

**BRIDGE INSPECTION REPORT**

Status: Released

Printed On: 7/9/2021

Agency: Other State Agencies

CD Guid: 0bc5266b-4d84-438a-bda9-6b69f979af05

Release Date: 7/9/2021

Program Mgr: Evan M Grimm

**Br. No.** DOC-2

**SID** 00200437

**Br. Name** STEILACOOM MOORING FLOAT

**Carrying**

**Route On**

**Mile Post**

**Intersecting** PUGET SOUND

**Route Under**

**Mile Post**



Inspector's Signature LAW

Cert # G1112

Cert Exp Date 1/12/2022

Co-Inspector's Signature ABK

**Inspections Performed**

Report Type	Inspection Type	Date	Freq	Hours	Inspector	Cert No	Co-Insp.
Underwater		4/26/2021	48	2.0	JRWH	G0911	LAW
Primary Safety		4/26/2021	24	1.0	LAW	G1112	ABK

<input type="checkbox"/>	Alignment (1661)	45	<input type="checkbox"/>	Operating Tons (1552)	<input type="checkbox"/>	Bridge Rails (1684)	<input type="checkbox"/>	No Utilities (2675)	
7	<input type="checkbox"/>	Deck Overall (1663)	<input type="checkbox"/>	Op RF (1553)	<input type="checkbox"/>	Transition (1685)	<input type="checkbox"/>	Asphalt Depth (2610)	
7	<input type="checkbox"/>	Superstructure (1671)	27	<input type="checkbox"/>	Inventory Tons (1555)	<input type="checkbox"/>	Guardrails (1686)	1996 <input type="checkbox"/>	Year Built (1332)
4	<input type="checkbox"/>	Substructure (1676)		<input type="checkbox"/>	Inv RF (1556)	<input type="checkbox"/>	Terminals (1687)	0 <input type="checkbox"/>	Year Rebuilt (1336)
	<input type="checkbox"/>	Culvert (1678)		<input type="checkbox"/>	Operating Level (1660)	<input type="checkbox"/>	Bridge Rail Ht (2612)		
8	<input type="checkbox"/>	Chan/Protection (1677)		<input type="checkbox"/>	Open/Closed (1293)	<input type="checkbox"/>	Design Curb Ht (2611)		
	<input type="checkbox"/>	Pier/Abut/Prot (1679)		<input type="checkbox"/>	Structural Eval (1657)				
	<input type="checkbox"/>	Waterway (1662)	9	<input type="checkbox"/>	Deck Geometry (1658)				
T	<input type="checkbox"/>	Scour (1680)	9	<input type="checkbox"/>	Underclearance (1659)				

NBIS Risk Category	
Routine: No Risk Category	
Underwater: No Risk Category	

**Inspection Flags**

<input type="checkbox"/>	Soundings (2693)	<input type="checkbox"/>	Measure Clearance (2694)	<input type="checkbox"/>	Revise Rating (2688)	<input type="checkbox"/>	Photos (2691)	<input type="checkbox"/>	QA Flag (2695)
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**BMS Elements**

Element	Element Description	Total	Units	CS 1	CS 2	CS 3	CS 4
8361	Scour	4	EA	4	0	0	0
8390	Fixed Bearing	2	EA	1	0	1	0
8391	Moveable Bearing (roller, sliding, etc.)	2	EA	2	0	0	0
8640	Moveable Pedestrian Gangplank	50	LF	50	0	0	0
8701	Ferry Concrete Floating Pontoon	8	CELL	0	0	7	1
8703	Spud Piling & Wells	12	EA	0	0	12	0
8902	Protective Coating - Piling	2200	SF	1230	0	970	0
8910	Safety Access Ladders	1	EA	1	0	0	0

**Notes**

**0 ORIENTATION:**

The Steilacoom Mooring Float includes the float, gangplank, and the steel spud piles.

For location reference: Offshore is north, shore is south, left side is west, and right side is east.

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**Notes (Continued)**

9 The WSDOT Dive Team performed an underwater inspection of the Steilacoom Mooring Float on April 26, 2021. Twelve steel pipe piles and the concrete floating pontoon exterior were inspected by diving.

In general, the steel pipe piles that position the floating concrete pontoon (spud piles) are in fair condition. The epoxy coating is failing in large areas underwater, exposing the steel substrate to corrosion and subsequent section loss. An ultrasonic thickness meter was used to check spot metal thicknesses on the piles and small localized areas exhibited losses of up to 50% of the pipe wall thickness. Since these piles are not bearing vertical loads, this condition does not require repair but will be monitored during future inspections. The concrete floating pontoon had thick marine growth covering up to 80% of the surface area, however spot cleanings of the growth revealed no defects.

No underwater repairs are required at this time. Recommend retaining the 48-month frequency for underwater inspections.

1676 **SUBSTRUCTURE:**  
Substructure set to '4' due to pontoon cells in Condition State 4. See Element 8701

1677 **CHANNEL:**  
This structure abuts another structure and does not connect to the shoreline directly. No bank issues noted. No restrictions to water flow past the structure.

1680 **SCOUR:**  
Structure is in tidal waters with weak and variable tidal currents. Scour code set to "T - tidal" and is considered a low risk for scour. See note 8361.

8361 **SCOUR (Field):**  
There are four spud pile groups.  
  
**Underwater Inspection Findings:**  
Water flow in the vicinity is tidal. No scour patterns or scour countermeasures were observed around the float or spud piles.

8390 **FIXED BEARING:**  
The top of the gangplank connection to the building consists of two hooks and keeper bolts for holding in place. The left side keeper bolt head is broken off (photos #3 - #5). REPAIR #10000.

8391 **MOVEABLE BEARINGS:**  
Two slider bearings under the floater side of the gangplank.

8640 **MOVEABLE PEDESTRIAN GANGPLANK:**  
Aluminum welded truss; all welds visually inspected in 2021.

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**8701 FERRY CONCRETE FLOATING PONTOON:  
INTERIOR:**

All eight cells of the mooring float were entered during the 2021 inspection (see layout sheet for cell numbering) (photo #7). The spud well connections have been caulked. There are signs of past leakage, due to moisture in the cells it could not be determine if still actively leaking.

Water appears to be able to come through the hatches of each cell.

DOC employees told the inspectors that all cells are pumped regularly. All cells pumped during the 2021 inspection. The pumping depths should be tracked, REPAIR #10001.

Cell #4 has a broken hold down bolt stuck in the base tab and Cell #5 has a broken hold down tab (photos #11 and #12). REPAIR #10003.

Cell #5 spud pile well connections have rust and some section loss.

Cell #8 also has spud pile well connection plates on the interior. These plates are slightly undersized resulting in the bolts not having a solid anchor base (photo #14).

**WATER DEPTH TRACKING (T = some ponding to <1" deep, D = Dry)**

Date	Cell 1	Cell 2	Cell 3	Cell 4	Cell 5	Cell 6	Cell 7	Cell 8
5/22/2013	1"	T	T	T	2"	1"	T	T
4/24/2017	T	1-1/4"	1-1/2"	1-1/2"	3"	1-1/2"	1"	1"
4/08/2019	*	*	*	*	4"	*	*	*
4/26/2021	1"	1"	1"	6"	T**	T**	T**	T**

\*cell hatches not opened in 2019 (48 month frequency), Cell #5 water depth measured from deck.

\*\*2021 Cells pumped prior to inspection, measurement not taken prior.

Cell 4 considered CS4. REPAIR #10007 new gaskets added at exterior connection of Spud Pile group 4 (element 8703 photo #34), 6" water accumulation in cell, appears to still be actively leaking.

Remaining cells considered CS3 due to water accumulation.

**EXTERIOR:**

Offshore exterior top edge is spalled 10' of its length with patching of half its length.

Many of the bumper attachments have minor distortions, repairs, or have been replaced (photo #37).

Hatch bolts missing on all hatches in 2021. Holes have been corked (photo #33). Also noted in photo #33 of Cell #7, hatch lift handle is broken. REPAIR #10003.

**FLOATER FOUR CORNER DRAFT MEASUREMENTS**

Date	OFFSHORE RT	OFFSHORE LT	SHORE RT	SHORE LT
5/22/2013	30"	30"	29.5	29"
4/20/2015	28.5"	29-3/4"	28"	28.5"
4/24/2017	29"	27"	29"	27.5"
4/08/2019	29.5"	29"	29"	27"
4/26/2021	30"	28"	28"	29.5"

No significant change found between 2013 and 2021.

**Underwater Inspections Findings:**

The concrete pontoon surface below the waterline is typically about 80% covered in marine growth up to 1-ft. thick. Spot cleaning of growth revealed no defects (photo UW-5).

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**Notes (Continued)**

**8703 SPUD PILING & WELLS:**

Spud Pile #3 (SP3), typical well connection (photo #19).

Spud Pile #4 (SP4), new gasket and bolts added, now sits flush to concrete float (photo #34).

Spud Pile #4 well (SP4) collar is slightly tipped, bolt are tight and no signs of movement (photos #35 and #31). REPAIR #10008 VERIFIED.

**Underwater Inspection Findings:**

Spud piling are in generally fair condition underwater. Coating failure with section loss was the most common defect noted.

Thickness measurements of the steel were taken in localized areas of corrosion and pitting as well as in good areas for comparison.

Up to 50% metal thickness has been lost in some of the small pitted areas. These section losses are not a structural concern since the spud piles do not carry vertical loads and are for pontoon positioning only although future inspections will monitor these losses (photos UW-3, UW-4, UW-7 and UW-8). Refer to attached Layout drawing and Pile Inspection Data Sheets for more location and defect information.

**8902 INORGANIC ZINC VINYL PAINT:**

Spud pile coating is missing with laminar rust in the intertidal zone (photo #20).

**Underwater Inspection Findings:**

Spud piles have varying degress of coating failure and loss underwater. The coatings have adhesion failure in areas up to 75% of the pile surface area (coating in place but ineffective). Coating is missing in large areas as well, exposing the metal substrate which is corroding and losing section (photos UW-4, UW-6 and UW-7). Refer to attached Layout drawing and Pile Inspection Data Sheets for more location and defect information.

**8910 SAFETY ACCESS LADDERS:**

Safety access ladder located between SP3 and SP4 found with new paint in 2021.

**Repairs**

Repair No	Pr	R	Repair Descriptions	BMS	Noted	Maint	Verified
10000	1	B	Gangplank top left connection has a broken keeper bolt. Remove and replace.	8390	5/22/2013		
10001	M	B	Pumping records of the float cells should be recorded and tracked. This should include cell # (see layout sheet), date, and depth of water removed. Infiltration rates can be tracked and used for future repair work scheduling.	8701	5/22/2013		
10003	1	B	All eight cell lids are missing hold down bolts and are corked. Replace corks with bolts. Cell #4 has a broken hold down bolt in the base tab. Remove broken bolt. Cell #5 lid base has a broken hold down tab. Weld in new hold down tab. Cell #7 lid lift handle is broken. Weld in new handle.	8701	5/22/2013		
10007	1	B	Cells #4 (west cell) is leaking at the spud pile well connections. This leak needs to be sealed. 2021 LAW - New rubber gasket added at the exterior connection. Due to water in the cell it appears to still be leaking. Water also comes through the hatch.	8701	4/24/2017		
10008	2	B	Spud Pile #4 well (SP4) collar is tipped due to loose sliding bolts, worn bolts, or worn slots. Remove and replace bolts, increase washer diameter, and double nut bolts. Do not clamp tight to channel allowing for movement. 2021 - LAW VERIFIED Complete. New bolts added with gasket at the pontoon connection. This lifted up the collar. All bolts are tight on the colar with no signs of movement.	8703	4/8/2019		4/26/2021

**Inspections Performed and Resources Required**

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**Route Under**

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<u>Report Type</u>	<u>Date</u>	<u>Freq</u>	<u>Hrs</u>	<u>Insp</u>	<u>CertNo</u>	<u>Coinsp</u>	<u>Note</u>	
<b>Underwater</b>	4/26/2021	48	2.0	JRWH	G0911	LAW	Underwater inspection by WSDOT Dive Team. Frequency set at 48 months to correspond with every-other routine inspection.	
<b>Resources</b>	<b>Hours</b>	<b>Min</b>	<b>Pref</b>	<b>Max</b>	<b>Freq Date</b>	<b>Need Date</b>	<b>Override</b>	<b>Notes</b>
Boat		M	M	M				Used Munson dive boat for access.
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.
<b>Primary Safety</b>	4/26/2021	24	1.0	LAW	G1112	ABK		
<b>Resources</b>	<b>Hours</b>	<b>Min</b>	<b>Pref</b>	<b>Max</b>	<b>Freq Date</b>	<b>Need Date</b>	<b>Override</b>	<b>Notes</b>
Boat								Boat needed for inspection.
Special Equipment								Enter the eight float cells with an electronic winch on a tripod provided by DOC maintenance personnel. Harness and air monitor is required. Last done in 2021, DOC enters these on a regular basis, inspect in 2025. Arrange with Greg Buikema.
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.

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**Route On**  
**Route Under**  
**Mile Post**  
**Mile Post**

**UW-0**

0 Orientation  
Photo Type: E - Elevation  
Orientation: Shore  
Date: 4/26/2021  
Repairs:  
Elevation of floating pontoon dock.



**SI-36**

0 Orientation  
Photo Type: D - Deck  
Orientation: Left  
Date: 4/26/2021  
Repairs:  
View looking down gangplank.  
Asphalt shingles have been replaced  
with aluminum surface.



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Route On

Mile Post

Route Under

Mile Post

SI-3

8390 Fixed Bearing  
Photo Type: R - Repair  
Orientation: Shore  
Date: 5/22/2013  
Repairs: 10000  
Typical gangplank connection.



SI-4

8390 Fixed Bearing  
Photo Type: R - Repair  
Orientation: Shore  
Date: 5/22/2013  
Repairs: 10000  
Keeper bolt is broken on left side gangplank connection.



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Route On  
Route Under  
Mile Post  
Mile Post

SI-5

8390 Fixed Bearing  
Photo Type: R - Repair  
Orientation: Sea  
Date: 5/22/2013  
Repairs: 10000  
Keeper bolt in place on right side gangplank connection.



SI-7

8701 Ferry Concrete Floating Pontoon  
Photo Type: G - General  
Orientation: Sea  
Date: 5/22/2013  
Repairs:  
Floater cell entry.



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Mile Post

SI-11

8701 Ferry Concrete Floating Pontoon

Photo Type: R - Repair

Orientation: DN

Date: 5/22/2013

Repairs: 10003

Cell #4 has a broken hold down bolt stuck in the base tab.



SI-12

8701 Ferry Concrete Floating Pontoon

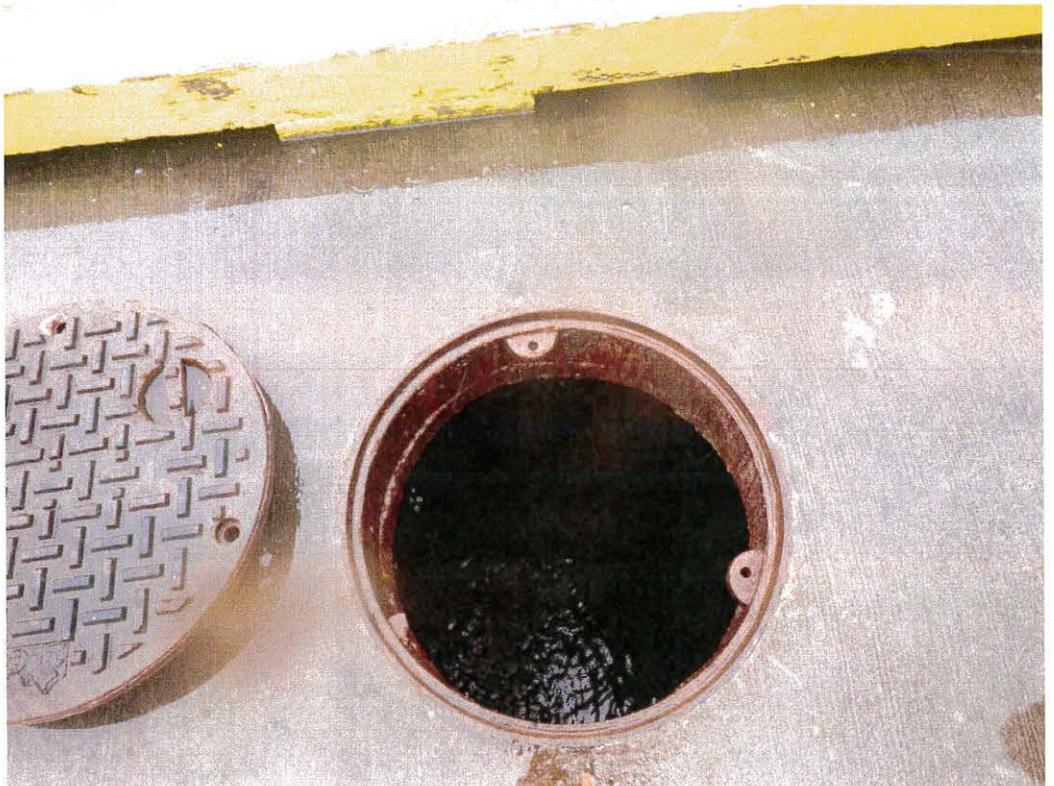
Photo Type: R - Repair

Orientation: Shore

Date: 5/22/2013

Repairs: 10003

Cell #5 has a broken hold down tab.



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Route Under

Mile Post

## SI-14

8701 Ferry Concrete Floating Pontoon

Photo Type: G - General

Orientation: Right

Date: 5/22/2013

### Repairs:

Cell #8 spud pile well connection plates are undersized, some bolts not fully on base plate. 2021-Caulking added to seal connection (not pictured)



## SI-37

8701 Ferry Concrete Floating Pontoon

Photo Type: G - General

Orientation: Left

Date: 4/26/2021

### Repairs:

Replaced bumpers are galvanized instead of painted.



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Route Under

Mile Post

SI-33

8701 Ferry Concrete Floating Pontoon

Photo Type: R - Repair

Orientation: DN

Date: 4/8/2019

Repairs: 10003

Hatch bolts missing on all hatches in 2019. Holes have been corked. Cell #7 hatch shown, lift handle broken on hatch.



UW-5

8701 Ferry Concrete Floating Pontoon

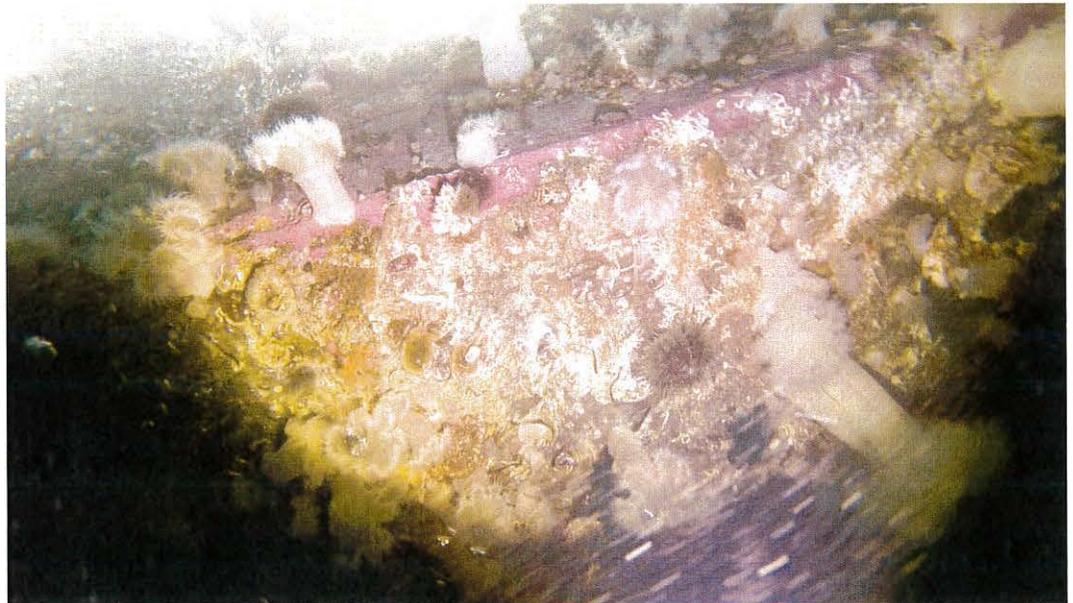
Photo Type: I - In Depth

Orientation: UP

Date: 4/24/2017

Repairs:

Heavy marine growth on concrete pontoon.



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**SI-19**

8703 Spud Piling & Wells

Photo Type: R - Repair

Orientation: Sea

Date: 5/22/2013

Repairs:

Spud Pile #3 well (SP3), typical well connection.



**SI-34**

8703 Spud Piling & Wells

Photo Type: C - Completed

Orientation: Left

Date: 4/26/2021

Repairs: 10007

Spud Pile #4 well (SP4) base plate has had rubber gasket and new bolts installed, and it now sits flush to the pontoon.



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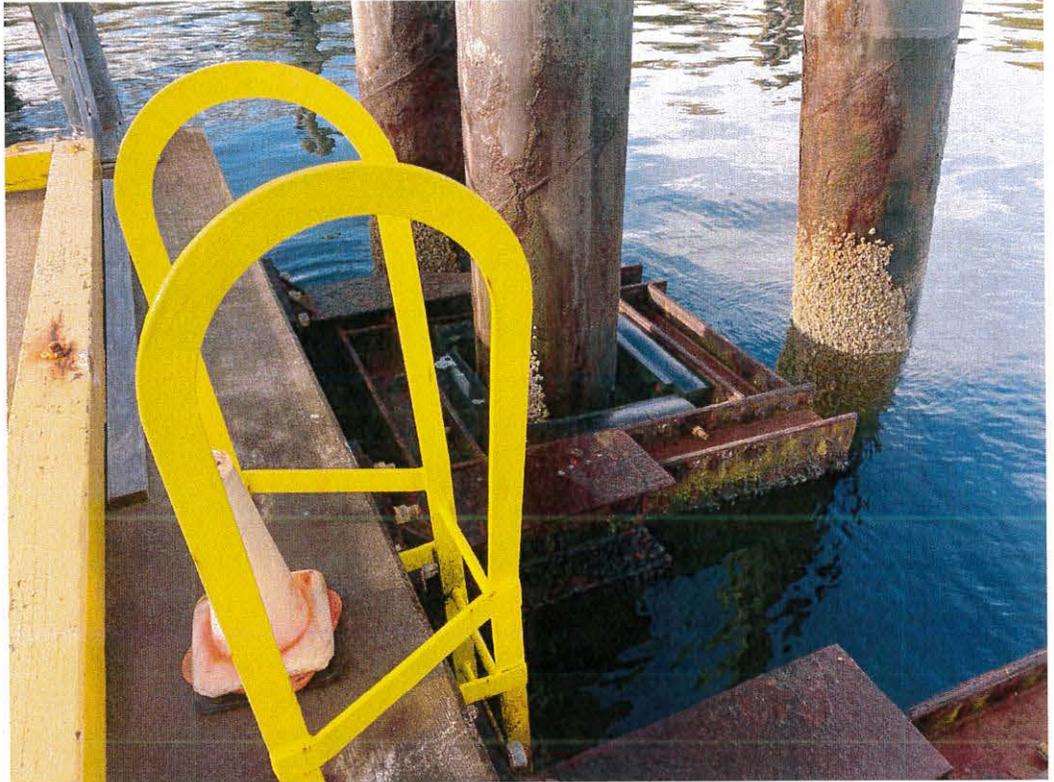
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**Route On**  
**Route Under**  
**Mile Post**  
**Mile Post**

**SI-35**

8703 Spud Piling & Wells  
Photo Type: C - Completed  
Orientation: Left  
Date: 4/26/2021  
Repairs: 10008  
Spud Pile #4 well (SP4) collar is slightly tipped. Ladder has been repainted.



**SI-31**

8703 Spud Piling & Wells  
Photo Type: R - Repair  
Orientation:  
Date: 4/8/2019  
Repairs: 10008  
Pre-repair photo. See Photo #35. Spud Pile #4 well (SP4) collar is tipped due to loose sliding bolts. Archive next inspection.



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**UW-3**

8703 Spud Piling & Wells

Photo Type: I - In Depth

Orientation:

Date: 5/22/2013

Repairs:

Typical coating failure/rust blooming on spud piles (SP1A shown).



**UW-4**

8703 Spud Piling & Wells

Photo Type: I - In Depth

Orientation:

Date: 5/22/2013

Repairs:

More advanced corrosion and section loss on steel spud pile. SP3B thickness reading 0.300"



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UW-7

8703 Spud Piling & Wells

Photo Type: I - In Depth

Orientation: Sea

Date: 4/26/2021

Repairs:

SP4 Pile B has 50% coating failure from MDL to MDL +3.



UW-8

8703 Spud Piling & Wells

Photo Type: I - In Depth

Orientation: DN

Date: 4/26/2021

Repairs:

SP4 Pile B has deep pitting at MDL +2.



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SI-20

8902 Inorganic Zinc Vinyl Paint

Photo Type: G - General

Orientation: Shore

Date: 5/22/2013

Repairs:

Steel Spud piles have lost protective coat in the intertidal zone.



UW-6

8902 Inorganic Zinc Vinyl Paint

Photo Type: G - General

Orientation:

Date: 4/24/2017

Repairs:

Typical coating failure and corrosion occurring on spud piling underwater (approx. 50% failure shown).



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**Br. No.** DOC-2

**SID** 00200437

**Br. Name** STEILACOOM MOORING FLOAT

**Carrying**

**Route On**

**Mile Post**

**Intersecting** PUGET SOUND

**Route Under**

**Mile Post**

Entry Name	Folder Name	Type	Repairs	Page
UW-0	0 Orientation	E		1
SI-36	0 Orientation	D		1
SI-3	8390 Fixed Bearing	R	10000	2
SI-4	8390 Fixed Bearing	R	10000	2
SI-5	8390 Fixed Bearing	R	10000	3
SI-7	8701 Ferry Concrete Floating Pontoon	G		3
SI-11	8701 Ferry Concrete Floating Pontoon	R	10003	4
SI-12	8701 Ferry Concrete Floating Pontoon	R	10003	4
SI-14	8701 Ferry Concrete Floating Pontoon	G		5
SI-37	8701 Ferry Concrete Floating Pontoon	G		5
SI-33	8701 Ferry Concrete Floating Pontoon	R	10003	6
UW-5	8701 Ferry Concrete Floating Pontoon	I		6
SI-19	8703 Spud Piling & Wells	R		7
SI-34	8703 Spud Piling & Wells	C	10007	7
SI-35	8703 Spud Piling & Wells	C	10008	8
SI-31	8703 Spud Piling & Wells	R	10008	8
UW-3	8703 Spud Piling & Wells	I		9
UW-4	8703 Spud Piling & Wells	I		9
UW-7	8703 Spud Piling & Wells	I		10
UW-8	8703 Spud Piling & Wells	I		10
SI-20	8902 Inorganic Zinc Vinyl Paint	G		11
UW-6	8902 Inorganic Zinc Vinyl Paint	G		11



Underwater		4/26/2021	Lead: JRWH	Co: LAW				
Routine		4/26/2021	Lead: LAW	Co: ABK				
Pile Location				Condition/Damage			Inspection Type	
Bent	Pile	Pile Type	MDL El.	Defect Location	Details/Remarks	Routine/UW	Date	
<b>PILE INSPECTION DATA - Float Spud Pile Groups</b>								
SP1	A	Steel	-19.5		25% coating failure/loss. Thickness readings 0.455"/0.300" See Photo #UW-3 (typical coating failure/loss).	UW	4/26/2021	
	B	Steel	-17		50% coating failure/loss. Thickness readings 0.445"/0.315"	UW	4/26/2021	
	C	Steel	-18	MDL+3	50% coating failure/loss. Thickness readings 0.465"/0.340" (2021)	UW	4/26/2021	
SP2	A	Steel	-16		25% coating failure/loss. Thickness reading 0.250" in small corroded area. Good area reading 0.485"	UW	4/26/2021	
	B	Steel	-15.5		25% coating failure/loss. Up to 50% area adhesion failure. Thickness readings 0.470"/0.415"	UW	4/26/2021	
				MDL+16	Up to 0.125" pitting in the dent in the pile.			
	C	Steel	-15.5	MDL+1	25% coating failure/loss. Up to 50% area adhesion failure. Thickness reading 0.450"/0.255" (2021).	UW	4/26/2021	
					25% coating failure/loss. 50% area adhesion failure.			
SP3	A	Steel	-18.5	MDL+1	Thickness reading 0.470"/0.350" (2021).	UW	4/26/2021	
	B	Steel	-16.5		50% coating failure. Thickness reading 0.300" in pitted area. Photo #UW-4.	UW	4/26/2021	
	C	Steel	-15		10% coating failure. Up to 50% adhesion failure. Thickness readings 0.470" (good)/0.370" (in pitted area).	UW	4/26/2021	
	A	Steel	-14.5		25% coating failure/loss. Up to 75% area adhesion failure.	UW	4/26/2021	
SP4				MDL +1	Thickness readings 0.410"/0.300" (2021)			
	B	Steel	-15		25% coating failure/loss.			
				MDL to +3	50% coating failure.			
				MDL +2	Thickness readings 0.480"/0.290" (2021).	UW	4/26/2021	
	C	Steel	-14		25% coating failure/loss. 0.390"/0.250" (in small pitted area).	UW	4/26/2021	
Counts	Steel =	12						

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

CD Date: 7/8/2021 Printed on: 7/9/2021  
 CD Guid: 0bc5266b-4d84-438a-bda9-6b69f979af05

IDENTIFICATION		WSBIS DATA	
(1) STATE NAME - WASHINGTON	530	BRIDGE NUMBER	DOC-2
(8) STRUCTURE NUMBER	# 002004370000000	BRIDGE NAME	STEILACOOM MOORING FLOAT
(5) INVENTORY ROUTE (ON/UNDER) - Under	0 8 0 10210	CUSTODIAN	Other State Agencies
STATE ROUTE MILEPOST	5.96	CROSSING DESC	
(2) HIGHWAY AGENCY DISTRICT -		MAIN LISTING FLAG	M
(3) COUNTY CODE 53 - Pierce County	(4) PLACE CODE 00000	SUFFICIENCY RATING	
(6) FEATURES INTERSECTED	PUGET SOUND	CLASSIFICATION	
(7) FACILITY CARRIED		(112) NBIS BRIDGE LENGTH	
(9) LOCATION		(104) HIGHWAY SYSTEM - Not on the NHS	0
(12) BASE HIGHWAY NETWORK - Not part of network	0	(26) FUNCTIONAL CLASS -	
(13) LRS INV ROUTE AND SUB ROUTE		(100) DEFENSE HIGHWAY - Not a STRAHNET route	0
(11) LRS MILEPOST		(101) PARALLEL STRUCTURE -	
(16) LATITUDE	47 Deg 10 Min 21.98 Sec	(102) DIRECTION OF TRAFFIC -	
(17) LONGITUDE	122 Deg 36 Min 13.89 Sec	(103) TEMPORARY STRUCTURE - Not Applicable	
(98A) BORDER BR. - (98B)	(99) BORDER BR. SID	(105) FEDERAL LANDS HIGHWAY -	
STRUCTURE TYPE AND MATERIAL		(110) DESIGNATED NATIONAL NETWORK - Not part of network	0
(43) STRUCTURE TYPE MAIN: MATERIAL -		(20) TOLL -	
DESIGN -		(21) MAINTENANCE -	
(44) STRUCTURE TYPE APPR: MATERIAL -		(22) OWNER -	
DESIGN -		(37) HISTORICAL SIGNIFICANCE -	
(45) NO. OF SPANS IN MAIN UNIT		CONDITION	
(46) NO. OF APPROACH SPANS		(58) DECK	
(107) DECK STRUCTURE TYPE -		(59) SUPERSTRUCTURE	
(108) WEARING SURFACE / PROTECTIVE SYSTEM:		(60) SUBSTRUCTURE	
(A) TYPE OF WEARING SURFACE -		(61) CHANNEL AND CHANNEL PROTECTION	
(B) TYPE OF MEMBRANE -		(62) CULVERTS	
(C) TYPE OF DECK PROTECTION -		LOAD RATING AND POSTING	
AGE AND SERVICE		(31) DESIGN LOAD -	
(27) YEAR BUILT	1996	(63) OPER RATING METHOD -	
(106) YEAR RECONSTRUCTED		(64) OPERATING RATING	
(42) TYPE OF SERVICE ON - Other	0	(65) INV RATING METHOD -	
UNDER - Other	0	(66) INVENTORY RATING	
(28) LANES: ON STRUCTURE 0	UNDER STRUCTURE 0	(70) BRIDGE POSTING -	
(29) AVERAGE DAILY TRAFFIC	0	(41) STRUCT OPEN, POSTED, CLOSED -	
(30) YEAR OF ADT	(109) TRUCK ADT 0%	APPRAISAL	
(19) BYPASS, DETOUR LENGTH	000	(67) STRUCTURAL EVALUATION	
GEOMETRIC DATA		(68) DECK GEOMETRY	
(48) LENGTH OF MAXIMUM SPAN		(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	
(49) STRUCTURE LENGTH		(71) WATERWAY ADEQUACY	
(50) CURB OR SIDEWALK: LEFT	RIGHT	(72) APPROACH ROADWAY ALIGNMENT	
(51) BRIDGE ROADWAY WIDTH CURB TO CURB		(36) TRAFFIC SAFETY FEATURES	
(52) DECK WIDTH OUT TO OUT		(113) SCOUR CRITICAL BRIDGE	
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS)		PROPOSED IMPROVEMENTS	
(33) BRIDGE MEDIAN -		(75) TYPE OF WORK -	
(34) SKEW Deg	(35) STRUCTURE FLARED	(76) LENGTH OF STRUCTURE IMPROVEMENT	
(10) INVENTORY ROUTE MIN VERT CLEAR	99 ft 99 in	(94) BRIDGE IMPROVEMENT COST	
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR		(95) ROADWAY IMPROVEMENT COST	
(53) MIN VERT CLEAR OVER BRIDGE RDW		(96) TOTAL PROJECT COST	
(54) MIN VERT UNDERCLEAR		(97) YEAR OF IMPROVEMENT COST ESTIMATE	
(55) MIN LAT UNDERCLEAR RT		(114) FUTURE ADT	
(56) MIN LAT UNDERCLEAR LT		(115) YEAR OF FUTURE ADT	
NAVIGATION DATA		INSPECTIONS	
(38) NAVIGATION CONTROL -		(90) INSPECTION DATE	(91) FREQUENCY MO
(111) PIER PROTECTION - Not Applicable		(92) CRITICAL FEATURE INSPECTION:	(93) CFI DATE
(39) NAVIGATION VERTICAL CLEARANCE		(A) FRACTURE CRIT DETAIL - NO -	Month (A) ___/___
(116) VERT-LIFT BRIDGE NAV MIN VERT CLR		(B) UNDERWATER INSP - NO -	Month (B) ___/___
(40) NAVIGATION HORIZONTAL CLR		(C) OTHER SPECIAL INSP - NO -	Month (C) ___/___