

ALBERNI-CLAYOQUOT REGIONAL DISTRICT Parks Linear Asset Assessment & Mapping Dickson Park



July 29, 2025

Prepared for:

Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni, BC
V9Y 2E3

Prepared by:

Herold Engineering Limited
Unit 7, 1920 Lyche Road
Ucluelet, BC
V0R 3A0

Attention: Amy Mayo, Asset Management &
Grants Coordinator



PARKS LINEAR ASSET ASSESSMENT & MAPPING

DICKSON PARK, SPROAT LAKE, BC

Prepared for:

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Submittal Date: July 29, 2025

Herold Project No.: 6516-001

Prepared by:

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PERMIT TO PRACTICE: 1000201

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EXECUTIVE SUMMARY

The scope of the assignment includes assessment of one bridge and marine infrastructure located within the Dickson Park boundary. The report includes detailed descriptions of the arrangement, findings of the assessment, recommended repairs/upgrades, risk analysis and Class D cost estimates for the recommended repairs and full replacement of the structure(s) in kind.

The assessment was conducted on June 6, 2025. The purpose of the assessment was to document the overall physical condition of the structures via visual and tactile on-site assessment. It is to be noted that no underwater assessment was conducted for the marine structure, and all observations pertain to unsubmerged elements of the arrangement.

The bridge is a typical trail bridge, which does not conform to code-based specifications, and is generally constructed by trail users and/or municipalities without professional oversight. Bridge arrangements would be considered typical for the application; however, they do not conform to standard design codes as follows:

- § Not founded on appropriate engineered fill,
- § No appropriate foundation system,
- § Insufficient clearance to stream channel,

Municipalities generally manage risks associated with this type of infrastructure by providing a trail rating system which informs users of the level of difficult/accessibility of the trail and associated bridges. Additionally, risk can be mitigated with "use at your own risk" signage and consistent maintenance/assessment and replacement efforts.

Generally, the bridge is a mixed construction comprised of timber superstructure (guarding and decking) with a steel substructure (stringers and abutments).

The bridge is in serviceable condition with the following damage/deterioration:

- § Timber joists below the decking appear to be decayed,
- § Timber nailing strip along steel stringer is decayed,
- § Steel elements have significant surface corrosion with noted deterioration of the cross section.

The following actions are recommended within the next year:

- § Remove decking to determine the condition of joists below. Replace as required,
- § Replace nailing strip along steel stringers,
- § Coat steel elements with marine grade paint.

The marine infrastructure is composed of a steel gangway, timber float, and associated mooring piles. The gangway is secured to the float and rests on a roller at the shoreline. There is a safety ladder on the float.

The marine infrastructure is in overall serviceable condition. The following damage/deterioration was noted:

- § The gangway handrails are painted timber with several coating failures,
- § The steel pipe mooring piles are coated with several coating failures and visible corrosion,
- § The float has no guarding around the perimeter.

The following actions are recommended within the next year:

- § Re-coat gangway handrail system,

- § Touch-up coating on mooring piles,
- § Install bull rails on float.

The repairs noted in this report are to Class D standard, in 2025 Canadian dollars. For the immediate repairs, rounded to the nearest thousand dollars, the estimated total cost is \$21,000.00. Replacement of the infrastructure in kind, rounded to the nearest thousand dollars, is estimated as \$257,000.00. Refer to Section 5 for detailed cost estimates.

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1.0 INTRODUCTION

Location: Dickson Park, Sproat Lake, BC

Assessment by: Shannon Summersides, P. Eng. (Herold Engineering Ltd.)
Blair Forsyth (Herold Engineering Ltd.)

Date: November 5, 2024, and June 6, 2025

1.1 Purpose of Assignment

The assessment was conducted to identify members either requiring repairs or showing signs of deterioration. The assessment results, detailed in the following report, will provide information regarding maintenance, repair, replacement and health and safety on a ten-year forecasted period, allowing for a prioritized repair and maintenance program to be implemented. Other items noticed during the assessment will be reported only in terms of general overall condition.

All repair/replacement recommendations are accompanied by a Class D cost estimate, as well as a Class D level estimate of costs associated with complete replacement. These estimates are intended to inform maintenance and upgrade budgeting for the ACRD.

Where applicable, recommendations will be made for additional structural assessment in the form of seismic review and/or structural load rating. These recommendations are intended to inform budgeting strategies for future work as required.

1.2 Scope of Work

Herold Engineering travelled to Dickson Park and walked the trail to find one trail bridge structure on November 5, 2024. Herold Engineering returned to the site on June 6, 2025 to review the marine infrastructure which was submerged during the winter season and inaccessible for review at the first site visit.

The structures were assessed from ground level and from the structure decks. The assessment included visual and tactile assessment of the accessible components.

Herold Engineering generated and populated a structural checklist for each bridge which includes:

- General dimensions (length and width),
- Structural component sizes and lengths,
- Assessment of the existing condition of the elements based on an owner approved rating scale.

Herold Engineering generated the following report which includes:

- Remediation recommendations,
- Risk analysis,
- Residual life estimates,
- Class D cost estimate of the repair recommendations,
- Class D cost estimate for full replacement of the structure,
- General comments on suitability for seismic loads and load rating.

1.3 Reference Material

- Procedures for Inspection and Assessment of Fixed Timber Docks – 1994 September – 4th Edition by R.G. Sexsmith Ltd.
- Canadian Highway Bridge Design Code CAN/CSA S6-19.
- ACRD Risk Management Policy
- ACRD Risk Framework Matrix

1.4 Methodology

The infrastructure was reviewed by Herold Engineering Limited (Herold Engineering) from the ground, as well as from the deck of the structures. The assessment included detailed visual and tactile above water assessment of one trail bridge structure and the marine infrastructure, both located within Dickson Park. The structural elements that were assessed are as follows:

Trail Bridge:

- Timber guarding and decking
- Timber joists
- Steel grating cross beams
- Steel channel stringers
- Steel tube abutments

Marine Infrastructure

- Steel Gangway
- Timber Float
- Mooring Piles

The condition assessment and residual life estimates were based on previous experience, as well as the reference material noted in Section 1.3. Although these assessments can verify much of the visible and tactile damage, they are somewhat limited in assessing the severity and extent of internal damage to timber elements, especially damage due to decay and/or borer insect damage.

All recommendations related to health and safety are provided based upon our experience with structures similar in form and function.

Comments on seismic aspects of the structure are in general terms only. Should Herold Engineering locate structure(s) with higher seismic risk a detailed desktop analysis of the structure seismic response will be recommended.

Load rating analysis is considered outside the scope of the assessments; however, structures considered light duty for the intended use will be recommended for future load rating desktop study.

Class D cost estimates are based on current industry construction rates for mobilization, demobilization, and material costs for supply and installation, as well as historical data from similar projects. All costs are high level and considered appropriate for budget projections only. Construction costs can be challenging to estimate in the current economic climate, and it is to be noted that prices may change often and can differ significantly based on many fluctuating variables (material costs, mobilization costs, etc.). Should the ACRD postpone work

for more than six months, it is recommended an updated estimate be generated to reflect current construction costs.

A risk analysis was conducted for the infrastructure, using a modified version of the Alberni-Clayoquot Regional District (ACRD) risk framework (provided to Herold Engineering). The risk framework has been generated to evaluate the level of risk of noted deterioration/damage allowing for prioritization of future repairs and their implications on structure use and life safety. All documents were provided by The ACRD and are referenced in Section 1.3 above.

Appendices can be found following the body of this report:

- APPENDIX A - Site Photographs
- APPENDIX B - Damage Table
- APPENDIX C - Condition Assessment Checklists
- APPENDIX D - Aerial Map

1.5 Reference System

Dickson Park trail is accessed from Fayette Road, located in the Sproat Lake Community. The park is accessed by Faber Road immediately northwest of Port Alberni on Highway 4. The park is a green space and trail system used for recreation and temporary boat access. The bridge is located on the trail leading down to the marine infrastructure. The marine infrastructure provides access to Sproat Lake.

Refer to the following trail map identifying the structure locations.



Figure 1: Dickson Park Map

1.6 Rating Scale and Risk Rating

The following is an explanation of the assessment rating scale used in Sections 2 through 5 as it relates to the estimated time before the next required repair to a specific item.

Very Good (VG)	-	Element is in serviceable condition with no notable deterioration. No repairs are required.
Good (G)	-	Element has minor amounts of superficial deterioration with no noted overstressing or structural damage.
Fair (F)	-	Element has moderate amounts of damage which may increase rates of deterioration long term. No noted overstressing is observed. Repairs to prolong service life may be applicable.
Poor (P)	-	Element has significant amounts of damage or deterioration. No overstressing is observed. The element is nearing the end of its service life.
Very Poor (VP)	-	Element is no longer in serviceable condition with significant amounts of damage or loss of structural capacity. Immediate repair or replacement is likely required.

For timber elements exposed to moisture such as the deck boards on the bridge, the assessment rating scale corresponds to an estimated remaining service life as follows:

Very Good (VG)	-	10 years
Good (G)	-	6 to 10 years
Fair (F)	-	3 to 6 years.
Poor (P)	-	1 to 3 years
Very Poor (VP)	-	0 years

The assessment rating scale correlates to the risk rating based on the structural consequences associated with element deterioration and/or failure. The consequence rating scale is as follows:

Negligible (N)	-	Element failure has no effect on structural capacity, nor usage/performance (e.g.: coating failures)
Minor (M)	-	Element failure results in no effect on structural capacity and has a minor effect on usage/performance (e.g.: damage to guarding, signage etc.)
Moderate (Mod)	-	Element failure leads to local failure only. This can impact usage (e.g.: settlement of abutments, listing of the structure, loose decking)
Significant (S)	-	Element failure probably does not lead to total collapse due to continuity and/or multiple load paths. Other main structural members in the system may become overloaded due to the failure. This includes main load carrying members (e.g.: girder in a multi-girder system)
Collapse (C)	-	Element failure leads to total collapse of the structure. This includes failure of main members with no benefit from continuity or multiple-load paths (e.g.: simply supported girder in a two-girder system)

The assessment and consequence rating scales are combined to create a risk rating matrix as follows:

		Assessment Rating				
		VG	G	F	P	VP
Consequence Rating	N	1	2	3	4	5
	M	2	4	6	8	10
	Mod	3	6	9	12	15
	S	4	8	12	16	20
	C	5	10	15	20	25

Refer to Appendix B for damage table risk rating for individual items.

2.0 BRIDGE

2.1 Description and Geometry

The bridge is a mixed material construction. The superstructure is comprised of treated timber guarding, deck boards (with roofing shingle topping), and joists. The superstructure is supported by a steel substructure comprised of steel grating cross beams secured to steel channel girders which rest on steel pipe abutments. There is a timber access ramp on either side of the structure which allows the abutments to be resting on grade. The ramp lands on a concrete slab

The component sizes are as follows:

Guarding	-	89mm x 89mm (ramp and bridge)
Decking	-	38mm x 140mm (ramp and bridge) with roofing shingles
Joists	-	38mm x 140mm (bridge)
	-	102mm x 102mm (ramp)
Cross Beams	-	angled steel grating (bridge)
Girders	-	203mm deep x 63.5mm thick steel channels (bridge)
Abutment	-	steel pipe 305mm diameter x 9.5mm thick x 2.15m long
Ramp Slab	-	± 89mm thick

2.2 Assessment Results

The structure is in overall serviceable condition. The bridge spans a small stream channel; however, in the winter months the bridge can become submerged due to rising water levels from the lake nearby. This periodic ingress of water has caused an increased rate of deterioration of the structural elements.

The following items were noted on-site:

- Cut ends of guard timbers are soft and easily probed with a knife,
- Timber joists on bridge appear soft, but were not accessible for detailed assessment,
- Deck board nailing strip on top of channels is decayed and easily probed with a knife,
- Steel channels, grating and abutment pipe have moderate amounts of surface, corrosion with visible delamination/flaking and pitting of the steel material,
- Ramp slabs are undermined and cracking where ramp contacts concrete.

2.3 Recommendations

Based on the overall condition of the bridge, preventative remediation of the structural elements is recommended to extend the service life of the structure.

The following repairs/upgrades are recommended to be completed prior to fall of 2025 when lake levels are anticipated to rise again:

- Replace affected timber guards in kind,
- Remove decking to expose joists and assess degree of deterioration,
- Replace nailing strips on steel channels,
- Coat steel channels and abutment steel tubes with marine grade paint
- Re-instate bearing under approach slabs and parge and patch cracks with marine grade non-shrink grout.

3.0 MARINE INFRASTRUCTURE

3.1 Description and Geometry

The marine infrastructure is generally comprised of a steel gangway which is supported by a steel roller which lands on an asphalt platform at the shoreward end. The seaward end of the gangway is secured to a timber float. The float is moored by two coated steel pipe piles. The float substructure was not documented due to accessibility. The floatation is comprised of 2-3 floating logs of significant diameter. There is a safety ladder on the southwest corner.

The infrastructure component sizes are as follows:

Gangway	-	1.905m x 12.8m
Float	-	4.3m x 4.8m

The elements sizes are as follows:

Gangway:

Handrails:

Top Cap	-	38mm x 140mm timber
Top Rail	-	38mm x 140mm timber
Mid Rail	-	52mm x 152mm timber
Posts	-	(6) L76x76 steel angle
Bull Rail	-	12.7mm x 152mm aluminum plate
Stringers	-	229mm deep steel channel

Float:

Deck Boards	-	52mm x 152mm timber
Floatation	-	610mm diameter (±) log floatation
Mooring Piles	-	305mm diameter coated steel pipe

3.2 Assessment Results

The infrastructure is in overall fair condition. The structures appear to be intact since being submerged in the fall of 2024.

The gangway is in overall fair condition. The following items were noted on-site:

- The gangway spans a significant distance from the floating structure and is somewhat light duty for the application. The gangway deflects significantly when minimally loaded.
- The handrail system on the gangway is not in conformance with guarding requirements, which is typical for marine facilities. The size of the openings between posts/pickets exceeds 102mm and the handrail system is climbable.
- The handrail system is a painted timber construction. The coating has failed in several areas.
- The roller at the shoreward end is corroded. Connections were not accessible at the time of the assessment.

The float is in overall good condition. The following items were noted on-site:

- The deck boards are weathered and do not appear to be treated,
- The coating on the steel pipe piles is beginning to fail in various locations,
- There is no guarding on the structures.
- The log floatation appears to be beginning to take on water. The float is listing seaward moderately,
- Float freeboard measurements (from water's surface to top of deck) are as follows:

Table 3.1 Float Freeboard Measurements

Location	Freeboard (mm)
Northwest Corner	250
Northeast Corner	356
Southwest Corner	230
Southeast Corner	305

3.3 Recommendations

Based on the overall condition the infrastructure is in serviceable condition with minor repairs expected of structures of this form and function.

Recommended repairs to be completed immediately are as follows:

- Re-coat handrail system,
- Re-coat steel pipe pilings,
- Consider installation of standard guarding in the form of bull rails.

4.0 RESIDUAL LIFE ESTIMATES

The residual life estimates are based on the rating scale defined in Section 1.6 above. These estimates represent the worst-case members inspected in any member group. For this reason, the overall condition of the member group is not necessarily reflected by the following residual life estimates.

See *Appendix B* to determine which members the residual life estimate applies to.

Bridge:

Guarding	1-3 years based on overall condition and exposure)
Deck Boards	1-3 years (based on overall condition and exposure)
Stringers	1-3 years (based on overall condition and exposure)

Marine Infrastructure:

Handrails	3-6 years based on overall condition and exposure)
Deck Boards	1-3 years (based on overall condition and exposure)
Floatation	3-6 years (based on overall condition and exposure)

5.0 COST ESTIMATES

The repairs noted in this report are estimated to Class D standard, in 2025 Canadian dollars. They are based on historical data, current industry rates, as well as our experience with projects of this nature.

The following cost estimate assumes that a construction crew has mobilized one time to repair/replace all the infrastructure. It is to be noted that construction costs fluctuate significantly in the current economic climate. It is recommended that if repairs are delayed more than six months, a revised estimate be generated. Additionally, should detailed design of replacement structures occur, costing should be redone to ensure accuracy for budgeting and maintenance projections.

Table 5.1 Cost Estimate for Recommended Repairs

ITEM	LOCATION	RECOMMENDATION	COST (\$)
Mobilization/Demobilization			\$5,000.00
Bridge 1			
Joists	General	Remove decking to determine the condition of the elements.	\$1,000.00
Steel Channel Stringer	Nailing Strip	Replace nailing strip	\$500.00
Steel elements	General	Coat steel elements with marine grade paint.	\$1,500.00
Marine Infrastructure			
Gangway	Handrails	Re-coat handrails	\$1,500.00
Float	Mooring Piles	Re-coat piles	\$2,500.00
Float	Bull Rails	Install bull rail system	\$5,486.40

Subtotal (\$)	\$17,486.40
Contingency (20%)	\$3,497.28
TOTAL (\$)	\$20,983.68

Table 5.2 Cost Estimate for Full Replacement

(NOTE: l.s. = lump sum, l.m. = lineal meter, m² = square meter)

ITEM	SIZE	UNITS	QUANTITY	UNIT RATE	COST (\$)
Mobilization/Demobilization					\$150,000.00
Bridge 1					
Deck Boards	52mm x 203mm	l.m.	45	\$100	\$4,500
Vehicle Guard	52mm x 152mm	l.m.	15	\$150	\$2,250
Stringers	203mm x 305mm	l.m.	15	\$200	\$3,000
Abutment	Varies	each	2	\$1,000	\$2,000
Marine Infrastructure					
Gangway	12.8m long	lump sum	1	\$30,000	\$30,000
Float	in kind	m ²	20.8	\$300	\$6,240
Mooring Piles	in kind	each	2	\$8,000	\$16,000

Subtotal (\$) \$213,990.00
 Contingency (20%) \$42,798.00
TOTAL (\$) \$256,788.00

Appendix A

Site Photographs



Photograph 1: Dickson Park Bridge, note: general arrangement looking west



Photograph 2: Bridge and ramp, note: steel channel girders(bridge) and timber joists (ramp)



Photograph 3: Bridge substructure, note: joists supported on steel grating



Photograph 4: Bridge substructure, note: deterioration of timber joists and surface corrosion on grating and channel



Photograph 5: Timber guarding, note: decayed cut ends



Photograph 6: Nailing strip on steel channel, note: decayed through section



Photograph 7: Bridge stringer, note: surface corrosion



Photograph 8: Bridge abutment, note: corrosion and delamination of steel



Photograph 9: approach Slab, note: cracking



Photograph 10: Approach Slab, note: undermining



Photograph 11: Dickson Marine Infrastructure, note: general arrangement looking northwest



Photograph 12: Gangway handrail, note: coating failures



Photograph 13: Float Decking, note: weathered



Photograph 14: Float Mooring Piles, note: coating failures and surface corrosion



Photograph 15: Float Mooring Pile, note: scaling and pitting of bare steel



Photograph 16: Float Safety Ladder, note: general arrangement

Appendix B Damage Table

Table B1 Damage Table

**Note: all locations measured from zero datum at entry to the bridge*

ITEM	LOCATION	DAMAGE	CONDITION	COMMENTS	RECOMMENDATION	RISK	REMEDIAL YEAR
Bridge							
Vehicle Guard	At 0m	Biological	Fair to Poor	The guard is decayed through the cut end section.	Ongoing monitoring. Consider for replacement within 1-3 years.	8	-
Joists	General	Biological	Fair	The timber joists are deteriorating with areas of softness	Remove decking to determine the condition of the elements.	12	2025/2026
Steel Channel Stringer	Nailing Strip	Biological	Poor	Nailing strip is decayed.	Replace nailing strip	12	2025/2026
Steel elements	General	Corrosive	Fair	Moderate surface corrosion with visible delamination/flaking and pitting of steel elements.	Coat steel elements with marine grade paint.	15	2025/2026
Approach Slab	West Side	Mechanical	Fair	The approach slab has cracked where the slab has become undermined. This is likely due to the end of the bridge being submerged through half the year.	Ongoing monitoring of undermining. Consider installing an appropriate subgrade to prevent sediment transport.	9	-
Marine Infrastructure							
Gangway	General	-	Fair	Structure is light duty for the span and user loads. The structure deflects significantly midspan when loaded.	Ongoing monitoring. Consideration should be given to a more robust gangway	9	-
Gangway	Handrails	Mechanical	Fair	Handrail coating has failed in localized areas.	Re-coat handrail system.	3	2025/2026
Gangway	Handrails	-	-	Handrail arrangement does not conform to code requirements. The openings exceed 102mm and the handrails are climbable.	Typical for this type of structure.	10	
Float	General	-	-	Float has no guarding.	Install typical guarding such as bull rails.	10	

Appendix C

Bridge Checklist

HEROLD ENGINEERING

BRIDGE ASSESSMENT REPORT

BRIDGE NAME BRIDGE **LOCATION** DICKSON PARK

LENGTH 7.874m **ROADWAY WIDTH** 915mm **CLEARANCE** ±300–500mm
No. SPANS 1 **SPAN TYPE** SIMPLE SPAN **MAX. SPAN** 5.131m
POSTED LOAD NONE **YEAR BUILT** 2000 **UTILITIES** NONE

ITEM	CONSTRUCTION	24																		
ABUTMENTS	305mmx9.5mm STEEL PIPE																			
GUARD TIMBER	89mmx89mm TIMBER																			
DECK BOARDS	38mmx140mm TIMBER																			
JOISTS (RAMP)	89mmX89mm TIMBER																			
JOISTS (BRIDGE)	38mmx89mm TIMBER																			
CROSS BEAMS	STEEL GRATING																			
GIRDERS	203mm DEEP STEEL CHANNEL																			
WEARING SURF.	ROOFING SHINGLES																			
STREAM CHANN.	CLEAR																			

RATING SCALE

- VERY GOOD (VG) – ELEMENT IS IN SERVICEABLE CONDITION WITH NO NOTABLE DETERIORATION. NO REPAIRS ARE REQUIRED.
- GOOD (G) – ELEMENT HAS MINOR AMOUNTS OF SUPERFICIAL DETERIORATION WITH NO NOTED OVERSTRESSING OR STRUCTURAL DAMAGE.
- FAIR (F) – ELEMENT HAS MODERATE AMOUNTS OF DAMAGE WHICH MAY INCREASE RATES OF DETERIORATION LONG TERM. NO NOTED OVERSTRESSING IS OBSERVED. REPAIRS TO PROLONG SERVICE LIFE MAY BE APPLICABLE.
- POOR (P) – ELEMENT HAS SIGNIFICANT AMOUNTS OF DAMAGE OR DETERIORATION. HOWEVER NO OVERSTRESSING IS OBSERVED. THE ELEMENT IS NEARING THE END OF SERVICE LIFE.
- VERY POOR (VP) – ELEMENT IS NO LONGER IN SERVICEABLE CONDITION WITH SIGNIFICANT DAMAGE OR LOSS OF STRUCTURAL CAPACITY. IMMEDIATE REPAIR OR REPLACEMENT IS LIKELY.

REMARKS

2025 –DEBRIS AROUND SUPERSTRUCTURE AND SUBSTRUCTURE
 SURFACE CORROSION TO STEEL ELEMENTS
 DECAYED NAILING PLATE REQUIRES REPLACEMENT



HEROLD ENGINEERING BRIDGE ASSESSMENT REPORT

BRIDGE NAME MARINE FACILITY **LOCATION** DICKSON PARK

LENGTH N/A **ROADWAY WIDTH** N/A **CLEARANCE** 200-300mm
No. SPANS N/A **SPAN TYPE** N/A **MAX. SPAN** N/A
POSTED LOAD NONE **YEAR BUILT** 2000/2014 **UTILITIES** NONE

ITEM	CONSTRUCTION	25																	
GANGWAY	1.905m x 12.8m STEEL	F																	
HANDRAILS	38mm x 140mm COATED TIMBER	F																	
BULL RAIL	12.7mm x 152mm ALUMINUM PL	G																	
STRINGERS	229mm DEEP STEEL CHANNEL	F																	
FLOAT DECKING	52mm X 152mm TIMBER	F																	
MOORING PILES	305mm DIAMETER STEEL PIPE	F																	
FLOATATION	610mm DIAMETER NATURAL LOG	F																	

RATING SCALE

- VERY GOOD (VG) – ELEMENT IS IN SERVICEABLE CONDITION WITH NO NOTABLE DETERIORATION. NO REPAIRS ARE REQUIRED.
- GOOD (G) – ELEMENT HAS MINOR AMOUNTS OF SUPERFICIAL DETERIORATION WITH NO NOTED OVERSTRESSING OR STRUCTURAL DAMAGE.
- FAIR (F) – ELEMENT HAS MODERATE AMOUNTS OF DAMAGE WHICH MAY INCREASE RATES OF DETERIORATION LONG TERM. NO NOTED OVERSTRESSING IS OBSERVED. REPAIRS TO PROLONG SERVICE LIFE MAY BE APPLICABLE.
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- VERY POOR (VP) – ELEMENT IS NO LONGER IN SERVICEABLE CONDITION WITH SIGNIFICANT DAMAGE OR LOSS OF STRUCTURAL CAPACITY. IMMEDIATE REPAIR OR REPLACEMENT IS LIKELY.

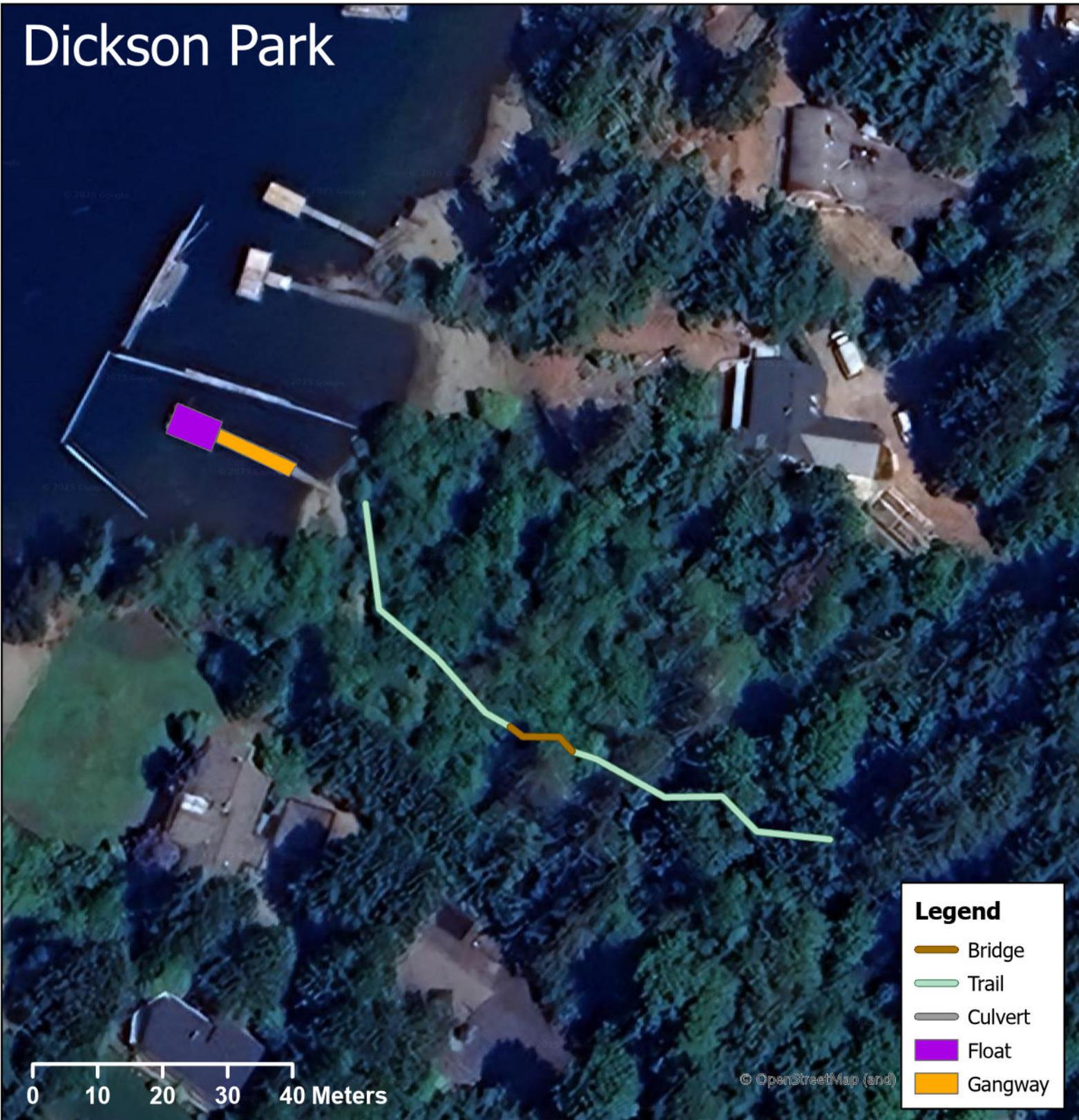
REMARKS

2025 – GANGWAY SPAN IS SIGNIFICANT – DEFLECTION WHEN LOADED
 GANGWAY ROLLER CORRODED
 HANDRAIL COATING FAILING
 STEEL PIPE PILE COATING FAILING WITH VISIBLE CORROSION
 DECKING IS WEATHERED
 SAFETY LADDER IS IN PLACE



Appendix D Aerial Map

Dickson Park



LIST OF BRIDGES WITHIN DICKSON PARK

'Condition' & 'Risk' columns evaluate all of the bridge components and displays the worst condition value and highest risk value.

UniqueID	Name	Description	Surface	Length (m)	Width (m)	Condition	Risk
07540036	Bridge 1	Mixed material construction, roofing shingles on top	Timber	10.6	1.2	Poor	15

LIST OF WHARF COMPONENTS WITHIN DICKSON PARK

'Condition' & 'Risk' columns evaluate all of the bridge components and displays the worst condition value and highest risk value.

UniqueID	Asset Type	Description	Surface	Length (m)	Width (m)	Condition	Risk
075100002	Float	Moored by two coated steel pipe piles.	Timber	4.8	4.3	Fair	10
075101001	Gangway	Supported by steel roller landing on asphalt platform.	Steel	12.8	1.905	Fair	16