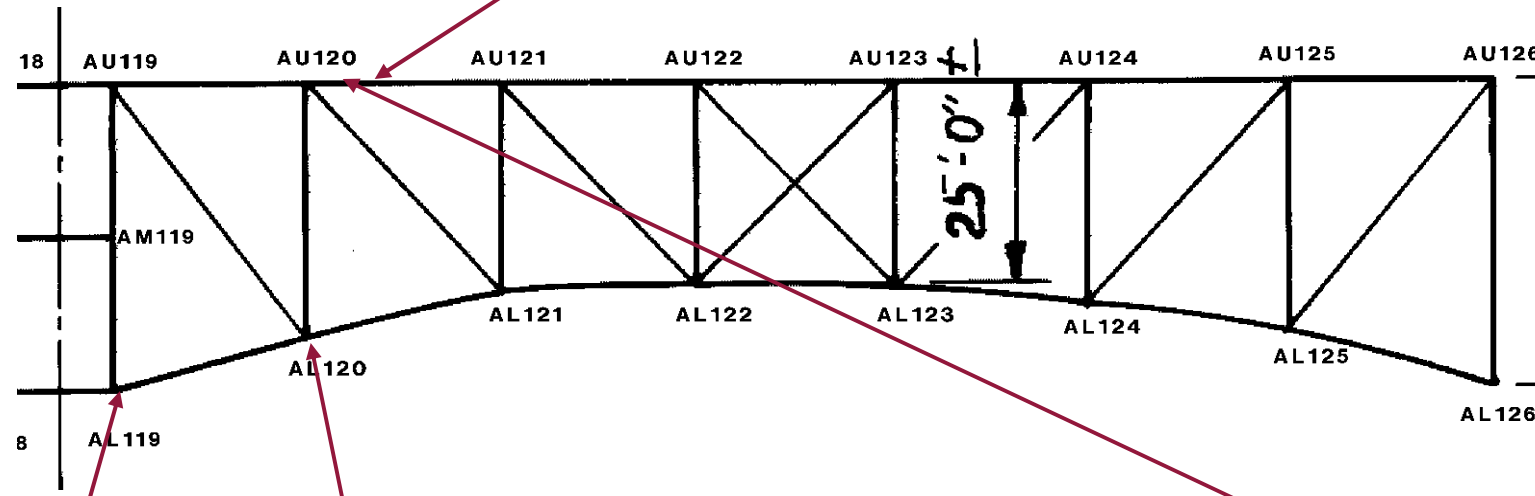


Abandoned welded appurtenances are present at multiple locations along the north web of AU120-AU121, within the tension region of the upper chord, constituting a fatigue prone detail.



**SPAN 18
TRUSS A**



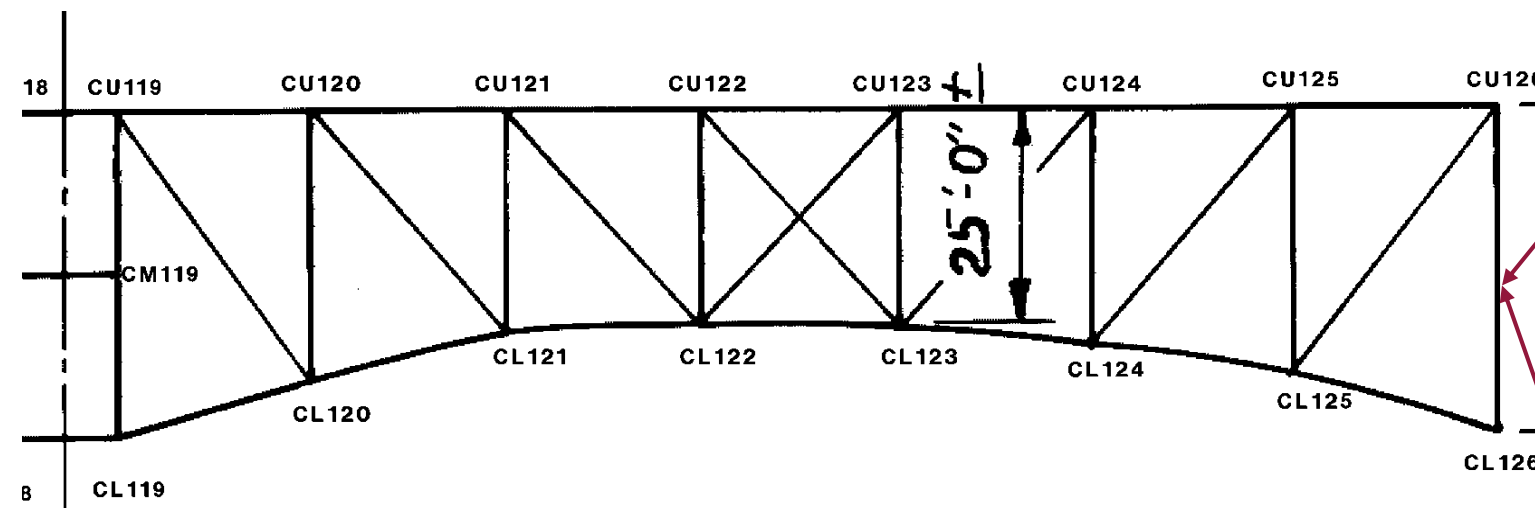
The north gusset plate at AL119 exhibits 1/4" deep around the bearing plate above the pin, with one 3" diameter area with up to 3/8" pitting.



The south gusset plate at AL120 exhibits heavy pitting along the lower chord interface for the entire length of the plate.



The horizontal leg of the flange angle of AU120-AU121 exhibits advanced section loss with a large area completely corroded. Rust is beginning to reactivate in this area.



**SPAN 18
TRUSS C**

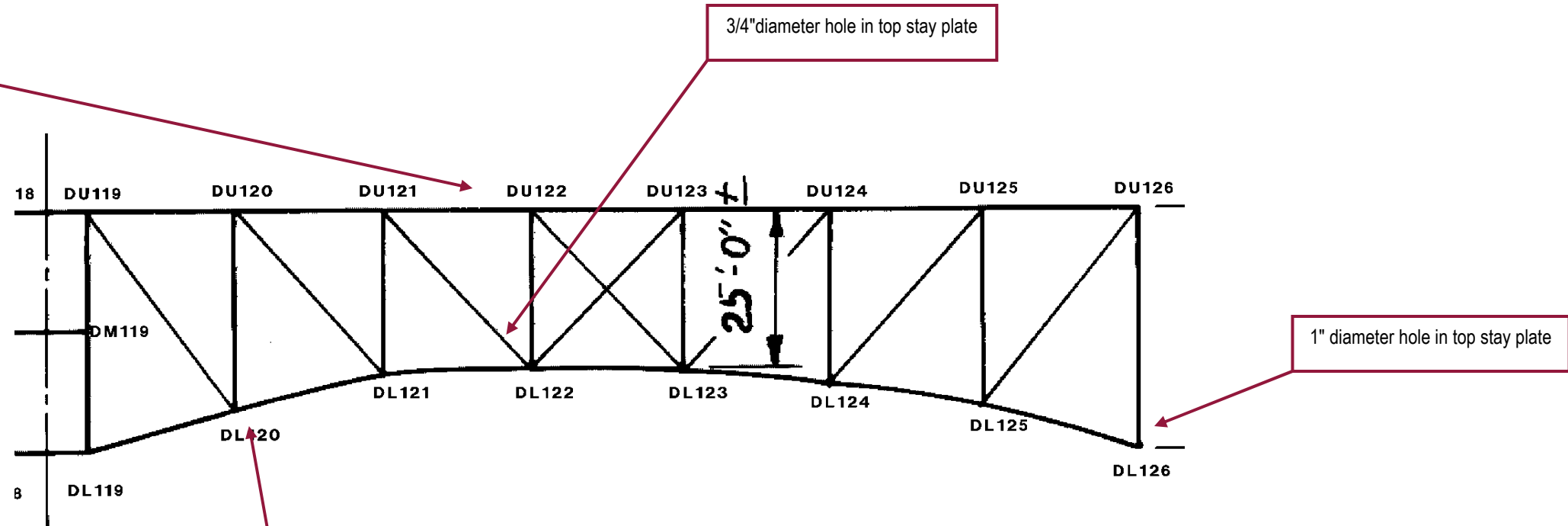
The internal stiffener plate at CL126-CU126 exhibits isolated areas of 1/4" deep pitting.



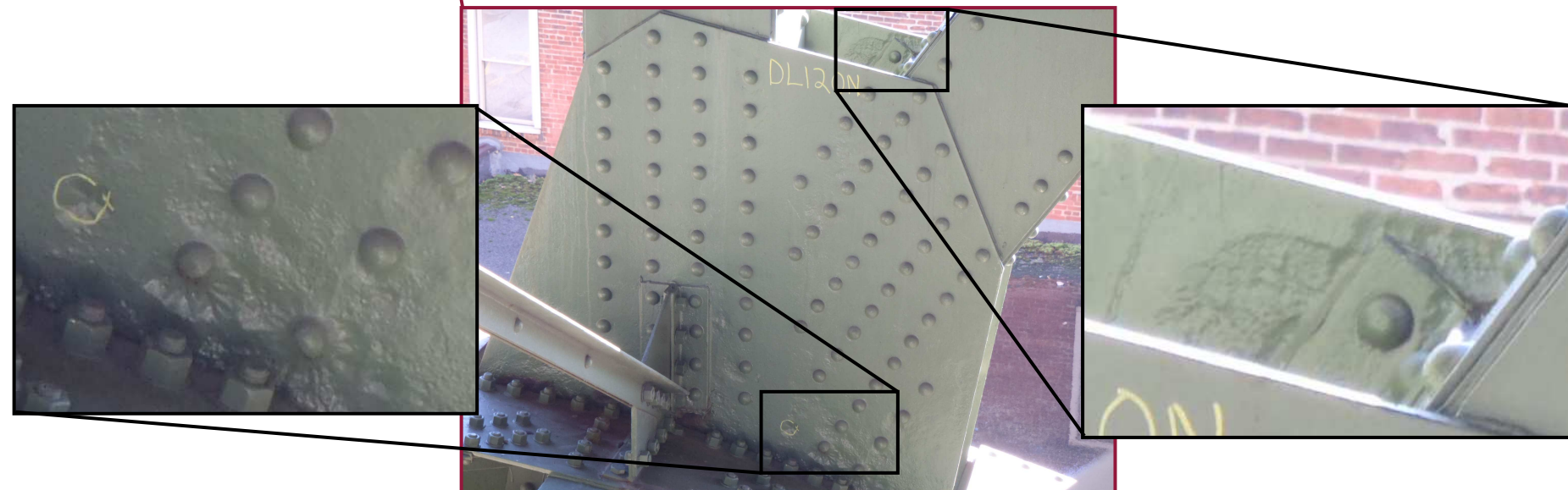
The south web plate of vertical member CL126-CU126 exhibits up to 1/4" pitting below the sway strut connection.



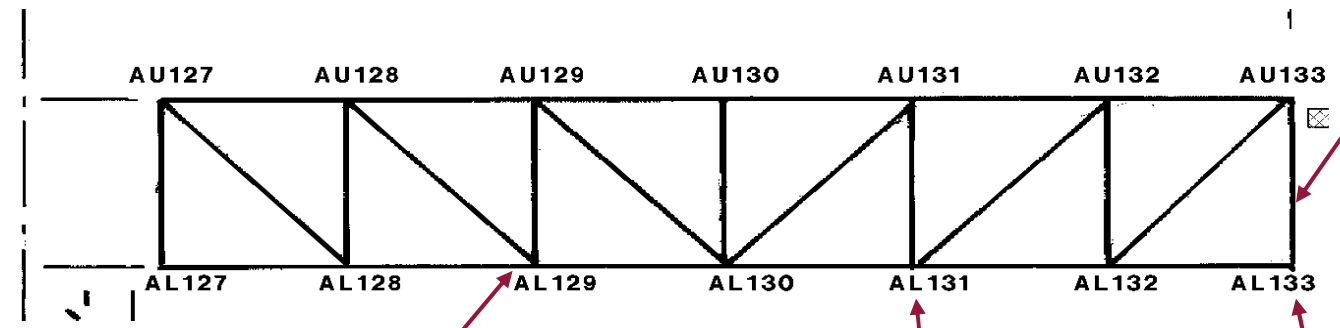
The Truss D upper chord in Span 18 is typically clean with paint intact and no significant deficiencies. DL122 is shown looking east.



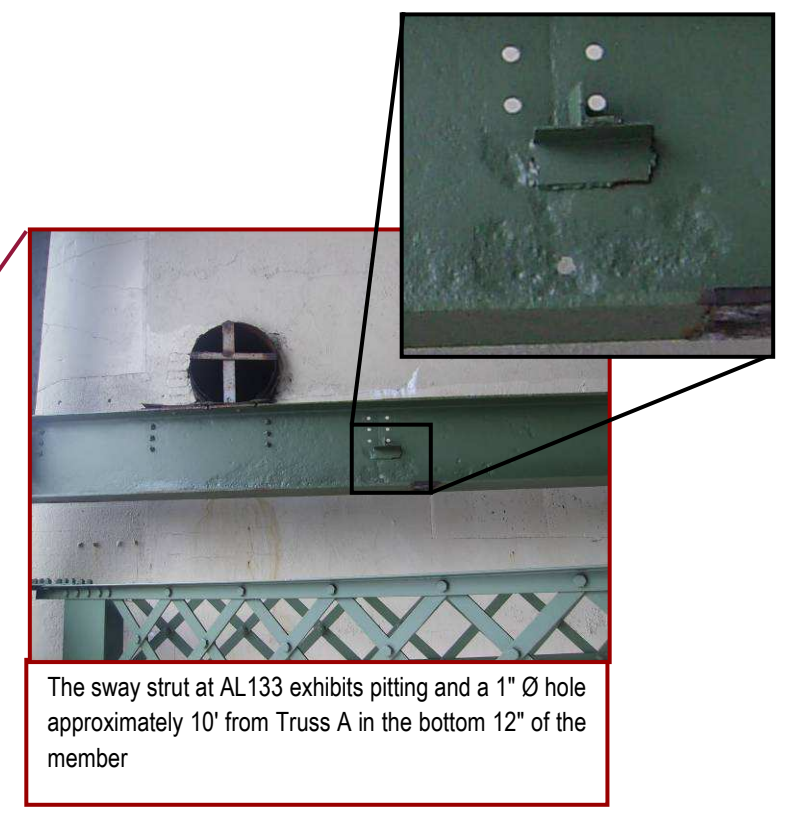
SPAN 18 TRUSS D



Both the north and south gusset plates at DL120 exhibit isolated heavy pitting that has been cleaned and painted.



**SPAN 20
TRUSS A**



The sway strut at AL133 exhibits pitting and a 1" Ø hole approximately 10' from Truss A in the bottom 12" of the member



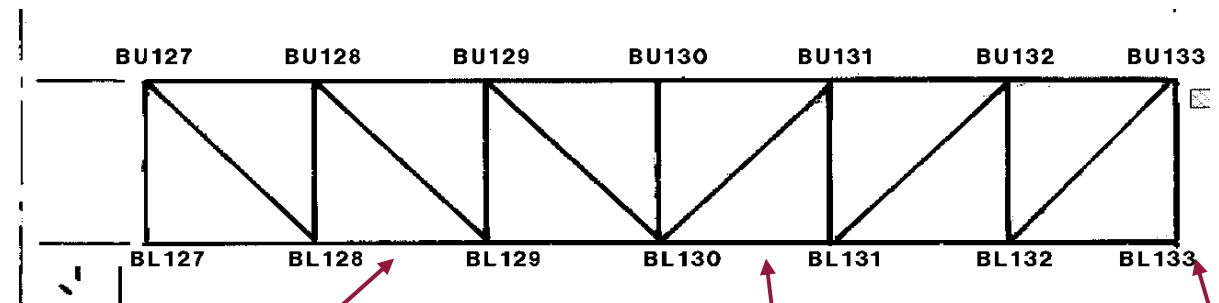
Up to 1/8" pitting is present on the south face of gusset plate AL129S along the bottom row of rivets.



The north face of AL131S exhibits pitting up to 1/4" between the lower chord rivets. The lateral bracing connection plate/bottom cover plate is perforated with a 2" diameter hole.



The bearing components at AL131 exhibit 1/8" pitting and activating surface rust throughout.



**SPAN 20
TRUSS B**



BL128-BL129 exhibits conditions typical for lower chord members throughout Truss B in Span 20.



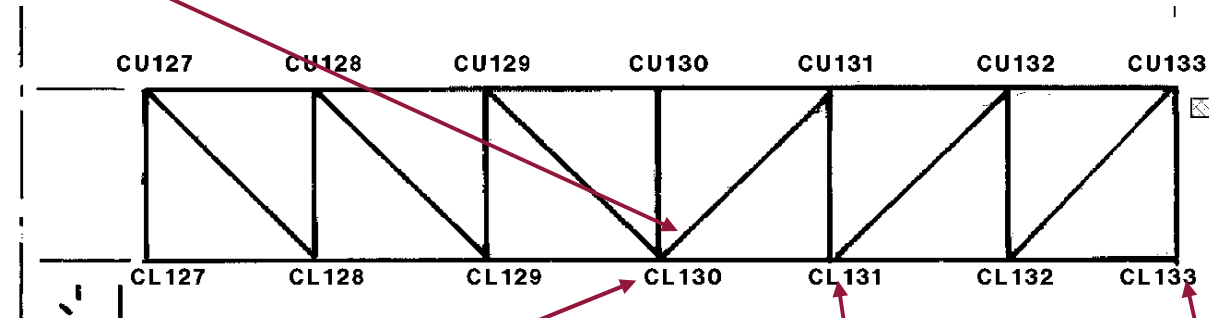
BL130-BL131 exhibits extensive areas of peeling paint.



The bearing components at BL133 exhibit 1/8" pitting on all surfaces, with isolated pitting up to 1/4". Additionally, surface rust is reactivating between built up members.



The south web fill plate exhibits 100% section loss below the bounds of the splice plate as well as 1/8" pitting on the bottom angles.



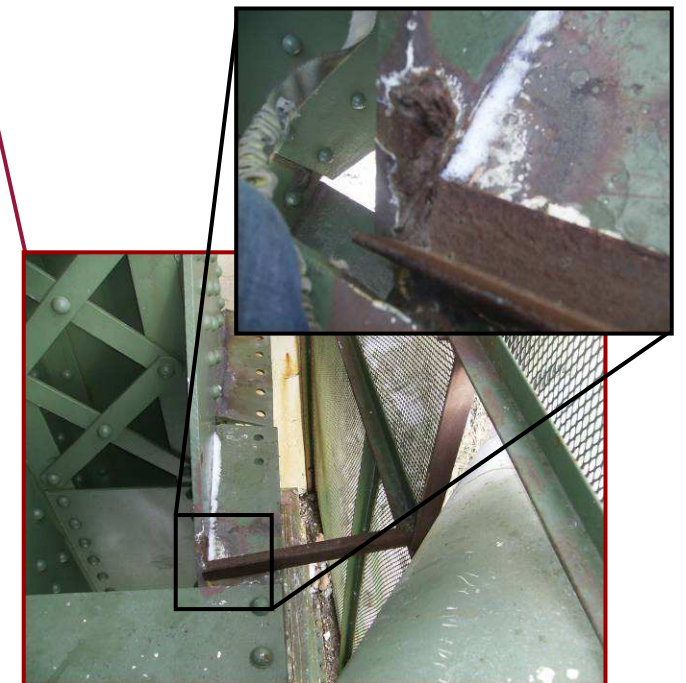
**SPAN 20
TRUSS C**



The lateral bracing connection plate/bottom cover plate CL130 is bowed due to active pack rust up to 1" thick.



The lateral bracing connection plate/bottom cover plate CL131 is perforated with a 4" diameter hole.



The fence support angle weld to the south gusset plate of CL133 is cracked; however, the crack does not appear to have propagated into the gusset plate base metal.