

August 1, 2023

To: All Bidders

From: Kate Bailey
Director of Procurement

Re: **ADDENDUM NO. 2**

23-064.1 – Pier 84S Pile Repairs

This Addendum No. 2 is issued to:

1. Provide response to the following questions received:

Q1: Is the bid at this time for only the pile driving and repairs or is the mixed -used portion included at this time to bid also.

A1: The bid is only for the pile driving and repairs.

Q2: can we please get a copy of the pre-bid meeting minutes?

A2: See attachment to this Addendum 2

Q3: Section 099713.28 3.2.C Field Test references pile protective system to be tested for holidays with an electrical-flaw detector. Is this only for the wraps being installed on the New Pipe Piles or all pile wraps? If it is for all wraps, the existing piles to be wrapped cannot be tested due to limited access.

A3: Only portions of the pile above the mean low water line shall be tested.

Q4: When patching the concrete deck, is there a detail to dowel into the existing concrete deck prior to placing concrete?

A4: No, doweling into the existing concrete deck is not required.

Q5: Do all pile splices need to be UT tested?

A5: Spec section 024560 paragraph 3.5 C.2.b requires that 20 percent of complete penetration groove welds be ultrasonically tested. 100% of welds shall be visually inspected.

Q6: Is there a dive inspection report available?

A6: Yes. See attached report for informational purposes only.

Q7: General Notes 6. Protective Coatings; B. Pile Wrap:

a. Can PhilaPort please provide approved drawings capturing details of the pile wrap scope of work?

A7a: See attached drawing S-7.

b. Can PhilaPort please provide elevations of pile wrap repairs at different type pile wrap repair locations? Type 1/Type 2/High Deck

A7b: See drawing S-7.

c. For clarity, can PhilaPort please identify an approved pile wrap system.

A7c: Denso Seashield Series 70 or equivalent

d. Can PhilaPort please define "splash zone" elevations as identified in general notes. Do the high deck splash zone elevations differ from the standard deck elevations?

A7d: Please disregard "splash zone" in general notes. Refer to drawing S-7 for extent of fiberglass wrap on piles.

Q8: Will there be vessel operations at the berth during construction activities? If yes, please share the Pier 84 vessel schedule along with the berthing scheme.

A8: Vessel operation is not expected at the berth during contract duration.

Q9: Do any vessels berth on the south side of Pier 82 or along the inshore bulkhead? If so, what is their footprint and schedule?

A9: Yes, vessels berth on the south side of Pier 82S. The pilots also keep their boats along the connecting wharf between Pier 84S and Pier 82S. Both will be coordinated to not interfere with construction activities.

Q10: Is there a designated laydown area for land equipment, material overflow, and office?

A10: A laydown space for material and equipment will be coordinated during construction.

Q11: Can equipment be left on the pier?

A11: Equipment distributing a weigh less than 600 psf may be staged on the pier. The staging shall not occur in areas that are designated to be repaired. A plan indicating the area of equipment staging shall be submitted to the engineer for review.

Q12: Drawing S-1, 6. Protective Coatings B. Pile Wrap a. States “Pile protection to be provided on existing steel piles. Piles to be coated with petrolatum-based primer and wrapped with petrolatum based wrap. Protective fiber glass outer wrap to be installed when in splash zone or unless noted otherwise on drawings.”

Technical Specification Section 09 97 13.28 Protection of Steel Piping. Part-2 Products, 2.1- Materials F. Rock Shield 1. States “Provide rock shield over completed coating system as recommended by coating manufacturer.”

a. Is an HDPE Outer Wrap acceptable as the “Rock Shield” as part of a system recommended by the manufacturer or is PhilaPort requiring a water activated FRP wrap as the “Rock Shield”?

A12: Yes, an HDPE outer wrap is acceptable as long as it is appropriately adhered to the petroleum tape wrap. The purpose of the outer wrap is to protect the inner wrap. Refer to drawing S-7 for more information.

Q13: At what elevations do the pile wraps get installed? There are no elevations indicated in the specifications nor the drawings.

A13: Please refer to drawings S-7 for these details.

Q14: Is the pile wrap required between the collars behind the c-channel for collar 2 on the 14” piles and between the collar halves for all the piles?

A14: No, it is not required for either of these areas. Refer to Drawing S-7. Existing and new piles should be coated with 20 mils of coal tar epoxy.

All other terms and conditions remain unchanged.

Bidders shall acknowledge receipt of this addendum by immediately emailing a copy of the completed acknowledgment to Kate Bailey at procurement@philaport.com

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM NO. 2

**Project #23-064.1
Pier 84S Pile Repairs**

Date _____

By _____

Company _____

Telephone _____

Fax _____

Email _____

Mandatory Pre-Bid Meeting Minutes

**Project #23-064.1
Pier 84S Pile Repairs
Pre-Bid Meeting:**

Attendees:

Kate Bailey, PhilaPort Procurement
Mike Day, PhilaPort Engineering
Jim Loeper, PhilaPort Operations
Vince Amen, PhilaPort Operations

This is a mandatory pre-bid meeting only companies that have signed the sign sheet will be allowed to bid on this project.

Nothing stated at this meeting is binding. Only bid document and accompanying addenda posted on philaport.com/procurement under the project number, along with bid submission will become contractual.

IMPORTANT DATES:

Questions: Wednesday, July 26, 2023, by 12:00 P.M. Noon

Bid Closing: Wednesday, August 9, 2023, at 2:00 P.M.

EXPLANATION OF BID FORM

1. **Vendor Management ID #:** Refer to Section 1 on page 1 of the Instructions to Bidders.
2. **Contractor Responsibility Certification (incorporated into the Bid Form)** by signing the form bidder is:
 - a. affirming participation in an approved apprenticeship training program,
 - b. emergency training to on-site workers
 - c. TWIC compliancy for all workers
3. **Non-Collusion Affidavit:** There is reference in our Instructions to bidder regarding a non-collusion affidavit. This affidavit is incorporated into the bid form. By signing and submitting a bid, you are signing our non-Collusion affidavit.

WHAT IS TO BE RETURNED BY ALL BIDDERS:

You do not have to return the entire bid document:

1. **Bid Form:** Part 2 of Bid Document. Ensure the bid form has the proper signatures and is properly filled out for any out-of-state companies.
2. **All signed Addenda**
3. **Bid Security** - Each bidder must provide **Bid Security** in the form of either bid bond or certified check. (10% of the total bid price) (Part 1, page 5 of the Instruction to Bidders) **A bid bond from a surety company authorized to do business in the Commonwealth is also acceptable. This information can be found in the Instruction to Bidders page 5, Section 9A.**

SUCCESSFUL BIDDER:

1. **Insurance:** The successful bidder must provide insurance (per requirements) in Instructions to Bidders, as well as insurance for all subcontractors.
- ~~2. **Subcontractor Agreements:** Must also provide subcontractor agreements.~~
3. **Performance and Payment Bonds:** Bonds for 100% of the bid price (also covered in the Instructions to Bidders).
4. **Tax-Exemption:** Not exempt from sales tax.
5. **Wage Rates:** This is a Pennsylvania prevailing wage job project.

DIVERSITY INCLUSION POLICY:

NOTE: Diversity and Inclusion minimum participation level has been set to 20%. We accept the following certified business enterprises: MBE, WBE, Vet and Service-Disabled Vet, and LGBTBEs

Please read the policy for the requirements. Must have two categories of inclusion, not one can be utilized for less than 5%.

PHILAPORT/BIDDER COMMUNICATION: All Addenda will be posted to the website at www.philaport.com/procurement.

Addenda - Addendum #1. Pre-bid sign-in sheet.

IMPORTANT DATES REITERATED:

- **QUESTIONS:** Must be submitted in writing no later than **12:00 p.m.**, on **Wednesday, July 26, 2023**. Email your questions to procurement@philaport.com and please put the project number in the subject line. All written questions will receive a response in the form of an addendum posted to the website.
- **BID CLOSING: Wednesday, August 9, 2023, at 2:00 P.M.**

MISCELLANEOUS BID CLOSING ITEMS:

- Public Bid Opening.
- **30 minutes prior to the bid closing, we will post a Teams Meeting link for the public opening.**
- See instruction to bidders for submitting bids via bonfire portal. Late bids will not be accepted by Bonfire. Locks submissions at 2:00 PM.
- E-Mailed and Faxed Bids are also unacceptable.
- Bids will be evaluated without discussion.

Pier 84 South
Condition Survey

For Informational Purposes Only



The Port of Philadelphia PIER 84 South CONDITION SURVEY

WBCM Project No.: 20210280.02.0



October 2022

Prepared for:

**The Port of Philadelphia
3460 North Delaware Avenue
Philadelphia, Pennsylvania 19134**

Prepared by:



Designing Infrastructure for Tomorrow®

300 E Joppa Road, Suite 200
Baltimore, Maryland 21286

Main: 410-512-4500 Fax: 410-324-4100 www.wbcm.com

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1.0 INTRODUCTION

At the request of The Port of Philadelphia (PhilaPort), Whitney Bailey Cox & Magnani, LLC (WBCM) completed an underwater inspection at Pier 84 South located at 2433 South Delaware Avenue, Philadelphia, PA along the Delaware River. The purpose of this inspection was to verify the repair recommendations included as part of the 2017 Condition Assessment Report. The interior solid earth section of the pier (including the warehouse and outdoor cargo laydown/truck yard), the RORO Ramp located between Piers 80 and 82, and those areas located beyond 50-feet inshore of any seawall, are beyond the scope of this report.

This letter report summarizes the findings of the condition survey performed by WBCM, at Pier 84S. The underwater inspection of Pier 84S was performed from October 3rd through October 6th, 2022. The underwater inspection was performed utilizing a three (3) person dive team comprised of a Professional Engineer licensed in Pennsylvania which is also an Air Diver Supervisor and ADCI Commercial Air Divers. A Marine Solutions dive vessel, and surface-supplied air diving equipment was utilized for the inspections. All operations were governed by the OSHA regulations for Commercial Diving-29 CFR Part 1910 Subpart T, ADCI Consensus Standards and the United States Army Corps of Engineers EM 385-1-1, Section 30, entitled Contract Diving Operations. All diving was performed with constant, direct communication between the diver, the engineer, and the topside crew.

Pier 84 South is the premier cocoa import facility in the United States and was built circa 1918. The pier is approximately 836-feet long and is supported by approximately 14-inch diameter timber and auxiliary steel piles. A low-level relieving platform around the perimeter is comprised of a concrete seawall, 6-inch timber deck facing underneath, earth fill, and a reinforced concrete deck. There is a timber low deck extension on the outshore portion of the north and south aprons. The interior of the pier is earthen filled contained by a timber sheet pile bulkhead. Off-loading reinforced concrete aprons and a concrete / steel framed building for cargo storage are located on the pier. The pier has a terminal area of 13.9 acres and has a single berth that is 855 linear feet long with a berth depth at mean low water of 32-feet. There is direct rail (CSX and Norfolk Southern) and truck access to this pier along the north and south fascia. Currently the Pier is rated for 600 PSF of live load.

1.1 Inspection Methodology

The underwater inspection was performed utilizing a three (3) person dive team comprised of a Professional Engineer licensed in Pennsylvania which is also an Air Diver Supervisor and ADCI Commercial Air Divers. A Marine Solutions dive vessel, and surface-supplied air diving equipment was utilized for the inspections.

The conditions of the underwater structures were conveyed to personnel in the boat through the diver's two-way radio communications. The inspection process was limited to gross deterioration of the structure. Minor flaws or damage hidden by marine growth may be undetected. Additionally, the condition of the pile below the mudline could not be observed. Therefore, hidden, and latent defects could exist in the structure which would not be detected by this inspection. A representative sample of the structural elements from the piles, pile caps, and deck underside were observed and recorded. Water condition at the time of the inspection included minimal currents, +60°F water temperatures, and visibility of approximately 2-feet. The diver's observation of the conditions of the structures' components were recorded into a field book by WBCM's team. Levels of inspection are as follows:

1. Level I - Visual, tactile inspection
2. Level II - Detailed inspection with partial cleaning

WBCM's team recorded various conditions of the deck underside, beams, pile caps, and piles. These conditions included deterioration of the elements such as spalling, cracking, and section loss. Refer to the table at the end of the inspection notes in Appendix B for a more detailed description on these conditions.

1.2 Condition Assessment

The Pier elements were given an overall condition assessment value based upon the findings from the dive inspection. Ratings are based on the Philadelphia Property Maintenance Code PM304.9 Piers and other waterfront structures and the ASCE Element Damage Ratings found in the Waterfront Facilities Inspection and Assessment Manual No. 130. These ratings help to establish the overall Assessment Ratings for each element at the facility. The condition assessment value will be as follows:

1. **Very Good** – No visible defects or deterioration observed. All structural elements are sound and performing their function. No repairs are required to accommodate the structure's current use and loading conditions.
2. **Good** – Localized minor defects or deterioration observed. All structural elements are sound and performing their function. No repairs are required to accommodate the structure's current use and loading conditions.
3. **Fair** – Moderate defects or deterioration observed. Primary structural elements are sound, however, repairs must be completed in order to accommodate the structure's current use and loading conditions.
4. **Poor** – Advanced Defects or deterioration observed. Overstressing of structural elements observed. The structure or a portion thereof, must be posted with maximum permitted live load certificate(s) and the use restricted until repairs are completed.
5. **Serious** – Advanced defects or deterioration observed. Overstressing or breakage of structural elements that significantly affects the load bearing capacity of primary structural elements. Localized failure is possible, and portions of the structure must be barricaded from occupancy and posted until repairs are completed.
6. **Critical** – Very advanced defects or deterioration observed. Overstressing or breakage of structural elements has resulted in failure(s) of primary structural components. Widespread failure is possible. All occupancy must cease immediately, and the structure barricaded and posted. The pier or other waterfront structure must remain closed until repairs are completed.

Damage ratings for timber elements are as follows:

- | | |
|--------------------------------|--|
| 1. Not Inspected (NI) | Not inspected, inaccessible or passed by. |
| 2. No Defects (ND) | Sound surface material |
| 3. Minor (MN / Min.) | Checks, splits, and gouges less the 1/2" wide
Evidence of marine borers or fungal decay |
| 4. Moderate (MD / Mod.) | Remaining diameter loss up to 15%
Checks and splits wider than 1/2" wide
Cross-section area loss up to 25%
Corroded hardware |
| 5. Major (MJ / Maj.) | Evidence of marine borers or fungal decay, with loss of section
Remaining diameter loss 15 to 30%
Checks and splits through the full depth of the cross-section
Cross-section area loss 25 to 50%
Heavily corroded hardware
Displacement and misalignments at connections |
| 6. Severe (SV / Sev.) | Remaining diameter loss more than 30%
Cross-section area loss more than 50%
Loss of connection and / or fully nonbearing condition
Partial or complete breakage |

2.0 Findings/Recommendations

2.1 Observed Conditions

- 2.1.1 Top of Deck – Overall the Top of Deck was found to be in **Fair** condition. The exposed areas of concrete at top of deck along the North Apron typically exhibit transverse cracking up to 1/8-inch wide and spalling up to 1-inch deep. The concrete patches at the locations of the auxiliary (aux) steel piles are beginning to fail and exhibit isolated areas of spalling up to 1-inch deep. One (1) aux. pile location, at the east end of the pier near station 7+00, has a 1'-0" long x 4" wide x 2'-4" deep spall / void. The joint between the original and widened sections along the North Apron exhibits partially patched (with asphalt) voids approximately 1" wide x 1'-0" deep. The metal curbs are in serious condition overall and exhibit widespread paint failure with minor to moderate corrosion. At numerous locations the curb connection hardware is broken with the curb section loose. Along the South Apron curb, at the east end, there is a 40-foot-long section that is heaved approximately 1-foot high. The asphalt along the South Apron exhibits major wear, loose aggregate, 1/8-inch to 1/4-inch-wide cracking, and wear/abrasion. A sink hole along the South Apron has recently been filled with asphalt.
- 2.1.2 Bollards – Overall the Bollards were found to be in **Fair** condition. There are twelve (12) bollards along the north side, which exhibit varying degrees of deterioration that include typical paint failure and minor to moderate corrosion, with isolated locations of severe corrosion of the anchor bolts. There are eleven (11) bollards along the south berth. Due to the shallow water, limited access at low tide, and low likelihood of use, the bollards along the south side of the pier were not inspected or included in the overall rating of the bollards.
- 2.1.3 Fenders – Overall the Fenders were found to be in **Good** condition. There are a total of eleven (11) pneumatic fenders, one of which is backed by an H-pile grillage structure. The fenders typically exhibit light to moderate wear/abrasion throughout. There are remnants of tubular chain fenders along the south side of the pier, mostly loose and dangling from the pier within the tidal zone. Due to the shallow water, limited access at low tide, and low likelihood of use, the fenders along the south side of the pier were not inspected or included in the overall rating of the fenders.
- 2.1.4 Deck Fascia – Overall the Deck Fascia was found to be in **Poor** condition. The concrete deck fascia exhibit widespread spalling up to 6-inches deep with exposed steel reinforcement throughout the fascia for the bottom 3-feet near the waterline.
- 2.1.5 Deck Underside – Over all the deck underside was found to be in **Good** condition. The timber deck underside members exhibit typical minor checks and shakes throughout with typical pick penetrations of 1/8-inch to 1/4-inch deep. Gaps between deck boards up to 1/2-inch wide with no significant loss of fill were found throughout the deck underside.
- 2.1.6 Pile Caps – Overall the Pile Caps were found to be in **Good** condition. The timber caps exhibit typical minor checks and shakes throughout with typical pick penetrations of 1/8-inch to 1/4-inch deep. The pile caps also exhibit localized areas of minor surface decay and areas of section loss.
- 2.1.7 Piles – Overall the Piles were found to be in **Fair** condition. The timber low deck structure along the berth is supported by a combination of approximately 14-inch diameter timber piles and 12 3/4-inch diameter concrete filled steel pipe piles. During the inspection, a total of five hundred fifty-seven (557) timber piles and sixty-nine (69) concrete filled steel pipe piles, and the associated hardware connections and cap/clamp assemblies were inspected.

All the steel pipe piles were found to have major defects. These piles are typically uncoated and exhibit moderate corrosion with up to ¼-inch-deep pitting throughout. Microbial influenced corrosion was observed at the steel pipe piles.

The timber piles typically exhibit minor checks and shakes throughout. 26% (144 Piles) of the timber piles inspected were broken or missing at the cap. It appears that the broken/missing piles were fractured due to impact from ship berthing or dredging operations. There is evidence on the broken piles of vertical scrape marks on the exterior faces, that appear to be from a dredging bucket. The timber piles typically have good bearing at the cap and shoulders.

There are signs present on approximately 50% of the inspected piles' that the connection hardware has been replaced. The connection hardware that has not been replaced typically exhibits moderate corrosion with 30 to 100% section loss. Isolated piles exhibited moderate surface decay near the tidal zone. For detailed findings of the piles inspected See Appendix B.

- 2.1.8 Timber Sheeting – The timber cutoff wall was not accessible for inspection to accumulation of sediment and debris.

2.2 Recommendations

Since Pier 84S was found to be in **Fair** condition overall, it is recommended that the elements found to have major and/or severe defects be repaired to restore the structural capacity and maintain safety. Below is a list of the main repairs recommended based on the findings of the inspected areas:

- Steel auxiliary piles should be protected from further corrosion with use of fiberglass jackets or wraps, or a cathodic protection system. If a cathodic protection system is utilized, care should be taken to prevent the microbial corrosion as studies have shown that cathodic potentials do not have an effect on the attachment and viability of sulfate reducing bacteria (microbes that cause corrosion).
- Broken and missing timber piles should be replaced with new steel piles.
- Steel curbs should be securely attached to the top of the deck or removed.
- Areas of severe spalling of the fascia or deck should be cleaned and patched.
- Bollards with corrosion to the connection hardware should be replaced or protected from future corrosion. To better evaluate the conditions of the bollards and its hardware, WBCM suggests further testing by means of low strain ultrasonic testing to determine locations of stress fractures or loose anchorages that could reduce the bollard capacity. This test will provide the bollard's capacity based on its condition.

3.0 Summary

Based on our findings from the condition inspection, the portions of Pier 84 South that were inspected were found to be in **Fair** condition overall. Typical defects of the pier's concrete structural elements include cracking and spalling as found on the deck top side and severe spalling with exposed steel reinforcement as was found along the fascia. The steel curbs have areas of failed connections and loose sections. The bollards typically have moderate to severe corrosion at the connection hardware. The fenders exhibit only minor wear/abrasion. The deck underside and pile caps exhibit typical checks and shakes throughout. The steel piles have typical moderate to major corrosion throughout and are not coated which significantly reduces their longevity. The inspected timber piles have numerous locations of broken or missing piles due to impact. Due to the pier's fair rating, repair recommendations are provided above to restore the structural capacity of the pier and maintain safety. For a detailed table of the inspection findings please see Appendix B.



Photo 1: South Looking Northeast



Photo 2: North Elevation Looking Southeast



Photo 3: West Elevation of the Pier 84S Warehouse



Photo 4: East Elevation of the Pier 84S Warehouse



Photo 5: Typical view of North Apron Looking East



Photo 6: Typical view of North Apron Looking West



Photo 7: Typical Condition of East end



Photo 8: Typical view of South Apron Looking West



Photo 9: Typical transverse cracking in top of deck (North Apron shown)



Photo 10: Typical transverse cracking in top of deck (North Apron shown)



Photo 11: Typical shallow spalls in top of deck



Photo 12: Typical Patch in top of deck for Aux. steel pipe pile



Photo 13: Isolated areas of spalling at Aux. steel pipe pile



Photo 14: Area of separation between widened and original sections (North Apron shown)



Photo 15: Area of separation between widened and original sections (North Apron shown)

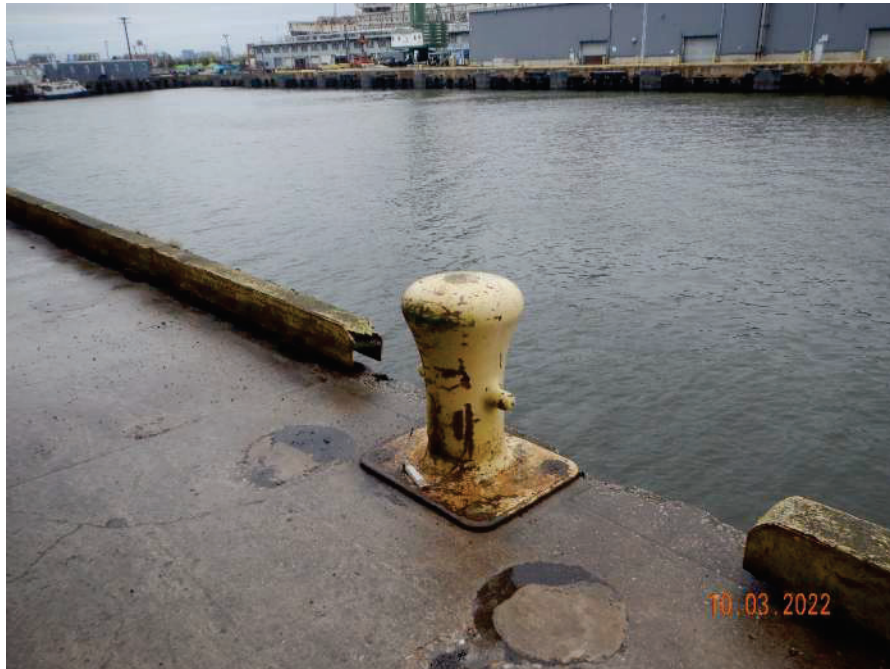


Photo 16: Typical failed curb (North Apron shown)



Photo 17: Typical failed curb connection (North Apron shown)



Photo 18: Typical failed curb (South Apron shown)



Photo 19: Typical failed asphalt along South Apron



Photo 20: Recently patched sinkhole on South Apron



Photo 21: Typical bollard with minor to moderate corrosion



Photo 22: Replaced bollard at the Northeast corner



Photo 23: Failed bollard along the South Apron



Photo 24: Typical fender



Photo 25: Typical spalling along deck fascia



Photo 26: Typical spalling along deck fascia

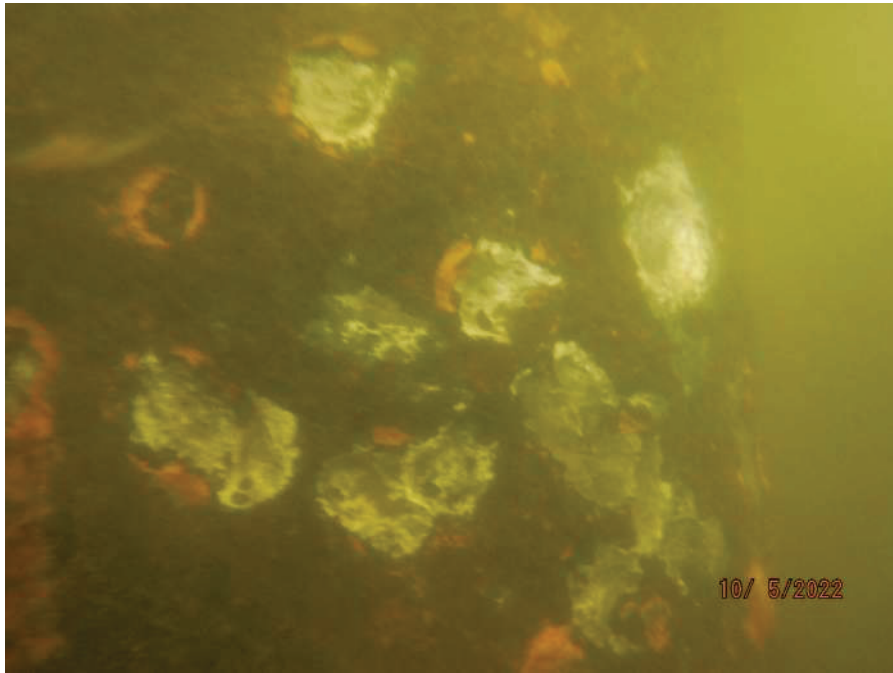


Photo 27: Typical microbial influenced corrosion at steel Aux. piles

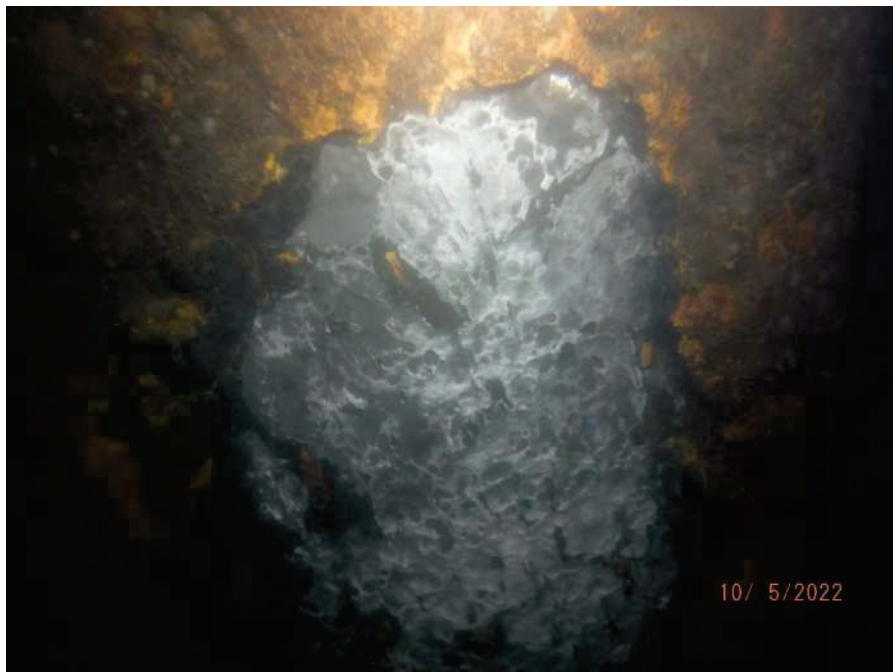


Photo 28: Typical cleaned steel Aux. piles

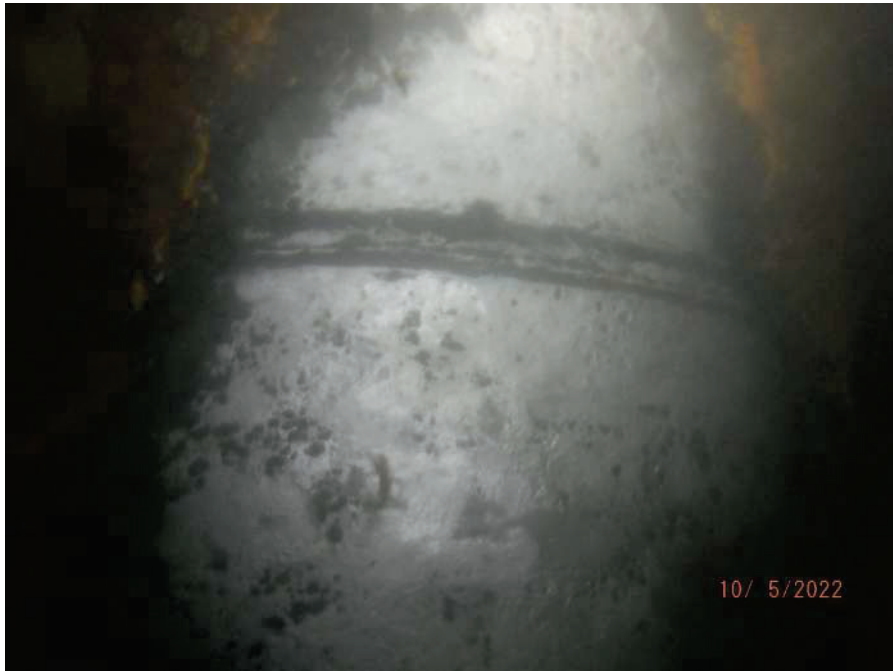


Photo 29: Typical steel Aux. pile splice

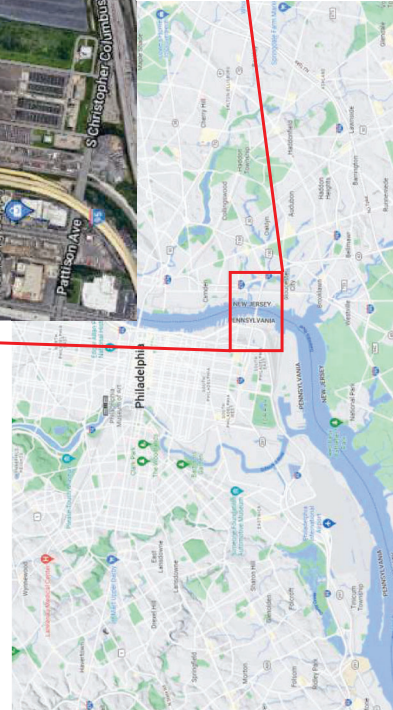
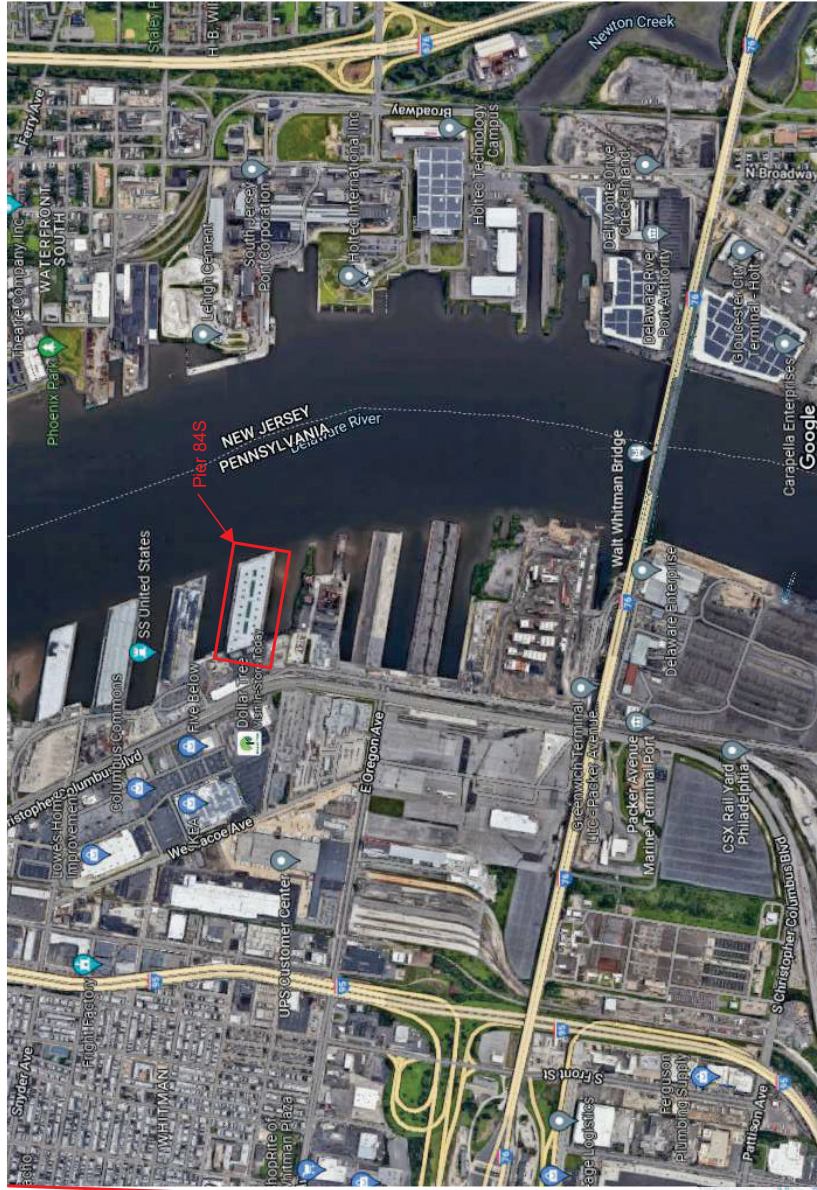


Photo 30: Typical broken timber pile

APPENDIX “A”

SKETCHES

- SK-01 VICINITY MAP
- SK-02 PIER PLAN VIEW
- SK-03 PIER TYPICAL SECTION
- SK-04 PIER REPLACED TYPICAL SECTION



WHITNEY BAILEY COX & MAGNANI, LLC
 300 East Joppa Road, Suite 200
 Baltimore, MD 21286
 410.512.4650 www.wbcm.com

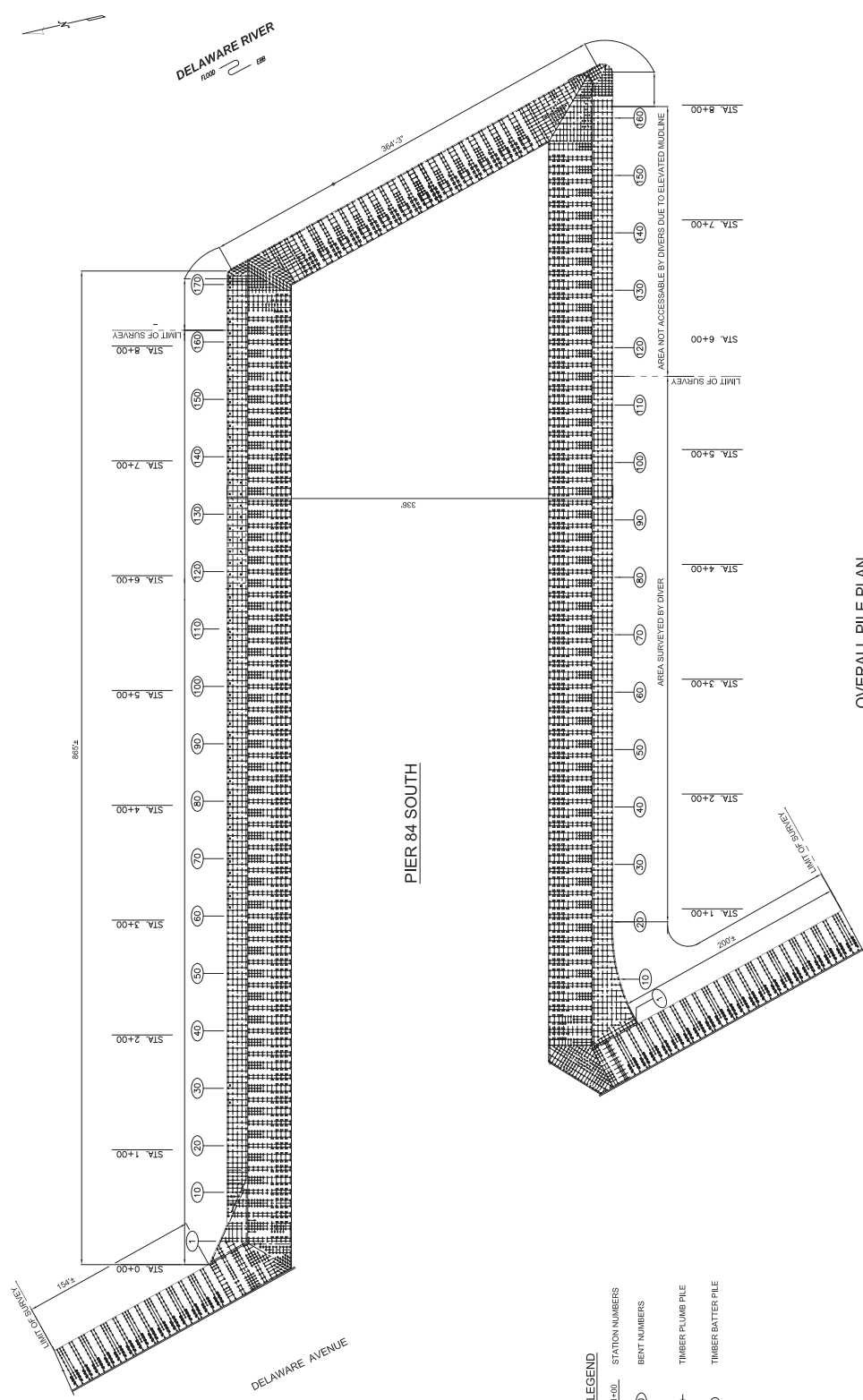


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VICINITY MAP

PHILAPORT PIER 84 SOUTH
 THE PORT A PHILADELPHIA
 3460 NORTH DELAWARE AVE.
 PHILADELPHIA, PENNSYLVANIA 19134

DATE:
 10/03/22
 SCALE:
 N.T.S.
SK-01



OVERALL PILE PLAN
PIER 84 SOUTH

WHITNEY BAILEY COX & MAGNANI, LLC
300 East Joppa Road, Suite 200
Baltimore, MD 21286
410.512.4650 www.wbcm.com

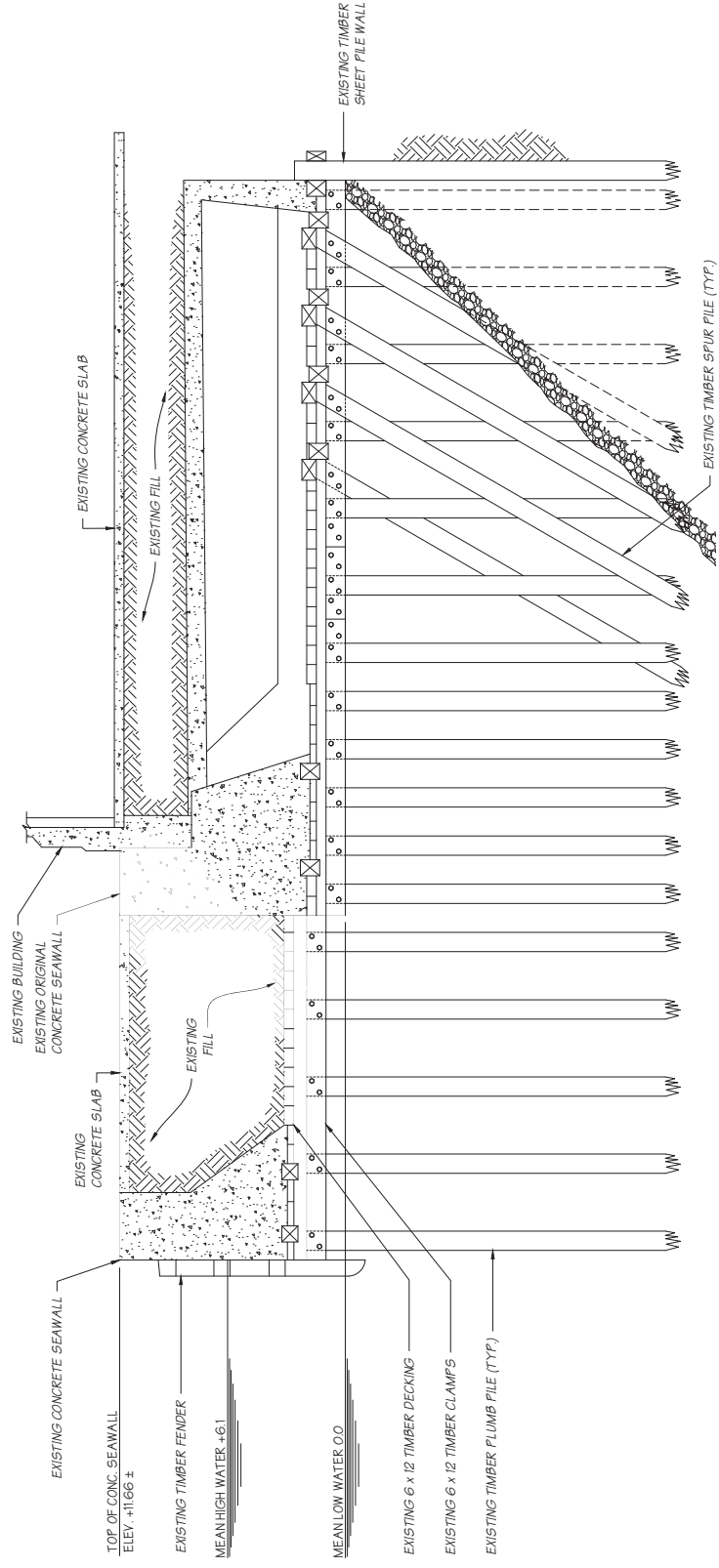


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PIER PLAN VIEW

PHILAPORT PIER 84 SOUTH
THE PORT AT PHILADELPHIA
3460 NORTH DELAWARE AVE.
PHILADELPHIA, PENNSYLVANIA 19134

DATE: 10/03/22
SCALE: N.T.S.
SK-02



TYPICAL SECTION

WHITNEY BAILEY COX & MAGNANI, LLC
 300 East Joppa Road, Suite 200
 Baltimore, MD 21286
 410.512.4500 www.wbcm.com



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PIER TYPICAL SECTION

PHILAPORT PIER 84 SOUTH

THE PORT A PHILADELPHIA
 3460 NORTH DELAWARE AVE.
 PHILADELPHIA, PENNSYLVANIA 19134

DATE:
10/03/22

SCALE:
N.T.S.

SK-03

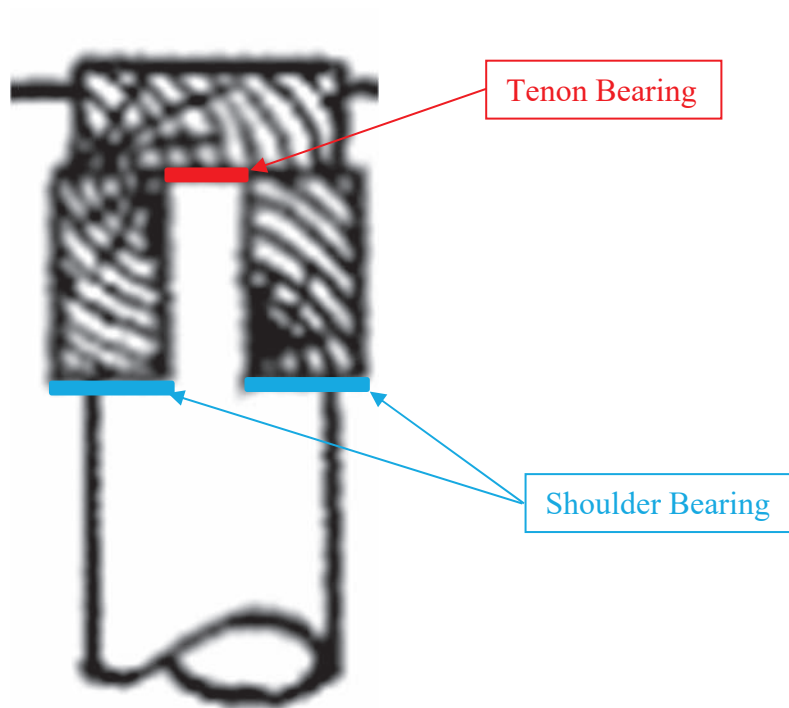
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APPENDIX “B”

Inspection Findings

- B.1 Findings Tables
 - B.1 North Fascia
 - B.2 South Fascia

Description of Bearing Locations:



Typical Pile Section

APPENDIX “B.1”

North Fascia Inspection Findings

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
01	A	Timber	Y	2	New hardware	Min.	
1	A	Timber	Y	2	New hardware	Min.	
2	A	Timber	Y	0	New hardware	Mod.	
3	A	Timber	N/A	N/A	Pile is broken at a depth of 33-feet	Sev.	34
4	A	Timber	Y	0	New hardware	Mod.	
5	A	Timber	N/A	N/A	Pile is broken at a depth of 26-feet	Sev.	34
6	A	Timber	N/A	N/A	Pile is broken at the mudline	Sev.	
7	A	Timber	Y	2	New hardware	Min.	
8	A	Timber	Y	2	New hardware	Min.	
9	A	Timber	Y	2	New hardware	Min.	
10	A	Timber	Y	2	New hardware	Min.	
11	A	Timber	Y	2	New hardware	Min.	
12	A	Timber	Y	0	New hardware	Mod.	
13	A	Timber	N/A	N/A	Pile is broken at the cap	Sev.	
13	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
14	A	Timber	N/A	N/A	Pile is broken at a depth of 26-feet	Sev.	36
14	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
15	A	Timber	N	0	New hardware	Mod.	
15	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
16	A	Timber	Y	2	Area of 40% S/L for 4' H at a depth of 32-feet; New hardware	Maj.	
17	A	Timber	Y	0	New hardware	Mod.	
17	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
18	A	Timber	Y	2	New hardware	Min.	
19	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
19	B	Timber	Y	2	New hardware	Min.	
20	A	Timber	Y	2	New hardware	Min.	
20	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
20	C	Timber	Y	2	New hardware	Min.	
20	D	Timber	Y	2	75% S/L to connection hardware	Mod.	
20	E	Timber	Y	2	New hardware	Min.	
20-I	A	Timber	Y	2	New hardware	Min.	
20-I	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
20-I	C	Timber	Y	2	New hardware	Min.	
20-I	D	Timber	Y	2	75% S/L to connection hardware	Mod.	
20-I	E	Timber	Y	2	There are (3) miss-drilled holes at the clamp; New hardware		
20-I	F	Timber	Y	2	Pile only has (1) connection bolt	Min.	
20-I	Spur	Timber	Y	2	New hardware	Min.	
20-I	G	Timber	50%	0	75% S/L to connection hardware	Mod.	
20-I	Spur	Timber	Y	2	75% S/L to connection hardware	Mod.	
20-I	H	Timber	Y	2	75% S/L to connection hardware	Mod.	
20-I	Spur	Timber	Y	2	75% S/L to connection hardware	Mod.	
20-I	I-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
21	A	Timber	N/A	N/A	Pile is broken at the mudline	Sev.	
22	A	Timber	Y	50% (N)	New hardware	Mod.	
23	A	Timber	Y	0	New hardware	Mod.	
24	A	Timber	Y	2	New hardware	Min.	
25	A	Timber	N/A	N/A	Pile is broken at a depth of 34-feet	Sev.	
25	B	Timber	Y	2	New hardware	Min.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
25	C	Timber	Y	2	New hardware	Min.	
25	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
25	E	Timber	Y	2	New hardware	Min.	
26	A	Timber	Y	1 (E)	80% S/L to connection hardware	Mod.	
27	A	Timber	Y	2	New hardware	Min.	
27-28	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
28	A	Timber	N/A	N/A	Pile is broken at the cap	Sev.	
28	B	Timber	Y	2	New hardware	Min.	
29	A	Timber	N/A	N/A	Pile is broken at a depth of 34-feet	Sev.	
29	B	Timber	Y	2	New hardware	Min.	
30	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
30	B	Timber	Y	2	New hardware	Min.	
30-31	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
31	A	Timber	N/A	N/A	Pile is broken at a depth of 33-feet	Sev.	
32	A	Timber	Y	2	New hardware	Min.	
33	A	Timber	Y	2	New hardware	Min.	
34	A	Timber	N/A	N/A	Pile is broken at a depth of 31-feet	Sev.	36
34	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
35	A	Timber	N/A	N/A	Pile is broken at a depth of 31-feet	Sev.	
35	B	Timber	Y	1 (E)	50% S/L to connection hardware	Mod.	
35	C	Timber	Y	2	New hardware	Min.	
35	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
35	E	Timber	Y	2	50% S/L to connection hardware	Mod.	
36	A	Timber	N/A	N/A	Pile is broken at a depth of 32-feet	Sev.	36
37	A	Timber	N/A	N/A	Pile is broken at a depth of 34-feet	Sev.	
38	A	Timber	N/A	N/A	Pile is broken at a depth of 32-feet	Sev.	
39	A	Timber	Y	2	New hardware	Min.	
40	A	Timber	Y	2	New hardware	Min.	
40	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
40	C	Timber	Y	2	New hardware	Min.	
40	D	Timber	Y	2	75% S/L to connection hardware	Mod.	
40	E	Timber	Y	2	New hardware	Min.	
40-I	A	Timber	Y	2	New hardware	Min.	
40-I	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
40-I	C	Timber	Y	2	New hardware	Min.	
40-I	D	Timber	Y	2	75% S/L to connection hardware	Mod.	
40-I	E	Timber	Y	2	New hardware	Min.	
40-I	F	Timber	Y	2	New hardware; only (1) connection bolt	Min.	
40-I	Spur	Timber	Y	2	New hardware	Min.	
40-I	G	Timber	Y	2	75% S/L to connection hardware	Mod.	
40-I	Spur	Timber	Y	2	75% S/L to connection hardware	Mod.	
40-I	H	Timber	Y	2	75% S/L to connection hardware	Mod.	
40-I	Spur	Timber	Y	2	75% S/L to connection hardware	Mod.	
40-I	I	Timber	Y	2	75% S/L to connection hardware	Mod.	
40-I	J	Timber	N/A	N/A	Pile has silted in, not accessible for inspection	N/A	
41	A	Timber	Y	2	15% S/L for 10' H at the mudline; New hardware	Mod.	
42	A	Timber	N/A	N/A	Pile is broken 6-feet from the cap	Sev.	
42	B	Timber	Y	2	New hardware	Min.	
43	A	Timber	N/A	N/A	Pile is broken at the mudline	Sev.	
44	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	36

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
45	A	Timber	Y	2	10% S/L for 10' H at the mudline; New hardware	Mod.	
45	B	Timber	Y	2	50% S/L to connection hardware	Mod.	
45	C	Timber	Y	2	New hardware	Min.	
45	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
45	E	Timber	Y	2	New hardware	Min.	
46	A	Timber	N/A	N/A	Pile is broken at a depth of 31-feet	Sev.	37
47	A	Timber	Y	2	New hardware	Min.	
48	A	Timber	Y	2	New hardware	Min.	
49	A	Timber	N/A	N/A	Pile is broken at a depth of 30-feet	Sev.	37
49	B	Timber	Y	2	New hardware	Min.	
50	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
50	B	Timber	Y	2	New hardware	Min.	
50	C	Timber	Y	2	New hardware	Min.	
50	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
50	E	Timber	Y	2	New hardware	Min.	
51	A	Timber	Y	2	New hardware	Min.	
52	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
52	B	Timber	Y	2	New hardware	Min.	
52-53	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
53	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
53	B	Timber	Y	2	New hardware	Min.	
54	A	Timber	Y	0	7'-0" H x 1" W x 6" D check at mudline; New hardware	Maj.	37
55	A	Timber	Y	2	New hardware	Min.	
55	B	Timber	Y	2	50% S/L to connection hardware	Mod.	
55	C	Timber	Y	2	New hardware	Min.	
55	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
55	E	Timber	Y	2	New hardware	Min.	
56	A	Timber	Y	2	New hardware	Min.	
57	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
57	B	Timber	Y	2	New hardware	Min.	
58	A	Timber	Y	2	New hardware	Min.	
59	A	Timber	N/A	N/A	Pile is broken at a dpeth of 35-feet	Sev.	36
60	A	Timber	Y	2	New hardware	Min.	
61	A	Timber	Y	2	New hardware	Min.	
61-62	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
62	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
62	B	Timber	Y	2	New hardware	Min.	
63	A	Timber	N/A	N/A	Pile is broken at a depth of 29-feet	Sev.	36
63	B	Timber	Y	2	New hardware	Min.	
63-64	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
64	A	Timber	Y	2	New hardware	Min.	
64	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
64	C	Timber	Y	2	New hardware	Min.	
64	D	Timber	Y	2	75% S/L to connection hardware	Mod.	
64	E	Timber	Y	2	New hardware	Min.	
64-O	A	Timber	Y	2	New hardware	Min.	
64-O	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
64-O	C	Timber	Y	2	New hardware	Min.	
64-O	D	Timber	Y	2	90% S/L to connection hardware	Mod.	
64-O	E	Timber	Y	2	New hardware	Min.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
64-O	F	Timber	Y	2	New hardware	Min.	
64-O	G	Timber	Y	1	90% S/L to connection hardware	Mod.	
64-O	Spur	Timber	Y	1	75% S/L to connection hardware	Mod.	
64-O	H	Timber	90%	2	75% S/L to connection hardware	Mod.	
64-O	Spur	Timber	Y	2	90% S/L to connection hardware	Mod.	
64-O	I-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
65	A	Timber	Y	2	50% S/L at mid-height; New hardware	Maj.	
65	B	Timber	Y	2	50% S/L to connection hardware	Mod.	
65	C	Timber	Y	2	New hardware	Min.	
65	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
65	E	Timber	Y	2	New hardware	Min.	
65-66	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
66	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
66	B	Timber	Y	2	New hardware	Min.	
67	A	Timber	N/A	N/A	Pile is broken at a depth of 27-feet	Sev.	35
67	B	Timber	Y	2	New hardware	Min.	
67-68	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
68	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
68	B	Timber	Y	2	New hardware	Min.	
69	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
69	B	Timber	Y	2	New hardware	Min.	
69-70	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
70	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
70	B	Timber	Y	2	New hardware	Min.	
70	C	Timber	Y	2	New hardware	Min.	
70	D	Timber	Y	2	New hardware	Min.	
70	E	Timber	Y	2	New hardware	Min.	
70-71	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
71	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
71	B	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	33
72	A	Timber	N/A	N/A	Pile is broken at a depth of 28-feet	Sev.	34
72	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
72	C	Timber	Y	2	New hardware	Min.	
73	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
73	B	Timber	Y	2	New hardware	Min.	
73-74	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
74	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
74	B	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	31
74	C	Timber	Y	2	New hardware	Min.	
75	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
75	B	Timber	N/A	N/A	Pile is broken at a depth of 26-feet	Sev.	32
75	C	Timber	Y	2	New hardware	Min.	
75	D	Timber	Y	2	New hardware	Min.	
75	E	Timber	Y	2	New hardware	Min.	
75-76	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
76	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	29
76	B	Timber	N/A	N/A	Pile is broken at a depth of 24-feet	Sev.	30
76	C	Timber	Y	2	50% S/L North side at mid-height; New hardware	Maj.	
77	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
77	B	Timber	N/A	N/A	Pile is broken at a depth of 22-feet	Sev.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
77	C	Timber	N/A	N/A	Pile is broken at a depth of 27'	Sev.	
77	D	Timber	Y	2	New hardware	Min.	
77-78	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
78	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
78	B	Timber	Y	2	New hardware	Min.	
79	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
79	B	Timber	N/A	N/A	Pile is broken at a depth of 23'	Sev.	33
79	C	Timber	Y	2	New hardware	Min.	
79-80	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
80	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
80	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
80	C	Timber	Y	2	New hardware	Min.	
80	D	Timber	Y	2	75% S/L to connection hardware	Mod.	
80	E	Timber	Y	2	New hardware	Min.	
80-O	A	Timber	Y	2	New hardware	Min.	
80-O	B	Timber	Y	2	90% S/L to connection hardware	Mod.	
80-O	C	Timber	Y	2	New hardware	Min.	
80-O	D	Timber	Y	2	90% S/L to connection hardware	Mod.	
80-O	E	Timber	Y	2	New hardware	Min.	
80-O	F	Timber	Y	2	New hardware	Min.	
80-O	Spur	Timber	Y	2	90% S/L to connection hardware	Mod.	
80-O	G	Timber	Y	0	Pile only has (1) connection bolt; 90% S/L to connection hardware	Mod.	
80-O	H-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
81	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
81	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
81	C	Timber	Y	2	New hardware	Min.	
81-82	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
82	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
82	B	Timber	Y	2	New hardware	Min.	
83	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
83	B	Timber	Y	2	40% S/L due to the driving of 83-84 Aux. Pile; New hardware	Maj.	
83-84	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
84	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
84	B	Timber	N	2	New hardware	Mod.	
85	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
85	B	Timber	Y	0	New hardware	Mod.	
85	C	Timber	Y	1 (E)	New hardware	Mod.	
85	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
85	E	Timber	Y	2	New hardware	Min.	
85-86	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
86	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
86	B	Timber	N/A	N/A	Pile is broken at a depth of 31-feet	Sev.	35
86	C	Timber	N/A	N/A	Pile is broken at the mudline	Sev.	34
86	D	Timber	Y	2	New hardware	Min.	
87	A	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	32
87	B	Timber	Y	2	New hardware	Min.	
87-88	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
88	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
88	B	Timber	Y	2	New hardware	Min.	
89	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
89	B	Timber	N/A	N/A	Pile is broken at a depth of 27-feet	Sev.	30
89	C	Timber	N/A	N/A	Pile is broken at a depth of 21-feet	Sev.	27
89	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
89-90	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
90	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
90	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
90	C	Timber	N/A	N/A	Pile is broken at a depth of 21-feet	Sev.	25
90	D	Timber	Y	2	New hardware	Min.	
90	E	Timber	Y	3	New hardware	Min.	
91	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
91	B	Timber	N/A	N/A	Pile is broken at a depth of 27-feet	Sev.	29
91	C	Timber	Y	2	25% S/L along the South face; New hardware	Mod.	
91-92	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
92	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
92	B	Timber	N/A	N/A	Pile is broken at a depth of 24-feet	Sev.	30
92	C	Timber	Y	2	New hardware	Min.	
93	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
93	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
93	C	Timber	N/A	N/A	Pile is broken at a depth of 24-feet	Sev.	26
93	D	Timber	Y	2	New hardware	Min.	
93-94	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
94	A	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	32
94	B	Timber	Y	2	50% S/L to connection hardware	Mod.	
95	A	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	32
95	B	Timber	Y	2	New hardware	Min.	
95	C	Timber	Y	2	New hardware	Min.	
95	D	Timber	Y	1 (W)	50% S/L to connection hardware	Mod.	
95	E	Timber	Y	2	New hardware	Min.	
95-96	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
96	A	Timber	N/A	N/A	Pile is broken at a depth of 26-feet	Sev.	30
96	B	Timber	N/A	N/A	Pile is broken at a depth of 23-feet	Sev.	
96	C	Timber	Y	2	New hardware	Min.	
97	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
97	B	Timber	N/A	N/A	Pile is broken at a depth of 27-feet	Sev.	30
97	C	Timber	Y	2	New hardware	Min.	
97-98	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
98	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
98	B	Timber	N	2	New hardware	Min.	
98-99	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
99	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
99	B	Timber	N/A	N/A	Pile is broken at a depth of 26-feet	Sev.	30
99	C	Timber	Y	2	New hardware	Min.	
100	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
100	B	Timber	Y	2	New hardware	Min.	
100	C	Timber	Y	2	New hardware	Min.	
100	D	Timber	Y	2	70% S/L to connection hardware	Mod.	
100	E	Timber	N	2	New hardware	Min.	
100-I	A	Timber	Y	2	New hardware	Min.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
100-I	B	Timber	Y	2	70% S/L to connection hardware	Mod.	
100-I	C	Timber	Y	2	New hardware	Min.	
100-I	D	Timber	Y	2	Moderate surface decay; 90% S/L to connection hardware	Mod.	
100-I	E	Timber	Y	2	New hardware	Min.	
100-I	F	Timber	Y	0	New hardware; only (1) connection bolt	Mod.	
100-I	Spur	Timber	Y	2	New hardware	Min.	
100-I	G	Timber	Y	2	Moderate surface decay; 90% S/L to connection hardware	Mod.	
100-I	Spur	Timber	Y	2	90% S/L to connection hardware	Mod.	
100-I	H	Timber	Y	2	70% S/L to connection hardware	Mod.	
100-I	Spur	Timber	Y	2	Moderate surface decay; 90% S/L to connection hardware	Mod.	
100-I	I-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
100-101	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
101	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
101	B	Timber	Y	2	New hardware	Min.	
102	A	Timber	N/A	N/A	Pile is broken at a depth of 26-feet	Sev.	30
102	B	Timber	Y	2	70% S/L to connection hardware	Mod.	
102-103	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
103	A	Timber	N/A	N/A	Pile is broken at a depth of 27-feet	Sev.	31
103	B	Timber	Y	2	New hardware	Min.	
104	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
104	B	Timber	Y	2	New hardware	Min.	
104-105	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
105	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
105	B	Timber	Y	1 (W)	New hardware	Min.	
105	C	Timber	Y	2	New hardware	Min.	
105	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
105	E	Timber	Y	2	New hardware	Min.	
106	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
106	B	Timber	Y	2	New hardware	Min.	
106-107	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
107	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
107	B	Timber	Y	2	New hardware	Min.	
108	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
108	B	Timber	Y	2	New hardware	Min.	
108-109	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
109	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
109	B	Timber	Y	2	15% S/L at a depth of 27-feet; New hardware	Min.	30
109	C	Timber	Y	2	New hardware	Min.	
109-110	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
110	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
110	B	Timber	Y	2	New hardware	Min.	
110	C	Timber	Y	2	New hardware	Min.	
110	D	Timber	Y	2	50% S/L to connection hardware	Mod.	
110	E	Timber	Y	2	New hardware	Min.	
111	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
111	B	Timber	Y	2	New hardware	Min.	
111-112	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
112	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
112	B	Timber	Y	2	New hardware	Min.	
113	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
113	B	Timber	Y	2	New hardware	Min.	
113-114	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
114	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
114	B	Timber	Y	2	New hardware	Min.	
115	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
115	B	Timber	Y	2	New hardware	Min.	
115	C	Timber	Y	2	New hardware	Min.	
115	D	Timber	Y	1 (W)	100% S/L to connection hardware	Mod.	
115	E	Timber	Y	2	New hardware	Min.	
115-116	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
116	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
116	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
116	C	Timber	Y	2	New hardware	Min.	
117	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
117	B	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	30
117	C	Timber	Y	2	New hardware	Min.	
117-118	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
118	C	Timber	N/A	N/A	Non-functional pile	N/A	
118	D	Timber	N/A	N/A	Non-functional pile	N/A	
118	E	Timber	N/A	N/A	Non-functional pile	N/A	
118-O	A	Timber	Y	2	New hardware	Min.	
118-O	B	Timber	Y	2	New hardware	Min.	
118-O	C	Timber	Y	2	New hardware	Min.	
118-O	D	Timber	Y	2	100% S/L to connection hardware	Mod.	
118-O	E	Timber	Y	2	New hardware	Min.	
118-O	F	Timber	Y	2	100% S/L to connection hardware	Mod.	
118-O	G	Timber	Y	2	New hardware	Min.	
118-O	H	Timber	Y	2	New hardware	Min.	
118-O	I-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
1	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
1	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
2	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
2	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
3	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
3	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
4	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
4	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
5	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
5	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
6	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
6	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
7	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
7	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
8	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
8	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
9	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
9	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
10	A	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
10	B	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 3/16" D Pitting	Maj.	
137	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
137	B	Timber	N/A	N/A	Pile is broken at the mudline	Sev.	30
137	C	Timber	Y	2	New hardware	Min.	
137-138	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
138	A	Timber	50%	2	3/4" W x 8' H split at the top on the E/W faces; New hardware	Maj.	
139	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
139	B	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	29
139	C	Timber	Y	2	NEw hardware	Min.	
139-140	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
140	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
140	B	Timber	Y	2	New hardware	Min.	
140	C	Timber	Y	2	New hardware	Min.	
140	D	Timber	Y	2	New hardware	Min.	
140	E	Timber	Y	2	New hardware	Min.	
140-O	A	Timber	Y	2	New hardware	Min.	
140-O	B	Timber	Y	2	100% S/L to connection hardware	Mod.	
140-O	C	Timber	Y	2	New hardware	Min.	
140-O	D	Timber	Y	1 (W)	100% S/L to connection hardware	Mod.	
140-O	E	Timber	Y	2	New hardware	Min.	
140-O	F	Timber	Y	1	New hardware	Min.	
140-O	G	Timber	N	0	50% S/L to connection hardware	Maj.	
140-O	Spur	Timber	Y	2	50% S/L to connection hardware	Mod.	
140-O	H	Timber	Y	2	50% S/L to connection hardware	Mod.	
140-O	I-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
141	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
141	B	Timber	Y	2	New hardware	Min.	
141-142	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
142	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
142	B	Timber	Y	2	New hardware	Min.	
143	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
143	B	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	31
143	C	Timber	N/A	N/A	Pile is broken at a depth of 25-feet	Sev.	27
143	D	Timber	Y	2	New hardware	Min.	
143-144	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
144	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
144	B	Timber	N/A	N/A	Pile is broken at a depth of 26-feet	Sev.	30
144	C	Timber	Y	2	New hardware	Min.	
145	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
145	B	Timber	Y	1	West Waler is broken at the bottom; 20% S/L on Pile for 6' H on bottom; New hardware	Min.	
145-146	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
146	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
146	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
146	C	Timber	Y	2	Horizontal crack through 30% if pile at a depth of 23-feet on the North face; New hardware	Maj.	26
147	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
147	B	Timber	N/A	N/A	Pile is broken at a depth of 16-feet	Sev.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
147	C	Timber	Y	1 (W)	New hardware	Mod.	
147-148	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
148	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
148	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
148	C	Timber	Y	2	New hardware	Min.	
149	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
149	B	Timber	Y	2	New hardware	Min.	
149-150	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
150	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
150	B	Timber	Y	2	New hardware	Min.	
150	C	Timber	Y	2	New hardware	Min.	
151	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
151	B	Timber	Y	2	New hardware	Min.	
151-152	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
152	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
152	B	Timber	70%	1	New hardware	Min.	
153	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
153	B	Timber	Y	2	New hardware	Min.	
153-154	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
154	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
154	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
154	C	Timber	N/A	N/A	Pile is broken at a depth of 24-feet	Sev.	27
154	D	Timber	Y	1	New hardware	Min.	
155	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
155	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
155	C	Timber	50%	2	New hardware	Min.	
155	D	Steel	N/A	N/A	Pile is coated	Min.	
155	E	Steel	N/A	N/A	Pile is coated	Min.	
155-156	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
156	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
156	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
156	C	Timber	50%	2	New hardware	Min.	
157	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
157	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
157	C	Timber	Y	2	New hardware	Min.	
157-158	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
158	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
158	B	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
158	C	Timber	Y	2	New hardware	Min.	
159	A	Timber	N/A	N/A	Pile is missing at the cap	Sev.	
159	B	Timber	Y	1 (W)	20% S/L to Pile at bottom 2' H; 30% S/L to connection hardware	Maj.	
159-160	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
160	A	Timber	N/A	N/A	Pile is broken at a depth of 26-feet	Sev.	34
160	B	Timber	Y	1 (W)	30% S/L to connection hardware	Maj.	
161	A	Timber	Y	2	New hardware	Min.	
161-162	Aux.	Steel	N/A	N/A	Pile not coated; exhibits corrosion up to 1/4" D Pitting	Maj.	
162	A	Timber	Y	2	100% S/L to connection hardware	Mod.	
163 to 173	All	Timber/Steel	N/A	N/A	Piles not inspected during this cycle	N/A	

APPENDIX “B.2”

South Fascia Inspection Findings

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
1	A	Timber	Y	1 (W)	80% S/L to connection hardware	Mod.	
2	A	Timber	Y	2	80% S/L to connection hardware	Mod.	
3	A	Timber	Y	2	New hardware	Min.	3
4	A	Timber	Y	2	New hardware	Min.	
5	A	Timber	Y	2	New hardware	Min.	
6	A	Timber	Y	2	New hardware	Min.	5
7	A	Timber	Y	2	New hardware	Min.	
8	A	Timber	Y	2	Minor surface decay; New hardware	Min.	
9	A	Timber	Y	2	Minor surface decay; New hardware	Min.	
10	A	Timber	Y	2	Minor surface decay; New hardware	Min.	
11	A	Timber	Y	2	New hardware	Min.	
12	A	Timber	Y	2	Minor surface decay; New hardware	Min.	
13	A	Timber	Y	2	New hardware	Min.	
14	A	Timber	Y	2	New hardware	Min.	8
15	A	Timber	Y	2	New hardware	Min.	
16	A	Timber	Y	2	New hardware	Min.	
17	A	Timber	Y	2	New hardware	Min.	
18	A	Timber	Y	2	Minor surface decay; New hardware	Min.	
19	A	Timber	Y	2	Minor surface decay; New hardware	Min.	
20	A	Timber	Y	2	New hardware	Min.	
21	A	Timber	Y	2	New hardware	Min.	12
22	A	Timber	Y	2	New hardware	Min.	
23	A	Timber	Y	2	New hardware	Min.	
24	A	Timber	Y	2	New hardware	Min.	
25	A	Timber	Y	2	New hardware	Min.	
25	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
25	C	Timber	Y	2	New hardware	Min.	
25	D	Timber	Y	2	90% S/L to connection hardware	Mod.	
25	E	Timber	Y	2	New hardware	Min.	
25-O	A	Timber	Y	2	New hardware	Min.	
25-O	B	Timber	Y	2	80% S/L to connection hardware	Mod.	
25-O	C	Timber	Y	2	New hardware	Min.	
25-O	D	Timber	Y	2	80% S/L to connection hardware	Mod.	
25-O	E	Timber	Y	2	New hardware	Min.	
25-O	F-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
26	A	Timber	Y	2	New hardware	Min.	
27	A	Timber	Y	2	New hardware	Min.	
28	A	Timber	Y	2	New hardware	Min.	
29	A	Timber	Y	2	New hardware	Min.	13
30	A	Timber	Y	2	New hardware	Min.	
31	A	Timber	Y	2	New hardware	Min.	
32	A	Timber	Y	2	New hardware	Min.	
33	A	Timber	Y	2	New hardware	Min.	
34	A	Timber	Y	2	New hardware	Min.	
35	A	Timber	Y	2	New hardware	Min.	
36	A	Timber	Y	2	New hardware	Min.	
37	A	Timber	Y	2	5" H X 1/4" W X 2" D Check at the top on the South side; Minor surface decay; New hardware	Mod.	14

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
38	A	Timber	N/A	N/A	Pile is missing	N/A	
38	B	Timber	N	N	Pile is broken at a depth of 6-feet	Sev.	
38	C	Timber	Y	2	New hardware	Min.	
39	A	Timber	Y	2	New hardware	Min.	
40	A	Timber	Y	2	New hardware	Min.	
41	A	Timber	Y	2	New hardware	Min.	14
42	A	Timber	Y	2	New hardware	Min.	
43	A	Timber	Y	1 (W)	New hardware	Mod.	
44	A	Timber	Y	1 (E)	New hardware	Mod.	
44	B	Timber	Y	2	50% S/L to connection hardware	Mod.	
44	C	Timber	Y	0	New hardware	Mod.	
44	D	Timber	Y	2	90% S/L to connection hardware	Mod.	
44	E	Timber	Y	2	New hardware	Min.	
44-O	A	Timber	Y	2	New hardware	Min.	
44-O	B	Timber	Y	2	Minor surface decay; 80% S/L to connection hardware	Mod.	
44-O	C	Timber	Y	2	New hardware	Min.	
44-O	D	Timber	Y	2	80% S/L to connection hardware	Mod.	
44-O	E	Timber	Y	2	New hardware	Min.	
44-O	F	Timber	Y	2	New hardware	Min.	
44-O	Spur	Timber	Y	2	80% S/L to connection hardware	Mod.	
44-O	G	Timber	Y	2	80% S/L to connection hardware	Mod.	
44-O	Spur	Timber	Y	2	80% S/L to connection hardware	Mod.	
44-O	H	Timber	Y	2	80% S/L to connection hardware	Mod.	
44-O	I-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
45	A	Timber	Y	2	New hardware	Min.	
46	A	Timber	Y	2	New hardware	Min.	
47	A	Timber	Y	2	New hardware	Min.	
48	A	Timber	Y	1 (W)	New hardware	Mod.	
49	A	Timber	Y	2	New hardware	Min.	
49	B	Timber	Y	2	80% S/L to connection hardware	Mod.	
50	A	Timber	Y	2	New hardware	Min.	
51	A	Timber	Y	2	New hardware	Min.	
52	A	Timber	Y	2	New hardware	Min.	
53	A	Timber	Y	2	New hardware	Min.	13
54	A	Timber	Y	0	New hardware	Mod.	
55	A	Timber	Y	2	New hardware	Min.	
56	A	Timber	Y	2	New hardware	Min.	
56	Deck	N/A	N/A	N/A	Deck has recently been patched	N/A	
57	A	Timber	Y	2	New hardware	Min.	
58	A	Timber	Y	2	New hardware	Min.	
59	A	Timber	Y	2	New hardware	Min.	
60	A	Timber	Y	2	New hardware	Min.	
61	A	Timber	Y	2	New hardware	Min.	
62	A	Timber	Y	2	New hardware	Min.	
63	A	Timber	Y	2	New hardware	Min.	
64	A	Timber	Y	2	New hardware	Min.	
65	A	Timber	Y	2	(2) 1'-0" H x 1/4" W Checks in the south face; New hardware	Min.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
65	B	Timber	Y	2	80% S/L to connection hardware	Mod.	
65	C	Timber	Y	2	New hardware	Min.	
65	D	Timber	Y	2	80% S/L to connection hardware	Mod.	
65	E	Timber	Y	2	New hardware	Min.	
65-O	A	Timber	Y	2	New hardware	Min.	
65-O	B	Timber	Y	2	75% S/L to connection hardware	Mod.	
65-O	C	Timber	Y	2	New hardware	Min.	
65-O	D	Timber	Y	2	90% S/L to connection hardware	Mod.	
65-O	E	Timber	Y	2	New hardware	Min.	
65-O	F	Timber	Y	2	New hardware	Min.	
65-O	G	Timber	Y	1 (E)	80% S/L to connection hardware	Mod.	
65-O	H-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
65-O	A	Timber	Y	2	New hardware	Min.	
66	A	Timber	Y	2	New hardware	Min.	14
67	A	Timber	Y	2	New hardware	Min.	
68	A	Timber	Y	2	New hardware	Min.	
69	A	Timber	Y	2	New hardware	Min.	
70	A	Timber	Y	2	New hardware	Min.	
71	A	Timber	Y	2	New hardware	Min.	
72	A	Timber	Y	2	New hardware	Min.	
73	A	Timber	Y	2	New hardware	Min.	
74	A	Timber	Y	2	New hardware	Min.	
75	A	Timber	Y	2	New hardware	Min.	10
76	A	Timber	Y	1 (W)	New hardware	Mod.	
77	A	Timber	Y	2	New hardware	Min.	
78	A	Timber	Y	2	New hardware	Min.	
79	A	Timber	Y	2	2" H x 8" W x 2" D shake on the South face; New hardware	Min.	
80	A	Timber	Y	0	New hardware	Mod.	
81	A	Timber	Y	2	New hardware	Min.	
82	A	Timber	Y	2	New hardware	Min.	
83	A	Timber	Y	2	New hardware	Min.	
84	A	Timber	Y	2	New hardware	Min.	
85	A	Timber	Y	2	New hardware	Min.	9
85	B	Timber	Y	2	90% S/L to connection hardware	Mod.	
85	C	Timber	Y	2	New hardware	Min.	
85	D	Timber	Y	2	90% S/L to connection hardware	Mod.	
85	E	Timber	Y	2	New hardware	Min.	
85-O	A	Timber	Y	2	New hardware	Min.	
85-O	B	Timber	Y	2	90% S/L to connection hardware	Mod.	
85-O	C	Timber	Y	2	New hardware	Min.	
85-O	D-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
86	A	Timber	Y	2	New hardware	Min.	
87	A	Timber	Y	2	New hardware	Min.	
88	A	Timber	Y	2	New hardware	Min.	
89	A	Timber	Y	2	New hardware	Min.	
90	A	Timber	Y	2	New hardware	Min.	7
91	A	Timber	Y	2	New hardware	Min.	

Bent	Pile	Material	Tenon Brg.	Shoulder Brg.	Comments	Rating	Water Depth
92	A	Timber	Y	1 (W)	New hardware	Mod.	
93	A	Timber	Y	2	New hardware	Min.	
94	A	Timber	Y	2	New hardware	Min.	
95	A	Timber	Y	2	New hardware	Min.	
96	A	Timber	Y	2	New hardware	Min.	
97	A	Timber	Y	1 (W)	Minor surface decay; New hardware	Mod.	
98	A	Timber	Y	2	(2) 6" H x 1/2" W x 2" D checks on the South face at the top; New hardware	Mod.	
99	A	Timber	Y	2	New hardware	Min.	
100	A	Timber	Y	2	2" H x 1/4" W x 1" D check on South face at the top; New hardware	Mod.	
101	A	Timber	Y	2	New hardware	Min.	
102	A	Timber	Y	2	New hardware	Min.	
103	A	Timber	Y	2	2'-0" H x 2" W x 6" D check on the East face; New hardware	Mod.	
104	A	Timber	Y	2	New hardware	Min.	
105	A	Timber	Y	1 (W)	New hardware	Mod.	
105	B-E	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
105-O	A-J	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	
106	A	Timber	N	2	New hardware	Min.	
107 to 163	All	Timber	N/A	N/A	Piles have silted in, not accessible for inspection	N/A	

DRAWING
S-7

