October 6, 2023

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3. Inspection Methodology

The field investigation was conducted on May 12, 2022. The investigation was conducted by the inspectors walking the topside areas of the boardwalk and fountain as well as walking the underdeck areas of the boardwalk. Areas of the structures were visually inspected for damage and deterior at the conducted by the inspectors walking the underdeck areas of the structures were visually inspected for damage and deterior at the conducted by the inspectors walking the underdeck areas of the structures were visually inspected for damage and deterior at the conducted by the inspectors walking the underdeck areas of the structures were visually inspected for damage and deterior at the conducted by the inspectors walking the underdeck areas of the structures were visually inspected for damage and deterior at the conducted by the inspectors walking the underdeck areas of the structures were visually inspected for damage and deterior at the conducted by the inspectors walking the underdeck areas of the structures were visually inspected for damage and deterior at the conducted by the inspector walking the underdeck areas of the structures were visually inspected for damage and deterior at the conducted by t

4. Observations

Upper Boardwalk

Generally, the upper boardwalk structure was observed to be in fair condition, with mirror to moderate defects observed on various structural components. Localized areas of moderate deterioration are present but do not reduce the load bearing capacity of the structure. Photo 1 provides an overall view of the upper boardwalk.



Photo 1: Overall View of Upper Boardwalk - Looking North

The timber deck boards exhibit weathering, splitting, and loose and/or broken deck board screws, as seen in Photo 2. The loose screws allow for movement of the deck boards and have caused an uneven walking surface which pose a tripping hazard. Additionally, along the western edge of the boardwalk, the deck boards protrude above the adjacent concrete curb and grass area, as shown in Photo 3 and Photo 4, posing an additional tripping hazard.

