



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



November 13, 2024

608930-128034

ADDENDUM NO. 4

To Prospective Bidders and Others on:

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

PROPOSAL TO BE OPENED AND READ: TUESDAY, NOVEMBER 19, 2024 at 2:00 P.M

Transmitting changes to the Contract Documents as follows:

<u>QUESTIONS AND RESPONSES:</u>	Six pages.
<u>DOCUMENT 00010:</u>	Revised page 4.
<u>DOCUMENT 00880:</u>	Revised pages 3 through 37.
<u>DOCUMENT A00883:</u>	Inserted new document (96 pages).

Take note of the above, substitute revised pages for originals, insert the new document in the proper order, and acknowledge Addendum No. 4 in your Expedite Proposal file before submitting your bid.

Sincerely,

Eric M. Cardone, P.E.
Construction Contracts Engineer

HA
cc: Lawrence Cash, Project Manager

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LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.4, November 13, 2024

Question Set 2

Atlas Painting and Sheeting Corp, e-mail dated November 11, 2024

Question 3)

Are as-built drawings available for the bridges being painted (L-04-032 (C82)) & (L-04-045 (C91))?

It looks like these bridges are rusted on most of the surfaces.

If that's the case, what areas get spot cleaned (SP-15)?

Will virtually the entire structures be cleaned to SP-15?

Response 3)

This question will be answered in the next addendum.

Question Set 3

S & R, e-mail dated November 12, 2024

Question 4)

I am reaching out because we have a question on item 80.42. We are just looking for a clarification as to what this work involves.

“On Sheet 81, there appears in very faint lettering, to be a run of conduit (unidentified in Size & Q) labeled [TELE -VERIZON] from TMH 254 to TMH 255. TMH 255 has a notation reading “ADJ TMH 255 (BO).” Do these instructions require us to re-terminate new sweeps into the relocated TMH 255 from conduits running from TMH 254? What Quantity? What Size?

Further along this run, raceway(s) appears to run from TMH 255 to TMH 255A with the notation “R&D TELE DUCT”. This notation implies that there is no work to this ITEM as this conduit run will be removed “BO” as the adjustment of TMH 255 is “BO.” This implies that TMH 255 repair & restoration is also “BO”.

The conduit run (unidentified in Size & Qty continues on to TMH 256. Is TMH 256 mis-identified from TMH 266 as noted in the Specification? There is no work identified with this/these conduits to TMH 266.

However, it is noted that there are 7 new 4” PVC conduits to be terminated to TMH 256 in a subsequent ITEM Scope. Are these supposed to be 36” sweep priced under this ITEM?”

Response 4)

This question will be answered in the next addendum.

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.4, November 13, 2024

Question Set 4

Northern Construction Service, LLC, e-mail dated November 12, 2024

Question 5)

Please provide existing bridge plans for L-04-032 if available.

Response 5)

This question will be answered in the next addendum.

Question Set 5

J.F. White Contracting Company, e-mail dated November 12, 2024

Question 6)

Can as built drawings be provided for Bridge Structures L-04-032 and L-04-045? It will be impossible to determine the surface area of these existing structures that needs to be painted without as built steel drawings for the structures.

Response 6)

This question will be answered in the next addendum.

Question 7)

Bid Items: 961.201 CLEAN(FULL REMOVAL) AND PAINT STEEL BRIDGE NO. L-04-032 (C82) and 961.202 CLEAN (FULL REMOVAL) AND PAINT STEEL BRIDGE NO. L-04-045 (C91) call for Full Removal in the Bid Item Description. Specification sections 961.201 and 961.202 call out "All surfaces shall be cleaned in accordance with SSPC SP-15." SSPC SP-15 is a Commercial Grade Power Tool Cleaning, not a full removal specification. Is SSPC SP-15 the correct specification for the full removal?

Response 7)

This question will be answered in the next addendum.

Question 8)

What provisions are in place for the contractor for the demolition and pre-cast erection (Bridge L-04-032 and L-04-045) adjacent (within the 50' envelope) to the existing transmission lines? Will the lines be deenergized? Will the lines be grounded?

Response 8)

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LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
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Questions and Responses

Addendum No.4, November 13, 2024

Question Set 6

E.T.& L. Corp, e-mail dated November 12, 2024

Question 9)

The specification for Item 801.72 states that “The 2” FRE conduit shall be placed between the junction boxes and within the cast-in-place precast deck panel closure pour at Bridge No. L-04-032, as detailed in the Plans.” However, plan sheet 67 labels the conduit within the closure pour as 2” PVC. Please clarify.

Response 9)

This question will be answered in the next addendum.

Question 10)

Contract Item 690.01, Repointing Mortar Joints, shall be completed as required by the Engineer. Will the piers of Bridge L-04-032 require repointing?.

Response 10)

This question will be answered in the next addendum.

Question 11)

The Contract contains Item 904.4, 40003/4 INCH-585 HP Cement Concrete. Please identify where this item is to be used.

Response 11)

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Questions and Responses

Addendum No.4, November 13, 2024

Question Set 7Prime Coatings, Inc, e-mail dated November 12, 2024**Question 12)**

Item 961.201 Clean (Full Removal) and Paint Steel Bridge No. L-04-032 (C82)

- a. Page A00801 – 341 states, “The work under this Item shall cover the cleaning and painting of all existing steel including, but not limited to the beams, bracing, connections, and bearings.” Please confirm that the intent is to clean and paint the entire exposed steel superstructure of this multi-span truss bridge.
- b. Page A00801 – 341 states that all surfaces shall be cleaned to SSPC SP-15, which is for Commercial Grade Power Tool Cleaning. Plan Sheet 1 of 12 LMRC Rail Trail Profile states “Clean and Paint Existing Steel Superstructure (Full Removal). SP-15 is not considered a “Full Removal” surface preparation method, this would require SP-11 Bare Metal Power Tooling or SP-10 Near White Metal Blasting. Please confirm the intent is to perform SP-15 Commercial Grade Power Tool Cleaning.
- c. If yes to B., Power Tool cleaning (SP-15 and SP-11) is subjectively difficult to agree on in the field, and very labor intensive to perform. The resulting service life is also typically inadequate as only a minimal anchor profile can be achieved, in comparison to blast-cleaning. These methods are cost effective for spot cleaning, but the return is typically not there for large-scale painting efforts. Whereas the Painter will already be making an investment in rigging and containing this complex structure, would MassDOT consider SP-10 Blast Cleaning in lieu of power-tooling?
- d. Page A00801 – 341 states, “If painting operations are completed prior to placement of the bridge deck, all surfaces to be in contact with concrete shall be primed only.” Typically it is advantageous to perform painting at the end of construction work. In that scenario, would an interim mobilization be required for cleaning and priming of surfaces to be in contact with concrete? What would cleaning standard be?
- e. Page A00801 – 341 states application of a spot coat of primer. If SP-15 is maintained, would this be a zinc-rich primer, which requires an aggressive anchor profile, or would it be a surface tolerant epoxy coating?

Response 12)

This question will be answered in the next addendum.

LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.4, November 13, 2024

Question Set 7 (Continued)

Prime Coatings, Inc, e-mail dated November 12, 2024 (Continued)Question 13)

Item 961.202 Clean (Full Removal) and Paint Steel Bridge No. L-04-045 (C91)

- a. Page A00801 – 343 states, “The work under this Item shall cover the cleaning and painting of all existing steel including, but not limited to the beams, bracing, connections, and bearings.” Please confirm that the intent is to clean and paint the entire exposed steel superstructure of this multi-span truss bridge.
- b. Page A00801 – 343 states that all surfaces shall be cleaned to SSPC SP-15, which is for Commercial Grade Power Tool Cleaning. Plan Sheet 1 of 6 South Canal Profile states “Clean and Paint Existing Steel Superstructure (Full Removal). SP-15 is not considered a “Full Removal” surface preparation method, this would require SP-11 Bare Metal Power Tooling or SP-10 Near White Metal Blasting. Please confirm the intent is to perform SP-15 Commercial Grade Power Tool Cleaning.
- c. If yes to B., Power Tool cleaning (SP-15 and SP-11) is subjectively difficult to agree on in the field, and very labor intensive to perform. The resulting service life is also typically inadequate as only a minimal anchor profile can be achieved, in comparison to blast-cleaning. These methods are cost effective for spot cleaning, but the return is typically not there for large-scale painting efforts. Whereas the Painter will already be making an investment in rigging and containing this structure, would MassDOT consider SP-10 Blast Cleaning in lieu of power-tooling?
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- e. Page A00801 – 343states application of a spot coat of primer. If SP-15 is maintained, would this be a zinc-rich primer, which requires an aggressive anchor profile, or would it be a surface tolerant epoxy coating?

Response 13)

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LAWRENCE
Federal Aid Project No. CMQ-003S(733)X
Lawrence Manchester Rail Corridor (LMRC) Rail Trail

Questions and Responses

Addendum No.4, November 13, 2024

Question Set 8

Prime Coatings, Inc, e-mail dated November 12, 2024

Question 14)

For Items 961.201 and 961.202, can MassDOT provide existing plansets and bridge inspection reports, for Contractor to come up with takeoffs to accurately estimate painting costs?

Response 14)

This question will be answered in the next addendum.

① Addendum No. 1, October 29, 2024

④ Addendum No. 4, November 13, 2024

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"General Decision Number: MA20240018 10/25/2024

Superseded General Decision Number: MA20230018

State: Massachusetts

Construction Type: Highway

County: Essex County in Massachusetts.

HIGHWAY CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

<p> If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:</p>	<p>. Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least \$17.20 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2024.</p>
<p> If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:</p>	<p>. Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least \$12.90 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2024.</p>

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <http://www.dol.gov/whd/govcontracts>.

Modification Number	Publication Date
0	01/05/2024
1	01/19/2024
2	03/15/2024
3	03/22/2024
4	05/31/2024
5	06/21/2024
6	09/13/2024
7	09/20/2024
8	10/25/2024

* CARP0339-004 09/01/2024

	Rates	Fringes
CARPENTER (Includes Form Work)...	\$ 48.10	30.95

ELEC0103-007 09/01/2024

	Rates	Fringes
ELECTRICIAN.....	\$ 63.78	36.22

ENGI0004-025 06/01/2024

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
Group 1.....	\$ 56.03	32.75
Group 2.....	\$ 55.41	32.75

FOOTNOTE FOR POWER EQUIPMENT OPERATORS:

- A. PAID HOLIDAYS: New Year's Day, Washington's Birthday, Labor Day, Memorial Day, Independence Day, Patriot's Day, Columbus Day, Veteran's Day, Thanksgiving Day, Christmas Day

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

Group 1: Backhoe/Excavator/Trackhoe; Bobcat/Skid Steer/Skid Loader; Broom/Sweeper; Gradall; Loader; Paver (Asphalt, Aggregate, and Concrete); Post Driver (Guardrail/Fences)
Group 2: Bulldozer; Grader/Blade; Milling Machine; Roller

IRON0007-026 03/16/2024

	Rates	Fringes
IRONWORKER (ORNAMENTAL AND STRUCTURAL)	\$ 54.68	36.48

LABO0022-016 12/01/2023

	Rates	Fringes
LABORER Asphalt, Includes Raker, Shoveler, Spreader, and Distributor.....	\$ 37.86	28.09
Common or General.....	\$ 37.86	28.09
Landscape.....	\$ 37.86	28.09

LABO0039-001 06/01/2021

	Rates	Fringes
LABORER (Guardrail Installation).....	\$ 35.00	25.94

PAIN0035-023 07/01/2024

	Rates	Fringes
PAINTER (Steel).....	\$ 56.76	36.00

SUMA2014-008 01/11/2017

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER....	\$ 56.70	21.08
IRONWORKER, REINFORCING.....	\$ 49.94	22.45
LABORER: Concrete Saw (Hand Held/Walk Behind).....	\$ 41.78	18.37
OPERATOR: Crane.....	\$ 52.14	21.08
OPERATOR: Forklift.....	\$ 64.67	0.00
OPERATOR: Mechanic.....	\$ 48.14	17.02
OPERATOR: Piledriver.....	\$ 44.46	16.94
PAINTER: Spray (Linestriping)....	\$ 41.14	15.50
PILEDRIVERMAN.....	\$ 45.65	23.33
TRAFFIC CONTROL: Flagger.....	\$ 23.00	20.44
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 44.49	12.41
TRUCK DRIVER: Concrete Truck....	\$ 33.69	15.79
TRUCK DRIVER: Dump Truck.....	\$ 38.92	9.73
TRUCK DRIVER: Flatbed Truck.....	\$ 48.53	0.00

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

State Adopted Rate Identifiers

Classifications listed under the "SA" identifier indicate that the prevailing wage rate set by a state (or local) government was adopted under 29 C.F.R. 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 01/03/2024 reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION"

"General Decision Number: MA20240008 11/01/2024

Superseded General Decision Number: MA20230008

State: Massachusetts

Construction Types: Heavy (Heavy and Marine)

Counties: Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth and Suffolk Counties in Massachusetts.

HEAVY AND MARINE CONTRUCTION PROJECTS

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7	07/05/2024
8	09/06/2024
9	09/13/2024
10	09/20/2024
11	10/11/2024
12	10/25/2024
13	11/01/2024

BOIL0029-001 01/01/2021

	Rates	Fringes
BOILERMAKER.....	\$ 45.87	29.02

BRMA0001-011 02/01/2023

FOXBORO CHAPTER

BRISTOL (Attleboro, Berkley, Dighton, Mansfield, North Attleboro, Norton, Raynham, Rehoboth, Seekonk, Taunton); NORFOLK, (Bellingham, Canton, Dedham, Foxboro, Franklin, Norfolk, Norwood, Plainville, Sharon, Walpole, Westrwood, Wrentham); and PLYMOUTH (Lakeville)

	Rates	Fringes
Bricklayer/Cement Mason.....	\$ 60.35	34.40

BRMA0001-012 02/01/2023

LOWELL CHAPTER

MIDDLESEX (Acton, Ashby, Ayer, Bedford, Billerica, Boxboro, Carlisle, Chemsford, Dracut, Dunstabale, Ft Devens, Groton, Littleton, Lowell, North Acton, Pepperell, Shirley, South Acton, Tewksbury, Townsend, Tyngsboro, West Acton, Westford, Wilmington)

	Rates	Fringes
BRICKLAYER.....	\$ 58.21	33.71

BRMA0001-013 08/01/2023

LOWELL CHAPTER

MIDDLESEX (Ashland, Framingham, Holliston, Hopkinton, Hudson, Maynard, Natick, Sherbvorn, Stow); and NORFOLK (Medfield, Medway, Millis)

	Rates	Fringes
BRICKLAYER.....	\$ 62.40	34.40

* BRMA0003-001 08/01/2024

	Rates	Fringes
Marble & Tile Finisher.....	\$ 49.32	35.26
Marble, Tile & Terrazzo Workers.....	\$ 64.52	37.51
TERRAZZO FINISHER.....	\$ 63.44	37.33

* BRMA0003-003 08/01/2024

BOSTON CHAPTER

MIDDLESEX (Arlington, Cambridge, Everett, Malden, Medford, Melrose, Somerville); NORFOLK (Brookline, Milton); and SUFFOLK

	Rates	Fringes
BRICKLAYER.....	\$ 64.50	37.54

* BRMA0003-011 08/01/2024

LYNN CHAPTER

ESSEX (Amesbury, Andover, Beverly, Boxford, Danvers, Essex, Georgetown, Gloucester, Groveland, Hamilton, Haverhill, Ipswich, Lawrence, Lynn, Lynnfield, Manchester, Marblehead, Merrimac, Methuen, Middleton, Nahant, Newbury, Newburyport, North Andover, Peabody, Rockport, Rowley, Salisbury, Salem, Saugus, Swampscott, Topsfield, Wakefield, Wenham, West Newbury); and MIDDLESEX (North Reading, Reading, Wakefield)

	Rates	Fringes
Bricklayer/Cement Mason.....	\$ 64.50	37.54

* BRMA0003-012 08/01/2024

	Rates	Fringes
BRICKLAYER		
WALTHAM CHAPTER -		
MIDDLESEX (Belmont,		
Burlington, Concord,		
Lexington, Lincoln,		
Stoneham, Sudbury,		
Waltham, Watertown,		
Wayland, Weston,		
Winchester, Woburn).....	\$ 64.50	37.54

* BRMA0003-014 08/01/2024

QUINCY CHAPTER

PLYMOUTH COUNTY (Abington, Bridgewater, Brockton, Carver, Duxbury, East Bridgewater, Halifax, Hanover, Hanson, Hingham, Hull, Kingston, Marshfield, Middleboro, Norwell, Pembroke, Plymouth, Rockland, Scituate, West Bridgewater, Whitman)

	Rates	Fringes
Bricklayer/Cement Mason.....	\$ 64.50	37.54

* BRMA0003-025 08/01/2024

NEW BEDFORD CHAPTER

BARNSTABLE; BRISTOL (Acushnet, Darmouth, Fairhaven, Fall River, Freetown, New Bedford, Somerset, Swansea, Westport); DUKES; NANTUCKET; PLYMOUTH (Marion, Mattapoissett, Rochester, Wareham)

	Rates	Fringes
Bricklayer/Cement Mason.....	\$ 64.50	37.54

* BRMA0003-033 08/01/2024

NEWTON CHAPTER

MIDDLESEX (Newton); NORFOLK (Dover, Needham, Wellesley)

	Rates	Fringes
Bricklayer, Plasterer.....	\$ 64.50	37.54

CARP0056-001 08/01/2024

All of SUFFOLK COUNTY; and those areas of BARNSTABLE, BRISTOL, ESSEX, MIDDLESEX, NORFOLK, and PLYMOUTH COUNTIES situated INSIDE Boston Beltway (I-495) and North of Cape Cod Canal. ALL of DUKES and NANTUCKET COUNTIES

	Rates	Fringes
PILEDRIVERMAN.....	\$ 55.79	35.47

CARP0056-002 08/01/2024

The areas of BARNSTABLE, BRISTOL, PLYMOUTH, and NORFOLK COUNTIES situated OUTSIDE Boston Beltway (I-495) and South of Cape Cod Canal

	Rates	Fringes
PILEDRIVERMAN.....	\$ 51.97	35.47

CARP0056-003 08/01/2024

Those areas of ESSEX and MIDDLESEX COUNTIES situated OUTSIDE Boston Beltway (I-495)

	Rates	Fringes
PILEDRIVERMAN.....	\$ 49.19	35.47

CARP0056-004 08/01/2024

	Rates	Fringes
DIVER TENDER.....	\$ 61.70	35.47
DIVER.....	\$ 78.11	35.47

CARP0327-002 09/01/2024

MIDDLESEX (Belmont, Cambridge, Everett, Malden, Medford, Somerville); NORFOLK (Brookline, Dedham, Milton); AND SUFFOLK COUNTIES

	Rates	Fringes
CARPENTER.....	\$ 58.69	31.05

CARP0339-002 09/01/2024

BRISTOL (Attleborough, North Attleborough); ESSEX; MIDDLESEX (Except Belmont, Cambridge, Everett, Malden, Medford, Somerville); AND NORFOLK (Bellingham, Braintree, Canton, Cohasset, Foxboro, Franklin, Medfield, Medway, Millis, Needham, Norfolk, Norwood, Plainville, Quincy, Sharon, Walpole, Wellesley, Westwood, Weymouth, Wrentham) COUNTIES

	Rates	Fringes
CARPENTER.....	\$ 48.10	30.95

CARP0346-001 09/01/2024

NORFOLK (Braintree, Quincy, Cohasset, Weymouth, etc.) PLYMOUTH (Duxbury, Hanover, Hull, Hingham, Marshfield, Norwell, Pembroke Rockland, Scituate)

	Rates	Fringes
CARPENTER.....	\$ 48.10	30.95

CARP0624-002 09/01/2017

DUKES; NANTUCKET

	Rates	Fringes
CARPENTER.....	\$ 46.43	28.35

CARP0624-006 09/01/2017

BARNSTABLE; BRISTOL (Except Attleboro & North Attleboro); NORFOLK (Avon, Holbrook, Randolph, Stoughton); PLYMOUTH (Bridgewater, Kingston, Lakeville, Middleboro, Plymouth, S. Hanover, Whitman)

	Rates	Fringes
CARPENTER.....	\$ 39.28	27.90

CARP1121-001 01/01/2024

SUFFOLK COUNTY

	Rates	Fringes
MILLWRIGHT.....	\$ 48.03	33.49

CARP1121-005 01/01/2024

BARNSTABLE, BRISTOL, DUKES, ESSEX, MIDDLESEX, NANTUCKET, NORFOLK and PLYMOUTH COUNTIES

	Rates	Fringes
MILLWRIGHT.....	\$ 42.76	33.24

ELEC0096-001 09/01/2024

MIDDLESEX (Ashby, Ashland, Ayer, Ft. Devens, Groton, Hopkinton, Hudson, Marlboro, Pepperell, Shirley, Stow, Townsend)

	Rates	Fringes
ELECTRICIAN.....	\$ 45.99	33.06
Teledata System Installer.....	\$ 35.29	32.98

ELEC0099-001 06/01/2024

BRISTOL (Attleboro, North Attleboro, Seekonk)

	Rates	Fringes
ELECTRICIAN.....	\$ 52.11	47.25%
Teledata System Installer.....	\$ 39.09	11.02%+15.31

ELEC0103-002 09/01/2024

ESSEX (Amesbury, Andover, Boxford, Georgetown, Groveland, Haverhill, Lawrence, Merrimac, Methuen, Newbury, Newburyport, North Andover, Rowley, Salisbury, West Newbury); MIDDLESEX (Bedford, Billerica, Boxboro, Burlington, Carlisle, Chelmsford, Dracut, Dunstable littleton, Lowell, North Reading, Tewksbury, Tyngsboro, Westford, Wilmington)

	Rates	Fringes
ELECTRICIAN.....	\$ 63.78	36.22

ELEC0103-004 09/01/2024

ESSEX (Beverly, Danvers, Essex, Gloucester, Hamilton, Ipswich, Manchester, Marblehead, Middleton, Peabody, Rockport, Salem, Topsfield, Wenham)

	Rates	Fringes
ELECTRICIAN.....	\$ 63.78	36.22

ELEC0103-005 09/01/2024

ESSEX (Lynn, Lynnfield, Nahant, Saugus, Swampscott); MIDDLESEX (Acton, Arlington, Belmont, Cambridge, Concord, Everett, Framingham, Holliston, Lexington, Lincoln, Malden, Maynard, Medford, Melrose, Natick, Newton, Reading, Sherborn, Somerville, Stoneham, Sudbury, Wakefield, Waltham, Watertown, Wayland, Weston, Winchester, Woburn); NORFOLK (Bellingham, Braintree, Brookline, Canton, Cohasset, Dedham, Dover, Foxboro, Franklino, Medfield, Medway, Millis, Milton, Needham, Norfolk, Norwood, Quincy, Sharon, Walpole, Wellesley, Westwood, Weymouth, Wrentham); PLYMOUTH (Hingham and Hull); SUFFOLK

	Rates	Fringes
ELECTRICIAN.....	\$ 63.78	36.22

ELEC0104-001 09/04/2023

	Rates	Fringes
Line Construction:		
Cableman.....	\$ 59.93	29.26+A
Equipment Operator.....	\$ 46.69	25.30+A
Groundman.....	\$ 30.21	12.39+A
Lineman.....	\$ 54.93	29.26+A

A. PAID HOLIDAYS: New Year's Day; Memorial Day; Independence Day; Labor Day; Thanksgiving Day; Christmas Day and Columbus Day, provided the employee has been employed 5 working days prior to any one of the listed holidays.

ELEC0223-002 09/01/2024

BARNSTABLE, BRISTOL (Except Attleboro, North Attleboro, Seekonk); DUKES; NANTUCKET; PLYMOUTH (Except Hingham and Hull Twps); NORFOLK (Avon, Halbrook, Randolph, Sloughton)

	Rates	Fringes
ELECTRICIAN.....	\$ 50.02	31.09%+15.50

ENGI0004-009 06/01/2024

	Rates	Fringes
Power equipment operators:		
Group 1.....	\$ 56.03	32.75
Group 2.....	\$ 55.41	32.75
Group 3.....	\$ 36.17	32.75
Group 4.....	\$ 45.23	32.75
Group 5.....	\$ 24.71	32.75
Group 6.....	\$ 30.28	32.75

HOURLY PREMIUM FOR BOOM LENGTHS (Including Jib):

Over 150 ft.	+2.18
Over 185 ft.	+3.84
Over 210 ft.	+5.39
Over 250 ft.	+8.16
Over 295 ft.	+11.29
Over 350 ft.	+13.14

FOOTNOTE FOR POWER EQUIPMENT OPERATORS:

A. PAID HOLIDAYS: New Year's Day, Washington,s Birthday, Labor Day, Memorial Day, Independence Day, Patriot's Day, Columbus Day, Veteran's Day, Thanksgiving Day, Christmas Day

POWER EQUIPMENT OPERATORS CLASSIFICATIONS [HEAVY CONSTRUCTION]

GROUP 1: Power shovel; crane; truck crane; derrick; pile driver; trenching machine; mechanical hoist pavement breaker; cement concrete paver; dragline; hoisting engine; three drum machine; pumpcrete machine; loaders; shovel dozer; front end loader; mucking machine; shaft hoist; steam engine; backhoe; gradall; cable way; fork lift; cherry picker; boring machine; rotary drill; post hole hammer; post hole digger; asphalt plant on job site; concrete batching and/or mixing plant on job site; crusher plant on job site; paving concrete mixer; timber jack

GROUP 2: Sonic or vibratory hammer; grader; scraper; tandem scraper; bulldozer; tractor; mechanic - maintenance; York rake; mulching machine; paving screed machine; stationary steam boiler; paving concrete finishing machine; grout pump; portable steam boiler; portable steam generator; roller; spreader; asphalt paver; locomotives or machines used in place thereof; tamper (self propelled or tractor-draw); cal tracks; ballast regulator; rail anchor machine; switch tamper; tire truck

GROUP 3: Pumps (1-3 grouped); compressor; welding machines (1-3 grouped); generator; sighting plant; heaters (power driven, 1- 5); syphon-pulsometer; concrete mixer; valves controlling permanent plant air steam, conveyor, wellpoint system (operating)

GROUP 4: Assitant engineer (fireman)

GROUP 5: Oiler (other than truck cranes and gradalls)

GROUP 6: Oiler (on truck cranes and gradalls)

IRON0007-001 03/16/2024

AREA 1: BRISTOL (Easton); ESSEX (Beverly, Gloucester, Lynn, Lynnfield, Manchester, Marblehead, Nahant, Rockport, Salem, Saugus, Swampscott); MIDDLESEX (Arlington, Bedford, Belmont, Burlington, Cambridge, Carlisle, Concord, Dunstable, Everett, Framingham, Lexington, Lincoln, Malden, Maynard, Medford, Melrose, Natick, Newton, Reading, Sherborn, Somerville, Stoneham, Sudbury, Wakefield, Waltham, Watertown, Wayland, Weston, Winchester, Woburn); NORFOLK (Except Medway); PLYMOUTH (Abington, Bridgewater, Brocton, Duxbury, East Bridgewater, Halifax, Hanover, Hanson, Hingham, Hull, Kingston, Marshfield, Norwell, Pembroke, Plymouth, Plympton, Rockland, Scituate, West Bridgewater, Whitman); SUFFOLK

AREA 2: ESSEX (Amesbury, Andover, Boxford, Danvers, Essex, Georgetown, Hamilton, Haverhill, Ipswich, Lawrence, Merrimac, Methuen, Newbury, Newburyport, North Andover, Rowley, Salisbury, Topsfield, Wenham, West Newbury); MIDDLESEX (Action, Billerica, Chelmsford, Dracut, Groton, Groveland, Littleton, Lowell, Middleton, North Reading, Pepperell, Tewksbury, Tyngsboro, Westford, Wilmington)

	Rates	Fringes
IRONWORKER		
AREA 1.....	\$ 54.68	36.48
AREA 2.....	\$ 50.27	36.48

IRON0007-010 03/16/2024

MIDDLESEX (Ashby, Ashland, Ayer, Boxboro, Holliston, Hopkinton, Hudson, Marlboro, Shirley, Stow, Townsend); NORFOLK (Medway)

	Rates	Fringes
IRONWORKER.....	\$ 54.38	36.48

IRON0037-002 03/16/2024

BARNSTABLE; BRISTOL (Acushnet, Attleboro, Berkley, Dartmouth, Dighton, Fairhaven, Fall River, Freetown, Mansfield, New Bedford, North Attleboro, Norton, Raynham, Rehoboth, Seekonk, Somerset, Swansea, Taunton, Westport); DUKES; NANTUCKET; NORFOLK (Billingham, Franklin, Plainville, Wrentham); PLYMOUTH (Lakeville, Marion, Mattapoisett, Middleboro, Rochester, Wareham)

	Rates	Fringes
IRONWORKER.....	\$ 40.75	32.83

LABO0022-006 12/01/2021

SUFFOLK COUNTY (Boston, Chelsea, Revere, Winthrop, Deer & Nut Islands); MIDDLESEX COUNTY (Arlington, Belmont, Burlington, Cambridge, Everett, Malden, Medford, Melrose, Reading, Somerville, Stoneham, Wakefield, Winchester, Winthrop and Woburn only); NORFOLK COUNTY (Brookline, Dedham, and Milton only)

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 41.18	27.52
GROUP 2.....	\$ 41.43	27.52
GROUP 3.....	\$ 41.93	27.52
GROUP 4.....	\$ 42.18	27.52
GROUP 5.....	\$ 24.50	27.52
GROUP 6.....	\$ 43.18	27.52

LABORERS CLASSIFICATIONS

GROUP 1: Laborers; carpenter tenders; cement finisher tenders

GROUP 2: Asphalt raker; fence and guard rail erector; laser beam operator; mason tender; pipelayer; pneumatic drill operator; pneumatic tool operator; wagon drill operator

GROUP 3: Air track operator; block paver; rammer; curb setter

GROUP 4: Blaster; powderman

GROUP 5: Flagger

GROUP 6: Asbestos Abatement; Toxic and Hazardous Waste Laborers

LABO0022-012 12/01/2021

Counties of BARNSTABLE; BRISTOL; DUKES; ESSEX; NANTUCKET; PLYMOUTH; MIDDLESEX (With the exception of Arlington, Belmont, Burlington, Cambridge, Everett, Malden, Melrose, Reading, Somerville, Stoneham, Wakefield, Winchester, Winthrop and Woburn); NORFOLK (With the exception of Brookline, Dedham, and Milton)

Rates	Fringes
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Laborers:

GROUP 1.....	\$ 35.41	26.59
GROUP 2.....	\$ 35.66	26.59
GROUP 3.....	\$ 36.16	26.59
GROUP 4.....	\$ 36.41	26.59
GROUP 5.....	\$ 24.50	26.59
GROUP 6.....	\$ 37.41	26.59

LABORERS CLASSIFICATIONS

GROUP 1: Laborers; carpenter tenders; cement finisher tenders

GROUP 2: Asphalt raker; fence and guard rail erector; laser beam operator; mason tender; pipelayer; pneumatic drill operator; pneumatic tool operator; wagon drilloperator

GROUP 3: Air track operator; block paver; rammer; curb setter; hydraulic & similar self powere drills

GROUP 4: Blaster; powderman

GROUP 5: Flagger

GROUP 6: Asbestos Abatement; Toxic and Hazardous Waste Laborers

LABO0022-013 12/01/2021

Rates Fringes

Laborers:

(FREE AIR OPERATION):		
SHIELD DRIVEN AND LINER		
PLATE IN FREE AIR)		
GROUP 1.....	\$ 45.48	28.02
GROUP 2.....	\$ 45.48	28.02
(OPEN AIR CASSONS,		
UNDERPINNING AND TEST		
BORING INDUSTRIES):		
TEST BORING & WELL DRILLING		
Driller.....	\$ 42.58	27.67
Laborer.....	\$ 41.18	27.67

(OPEN AIR CASSONS,
UNDERPINNING AND TEST
BORING INDUSTRIES):

OPEN AIR CASSON,
UNDERPINNING WORK & BORING
CREW

Bottom man.....	\$ 42.33	27.67
Laborers; Top man.....	\$ 41.18	27.67
(TUNNELS, CAISSON & CYLINDER WORK IN COMPRESSED AIR)		
GROUP 1.....	\$ 42.93	28.02
GROUP 2.....	\$ 53.41	28.02
GROUP 3.....	\$ 53.41	28.02
GROUP 4.....	\$ 53.41	28.02
GROUP 5.....	\$ 53.41	28.02
GROUP 6.....	\$ 55.41	28.02

CLEANING CONCRETE AND
CAULKING TUNNEL (Both New
& Existing)

GROUP 1.....	\$ 45.48	28.02
GROUP 2.....	\$ 45.48	28.02

ROCK SHAFT, CONCRETE
LINING OF SAME AND TUNNEL
IN FREE AIR

GROUP 1.....	\$ 42.93	28.02
GROUP 2.....	\$ 45.48	28.02
GROUP 3.....	\$ 45.48	28.02
GROUP 4.....	\$ 45.48	28.02
GROUP 5.....	\$ 47.48	28.02

LABORERS CLASSIFICATIONS for TUNNELS, CAISSON & CYLINDER WORK
IN COMPRESSED AIR

GROUP 1: Powder watchman; Top man on iron bolt; change house
attendant

GROUP 2: Brakeman; trackman; groutman; tunnel laborer;
outside lock tender; lock tender; guage tender

GROUP 3: Motorman, miner

GROUP 4: Blaster

GROUP 5: Mucking machine operator

GROUP 6: Hazardous Waste work within the ""HOT"" zone. (A premium of two dollars \$2.00 per hour over the basic wage rate.

LABORERS CLASSIFICATIONS for (FREE AIR OPERATION): SHIELD DRIVEN AND LINER PLATE IN FREE AIR

GROUP 1: Miner; miner welder; conveyor operator; motorman; mucking machine operator; nozzle man; grout man-; pumps, shaft and tunnel steel and rodman; shield and erector arm operators, mole nipper, outside motorman, burner, TBM operator, safety miner; laborer topside; heading motormen; erecting operators; top signal men

GROUP 2: Brakeman; trackman

LABORERS CLASSIFICATIONS FOR CLEANING CONCRETE AND CAULKING TUNNEL (Both New & Existing)

GROUP 1: Concrete workers; strippers and form movers (wood & steel), cement finisher

GROUP 2: Form erector (wood & steel and all accessories)

LABORERS CLASSIFICATIONS for ROCK SHAFT, CONCRETE LINING OF SAME AND TUNNE IN FREE AIR

GROUP 1: Change house attendants

GROUP 2: Laborers, topside, bottom men (when heading is 50 ft. from shaft) and all other laborers

GROUP 3: Brakeman; trackman; tunnel laborers; shaft laborers

GROUP 4: Miner; cage tender; bellman

GROUP 5: Hazardous Waste work within the ""HOT"" zone. (A premium of two dollars \$2.00 per hour over the basic wage rate)

FOOTNOTE FOR LABORERS:

A. PAID HOLIDAYS: New Year's Day, Washington's Birthday, Patriot's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day

LABO1421-001 12/01/2023

WRECKING LABORERS:

	Rates	Fringes
Laborers: (Wrecking)		
Group 1.....	\$ 44.48	28.52
Group 2.....	\$ 45.23	28.52
Group 3.....	\$ 45.48	28.52
Group 4.....	\$ 40.48	28.52
Group 5.....	\$ 43.58	28.52
Group 6.....	\$ 44.48	28.52

Group 1: Adzeman, Wrecking Laborer.

Group 2: Burners, Jackhammers.

Group 3: Small Backhoes, Loaders on tracks, Bobcat Type Loaders, Hydraulic "Brock" Type Hammer Operators, Concrete Cutting Saws.

Group 4: Yardman (Salvage Yard Only).

Group 5: Yardman, Burners, Sawyers.

Group 6: Asbestos, Lead Paint, Toxic and Hazardous Waste.

PAIN0035-001 07/01/2024

BARNSTABLE BRISTOL; DUKES; ESSEX; NANTUCKET; PLYMOUTH
(Remainder of NORFOLK; MIDDLESEX AND SUFFOLK COUNTIES)

	Rates	Fringes
PAINTER		
NEW CONSTRUCTION:		
Bridge.....	\$ 50.36	30.25
Brush, Taper.....	\$ 39.86	30.25
Spray, Sandblast.....	\$ 41.26	30.25
REPAINT:		
Bridge.....	\$ 56.76	36.00
Brush, Taper.....	\$ 37.92	30.25
Spray, Sandblast.....	\$ 39.32	30.25

PAIN0035-015 07/01/2024

MIDDLESEX (Cambridge, Everett, Malden, Medford, Somerville)
SUFFOLK COUNTY (Boston, Chelsea) NORFOLK COUNTY (Brookline)

	Rates	Fringes
PAINTER		
NEW CONSTRUCTION:		
Brush, Taper.....	\$ 46.26	36.00
Spay, Sandblast.....	\$ 47.66	36.00
Spray, Sandblast.....	\$ 47.05	30.25
REPAINT:		
Bridge.....	\$ 56.76	36.00
Brush, Taper.....	\$ 44.32	36.00
Spray, Sandblast.....	\$ 45.72	36.00

PLAS0534-001 07/01/2023

ESSEX; MIDDLESEX; NORFOLK AND SUFFOLK COUNTY

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER...	\$ 48.19	39.37

PLUM0004-001 09/01/2024

MIDDLESEX (Ashby, Ayer-West of Greenville branch of Boston and
Maine Railroad, Ft. Devens, Groton, Shirley, Townsend)

	Rates	Fringes
Plumbers and Pipefitters.....	\$ 55.00	28.77

PLUM0012-001 09/01/2024

ESSEX (Ames, Andover, Beverly, Boxford, Byfield, Danvers,
Essex, Georgetown, Gloucester, Groveland, Hamilton, Haverhill,
Ipswich, Lawrence, Manchester, Marblehead, Merrimac, Methuen,
Middleton, Newbury, Newburyport, North Andover, Peabody,
Rockport, Rowley, Salem, Salisbury, Topsfield, Wenham, West
Newbury)

	Rates	Fringes
PLUMBER.....	\$ 69.04	35.53

PLUM0012-003 09/01/2024

ESSEX (Ames, Andover, Beverly, Boxford, Byfield, Danvers,
Essex, Georgetown, Gloucester, Groveland, Hamilton, Haverhill,
Ipswich, Lawrence, Manchester, Marblehead, Merrimac, Methuen,
Middleton, Newbury, Newburyport, North Andover, Peabody,
Rockport, Rowley, Salem, Salisbury, Topsfield, Wenham, West
Newbury)

	Rates	Fringes
Plumber, Pipefitter, Steamfitter.....	\$ 69.04	35.53

PLUM0012-006 09/01/2024

ESSEX (Lynn, Lynnfield, Nahant, Saugus, and Swampscott); MIDDLESEX (Acton, Arlington, Ashland, Ayer - except W. of Greenville Branch of Boston & Maine RR, Bedford, Belmont, Billerica, Boxboro, Burlington, Cambridge, Carlisle, Chelmsford, Concord, Dracut, Dunstable, Everett, Framingham, Hudson, Holliston, Hopkinton, Lexington, Lincoln, Littleton, Lowell, Malden, Marlboro, Maynard, Medford, Melrose, Natick, Newton, North Reading, Pepperell, Reading, Sherborn, Somerville, Stoneham, Stow, Sudbury, Tewksbury, Tyngsboro, Wakefield, Waltham, Watertown, Wayland, Westford, Wilmington, Winchester, Woburn); NORFOLK (Bellingham, Braintree, Brookline, Canton, Cohasset, Dedham, Dover, Foxboro, Franklin, Medfield, Medway, Millis, Milton, Needham, Norfolk, Norwood, Plainville, Quincy, Sharon, Walpole, Wellesley, Westwood, Weymouth, Wrentham); PLYMOUTH (Hingham, Hull, Scituate); SUFFOLK

	Rates	Fringes
PLUMBER.....	\$ 69.04	35.53

PLUM0051-005 08/26/2024

BARNSTABLE; BRISTOL; DUKES; NANTUCKET; NORFOLK (Avon, Holbrook, Randolph, Stoughton) PLYMOUTH (Remainder of County)

	Rates	Fringes
Plumbers and Pipefitters.....	\$ 52.49	33.60

PLUM0537-001 09/01/2023

MIDDLESEX (Arlington, Cambridge, Everett, Malden, Medford, Melrose, Reading, Wakefield, Winchester and Woburn); NORFOLK (Bellingham, Braintree, Brookline, Canton Cashasset, Dedham, Foxboro, Franklin, Millis, Milton, Sharon, Walpole, Westwood, and Wrenthan); PLYMOUTH (Hingham, Hull, Scituate); ESSEX (Ames, Andover, Beverly, Boxford, Byfield, Danvers, Essex, Georgetown, Gloucester, Groveland, Hamilton, Haverhill, Ipswich, Lawrence, Lynn, Lynnfield, Manchester, Marblehead, Merrimac, Methuen, Middleton, Nahant, Newbury, Newburyport, North Andover, Peabody, Rockport, Rowley, Salem, Salisbury, Saugus, Swampscott, Topsfield, Wenham, West Newbury)

	Rates	Fringes
PIPEFITTER.....	\$ 63.48	36.67

TEAM0379-001 06/01/2024

	Rates	Fringes
Truck drivers:		
Group 1.....	\$ 39.78	35.24+a+b
Group 2.....	\$ 39.95	35.24+a+b
Group 3.....	\$ 40.02	35.24+a+b
Group 4.....	\$ 40.14	35.24+a+b
Group 5.....	\$ 40.24	35.24+a+b
Group 6.....	\$ 40.53	35.24+a+b
Group 7.....	\$ 40.82	35.24+a+b

POWER TRUCKS \$.25 DIFFERENTIAL BY AXLE
TUNNEL WORK (UNDERGROUND ONLY) \$.40 DIFFERENTIAL BY AXLE
HAZARDOUS MATERIALS (IN HOT ZONE ONLY) \$2.00 PREMIUM

TRUCK DRIVERS CLASSIFICATIONS

Group 1: Station wagons; panel trucks; and pickup trucks

Group 2: Two axle equipment; & forklift operator

Group 3: Three axle equipment and tireman

Group 4: Four and Five Axle equipment

Group 5: Specialized earth moving equipment under 35 tons other than conventional type trucks; low bed; vachual; mechanics, paving restoration equipment

Group 6: Specialized earth moving equipment over 35 tons

Group 7: Trailers for earth moving equipment (double hookup)

FOOTNOTES:

A. PAID HOLIDAYS: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Patriot's Day, Columbus Day, Veteran's Day, Thanksgiving Day and Christmas Day

B. PAID VACATION: Employees with 4 months to 1 year of service receive 1/2 day's pay per month; 1 week vacation for 1 - 5 years of service; 2 weeks vacation for 5 - 10 years of service; and 3 weeks vacation for more than 10 years of service

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.
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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

State Adopted Rate Identifiers

Classifications listed under the ""SA"" identifier indicate that the prevailing wage rate set by a state (or local) government was adopted under 29 C.F.R. 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 01/03/2024 reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

=====

END OF GENERAL DECISION"

DOCUMENT A00883

**INSPECTION REPORT
2023 INSPECTION OF THE ABANDONED B&M
RAILROAD BRIDGE
OVER THE MERRIMACK RIVER**

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INSPECTION REPORT

2023 INSPECTION OF THE ABANDONED B&M RAILROAD BRIDGE

OVER THE MERRIMACK RIVER



Prepared for:
Massachusetts Department
of Transportation
Boston, MA



Prepared By:
wsp
November 2023

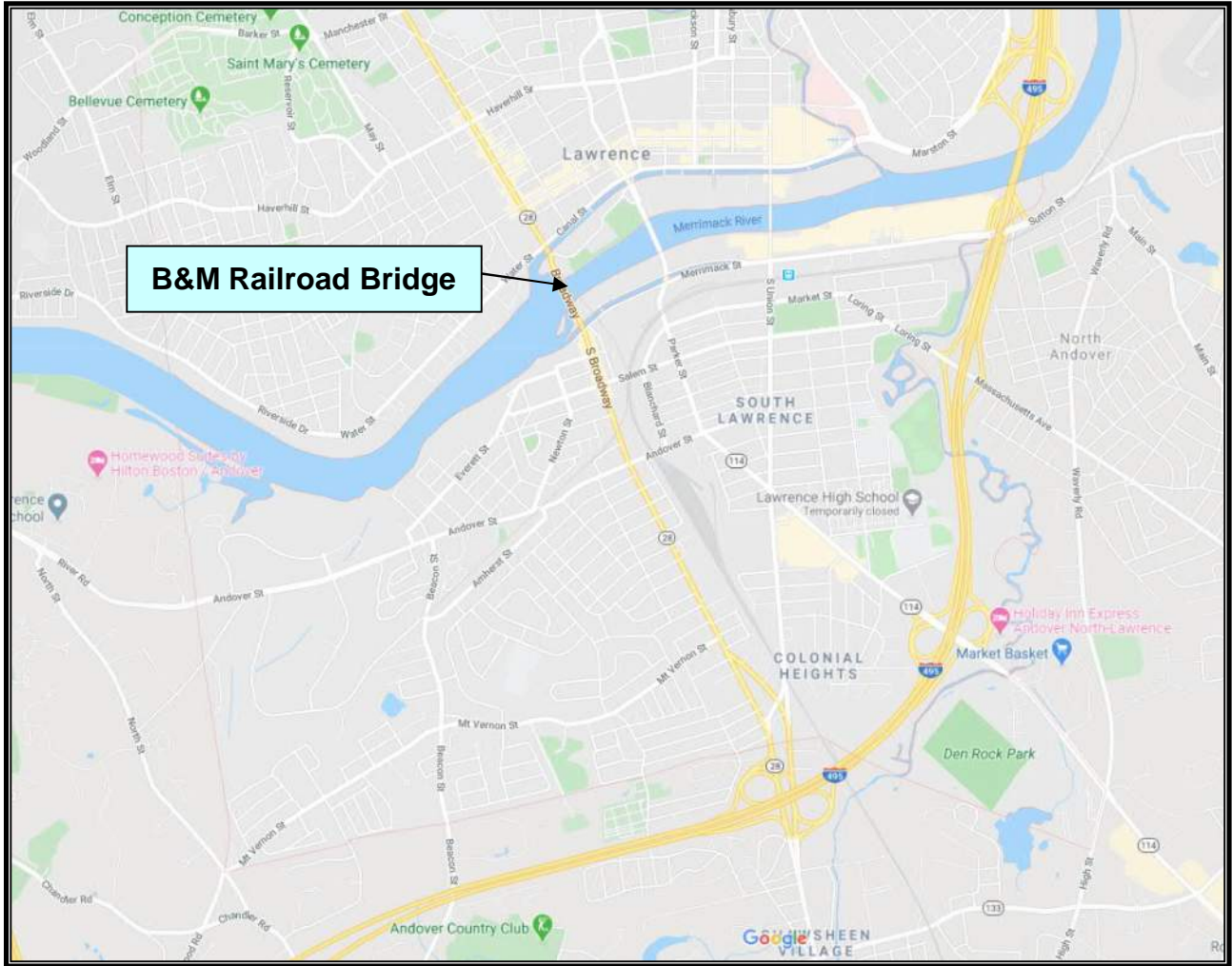
B&M Railroad Bridge over
the Merrimack River

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B&M Railroad Bridge over the Merrimack River

LOCATION MAP



Lawrence, Massachusetts

(42°42'04.7"N 71°09'54.5"W)

B&M Railroad Bridge over the Merrimack River

EXECUTIVE SUMMARY

The 2023 Inspection of the abandoned B&M Railroad Bridge over the Merrimack River in Lawrence, Massachusetts focused on conducting a “quantity verification” inspection of the steel superstructure in each of the six (6) spans, including all truss members, floorbeams, stringers and bearings. The substructure components were inspected visually for any deficiencies that have possibly changed since the original 2020 inspection performed by WSP. The purpose of this inspection is to minimize Extra Work Orders required to address additional deterioration that could possibly be discovered during construction that may not have been included in the design documents created by TEC, Inc. of Lawrence, MA based on MassDOT Engineering Directive E-19-001.

The superstructure members exhibited no significant changes compared to the previously noted deterioration that was observed during the 2020 initial inspection by WSP. Minor changes to the condition of various truss members were updated and are included in **Table 1: Truss Member Conditions in Appendix B**. For the printed version of this report, only the 2023 Condition column is included, however, the digital file has both the 2020 and 2023 Condition columns that can be utilized to see any of the minor changes noted. Additional stringers were added to the recommended replacement list that was previously submitted with the 2020 inspection report. The increased number of stringers was based on WSP’s understanding of the latest design documents, “Second Structural Submittal” dated June 2023, in which precast concrete deck panels are to be utilized in conjunction with shear studs and formed haunches along Stringers S1 to S8.

Overall the superstructure remains in **Fair** condition. The vast majority of the deterioration is isolated to the bottom chord truss pin connections, floorbeams adjacent to the stringer bottom flange connections, stringer top flanges and truss bearings. The conditions are typically worse in Spans 5 and 6.

The substructure, consisting of two (2) granite stone masonry abutments and five (5) granite stone masonry piers, is in **Satisfactory** condition. There is scattered cracked and missing mortar throughout, vegetation growth along the top of the bridge seats and scattered vegetation growth along the top three (3) horizontal rows of stones.

The previous 2020 inspection report format and content has been carried over for simplification of this report. Any specific deficiencies noted in the text below that have been changed or added since the previous report have been highlighted **gray** and all photo references have been updated accordingly.

INTRODUCTION

WSP conducted the 2023 “Quantity Verification” Inspection of the abandoned B&M Railroad Bridge in Lawrence, Massachusetts on October 23rd and October 24th. The inspection was performed by four (4) SPRAT certified Team Leaders including Matthew Sullivan, P.E., Matthew Greer, P.E., Jeffrey Tully, P.E. and Brandon Gale, E.I.T.

GENERAL DESCRIPTION OF THE BRIDGE

The abandoned B&M Railroad Bridge over the Merrimack River in the City of Lawrence, MA, is a six (6) span steel Pratt deck truss structure that carried the B&M Railroad, originally

B&M Railroad Bridge over the Merrimack River

constructed in 1893. The structure spans approximately 550 feet and each symmetrical span consists of four (4) built-up trusses. The bottom chords consist of six (6) forged wrought-iron pinned eyebar tension members. The diagonal tension members are also pinned eyebars consisting of either two (2) or four (4) eyebars per panel. The top chord and vertical members are comprised of built-up steel angles, plates and lacing bars. There are eight (8) built-up steel floorbeams in each span, one (1) per panel point. In Spans 1 through 4 there are nine (9) rolled steel stringers per panel. In Spans 5 and 6, in addition to the nine (9) stringers in Spans 1 to 4, there are additional stringers present in several panels (see **Stringer Configuration Cross-Section Sketch** in **Appendix A**).

The spans are labeled from south to north and the trusses and stringers are labeled from west to east. The floorbeams are labeled according to their associated panel point, from south to north. The eyebars of each truss bottom chord and diagonal panel are labeled from west to east. The deck consists of two (2) sets of 8" high x 8" wide timber ties placed at 14" on-center. There are also 8" wide x 4" deep timber curbs along the centerline and east and west edges of the bridge. The existing rails are directly above Stringers S3 and S4.

The four (4) trusses in each span are spaced at 12'-0" on-center and the truss panel points, as well as the floorbeams, are spaced at 12'-4" on-center. See the following tables for the measured sizes of all the superstructure components.

**B&M Railroad Bridge over
the Merrimack River**

Table 1: Measured Truss Member Dimensions										
L1-U2 & L8-U7	Built-up Diagonal	BF Outstanding Leg	4-1/8"	Wide	L3-U3 & L6-U6	Built-up Vertical	Angle Outstanding Leg (4 Each)	3-1/8"	Wide	
		BF Vertical Leg	3-1/2"	High			7/16"	Thick		
		TF Outstanding Leg	3-5/8"	Wide			Angle Longitudinal Leg (4 Each)	3-1/4"	Long	
		TF Vertical Leg	3-1/2"	High			7/16"	Thick		
		Web Plates (2 Each) East and West	18-1/4"	High	L6-U5 & L3-U4	Diagonal Eyebars	(2 Each)	Angle Spacing (Width, North and South)	18-1/2"	-
			7/8"	Thick				Web Plates (East and West)	14"	Wide
		Top Plate (1 Each)	24"	Wide	L5-U6 & L4-U3	Diagonal Eyebars	(2 Each)	6"	1-13/16"	Thick
			3/8"	Thick						
		Bottom Lattice Bars (16 Each)	30"	Long	L5-U4	Diagonal Eyebars	(2 Total)	5"	1-1/4"	Thick
			2-1/2"	Wide						
			3/8"	Thick						
		Batten Plates (2 Each) (Underside at Ends)	12"	Long	L4-U5	Diagonal Eyebars	(2 Total)	5"	1-3/16"	Thick
			24"	Wide						
			3/8"	Thick						
L1-U1 & L8-U8	Built-up Vertical	Angle Outstanding Leg (4 Each)	3-1/4"	Wide	L1-L3 & L6-L8	Built-Up Bottom Chord	Angle Outstanding Leg (4 Each)	3-1/4"	Wide	
			1/2"	Thick				7/16"	Thick	
		Angle Longitudinal Leg (4 Each)	5"	Wide				4-1/8"	High	
			1/2"	Thick				7/16"	Thick	
		Vertical Plate at Base	21-1/2"	Wide	L3-L4 & L5-L6	Bottom Eyebars	Exterior (2 Each) Eyebars 1 & 6	15-1/2"	High	
			15"	High				5/8"	Thick	
			3/8"	Thick				1"	Thick	
		Lattice Bars (6 Each)	30"	Long	L4-L5	Bottom Eyebars	Interior (4 Each) Eyebars 2-5	6"	High	
2-1/2"	Wide		1-1/4"	Thick						
3/8"	Thick		6"	High						
L2-U2 & L7-U7	Vertical Eyebars	(1 Each)	1-1/4"	Wide	L4-L5	Bottom Eyebars	Exterior (2 Total) Eyebars 1 & 6	6"	High	
			1-1/4"	Thick				1-1/4"	Thick	
L3-U2 & L6-U7	Diagonal Eyebars	(4 Each)	6"	High	L4-L5	Bottom Eyebars	Interior (4 Each) Eyebars 2-5	1-7/16"	Thick	
			1-5/16"	Thick				6"	High	
			-	-				1-7/16"	Thick	

Table 2: Measured Stringer Dimensions					
Stringer	Depth	Web Thickness	Flange Width	Flange Thickness at Edge	Flange Thickness at Web
S9	20-1/4"	19/32"	6"	3/4"	1-1/4"
S8	14-13/16"	15/32"	5-1/4"	9/16"	7/8"
S7	20-1/16"	5/8"	6"	1/2"	1-1/4"

Stringers with similar dimensions - S1, S3, S3A, S4, S6, S6A, S7 & S9
- S2, S4A, S5, S5A, S7A, S8 & S8A

**B&M Railroad Bridge over
the Merrimack River**

Web	29-3/4" to 30"	Deep
	7/16"	Thick
Bottom Flange Angle	3-1/2"	High
	5"	Wide
	3/8"	Thick
Top Flange Angle	3-5/8"	High
	3-5/8"	Wide
	1/2"	Thick

The bridge superstructure is supported on granite block piers and abutments. At the abutments, the stringers extend from the end truss panel to the top of each backwall. The bridge originally carried two (2) tracks, but currently only carries one (1) track along the west half of the bridge.

The overall condition ratings and corresponding descriptions that are utilized throughout this report are taken from the current National Bridge Inspection Standards (NBIS) which are described below:

CODE DESCRIPTION

- N NOT APPLICABLE**
 - 9 EXCELLENT CONDITION**
 - 8 VERY GOOD CONDITION** - no problems noted.
 - 7 GOOD CONDITION** - some minor problems.
 - 6 SATISFACTORY CONDITION** - structural elements show some minor deterioration.
 - 5 FAIR CONDITION** - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
 - 4 POOR CONDITION** - advanced section loss, deterioration, spalling or scour.
 - 3 SERIOUS CONDITION** - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
 - 2 CRITICAL CONDITION** - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
 - 1 "IMMINENT" FAILURE CONDITION** - major deterioration or section loss is present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
 - 0 FAILED CONDITION** - Out of service - beyond corrective action.
-

B&M Railroad Bridge over the Merrimack River

INSPECTION FINDINGS

Top of Deck Elements:

The top of deck elements consist of the timber ties, timber curbs, the railroad rails, a chain link fence along the west side of the ties and utility pipes along the east side of the bridge. The abandoned steam line exhibits heavy paint deterioration and rust throughout. The two (2) 4" diameter City of Lawrence fiber conduits exhibit heavy deterioration of the black protective paint coating that is resulting in minor deterioration of the top half of the fiberglass pipes. The 6" diameter steel Comcast utility line exhibits heavy rust throughout, as well as several missing supports throughout. There are two (2) steel conduits, 4-1/2" in diameter and 2" in diameter, along the west side of the east timber curb which are mounted to the timber ties with no significant deficiencies. There is a 7" diameter steel gas main on the top of the bridge above Stringer S9, mounted to the floorbeam top flanges with surface rust throughout.

The timber ties along the east half of the bridge below the removed rail line exhibit extensive deterioration with numerous areas of 100% loss. The ties below the existing rails along the west half of the bridge exhibit moderate to heavy deterioration with scattered areas of rot and minor vegetation growth. Similarly, the timber curbs along the bridge exhibit scattered areas of moderate to heavy deterioration with many sections missing completely throughout.

The chain link fencing along the west side of the bridge is in good overall condition. The 2nd post from the south end has minor damage.

There are sections of an old, heavily rusted two (2) pipe railing laying along the east half of the bridge in Spans 3 and 4.

Stringers:

The rolled steel stringers are in **Fair** condition and exhibit heavy rust throughout. Many of the stringers exhibit severe deterioration to the top flanges with full width holes throughout (**Photos 1 to 5**). It appears large coupons were taken from the center of the web of three (3) stringers in Span 6 by torch cutting at approximately the center of the panel (**Photo 6**). The locations and sizes of the coupons removed are as follows:

- Span 6, Stringer S6 in Panel 4: 15" long x up to 6" high
- Span 6, Stringer S6 in Panel 5: 11" long x 8" high
- Span 6, Stringer S6 in Panel 7: 11" long x 8" high

Refer to the table below outlining specific locations of severe deterioration to stringers where stringers will most likely need to be replaced. Additional stringers have been added to the table now that WSP has a better understanding of the proposed deck configuration and planned attachment to the superstructure.

B&M Railroad Bridge over the Merrimack River

Table 4: Stringers to be Replaced					
Span	Stringer	Panel(s)	Span	Stringer	Panel(s)
1	S2	2	4	S2	2, 5, 6, 7
	S2	5		S5	2, 7
	S5	1, 3		S8	1, 2, 3, 4, 5, 6
	S8	2		S5	3
	S8	1, 3, 4, 5, 6	5	S2	1, 2, 3, 4, 5, 6, 7
2	S2	2, 4, 5, 6		S5	1, 4, 6
	S5	2, 3, 5, 6, 7		S8	2, 3, 4, 5, 6, 7
	S8	1, 2, 3, 4, 5, 6	S5	2	
3	S2	1, 2, 4, 5, 6	6	S2	All
	S8	1, 2, 3, 5, 6		S5	All
				S8	1, 2, 3, 6, 7

Notes:

1. The supplemental stringers located in Span 6 and Panels 3 to 7 in Span 5 were not included as they are not intended to support the new deck.
2. Newly added stringers or those previously noted as "Maybe" are in **BOLD**.
3. Stringers in Span 1, Panel 1 and Span 6, Panel 7 are continuous beyond the truss to the Abutment backwalls.
4. The Second Structural Submittal Plans dated June 2023 note Stringer S8 in Panel 7 of Span 1 to be repaired, however, the stringer is ok in Panel 7 but should be replaced in Panel 6 as shown above.

The stringer seat angles at the floorbeams typically have heavy pack rust between the outstanding legs of the angles and the stringer bottom flanges measuring up to 1" thick. Many of the stringers at the seat angles have heavy section loss and holes in the top and bottom flanges at the floorbeam connections. Isolated stringers have moderate to heavy section loss on the lower webs at the floorbeams with several locations exhibiting holes. In Span 6, at the North Abutment, all stringers have section loss along the lower web at the backwall measuring 1/8"-3/16" deep with scattered holes throughout. At Floorbeams FB1 and FB8 in each span, the stringers rest on bearings at the floorbeam top flanges. Scattered stringers at these floorbeams are floating or have pack rust between the bearing and stringer bottom flange (**Photo 1**). Specific locations of these deficiencies are as follows:

- Span 3, Stringer S8 at Floorbeam FB1: The stringer is floating at the bearing with a gap measuring 3/16" high.
- Span 3, Stringers S2 and S5 at Floorbeam FB8: The stringers are floating at the bearing with gaps measuring 3/16" and 1/8" high, respectively.
- Span 3, Stringer S8 at Floorbeam FB8: There is pack rust between the bearing and stringer bottom flange measuring 1/8" thick.
- In Span 4, Stringers S2 and S5 at Floorbeam FB1: The stringers are floating at the bearings with gaps measuring 3/16" and 1/8" high, respectively.

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- Span 4, Stringer S8 at Floorbeam FB1: There is pack rust between the bearing and stringer bottom flange measuring 1/8" thick.
- Span 4, Stringers S2 and S5 at Floorbeam FB8: The stringers have pack rust between the bottom flange and bearing measuring 3/8" thick and 1-1/2" thick, respectively **(Photo 1)**.
- Span 5, Stringers S2 and S5 at Floorbeam FB1: The stringers have pack rust between the bottom flange and the bearing measuring up to 1-3/16" thick **(Photo 1)**.

Floorbeams:

The floorbeams are in overall **Fair** condition and exhibit heavy rust throughout. Over Trusses 2 and 3, the floorbeams typically have moderate to heavy delamination and pitting measuring up to 44" long x 1/16"-1/8" deep on the bottom flange angles and lower web, as well as heavy rivet head loss measuring up to 100%. Scattered locations have pack rust between the bottom flange and the top lateral bracing connection plate measuring up to 1/2" thick. These conditions are typically more severe in Spans 5 and 6.

Many of the floorbeams at the bottom flange splice plates between Stringers S7 and S8 and between Stringers S2 and S3 have moderate to heavy pack rust between the plates as well as moderate to heavy delamination on both legs of the bottom flange angles with up to 100% loss to the vertical leg rivet heads. This condition is typical at all floorbeams in Span 6 and many in Span 5 with scattered locations throughout the remaining spans.

Floorbeams FB1 and FB8 in all spans at the back-to-back vertical web stiffening angles below the stringers have pack rust between the outstanding legs measuring up to 1/2" thick, but typically 1/4" thick, at the top and bottom.

In Spans 3 and 5, the east ends of the floorbeams typically have pack rust between the bottom flange and the Truss 4 top chords, measuring up to 5/8" thick and 7/8" thick respectively.

Specific floorbeam conditions beyond typical are as follows:

- Span 1, Floorbeam FB7: The south bottom flange angle at the splice plate between Stringers S7 and S8 has pack rust measuring up to 3/4" thick with heavy delamination on the vertical leg and up to 100% section loss to six (6) rivet heads.
 - Span 2, Floorbeam FB4: On the south face over Truss 3, the bottom flange has heavy accumulation of debris with pitting measuring up to 1/8" deep throughout and areas of section loss down to knife edge remaining on the outstanding leg.
 - Span 3, Floorbeam FB1: In Stringer Bay 4, the outstanding leg of the south bottom flange angle at the east end of the splice plate has one (1) of three (3) rivets sheared.
 - Span 5, Floorbeam FB2: Just east of Stringer S2, the outstanding leg of the north bottom flange angle is bent upward 1/2" out-of-plane over a 6" length.
 - Span 6, Floorbeam FB2: Just east of Stringer S2, the outstanding leg of the south bottom flange angle is bent upward up to 3/8" out-of-plane over a 6" length. In Truss
-

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Bay 2, the majority of the bottom flange angle rivet heads have 75% to 100% section loss.

- Span 6, Floorbeam FB2: Between Truss 3 and Stringer S8, the north bottom flange angle has heavy delamination and section loss. The outstanding leg of the north bottom flange angle between Stringers S5 & S6 has a hole measuring 1-1/2" Ø. The outstanding leg below Stringer S7 has an area of holes measuring 2.0' long x up to 3" wide.
- Span 6, Floorbeams FB2 and FB5: Below Stringers S7A and S8, the outstanding leg of the north bottom flange angle has heavy section loss with edge loss measuring up to 1/2" wide along a 2.0' length. The south bottom flange angle is in similar condition under Stringer S7A over a 12" length. The north and south bottom flanges of Floorbeam FB5 are also in similar condition under Stringer S7A over a 12" length.
- Span 6, Floorbeam FB3: Above Truss 3 at the west side, there is a lower web hole measuring 6" wide x 1" high (**Photo 7**).
- Span 6, Floorbeam FB4: In Truss Bay 2, both faces of the lower web have pitting measuring up to 1/16" deep.
- Span 6, Floorbeam FB5: Just east of Truss 2, the outstanding leg of the south bottom flange angle has a hole measuring 2" wide x 1" long.
- Span 6, Floorbeam FB6: Just east of Truss 2, the outstanding leg of the south bottom flange angle has a hole measuring up to 2" Ø.
- Span 6, Floorbeam FB6: Below Stringers S7A and S8, both bottom flange angles have moderate section loss to the outstanding legs with holes adjacent to the upper bracing connection plates measuring up to 3/4" long x 1" wide.
- Span 6, Floorbeams FB7 and FB8: The north face of Floorbeam FB7 between Stringers S2 and S8 has moderate accumulation of debris along the bottom flange, moderate rivet head loss, and a few isolated areas of 1/16" deep pitting in the lower web adjacent to the stringers and web stiffeners measuring up to 3" Ø. The south face of Floorbeam 8 is in similar condition.
- Span 6, Floorbeam FB7: Between Stringers S2 and S3, both faces of the floorbeam at the bottom flange splice plate have heavy section loss and delamination on the bottom flange angles with areas of 100% section loss to the vertical legs and rivet heads.

Truss Top Chord Members:

The truss top chord members are in overall **Satisfactory** condition and exhibit heavy rust throughout with scattered locations of minor section loss and isolated locations of minor bends in the outstanding legs of the bottom flange angles. In Spans 5 and 6, the Truss 2 and 3 top chords at the floorbeams typically have moderate accumulation of debris and minor delamination with section loss. Scattered locations in Spans 1 through 4 are in a similar but less severe condition.

In Span 6, on the east face of Truss 1 and the west face of Truss 4, the vertical legs of the bottom flanges have 75% of rivet heads with greater than 50% section loss and scattered rivet heads with up to 100% loss. Both bottom flange angles of Trusses 2 and 3 have

B&M Railroad Bridge over the Merrimack River

scattered rivet heads with up to 75% loss and isolated rivet heads with up to 100% loss. This condition is similar in Spans 4 and 5 but less severe.

Truss Web (Diagonal and Vertical) Members:

Truss Diagonal Members (Photos 13 to 19, 24 to 28, 31,33 & 34):

The truss diagonal members are in overall **Fair** condition and exhibit heavy rust throughout.

The built-up truss diagonal members L1-U2 and L7-U8 at Panel Points L1 and L8 typically have section loss on the exterior web fill plates along the edge of the bearing connection plates measuring up to 1" wide x 3/16" deep with minor to moderate pack rust. The interior faces of the web plates along the L1-L3 and L6-L8 bottom chord top flanges typically have section loss measuring up to 10" long x up to 1-1/4" high x 3/16" deep.

The diagonal member eyebars at the lower panel points adjacent to the vertical members typically have 100% section loss along the top edge measuring up to 1/2" high. Most notably along the interior faces of the vertical member web plate. The truss diagonal member eyebars typically have moderate to heavy section loss along the truss vertical member webs and the bottom chord eyebars measuring up to full height x 2" long. Many of the diagonal eyebars in Span 6 are in severe condition with heavy section loss along both faces and 100% loss along the top edges throughout. Along Truss 2 of Span 6, Eyebar 2 at L6 of member L6-U7 has severe section loss on both faces at the intersection with member L6-U6 measuring 7" long x full height x down to 1/2" remaining with 100% section loss x up to 1" high on the top edge and 100% section loss x up to 1/2" high on the bottom edge.

At members L3-U4 and U5-L6 at Panel Points L3 and L6, respectively, Eyebars 1 and 2 have pack rust at the interface with the bottom chord Eyebars 3 and 4, typically measuring 1/4"-1/2" thick. The pack rust typically bends the eyebars slightly inward over the lower half and many of the eyebar turnbuckles are in contact as a result. Isolated eyebars at these locations have section loss along the top of the bottom chord truss eyebars.

At members U2-L3 and L6-U7, Eyebars 1 and 4 at the upper panel points typically have pack rust along the webs of the top chord members, with adjacent moderate to heavy section loss on the interior faces of the eyebars along the underside of the top chord bottom flanges.

Members L4-U5 and U4-L5 at the mid-panel intersection typically have heavy pack rust up to 2" thick between them with moderate to heavy section loss on the interior faces within the interface. The pack rust at many of these locations was removed by the inspectors.

Truss Vertical Members:

The truss verticals are in overall **Fair** condition and exhibit heavy rust throughout.

At Panel Points L1 and L8 for all trusses, vertical members L1-U1 and L8-U8 have pack rust between the outstanding legs of the east and west angles measuring up to 12" high x up to 3/4" thick and the angles have section loss measuring up to 6" high x up to 3/16" deep.

B&M Railroad Bridge over the Merrimack River

The vertical truss members typically have section loss on the interior faces of the webs at the lower panel points along the top of the eyebars measuring up to 1-1/2" high x 1/8"-3/16" deep. The exterior faces of the webs and angles at the base typically have section loss along the top of the bracing connection plates measuring up to 3-1/2" high x up to 1/8" deep. In Span 6 isolated locations have heavy rivet head loss

Vertical eyebar members L2-U2 and L7-U7 have numerous locations of bent eyebars near the lower panel points.

Refer to **Table 1: Truss Member Conditions** in **Appendix B** for specific truss member conditions.

Truss Bottom Chord Members (Photos 8 to 12, 15, 19 to 23, 26 to 30, 32 & 33):

The truss bottom chord members are in overall **Fair** condition and exhibit heavy rust throughout.

The built-up bottom chord members L1-L3 and L6-L8 at Panel Points L1 and L8 typically have pack rust between the web plates and the diagonal member web plates measuring up to 3/4" thick. The exterior faces of the web plates at these locations typically have section loss along the underside of the truss diagonal bottom flange angles, measuring up to full length of diagonal (18" long) x up to 3/4" wide x up to 1/4" deep. These members at Panel Points L2 and L7 typically have section loss on the interior web stiffening plates surrounding the pin circumference measuring up to 3/4" wide x up to 3/16" deep and isolated locations have pack rust between the exterior web stiffening plates and pin nuts.

The truss bottom chord eyebars at the panel points typically have moderate to heavy section loss on both faces along the adjacent eyebars measuring up to full height x 2" long. At the pins, the top faces of the eyebars adjacent to the vertical member webs typically have 100% section loss along the top edge up to 1/2" high. Most notably along the interior faces of the vertical member web plates. Many of the bottom chord eyebars in Span 6 are in severe condition with heavy section loss on both faces and 100% loss along the tops at the panel points, most notably along Truss 2.

On the bottom chord truss members L3-L4 and L5-L6 at Panel Points L3 and L6 respectively, the interior faces of Eyebars 3 and 4 have heavy delamination within the legs of the diagonal eyebars of L3-U4 and U5-L6. The loss is inaccessible to clean and cannot be accurately measured.

Members L5-L6 and L3-L4 at panel points L5 and L4 respectively, typically have heavy pack rust between Eyebars 1 and 2 and between Eyebars 5 and 6, with moderate to heavy section loss on the interior faces of the eyebars beyond the pack rust. Isolated locations have heavy section loss on the interior faces along the pack rust at the top and bottom edges.

Refer to **Table 1: Truss Member Conditions** in **Appendix B** for specific truss bottom chord conditions.

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Truss Gusset Plates:

The truss gusset plates at panel points L1 and L8 are in overall **Fair** condition and exhibit heavy rust throughout.

The exterior faces of the gusset plates just above the lateral bracing connection plates typically have section loss measuring up to 4" long x 7" high x up to 1/4" deep. The exterior faces of the gusset plates also typically have section loss at the ends along the diagonal member top flanges measuring up to 6" long x 1" high x 3/16"-1/4" deep.

In Span 5, along Truss 3 at Panel Point L8, the west face of the East Gusset Plate has a rolling defect at the south edge along the top of L8-U7 measuring 6" long x up to 3" high x up to 50% of gusset plate thickness.

Truss Pins:

The truss pins are in overall **Poor** to **Fair** condition and exhibit heavy rust throughout.

The lower truss pins have scattered locations of cracked, broken and missing sections of spacers, with moderate to heavy pitting or section loss on the exposed pins. The cracked, broken and missing spacers appear to be due to the pack rust between members pushing the spacer. At Panel Points L2 and L7 the exposed pins typically have moderate to heavy pitting or section loss measuring down to 1-1/2" Ø remaining and scattered locations have pack rust or gaps between the pin nuts and the bottom chord web stiffening plates measuring up to 3/16" thick. In Span 2, the Truss 4 west pin nut at Panel Point L6 is cracked through at the top side of the pin (**Photo 10**) which was previously noted in 2020 but not highlighted in the text of this report.

The upper truss pins are typically in better condition, with only isolated locations of cracked or broken spacers and the exposed pins typically have little to no section loss or pitting.

Refer to **Table 1: Truss Member Conditions** in **Appendix B** for specific truss pin conditions.

Truss Bracing:

The truss bracing members are in overall **Fair** to **Satisfactory** condition and exhibit heavy rust throughout.

The upper lateral bracing connection plates at Trusses 2 and 3 typically have moderate accumulation of debris with moderate to heavy section loss.

The lateral bracing members at the lower panel points throughout the bridge typically have pack rust between the bracing angles at the connection plates measuring up to 1/2" thick. At Panel Points L2 and L7, the horizontal lateral bracing members have moderate pack rust between the vertical legs of the angles. Isolated lower lateral bracing members are bent.

At Panel Points L1 and L8 for all trusses, there is heavy accumulation of dirt and debris between the vertical and diagonal bracing connection plates along the truss gusset plates. The vertical bracing connection plates have holes at the base measuring up to 6" long x 2"

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high. Several vertical bracing connection plates have 100% loss along the full length of the base, extending along the vertical edge of the truss connection. The adjacent lower lateral bracing members typically have heavy section loss on the outstanding legs measuring down to knife edge remaining with areas of 100% loss measuring up to 18" long x 1" wide (**Photos 35 to 37**).

Specific lateral bracing deficiencies beyond typical are as follows:

- Span 1, Truss Bay 1, Panel 6: The southeast and northeast lower bracing angles are bent downward 1-1/2" out-of-plane.
- Span 1, Truss Bay 1, Panel 7: The southwest lower bracing angle is bent downward, 1-1/2" out-of-plane.
- Span 4, Truss Bay 1, Panel 6: The northeast lower bracing angle is bent downward 1/2"-1" out-of-plane.
- Span 4, Truss Bay 1, Panel 7: The southwest bracing member is bent down slightly.
- Span 5, Truss Bay 1, Panel 1: The lower lateral bracing member at L2 of Truss 1 is bent down and to the north.
- Span 5, Truss Bay 2, Panel 1 at L2 of Truss 3: The southwest lower lateral bracing member at the connection plate has one (1) missing rivet and four (4) of the five (5) remaining rivets have deformed heads.
- Span 5, Truss Bay 2, Panel 3: The lower lateral bracing member at L4 of Truss 3 has one (1) sheared rivet at the connection plate.
- Span 5, Truss Bay 1, Panel 6: The lower lateral bracing member at L7 of Truss 1 is bent down and to the north over half the length.
- Span 5, Truss Bay 2, Panel 6: Both lower lateral bracing angles are bent downward near Truss 3.
- Span 6, Truss Bay 2, Panel 4 at L4 of Truss 3: The horizontal bracing connection plate has a hole at the northeast corner, 1/2" long x 1" wide with adjacent heavy section loss.
- Span 6, Truss Bay 2, Panel 5 at L5 of Truss 3: The horizontal bracing connection plate has a hole at the northeast corner, 2" long x 1" wide with adjacent heavy section loss.
- Span 6, Truss Bay 3, Panel 5: The northeast bracing member is bowed slightly near Truss 4.
- Span 6, Truss Bay 3, Panel 6: The southeast bracing member is bowed slightly near Truss 4.
- Span 6, Truss Bay 3, Panel 6: The northeast bracing member is bent slightly to the west near Truss 4.
- Span 6, at Truss 1, Panel Point 8: The east vertical bracing connection plate has a hole along L8-U8 and along the lower lateral bracing member (L-shaped) measuring up to 10" high x up to 8" wide with a 3/4" long crack extending from the top of the hole (**Photo 36**).
- Span 6, at Truss 3, Panel Point L8: The west vertical bracing connection plate has 100% loss throughout the edges with only 5" of the connection remaining along the truss vertical.

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Truss Bearings:

The truss moveable and fixed bearings are in overall **Poor** condition and exhibit heavy rust throughout.

The moveable bearings throughout the bridge exhibit no signs of proper thermal movement and have heavy deterioration to the rollers and roller plates (**Photos 38 & 42**). The truss bearing masonry plate anchor bolts typically have section loss measuring up to 75% and isolated anchor bolts are bent in the direction of expansion. A few bearing masonry plates have minor undermining due to spalled or uneven pier stones.

At several locations, the bearing pedestal stones at the piers have cracked or settled, causing the bearings to shift or tilt. At these locations, there are steel retrofit rods in place to prevent further movement of the pier stones (**Photos 38 & 39**). Refer to the Pier section of the report for specific locations of this condition.

Specific deficiencies to the truss bearings beyond typical are as follows:

- Pier 1, Span 1, Truss 1: The bearing rollers have a 1/4" gap at the north end of the sole plate. There is evidence of previous vertical pin movement up to 1/2" in line with the diagonal member due to wear on the exterior faces of the bearing connection plates from the pin nuts.
- Pier 1, Span 1, Truss 2: The bearing roller assembly is over-expanded and in contact with the Span 2 truss bearing masonry plate. The north most roller has a 3/16" gap between the roller and the sole plate and a 3/8" gap between the roller and the masonry plate.
- Pier 1, Span 1, Truss 3: The bearing rollers are not in contact with the masonry plate along the east and west edges.
- Pier 1, Span 2, Truss 1: The bearing masonry plate is shifted 3/4" to the west, shifted slightly south and both masonry plate anchor bolts are sheared. There is evidence of previous vertical pin movement up to 3/8" due to wear on the exterior faces of the bearing connection plates from the pin nuts.
- Pier 1, Span 2, Truss 3: The east bearing shear key is in contact with the south edge of the masonry plate key.
- Pier 1, Spans 1 and 2, Truss 4: The east and west shear keys of the Span 2 bearing are in contact with the south edge of the masonry plate key. There is a gap between the masonry plate and sole plate at the southwest and northwest corners measuring 3/4" high and 1/4" high, respectively. The east and west masonry plate anchor bolts are bent to the south. The Span 1 bearing is over-expanded and the rollers are overhanging the north edge of the masonry plate. (Pedestal stones are settled with retrofit rods in place at this location). There is vegetation growing between the pedestal stones and the east retrofit rod (**Photo 39**).
- Pier 2, Span 3, Truss 1: The west masonry plate anchor bolt is missing and the east anchor bolted is tilted to the north.
- Pier 2, Span 3, Truss 2: The east masonry plate anchor bolt is missing.

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- Pier 2, Span 3, Truss 3: The bearing masonry plate anchor bolts are both missing and the north edge of the masonry plate at the east half is undermined due to an uneven stone, 15" long x up to 3/4" deep.
- Pier 3, Span 3, Truss 1: The bearing roller keeper plate on the west side is detached at the south end and the roller keeper plate on the east side is detached at the north end (**Photo 41**).
- Pier 4, Span 5, Truss 4: The bearing masonry plate is undermined along the north edge at the east end due to a spalled stone, 12" long x up to 3-1/4" deep. The stone is cracked near the northwest corner of the bearing, 3-1/2" long and the cracked piece is loose.
- Pier 5, Spans 5 & 6, Truss 1: The bearing has pack rust between the components around the pin measuring up to 1" thick causing out-of-plane bending, especially on the bearing plates and pin nuts (**Photo 43**).
- Pier 5, Span 6, Truss 3: The bearing pin allows no rotational movement due to pack rust around the pin.

Abutments and Piers:

Abutments:

The granite stone abutments are in overall **Satisfactory** condition and exhibit scattered areas of cracked and missing mortar throughout.

The North Abutment has scattered areas of missing mortar, a few cracked stones and a small tree growing along the top row of stones. The lower 8.0' of the abutment has heavy graffiti throughout. The backwall has scattered areas of missing mortar, scattered locations of light vegetation growth through the stones and at the top and the east and west ends have moderate to heavy vegetation growth, with a large tree at the west end.

The South Abutment bridge seat and backwall were inaccessible due to very heavy accumulation of vagrant debris. The breastwall and visible portions of the backwall have heavy graffiti.

The northeast retaining wall has scattered missing chink stones, several voids up to 3.0' deep and several trees growing between the stones.

Piers:

The granite stone piers are in overall **Fair** condition and exhibit scattered areas of cracked and missing mortar throughout, most notably near the base. Isolated locations have moderate vegetation growth through the stones, most notably at the top of the piers (**Photo 44**).

At several locations, the bearing pedestal stones have cracked or settled and have retrofit steel rods installed to prevent further movement.

Specific deficiencies to the piers are as follows:

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Pier 1:

- The south face below Truss Bay 1 has a full height area of missing mortar, possibly due to settlement of the west end of the pier.
- On the south face, the 3rd row from the top at the west end has a stone with a full height crack and an adjacent stone has shifted to the south approximately 1".
- The bridge seat in Truss Bays 1 & 3 has minor tree growth through the stones.
- On the north face at the west end, there is an area of missing mortar at the top and the 4th stone from the top has a spalled section.
- The Span 1, Truss 1 bearing pedestal stone is settled. The Span 2 Truss 1 bearing pedestal stone and the adjacent stone are shifted to the north. Steel retrofit rods are in place.
- The Truss 2 bearing pedestal stones have steel retrofit rods in place.
- The Truss 3 bearing pedestal stone is cracked, full width of the pedestal x up to 1/4" wide below the masonry plate with steel retrofit rods in place.
- The Truss 4 bearing pedestal stones have settled and have steel retrofit rods in place. There is a tree growing between the east side of the retrofit and pedestal stone (**Photo 39**).
- Adjacent to the west side of the Truss 4 bearing, there is a previous retrofit rod in place in the pedestal that is broken.

Pier 2:

- The north face has stones missing from the top row in front of the Truss 1, 3 and 4 bearings.
- The south face has stones missing from the top row in front of the Truss 3 and 4 bearings.
- The bridge seat has scattered minor tree growth throughout, especially in Bay 1.

Pier 3:

- The north face has scattered vegetation growth between stones throughout with several trees up to 1/2" in diameter between the top two (2) rows of mortar. The south face has similar conditions in the top three (3) rows of mortar (**Photo 44**). The bridge seat in Truss Bays 1 and 3 has several trees measuring up to 1" Ø and the bridge seat in Bay 2 has vagrant debris.



Pier 4:

- At the west end, the top row of end stones is missing.
 - On the north and south faces the stone in front of the Truss 3 bearing is missing.
 - On the north face, the stone in front of the Truss 4 bearing is missing.
 - The top face of the pier in Truss Bay 2 has moderate vegetation growth through the stones with vines growing on Truss 3 in Span 4.
 - In Truss Bay 2, on the south face, the previously noted 1/2" Ø tree growing through the top two (2) rows of stones is no longer present.
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Pier 5:

- At the west end, the south face at the lower horizontal masonry joint located just above the waterline has several locations with water flowing through the stones from the opposite face due to high water flow at this location (**Photo 45**).
- The Truss 1 bearing pedestal stones have retrofit rods installed.
- At the northwest corner, the 3rd, 4th and 5th row of stones from the top are broken and spalled for the full height below Truss 1 with several previous retrofit rods in place.
- The north face has graffiti at the base.



	
<p style="text-align: center;">Photo 1</p> <p>Description: (Looking West) Stringer S2 at Floorbeam 8 of Span 4 and Floorbeam 1 of Span 5; View of heavy pack rust between the stringer bottom flanges and the bearings.</p> <p style="text-align: right;">MG2-18</p>	<p style="text-align: center;">Photo 2</p> <p>Description: (Looking Northeast) Stringer S2, west face in Panel 6 of Span 5; View of typical heavy deterioration to the stringer top flange with full width holes throughout the panel.</p> <p style="text-align: right;">MG2-20</p>



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<p style="text-align: center;">Photo 3</p> <p>Description: (Looking West) Stringer S8, east face in Panel 3 of Span 5; View of typical heavy deterioration to the stringer top flange with full width holes throughout the panel.</p> <p style="text-align: right;">JT2-25</p>	<p style="text-align: center;">Photo 4</p> <p>Description: (Looking Southeast) Stringer S2, top flange in Panel 5 near Floorbeam 5 in Span 6; View of heavy deterioration to the top flange with full width holes.</p> <p style="text-align: right;">MS1-44</p>



 <p>Photo 5 Description: (Looking Northwest) Stringer S8, east face in Panel 7 of Span 6; View of heavy deterioration to the top flange and lower web with holes.</p> <p>MG1-37</p>	 <p>Photo 6 Description: (Looking Northeast) Stringer S6, Panels 4, 5 & 7 in Span 6; View of torch-cut coupons taken from the center of the stringer webs in each panel.</p> <p>MS2-20</p>
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<p style="text-align: center;">Photo 7</p> <p>Description: (Looking North) South face of Floorbeam 3 in Span 6 at the west side of Truss 3; View of a lower web hole and adjacent section loss to the web. Note the debris on the bracing plate below.</p> <p style="text-align: right;">BG2-15</p>	<p style="text-align: center;">Photo 8</p> <p>Description: (Looking North) Span 2, Truss 1, L3-L4 at L4, Eyebars 1 and 2; View of heavy pack rust between the eyebars and section loss up to 1/4" deep beyond.</p> <p style="text-align: right;">MG2-11</p>



 <p>Photo 9 Description: (Looking Southwest) Span 2, Truss 4, L3-L4 at L4, Eyebars 3; View of section loss around the top circumference up to 5/16" deep.</p> <p>JT2-14</p>	 <p>Photo 10 Description: (Looking Northeast) Span 2, Truss 4, west pin nut at Panel Point L6; View of the pin nut cracked at the top.</p> <p>JT2-11</p>
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<p style="text-align: center;">Photo 11</p> <p>Description: (Looking Southeast) Span 3, Truss 1, L6-U7 at L6, Eyebars 3; View of section loss along the west face up to 1/2" deep.</p> <p style="text-align: right;">MG2-03</p>	<p style="text-align: center;">Photo 12</p> <p>Description: (Looking North) Span 4, Truss 1, U4-L5 at L5, Eyebars 1 & 2; View of pack rust and section loss between the eyebars.</p> <p style="text-align: right;">MG1-30</p>

 <p>Photo 13</p> <p>Description: (Looking Southeast) Span 4, Truss 2, L4-U5 & U4-L5 at midpanel; View of pack rust up to 1/4" thick and section loss up to 1/2" thick at each eyebar.</p> <p>MS1-40</p>	 <p>Photo 14</p> <p>Description: (Looking Southeast) Span 4, Truss 4, L4-U5 at L4, Eyebars 1; View of pack rust and up to 5/16" deep section loss.</p> <p>JT1-20</p>
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<p style="text-align: center;">Photo 15</p> <p>Description: (Looking Northeast) Span 5, Truss 1, U3-L4 at L4, Eyebars 2; View of section loss along the west face up to 3/8" deep.</p> <p style="text-align: right;">MG1-23</p>	<p style="text-align: center;">Photo 16</p> <p>Description: (Looking Northwest) Span 5, Truss 3, L6-U7 at U7, Eyebars 1; View of pack rust and section loss up to 3/8" deep.</p> <p style="text-align: right;">BG1 - (18)</p>



	
<p style="text-align: center;">Photo 17</p> <p>Description: (Looking Southwest) Span 5, Truss 4, U2-L3 at U2, Eyebars 1; View of 3/8" deep section loss along the underside of the bottom chord.</p> <p style="text-align: right;">JT1-17</p>	<p style="text-align: center;">Photo 18</p> <p>Description: (Looking Northwest) Span 5, Truss 4, L4-U5 & U4-L5 at midpanel; View of section loss at the intersection up to 1/2" deep.</p> <p style="text-align: right;">JT1-15</p>



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<p style="text-align: center;">Photo 19</p> <p>Description: (Looking South) Span 6, Truss 1, L5-L6 at L5, Eyebars 1 to 6; View of heavy pack rust up to 1/2" thick and section loss.</p> <p style="text-align: right;">MG1-07</p>	<p style="text-align: center;">Photo 20</p> <p>Description: (Looking Southeast) Span 6, Truss 1, L5-L6 at L5, Eyebars 1; View of the west face with 3/16" deep section loss and an up to 1" high x 6" long hole along the base.</p> <p style="text-align: right;">MG1-08</p>



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<p style="text-align: center;">Photo 21</p> <p>Description: (Looking Southwest) Span 6, Truss 1, L5-L6 at L5, Eyebar 2; View of the east face with heavy section loss up to 1/2" deep.</p> <p style="text-align: right;">MG1-09</p>	<p style="text-align: center;">Photo 22</p> <p>Description: (Looking North) Span 6, Truss 1, L7-L8; View of the bottom chord with the west built-up member bent east.</p> <p style="text-align: right;">MG1-04</p>

	
<p style="text-align: center;">Photo 23</p> <p>Description: (Looking South) Span 6, Truss 2, Pin at L2; View of missing pin spacers and heavy section loss to the west side of the pin.</p> <p style="text-align: right;">MS1-22</p>	<p style="text-align: center;">Photo 24</p> <p>Description: (Looking Southeast) Span 6, Truss 2, L4-U5 Eyebar 1 and L4-L5 Eyebars 2 & 3 at L4; View of up to 5/16" deep section loss along the west face of the eyebars.</p> <p style="text-align: right;">MS1-18</p>

	
<p style="text-align: center;">Photo 25</p> <p>Description: (Looking North) Span 6, Truss 2, L4-U5 & U4-L5 at midpanel; View of up to 2" thick pack rust and up to 3/4" deep section loss at the intersection of the eyebars.</p> <p style="text-align: right;">MS1-17</p>	<p style="text-align: center;">Photo 26</p> <p>Description: (Looking Northwest) Span 6, Truss 2, L4-L5 at L5, Eyebars 1, 2 & 4; View of section loss along the east face of the eyebars up to 5/16" deep.</p> <p style="text-align: right;">MS1-15</p>

	
<p style="text-align: center;">Photo 27</p> <p>Description: (Looking Southeast) Span 6, Truss 2, L5-L6 Eyebar 1 and L5-U6 Eyebar 1 at L5; View of heavy section loss to the west face of the eyebars and 100% section loss along the base of L5-L6 Eyebar 1 up to 1/2" high.</p> <p style="text-align: right;">MS1-12</p>	<p style="text-align: center;">Photo 28</p> <p>Description: (Looking Northwest) Span 6, Truss 2, L5-L6 at L6, Eyebars 1 to 4; View of heavy section loss along the east face of the eyebars up to 7/16" deep.</p> <p style="text-align: right;">MS1-10</p>

 <p style="text-align: center;">Photo 29</p> <p>Description: (Looking North) Span 6, Truss 2, Pin at L6; View of missing pin spacers and heavy pitting/section loss to the pin.</p> <p style="text-align: right;">MS1-06</p>	 <p style="text-align: center;">Photo 30</p> <p>Description: (Looking Southwest) Span 6, Truss 3, west pin nut at L2; View of pack rust and a gap at the pin nut.</p> <p style="text-align: right;">BG1 - (13)</p>
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 <p>Photo 31</p> <p>Description: (Looking Northeast) Span 6, Truss 3, U4-L5 at L5, Eyebars 1; View of heavy section loss at the west face up to 1/4" deep.</p> <p>BG1 - (8)</p>	 <p>Photo 32</p> <p>Description: (Looking Southeast) Span 6, Truss 3, L5-L6 at L5, Eyebars 1 & 2; View of heavy pack rust between the eyebars and heavy section loss to the eyebars.</p> <p>BG1 - (6)</p>
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 <p>Photo 33 Description: (Looking Southwest) Span 6, Truss 3, L5-L6 at L5, Eyebars 3 & 4; View of heavy section loss at both faces of each eyebar up to 1/4" deep (1/2" remaining at the top edge).</p> <p>BG1 - (7)</p>	 <p>Photo 34 Description: (Looking Northeast) Span 6, Truss 4, U2-L3 at L3, Eyebars 4; View of heavy section loss at the west face up to 1/2" deep with down to 1/4" remaining at the edges.</p> <p>JT1-10</p>
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	<p style="text-align: center;">Photo 35</p> <p>Description: (Looking East) Spans 5 & 6, lower lateral bracing at Truss 3 over Pier 5; View of typical heavy debris accumulation along the bracing member horizontal surfaces with scattered holes.</p> <p>BG1 - (15)</p>
	<p style="text-align: center;">Photo 36</p> <p>Description: (Looking South) Span 6, lower lateral bracing at Panel Point 8 of Truss 1; View of holes along the vertical connection plate and typical debris and section loss along the horizontal member.</p> <p>MG2-22</p>

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<p style="text-align: center;">Photo 37</p> <p>Description: (Looking South) Span 6, lower lateral bracing at Panel Point 8 adjacent to Truss 2; View of typical heavy debris and section loss along the lower lateral bracing adjacent to the truss.</p> <p style="text-align: right;">MS1-04</p>	<p style="text-align: center;">Photo 38</p> <p>Description: (Looking West) Truss 1, Spans 1 & 2 bearings at Pier 1; Typical condition of the bearings with heavy deterioration to the rollers and retrofit rods in place.</p> <p style="text-align: right;">MG2-12</p>


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<p style="text-align: center;">Photo 39</p> <p>Description: (Looking North) Truss 4, Spans 1 & 2 bearings at Pier 1: View of vegetation growing between the pedestal stones and the east retrofit rod.</p> <p style="text-align: right;">JT2-22</p>	<p style="text-align: center;">Photo 40</p> <p>Description: (Looking West) Truss 2, Spans 2 & 3 bearings at Pier 2; View of typical pack rust between the truss bottom chord members and the bearing gusset plates.</p> <p style="text-align: right;">MS2-08</p>

	
<p style="text-align: center;">Photo 41</p> <p>Description: (Looking West) Truss 1, Spans 3 & 4 bearings at Pier 3; View of the the Span 3 roller keeper plate detached at the north end.</p> <p style="text-align: right;">MG1-34</p>	<p style="text-align: center;">Photo 42</p> <p>Description: (Looking West) Truss 1, Spans 4 & 5 bearings at Pier 4; View of a typical missing anchor bolt at the Span 5 bearing and improper movement of the rollers.</p> <p style="text-align: right;">MG1-26</p>

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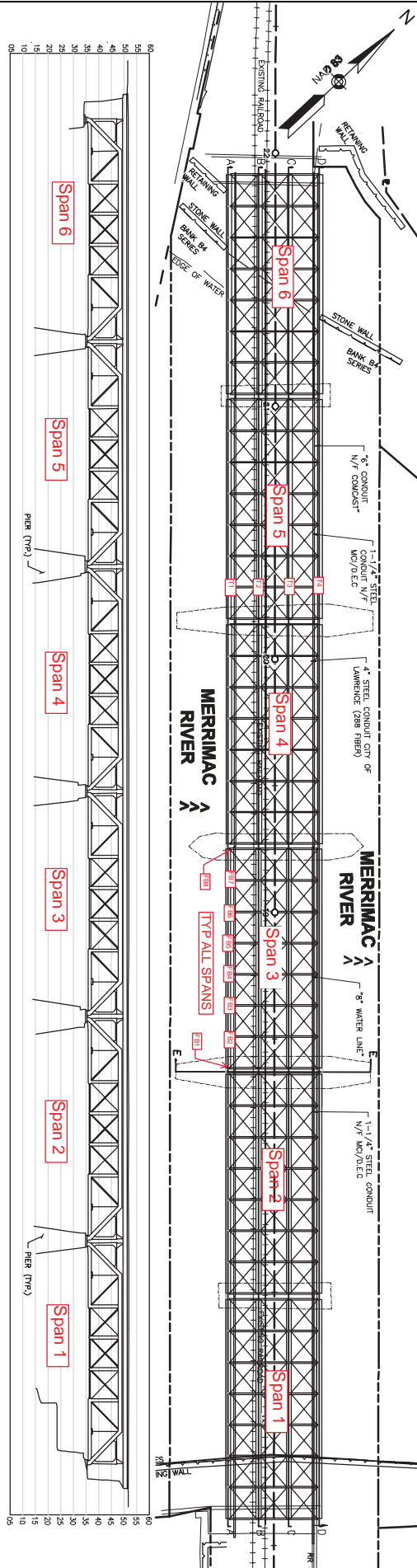
	<p style="text-align: center;">Photo 43</p> <p>Description: (Looking South) Truss 1, Span 5 bearing at Pier 5; View of up to 1" thick pack rust between the bearing plates and bottom chord.</p> <p style="text-align: right;">MG2-21</p>
	<p style="text-align: center;">Photo 44</p> <p>Description: (Looking North) South face of Pier 3; View of typical vegetation growth between the stones with cracked and missing mortar throughout.</p> <p style="text-align: right;">MS2-17</p>

 <p>Photo 45</p> <p>Description: (Looking North) South face of Pier 5 below Truss Bay 2; View of water flowing between the lower row of stones.</p> <p>MS2-19</p>	<p>Photo 46</p> <p>Description:</p> <p>0</p>
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Appendix A

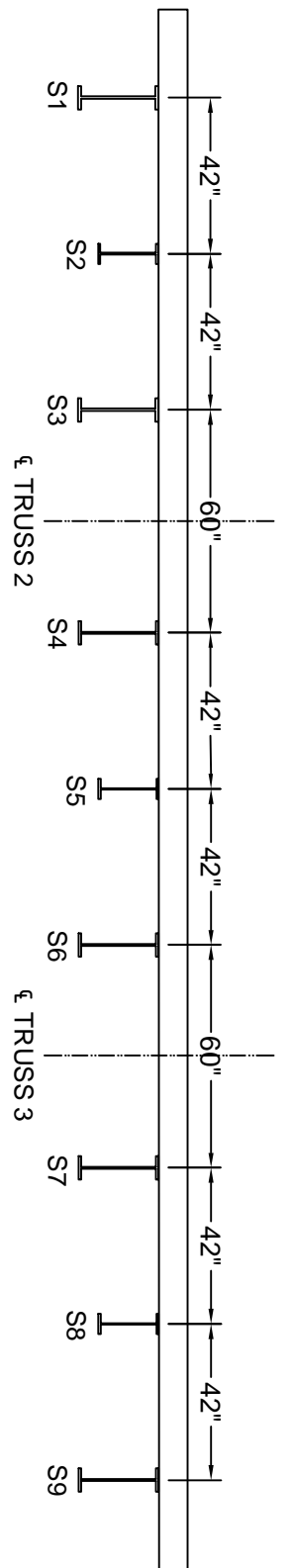
Drawings



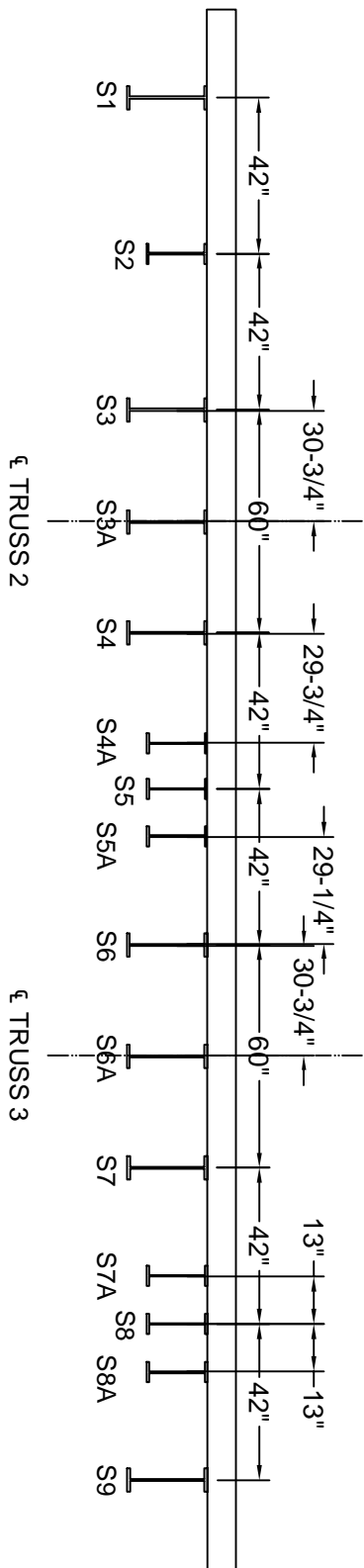
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LAWRENCE: ABANDONED B&M RAILROAD OVER
 MERRIMACK RIVER, BRIDGE NO. L-04-XXX (XXX)
 PLAN & ELEVATION VIEW

MassDOT
 Massachusetts Department of Transportation
 Highway Division

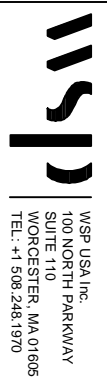


TYPICAL CROSS SECTION AT STRINGERS
(LOOKING NORTH)
(ALL PANELS IN SPANS 1 TO 4 & PANELS 1 & 2 IN SPAN 5)



CROSS SECTION AT STRINGERS WITH SUPPLEMENTAL STRINGERS
(LOOKING NORTH)
(STRINGERS EXIST IN PANELS LISTED BELOW)

- STRINGER S3A
SPAN 5: PANELS 3 & 4
- STRINGER S4A
SPAN 5: PANELS 3 & 4
- STRINGER S5A
SPAN 5: PANELS 5, 6 & 7
- STRINGER S6A
SPAN 6: PANELS 2 & 3
- STRINGER S7A
SPAN 6: PANELS 5 & 6
- STRINGER S8A
SPAN 6: PANELS 4, 5 & 7



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LAWRENCE: ABANDONED B&M RAILROAD OVER
MERRIMACK RIVER, BRIDGE NO. L-04-XXX (XXX)
STRINGER CONFIGURATION CROSS-SECTION



Massachusetts Department of Transportation
Highway Division

Abandoned B&M Railroad Bridge over
the Merrimack River

Appendix B

Deficiency Tables

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
1	1	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 1/2" thick, with adjacent section loss along the underside of the bottom flange, full height x 1" long x 3/16" deep.	
				Eyebar 4	The west face has pack rust along U2-U3, 5/8" thick, with adjacent section loss along the underside of the bottom flange, full height x 1" long x 1/4"-3/8" deep.	
		Pin	L2	-	Both pin spacers are missing with moderate pitting on the exposed pin.	
		L3-L4	at L3	Eyebar 4	The east face has section loss along L3-U2 Eyebar 3, full height x 1" long x 3/16" deep.	
		U3-L4	at L4	Eyebar 2	The east face has section loss along L4-L5 Eyebar 4, 6" high x 2" long x up to 3/16" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 3/4" thick.	
					The interior faces have section loss beyond the pack rust, 8" long x full height x 1/8"-3/16" deep.	
				Eyebar 4	The east face has section loss along L4-L5 Eyebar 4, full height x 2" long x up to 1/4" deep.	
		Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 3/4" thick.			
			The interior faces have section loss beyond the pack rust, 8" long x full height x 1/8"-3/16" deep.			
		L4-L5	at L4	Eyebar 4	The east face has section loss along L3-L4 Eyebar 4, full height x 1/2" long x up to 3/16" deep.	
		L4-U5	at L4	Eyebar 2	The west face has section loss along L3-L4 Eyebar 4, full height x 1" long x 1/8"-3/16" deep.	
					The east face has pack rust along L4-U4, 1/4" thick, with adjacent section loss, full height x 1/2" long x up to 3/16" deep.	
		Pin	U4	-	The east pin nut has a 1/8" gap at the top chord web.	
		L4-L5	at L5	Eyebar 2	The west face has section loss along L5-L6 Eyebar 2, full height x 1" long x up to 3/16" deep.	
					The east face has pack rust along L5-U5, 1/4" thick, with adjacent section loss, full height x 1" long x 1/8" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 7/8" thick.	
					The interior faces have section loss beyond the pack rust, full height x 15" long x up to 3/16" deep.	
				Eyebar 4	The east face has section loss along L4-L5 Eyebar 4, full height x 2" long x up to 1/4" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 7/8" thick.	
The interior faces have section loss beyond the pack rust, full height x 15" long x up to 3/16" deep.						

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo	
1	1	Pin	L6	-	The pin spacer is cracked, 4" long.		
		L5-L6	at L6	Eyebar 4	The east face has section loss along L6-U7 Eyebar 3, full height x 2" long x up to 1/2" deep.		
		L6-U7	at L6	Eyebar 2	The west face has section loss along L6-U6, 5" high x 1-1/2" long x up to 1/4" deep. The east face has section loss along L5-L6 Eyebar 3, 7" high x 1-1/2" long x up to 1/4" deep.		
				Eyebar 3	The east face has section loss along L6-U6, 6" high x 1" long x 1/4"-3/8" deep.		
		Pin	L7	-	The pin spacer is missing and 3/4 of the exposed pin has heavy section loss.		
		L6-U7	at U7	Eyebar 1	The east face has pack rust along U6-U7 1/4" thick, with adjacent section loss along the underside of the bottom flange, full height x 1" long x 1/8" deep.		
				Eyebar 4	The west face has pack rust along U6-U7 1/2" thick, with adjacent section loss along the underside of the bottom flange, full height x 1" long x 3/16"-1/4" deep.		
		2	Pin	L2	-	Both spacers are missing with severe pitting on the exposed pin.	
				L3	-	The pin spacer is cracked at top north side.	
			U2-L3	at L3	Eyebars 2 & 3	The exterior faces have section loss along L3-U3, full height x 1" long x 1/8" deep. The interior faces have section loss along L3-U4 Eyebars 1 & 2, full height x 3/4" long x 1/8" deep.	
	L3-L4		at L3	Eyebar 2	The east face has section loss along L2-L3 bottom chord, full height x 1/2" long x 1/8" deep.		
				Eyebar 3	The east face has section loss along the underside of L3-U4 Eyebar 1, 9" long x 1/2" high x 1/8" deep.		
				Eyebar 4	The east face has section loss along U2-L3 Eyebar 3, full height x 1/2" long x 1/8" deep.		
	L3-L4		at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 1/2" thick. The interior faces have section loss beyond the pack rust, 3" long x full height x 1/8" deep.		
				Eyebar 3	The east face has pack rust along L4-L5 Eyebar 3, 1/4" thick, with adjacent section loss, full height x 1/2" long x 1/8" deep.		
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 1/2" thick. The interior faces have section loss beyond the pack rust, 8" long x full height x 1/8"-3/16" deep.		
	L4-U5		at L4	Eyebars 1 & 2	The exterior faces have pack rust along L4-U4, 1/8"-3/16" thick, with adjacent section loss, full height x 1/2" long x 1/16"-1/8" deep. The interior faces have section loss along the top of L3-L4 Eyebars 3 & 4, 3" long x 3/4" high x 1/8" deep.		
		L4-U5 & U4-L5			Midpanel	Eyebar 1	At the intersection, there is mutual wear between the eyebars, 1/32" deep.

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
1	2	L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there is pack rust between the eyebars, 1/4" thick, with section loss 5" long x 5" high x 1/4" deep.	
		U4-L5	at L5	Eyebar 1	The west face has section loss along L5-U5 at the base, 7" high x 1-1/2" long x up to 5/16" deep (1/4" avg.).	
					The east face has section loss at the top along L5-U6 Eyebar 1, 4" high x 1/2" long x 1/8" deep.	
				Eyebar 2	The east face has pack rust along L5-U5, 1/4" thick, with adjacent section loss, full height x 3/4" long x 1/8" deep.	
		L5-U6	at L5	Eyebar 1	The east face has pack rust along L5-U5, 1/2" thick, with adjacent section loss, full height x 1-1/2" long x 3/16" deep.	
				Eyebar 2	The west face has pack rust along L5-U5, 3/8" thick, with adjacent section loss, full height x 3/4" long x 1/8"-3/16" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 5/8" thick.	
					The interior faces beyond the pack rust have section loss 2" long x full height x 1/8" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 5/8" thick.	
		The interior faces beyond the pack rust have section loss 2" long x full height x 1/8" deep.				
		L5-L6	at L6	Eyebar 4	The east face has section loss along L6-U7 Eyebar 3, full height x 1" long x 1/8" deep.	
		L6-U7	at L6	Eyebars 2 & 3	The exterior faces have section loss along L6-U6, full height x 3/4" long x 3/16"-1/4" deep.	
		Pin	L7	-	Both spacers are missing with moderate pitting on the exposed pin.	
		3	Pin	L2	-	Both spacers are cracked throughout with up to 50% missing and heavy delamination on the exposed pin.
	U2-L3		at L3	Eyebars 2 & 3	The exterior faces along L3-U3 have pack rust up to 3/16" thick with adjacent section loss, full height x up to 1" long x 3/16"-1/4" deep.	
	L3-L4		at L3	Eyebar 3	The east face has section loss along the underside of L3-U4 Eyebar 1, 8" long x 1/4" high x 3/16" deep with 1/4" pack rust.	
				Eyebar 4	The west face has section loss along the top of L3-U4 Eyebar 2, 4" long x 1/2" high x 3/16" deep with 1/4" pack rust.	
	L3-U4		near L3	Eyebars 1 & 2	Both turnbuckles in hard contact.	
	U3-L4		at L4	Eyebar 2	The west face has section loss along L4-U4, full height x up to 1-1/4" long x 1/4"-5/16" deep with 1/4" pack rust.	
	L3-L4		at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 1/2" thick.	
		The interior faces beyond the pack rust have section loss 10" long x full height x 3/16" deep.				

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
1	3	L3-L4	at L4	Eyebars 1 & 2 (continued)	The interior faces along the top and bottom edges along and beyond the pack rust have section loss, 13" long x 3/4" high x 5/16" deep.	
				Eyebar 3	The east face has section loss along L4-L5 Eyebar 3, full height x up to 1" long x 1/4"-5/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss 12" long x full height x 3/16"-1/4" deep.	
					The interior faces along the top and bottom edges along and beyond the pack rust have section loss, 13" long x 3/4" high x up to 1/2" deep.	
				L4-U5	at L4	Eyebars 1 & 2
		Eyebar 1	The east face has section loss along L3-L4 Eyebar 3, 5" long x 1/2" high x 3/16" deep.			
		U4-L5	at L5	Eyebars 1 & 2	The exterior faces along L5-U5 have pack rust up to 1/4" thick with adjacent section loss full height x up to 1-1/4" long x 3/16"-1/4" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss 16" long x full height x 3/16"-1/4" deep with section loss along the top and bottom edges up to 2" high x up to 1/2" deep.	
				Eyebar 3	The west face has section loss along U4-L5 Eyebar 1, full height x up to 1-1/2" long x 5/16"-3/8" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 1/2" thick.	
		The interior faces beyond the pack rust have section loss, 14" long x full height x 3/16"-1/4" deep.				
		L5-L6	at L6	Eyebar 3	The east face has section loss along the underside of U5-L6 Eyebar 1, 7" long x 1/2" high x 1/4" deep, and along the top 7" long x 3/4" high x 1/4"-5/16" deep with 1/4" pack rust.	
				Eyebar 4	The west face has section loss along the underside of U5-L6 Eyebar 1, 7" long x 3/4" high x 1/4"-5/16" deep, and along the top 6" long x 3/4" high x 3/16"-1/4" deep with 1/4" pack rust.	
		L5-U6	near L6	Eyebars 1 & 2	Turnbuckles in hard contact.	
		L6-U7	at L6	Eyebar 2	The west face has section loss along L6-U6, full height x 1" long x 3/16"-1/4" deep.	
					The east face has section loss along L5-L6 Eyebar 3, 4" long x up to 3/4" high x 3/16"-1/4" deep.	
				Eyebar 3	The west face has section loss along L5-L6 Eyebar 4, 6" long x up to 1" high x 3/16"-1/4" deep.	
					The east face has section loss along L6-U6, full height x 1/2" long x 1/8"-3/16" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
1	3	Pin	L7	-	The west spacer is cracked with missing sections and heavy delamination on the exposed pin.	
				-	The east spacer is cracked with 75% missing and heavy pitting on the exposed pin.	
		L6-U7	at U7	Eyebars 1 & 4	The interior faces have pack rust along U2-U3, up to 1/4" thick, with section loss along the underside of the bottom flange, full height x 1" long x 1/4"-5/16" deep.	
	4	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 3/16" thick, with section loss along the underside, full height x up to 2" long x up to 3/16" deep.	
				Eyebar 4	The west face has pack rust along U2-U3, 3/16" thick, with section loss along the underside, full height x up to 2" long x up to 1/4" deep.	
		Pin	L2	-	Both pin spacers are missing with heavy pitting on the exposed pin.	
		Pin	L3	-	The pin spacer is broken on the top face.	
		U2-L3	at L3	Eyebars 2 & 3	The exterior faces have pack rust along L3-U3, up to 5/16" thick, with adjacent section loss, full height x 1/2" long x 1/16"-1/8" deep.	
		L3-L4	at L3	Eyebar 3	The east face has section loss along the underside of L3-U4 Eyebar 1, 4" long x 1" high x 3/16" deep, and along the top, 5" long x 3/4" high x 1/8" deep.	
				Eyebar 4	The west face has section loss along the underside of L3-U4 Eyebar 2, 10" long x 1" high x 3/16" deep, and along the top, 5" long x 3/4" high x 1/8" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 1/2" thick.	
					The interior faces have section loss beyond the pack rust, 12" long x 3/16" deep (up to 1/4" deep at the top and bottom edges).	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 1/2" thick.	
					The interior faces have section loss beyond the pack rust, 12" long x 1/4" deep (up to 7/16" deep at the top and bottom edges).	
		L4-U5	at L4	Eyebars 1 & 2	The exterior faces have pack rust along L4-U4, 1/8" thick and section loss up to full height x 1" long x 1/8" deep.	
				Eyebar 1	The east face has section loss along L3-L4 Eyebar 3, full height x 1-1/2" long x up to 5/16" deep.	
				Eyebar 2	The west face has section loss along L3-L4 Eyebar 4, full height x 1-1/2" long x up to 7/16" deep.	
	L4-L5	at L4	Eyebars 3 & 4	The interior faces have section loss along the top half of the pin, 3/4" high x 1/16"-1/8" deep.		
	U4-L5	at L5	Eyebars 1 & 2	The exterior faces have pack rust along L5-U5, 5/16" thick, with adjacent section loss, full height x 1-1/2" long x up to 7/16" deep (1/4" avg.).		
	L4-L5	at L5	Eyebars 3 & 4	The interior faces have section loss along the top half of the pin, 3/4" high x 1/16"-1/8" deep.		

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
1	4	L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 1/2" thick.	
					The interior faces have section loss beyond the pack rust, 7" long x full height x 1/8" deep (up to 1/4" deep at top and bottom edges).	
		L5-L6	at L5	Eyebars 5 & 6	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 1/2" thick.	
					The interior faces have section loss beyond the pack rust, 14" long x full height x 1/4" deep (up to 3/8" deep at top and bottom edges).	
		Pin	L6	-	The pin spacer is cracked at south side.	
		L5-L6	at L6	Eyebar 4	The east face has pack rust along L6-U7, 3/8" thick, with adjacent section loss, 8" high x 1" long x 3/16" deep.	
		L6-U7	at L6	Eyebars 2 & 3	The exterior faces have pack rust along L6-U6, 3/16" thick, with adjacent section loss, full height x up to 3/4" long x 3/16"-1/4" deep.	
				Eyebar 3	The west face has section loss along L5-L6 Eyebar 4, 6" high x 1" long x 3/16" deep.	
		Pin	L7	-	Both pin spacers are missing with moderate to heavy pitting on the exposed pin.	
		L6-U7	at U7	Eyebar 4	The west face has pack rust along U6-U7, 3/8" thick, with section loss along the underside, full height x up to 2" long x 3/16" deep.	
Pin	U7	-	The east pin spacer is missing with minor pitting on the exposed pin.			
Pin	L8	-	The pin spacer is cracked and broken off along top side.			
2	1	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 1/4" thick.	
				Eyebar 4	The west face has pack rust along U2-U3, 3/4" thick with adjacent section loss along the underside of the bottom flange, full height x 1" long x 3/16"-1/4" deep.	
		Pin	L2	-	The pin spacer is missing with heavy pitting and section loss on the exposed pin down to 2-1/2" diameter remaining.	
		Pin	L3	-	The pin spacer has a cracked and missing section, 4" long.	
		U2-L3	at L3	Eyebar 2	The west face has pack rust along L3-U3, up to 1/4" thick, with adjacent section loss, 4" high x 1" long x 1/8" deep.	
					The east face has section loss along L3-L4 Eyebar 3, full height x 1" long x up to 1/4" deep.	
		L3-L4	at L3	Eyebar 3	The east face has section loss along L3-U3, full height x 1" long x 1/8" deep.	
					The east face has pack rust along L3-U2 Eyebar 1, up to 1/2" thick, with adjacent section loss along the north edge, 6" high x 1/4" wide x 1/4" deep.	
		L3-L4	at L3	Eyebar 1	The east face has pack rust along L3-U2 Eyebar 1, up to 1/2" thick, with adjacent section loss along the north edge, 6" high x 1/4" wide x 1/4" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 13" from centerline of the pin, 3/4" thick.	8
The interior faces have section loss beyond the pack rust, 9" long x full height x 1/4" deep.	8					

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
2	1	L3-L4	at L4	Eyebars 5 & 6	Heavy pack rust between the eyebars extends 14" from centerline of the pin, 7/8" thick.	
					The interior faces have section loss beyond the pack rust, 13" long x full height x up to 3/8" deep.	
		L4-U5	at L4	Eyebar 1	The west face has pack rust along L4-U4, 3/8" thick, with adjacent section loss, full height x 2" long x up to 1/4" deep.	
				Eyebar 2	The east face has pack rust along L4-U4, 1/4" thick, with adjacent section loss, 4-1/2" high x 1" long x 3/16" deep.	
		L4-L5	at L4	Eyebar 2	The west face has section loss along L3-L4 Eyebar 2, 7" high x 1" long x 1/4" deep.	
		U4-L5	at L5	Eyebar 1	The west face has pack rust along L5-U5, 1/4" thick, with adjacent section loss, 5" high x 1" long x 1/8" deep.	
				Eyebar 2	The east face has pack rust along L5-U5, 1/2" thick, with adjacent section loss, full height x 1-1/2" long x 1/4" deep.	
		L5-U6	at L5	Eyebar 1	The east face has section loss along L5-U5, 7" high x 1" long x up to 1/4" deep.	
				Eyebar 2	The west face has section loss along L5-U5, 6" high x 1" long x up to 1/4" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 3/4" thick.	
					The interior faces have section loss beyond the pack rust, 3" long x full height x 3/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 3/4" thick.	
					The interior faces have section loss beyond the pack rust, 13" long x full height x up to 1/4" deep.	
		Pin	L6	-	The pin spacer has a 4" long missing section at the south side.	
		L5-L6	at L6	Eyebar 4	The east face has section loss along L6-L7 bottom chord, 10" high x 1-1/2" long x up to 5/16" deep.	
		L6-U7	at L6	Eyebar 1	The west face has section loss along L5-L6 Eyebar 1, 9" high x 1" long x up to 3/16" deep.	
				Eyebar 2	The west face has section loss along L6-U6, 5" high x 1" long x up to 3/16" deep.	
				Eyebar 3	The west face has section loss along L5-L6 Eyebar 3, 6" high x 1-1/2" long x 1/4" deep. The east face has section loss along L6-U6, 9" high x 1-1/2" long x 1/8" deep.	
		Pin	L7	-	The pin spacer is cracked along the full length.	
	U7-L8	at U7	-	The truss member has pack rust at the west edge of the top plate, 3/8" thick.		
2	2	U2-L3	at U2	Eyebar 4	The west face has pack rust along U2-U3, 1/4" thick, with section loss along the underside of the bottom flange, full height x 1" long x up to 1/8" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
2	2	Pin	L3	-	The pin spacer is cracked along the top side.	
		U2-L3	at L3	Eyebars 2 & 3	The exterior faces have section loss along L3-U3, full height x 1" long x 3/16" deep.	
		L3-L4	at L3	Eyebar 4	The west face has section loss along the underside of L3-U4 Eyebar 2, 11" long x 1" high x 1/4" deep, and along the top, 6" long x 1" high x 1/4" deep.	
		L3-L4	at L4	Eyebars 5 & 6	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 1/2" thick.	
		U3-L4	at L4	Eyebar 1	The east face has section loss along L4-U4, full height x 1/2" long x 1/16"-1/8" deep.	
		L4-U5	at L4	Eyebar 1	The west face has pack rust along L4-U4 1/8" thick, with adjacent section loss, full height x 1" long x 1/8" deep.	
				Eyebar 2	The west face has pack rust along L3-L4 Eyebar 4, 1/4" thick, with adjacent section loss, full height x 1/2" long x 1/16"-1/8" deep.	
		U4-L5	Midpanel	Eyebar 2	At the intersection, the eyebar is bent to the west 2-1/8".	
		U4-L5	at L5	Eyebars 1 & 2	The exterior faces have pack rust along L5-U5 up to 3/8" thick, with adjacent section loss, full height x 3/4" long x 1/8" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 3/4" thick. The interior faces beyond the pack rust have section loss, 23" long x full height x 1/8"-3/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 3/4" thick.	
				Eyebar 5	The interior (east) face has section loss beyond the pack rust, 3" long x full height x 3/16" deep.	
				Eyebar 6	The interior (west) face has section loss beyond the pack rust, 3" long x full height x 1/16"-1/8" deep.	
		L5-L6	at L6	Eyebar 3	The east face has section loss along the underside of U5-L6, 10" long x 1/2" high x 3/16" deep, and along the top, 6" long x 1/2" high x 1/8" deep.	
				Eyebar 4	The east face has section loss along L6-U7 Eyebar 3, full height x 3/4" long x 3/16" deep and the west face has section loss along L6-U5 Eyebar 2, 1/2" high x 3" long x 1/16" to 1/8" deep.	
		L5-U6	L6	Eyebar 2	The west face has section loss, 1/2" long x full height x 1/8" deep.	
		L6-U7	at L6	Eyebar 1	The east face has section loss at the top along L5-L6 Eyebar 2, 4" high x 1" long x 1/8" deep.	
				Eyebars 2 & 3	The exterior faces have section loss along L6-U6, full height x 1" long x 1/8"-3/16" deep. The interior faces have section loss at the top along L5-L6 Eyebars 3 & 4, 3" high x up to 1" long x 1/8" deep.	
		Pin	L6	-	The pin spacer is cracked along the top side.	
		L7-U7	near L7	-	The eyebar is bent to the west near the base, 1/4" out-of-plane.	
Pin	L7	-	The east pin nut has a 7/16" gap at the bottom chord web.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
2	3	U2-L3	at U2	Eyebars 1 & 4	The interior faces have pack rust along U2-U3, up to 3/16" thick, with section loss along the underside of the bottom flange, full height x 3/4" long x 3/16"-1/4" deep.	
		Pin	L2	-	Both spacers are missing with moderate pitting on the exposed pin.	
					The top face of the pin along the east side of L2-U2 has an isolated area of section loss, 2" long x 1" wide x 3/8" deep.	
		U2-L3	at L3	Eyebars 2 & 3	The exterior faces have section loss along L3-U3, full height x 3/4" long x 5/16" deep. The interior faces have section loss along L3-L4 Eyebars 3 and 4, 6" long x up to 1" high x 1/4" deep.	
		L3-L4	at L3	Eyebar 3	The west face has section loss along U2-L3 Eyebar 2, 4" high x 3/4" long x 3/16"-1/4" deep. The east face has section loss along the top of L3-U4 Eyebar 1, 8" long x up to 1-1/4" high x 5/16"-3/8" deep, and along the underside, 9" long x up to 1" high x up to 5/16" deep with 1/4" pack rust.	
				Eyebar 4	The west face has section loss along the top of L3-U4 Eyebar 2, 8" long x up to 1-1/4" high x up to 5/16" deep, and along the underside, 7" long x up to 1/4" high x 1/4" deep with 1/4" pack rust.	
		U3-L4	at L4	Eyebars 1 & 2	The interior faces have section loss along L4-U4, full height x up to 1/2" long x 3/16"-1/4" deep with 1/4" pack rust.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 1/4" thick.	
				Eyebar 3	The east face has section loss along L4-L5 Eyebar 3, 7" high x 1" long x 1/4" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 1/2" thick. The interior faces beyond the pack rust have section loss, 12" long x full height x 1/4"-3/8" deep.	
		L4-U5	at L4	Eyebar 1	The west face along L4-U4 has pack rust up to 3/16" thick and adjacent section loss, full height x 1" long x 3/16" deep. The east face has section loss along L3-L4 Eyebar 3, full height x up to 1-1/2" long x 1/4"-5/16" deep.	
				Eyebar 2	The west face has section loss along L3-L4 Eyebar 4, full height x up to 1-1/2" long x 1/4"-5/16" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust up to 3/4" thick and section loss on the interior faces, up to 3" long x full height x 3/16" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection there is section loss on the interior faces, up to 6" long x full height x up to 1/4"-3/8" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo	
2	3	U4-L5	at L5	Eyebars 1 & 2	The exterior faces along L5-U5 have pack rust up to 1/2" thick with adjacent section loss full height x up to 1-1/2" long x 1/4" deep.		
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 3/8" deep. The top and bottom edges have section loss on the interior faces along the pack rust, 13" long x up to 1/2" high x up to 1/2" deep.		
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 6" from centerline of the pin, up to 1/2" deep. The top and bottom edges have section loss on the interior faces beyond the pack rust, 6" long x up to 1/2" high x 1/4"-5/16" deep.		
		L5-L6	at L6	Eyebar 2	The east face has section loss along L6-L7 bottom chord, full height x 1/2" long x up to 3/16" deep.		
				Eyebar 3	The west face has section loss along L6-U7 Eyebar 2, full height x 3/4" long 3/16"-1/4" deep. The east face has section loss along the top of U5-L6 Eyebar 1, 5" long x 3/4" high x 3/16"-1/4" deep.		
				Eyebar 4	The east face has section loss along L6-U7 Eyebar 3, full height x up to 1" long x 1/4"-5/16" deep. The west face has section loss along L6-U5 Eyebar 2, 1" high x 5" long x 3/16" deep.		
				Eyebar 5	The west face has section loss along L6-L7 bottom chord, full height x 1/2" long x up to 3/16" deep.		
		L6-U7	at L6	Eyebar 2	The west face has section loss along L6-U6, full height x up to 1" long x 1/4"-5/16" deep. The east face has section loss along the top, 1" long x 3" high x 1/4" deep.		
				Eyebar 3	The west face has section loss along L5-L6 Eyebar 4, 7" long x up to 1-1/2" high x 3/16"-1/4" deep. The east face has section loss along L6-U6, full height x up to 1/2" long x 3/16"-1/4" deep.		
		Pin	L7	-	Both spacers are missing with moderate pitting on the exposed pin.		
		4	U2-L3	at U2	Eyebar 1	The top face has section loss, 10" long x full width x 1/4"-5/16" deep. The east face has section loss along the underside of U2-U3, full height x up to 1-1/4" long x 1/4" deep.	
					Eyebar 4	The top face has section loss, 6" long x up to 1" wide x 1/4"-5/16" deep. The west face has pack rust along U2-U3, 3/8" thick, with section loss along the underside, full height x up to 1-1/4" high x 1/4" deep.	
			Pin	L2	-	Both spacers are missing with light pitting on the exposed pin.	
	Pin		L3	-	The spacer is cracked at the north side and top side.		

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
2	4	U2-L3	at L3	Eyebars 2 & 3	The interior faces have section loss along L3-L4 Eyebars 3 & 4, full height x up to 1-1/2" long x 1/4" deep.	
					The exterior faces have pack rust along L3-U3, 3/16" thick, with adjacent section loss, full height x 2" long x 1/4" deep.	
		L3-L4	at L3	Eyebar 3	The west face has section loss along U2-L3 Eyebar 2, 3-1/2" high x 1" long x 1/4" deep.	9
					The east face has section loss along the underside of L3-U4 Eyebar 1, 3" long x 5/8" high x 3/16" deep, and along the top for half the circumference, up to full width x 5/16" deep.	
				Eyebar 4	The west face has section loss along the underside of L3-U4 Eyebar 2, 10" long x 1-1/2" high x 5/16" deep and along the top around the full circumference, full width x up to 1/4"-5/16" deep.	
					The east face has section loss along U2-L3 Eyebar 3, 7" high x 1-1/4" long x 3/16" deep.	
		U3-L4	at L4	Eyebars 1 & 2	The interior faces have pack rust along L4-U4, 1/8" thick, with adjacent section loss, 5" high x 1/2" long x 1/16"-1/8" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 1/2" thick.	
				Eyebar 3	The west face has section loss along L4-U5 Eyebar 1, 5" high x 1" long x 1/8" deep.	
				Eyebar 4	The west face has section loss along L4-L5 Eyebar 4, 4" high x 1" long x 3/16" deep.	
					The east face has section loss along L4-U5 Eyebar 2, 4" high x 1-1/4" long x 3/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 1/2" thick.	
					The interior faces have section loss beyond the pack rust, 11" long x full height x 1/8"-1/4" deep.	
		L4-U5	at L4	Eyebars 1 & 2	The interior faces have section loss along L3-L4 Eyebars 3 & 4, full height x up to 1-1/4" long x 1/4" deep.	
				Eyebar 1	The west face has pack rust along L4-U4, 3/16" thick, with adjacent section loss, full height x 3/4" long x 3/16" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust up to 7/8" thick and section loss on the interior faces, 5" long x 5" high x 1/16"-1/8" deep.	
L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection the interior faces have section loss, 5" long x 5" high x 1/16" deep.			
U4-L5	at L5	Eyebars 1 & 2	The exterior faces have pack rust along L5-U5, 5/16" thick, with adjacent section loss, full height x 1-1/4" long x 1/4" deep.			
L5-U6	at L5	Eyebars 1 & 2	The interior faces have pack rust along L5-U5, 3/16" thick, with adjacent section loss, 4" high x 3/4" long x 1/4" deep.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
2	4	L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 18" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss, 12" long x full height x down to 5/8" remaining at the top and bottom edges (typically 1/8"-3/16" deep).	
		L5-L6	at L5	Eyebars 5 & 6	Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss, 7" long x full height x down to 3/8" remaining at the top and bottom edges (typically 3/16"-1/4" deep).	
		L5-L6	at L6	Eyebar 2	The west face has section loss along the top of U5-L6, 5-1/2" long x 1-1/2" high x 1/8" deep.	
				Eyebar 3	The east face has section loss along the top of U5-L6, 5" long x 1" high x 3/16" deep, and along the underside, 4" long x 3/4" high x 1/4" deep.	
		L6-U7	at L6	Eyebar 1	The east face has pack rust along L5-L6 Eyebar 2, 3/16" thick, with adjacent section loss, full height x 2" long x 1/4" deep.	
				Eyebars 2 & 3	The exterior faces have pack rust along L6-U6, 1/4" thick, with adjacent section loss, full height x up to 1/2" long x 1/8" deep.	
				Eyebar 3	The west face has section loss along L5-L6 Eyebar 4, 2" high x 6" long x 1/4" deep.	
		Pin	L6	-	The west pin nut is cracked through at the top.	10
					The spacer is cracked along the full length on the south face.	
		Pin	L7	-	The west spacer is missing with light pitting on the exposed pin and the east spacer is cracked at the north side.	
		L6-U7	at U7	Eyebar 1	The east face has pack rust along U6-U7, up to 1/4" thick.	
				Eyebar 4	The west face has pack rust along U6-U7, up to 5/16" thick, with section loss along the underside, 11" high x 2" long x up to 1/2" deep.	
3	1	U2-L3	at U2	Eyebar 4	The west face has pack rust along U2-U3, 1" thick, with adjacent section loss along the underside of the bottom flange, full height x 1-1/2" long x 7/16" deep.	
		Pin	L2	-	The pin spacer is mostly missing with heavy section loss on the exposed pin and a 3/8" gap at the east pin nut.	
		L2-U2	-	-	At the lower 10", the eyebar is bent to the east up to 1/4" out-of-plane.	
		L3-U2	at L3	Eyebars 2 & 3	The exterior faces have section loss along L3-U3, full height x 1" long x 1/4" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
3	1	L3-L4	at L3	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 13" from centerline of the pin, 3/4" thick.	
					The interior faces have section loss beyond the pack rust, 13" long x full height x up to 1/4" deep.	
			at L4	Eyebar 3	The east face has section loss along the underside of L3-U4 Eyebar 1, 5" high x up to 3/4" long x up to 1/4" deep.	
					Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, 3/4" thick.
		U3-L4	at L4	Eyebar 1		The interior faces have section loss beyond the pack rust, 13" long x full height x up to 1/4" deep.
					The east face has pack rust loss along L4-U4, 1/4" thick, with adjacent section loss, full height x 1" long x 1/4" deep.	
		L4-U5	at L4	Eyebar 2	The west face has section loss along L4-U4, 5" high x 1" long x 1/8" deep.	
					Eyebar 1	The west face has section loss along L4-U4, full height x 1-1/2" long x up to 1/4" deep.
		U4-L5	at L5	Eyebar 2		The east face has section loss along L4-U4, full height x 1" long x 1/8" deep.
					Eyebar 1	The west face has section loss along L5-U5, full height x 1" long x 3/16" deep.
		L5-U6	at L5	Eyebar 2		The east face has section loss along L5-U5, full height x 1-1/2" long x up to 1/4" deep.
					Eyebar 1	The west face has section loss along L5-U5, full height x 1" long x up to 1/4" deep.
		L5-L6	at L5	Eyebars 1 & 2		Heavy pack rust between the eyebars extends 13" from centerline of the pin, 3/4" thick.
					The interior faces have section loss beyond the pack rust, 8" long x full height x up to 3/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, 3/4" thick.	
					The interior faces have section loss beyond the pack rust, 8" long x full height x up to 3/16" deep.	
		L5-L6	at L6	Eyebar 3	The east face has section loss along the underside of U5-L6 Eyebar 1, 10" high x 2" long x 5/16" deep.	
					Eyebar 4	The west face has section loss along the underside of U5-L6 Eyebar 2, 6" high x 1" long x 1/8"-3/16" deep.
		L6-U6	at L6	-		The east face has section loss along L6-U7 Eyebar 3, full height x 1-1/2" long x up to 1/4" deep.
					The east face of the west web has section loss along L6-U7 Eyebar 2, 1" high x 9" long x 3/16" deep.	
L6-U7	at L6	Eyebar 2	The west face has section loss along L6-U6, 7" high x 1" long x 1/4" deep.			
			Eyebar 3	The west face has section loss along L5-L6 Eyebar 4, full height x 2" long x up to 1/2" deep	11	
		The east face has section loss along L6-U6, 5" high x 1" long x up to 1/4" deep.				
Pin	L7	-	The east pin spacer is cracked at the north side.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
3	2	Pin	L1	-	The west pin nut has a 1/16" gap.	
		Pin	U2	-	The east pin nut has a 1/8" gap at the top chord web.	
		U2-L3	at U2	Eyebar 4	The west face has pack rust along U2-U3, 1/4" thick, with section loss along the underside of the bottom flange, full height x 1" long x up to 1/8" deep.	
		U2-L3	at L3	Eyebar 2	The west face has section loss along L2-L3 bottom chord top flange, full length x 2" high x up to 5/16" deep. The east face has section loss along L3-L4 Eyebar 3, full height x 1" long x 1/4" deep.	
				Eyebar 3	The east face has section loss along L3-U3, full height x 1" long x 3/16"-1/4" deep.	
		L3-L4	at L3	Eyebar 2	The east face has section loss along L2-L3 bottom chord, full height x 1" long x 3/16" deep.	
				Eyebar 4	The west face has section loss along the top and underside of L3-U4 Eyebar 2, 8" long x 1/2" high x 1/8" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 1" thick. The interior faces beyond the pack rust have pitting, 7" long x full height x 1/16"-1/8" deep.	
				Eyebar 2	The interior (west) face has an area of section loss, within the loss detailed above, near the base, 3" in diameter x 3/8" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 5/8" thick. The interior faces beyond the pack rust have pitting, 9" long x full height x 1/16"-1/8" deep.	
		U3-L4	at L4	Eyebar 1	The east face has pack rust along L4-U4, 1/4" thick, with adjacent section loss, 8" high x up to 3/4" long x 1/8" deep.	
				Eyebar 2	The west face has pack rust along L4-U4, 1/4" thick, with adjacent section loss, 6" high x 3/4" long x 3/16" deep.	
		L4-U5	at L4	Eyebar 1	The west face has pack rust along L4-U4, 1/8" thick, with adjacent section loss, full height x 1" long x 1/8" deep.	
					The east face has section loss along L3-L4 Eyebar 3, full height x 2" long x 3/16"-1/4" deep.	
				Eyebar 2	The west face has section loss along L3-L4 Eyebar 4, full height x 1" long x 1/8"-3/16" deep.	
		The east face has pack rust along L4-U4, 1/8" thick, with adjacent section loss, full height x 1/4" long x 1/16" deep.				
L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust up to 1-1/4" thick with section loss to the interior face of both eyebars, 2"Ø x up to 5/8" deep.			
L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there was pack rust up to 3/4" thick.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
3	2	U4-L5	at L5	Eyebar 1	The west face has pack rust along L5-U5 up to 1/4" thick, with adjacent section loss, full height x up to 1-1/2" long x 1/8" deep.	
				Eyebar 2	The east face has pack rust along L5-U5 up to 3/8" thick, with adjacent section loss, full height x up to 1-1/2" long x 3/16" deep.	
		L5-U6	at L5	Eyebar 1	The east face has section loss along L5-U5, full height x 1/2" long x 1/8" deep.	
				Eyebar 2	The west face has section loss along L5-U5, full height x 1/2" long x 3/16" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 7/8" thick. The interior faces have section loss beyond the pack rust, 8" long x full height x 1/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 7/8" thick. The interior (east) face of Eyebar 5 has section loss beyond the pack rust, 9" long x full height x 1/16"-1/8" deep (1/8" avg.).	
		L5-L6	at L6	Eyebar 4	The west face has section loss along the top and underside of U5-L6 Eyebar 2, 8" long x 1" high x 3/16" deep. The east face has section loss along L6-U7 Eyebar 2, 5" high x 1" long x 1/8" deep.	
		Pin	L6	-	The pin spacer is cracked in multiple locations.	
		L6-U7	at L6	Eyebars 2 & 3	The exterior faces have section loss along L6-U6, full height x 1" long x 1/4" deep.	
				Eyebar 4	The west face has pack rust along L5-L6 Eyebar 5 with adjacent section loss, full height x 1" long x 1/16"-1/8" deep (difficult to clean and get accurate measurement).	
	Pin	L7	-	Both spacers are missing with heavy delamination and pitting on the exposed pin. The west pin nut has a gap 1/8" at the bottom chord web.		
	L6-U7	at U7	Eyebar 1	The east face has pack rust at U6-U7, 1/4" thick, with section loss along the underside of the bottom flange, full height x 1" long x 1/16" deep.		
	3	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 1/2" thick, with section loss along the underside of the bottom flange, full height x 1-1/2" long x 1/4" deep.	
				Eyebar 2	The west face has pack rust along U2-U3, 1/8" thick, with section loss along the underside of the bottom flange, full height x up to 1" long x 3/16" deep.	
		Pin	L2	-	Both spacers are missing with heavy pitting on the exposed pin. The top face along the east side of L2-U2 has an isolated area of section loss, 2" long x full width x 3/8" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
3	3	U2-L3	at L3	Eyebars 2 & 3	The exterior faces have section loss along L3-U3, full height x up to 3/4" long x 3/16"-1/4" deep with 1/4" pack rust.	
		L3-L4	at L3	Eyebar 3	The east face has section loss along the underside of L3-U4 Eyebar 1, 7" long x up to 3/4" high x 3/16" deep, and along the top, 6" long x up to 1" high x 1/4"-5/16" deep with 1/4" pack rust.	
		L3-L4	at L3	Eyebar 4	The west face has section loss along the top of L3-U4 Eyebar 2, 6" long x up to 1" high x 1/4"-5/16" deep with 1/4" pack rust.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 1/2" thick. The interior faces beyond the pack rust have section loss, 22" long x up to full height x 3/16"-5/16" deep.	
				Eyebar 3	The top face has section loss, 1/2" wide x 6" long x up to 1/2" deep and up to 1/4" thick pack rust between L4-L5 Eyebar 3.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 1/2" thick. The interior faces beyond the pack rust have section loss, 2" long x full height x 3/16"-1/4" deep.	
		L4-U5	at L4	Eyebar 1	The west face along L4-U4 has pack rust up to 1/8" thick with adjacent section loss, full height x 1-1/4" long x 3/16" deep. The east face has section loss along L3-L4 Eyebar 3, full height x up to 1-1/4" long x 1/4"-5/16" deep.	
				Eyebar 2	The west face has section loss along L3-L4 Eyebar 4, full height x up to 1-1/4" long x 1/4"-5/16" deep. The east face has section loss along L4-U4, 5" high x 1/2" long x 3/16" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust up to 3/4" thick and section loss on the interior faces, up to 4" long x full height x 1/4" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there is pack rust 1/4" thick and section loss on the interior faces, up to 4" long x full height x up to 1/2" deep.	
		U4-L5	at L5	Eyebars 1 & 2	The exterior faces have pack rust along L5-U5 up to 1/4" thick with adjacent section loss, full height x up to 1-1/2" long x 3/16"-1/4" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 10" from centerline of the pin, up to 3/4" thick. The interior faces beyond the pack rust have section loss, 3" long x full height x 3/16"-1/4" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 10" from centerline of the pin, up to 3/4" thick. The interior faces beyond the pack rust have section loss, 4" long x full height x 3/16" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
3	3	L5-L6	at L6	Eyebar 3	The east face has section loss along the underside of U5-L6 Eyebar 1, 9" long x up to 1-1/4" high x 5/16"-3/8" deep, and along the top, 3" long x 1" high x 1/4" deep with 1/4" pack rust.	
				Eyebar 4	The top face has section loss at the north end, full width x 5" long x 1/4" deep.	
		L6-U7	at L6	Eyebars 2 & 3	The exterior faces have section loss along L6-U6, full height x up to 1" long x 1/4"-5/16" deep with 1/4" pack rust.	
				Eyebar 3	The west face has section loss along U5-L6 Eyebar 2, 7" high x up to 1" long x 1/4" deep.	
		L6-U7	at U7	Eyebars 1 & 4	The interior faces have pack rust along U2-U3, up to 1/4" thick, with section loss along the underside of the bottom flange, full height x 1" long x 1/4" deep.	
		Pin	L7	-	Both spacers have numerous cracks and the top 1/4 is missing with heavy delamination on the exposed pin.	
	Pin	L1	-	The pin spacer is cracked at the north side.		
	4	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 5/8" thick, with section loss along the underside, full height x 1-1/2" long x 3/8"-1/2" deep.	
				Eyebar 4	The west face has pack rust along U2-U3, 3/4" thick, with section loss along the underside, full height x 1" long x 3/8" deep.	
		Pin	L2	-	The west spacer is missing with moderate pitting on the exposed pin and the east spacer is cracked at the north side.	
		Pin	L3	-	The north face of the spacer is cracked along the full length.	
		U2-L3	at L3	Eyebars 2 & 3	The exterior faces have section loss along L3-U3, full height x 3/4" long x 1/8"-3/16" deep.	
		L3-U4	at L3	Eyebars 1 & 2	The exterior faces have pack rust along L3-U3 up to 3/8" thick.	
		L3-L4	at L3	Eyebar 4	The west face has section loss along the underside of L3-U4 Eyebar 2, 5" high x 1/2" long x 3/16" deep and along the top, 5" high x 1-1/4" long x 3/16" deep.	
				Eyebar 6	The west face has pack rust along U2-L3, 1/4" thick, with adjacent section loss 4" high x 1/2" long x 3/16" deep.	
		U3-L4	at L4	Eyebar 2	The west face has pack rust along L4-U4, 1/8" thick.	
L3-L4		at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 1/2" thick.		
	Eyebars 5 & 6		Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 1/2" thick. The interior faces beyond the pack rust have section loss, 8" long x full height x 3/16"-1/4" deep.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
3	4	L4-U5	at L4	Eyebar 1	The west face has pack rust along L4-U4, 3/8" thick, with adjacent section loss, 5" high x 3/4" long x 1/8"-3/16" deep.	
				Eyebar 2	The east face has pack rust along L4-U4, 3/16" thick. The west face has section loss along L3-L4 Eyebar 4, full height x 1" long x 1/8" to 3/16" deep.	
		U4-L5	at L5	Eyebar 1	The west face has pack rust along L5-U5, 1/4" thick, with adjacent section loss, full height x 1" long x 1/4" deep.	
				Eyebar 2	The north face has section loss, full width x 12" long x 1/2" deep.	
					The west face has section loss along L5-L6 Eyebar 4, full height x 1-1/4" long x 1/4" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss, 11" long x full height x 1/8" deep.	
			Eyebars 5 & 6	Heavy pack rust between the eyebars extends 17" from centerline of the pin, up to 1/2" thick.		
		The interior faces beyond the pack rust have section loss, 3" long x full height x 1/4" deep.				
			at L6	Eyebar 4	The north face has section loss, full width x 10" long x 1/4" deep.	
		Pin	L6	-	The pin spacer is cracked along the full length on the top face.	
		L6-U7	at L6	Eyebars 2 & 3	The exterior faces have pack rust along L6-U6 up to 3/8" thick, with adjacent section loss, full height x 1" long x 1/8"-1/4" deep.	
				Eyebar 2	The south face has section loss, full width x 8" long x 1/4" deep.	
				Eyebar 3	The west face has pack rust between L5-L6 Eyebar 4, up to 3/8" thick and section loss, full height x 1" long x 1/8" deep.	
		L7-U7	-	-	Just below the turnbuckle, the eyebar is bent slightly to the west.	
		Pin	L7	-	The west spacer is missing with light to moderate pitting on the exposed pin and the east spacer is cracked at the top side.	
		L6-U7	at U7	Eyebar 1	The east face has pack rust along U6-U7, 3/8" thick, with section loss along the underside, full height x 1" long x 1/8" deep.	
Eyebar 4	The west face has pack rust along U6-U7, 5/8" thick, with section loss along the underside, full height x 1" high x 5/16" deep.					
U7-L8	at U7	-	The top plates have pack rust up to 1/2" thick.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo	
4	1	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 3/4" thick, with adjacent section loss along the underside of the bottom flange, full height x 1-1/2" long x 5/8" deep.		
				Eyebar 4	The west face has pack rust along U2-U3, 3/4" thick, with adjacent section loss along the underside of the bottom flange, full height x 1" long x 1/4" deep.		
		Pin	L2	-		The east pin nut has a 3/8" gap at the bottom chord web.	
						Both pin spacers are cracked and broken with moderate pitting on the exposed pin.	
		Pin	L3	-		The spacer is cracked along the full length of the north face.	
		U2-L3	at L3	Eyebars 2 & 3		The exterior faces have pack rust along L3-U3, 1/8"-1/4" thick, with adjacent section loss, full height x up to 1" long x 1/8" deep.	
					Eyebar 2	The east face has section loss along L3-L4 Eyebar 3, 8" high x 1-1/2" long x 1/4" deep.	
		L3-L4	at L3	Eyebar 4		The east face has section loss along U2-L3 Eyebar 3, full height x 1/2" long x 1/8"-3/16" deep.	
		U3-L4	at L4	Eyebar 1		The east face has pack rust along L4-U4, 1/4" thick, with adjacent section loss, 7" high x 1/2" long x 1/4" deep.	
		L3-L4	at L4	Eyebars 1 & 2		Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 1/2" thick.	
						The interior faces have section loss beyond the pack rust, 4" long x full height x 1/8" deep.	
		L3-L4	at L4	Eyebars 5 & 6		Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 1/2" thick.	
						The interior faces have section loss beyond the pack rust, 3" long x full height x 1/8"-3/16" deep.	
		L4-L5	-	Eyebar 1		The eyebar is bowed slightly to the east.	
		L4-U5	at L4	Eyebar 1		The west face has pack rust along L4-U4, 1/8" thick, with adjacent section loss, full height x 1" long x 1/8"-3/16" deep.	
				Eyebar 2		The east face has pack rust along L4-U4, 3/8" thick, with adjacent section loss, full height x 1-1/2" long x 3/16" deep.	
		U4-L5	at L5	Eyebar 1		The west face has pack rust along L5-U5, 1/4" thick, with adjacent section loss, full height x 1-1/4" long x 1/4" deep.	12
Eyebar 2				The east face has pack rust along L5-U5, 1/4" thick, with adjacent section loss, full height x 1/2" long x 1/8" deep.	12		

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
4	1	L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss, 4" long x full height x 1/8" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss, 3" long x full height x 1/16"-1/8" deep.	
		L5-U6	at L5	Eyebars 1 & 2	The interior faces have section loss along L5-U5, full height x 1/2" long x 1/8" deep.	
		Pin	L6	-	The spacer is cracked along the full length of the south face.	
		L5-L6	at L6	Eyebar 1	The east face has pack rust along L6-U7 Eyebar 1, 1/4" thick, with adjacent section loss, full height x 3/4" long x 1/8"-3/16" deep.	
				Eyebar 3	The east face has section loss along the underside of U5-L6 Eyebar 1, 6" long x 1" high x 1/4" deep, and along the top, 5" long x 1-1/4" high x 1/8"-3/16" deep.	
				Eyebar 4	The west face has section loss along the underside of U5-L6 Eyebar 2, 5" long x 1/2" high x 1/8" deep, and along the top, 11" long x 3" high x 1/4" deep.	
					The east face has section loss along L6-U7 Eyebar 3, full height x 1" long x 1/4" deep.	
		Eyebar 5	The west face has pack rust along L6-L7 bottom chord, 1/4" thick, with adjacent section loss, full height x 1" long x 5/16" deep.			
		L6-U7	at L6	Eyebars 2 & 3	The exterior faces have pack rust along L6-U6, 3/8" thick and section loss, full height x 1-1/2" long x 5/16" deep.	
				Eyebar 3	The west face has section loss along L5-L6 Eyebar 4, 2" long x 2" high x 1/8"-3/16" deep.	
		Pin	L7	-	The east pin spacer is missing with heavy pitting on the exposed pin. The west pin spacer is cracked.	
	L6-U7	at U7	Eyebar 4	The west face has pack rust along U6-U7, 1/2" thick, with adjacent section loss along the underside of the bottom flange, full height x 1" long x 3/16" deep.		
	2	Pin	L1	-	3/4 of the pin spacer is missing with moderate pitting on the exposed pin.	
		Pin	L2	-	Both spacers are missing with heavy pitting on the exposed pin.	
		L2-L3	near L3	-	The west bottom flange angle near L3 is bent upwards up to 2" out-of-plane over a 20" length.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
4	2	U2-L3	at L3	Eyebar 1	The east face has section loss near L2-L3 bottom chord with heavy delamination for the full height (area difficult to clean with hammer, section loss was immeasurable).	
				Eyebars 2 & 3	The exterior faces have section loss along L3-U3, full height x 1" long x 1/8"-3/16" deep.	
				Eyebar 3	The west face has section loss along the top of L3-L4 Eyebar 4, 4" high x 1" long x up to 1/4" deep (3/16" avg.).	
		L3-L4	at L3	Eyebars 3 & 4	The interior faces have section loss along the top and underside L3-U4 Eyebars 1 & 2, 4" long x 1" high x 1/8" deep.	
				Eyebar 4	The east face has section loss at the top along L2-L3 bottom chord, 4" high x 1/2" long x 1/8" deep.	
		Pin	L3	-	The pin spacer is cracked at the top north side.	
		U3-L4	at L4	Eyebar 2	The west face has section loss along L4-U4, full height x 1/2" long x 1/8" deep.	
					The east face has section loss along L4-L5 Eyebar 5, full height x 1" long x 3/16" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 5/8" thick.	
					The interior faces have section loss beyond the pack rust, 8" long x full height x 1/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 14" from centerline of the pin, up to 5/8" thick.	
					The interior faces have section loss beyond the pack rust, 4" long x full height x 1/16"-1/8" deep.	
		L4-U5	at L4	Eyebars 1 & 2	The exterior faces have minor pack rust along L4-U4 with adjacent section loss, full height x 1" long x 1/8" deep.	
				Eyebar 1	The east face has section loss along L3-L4 Eyebar 3, full height x up to 2" long x 3/16" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust 1/4" thick and section loss on the interior faces, 5" long x 5" high x 1/8"-3/16" deep. An isolated area within the section loss at the north side of both, 2" high x 2" long x 1/2" deep.	13
		L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there is pack rust 1/4" thick and section loss on the interior faces, 5" long x 5" high x 1/8"-3/16" deep.	
U4-L5	at L5	Eyebars 1 & 2	The exterior faces along L5-U5 have pack rust up to 3/8" thick, with adjacent section loss, full height x 3/4" long x 1/8" deep.			
		Eyebar 1	The east face has section loss along the top of L5-L6 Eyebar 3, 1" long x 2" high x 1/16" deep.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo		
4	2	L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 10" from centerline of the pin, up to 3/4" thick.			
					The interior faces beyond the pack rust have section loss, 9" long x full height x 1/8"-3/16" deep.			
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 3/4" thick.			
					The interior faces beyond the pack rust have section loss, 6" long x full height x 1/16"-1/8" deep.			
		U5-L6	at L6	Eyebar 1	The eyebar is slightly loose.			
		L5-L6	at L6	Eyebar 4	The east face has section loss along L6-U7 Eyebar 3, full height x 3/4" long x 3/16" deep.			
		L6-U7	at L6	Eyebar 2	The west face has section loss along L6-U6, full height x 1" long x 1/2" deep.			
					The east face has section loss at the top along L5-L6 Eyebar 3, 6" high x 1" long x 1/4" deep.			
				Eyebar 4	The east face has section loss along L6-U6, full height x 1" long x 3/16"-1/4" deep.			
	Pin	L7	-	The west pin nut has a gap at the bottom chord web with pack rust 3/16" thick.				
	L6-U7	at U7	Eyebar 1	The east face has pack rust along U6-U7, 1/4" thick, with adjacent section loss along the underside of the bottom flange, full height x 1" long x 1/8" deep.				
	Pin	L8	-	The pin spacer is cracked and partially missing with heavy delamination on the exposed pin.				
	3		Pin	L2	-	Both spacers are missing with heavy pitting on the exposed pin.		
						The pin has an isolated area of section loss on the top face along the east side of L2-U2, 2" long x 2" wide x up to 1/2" deep.		
			U2-L3	at L3	Eyebar 1	The east face has section loss along L3-L4 Eyebar 2, full height x 2" long x 3/16" deep.		
						Eyebars 2 & 3		The exterior faces along L3-U3 have section loss, full height x 1" long x 1/4"-5/16" deep.
								Eyebar 2
			L3-L4	at L3	Eyebar 2	The east face has section loss along L2-L3 bottom chord, full height x 1" long x 1/4"-5/16" deep with 1/4" thick pack rust.		
Eyebar 3						The east face has section loss along the underside of L3-U4 Eyebar 1, 6" long x 1" high x 3/16"-1/4" deep.		
	Eyebar 4	The west face has section loss along the underside of L3-U4 Eyebar 2, 6" long x 1" high x 3/16"-1/4" deep, and along the top, 7" long x 1" high x 1/4"-5/16" deep.						

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo	
4	3	L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 3/4" thick.		
					The interior faces beyond the pack rust have section loss, 6" long x full height x 3/16"-1/4" deep.		
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 3/4" thick.		
					The interior faces beyond the pack rust have section loss, 6" long x full height x 3/16"-1/4" deep.		
		L4-U5	at L4	Eyebars 1 & 2	The exterior faces have pack rust along L4-U4 up to 1/4" thick, with adjacent section loss full height x 1" long x 3/16" deep.		
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust up to 1/2" thick, and section loss on the interior faces, up to 4" long x full height x up to 3/8" deep.		
		L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there is pack rust up to 1/2" thick, and section loss on the interior faces, up to 4" long x full height x up to 3/8" deep.		
		U4-L5	at L5	Eyebars 1 & 2	The exterior faces have pack rust along L5-U5 up to 1/4" thick with adjacent section loss, full height x 1" long x 1/4"-5/16" deep.		
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 1/2" thick.		
					The top and bottom edges along the pack rust have section loss on the interior faces, 7" long x up to 3/4" high x 1/2" deep.		
				Eyebars 5 & 6	The interior faces beyond the pack rust have section loss 6" long x full height x 3/16"-1/4" deep.		
					Heavy pack rust between the eyebars extends 10" from centerline of the pin, up to 3/4" thick.		
		L5-L6	at L6	Eyebar 4	The west face has section loss along the underside of U5-L6 Eyebar 2, 6" long x 1/2" high x 3/16" deep.		
	Eyebar 2			The east face has section loss along L6-L7 bottom chord, full height x 3/4" long x 1/4" deep.			
	L6-U7	at L6	Eyebars 2 & 3	The exterior faces along L6-U6 have section loss, full height x 1" long x 1/4" deep.			
	Pin	L7	-	Both spacers are missing with severe pitting on the exposed pin.			
	U7-L8	L8	-	The diagonal truss member has moderate vine growth throughout the lower half.			
	4		Pin	L1	-	The spacer is cracked on the north side along the full length.	
			U2-L3	at U2	Eyebars 1 & 4	The Interior faces have pack rust along U2-U3, 1/4" thick, with adjacent section loss along the bottom face, 2" long x full width x up to 1/4" deep.	
			Pin	L2	-	The west pin spacer is broken off with light pitting on the exposed pin and the east pin spacer is cracked.	
Pin			L3	-	The spacer is cracked on the north side along the full length.		

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
4	4	U2-L3	at L3	Eyebars 2 & 3	The exterior faces have pack rust along L3-U3, 1/4" thick, with adjacent section loss, full height x 1/2" long x 1/8" deep.	
		L3-L4	at L3	Eyebar 3	The east face has section loss along the underside of L3-U4 Eyebar 1, 6" long x up to 1" high x 1/4" deep, and along the top, 7" long x 3/4" high x 3/16" deep.	
				Eyebar 4	The west face has section loss along the top of L3-U4 Eyebar 2, 7" long x 1-1/4" high x 1/8"-3/16" deep.	
				Eyebar 6	The west face has pack rust between U2-L3 Eyebar 4, 1/4" thick.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 1/2" thick. Top faces with section loss, full width x 9" long x up to 1/2" deep.	
					The interior faces beyond the pack rust have section loss, 9" long x full height x 1/4" deep.	
		L3-L4	at L4	Eyebars 5 & 6	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 1/2" thick. The interior faces beyond the pack rust have section loss, 14" long x down to 1/4" remaining at the bottom edge (typically 1/4"-3/8" deep).	
		L4-U5	at L4	Eyebar 1	The west face has pack rust along L4-U4, 1/4" thick, with adjacent section loss, full height x 1-3/4" long x 5/16" deep.	14
					The east face has section loss along L3-L4 Eyebar 3, full height x 1-1/4" long x 1/8"-3/16" deep.	
		L4-U5	at L4	Eyebar 2	The east face has pack rust along L4-U4, 3/16" thick, with adjacent section loss, 4" high x 1" long x 1/8" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust up to 1/4" thick, and section loss on the interior faces, 5" long x 5" high x 1/8" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there is pack rust up to 1/4" thick, and section loss on the interior faces, 5" long x 5" high x 1/8" deep.	
		U4-L5	at L5	Eyebar 1	The west face has pack rust along L5-U5, 1/4" thick, with adjacent section loss, full height x 1-1/2" long x 1/8"-3/16" deep.	
					The east face has section loss along L5-L6 Eyebar 3, 3" high x 3/4" long x 1/8" deep.	
The underside at the south end has section loss along the west edge, 7" long x 1" wide x 1/2" deep.						
Eyebar 2	The east face has pack rust along L5-U5, 1/2" thick, with adjacent section loss, full height x 2" long x 1/2" deep.					
	The west face has section loss along L5-L6 Eyebar 2, full height x 1" long x 1/8"-3/16" deep.					
L5-L4	at L5	Eyebars 3 & 4	The interior faces have pitting around the top half of the pin, 1/2" high x 1/16"-1/8" deep.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
4	4	L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss 7" long x full height x up to 3/8" deep at the edges (1/8" avg.).	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 1/2" thick.	
					The interior faces beyond the pack rust have section loss 10" long x full height x up to 3/8" deep at the edges (1/8" avg.).	
		L5-L6	at L6	Eyebar 3	The east face has section loss along the top of U5-L6 Eyebar 1, 6" long x 1/2" high x 1/8"-3/16" deep and along the underside, 5" high x 3/4" long x 1/4" deep with 1/4" thick pack rust.	
		L6-U7	at L6	Eyebars 2 & 3	The exterior faces have pack rust along L6-U6, 3/8" thick, with adjacent section loss, full height x 1" long x 1/8" deep.	
					The exterior faces on the underside at the north end have section loss up to 8" long x 1/4" wide x 1/2" deep.	
				Eyebar 4	The east face on the underside at the north end have section loss up to 8" long x 1/4" wide x 1/2" deep.	
		Pin	L7	-	The majority of the spacer is missing with light to moderate pitting on the exposed pin.	
		L6-U7	at U7	Eyebar 1	The east face has pack rust along U6-U7, up to 3/16" thick.	
Eyebar 4	The west face has pack rust along U6-U7, up to 5/8" thick.					
5	1	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 1/4" thick, with adjacent section loss full height x 1" long x 1/8" deep.	
				Eyebar 4	The west face has pack rust along U2-U3, 1/2" thick.	
		Pin	L2	-	The pin spacer is mostly missing with heavy pitting on the exposed pin.	
		Pin	L3	-	The pin spacer is cracked due to pack rust.	
		U2-L3	at L3	Eyebar 1	The west face has section loss along L3-L4 Eyebar 1, full height x 1/2" long x 1/8" deep.	
				Eyebars 2 & 3	The exterior faces have section loss along L3-U3, full height x 1" long x 1/8"-3/16" deep.	
		L3-L4	at L3	Eyebar 1	The east face has section loss along U2-L3 Eyebar 1 at the base, 4" high x up to 2" long x 1/8" deep.	
				Eyebar 3	The east face has section loss along the top and underside of L3-U4 Eyebar 1, 10" long x 1-1/2" high x 3/16"-1/4" deep.	
				Eyebar 4	The west face has section loss along the top and underside of L3-U4 Eyebar 2, 8" long x up to 1/2" high x up to 1/8" deep.	
		U3-L4	at L4	Eyebar 2	The west face has section loss along L4-U4, 9" high x 1" long x 3/8" deep.	15

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
5	1	L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 14" from centerline of the pin.	
					The interior faces have pitting beyond the pack rust, 3" long x full height x 1/16"-1/8" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 14" from centerline of the pin.	
					The interior faces have pitting beyond the pack rust, 3" long x full height x 1/16"-1/8" deep.	
		L4-U5	at L4	Eyebar 2	The east face has section loss along L4-U4 at the top, 5" high x up to 2" long x 1/4-3/8" deep.	
		L4-L5	at L4	Eyebar 2	The east face has section loss along U3-L4 Eyebar 1, full height x up to 1-1/2" long x 1/4" deep.	
				Eyebar 5	The west face has section loss along U3-L4 Eyebar 2 at the top, 5" high x 1" long x 3/16" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there was pack rust 1" thick (removed by inspector), and section loss on the interior faces, up to full length x full height x 1/8" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there was pack rust 2" thick (removed by inspector), and section loss on the interior faces, up to full length x full height x 1/4"-5/16" deep.	
		U4-L5	at L5	Eyebars 1 & 2	The exterior faces have section loss along L5-U5, full height x 1-1/4" long x 3/16" deep.	
		L4-L5	at L5	Eyebar 1	The east face has section loss along L5-L6 Eyebar 1, full height x 1/2" long x 1/8" deep.	
		L5-U6	at L5	Eyebar 1	The east face has section loss along L5-U5 at the top, 7" high x 1" long x 1/4" deep.	
				Eyebar 2	The west face has section loss along L5-U5, full height x 1/2" long x 1/8"-3/16" deep.	
		All	at L5	-	On the west side of L5-U5, all five (5) eyebars have even pack rust around the full circumference of the pin, 1/16"-1/8" thick.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 15" from centerline of the pin, 3/4" thick with section loss along the top, full width x 1/4" deep.	
					The interior faces beyond the pack rust have section loss, 12" long x full height x 1/8" deep.	
		Eyebars 5 & 6	at L5	Eyebars 5 & 6	Heavy pack rust between the eyebars extends 11" from centerline of the pin, 1/2" thick.	
		L5-L6	at L6	Eyebar 4	The east face has section loss along L6-U7 Eyebar 3, 5" high x 1" long x 3/16" deep.	
		L6-U7	at L6	Eyebar 1	The east face has section loss along L5-L6 Eyebar 2, full height x 1/2" long x 1/8"-3/16" deep.	
Eyebar 2	The west face has section along L6-U6, full height x 1" long x 1/4" deep. The east face has section loss along L5-L6 Eyebar 3, 5" high x 1" long x 1/4" deep.					
Eyebar 3	The east face has section loss along L6-U6, full height x 1" long x 1/4" deep.					

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo		
5	1	L6-U7	at L6	Eyebar 4	The west face has section loss along L5-L6 Eyebar 5, 4" high x 1-1/2" long x 3/16" deep.			
		Pin	L7	-	The east spacer is missing with heavy pitting on the exposed pin.			
				-	The west spacer has heavy corrosion and is partially broken.			
				-	Both pin nuts have pack rust at the bottom chord web, 1/8" thick.			
		L6-U7	at U7	Eyebar 1	The east face has pack rust along U6-U7, up to 3/16" thick, with section loss along the top edge, 6" long x 1/2" high x 1/4"-5/16" deep.			
				Eyebar 4	The west face has pack rust along U6-U7, up to 1/8" thick, with section loss along the underside, full height x 1-1/2" long x 3/16" deep.			
		Pin	L8	-	The south half of the pin spacer is missing due to pack rust between the truss members.			
		5	2	Pin	L1	-	The pin spacer is broken at the south half.	
				Pin	L2	-	The west spacer is missing with heavy pitting on the exposed pin. The east spacer is cracked with the top 1/4 missing.	
				Pin	L3	-	The pin spacer is cracked at the top.	
L3-L4	at L3			Eyebar 2	The east face has section loss along L3-U3, full height x 3/4" long x 3/16" deep.			
				Eyebar 3	The east face has section loss along the underside of L3-U4 Eyebar 1, 12" long x 1" high x 1/4" deep, and along the top, 5" long x 1-1/2" high x 1/4" deep.			
				Eyebar 4	The west face has section loss along the underside of L3-U4 Eyebar 2, 10" long x 1" high x 1/4" deep, and along the top, 8" long x 1" high x 1/4"-5/16" deep.			
U2-L3	at L3			Eyebar 1	The east face has section loss along L3-L4 Eyebar 2, 6" high x 1-1/2" long x 3/16"-1/4" deep.			
				Eyebar 3	The east face along L3-U3 has section loss, full height x 1" long x 1/4" deep.			
L3-L4	at L4			Eyebars 1 & 2	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 1/4" thick.			
				Eyebar 3	The east face has section loss along L4-L5 Eyebar 3, 8" high x up to 3/4" long x 1/4" deep.			
				Eyebar 4	The east face has section loss along L4-U5 Eyebar 2, full height x 1" long x 1/4"-5/16" deep and extends along the top edge for an additional 12" length.			
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 3/4" thick.			
The top faces along the pack rust have 100% section loss x 4" long x up to 3/8" high.								
U3-L4	at L4			Eyebar 1	The east face has section loss along L4-U4, full height x up to 3-1/2" long x 3/8"-1/2" deep.			
				Eyebar 2	The west face has section loss along L4-U4, 2" high x 2" long x 1/4" deep.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
5	2	L4-U5	at L4	Eyebar 1	The west face along L4-U4 has pack rust up to 1/4" thick with adjacent section loss, full height x 1-1/2" long x 3/8" deep.	
					The east face has section loss along L3-L4 Eyebar 3 at the top, 4" high x 1" long x 1/4"-5/16" deep.	
				Eyebar 2	The east face along L4-U4 has pack rust up to 1/2" thick with adjacent section loss, full height x 3/4" long x 3/16" deep.	
					The west face has section loss along L3-L4 Eyebar 4, full height x 1" long x 1/4"-5/16" deep.	
		L4-U5 / U4-L5	Midpanel	Eyebars 1 & 2	At the intersection, there is pack rust 1/2" thick and section loss on the interior faces, full width x 5" long x 1/4"-3/8" deep.	
		U4-L5	at L5	Eyebar 1	The west face along L5-U5 has pack rust up to 1/4" thick with adjacent section loss, full height x 1-1/2" long x 5/16" deep.	
					The top face has section loss, 6" long x 1/2" high.	
		Eyebar 2	The east face along L5-U5 has pack rust up to 1/4" thick with adjacent section loss, full height x 1-1/2" long x 5/16" deep.			
			L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 3/4" thick.
		The interior faces beyond the pack rust have section loss, 5" long x full height x 1/4" deep.				
		Eyebar 4			The west face has section loss along L4-L5 Eyebar 4, 4" high x 1" long x 1/4" deep.	
					The east face has section loss along the top of U4-L5 Eyebar 2, up to 1.5" high x 8" long x 3/8" deep.	
		Eyebars 5 & 6	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 3/4" thick.			
			The interior faces along the pack rust at the top and bottom edges have section loss, 6" long x up to 1" high x 1/2" deep.			
		L5-U6	at L5	Eyebar 2	The west face has section loss along L5-U5, full height x up to 1-1/2" long x 3/8"-1/2" deep and along the top face, full width x 1-1/2" long x 3/8" deep,	
		U7-L6	at L6	Eyebar 2	The west face has section loss along L6-U6, 6" high x 1-1/2" long x 1/4"-5/16" deep.	
				Eyebar 3	The west face has section loss along U5-L6 Eyebar 2, full height x 1" long x 1/4"-5/16" deep.	
					The east face has section loss along L6-U6, full height x 2" long x 1/4"-5/16" deep.	
		Eyebar 4	The west face has section loss along L6-L7 bottom chord, 4" long x 2-1/2" high x 1/4"-5/16" deep.			
			L5-L6	at L6	Eyebar 2	The east face has section loss along L6-L7 bottom chord, full height x 1" long x 5/16" deep.
Eyebar 3	The east face has section loss along the underside of U5-L6 Eyebar 1, 8" long x 1" high x 1/4"-5/16" deep, and along the top, 6" long x 1-1/2" high x 1/4" deep.					

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
5	2	Pin	L6	-	The spacer is cracked full length on the top south side.	
		Pin	L7	-	The west spacer is missing. The east spacer is cracked with a small broken section. The exposed pin has heavy pitting throughout.	
		L6-U7	at U7	Eyebar 1	The east face has pack rust along U6-U7, 1/2" thick, with adjacent section loss along the underside of the bottom flange, full height x 1" long x 3/16" deep.	
	3	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 1/8" thick.	
				Eyebar 4	The west face has pack rust along U2-U3, 1/4" thick and section loss, full width x 2" long x 1/4" deep.	
		Pin	L2	-	The east spacer has heavy delamination throughout.	
					The west spacer is missing with heavy pitting on the exposed pin.	
		U2-L3	at L3	Eyebar 2	The east face has section loss along L3-L4 Eyebar 3, full height x up to 1/2" long x up to 1/4" deep. The west face has section loss along L3-U3, full height x 1/2" long x 1/8" deep.	
				Eyebar 3	The east face has section loss along L3-U3, full height x 1" long x 1/4" deep.	
				Eyebar 4	The west face has 1/2" thick pack rust between L2-L3 bottom chord, with adjacent section loss along the top flange, full height x 2" long x 3/16"-1/4" deep. The top face has section loss at the pin, full width x 10" long x 3/8" deep.	
		L3-L4	at L3	Eyebar 3	The west face has section loss along U2-L3 Eyebar 2, full height x 2" long x 3/16"-1/4" deep.	
					The east face has section loss along the top and underside of L3-U4 Eyebar 1, 8" long x up to 1" high x 1/8"-3/16" deep.	
				Eyebar 5	The west face has section loss along L2-L3 bottom chord, full height x 1" long x 3/16"-1/4" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 3/4" thick. The top faces have section loss, 3/4" wide x up to 6" long x up to 1/2" deep.	
					The interior faces have section loss beyond the pack rust, 3" long x full height x up to 1/4" deep (3/16" avg.).	
				Eyebar 3	The east face has section loss along the base of L4-L5 Eyebar 3, 6" high x 1/2" long x 1/8" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 11" from centerline of the pin, up to 5/8" thick. The top faces have section loss, up to 3/4" wide x 13" long x up to 1/2" deep.	
		The interior faces have section loss beyond the pack rust, 8" long x full height x up to 1/4" deep (3/16" avg.).				

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
5	3	L4-U5	at L4	Eyebar 1	The west face has pack rust between L4-U4, 3/8" thick with adjacent section loss, full height x 1" long x 1/8" deep.	
				Eyebar 2	The west face has section loss at the top along L3-L4 Eyebar 4, 2-1/2" high x 1" long x 1/4" deep. The east face has 3/8" thick pack rust between L4-U4.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust up to 1-3/4" thick, and section loss on the interior faces, full length x full height x up to 1/4" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there is pack rust up to 1/2" thick, and section loss on the interior faces, full length x full height x up to 1/8"-3/16" deep.	
		U4-L5	at L5	Eyebar 1	The west face has section loss along L5-U5, full height x 2" long x 1/4" deep with 1/2" thick pack rust.	
					The east face has section loss at the top along L5-L6 Eyebar 3, 2" high x 1/2" long x 3/16" deep.	
				Eyebar 2	The east face has section loss along L5-U5, full height x 2" long x up to 1/4" deep with 1/2" thick pack rust. The west face has section loss at the top along L5-L6 Eyebar 4, 1-1/2" high x 1" long x 1/4" deep.	
		L5-U6	at L5	Eyebar 2	The west face has section loss along L5-U5, 9-1/2" high x 1" long x 3/16"-1/4" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 10" from centerline of the pin, up to 3/16" thick.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 3/4" thick.	
				Eyebar 5	The east has pitting beyond the pack rust, 12" long x full height x 1/8"-3/16" deep.	
				Eyebar 6	The west face has pitting beyond the pack rust, 12" long x full height x 1/16"-1/8" deep.	
		Pin	L6	-	The pin spacer is partially missing with moderate pitting on the exposed pin.	
		L5-L6	at L6	Eyebar 1	The east face has pack rust between L6-U7 Eyebar 1 up to 3/8" thick with adjacent section loss, full height x 1/2" long x 1/8" deep.	
				Eyebar 2	The east face has pack rust between L6-L7 bottom chord up to 3/16" thick with adjacent section loss, full height x 1" long x 3/16"-1/4" deep. The top face has pitting, full width x 6" long x 1/2" deep.	
				Eyebar 3	The east face has pack rust between U5-L6 Eyebar 1, up to 1/2" thick with adjacent section loss, full height x 1/2" long x 1/8"-3/16" deep and along the top, 1" high x 4" long x 3/8" deep.	
				Eyebar 4	Both faces have section loss along U5-L6 Eyebar 2 and L6-U7 Eyebar 3, full height x 1/2" wide x up to 1/8" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo	
5	3	L6-U7	at U7	Eyebar 1	The east face has section loss along the underside of U6-U7, full height x 1-1/2" long x 3/8" deep and 3/16" pack rust.	16	
				Eyebar 4	The east face has section loss along the underside of U6-U7, full height x 2" long x 1/4" deep with 3/16" pack rust.		
			at L6	Eyebars 2 & 3	The interior faces have section loss along L6-U6, full height x 1" long x 1/8" to 5/16" deep		
		L7-U7	-	-	Just below the turnbuckle, the eyebar is bent slightly to the east.		
		Pin	L7	-	-	The east spacer is missing and the west spacer has heavy delamination throughout.	
						The east pin nut has a gap at the bottom chord web due to pack rust up to 1/16" thick.	
	4	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 3/4" thick, with section loss along the underside, full height x 1" long x 3/8" deep.	17	
				Eyebar 4	The west face has pack rust along U2-U3, 3/4" thick, with section loss along the underside, full height x 1" long x 1/4" deep.		
		Pin	L2	-	Both spacers are missing with heavy pitting on the exposed pin.		
		Pin	L3	-	The spacer is cracked full length on the top face.		
		U2-L3	at L3	Eyebar 2	The west face has section loss along L3-U3, full height x 1" long x 1/4"-5/16" deep.		
		L3-L4	at L3	Eyebar 3	The west face has section loss along U2-L3 Eyebar 2, full height x 1-1/4" long x up to 1/4" deep.		
					The east face has section loss along the top of L3-U4 Eyebar 1, 12" long x up to 3" high x 1/4"-3/8" deep.		
					The east face has section loss along the bottom of L3-U4 Eyebar 1, 8" high x 1-1/2" long x 3/16"-1/4" deep.		
					The top face has section loss adjacent to L3-U4 Eyebar 1, full width x 8" long x 1/4"-1/2" deep.		
		Eyebar 4	The west face has section loss along the top of L3-U4 Eyebar 2, 12" long x up to 3" high x 1/8"-1/4" deep.				
			The top face has section loss adjacent to L3-U4 Eyebar 2, full width x 8" long x 1/4"-1/2" deep.				
L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 3/4" thick.				
			The top and bottom edges along the pack rust have section loss on the interior faces, 10" long x up to 1" high x up to 1/2" deep.				
		The interior faces beyond the pack rust have pitting, 20" long x full height x 3/16"-1/4" deep.					
		Eyebars 5 & 6	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 1/2" thick.				
The interior faces beyond the pack rust have section loss, 8" long x full height x 1/4"-3/8" deep.							

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo		
5	4	L4-U5	at L4	Eyebar 1	The west face has section loss along L4-U4, 5" high x 1" long x 3/16" deep.			
					The east face has section loss along L3-L4 Eyebar 3, full height x up to 4" long x 5/16"-3/8" deep.			
					The top edge has section loss, full width x 4" long x 1/4" deep.			
						Eyebar 2	The west face has section loss along L3-L4 Eyebar 4, 5" high x up to 2-1/2" long x 5/16"-3/8" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is section loss on the interior faces, up to 7" long x full height x up to 1/2" deep.	18		
		U4-L5	at L5	Eyebars 1 & 2	The top faces have section loss, full width x 8" long x 1/8"-1/4" deep.			
				Eyebar 2	The east face along L5-U5 has section loss at the top, 4" high x 1" long x 1/4" deep with 1/4" thick pack rust.			
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 3/4" thick.			
					The interior faces at the top and bottom edges along the pack rust have section loss, 8" long x 3/4" high x up to 1/2" deep.			
					The interior faces beyond the pack rust have section loss, full height x 3" long x up to 5/16" deep.			
					The top faces at the pin have section loss full width x up to 12" long x 1/4"-1/2" deep.			
				Eyebars 3 & 4	There is section loss along the top faces, full width x 6" long x 1/4" deep.			
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 3/4" thick.			
		The interior faces along the pack rust at the top and bottom edges have section loss 7" long x up to 1" high x up to 1/2" deep.						
		The interior faces beyond the pack rust have section loss full height x 10" long x 3/16"-5/16" deep.						
		L5-L6	at L6	Eyebar 4	The east and west faces have section loss at the top, 3" high x 1" long x 1/4" deep and pack rust up to 3/8" thick.			
		Pin	L6	-	The pin spacer is cracked full length on the top face.			
		L6-U7	at L6	Eyebar 2	The west face has section loss along L6-U6, full height x up to 2" long x 1/4" deep.			
					The east face has section loss along L5-L6 Eyebar 3, 5" long x up to 3/4" high x 3/16"-1/4" deep.			
				Eyebar 3	The west face has section loss along L5-L6 Eyebar 4, 8" long x 1" high x 1/4"-5/16" deep.			
		The east face has section loss along L6-U6, full height x up to 1" long x 1/4" deep						
		Eyebar 4	The west face has section loss along L5-L6 Eyebar 5, 7" long x up to 1" high x 1/4" deep.					
Pin	L7	-	Both spacers are missing with heavy pitting on the exposed pin.					
Pin	L8	-	The spacer is cracked full length on the top face.					

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
5	4	L6-U7	At U7	Eyebar 1	The east face has pack rust along U6-U7, 5/8" thick, with section loss, full height x 1" long x 1/8"-3/16" deep.	
					The west face has section loss along the underside of U6-U7, full height x 8" long x 1/8" deep.	
				Eyebars 2 & 3	Eyebar 3 is in contact with the east web of U6-U7 and Eyebar 2 has a 7/8" gap at the west web of U6-U7.	
				Eyebar 4	The west face has pack rust along U6-U7, 1/2" thick, with section loss along the underside, full height x 1" long x 3/16"-1/4" deep.	
6	1	U2-L3	at U2	Eyebar 1	The east face has pack rust along U2-U3, 3/16" thick, with section loss on the top face, 5" long x 3/4" wide x 1/4" deep.	
				Eyebar 4	The east face has pack rust along U2-U3, 1/4" thick, with section loss along the underside, full height x up to 2" long x up to 1/2" deep.	
					The top face has section loss, 7" long x full width x 3/16" deep.	
		L2-U2	-	-	The eyebar has a localized area just above the lower bracing connection plate that is bent 1/4" to the east. The member is bowed to the east over the full height.	
		Pin	L2	-	Both pin nuts have gaps at the bottom chord webs with pack rust up to 1/8" thick and 1/4" pitting on the pin.	
		L2-L3	at L3	-	The outstanding leg of the west bottom flange angle is bent fully upward over a 16" length and torn at the angle fillet, 9" long.	
		U2-L3	at L3	Eyebar 1	The west face has section loss along L3-L4 Eyebar 1, full height x 1" long x up to 1/2" deep (1/4" avg.). The loss extends along the underside of L3-L4 Eyebar 1.	
				Eyebars 2 & 3	The interior faces have section loss along L3-L4 Eyebars 3 and 4, full height x 2" long x 3/8"-1/2" deep.	
				Eyebar 3	The east face has section loss along L3-U3, 6" high x 2" long x 3/16" deep.	
		L3-L4	at L3	Eyebar 1	The east face has section loss along U2-L3 Eyebar 1, full height x 1/2" long x 1/8"-3/16" deep.	
					The west face has section loss along U2-L3 Eyebar 2, full height x 2-1/4" long x 3/8" deep.	
				Eyebar 3	The east face has section loss around the full circumference of L3-U4 Eyebar 1, up to 2" wide x 1/4"-3/8" deep.	
					The west face has section loss around the full circumference of L3-U4 Eyebar 2, up to 2" wide x 1/4"-3/8" deep.	
				Eyebar 4	The east face has section loss along U2-L3 Eyebar 3, full height x 1" long x 1/4" deep.	
Eyebar 5	The west face has section loss at the top along L2-L3 bottom chord, 4" high x 1-1/2" long x 1/4" deep.					
	The east face has section loss at the top along U2-L3 Eyebar 4, 4" high x 1-1/2" long x 1/4" deep.					

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	1	L3-L4	at L3	Eyebar 6	The west face has section loss at the top along U2-L3 Eyebar 4, 4" high x 1" long x 1/4" deep.	
		L3-L4	-	Eyebar 1	The eyebar is bent up to 1" to the east over the full length of the panel.	
		U3-L4	at L4	Eyebar 1	The west face has section loss along L4-L5 Eyebar 2, 4-1/2" high x 2" long x 1/4" deep. The east face has section loss along L4-U4, 6" high x 2" long x 1/4" deep.	
				Eyebar 2	The west face has section loss along L4-U4, 9" high x 1" long x up to 3/16" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 3/4" thick. The interior faces beyond the pack rust have section loss full height x 8" long x up to 3/8" deep.	
				Eyebar 3	The east face has section loss along L4-L5 Eyebar 3, 9" high x 1" long x 1/4" deep.	
				Eyebar 4	The east face has section loss along L4-U5 Eyebar 2, full height x 2" long x up to 3/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 7/8" thick. The interior faces have section loss beyond the pack rust, 8" long x full height x up to 3/16" deep.	
		L4-U5	at L4	Eyebar 1	The west face has section loss along L4-U4, full height x 3" long x up to 3/8" deep. The east face has section loss along L3-L4 Eyebar 3, full height x up to 5" long x 1/4" deep.	
				Eyebar 2	The west face has section loss along L3-L4 Eyebar 4, full height x 3" long x 1/4" deep. The east face has section loss along L4-U4, full height x 1" long x up to 3/16" deep.	
		L4-L5	at L4	Eyebar 3	The west face has section loss along L3-L4 Eyebar 3, full height x 3" long x up to 1/4" deep.	
				Eyebar 4	The east face has section loss along L3-L4 Eyebar 4, 4" high x 2" long x 3/16" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust between the eyebars 2-1/2" thick, with section loss on the interior faces up to 3/16" deep.	
		U4-L5	at L5	Eyebar 1	The west face has section loss along L5-U5, full height x 3" long x 3/8" deep. The east face has section loss along L5-L6 Eyebar 3, full height x 3" long x 3/8" deep.	
				Eyebar 2	The west face has section loss along L5-L6 Eyebar 4, full height x up to 5" long x 1/2" deep. The east face has section loss along L5-U5, full height x 2" long x up to 3/8" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo		
6	1	L4-L5	at L5	Eyebar 1	The west face has a few areas of section loss along the pin nut, up to 3/16" deep.			
					The east face has section loss along L5-L6 Eyebar 1, 8" high x 2" long x 1/4" deep.			
				Eyebar 2	The west face has section loss along L5-L6 Eyebar 2, 6" high x 7" long x 1/8" deep.			
					The east face has section loss along L5-U6 Eyebar 1, 8" high x 2" long x up to 3/8" deep.			
				Eyebar 3	The west face has section loss along L5-L6 Eyebar 3, full height x 1" long x up to 3/16" deep.			
				Eyebar 4	The east face has section loss along L5-L6 Eyebar 4, up to 7" high x 1-1/2" long x 3/16"-1/4" deep.			
				L5-U6	at L5	Eyebar 1	The west face has section loss along L4-L5 Eyebar 2, full height x 5" long x up to 1/4" deep.	
							The east face has section loss along, L5-U5, 8" high x 2-1/2" long x up to 1/2" deep.	
		Eyebar 2	The west face has section loss along L5-U5, full height x 3" long x 3/8" deep.					
			The east face has section loss along L4-L5 Eyebar 5, 3" high x 5" long x up to 3/16" deep.					
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 18" from centerline of the pin, up to 1/2" thick.	19		
				Eyebar 1	The west face has section loss along L4-L5 Eyebar 1, full height x 1-1/2" long x 3/16" deep.	20		
					The bottom edge has 100% section loss, 6" long x up to 1" high.			
				Eyebar 2	The east face has section loss along L4-L5 Eyebar 2, full height x 12" long x up to 1/2" deep with 100% section loss along the bottom edge up to 1/2" high.	21		
				Eyebar 3	The west face has section loss along U4-L5 Eyebar 1, full height x up to 1-1/2" long x 3/16" deep.			
					The east face has section loss along L4-L5 Eyebar 3, full height x up to 1-1/2" long x 3/16" deep.			
				Eyebar 4	The west face has section loss along L4-L5 Eyebar 4, full height x up to 2" long x up to 3/8" deep.			
					The east face has section loss along U4-L5 Eyebar 2, 4" high x 1-1/2" long x 1/8"-3/16" deep.			
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 1/2" thick with both exhibiting section loss 1/4" deep at the pack rust.	19		
				L5-L6	Mid-panel	Eyebar 1	The eyebar is bent to the east up to 1/2" out-of-plane.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	1	L5-L6	at L6	Eyebar 1	The west face has scattered areas of section loss up to 1/4" deep.	
					The east face has section loss along L6-U7 Eyebar 1, full height x 3" long x 1/8" deep.	
				Eyebar 2	The west face has section loss along L6-U7 Eyebar 1, full height x 3-1/2" long x up to 1/4" deep.	
					The east face has loss along L6-L7 bottom chord, full height x 2-1/2" long x up to 1/4" deep.	
				Eyebar 3	The west face has section loss along L6-U7 Eyebar 2, full height x 2-1/2" long x 1/2" deep.	
					The east face has section loss along the underside of U5-L6 Eyebar 1, 13" long x 2-1/2" high x 1/4"-3/8" deep.	
				Eyebar 4	The west face has section loss along the top of U5-L6 Eyebar 2, 4-1/2" long x 2-1/2" high x 1/2" deep.	
		The east face has section loss along L6-U7 Eyebar 3, full height x 2-1/2" long x up to 1/2" deep.				
		Eyebar 5	The east face has section loss along L6-U7 at the top, 4" high x 11" long x 1/8" deep.			
		Eyebar 6	The west face has section loss along L6-U7 Eyebar 4, 4" high x 2-1/2" long x up to 3/16" deep.			
		L6-U7	at L6	Eyebar 1	The west face has section loss along L5-L6 Eyebar 1, 6" high x 3" long x up to 1/4" deep.	
					The west face has section loss along L6-U6, full height x 3" long x up to 1/2" deep.	
				Eyebar 2	The east face has section loss along L5-L6 Eyebar 3, full height x 7" long x up to 3/8" deep.	
					The west face has section loss along L5-L6 Eyebar 4, full height x 6" long x up to 1/8" deep.	
					The east face has section loss along L6-U6, full height x 8" long x up to 1/2" deep.	
				Eyebar 3	The west face between L6 and midpanel has scattered areas of pitting up to 1/4" deep.	
					The west face has section loss along L5-L6 Eyebar 5, 3" high x 3" long x 3/16" deep.	
		Eyebar 4	The east face has section loss along L5-L6 Eyebar 6, 5" high x 3" long x up to 3/16" deep.			
		L6-U7	at U7	Eyebar 1	The east face has section loss along the underside of U6-U7, full height x up to 2" long x 1/4"-5/16" deep.	
		L6-U7	at U7	Eyebar 4	The west face has pack rust along U6-U7, 3/16" thick, with section loss along the underside, full height x up to 2" long x 3/16"-1/4" deep.	
		L6-L8	at L7	-	The west face of the west exterior web stiffening plate has pack rust at the pin nuts up to 3/8" thick with section loss along the full circumference, 3/4" wide x 1/8" deep.	
Pin	L7	-	The pin spacers are missing with heavy pitting on the exposed pin.			
L7-L7	Mid-panel	-	West built-up chord member bent approximately 1" towards the east.	22		

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	1	Pin	L8	-	The pin cover is broken with light to moderate pitting on the exposed pin.	
	2	Pin	L2	-	Both spacers are missing and the exposed pin has heavy section loss down to 1-1/2" diameter remaining.	23
		L2-U2	Mid-height	-	The top half of the vertical eyebar is bent to the east 1/4"-1/2" out-of-plane.	
		U2-L3	at L3	Eyebar 1	The east face has section loss along L3-U3, full height x 2" long 1/4" deep.	
				Eyebar 2	The west face along L3-U3 has pack rust up to 1/4" thick with adjacent section loss, 4" high x 2" long x up to 5/16" deep. The east face along L3-L4 Eyebar 3 has section loss, 7" high x up to 2" long x 1/4"-5/16" deep.	
				Eyebar 3	The west face along L3-L4 Eyebar 4 has section loss, full height x up to 3" long x 1/4"-5/16" deep.	
					The east face has section loss along L3-U3, 3" high x 6" long x 1/4"-5/16" deep.	
					The top edge has 100% section loss x 6" long x 1/2" high.	
				Eyebar 4	The west face has section loss along L2-L3 bottom chord top flange, 8" long x 4-1/2" high x up to 3/8" deep.	
					The top edge has 100% section loss x 5" long x 1/2" high.	
				L3-L4	at L3	Eyebar 2
		Eyebar 3	The west face along U2-L3 Eyebar 2 has section loss, full height x up to 1-1/4" long x 1/4"-5/16" deep.			
			The top edge has 100% section loss x 3" long x 1/4" high.			
			The east face has section loss along the underside of L3-U4 Eyebar 1, 9" long x up to 2" high x up to 3/8" deep and along the top, 8" long x up to 2" high x up to 5/16" deep.			
		Eyebar 4	The west face has section loss along the underside of L3-U4 Eyebar 1, 9" long x up to 2" high x up to 3/8" deep and along the top, 8" long x up to 2" high x up to 5/16" deep.			
			The east face along U2-L3 Eyebar 3 has section loss, full height x up to 1-1/4" long x 1/4"-5/16" deep.			
			The top edge has 100% section loss x 3" long x 1/4" high.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo	
6	2	L3-L4	at L3	Eyebar 5	The west face has section loss along L3-U3, 4" high x 1" long x 3/8" deep.		
				Eyebar 6	The west face along U2-L3 Eyebar 4 has section loss 3" high x 1" long x 1/4" deep.		
				L3-U4	Eyebar 1	The west face of the top and bottom legs along L3-L4 Eyebar 3 has section loss, full height x 1" long x 3/16"-1/4" deep.	
					Eyebar 2	The east face of the top and bottom legs along L3-L4 Eyebar 4 has section loss, full height x 1" long x 3/16"-1/4" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extending 13" from the centerline of the pin, up to 3/4" thick. The interior faces along the pack rust have section loss on the top and bottom edges, up to 6" long x up to 2" high x up to 5/16" deep.		
				Eyebar 3	The east face has section loss along L4-L5 Eyebar 3, 6" high x 1-1/4" long x 3/16"-1/4" deep.		
				Eyebar 4	The west face has section loss along L4-L5 Eyebar 4 at the top, 3" high x 1" long x 3/16" deep.		
					The east face has section loss along L4-U5 Eyebar 2 at the top, 5-1/2" high x 1-1/2" long x 3/16"-1/4" deep.		
		L3-L4	at L4	Eyebars 5 & 6	Heavy pack rust between the eyebars extending 11" from the centerline of the pin, up to 3/4" thick.		
					The interior faces along the pack rust at the top and bottom edges have section loss, 6" long x up to 2" high x 3/8"-1/2" deep.		
		L4-L5	at L4	Eyebar 2	The west face has section loss along L3-L4 Eyebar 2, 7" high x 1-1/2" long x 3/16"-1/4" deep.	24	
					The east face has section loss along U3-L4 Eyebar 1, 4" high x 1-1/2" long x 3/16"-1/4" deep.		
					The top edge has 100% section loss x 1-1/2" long x up to 3/4" high.	24	
		L4-L5	at L4	Eyebar 3	The west face has section loss along L3-L4 Eyebar 3, full height x 1-1/2" long x 1/4"-5/16" deep.	24	
		L4-U5	at L4	Eyebar 1	The west face along L4-U4 has pack rust up to 1/4" thick with adjacent section loss, full height x 2" long x 1/4" deep.	24	
					The east face has section loss along L3-L4 Eyebar 3, full height x 4" long x up to 1/2" deep (3/8" avg.).		
					The top edge has 100% section loss x 4" long x up to 1/4" high.		
				Eyebar 2	The west face along L3-L4 Eyebar 4 has section loss, full height x up to 3" long x 1/4"-5/16" deep.		
					The east face along L4-U4 has pack rust up to 1/4" thick with adjacent section loss, full height x 1-1/2" long x 3/16" deep.		
The top edge has 100% section loss x 5" long x up to 1/2" high.							

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	2	L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust up to 2" thick, and section loss on the interior faces, up to 6-1/2" long x full height x up to 3/4" deep (1/2" avg.).	25
				Eyebar 2	At the intersection, there is pack rust up to 1-1/4" thick, and section loss on the interior faces, 6" long x full height x up to 3/4" deep (1/2" avg.).	25
		U4-L5	at L5	Eyebar 1	The west face along L5-U5 has pack rust up to 1/4" thick and adjacent section loss, full height x up to 2" long x 1/4"-5/16" deep.	
					The east face has section loss along L5-L6 Eyebar 3, full height x up to 2" long x 3/16"-1/4" deep.	
				Eyebar 2	The west face has section loss along L5-L6 Eyebar 4, full height x 1" long x 3/16" deep.	
					The east face along L5-U5 has pack rust up to 1/4" thick with adjacent section loss, full height x 1-1/2" long x 1/4" deep.	
		L4-L5	at L5	Eyebar 1	The west face along the top half of the pin nut has section loss up to 3/4" wide x 1/4" deep.	
					The west face below the pin has an area of pitting, 15" long x up to 6" high x up to 3/16" deep.	
					The east face along the top edge has section loss, 3" high x 3/4" long x 1/4" deep.	26
		Eyebar 2	The west face along L5-U6 Eyebar 2 has section loss 8" high x up to 1" long x 1/4"-5/16" deep.			
			The east face along the pin spacer has section loss 4" high x up to 2" long x 1/4"-5/16" deep.	26		
		Eyebar 4	The east face along L5-L6 Eyebar 4 has section loss 4" high x up to 1-1/2" long x 3/16"-1/4" deep.	26		
		L5-U6	at L5	Eyebar 1	The west face has section loss along L5-U5, full height x up to 8" long x 1/4"-5/16" deep.	27
					The east face has section loss along L5-U5, full height x up to 2-1/2" long x 5/16" deep.	
					The top edge has 100% section loss x 2" long x 1/2" high.	
				Eyebar 2	The west face has section loss along L5-U5, full height x up to 2-1/2" long x 5/16" deep.	
		The top edge has 100% section loss x 1-1/2" long x 1/4" high.				
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extending 15" from the centerline of the pin, up to 3/4" thick.	
The interior faces of both eyebars beyond the pack rust have pitting 18" long x full height x 3/16"-1/4" deep.	27					
The interior faces along the bottom edges at the pack rust have section loss 6" long x up to 2" high x down to 1/8" remaining with 100% edge loss up to 1/2" high.						

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	2	L5-L6	at L5	Eyebar 1	The west face has section loss along L4-L5 Eyebar 1, full height x up to 6-1/2" long x 1/4"-5/16" deep.	27
				Eyebar 3	The west face along U4-L5 Eyebar 1 has section loss, 8" high x up to 1-1/4" long x 3/16" deep.	
				Eyebar 4	The west face along L4-L5 Eyebar 4 has section loss, 7" high x up to 1" long x 3/16" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extending 16" from the centerline of the pin, up to 3/4" thick.	
					The interior faces beyond the pack rust have pitting 16" long x full height x 3/16"-1/4" deep.	
				Eyebar 5	The east face at the bottom edge has section loss 6" long x up to 2" high x down to 3/16" remaining (1/4" avg.) with 100% loss x 1" long x 3/4" high.	
		Eyebar 6	The west face at the bottom edge has section loss, 7" long a up to 2" high x down to 3/16" remaining (1/4" avg.).			
		L5-L6	3/4 Point	Eyebar 3	Top face has section loss, full width x 1-1/4" long x 1/2" deep.	
		L5-L6	at L6	Eyebar 1	The east face along L6-U7 Eyebar 1 has section loss, 3" long x 2-1/2" high x 3/16"-1/4" deep.	28
				Eyebar 2	The east face along L6-L7 bottom chord has section loss, full height x up to 2" long x 3/8"-7/16" deep.	28
					The west face along L6-U7 Eyebar 1 has section loss, 3" long x 2-1/2" high x 3/16" deep.	
					The top edge has 100% section loss x 2" long x 1/4" high.	28
				Eyebar 3	The west face along L6-L7 bottom chord has section loss at the top edge, 1-1/2" long x 3" high x up to 1/4" deep.	
					The east face along the underside of U5-L6 Eyebar 1 has section loss, 4" high x up to 2" long x 1/4"-5/16" deep. The loss extends below, 8" high x up to 1/2" long x 3/16"-1/4" deep.	28
					The east face along the top of U5-L6 Eyebar 1 has section loss, 7" high x 2" long x 3/16"-1/4" deep.	
				Eyebar 4	The west face along the underside of U5-L6 Eyebar 2 has section loss, 9" high x up to 1-1/2" long x up to 3/8" deep (1/4" avg.).	
		The east face has section loss along the underside L6-U7 Eyebar 3, 7" high x up to 2" long x 1/4" deep and along the top, 7" long x 2" high x 3/16"-1/4" deep.	28			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo	
6	2	L6-U7	at L6	Eyebar 1	The west face along L5-L6 Eyebar 1 has section loss measuring full height x up to 1-1/2" long x 3/16"-1/4" deep.		
					The top and bottom faces have severe section loss, 6" long x up to 1" high x down to 1/8" remaining, with 100% loss up to 1/2" high.		
				Eyebar 3	At the intersection with L6-U6, both faces have severe section loss, 7" long x full height x down to 1/2" remaining with 100% loss x up to 1" high on the top edge, and 100% loss x up to 1/2" high on the bottom edge.		
					The west face along L5-L6 Eyebar 4 has section loss, 5" high x 3/4" long x 3/16"-1/4" deep.		
					The east face along L6-U6 has section loss, full height x 2" long x 1/4"-5/16" deep.		
		Eyebar 4	The top edge has 100% section loss x 5" long x up to 1/2" high.				
			At The west face at the top edge at the pin has section loss, 4" long x 1/2" high x 3/8" deep.				
		Pin	L7	-	Both spacers are missing and the east half of the pin has heavy section loss down to 1-3/4" diameter remaining.	29	
					The west pin nut has pack rust up to 1/4" thick at the bottom chord web.		
	L7-U7	-	-	The top half of the vertical eyebar is bent to the east up to 1" out-of-plane.			
	3	L1-L2	Near L1	-	6.0' from L1, the outstanding leg of the east bottom flange angle is bent down up to 1/2" out-of-plane over a 6" length.		
					Pin	L2	-
		U2-L3	at U2	-	Eyebar 1	The east face has pack rust along U2-U3, 3/16" thick, with adjacent section loss along the bottom edge, 7" long x full width x up to 5/16" deep, and along the top edge, 6" long x full height x up to 1/4" deep.	
					Eyebar 4	The east face has pack rust along U2-U3, 3/16" thick, with adjacent section loss along the bottom edge, 7" long x full width x 3/16"-1/4" deep.	
		U2-L3	at L3	-	All Eyebars	The eyebars have pack rust between members at the south side of the pin, 1/4" thick.	
					Eyebar 2	The west face has section loss along L3-U3, 12" high x 1/2" wide x 3/8" deep.	
					Eyebar 3	The east face has section loss at the top along L3-U3, 4" high x 1" long x 1/4" deep.	
					Eyebar 4	The west face has section loss adjacent to the pack rust between L2-L3 bottom chord, full height x 2" long x up to 3/8" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	3	L3-L4	at L3	Eyebar 3	The east face has section loss along underside of L3-U4 Eyebar 1, 4-1/2" high x 1" long x 1/4" deep.	
				Eyebar 4	The west face has section loss along the top of L3-U4 Eyebar 2, 5" long x 1-1/2" wide x 3/8" deep, and along the underside, 9" long x up to 1-1/2" wide x 3/8" deep.	
				Eyebar 5	The east face has section loss at the top along U2-L3 Eyebar 4, 2" high x 1-1/4" long x 3/8" deep.	
			at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 13" from centerline of the pin, up to 1/2" thick with pitting on the top face, 1/2" deep.	
					The interior faces beyond the pack rust have section loss, full height x 1/8" deep.	
				Eyebar 3	The top faces at the pin have heavy pitting up to 1/2" deep.	
					The west face has section loss at the top along L4-U5 Eyebar 1, 3" high x 1" long x 3/16" deep.	
			Eyebars 5 & 6	The east face has section loss at the top along L4-L5 Eyebar 3, 3" high x 1" long x 3/16" deep.		
				Heavy pack rust between the eyebars extends 12" from centerline of the pin, up to 1/2" thick with pitting along the top face, 1/2" deep.		
				The interior faces beyond the pack rust have pitting, 18" long x full height x 1/8" deep.		
		Eyebar 5	The interior (east) face has section loss just beyond the pack rust, full height x 2" long x 1/4" deep.			
		L3-L4 & L3-U4	at L4	-	3/8" pack rust between L3-L4 Eyebar 4 & L3-U4 Eyebar 2 and L3-L4 Eyebar 3 & L3-U4 Eyebar 1.	
		L4-L5	at L4	Eyebars 3 & 4	The interior faces have section loss along the top half of the pin, 1" wide x 3/16" deep.	
				Eyebar 3	The west face has section loss along L3-L4 Eyebar 3, 6" high x 1" long x 1/8"-3/16" deep.	
				Eyebar 4	The south face has pitting, 4" high x 1" wide x 3/8" deep.	
		L4-U5	at L4	Eyebar 1	The east face has section loss along L4-U5 Eyebar 2, 4" high x 1" long x 3/16" deep.	
				Eyebar 2	The west face has section loss along L4-U4, full height x 2" long x 3/16" deep.	
		L4-U5 & U4-L5	Midpanel	Eyebar 1	The east face has section loss along L3-L4 Eyebar 3, full height x 1" long x 3/16" deep.	
				Eyebar 2	The west face has section loss along L3-L4 Eyebar 4, full height x 2" long x 3/16"-1/4" deep.	
						Eyebar 1
				Eyebar 2	The east face has section loss along L4-U4, full height x 2" long x 3/16" deep.	
					At the intersection, the interior faces have section loss, full width x 5" long x 1/4" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	3	U4-L5	at L5	Eyebar 1	The west face has section loss along L5-U5, full height x 2-1/4" long x 3/16"-1/4" deep.	31
					The east face has section loss along L5-L6 Eyebar 3, full height x 1-1/2" long x 1/4" deep.	
					The top face has 100% section loss, 4" long x 1/2" deep.	31
				Eyebar 2	The west face has section loss along L5-L6 Eyebar 4, full height x 2" long x 1/4" deep.	
					The east face has section loss along L5-U5, full height x 1" long x 1/4" deep.	
		L4-L5	at L5	Eyebar 3	The north edge along L5-L6 Eyebar 3 has pitting 6" long x full width x 1/2" deep.	
					The west face has section loss along U3-L4 Eyebar 1 at the top, 4-12" high x 1" long x 1/8"-3/16" deep.	
					The east face has section loss around the top half of the pin, 1-1/2" wide x 3/16"-1/4" deep.	
				Eyebar 4	The north edge along L5-L6 Eyebar 4 has pitting 6" long x 1/2" wide x 1/2" deep.	
					The west face has section loss around the top half of the pin, 1-1/2" wide x 3/16" deep.	
					The east face has section loss along U3-L4 Eyebar 2 at the top, 4-1/2" high x 1" long x 1/8"-3/16" deep.	
		Eyebar 6	The west face has section loss along L5-L6 Eyebar 6, full height x 1" long x 1/8"-3/16" deep.			
		L5-U6	at L5	Eyebars 1 & 2	The interior faces have section loss along L5-U5, full height x 1" long x 1/8"-3/16" deep.	
				Eyebar 1	The west face has section loss along L4-L5 Eyebar 2, full length (9" long) x 2" high x 3/16" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 15" from centerline of the pin, up to 1/2" thick.	32
					The interior faces have section loss beyond the pack rust, 10" long x full height x 3/16" deep.	
				Eyebar 1	The west face has section loss along L4-L5 Eyebar 1 at the top, 5" high x 1-1/2" long x 5/16" deep.	32
				Eyebar 3	Both faces have section loss at the top along the adjacent eyebars, 3" high x 1" long x 1/2" remaining with section loss on the remaining height (4" high), 1" long x 1/4" deep.	33
				Eyebar 4	Both faces have section loss along the adjacent pins, 7" high x 1" long x 3/16" deep.	33
Eyebars 5 & 6	Heavy pack rust between the eyebars extends 12-1/2" from centerline of the pin, up to 1/2" thick.					
	The interior face have section loss beyond the pack rust, full height x 3" long x up to 3/4" deep (3/16" avg.).					
6	3	L5-L6	Midpanel	Eyebars 3, 4, 5	The top faces of the eyebars have scattered pitting, full width x up to 1/2" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	3	L5-U5	Mid-height	-	On the northwest flange, 8.0' above L5, the outstanding leg of the angle is bent up to 1/2" to the south over a 7" height.	
		L5-L6	At L6	Eyebar 1	The east face has section loss along L6-U7 Eyebar 1, full height x up to 1" long x 1/8"-3/16" deep.	
				Eyebar 2	The east face has section loss along L6-L7 bottom chord, full height x 1/2" long x 1/8" deep.	
				Eyebar 3	The west face has section loss along L5-U6 Eyebar 2, full height x 1-1/2" long x 3/16"-1/4" deep.	
					The east face has section loss along the top and bottom of U5-L6 Eyebar 1, 5" long x 1" high x 1/4" deep.	
				Eyebar 4	The west face has section loss along the top of U5-L6 Eyebar 2, " long x 1" high x 1/4" deep.	
					The east face has section loss along L6-U7 Eyebar 3, full height x 1-1/4" long x 5/16" deep.	
		Eyebar 6	The west face has section loss along L6-U7 Eyebar 4 at the top, 3" high x 3/4" long x 3/16" deep.			
		L6-U7	at L6	All Eyebars	The eyebars have section loss along the top flange of the bottom chord, full length x up to 3" high x up to 3/4" deep (5/8" avg.) on interior faces. The bottom edges of the eyebars At the intersection with the L6-L7 bottom chord have 100% section loss up to 3" long x full width x 1/2" deep.	
		Pin	L7	-	The pin spacers are cracked and broken throughout with heavy delamination and pitting on the exposed pin.	
	Pin	L8	-	The spacer has a broken section on the top face, full length x 5" long with heavy pitting on the exposed pin.		
	U7-L8	near U7	-	The top face of the top plate just below the longitudinal bracing angles below U7 has a gouge/defect, 5" long x 3/4" wide.		
	4	U2-L3	at U2	Eyebar 1	The top face has section loss, 13" long x up to full width x 1/4"-1/2" deep. The east face has section loss along the underside of U2-U3, 11" high x 1" long x 1/4"-5/16" deep.	
				Eyebar 4	The west face has section loss along the underside of U2-U3, 11" high x 1" long x 1/4"-5/16" deep.	
		L2-U2	at L2	-	The eyebar is bent at the base up to 1/2" out-of-plane over a 12" length.	
		Pin	L2	-	The west spacer is missing with heavy section loss to the exposed pin, down to 2-1/2" remaining.	
The east spacer has the top 1/4 broken off with heavy delamination on the exposed pin.						
Pin	L3	-	The pin spacer has the top 1/4 broken off with heavy delamination on the exposed pin.			

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	4	U2-L3	at L3	Eyebar 1	The east face has section loss along L3-L4 Eyebar 2, full height x up to 1" long x 3/16"-1/4" deep.	
				Eyebar 2	The west face has section loss along L3-U3, full height x up to 1" long x 1/4" deep.	
					The east face has section loss along L3-U4 Eyebar 1, full height x up to 1-1/4" long x up to 1/2" deep with 1/4" thick pack rust.	
				Eyebar 3	The east face has section loss along L3-U3, 6" high x up to 1" long x 1/4" deep with 1/4" thick pack rust.	
		Eyebar 4	The west face has section loss along L2-L3 bottom chord top flange, 14" long x up to 2" high x 1/2" deep (down to 1/4" remaining at edges).	34		
		L3-L4	at L3	Eyebar 1	The west face along the top of the pin nut has section loss, 4" wide x 1/2" high x up to 3/16" deep.	
				Eyebar 2	The top face has section loss, full width x 16" long x 1/4" deep.	
				Eyebar 3	The west face along U2-L3 Eyebar 2 has section loss, full height x up to 1-1/2" long x 1/4" deep.	
					The east face has section loss along the top of L3-U4 Eyebar 1, 10" long x 2" high x up to 1/4" deep.	
				Eyebar 4	The east face has section loss along the underside of L3-U4 Eyebar 1, 8" long x up to 1-1/2" high x 1/4"-3/8" deep.	
					The west face along the underside of L3-U4 Eyebar 2 has section loss, 9" high x up to 1" long x 1/4"-5/16" deep.	
		L3-L4	at L4	Eyebars 1 & 2	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 1/2" thick.	
					The interior faces have section loss beyond the pack rust, 18" long x full height x 1/8"-3/16" deep.	
				Eyebar 2	The east face has section loss along L4-L5 Eyebar 2, full height x 1/2" long x 1/16"-1/8" deep.	
				Eyebar 3	The north face has section loss along the underside of L4-U5 Eyebar 2, 6" long x 1" wide x 1/4" deep.	
				Eyebars 5 & 6	Heavy pack rust between the eyebars extends 16" from centerline of the pin, up to 1/2" thick.	
					The interior faces have section loss beyond the pack rust, 10" long x full height x up to 1/8" deep.	
		U3-L4	at L4	Eyebar 1	The west face has section loss along the top of L4-L5 Eyebar 2, 2-1/2" long x up to 2-1/2" high x up to 1/4" deep.	
		L4-L5	at L4	Eyebar 4	The west face has section loss along the top of the pin spacer, 4" long x 3/4" high x 1/8" deep.	
		L4-U5	at L4	Eyebars 1 & 2	The exterior faces have section loss along L4-U4, full height x up to 1-1/2" long x 3/16" deep with 3/8" thick pack rust.	
					The interior faces have section loss along L3-L4 Eyebars 3 and 4, full height x up to 1-1/2" long x 1/8"-3/16" deep.	

Table 1: Truss Member Conditions

Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo
6	4	L4-U5 & U4-L5	Midpanel	Eyebar 1	At the intersection, there is pack rust 2" thick, and section loss on the interior faces, full height x 9" long x down to 1/16" remaining on L4-U5 (3/8" deep avg.) and down to 3/16" remaining on U4-L5 (1/8"-3/16" deep avg.).	
		L4-U5 & U4-L5	Midpanel	Eyebar 2	At the intersection, there is section loss on the interior faces, full height x 6" long x up to 1/8" deep on L4-U5 and up to 1/8" deep on U4-L5.	
		U4-L5	at L5	Eyebars 1 & 2	The exterior faces have pack rust at L5-U5, 1/2" thick, with adjacent section loss, full height x 2" long x 1/4" deep.	
		L5-U6	at L5	Eyebar 1	The west face has section loss along the top of L4-L5 Eyebar 2, 3" long x full height x 1/4" deep.	
				Eyebar 2	The west face has pack rust along L5-U5, 1/4" thick, with adjacent section loss, 9" high x 2" long x up to 1/4" deep.	
		L5-L6	at L5	Eyebars 1 & 2	Heavy pack rust extends 16" from centerline of the pin, up to 3/4" thick.	
					The top faces have section loss, full width x 12" long x 1/4" deep.	
				Eyebars 5 & 6	The interior faces beyond the pack rust have section loss, 2" long x full height x up to 1/2" deep (1/4" avg.). The loss on Eyebar 2 extends an additional 10" long x full height x 1/8"-1/4" deep.	
					Heavy pack rust extends 16" from centerline of the pin, up to 3/4" thick.	
		Pin	L6	-	The pin spacer is cracked full length on the top side and south side.	
		L5-L6	at L6	Eyebar 2	The east face has section loss along L6-L7 bottom chord, full height x 3/4" long x up to 5/16" deep.	
				Eyebars 3 & 4	The interior faces have section loss along the top and underside U5-L6 Eyebars 1 and 2, 6" long up to 3/8" deep.	
				Eyebar 5	The north face has section loss at the pin, 5" long x up to full width x 3/16" deep.	
		L6-U7	at L6	Eyebars 2 & 3	The interior faces have section loss along L5-L6 Eyebars 3 and 4, full height x 1" wide x 1/4" deep.	
				Eyebar 4	The west face has section loss along the underside at the pin, 9" long x 1/2" wide x 3/8" deep.	
		L6-U7	at L6	Eyebars 1 & 4	The interior faces have section loss along L6-L7 bottom chord, full height x up to 2" long x up to 1/4" deep (1/8" avg.).	
				Eyebar 1	The underside has section loss at the pin, 4" long x full width x 1/8" deep.	
				Eyebars 2 & 3	The exterior faces have section loss along L6-L7 bottom chord, full height x up to 2" long x up to 1/4" deep (1/8" avg.).	

Table 1: Truss Member Conditions							
Span	Truss	Member	Location	Eyebar	2023 Condition	2023 Photo	
6	4	L6-U7	at U7	Eyebar 1	The east face has pack rust along U6-U7, 3/4" thick, with section loss along the underside, full height x 1" long x 1/4"-3/8" deep.		
				Eyebar 4	The west face has pack rust along U6-U7, 3/4" thick, with section loss along the underside, full height x 1" long x 1/4" deep.		
		Pin	L7	-		The pin spacers are missing with heavy pitting on the exposed pin.	
						The east nut has a 3/8" gap at the bottom chord web.	

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