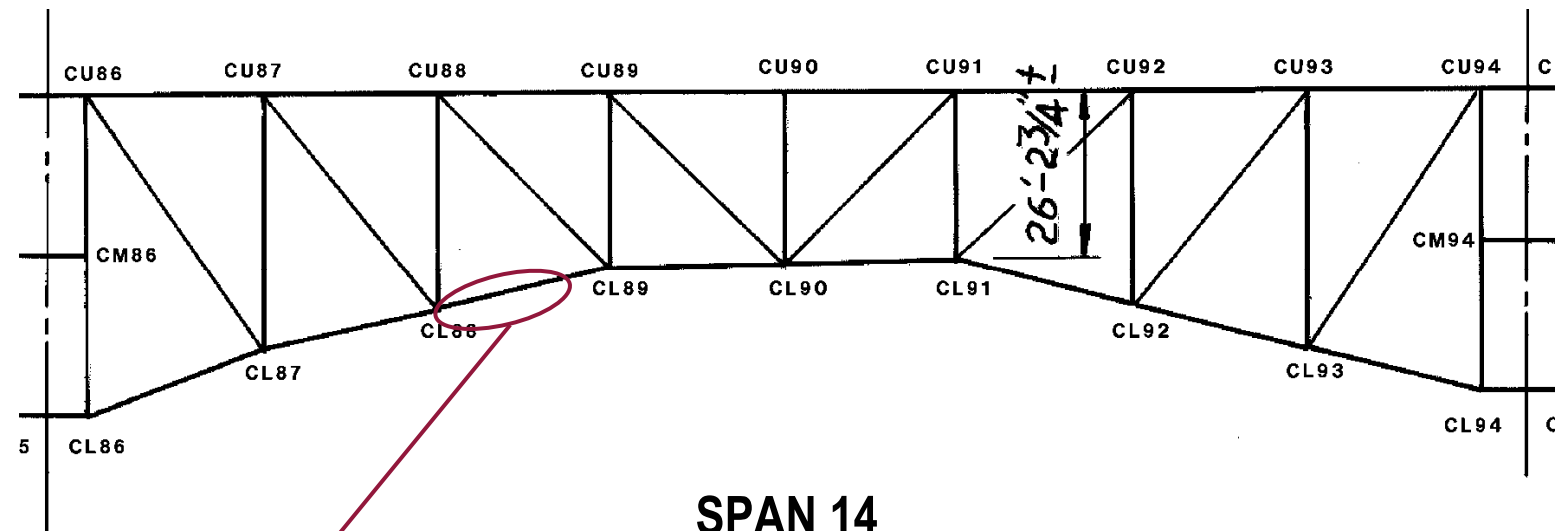


**SPAN 14
TRUSS B**

1/8" pitting of the north lower chord web plate along the length of the members at isolated locations



**SPAN 14
TRUSS C**

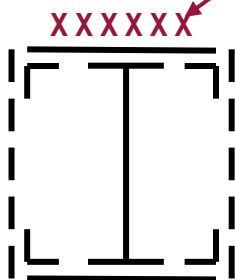
The lower chord north web plate exhibits pitting up to 3/16" deep pitting along the bottom flange angle in the lower half of the plate. The pitting extends approximately 3/4 of the length of CL88-CL89.



Between Floorbeams 89 and 90, the south face of Stringer 2 exhibits heavy pitting throughout the web. The pitting at this location was measured to be 1/8" deep on average with isolated locations up to 1/4" deep. Similar conditions are present between Floorbeams 92 and 93.



The interior face of the lower chord web near DL90 exhibits 1/4" pitting for the full height of the plate. The lower chord typically exhibits pitting between 1/16"-1/8" deep in this location throughout Span 14.

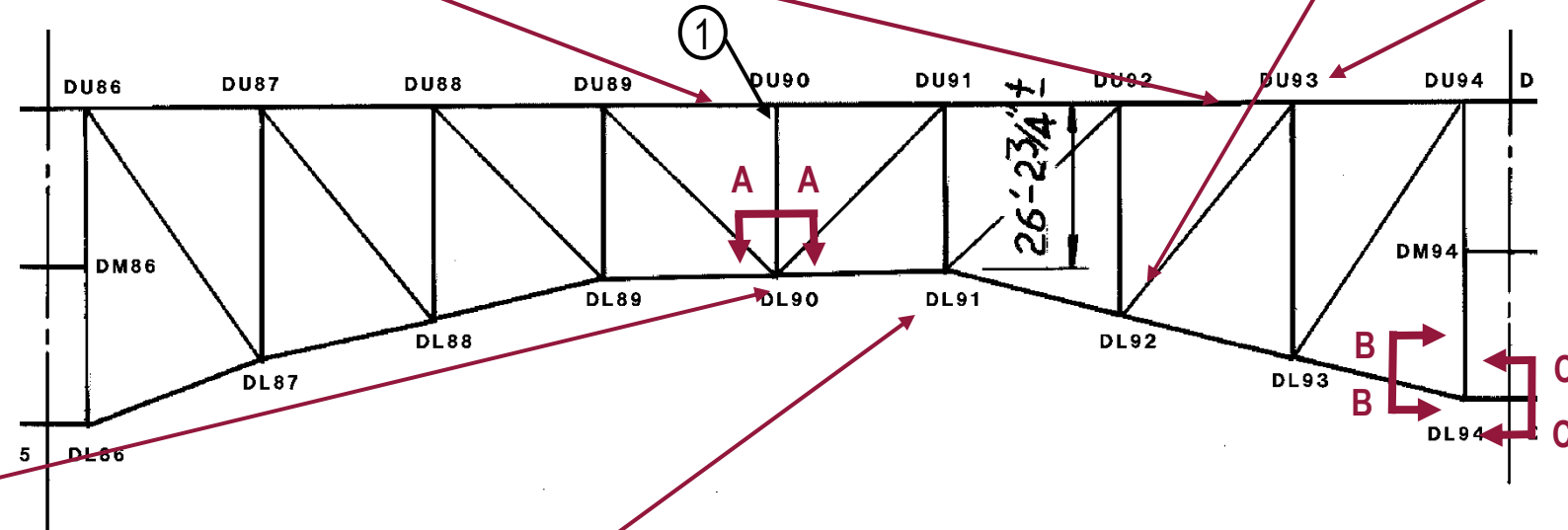


Section A-A

1/4" web pitting surrounding the strut bottom flange, extending the full width of the flange and 1" on both sides



Gusset plate DL91 exhibits conditions typical of the exterior gusset plates throughout Span 14, Truss D, with activating rust along the interface at the lower chord and associated minor pitting.



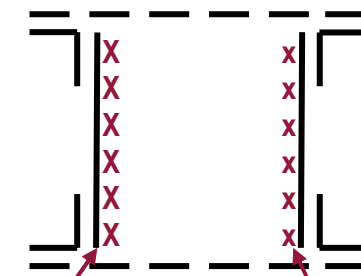
SPAN 14
TRUSS D

The upper batten plate at the base of the diagonal member exhibits 1/4" pitting throughout, with a 2"Ø perforation.

1 Floorbeams 90 and 93 in Span 14 exhibit pitting up to 1/8" deep at isolated locations on the west face of the web between Truss D and Stringer 1.



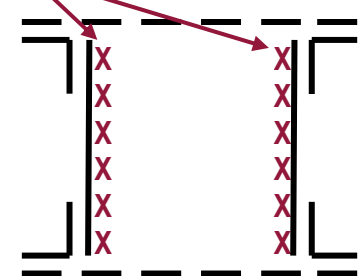
Typical framing between Trusses C and D showing the east face of Floorbeam 92. The interior portions of the floorbeams and the interior stringers are typically in good condition with isolated minor pitting (<1/16" deep) that has been cleaned and painted.



Section B-B

1/8" pitting x full height web plate

1/16" pitting x full height web plate



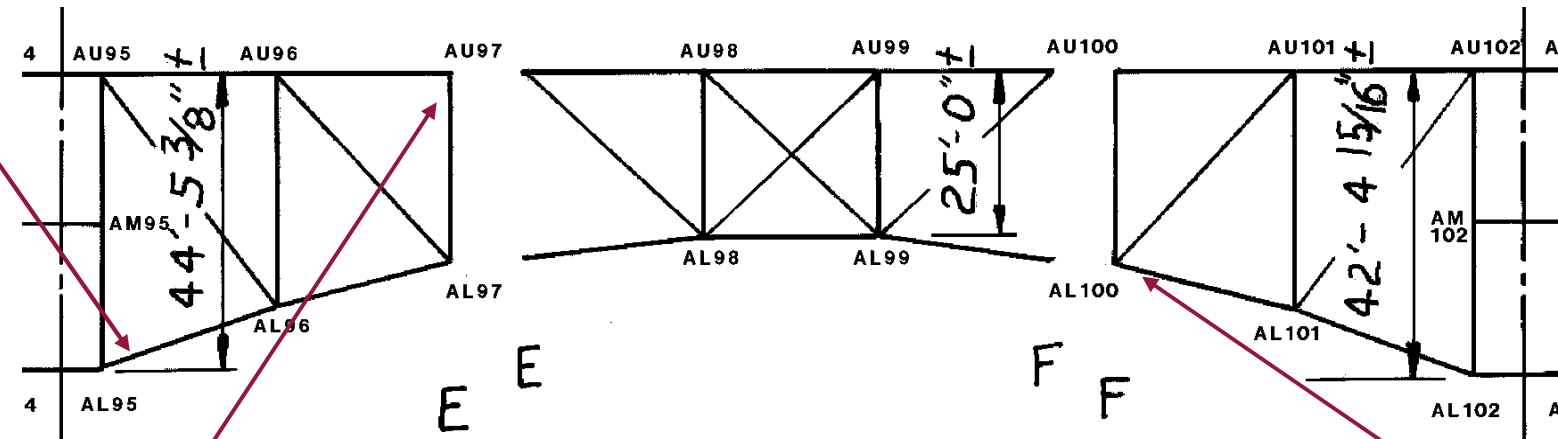
Section C-C



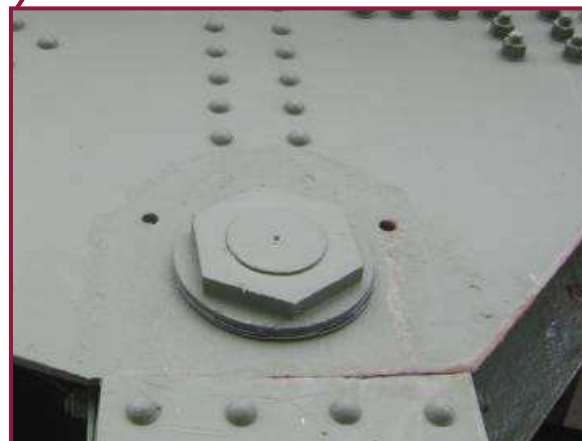
The upper chord of Truss D in Span 14 is in good condition overall with no significant deficiencies noted. Truss D is shown here looking northwest along the upper chord at DU89.



The south web plate of AL95-AL96 at AL95 exhibits 1/8" and 1/4" deep pitting along the top and bottom flanges, respectively. The bottom flange angle has 1/8" deep pitting on the vertical leg, with isolated pinholes measuring approximately 1/4" diameter.



**SPAN 15
TRUSS A**



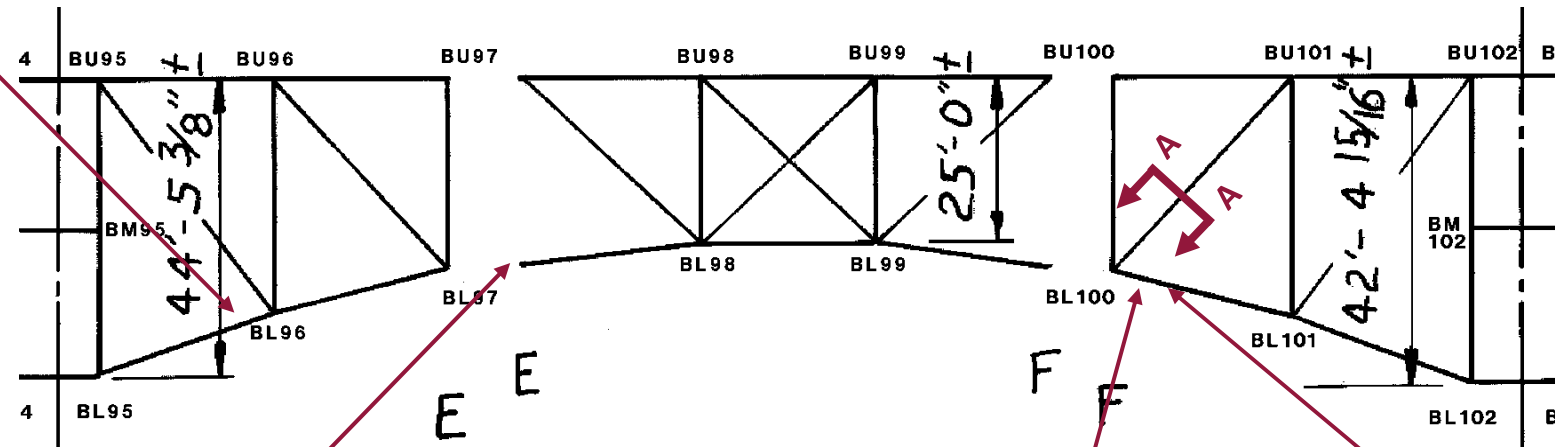
The north gusset plate at AU97 exhibits localized areas with pitting up to 1/4" adjacent to the lower pin and 1/8" pitting along the free edges of the plate.



The south gusset plate at AL100 exhibits widespread heavy pitting, with locations up to 1/4" common, especially adjacent to connecting members.



The north web plate of BL95-BL96 (left) exhibits 3/16" deep pitting for the full height of the plate adjacent to the BL96 gusset plate. This location was covered by a thin fill plate which has since completely corroded outside the bounds of the gusset plate.



**SPAN 15
TRUSS B**



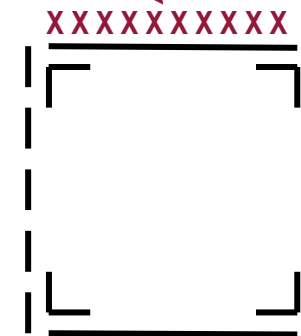
The lateral connection members at BL100 exhibit 1/8" deep pitting throughout the horizontal faces. Pack rust has formed between the knee brace connection and the gusset plate, distorting the connection angles.

1" diameter hole in outstanding leg of bottom flange angle



The south outermost pin plate at BL97 has been replaced with the welded plate shown. The end of the pin and the outer edge of the plate are 1/2" out of plane, resulting in less pin bearing area.

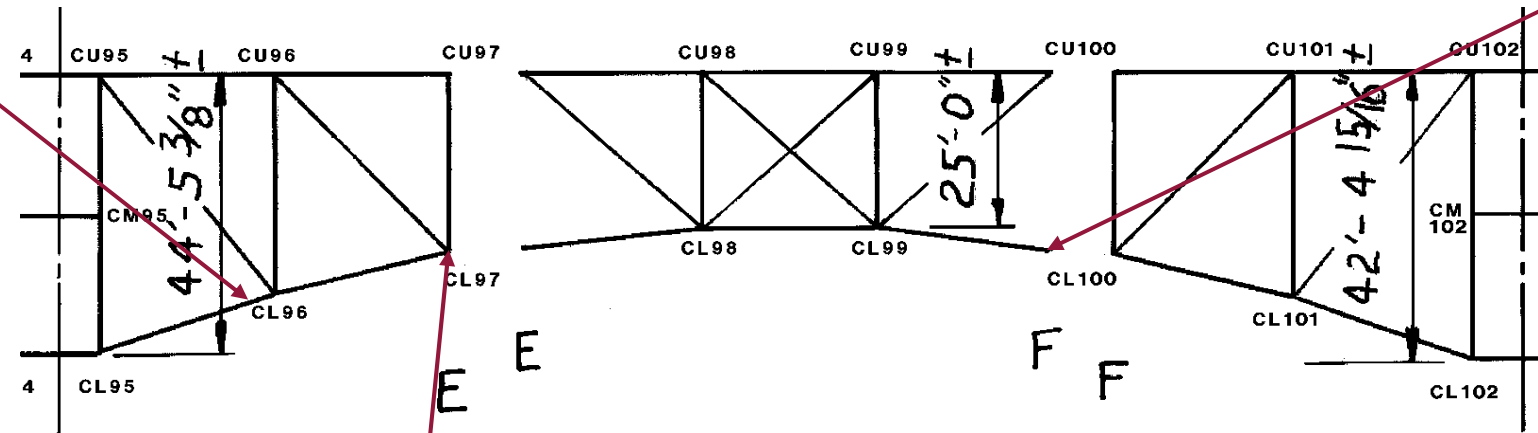
1/4" deep pitting for the full height of the web



Section A-A



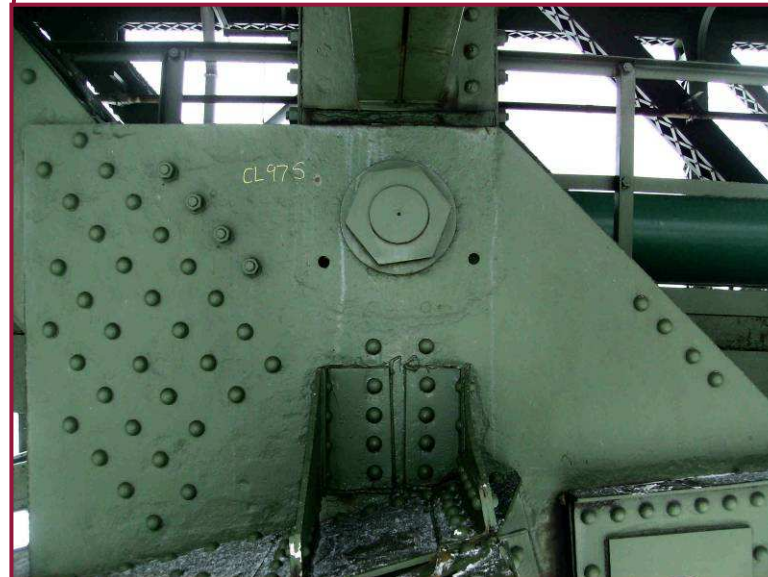
The south web plate of CL95-CL96 exhibits advanced section loss across the full height of the plate at the interface with the south gusset at CL96. Pitting up to 3/8" was noted at this location.



**SPAN 15
TRUSS C**



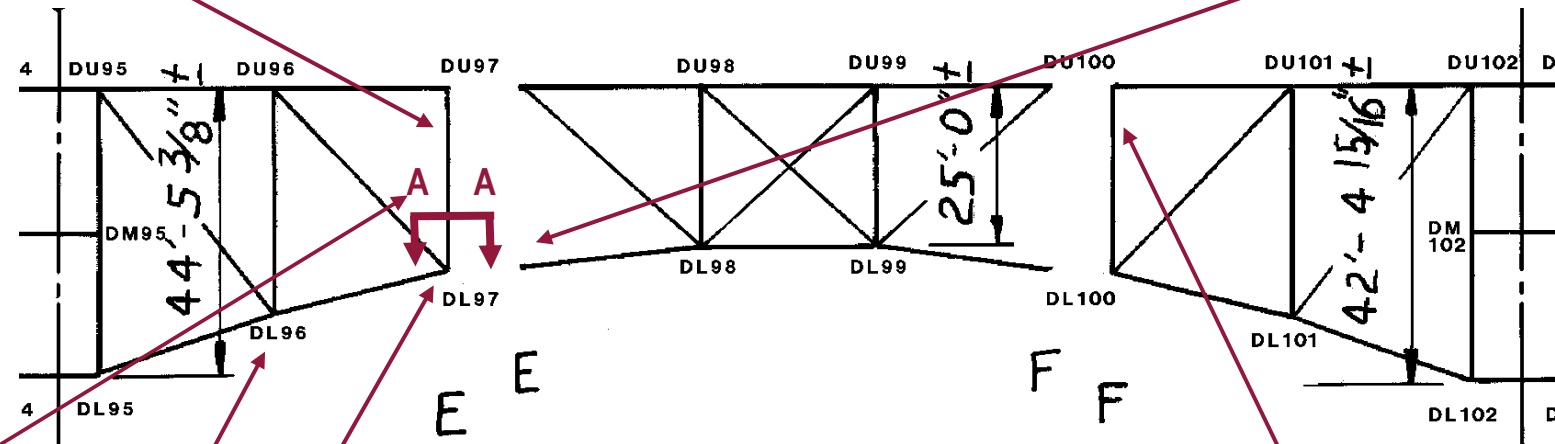
The lower chord sliding pin at CL100 is not bearing fully on the outermost pin plate.



The south gusset plate at CL97 exhibits heavy pitting throughout the south face with up to 1/4" deep areas isolated among the more typical 1/8"-3/16" deep pitting. The deepest pitting is found along the interface of the gusset with the lower chord top flanges and vertically along the lateral knee brace.



The upper vertical pin at DL97 has been retrofitted with a welded plate on the exterior face of the pin. Note the nut is not fully engaged and a gap is present. Minor pack rust is developing between the exterior web plates of the vertical near the pin.



The lower chord at DL97/DL98 exhibits distressed connections due to heavy pack rust, as well as heavy localized pitting up to 5/16" deep.



Three 1"Φ holes are present in the web of the sway strut between Truss D and Truss C at Panel 97.

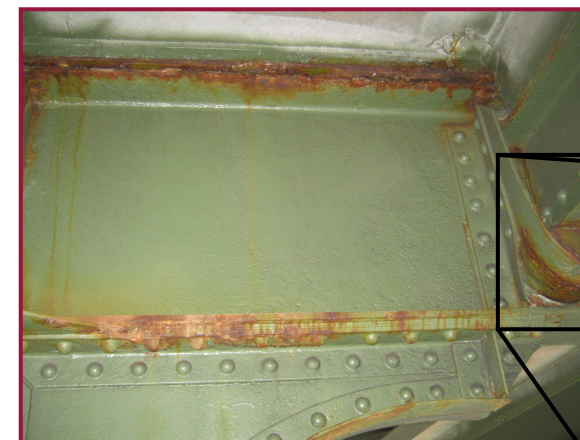
SPAN 15 TRUSS D



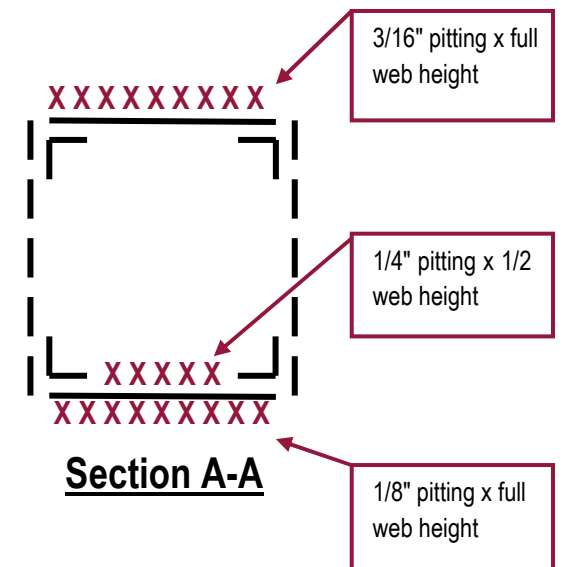
The north gusset plate at DL97 exhibits areas of heavy pitting throughout its north face. Pitting greater than or equal to 1/4" deep is indicated by the field markings, as shown. Rust is activating throughout the upper portion of the plate, as well as along the lower chord top flange interface.

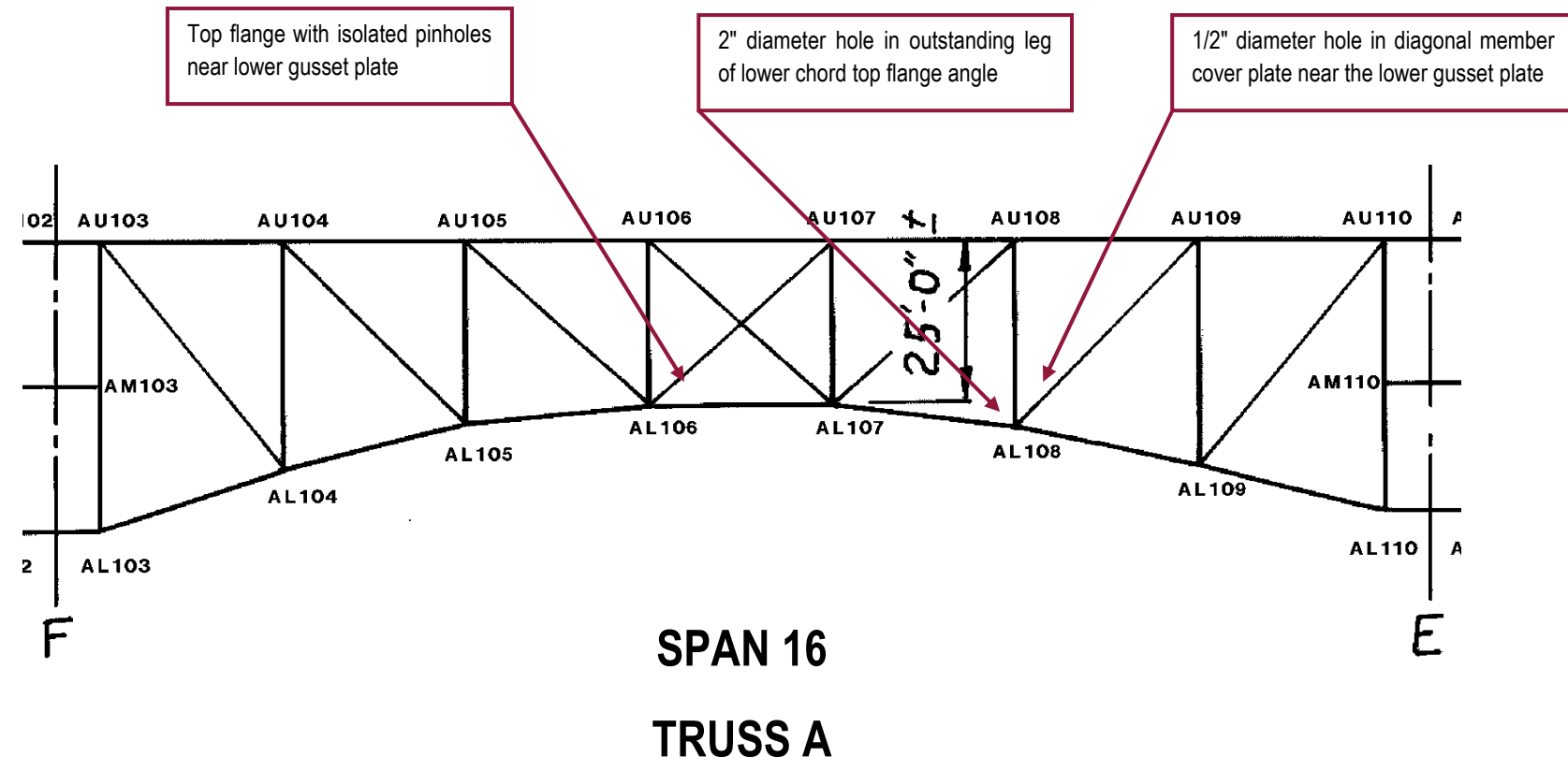


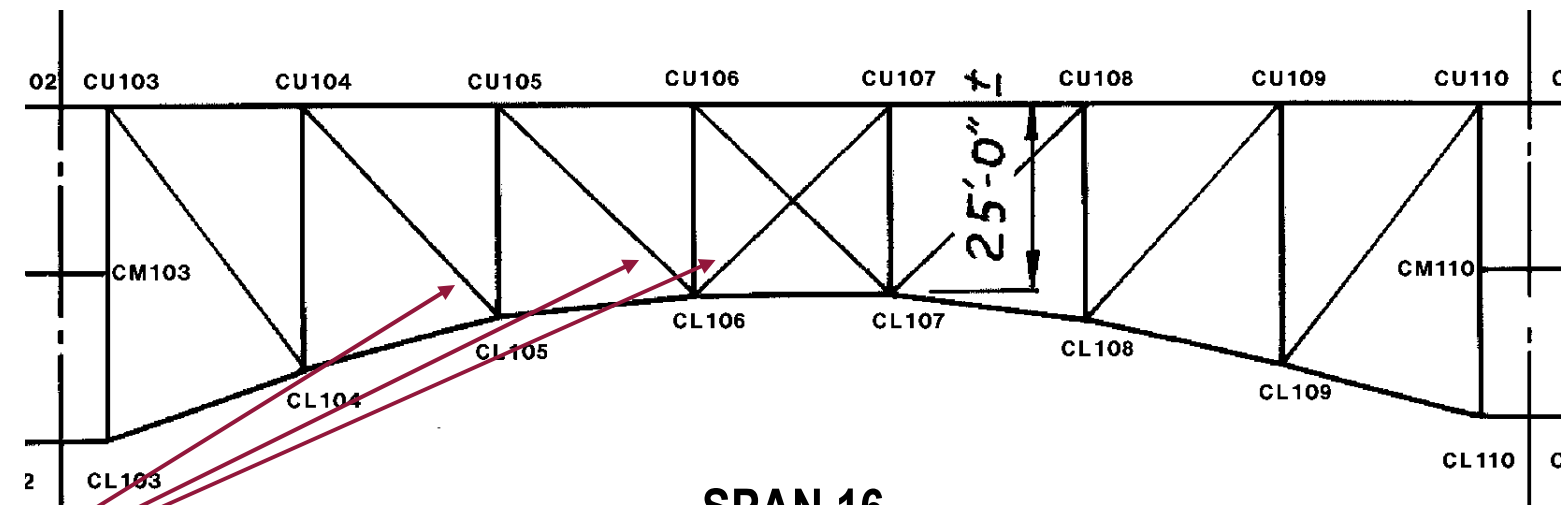
The fill plate between gusset plate DL96 and the north web plate of DL96-DL97 exhibits 100% section loss and the adjacent web plate has 1/4" pitting over the full height. The south web plate exhibits a similar condition with 1/8" pitting.



At Floorbeam 100 active rusting of the flanges is typical throughout, with advanced corrosion of the stringer connection angle below the saddle bearing rivets. The connection angle has a 1.5" diameter perforation at this location (right). Additionally, the saddle bearings typically exhibit minor pitting and reactivating rust; however, some locations exhibit pitting with minor loss of section.







**SPAN 16
TRUSS C**



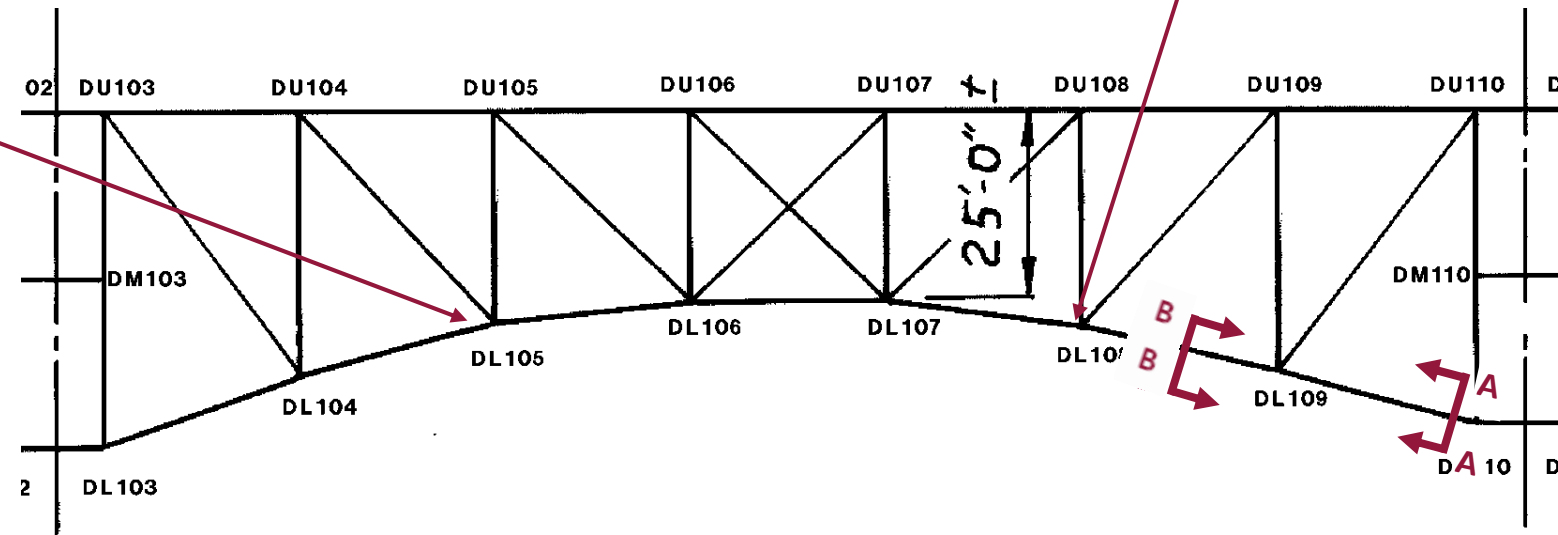
Failures of the paint top coat were found on diagonal members near the lower gusset plate connections at CL105, CL106, and CL107 in Span 16 (CL106-CU107 shown).

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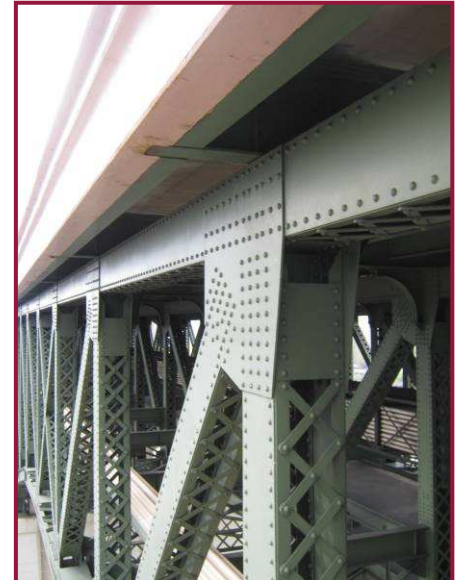
The lower chord bottom flange at panel DL108 exhibits 1/8" deep pitting with an estimated 25% loss of rivet heads at the lateral bracing gusset plate connection.



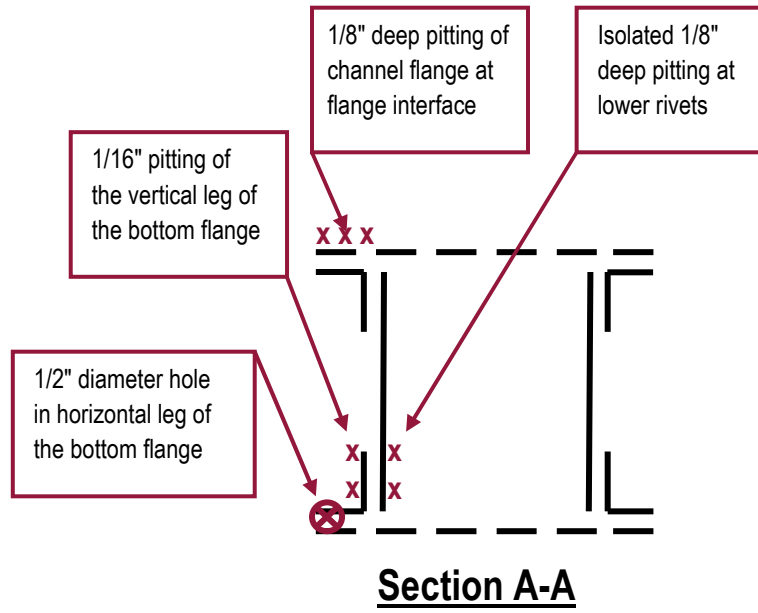
Vertical stiffeners for the lower chord at DL105 exhibit advanced section loss with both outstanding legs having 100% loss in the lower 4". Pack rust has formed between the stiffener angle and the web fill plate at this location, and heavy pitting of the lateral bracing connection plate and the lateral bracing bottom flange angles.



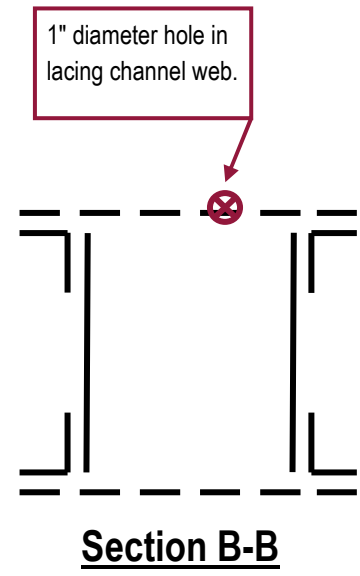
**SPAN 16
TRUSS D**



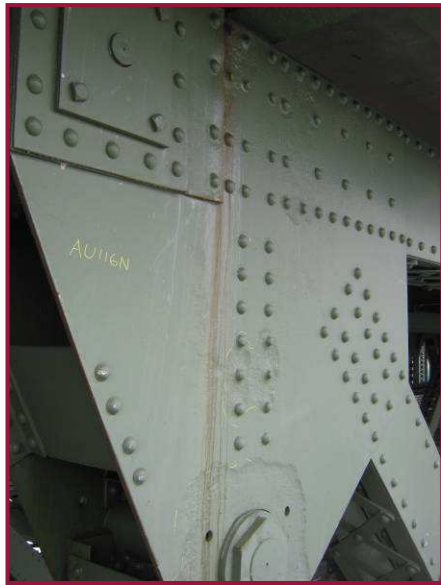
The exterior of the Truss D upper chord is clean with paint intact and no significant deficiencies noted in Span 16. Photo looking west from DL109.



Section A-A

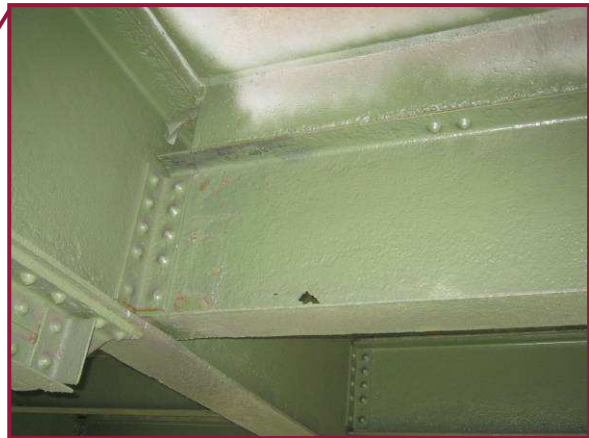
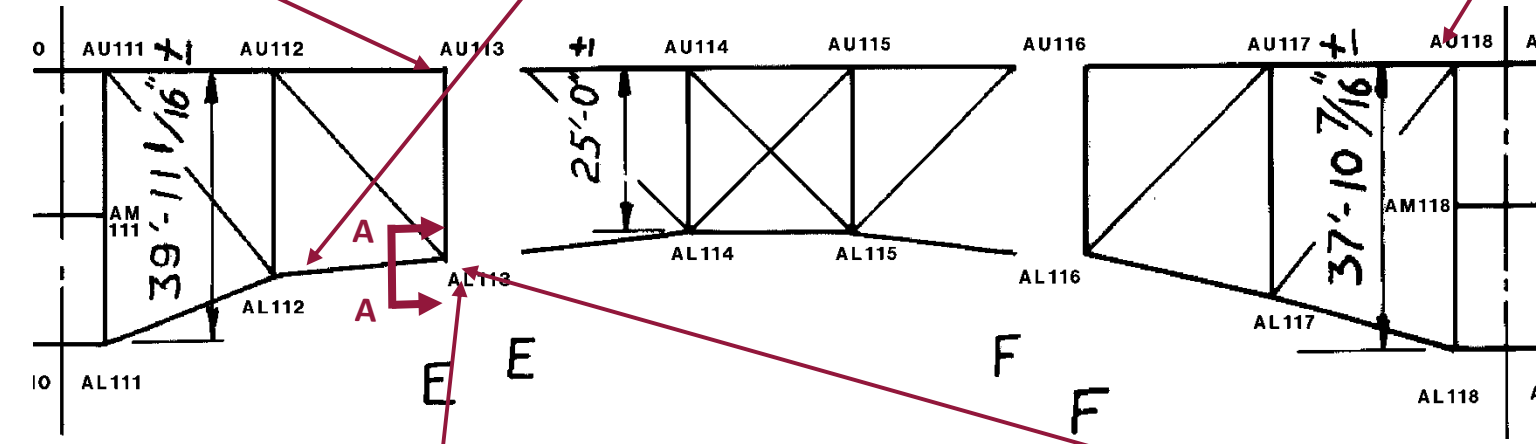


Section B-B



The south gusset plate at AU113 exhibits pitting up to 1/4" deep adjacent to the bearing pin, as well as isolated minor pitting throughout the upper half of the interior face of the plate.

The top and bottom flanges of AL112-AL113 have been flame-cut and removed in isolated areas, and lacing channels have been replaced along the member in some locations.

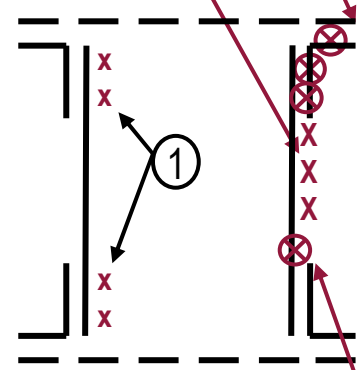


Stringer 2 between AU117 and AU118 exhibits advanced section loss with less than 1/8" section remaining for the full height of the web near AU118. A 4" diameter hole is present in the web at the flange.

SPAN 17 TRUSS A

Flange angle with 100% loss of section

3/16" web pitting



Section A-A

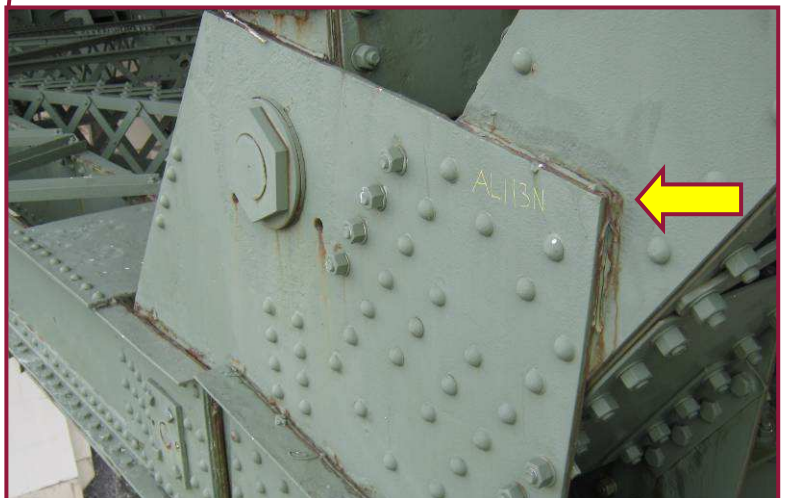
⊗ = Perforated Area

Web with 1/2" diameter holes near the bottom flange

① 1/8" web pitting around top and bottom flange rivets, interior face



Lower chord member AL112-AL113 exhibits advanced section loss at several components of the built up member at AL113. These losses are depicted in Section A-A. Note multiple retrofits at this location.



The north gusset plate at AL113 exhibits areas of 1/8" pitting scattered throughout the north face. The north web plate of the diagonal member AU112-AL113 exhibits 1/8" deep pitting along the full height of the web plate.

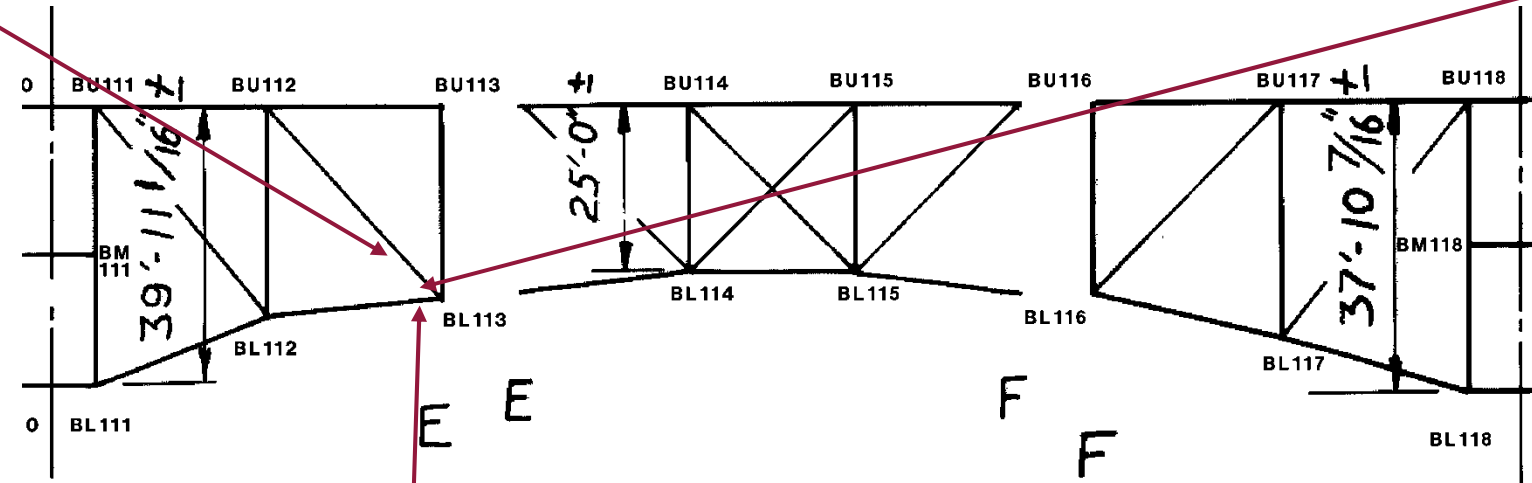


The south face of the south gusset plate at AL113 exhibits widespread heavy losses. The areas highlighted on the plate in yellow exhibit pitting of 1/4" deep or greater. The interior face of the south plate exhibits isolated areas with up to 1/4" loss. Additionally, note the 1/4" deep pitting along the full height of the web of the diagonal member AU112-AL113 near the gusset plate interface.

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The interior of BU112-BL113 exhibits failing paint throughout with minor active corrosion near BL113. The rivets connecting the diagonal member to the gusset plates are heavily pitted, with an estimated 50% loss of rivet head section.



SPAN 17 TRUSS B



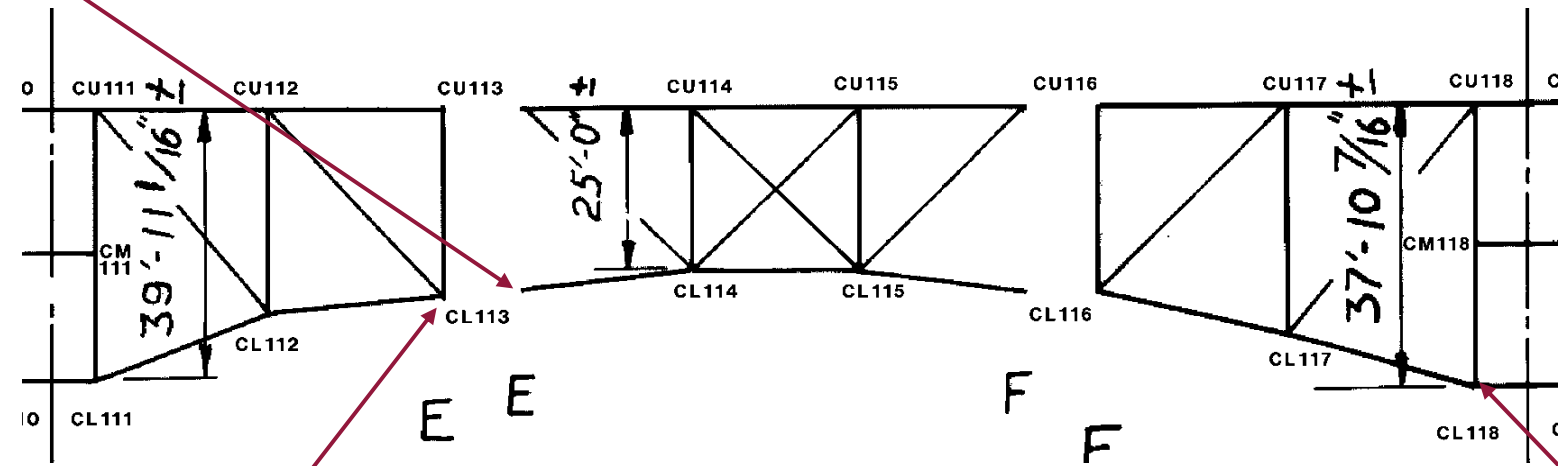
The interior face of the south web plate of BL113-BL114 exhibits full height pitting up to 1/4" deep at the interface with the BL113 gusset plate.



The north gusset plate at BL113 exhibits localized pitting up to 1/4" deep. The areas outlined on the plate are representative of typical losses at pinned gusset plates throughout the structure.



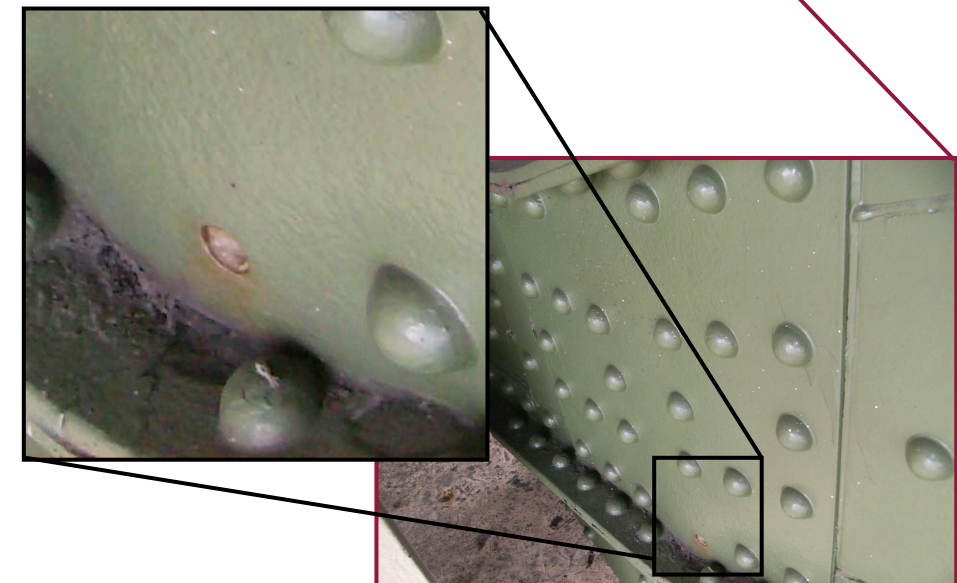
Corrosion has produced a 5"x 4" hole in the south web plate of CL113-CL114 at the bottom corner of the innermost pin plate.



**SPAN 17
TRUSS C**



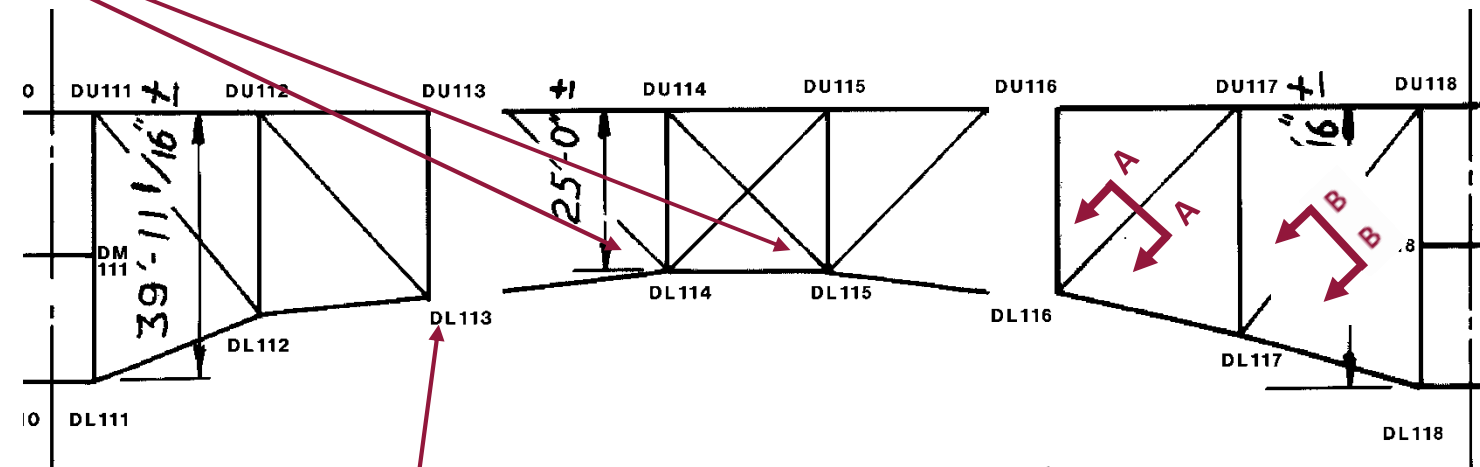
The north gusset plate at CL113 exhibits heavy pitting throughout the north face with up to 1/4" deep areas isolated among the more typical 1/8"-3/16" deep pitting. The deepest pitting is found along the interface of the gusset with the lower chord top flanges and vertically along the lateral knee brace.



The outermost north web splice plate at CL118 is bowed along the bottom flange angle due to pack rust and a rivet has broken as a result.



DL115N exhibits heavy pitting along the lower chord interface. The pitting is typically between 6" and 12" tall and extends the length of the plate. DL114N exhibits similar conditions.

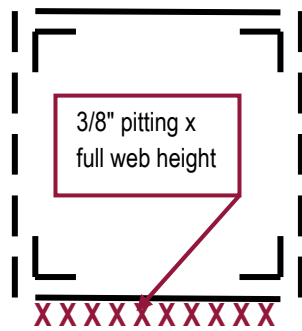


Locations of advanced section loss are isolated throughout Span 17, with isolated flange angles and lacing channels exhibiting small perforations.

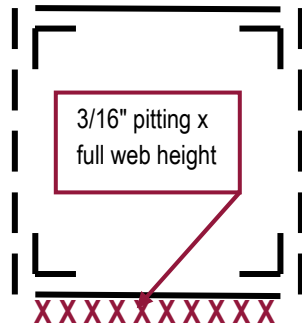


South face of DL113N at west end of plate.

**SPAN 17
TRUSS D**



Section A-A



Section B-B



DL113N exhibits heavy pitting throughout both faces of the plate (north face shown). Active corrosion is present due to the leaking deck joint above this location.



The lower chord below DL113 exhibits heavy pitting of the north web plate and flange angles. The stay plate of the lateral bracing is perforated with a 6"Ø hole.