repairs:

4/27/2017

T-dock Pile P: Large 3-ft. vertical hole from mechanical damage.

8703 Spud Pilir	ng & Wells
Photo Type:	R - Repair
Orientation:	Sea
Date:	4/27/2021
Repairs:	10003

Pile A has a 3"(W) x 36"'(H) hole from mechanical abrasion of UHMW log boom.



Br. Name MCNEIL IS. STILL HARBOR DOCK

Route On

Route Under

Agency: Other State Agencies

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

Printed On: 8/5/2021 Release Date: 7/14/2021

SID 00200441

Program Mgr: Evan M Grimm

Br. No. DOC-6

Carrying

Intersecting STILL HARBOR (P. SOUND)

UW-11

8703 Spud Piling & Wells

Photo Type: R - Repair

Orientation: Sea

Date: 4/27/2021

Repairs: 10003

Pile D has a 4"(W) x 36"(H) hole from mechanical abrasion of UHMW log boom.



UW-12

8703 Spud Pilirus & WellsPhoto Type:R - RepairOrientation:ShoreDate:4/27/2021Repairs:10003Pile D has a 5"(W) x 2"(H) hole.



Mile Post

Mile Post

Printed On: 8/5/2021

14/2021 Program Mo

Route On

Program Mgr: Evan M Grimm

Br. Name MCNEIL IS. STILL HARBOR DOCK

Br. No. DOC-6

Carrying

Intersecting STILL HARBOR (P. SOUND)

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

UW-13

8703 Spud Piling & WellsPhoto Type:R - RepairOrientation:DNDate:4/27/2021Repairs:10003

Pile E has a 2"(W) x 18"(H) hole from mechanical abrasion of log boom. Looking offshore during low tide.



UW-14

8703 Spud Piling & Wells

Photo Type:	R - Repair
Orientation:	Sea
Date:	4/27/2021
Repairs:	10003

Pile E has a 2"(W) x 18"(H) hole from mechanical abrasion of log boom looking offshore.



Mile Post

Release Date: 7/14/2021

SID 00200441

Status: Released	Printed On:	8/5/2021	Agency: Other State A	Agencies
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861	Release Date:	7/14/2021	Program Mgr: Evan M Grim	m
Br. No. DOC-6 SID	00200441	Br. Name N	ICNEIL IS. STILL HARBO	RDOCK
Carrying			Route On	Mile Post
Intersecting STILL HARBOR (P. SOUND)	l l		Route Under	Mile Post
UW-15				
8703 Spud Piling & Wells				



Photo Type:

Orientation:

Date:

Repairs:

R - Repair

Shore 4/27/2021

10003

Pile E has 4-1/2"(W) x 1-1/2"(H) and 3-1/2"(W) x 3/4"(H) side-by-side holes looking inshore left.

8703 Spud Piling & Wells		
R - Repair		
Sea		
4/27/2021		
10003		

Pile F has $3-1/2"(W) \times 18"(H)$, $2"(W) \times 2-1/2"(H)$, and $1-1/2"(W) \times 3"(H)$ holes from mechanical abrasion of log boom at low tide.

Page 16 of 22

Status: Released	Printed	On: 8/5/2021	Agency: Other S	State Agencies	
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb8186	1 Release Da	ate: 7/14/2021	Program Mgr: Evan M	1 Grimm	
Br. No. DOC-6 S	ID 00200441	Br. Name N	ICNEIL IS. STILL HA	RBOR DOCK	
Carrying			Route On	Mile Post	
Intersecting STILL HARBOR (P. SOUN	ID)		Route Under	Mile Post	
UW-17					
8703 Spud Piling & Wells					

Photo Type: R - Repair

Orientation: DN

Date: 4/27/2021

Repairs: 10003

Pile F has $3-1/2"(W) \times 18"(H)$, $2"(W) \times 2-1/2"(H)$, and $1-1/2"(W) \times 3"(H)$ holes from mechanical abrasion of log boom.



UW-18

8703 Spud Pil	ing & Wells
Photo Type:	R - Repair
Orientation:	Sea
Date:	4/27/2021
Repairs:	10003

Pile J has a 3"(W) x 18"(H) hole from mechanical abrasion of log boom.



Status: Released		Printed On: 8/	/5/2021	Agency: Other State A	gencies
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81	861	Release Date: 7/	/14/2021	Program Mgr: Evan M Grimr	n
Br. No. DOC-6	SID 0020	0441	Br. Name MCN	VEIL IS. STILL HARBO	R DOCK
Carrying			Ro	ute On	Mile Post
Intersecting STILL HARBOR (P. SOL	JND)		Ro	ute Under	Mile Post
UW-19					

8703 Spud Piling & Wells

Photo Type: R - Repair

Orientation: Sea

Date: 4/27/2021

Repairs: 10003

Pile L has a 3"(W) x 24"(H) hole from mech abrasion of log boom.



UW-20

8703 Spud Pil	ing & Wells
Photo Type:	R - Repair
Orientation:	Sea
Date:	4/27/2021
Repairs:	10003

Pile O has a 4"(W) x 24"(H) hole from mechanical abrasion of log boom.



Route On

Route Under

Br. Name MCNEIL IS. STILL HARBOR DOCK

Agency: Other State Agencies

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

Release Date: 7/14/2021

SID 00200441

Program Mgr: Evan M Grimm

Br. No. DOC-6

Status: Released

Carrying

Intersecting STILL HARBOR (P. SOUND)

UW-21

8703 Spud Piling & Wells

Photo Type: R - Repair Orientation:

Sea

Date: 4/27/2021

10003 **Repairs:**

Pile P has a 5"(W) x 54"(H) large hole from mechanical abrasion of log boom.



UW-22

8703 Spud Pil	ing & Wells
Photo Type:	R - Repair
Orientation:	Sea
Date:	4/27/2021
Repairs:	10003

Pile V has 4" (W) x 24"(H) and 3"(W) x 14"(H) holes from mechanical abrasion of log boom.



Mile Post

Mile Post

Status: Released	Printed On:	8/5/2021 Agen	cy: Other State Agen	cies
CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861	Release Date:	7/14/2021 Program M	gr: Evan M Grimm	
Br. No. DOC-6 SID	00200441	Br. Name MCNEIL IS. S	STILL HARBOR D	ЮСК
Carrying		Route On	M	ile Post
Intersecting STILL HARBOR (P. SOUND)		Route Unde	er M	ile Post
UW-23				
8703 Spud Piling & Wells				

Photo Type: R - Repair

Orientation: Sea

Date: 4/27/2021

Repairs: 10003

Pile W has $4-1/2"(W) \times 18"(H)$, $2-1/2"(W) \times 7"(H)$, and $3"(W) \times 8"(H)$ holes from mechanical abrasion of log boom.



UW-24

8703 Spud Piling & Wells Photo Type: R - Repair Orientation: Sea Date: 4/27/2021 Repairs: 10003

Pile Y has a 3"(W) x 18"(H) hole and a 3" (W) x 6"(H) hole from mechanical abrasion of log boom.



Page 20 of 22 Status: Released Printed On: 8/5/2021 Agency: Other State Agencies CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861 Release Date: 7/14/2021 Program Mgr: Evan M Grimm Br. No. DOC-6 SID 00200441 Br. Name MCNEIL IS. STILL HARBOR DOCK Carrying **Route On Mile Post** Intersecting STILL HARBOR (P. SOUND) **Route Under Mile Post** 8818 Other Pedestrian Railing Photo Type: G - General Orientation: W Date: 4/26/2017 Repairs: The steel post stanchions and rope rail have been removed from floats T thru Y.



SI-37

8902 Inorganic	Zinc Vinyl Paint
Photo Type:	G - General
Orientation:	Right
Date:	4/27/2021
Repairs:	

Typical shot of spud piles. Seam rust on welds are breaking through the paint.

SI-25

Br. Name MCNEIL IS. STILL HARBOR DOCK

Route On

Route Under

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

Printed On: 8/5/2021 Release Date: 7/14/2021

SID 00200441

Program Mgr: Evan M Grimm

Br. No. DOC-6

Status: Released

Carrying

Intersecting STILL HARBOR (P. SOUND)

UW-8

8902 Inorganic Zinc Vinyl Paint

Photo Type: I - In Depth Orientation:

Date: 4/27/2017

Repairs:

Typical pile condition underwater. Coating has failed over 25%-50% of the surface area on the piles below water. Example of ~25% exposed metal shown.



UW-25

8910 Safety Access Ladders		
Photo Type:	G - General	
Orientation:	Left	
Date:	4/27/2021	
Repairs:		

There is a ladder attached to each end of the t-dock.



Mile Post

Mile Post

CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

Printed On: 8/5/2021

Agency: Other State Agencies

Program Mgr: Evan M Grimm

Route On

Route Under

Mile Post

Mile Post

Release Date: 7/14/2021 Br. Name MCNEIL IS. STILL HARBOR DOCK Br. No. DOC-6 SID 00200441 Carrying Intersecting STILL HARBOR (P. SOUND)

Entry Name	Folder Name	Туре	Repairs	Page
SI-31	0 Orientation	G		1
SI-2	0 Orientation	E		1
UW-9	0 Orientation	W		2
UW-0	9 Underwater Report Executive Summary	W		2
SI-28	8112 Timber Sawn Girder	G		3
SI-26	8112 Timber Sawn Girder	G		3
SI-34	8112 Timber Sawn Girder	G		4
SI-33	8112 Timber Sawn Girder	G		4
SI-35	8112 Timber Sawn Girder	R	10004	5
SI-10	8390 Fixed Bearing	G		5
SI-11	8391 Moveable Bearing (roller, sliding, etc.)	G		6
SI-36	8408 Steel Sliding Plate Joint	G		6
SI-29	8701 Ferry Concrete Floating Pontoon	G		7
SI-30	8701 Ferry Concrete Floating Pontoon	G		7
SI-32	8701 Ferry Concrete Floating Pontoon	G		8
UW-1	8701 Ferry Concrete Floating Pontoon	G		8
SI-27	8703 Spud Piling & Wells	G		9
UW-2	8703 Spud Piling & Wells	М		9
UW-3	8703 Spud Piling & Wells	전 영양 전 이 가지 않는 것		10
UW-4	8703 Spud Piling & Wells	1		10
UW-5	8703 Spud Piling & Wells			11
UW-6	8703 Spud Piling & Wells	1		11
UW-7	8703 Spud Piling & Wells			12
UW-10	8703 Spud Piling & Wells	R	10003	12
UW-11	8703 Spud Piling & Wells	R	10003	13
UW-12	8703 Spud Piling & Wells	R	10003	13
UW-13	8703 Spud Piling & Wells	R	10003	14
UW-14	8703 Spud Piling & Wells	R	10003	14
UW-15	8703 Spud Piling & Wells	R	10003	15
UW-16	8703 Spud Piling & Wells	R	10003	15
UW-17	8703 Spud Piling & Wells	R	10003	16
UW-18	8703 Spud Piling & Wells	R	10003	16
UW-19	8703 Spud Piling & Wells	R	10003	17
UW-20	8703 Spud Piling & Wells	R	10003	17
UW-21	8703 Spud Piling & Wells	R	10003	18
UW-22	8703 Spud Piling & Wells	R	10003	18
UW-23	8703 Spud Piling & Wells	R	10003	19
UW-24	8703 Spud Piling & Wells	R	10003	19
SI-25	8818 Other Pedestrian Railing	G		20
SI-37	8902 Inorganic Zinc Vinyl Paint	G		20
UW-8	8902 Inorganic Zinc Vinyl Paint	l		21
UW-25	8910 Safety Access Ladders	G		21

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION NBI STRUCTURE INVENTORY AND APPRAISAL REPORT (ENGLISH UNITS)

CD Date: 6/29/2021 Printed on: 7/14/2021 CD Guid: e6d3761d-7a52-4345-8cc3-ba9e7bb81861

	IDENTIFICA	TION
(1)	STATE NAME - WASHINGTON	530
(8)	STRUCTURE NUMBER	# 002004410000000
(5)	INVENTORY ROUTE (ON/UNDER) - Under	0 8 0 10210
	STATE ROUTE MILEPOST	5.96
(2)	HIGHWAY AGENCY DISTRICT -	
(3)	COUNTY CODE 53 - Pierce County	(4) PLACE CODE 00000
(6)	FEATURES INTERSECTED	STILL HARBOR (P. SOUND)
(7)	FACILITY CARRIED	
(9)	LOCATION	MCNEIL ISLAND
(12)	BASE HIGHWAY NETWORK - Not part of netwo	ork 0
(13)	LRS INV ROUTE AND SUB ROUTE	
(11)	LRS MILEPOST	
(16)	LATITUDE	47 Deg 12 Min 53.69 Sec
(17)	LONGITUDE	122 Deg 39 Min 59.14 Sec
(98A)	BORDER BR (98B) (99)	BORDER BR. SID
	STRUCTURE TYPE A	ND MATERIAL
(43)	STRUCTURE TYPE MAIN: MATERIAL - DESIGN -	
(44)	STRUCTURE TYPE APPR: MATERIAL - DESIGN -	
(45)	NO. OF SPANS IN MAIN UNIT	
(46)	NO. OF APPROACH SPANS	
(107)	DECK STRUCTURE TYPE -	
(108)	WEARING SURFACE / PROTECTIVE SYSTEM	1:
(A)	TYPE OF WEARING SURFACE -	
(B)	TYPE OF MEMBRANE -	
(C)	TYPE OF DECK PROTECTION -	
	AGE AND SE	RVICE
(27)	YEAR BUILT	1998
(106)	YEAR RECONSTRUCTED	
(42)	TYPE OF SERVICE ON - Other UNDER - Other	c
(28)	LANES: ON STRUCTURE 0	UNDER STRUCTURE
(29)	AVERAGE DAILY TRAFFIC	C
(30)	YEAR OF ADT	(109) TRUCK ADT 0%
(19)	BYPASS, DETOUR LENGTH	000
	GEOMETRIC	DATA
(48)	LENGTH OF MAXIMUM SPAN	
(49)	STRUCTURE LENGTH	
(50)	CURB OR SIDEWALK: LEFT	RIGHT
(51)	BRIDGE ROADWAY WIDTH CURB TO CURB	
(52)	DECK WIDTH OUT TO OUT	
(32)	APPROACH ROADWAY WIDTH (W/SHOULDE	RS)
(33)	BRIDGE MEDIAN -	
(34)	SKEW Deg	(35) STRUCTURE FLARED
(10)	INVENTORY ROUTE MIN VERT CLEAR	99 ft 99 ir
(47)	INVENTORY ROUTE TOTAL HORIZ CLEAR	
(53)	MIN VERT CLEAR OVER BRIDGE RDW	
(54)	MIN VERT UNDERCLEAR	
(55)	MIN LAT UNDERCLEAR RT	
(56)	MIN LAT UNDERCLEAR LT	
	NAVIGATION	DATA
(38)	NAVIGATION CONTROL -	
(111)	PIER PROTECTION - Not Applicable	
(39)	NAVIGATION VERTICAL CLEARANCE	
(116)	VERT-LIFT BRIDGE NAV MIN VERT CLR	

(40) NAVIGATION HORIZONTAL CLR

WSBIS DATA BRIDGE NUMBER DOC-6 BRIDGE NAME MCNEIL IS. STILL HARBOR DOCK CUSTODIAN Other State Agencies CROSSING DESC MAIN LISTING FLAG M SUFFICIENCY RATING CLASSIFICATION (112) NBIS BRIDGE LENGTH 0 (104) HIGHWAY SYSTEM - Not on the NHS (26) FUNCTIONAL CLASS -(100) DEFENSE HIGHWAY - Not a STRAHNET route 0 (101) PARALLEL STRUCTURE -(102) DIRECTION OF TRAFFIC -(103) TEMPORARY STRUCTURE - Not Applicable (105) FEDERAL LANDS HIGHWAY -(110) DESIGNATED NATIONAL NETWORK - Not part of network 0 (20) TOLL -(21) MAINTENANCE -(22) OWNER -(37) HISTORICAL SIGNIFICANCE -CONDITION (58) DECK (59) SUPERSTRUCTURE (60) SUBSTRUCTURE (61) CHANNEL AND CHANNEL PROTECTION (62) CULVERTS LOAD RATING AND POSTING (31) DESIGN LOAD -(63) OPER RATING METHOD -(64) OPERATING RATING (65) INV RATING METHOD -(66) INVENTORY RATING (70) BRIDGE POSTING -(41) STRUCT OPEN, POSTED, CLOSED -APPRAISAL (67) STRUCTURAL EVALUATION (68) DECK GEOMETRY (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL (71) WATERWAY ADEQUACY (72) APPROACH ROADWAY ALIGNMENT (36) TRAFFIC SAFETY FEATURES (113) SCOUR CRITICAL BRIDGE PROPOSED IMPROVEMENTS (75) TYPE OF WORK -(76) LENGTH OF STRUCTURE IMPROVEMENT (94) BRIDGE IMPROVEMENT COST (95) ROADWAY IMPROVEMENT COST (96) TOTAL PROJECT COST (97) YEAR OF IMPROVEMENT COST ESTIMATE (114) FUTURE ADT (115) YEAR OF FUTURE ADT INSPECTIONS (90) INSPECTION DATE (91) FREQUENCY MO (93) CFI DATE (92) CRITICAL FEATURE INSPECTION: (A) FRACTURE CRIT DETAIL - NO -Month (A) _/__ (B) UNDERWATER INSP - NO -Month (B) _/__ (C) OTHER SPECIAL INSP - NO -Month (C) _/_