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223592



BEFORE THE
SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 35160

OREGON INTERNATIONAL PORT OF COOS BAY
—FEEDER LINE APPLICATION—
COOS BAY LINE
OF THE CENTRAL OREGON & PACIFIC RAILROAD, INC.

REPLY OF THE OREGON INTERNATIONAL PORT OF COOS BAY

Volume IV

Exhibit 30

2005 and 2006 discovery documents regarding bridge conditions

02439 – 03888

ENTERED
Office of Proceedings
SEP 12 2008
Part of
Public Record

Volume IV

2005 and 2006 discovery documents regarding bridge conditions

02439-02608	Osmose bridge list and recommendations (Jan 2006)
02609-03635	Osmose detailed bridge inspection reports (Oct 2005)
03636-03642	Osmose bridge explanations
03643-03650	Osmose repair program Final Report 2005 (work completed 6.21.2005)
03651-03660	Osmose repair program Final Report 2006 (work completed 8.23.2006)
03661-03679	Osmose bridge inspection work completed 2005
03680-03888	Osmose bridge recommendations

Re-Evaluation Inspection Report
- 2005 –

CENTRAL OREGON & PACIFIC RAILROAD

Coos Bay Subdivision

Central Oregon & Pacific Railroad
BRIDGE LIST

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRDG NO	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
652 21	Eugene	OR	652 21	1	8	ODPT	9				1940	120 0	15 0	6 0
652.58	Fern	OR	652 58	1	1	WSB				2	1929	8 0	8 0	3 0
656 12	Veneta	OR	656 12	1	1	Thru Truss				2	1907	100 0	100 0	15 0
657 12	Veneta	OR	657.12	1	8	ODPT	9				1941	120 0	15 0	2.0
657 96	Veneta	OR	657 96	1	2	BDPT	3				1927	30 0	15.0	6.0
658 17	Veneta	OR	658.17	1	8	STL			9			123 0	15 3	11 0
660 89	Veneta	OR	660 89	1	6	ODPT	7					90 0	15.0	10.0
661 28	Veneta	OR	661.28	1	6	ODPT	7					86.0	14 0	8 0
661 28	Veneta	OR	661 28	2	1	TPG			2			63.0	63 0	14.0
661 28	Veneta	OR	661 28	3	6	ODPT	7				1927	86 0	14 0	8.0
661 73	Veneta	OR	661 73	1	9	ODPT	10				1934	135 0	15.0	7 0
662 59	Veneta	OR	662 59	1	23	ODPT	24				1936	345 0	15.0	7 0
664.00	Noti	OR	664 00	1	1	Thru Truss			1	1	1907	100 0	100.0	20 0
664 00	Noti	OR	664 00	2	9	BDPT	10					132.0	14 5	11 0
664.62	Noti	OR	664 62	1	6	ODPT	7				1939	90 0	15 0	17.0
664 62	Noti	OR	664 62	2	1	Thru Truss			2			100 0	100 0	18.0
664.62	Noti	OR	664 62	3	6	ODPT	7				1939	90 0	15 0	15.0
664.85	Noti	OR	664 85	1	5	ODPT	6				1939	75 0	15 0	17 0
664.85	Noti	OR	664 85	2	1	Thru Truss			2			100 0	100 0	20 0
664 85	Noti	OR	664 85	3	5	ODPT	6				1939	75 0	15 0	21.0
665.49	Noti	OR	665.49	1	7	ODPT	8				1933	105 0	15 0	36 0
665 49	Noti	OR	665.49	2	1	Thru Truss			2			100 0	100 0	20 0
665 49	Noti	OR	665.49	3	6	ODPT	7				1933	90 0	15 0	30.0
666 21	Noti	OR	666 21	1	4	BDPT	5					60 0	15 0	11 0
667 28	Vaughn	OR	667.28	1	5	ODPT	6				1928	75 0	15 0	15 0
667.40	Vaughn	OR	667 40	1	6	ODPT	7				1939	90 0	15 0	36.0
667.40	Vaughn	OR	667 40	2	4	DPG	4					180 0		50 0
667.40	Vaughn	OR	667.40	3	3	ODPT	4	1			1939	45.0	15.0	28.0
668 50	Vaughn	OR	668 50	1	11	ODPT	11					154 0		46 0
668 50	Vaughn	OR	668 50	2	3	DPG			4			120 0	120 0	58.0
668 50	Vaughn	OR	668 50	3	6	ODFT	7					90 0	15 0	39.0
Tunnel 13	Vaughn	OR	669 47	1		Tunnel						2487 0		
671 89	Vaughn	OR	671 89	1	6	ODPT	7					90.0	15 0	20 0
674 03	Vaughn	OR	674 03	1	2	ODPT	3					30 0	15 0	9 0
676 23	Vaughn	OR	676.23	1	1	STL				2	1913	61 0	61 0	16.0
677 05	Vaughn	OR	677 05	1	4	STL	5					60 0	15 0	5.0
677 80	Vaughn	OR	677.80	1	4	ODPT	5					51.0	14 3	10 0
677 80	Vaughn	OR	677 80	2	1	TPG			2			83 0	83 0	20.0
677 80	Vaughn	OR	677 80	3	3	ODPT	4					45 0	15 0	12 0
678.43	Richardson	OR	678 43	1	5	ODPT	6					72.0	14.5	12.0
678 43	Richardson	OR	678 43	2	1	TPG			2			123 0	123 0	16.0
678.43	Richardson	OR	678 43	3	3	ODPT	4					43 0	14 5	11.0
680 17	Richardson	OR	680 17	1	1	Thru Truss				2		150 0	150 0	20 0
680 46	Richardson	OR	680 46	1	1	TPG				2	1913	102.0		11 0
680 77	Richardson	OR	680 77	1	1	TPG				2		102 0	102 0	11 0
681 08	Richardson	OR	681.08	1	2	TPG			1	2	1913	156.0	156 0	8.0
Tunnel 14	Richardson	OR	681 09	1		Tunnel						417 0		

Central Oregon & Pacific Railroad
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BRDG NO	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
681 45	Richardson	OR	681 45	1	2	DPG			1	2		223 0		20 0
682.18	Richardson	OR	682 18	1	1	TPG			1	1		201 0		30 0
682 18	Richardson	OR	682 18	2	2	DPG			2	1		50 0		30 0
683 36	Richardson	OR	683 36	1	1	TPG			1	1		155 0		15 0
683 36	Richardson	OR	683.36	2	2	Thru Truss			2			200 0	100 0	15 0
683 36	Richardson	OR	683 36	3	1	TPG				1		120 0		15 0
687 03	Richardson	OR	687 03	1	5	ODPT	8				1935	58 0	15 0	16 0
687 88	Richardson	OR	687 88	1	6	ODPT	7				1939	86 0	15 0	17 0
689 23	Richardson	OR	689 23	1	1	BDPT	2					15 0	15.0	4 0
690 47	Richardson	OR	690 47	1	1	TPG				2		61 0	61.0	6 0
690.85	Richardson	OR	690 85	1	2	TPG			1	1	1914	83 0		20.0
690.85	Richardson	OR	690 85	2	1	Thru Truss			2			100 0	100.0	20 0
690 85	Richardson	OR	690 85	3	1	TPG				1				20 0
691 05	Richardson	OR	691 05	1	1	DPG			1	1				15 0
691.05	Richardson	OR	691 05	2	2	Thru Truss			3			250 0	125 0	25.0
691 05	Richardson	OR	691 05	3	9	ODPT	10				1934	138 0	15 3	20 0
691 38	Richardson	OR	691 38	1	1	ODFT	2			[illegible]		15 0	15.0	2 0
692 06	Swisshome	OR	692 06	1	1	BDPT	2					15 0	15.0	2.0
693.27	Swisshome	OR	693 27	1	5	BDPT	8				1929	75 0	15.0	12 0
694 32	Swisshome	OR	694 32	1	10	ODPT	11				1936	130 0	14.6	22 0
694 32	Swisshome	OR	694 32	2	1	Thru Truss			2			200 0	200.0	25 0
694 32	Swisshome	OR	694 32	3	6	ODPT	7					90 0	14.6	20 0
694.78	Swisshome	OR	694 78	1	2	DPG			1	2		314 0		15 0
694 78	Swisshome	OR	694 78	2	1	Thru Truss			2			150 0	150 0	20.0
694 78	Swisshome	OR	694 78	3		DPG						163 0		15 0
694 98	Swisshome	OR	694 98	1	1	ODFT	2					15 0		2 0
696.66	Swisshome	OR	696 66	1	5	BDFT	8					75 0		15.0
696 66	Swisshome	OR	696 66	2	1	Thru Truss			2			150 0	150 0	20.0
696 66	Swisshome	OR	696 66	3	9	ODPT	10					138.0		21 0
700.37	Tide	OR	700 37	1	8	ODPT/OD FT	9				1939	119 0		19.0
702.65	Mapleton	OR	702 65	1	9	ODPT/OD FT	10					129 0		18.0
702.95	Mapleton	OR	702.95	1	4	ODPT	5					80 0		8 0
710 20	Beck	OR	710.20	1	7	BDPT	8					106.0		15.0
711 37	Beck	OR	711 37	1	5	BDPT	6					75 0		14 0
711 67	Beck	OR	711 67	1	5	BDPT	6					75 0		14 0
712.16	Wendson	OR	712 16	1	4	BDPT	5					60 0		14 0
712 80	Wendson	OR	712.80	1	4	ODPT	5					60 0		9.0
716 4	Cushman	OR	716 40	1	1	TPG		1		1	1933	54 0	54 0	19.0
716.4	Cushman	OR	716 40	2	9	ODPT	10				1932	115 0		19 0
716 4	Cushman	OR	716.40	3	4	Thru Truss	-		5		1933	686 0		30 0
716.4	Cushman	OR	716.40	4	170	ODPT/OD FT	171					2522 0		18.0
718 12	Canary	OR	718.12	1	1	CONC				2		30.0		12.0
719 07	Canary	OR	719.07	1	7	ODPT	8				1931	105.0		24 0
719.21	Canary	OR	719 21	1	21	ODPT	22					312.0		24 0

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BRDG NO.	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
Tunnel 15	Canary	OR	720 73	1		Tunnel						2143 0		
Tunnel 16	Canary	OR	721 52	1		Tunnel						617 0		
724 22	Kroll	OR	724 22	1	4	Concrete Tub	5					120 0		15 0
725.96	Kroll	OR	725.96	1	37	ODPT	38				1975	577 0		10.0
726 31	Kroll	OR	726 31	1	65	ODFT	66				1973	990 0		8 0
727 35	Kroll	OR	727.35	1	40	CONC	39			2		1200 0		16 0
Tunnel 17	Kroll	OR	727 70	1		Tunnel	103							
728 51	Kroll	OR	728 51	1	18	ODPT	19				1930	520 0		10 0
729 04	Kroll	OR	729 04	1	26	ODPT	27				1936	580 0		18 0
729 17	Kroll	OR	730.17	1	16	Concrete Slab	16			2	1981	472.0		16 0
730 56	Kroll	OR	730.56	1	12	ODPT	13							10 0
730 56	Kroll	OR	730 56	2	4	CONC	5							10 0
730 56	Kroll	OR	730.56	3	19	ODPT	19							9 5
730.56	Kroll	OR	730 56	4	2	STL			3					10 0
730 56	Kroll	OR	730.56	5	35	ODPT/OD FT	36							9 5
731 65	Kroll	OR	731 65	1	63	ODPT	64					940 0		9.0
731.65	Kroll	OR	731.65	2	1	STL					1917	102 0		10 0
731.65	Kroll	OR	731 65	3	166	ODPT/OD FT	167					1242 0		9 0
732.84	Kroll	OR	732.84	1	25	ODPT/OD FT	26					370 0		8 0
732 84	Kroll	OR	732 84	2	1	DPG		2				28.0		7.0
732.84	Kroll	OR	732 84	3	19	ODPT/OD FT	20					221 0		9 0
733.88	Kroll	OR	733 88	1	35	CONC	34			2		1125 0		18 0
733 95	Kroll	OR	733 95	1	38	CONC		37		2		1170 0		20.0
Tunnel 18	Kroll	OR	734 48	1		Tunnel	152				1914			
735.86	Kroll	OR	735.86	1	5	ODPT	6				1931	80.0		14 0
736.03	Gardiner Jct.	OK	736 03	1	5	ODPT	6				1926	50 0		14.0
736.51	Gardiner	OR	736.51	1	3	ODPT	4				1926	50 0		9 0
737.33	Gardiner	OR	737.33	1	6	BDPT	7					90 0		13.0
738.70 Main	Reedsport	OR	738.70	1	2	ODPT	3					30 0		7 5
738.70 Siding	Reedsport	OR	738.70	1	2	ODPT	3					30 0		7 5
738.94	Gardiner JCT	OR	738 94	1	27	ODPT/OD FT	28					350 0		13 0
739.14	Gardiner	OR	739.14	1	25	ODPT	26					37 0		18 0
739 14	Gardiner	OR	739.14	2	1	TPG			2			50 0		
739 14	Gardiner	OR	739 14	3	11	ODPT/OD FT	12					160.0		13 0
739 43	Reedsport	OR	739 43	1	18	ODPT	19				1937	283 0		15 0
739.43	Reedsport	OR	739 43	2	1	TPG			2			92 0		
739 43	Reedsport	OR	739.43	3	8	ODPT/OD FT	8					117 0		15 0
739 68	Reedsport	OR	739.68	1	4	ODPT	5					80 0		16.0
739 68	Reedsport	OR	739.68	2	11	Thru Truss			12			1598 0		30.0
739 68	Reedsport	OR	739 68	3	4	ODPT	5					80 0		16.0
740 25 Main	Reedsport	OR	740 25	1	4	ODPT	5					61 0		7 0
740 84	Reedsport	OR	740 84	1	16	CONC	15			2		480 0	30 0	16 0

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741 35	Reedsport	OR	741 35	1	4	ODPT/OD FT	5					50 0		9 0
741 74	Reedsport	OR	741.74	1	3	ODPT/OD FT	4					45 0		9 0
742 05	Reedsport	OR	742 05	1	3	ODFT	4					45 0		8 5
742 24	Reedsport	OR	742 24	1	8	ODPT	9				1928	125 0		12 0
742 72	Reedsport	OR	742 72	1	9	ODPT/OD FT	10					137 0		11 0
742 95	Reedsport	OR	742 98	1	4	ODPT	5					60 0		8 0
743 20	Reedsport	OR	743.20	1	3	BDPT	4				1929	45 0		8 0
743 73	Reedsport	OR	743 73	1	9	ODPT	10				1934	135 0		11 5
743.88	Reedsport	OR	743 88	1	8	ODPT	9				1934	120.0		12.0
743 97	Reedsport	OR	743 97	1	7	ODPT	8				1937	103 0		12 0
744 24	Reedsport	OR	744 24	1	5	BDPT	6				1929	75 0		11 0
744 44	Reedsport	OR	744 44	1	5	BDPT	6					75 0		10 0
744 70	Reedsport	OR	744 70	1	5	BDPT	6				1925	75 0		11 0
744 83	Reedsport	OR	744 83	1	5	BDPT	6				1929	75 0		9 0
Tunnel 19	Reedsport	OR	745 62	1		Tunnel					1916			
748 06	Lakeside	OR	748 06	1	6	BDPT	7				1931	90 0		7 5
748 44	Lakeside	OR	748 44	1	2	BDPT	3				1930	30.0		3 5
748 68	Lakeside	OR	748 68	1	5	ODFT	6					75 0		7 5
749 89	Lakeside	OR	749 89	1	31	CONC	30			2		923 0		14 0
Tunnel 20	Lakeside	OR	750 12	1		Tunnel								
750.46	Lakeside	OR	750 46	1	66	ODFT	66					94 0		8.5
750 46	Lakeside	OR	750 46	2	1	DPG		2				80.0	80 0	3.0
750.46	Lakeside	OR	750 46	3	54	ODFT	55					505 0		8.5
751 02	Lakeside	OR	751 02	1	20	ODPT/OD FT	21					315 0		8.5
Tunnel 21	Lakeside	OR	751.23	1		Tunnel								
752.99	Lakeside	OR	752 99	1	12	ODPT	13					80 0		15 0
753 48	Lakeside	OR	753 48	1	7	ODPT	8					105.0		16 0
753.97	Lakeside	OR	753 97	1	1	TPG				2				16 0
755.63	Lakeside	OR	755 63	1	5	ODPT	6					75 0		7 5
756.13	Hauser	OR	756 13	1	5	ODFT	6					75.0		10 0
756 55	Hauser	OR	756.55	1	5	ODPT/OD FT	6					75 0		2 0
757 37	Hauser	OR	757 37	1	5	ODFT	6					75 0		8 0
761.13	North Bend	OR	761.13	1	3	WSB	4					45.0		6 0
761 53	North Bend	OR	761 53	1	3	WSB	4					45 0		8 0
763.55	North Bend	OR	763 55	1	21	BDPT	22					320 0		16.0
763 55	North Bend	OR	763.55	2	12	Thru Truss			13			2213 0		16.0
763 55	North Bend	OR	763 55	3	37	BDPT	38					555 0	14.5	16 0
769.11	Coos Bay	OR	769.11	1	13	ODPT	14					68 0		9 0
769.11	Coos Bay	OR	769 11	2	3	DPG			4			102.0		9 0
769.11	Coos Bay	OR	769.11	3	7	ODPT	8					87 0		12.0
771 76	Coos Bay	OR	771 76	1	6	ODPT	7				1930	90.0		10.0
773 94	Hayden	OR	773 94	1	3	ODPT	4					45.0		12.0
774.8	Hayden	OR	774.80	1		CONC	2			2		90 0		
776 56	Hayden	OR	776 56	1	3	ODPT	4					45 0		8 0
777 03	Hayden	OR	777 03	1	2	ODPT	3					24.0		8 0
779.80	Couquille	OR	779.80	1	4	ODPT	5					60 0		8 0
782.35	Couquille	OR	782 35	1	3	ODPT	4				1938	45 0		8 0

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BRDG NO	LOCATION	ST	MILE POST	SEC NO	SPANS	TYPE	TIMBER/ STEEL BENTS	PIERS TIMBER	CONC/ STEEL PIERS	ABUT MENTS	YEAR CONST	SEC- TION LGTH	AVG LGTH SPAN	EST HGT MAX
782 53	Couquille	OR	782 53	1	4	ODPT	5				1938	60 0		10 0
785 26	Couquille	OR	785.26	1	4	ODPT	5					60 0		12 0
785 33	Couquille	OR	785.33	1	4	ODPT	5				1938	60.0		10 0

Central Oregon & Pacific Railroad
Coos Bay Subdivision
Eugene, OR - Coquille, OR

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Ptng Yr	Date Comp	Ptng A DK	Ptng E DK	Ptng AX	Ptng EX	Ptng A GL	Ptng E GL	Str Spans	Str Data	Acc	Remarks
652.21	Eugene, OR	652 21	9	0	Y	6	ODPT	C-98	40		00	79 0	00	20 0	0	0	64	Y	R	
652.58	Finn, OR	652 58	0	0	N/C	3	WSB	C-98	29		00	00	00	00	0	0	14	Y	R	
657 12	Veneta, OR	657 12	9	0	D	2	ODPT	C-98	41		00	16 0	00	3 0	0	0	64	Omit	R	Not Enough Decay
657 96	Veneta, OR	657 96	3	0	N/C	6	BDPT	C-98	27		00	22 0	00	00	0	0	24	Y	R	
658 17	Veneta, OR	658 17	0	0	N/C	11		C-98	0		00	00	00	00	0	0	64	Y	R	Steel piles, timber strgs
660 89	Veneta, OR	660 89	7	0	D	10	ODPT	C-98	0		00	15.0	00	00	0	0	48	Y	R	Not Enough Decay
661 28 NA	Veneta, OR	661 28	7	0	Y	8	ODPT	C-98	0		00	37 0	00	6 0	0	0	48	Y	T	
661 28 SA	Veneta, OR	661.28	7	0	Y	8	ODPT	C-98	0		00	55 0	00	10 0	0	0	48	Y	T	
661 73	Veneta, OR	661 73	10	0	Y	7	ODPT	C-98	34		00	56.0	00	10 0	0	0	72	Omit	B	
662 59	Veneta, OR	662 59	24	0	Y	7	ODPT	C-98	36		00	83 0	00	20 0	0	0	184	Newer	B	
664 00 SA	Noti, OR	664 00	10	0	Y	11	BDPT	C-98	0		00	67 0	0.0	15 0	0	0	108	Y	R	
664 62 NA	Noti, OR	664 62	7	0	Y	17	ODPT	C-98	39		00	66 0	00	16 0	0	0	48	Y	R	

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Ping Yr	Date Comp	Ping A DK	Ping E DK	Ping AX	Ping EX	Ping A GL	Ping E GL	Str Spans	Str Date	Acc	Remarks
664 62 SA	Noti, OR	664 62	7	0	Y	15	ODPT	C-98	39		0 0	61 0	0 0	16 0	0	0	48	Omit	R	
664 85 NA	Noti, OR	664 85	6	0	Y	17	ODPT	C-98	39		0 0	29 0	0 0	4 0	0	0	40	Omit	R	
664 85 SA	Noti, OR	664 85	6	0	Y	21	ODPT	C-98	0		0 0	29 0	0 0	4 0	0	0	50	Y	R	
665 49 NA	Noti, OR	665 49	8	0	Y	36	ODPT	C-98	33		0 0	40 0	0 0	5 0	0	0	56	Y	T	
665 49 SA	Noti, OR	665.49	7	0	Y	30	ODPT	C-98	0		0 0	45 0	0 0	9 0	0	0	42	Y	T	
666 21	Noti, OR	666 21	5	0	Y	11	BDPT	C-98	0		0 0	37 0	0 0	0 0	0	0	48	Omit	T	
667 28	Vaughn, OR	667 28	6	0	Y	15	ODPT	C-98	0		0 0	47 0	0 0	10 0	0	0	40	Newer	B	
667 40 NA	Vaughn, OR	667 40	7	0	R	38	ODPT	C-98	39		0 0	71 0	0 0	25 0	0	0	48	Y	B	Reject % High
667 40 SA	Vaughn, OR	667 40	4	1	Y	28	ODPT	C 98	39		0 0	53 0	0 0	19 0	0	0	24	Y	B	
668 50	Vaughn, OR	668 50	11	0	Y	46	ODPT	C-98	0		0 0	79 0	0 0	15 0	0	0	88	Y	R	
668 50 SA	Vaughn, OR	668 50	7	0	Y	39	ODPT	C-98	0		0 0	20 0	0 0	0 0	0	0	48	Y	R	
Tunnel 13	Vaughn, OR	669 47	0	0	N/C	0		C-98	0		0 0	0 0	0 0	0.0	0	0	0		R	Tunnel - Est 304 Ringsets

CORP002446

Central Oregon & Pacific Railroad
Coos Bay Subdivision
Eugene, OR - Coquille, OR

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnd	Ping Yr	Date Comp	Ping A DK	Ping E DK	Ping AX	Ping EX	Ping A GL	Ping E GL	Str Spans	Str Date	Acc	Remarks
671 89	Vaughn, OR	671 89	7	0	Y	20	ODPT	C-98	0		0 0	20 0	0 0	2 0	0	0	48		T	
674 03	Vaughn, OR	674 03	3	0	Y	9	ODPT	C-98	0		0 0	37 0	0 0	6 0	0	0	16	Y	R	
677 80 NA	Vaughn, OR	677 80	5	0	Y	10	ODPT	C-98	0		0 0	43 0	0 0	10.0	0	0	32	Y	B	
677.80 SA	Vaughn, OR	677 80	4	0	Y	12	ODPT	C-98	0		0 0	27 0	0 0	0 0	0	0	24	Y	B	
678 43 NA	Richardson, OR	678 43	6	0	Y	12	ODPT	C-98	0		0 0	66 0	0 0	16 0	0	0	43	Y	R	
678 43 SA	Richardson, OR	678 43	4	0	Y	11	ODPT	C-98	0		0 0	83 0	0 0	20 0	0	0	28	Y	R	
687 03	Richardson, OR	687 03	6	0	Y	16	ODPT	C-98	35		0 0	41 0	0 0	0 0	0	0	40	Y	T	
687 88	Richardson, OR	687 88	7	0	Y	17	ODPT	C-98	39		0 0	41 0	0 0	7 0	0	0	48	Newer	T	
689 23	Richardson, OR	689 23	2	0	R	4	BDPT	C-98	0		0 0	80 0	0 0	40 0	0	0	12	Y	T	Reject % High
691 05 SA	Richardson, OR	691 05	10	0	Y	20	ODPT	C-98	34		0 0	68 0	0 0	15 0	0	0	75	Y	T	
691 38	Richardson, OR	691 38	2	0	R	2	ODFT	C-98	0		0 0	25 0	0 0	25 0	0	0	8	Y	T	Reject % High
692 06	Swisshome, OR	692 06	2	0	D	2	BDPT	C-98	0		0 0	10 0	0 0	0 0	0	0	12	Y	R	Not Enough Decay

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Ping Yr	Date Comp	Ping A DK	Ping B DK	Ping AX	Ping EX	Ping A GL	Ping B GL	Str Spans	Str Date	Acc	Remarks
693 27	Swisshome, OR	693 27	6	0	Y	12	BDPT	C-98	29		0 0	18 0	0 0	0 0	0	0	60	Y	T	
694 32 NA	Swisshome, OR	694 32	11	0	Y	22	ODPT	C-98	36		0 0	56 0	0 0	8 0	0	0	80	Y	R	Treated 1976
694 32 SA	Swisshome, OR	694 32	7	0	Y	20	ODPT	C-98	36		0 0	58.0	0 0	6 0	0	0	48	Y	R	Treated 1976
694 78	Swisshome, OR	694 78	0	0		15			0		0.0	0.0	0.0	0 0	0	0	0			
694 98	Swisshome, OR	694 98	2	0	D	2	ODFT	C-98	0		0 0	10 0	0 0	0 0	0	0	8		R	Not Enough Decay
696 66 NA	Swisshome, OR	696 66	6	0	Y	15	BDFT	C-98	0		0.0	31 0	0 0	3 0	0	0	60	Y	B	
696 66 SA	Swisshome, OR	696 66	10	0		21	ODPT	C 98	0		0 0	33 0	0 0	2 0	0	0	85	Y	B	
700 37	Tide, OR	700 37	9	0	Y	19	ODPT/ ODFT	C-98	39		0 0	28 0	0 0	4 0	0	0	64	Y	T	
702 65	Mapleton, OR	702 65	10	0	Y	18	ODPT/ ODFT	C-98	0		0 0	37 0	0 0	3 0	0	0	72	Y	R	
702 95	Mapleton, OR	702 95	5	0	Y	8	ODPT	C-98	0		0 0	26 0	0 0	0 0	0	0	32	Y	R	
710 20	Beck, OR	710.20	8	0		15	BDPT		25	4/30/1976	68 6	50 0	11 4	5 0	0	0	84		T	
710 20	Beck, OR	710 20	8	0	R	15	BDPT	C-98	25		0 0	70 0	0 0	26.0	0	0	84		T	Treated 1976

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Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Crsd	Ping Yr	Date Comp	Ping A DK	Ping B DK	Ping AX	Ping EX	Ping A GL	Ping B GL	Str Spans	Str Data	Acc	Remarks
711 37	Beck, OR	711 37	6	0	D	14	BDPT	C-98	0		0 0	10 0	0 0	0 0	0	0	60	Y	B	Not Enough Decay
711 67	Beck, OR	711 67	6	0	R	14	BDPT	C-98	0		0 0	87 0	0 0	30 0	0	0	60	Y	T	Reject % High
712 16	Wendson, OR	712 16	5	0	Y	14	BDPT	C-98	0		0 0	56 0	0 0	0 0	0	0	48	T	T	
712.80	Wendson, OR	712 80	5	0	Y	9	ODPT	C-98	0		0 0	64 0	0 0	20 0	0	0	32	Y	T	
716.4 S2	Cushman, OR	716 40	10	0		19	ODPT	Y-75	32	8/10/1976	48 9	40.0	40 0	5 0	0	0	72	Y	T	
716.4 S2	Cushman, OR	716 40	10	0	Y	19	ODPT	C-98	32		0 0	60.0	0 0	15 0	0	0	72	Y	T	Treated 1976
716 4 S4	Cushman, OR	716 40	171	0		18	ODPT	Y-64	0	9/14/1964	7 7	40 0	0 2	5 0	0	0	1,360		T	
716.4 S4	Cushman, OR	716.40	171	0	Y	18	ODPT	C-98	0		0 0	31 0	0.0	5 0	0	0	1,360	Omit	T	Treated 1964
719 07	Canary, OR	719 07	8	0		24	ODPT		0	4/28/1976	70 0	60 0	20 0	10 0	0	0	56		T	
719 07	Canary, OR	719.07	8	0	Y	24	ODPT	C-98	0		0.0	80 0	0 0	20.0	0	0	56		T	Treated 1976
719 21	Canary, OR	719.21	22	0		24	ODPT		42	5/5/1976	57 3	50 0	5 5	3 0	0	0	168		R	
719 21	Canary, OR	719.21	22	0	Y	24	ODPT	C-98	42		0.0	77 0	0 0	15 0	0	0	168	Y	R	Treated 1976

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Ping Yr	Date Comp	Ping A DK	Ping E DK	Ping AX	Ping EX	Ping A GL	Ping E GL	Str Spans	Str Data	Acc	Remarks
725 96	Kroll, OR	725 96	38	0	Y	10	ODPT	C-98	75		0 0	39.0	0 0	6 0	0	0	296	Y	R	
726 31	Kroll, OR	726 31	66	0	D	8	ODFT	C-98	73		0 0	10 0	0 0	3 0	0	0	592	Y	R	Not Enough Decay
Tunnel 17	Kroll, OR	727 70	103	0	N/C	0	Tunnel	C-98	0		0 0	0 0	0.0	0 0	0	0	0		r	Tunnel - Est. 103 Timber Ringnels
728 51	Kroll, OR	728 51	19	0	Y	10	ODPT	C-98	30		0 0	77 0	0 0	19 0	0	0	146	Y	R	
729 04	Kroll, OR	729 04	27	0	Y	18	ODPT	S-98	36		0 0	63 0	0 0	9.0	0	0	260	Y	R	
730 56 S1	Kroll, OR	730 56	13	0	Y	10	ODPT	C-98	0		0 0	68 0	0 0	17 0	0	0	104		R	
730 56 S3	Kroll, OR	730 56	19	0	Y	10	ODPT	C-98	0		0 0	57.0	0 0	13 0	0	0	144	Y	R	
730 56 S5	Kroll, OR	730 56	36	0	Y	10	ODPT	R-98	0		0 0	44 0	0 0	9 0	0	0	0	Glulam	R	
731 65 NA	Kroll, OR	731 65	64	0	D	9	ODPT	C-98	0		0 0	12 0	0 0	0 0	0	0	504	Y	R	Not Enough Decay
731 65 SA	Kroll, OR	731 65	167	0	Y	9	ODPT	C-98	0		0 0	37 0	0 0	0 0	0	0	1,660		R	
732 84 NA	Kroll, OR	732 84	26	0	Y	8	ODPT/ ODPT	C-98	0		0.0	69 0	0 0	16 0	0	0	250	T	R	
732 84 MS	Kroll, OR	732 84	0	2	Y	7	ODFT	C-98	0		0 0	60 0	0 0	15 0	0	0	0	Beam span	R	

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Ping Yr	Date Comp	Ping A DK	Ping E DK	Ping AX	Ping EX	Ping A GL	Ping F GL	Str Spans	Str Data	Acc	Remarks
732 84 SA	Kroll, OR	732 84	20	0	Y	9	ODFT	C-98	0		0 0	5 3 0	0.0	1 1 0	0	0	190	Newer	R	
Tunnel 18	Kroll, OR	734 48	152	0	N/C	0	Tunnel	C-98	0		0 0	0 0	0 0	0 0	0	0	0			Tunnel Est. 152 Timber Ringsets
735 86	Kroll, OR	735 86	6	0	Y	14	ODPT	C-98	31		0 0	7 3 0	0 0	1 6 0	0	0	40	Y	R	
736.03	Gardiner Jct , OR	736 03	6	0	Y	14	ODPT	C-98	26		0 0	7 7 0	0 0	1 9 0	0	0	42	Y	R	
736 51	Gardiner, OR	736 51	4	0	Y	9	ODPT	C-98	26		0 0	2 9 0	0 0	7.0	0	0	24	Y	R	
737 33	Gardiner, OR	737 33	7	0	Y	13	BDPT	C-98	0		0 0	4 2 0	0 0	3 0	0	0	72	Y	R	
738 70 Main	Reedsport, OR	738 70	3	0	Y	8	ODPT	C-98	0		0 0	3 0 0	0 0	1 2 0	0	0	16	Y	B	
738 70 Siding	Reedsport, OR	738.70	3	0	Y	8	ODPT	C-98	0		0 0	5 3 0	0 0	2 0 0	0	0	16	Y	B	
738 94	Gardiner JCT , OR	738 94	28	0	Y	13	ODPT/ ODFT	C-98	0		0 0	6 1 0	0 0	9 0	0	0	216	Y	B	
739 14	Gardiner, OR	739 14	26	0	Y	18	ODPT	C-98	37		0 0	6 9 0	0 0	1 6 0	0	0	200	Y	R	
739 14 SA	Gardiner, OR	739 14	12	0	Y	13	ODFT	C-98	0		0 0	5 7 0	0 0	1 9 0	0	0	88	Y	R	
739 43 NA	Reedsport, OR	739 43	19	0	Y	15	ODPT	C-98	37		0 0	4 7 0	0.0	1 3 0	0	0	144	Y	R	

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnd	Ping Yr	Data Comp	Ping A DK	Ping B DK	Ping AX	Ping EX	Ping A GL	Ping B GL	Str Spans	Str Data	Acc	Remarks
739 43 SA	Reedsport, OR	739 43	8	0	Y	15	OHFT	C-98	0		0 0	51.0	0 0	12 0	0	0	64	Y	R	
739 68 NA	Reedsport, OR	739 68	5	0	Y	16	ODPT	C-98	0		0 0	30 0	0 0	5.0	0	0	32	Y	R	
739 68 SA	Reedsport, OR	739 68	5	0	Y	16	ODPT	C-98	0		0 0	25 0	0 0	6.0	0	0	32	Y	R	
740 25 Main	Reedsport, OR	740 25	5	0	Y	7	ODPT	C-98	0		0.0	60.0	0 0	24 0	0	0	32	Y	T	
741 35	Reedsport, OR	741 35	5	0	Y	9	ODPT/ ODFT	C-98	0		0 0	36 0	0 0	20 0	0	0	32	Y	R	
741 74	Reedsport, OR	741 74	4	0	Y	9	ODPT/ ODFT	C-98	0		0 0	21 0	0 0	5 0	0	0	24	Y	R	
742 05	Reedsport, OR	742 05	4	0	D	9	ODFT	C-98	0		0 0	10.0	0 0	0 0	0	0	24	Y	R	Not Enough Decay
742 24	Reedsport, OR	742 24	9	0	Y	12	ODPT	C-98	28		0 0	57 0	0 0	13 0	0	0	64	Y	R	
742 72	Reedsport, OR	742 72	10	0	Y	11	ODPT/ ODFT	C-98	0		0 0	15 0	0 0	5 0	0	0	64		D	
742 95	Reedsport, OR	742 98	5	0	Y	8	ODPT	C-98	0		0 0	28 0	0 0	4 0	0	0	32	Y	T	
743 20	Reedsport, OR	743.20	4	0	Y	8	BDPT	C-98	29		0 0	75 0	0 0	15 0	0	0	36	Y	T	

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Ping Yr	Date Comp	Ping A DK	Ping B DK	Ping AX	Ping EX	Ping A GL	Ping B GL	Str Spans	Str Data	Acc	Remarks
743 73	Reedsport, OR	743 73	10	0	Y	12	ODPT	C-98	34		00	560	00	100	0	0	32	Y	B	
743 88	Reedsport, OR	743 88	9	0	Y	12	ODPT	C-98	0		00	520	00	80	0	0	64	Y	B	
743 97	Reedsport, OR	743 97	8	0	Y	12	ODPT	C-98	32		0.0	550	00	100	0	0	56	Y	T	
744 24	Reedsport, OR	744 24	6	0	Y	11	BDPT	C-98	29		00	710	00	40	0	0	60	Y	T	
744 44	Reedsport, OR	744 44	6	0	Y	10	BDPT	C-98	0		00	360	00	00	0	0	60	Y	T	
744.70	Reedsport, OR	744 70	6	0	Y	11	BDPT	C-98	25		00.	330	00	70	0	0	60	Newer	R	
744.83	Reedsport, OR	744 83	6	0	Y	9	BDPT	C-98	29		00	290	00	00	0	0	60	Y	R	
748 06	Lakeside, OR	748.06	7	0	D	8	BDPT	C-98	0		00	150	00	00	0	0	72	Y	B	Not Enough Decay
748 44	Lakeside, OR	748.44	3	0	Y	4	BDPT	C-98	30		00	130	00	60	0	0	24	Y	R	
748 68	Lakeside, OR	748 68	6	0	Y	8	ODFT	C-98	0		00	390	00	00	0	0	40	Y	R	
750 46 NA	Lakeside, OR	750 46	66	0	D	9	ODFT	C-98	0		0.0	100	00	00	0	0	528	Y	R	Not Enough Decay
750 46 MS	Lakeside, OR	750 46	0	2	D	3	ODFT	C-98	0		00	100	00	00	0	0	0	Steel	R	Not Enough Decay

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Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Ping Yr	Date Comp	Ping A DK	Ping E DK	Ping AX	Ping EX	Ping A GL	Ping E GL	Str Spans	Str Date	Acc	Remarks
750 46 SA	Lakeside, OR	750 46	55	0	D	9	ODFT	C-98	0		0 0	10 0	0 0	0 0	0	0	432		R	Not Enough Decay
751 02	Lakeside, OR	751 02	21	0	Y	9	ODPT/ ODFT	C-98	0		0 0	47 0	0 0	7 0	0	0	160	Y	R	
Tunnel 21	Lakeside, OR	751 23	0	0	N/C	0		S-98	0		0 0	0 0	0 0	0 0	0	0	0			Tunnel - Est. 61 Ring sets
752 99	Lakeside, OR	752 99	13	0	Y	15	ODPT	C-98	0		0.0	78 0	0 0	9 0	0	0	96	Newer	T	
753 48	Lakeside, OR	753 48	8	0	Y	16	ODPT	C-98	0		0 0	36 0	0.0	5 0	0	0	56	Y	T	
755 63	Lakeside, OR	755 63	6	0	Y	8	ODPT	C-98	0		0 0	24 0	0 0	6 0	0	0	50	Y	R	
756 13	Hauser, OR	756 13	6	0	Y	10	ODFT	C-98	0		0 0	56 0	0 0	20 0	0	0	40		R	
756 55	Hauser, OR	756 55	6	0	Y	2	ODPT/ ODFT	C-98	0		0.0	23 0	0 0	3 0	0	0	0	Y	R	
757 37	Hauser, OR	757 37	6	0	Y	8	ODFT	C-98	31		0 0	19 0	0 0	0 0	0	0	40	Y	R	
763 55 NA	North Bend, OR	763 55	22	0		16	BDPT	Y-75	0	4/16/1976	32 3	33.0	1 6	1 0	0	0	252	Y	B	
763 55 NA	North Bend, OR	763 55	22	0	Y	16	BDPT	C-98	0		0 0	59 0	0 0	7 0	0	0	252	Y	B	Treated 1976
763 55 SA	North Bend, OR	763.55	38	0		16	BDPT	Y-75	0	4/17/1976	59 3	50 0	9 9	7 0	0	0	370		B	

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnd	Plng Yr	Date Comp	Plng A DK	Plng B DK	Plng AX	Plng EX	Plng A GL	Plng B GL	Str Spans	Str Date	Acc	Remarks
763 55 SA	North Bend, OR	763 55	38	0	Y	16	BDPT	C-98	0		0 0	80 0	0 0	17 0	0	0	370	Y	B	Treated 1976
769 11 NA	Coos Bay, OR	769 11	14	0	Y	9	ODPT	C-98	0		0 0	70 0	0 0	25 0	0	0	104	Y	T	
769 11 SA	Coos Bay, OR	769 11	8	0		12	ODPT	Y-75	0	4/21/1976	71 4	50 0	3 6	4 0	0	0	70		T	
769 11 SA	Coos Bay, OR	769 11	8	0	R	12	ODPT	C-98	0		0 0	88 0	0 0	27 0	0	0	70		T	Reject % High, Treated 1976
771 76	Coos Bay, OR	771 76	7	0		10	ODPT		30	4/15/1976	48 6	40 0	2 9	2 0	0	0	48		T	
771 76	Coos Bay, OR	771 76	7	0	Y	10	ODPT	C-98	30		0 0	71 0	0 0	9 0	0	2	48	Y	T	Treated 1976
773 94	Hayden, OR	773 94	4	0	Y	12	ODPT	C-98	0		0 0	20 0	0 0	5 0	0	0	18	Y	T	
776 56	Hayden, OR	776 56	4	0	Y	8	ODPT	C-98	0		0.0	70.0	0 0	10 0	0	4	24	Y	T	
777 03	Hayden, OR	777 03	3	0	D	8	ODPT	C-98	0		0.0	10.0	0 0	0.0	0	0	16	Y	T	Not Enough Decay
779 80	Couquille, OR	779 80	5	0	D	8	ODPT	C-98	0		0 0	10 0	0 0	0 0	0	0	40	Y	B	Not Enough Decay
782 35	Couquille, OR	782 35	4	0	Y	8	ODPT	C-98	38		0 0	17 0	0 0	0 0	0	0	24	Y	B	
782 53	Couquille, OR	782 53	5	0	Y	10	ODPT	C-98	38		0.0	23 0	0 0	0 0	0	0	32	Y	B	

Bridge	Location	Mile Post	Bts	Pier	Subj	Max Hgt	Type	Cnst	Ptng Yr	Date Comp	Ptng A DK	Ptng E DK	Ptng AX	Ptng EX	Ptng A GL	Ptng E GL	Str Spans	Str Data	Acc	Remarks
785 26	Couquille, OR	785 26	5	0	Y	12	ODPT	C-98	0		0 0	22 0	0 0	0 0	0	0	36	Y	R	
785 33	Couquille, OR	785 33	5	0	Y	10	ODPT	C-98	0		0 0	20 0	0 0	0 0	0	0	32	Y	B	

RECOMMENDATIONS

The following is a summary of our recommendations for repairs. These repair recommendations have been made to most economically correct the existing bridge problems. Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs.

A priority rating for repairs has been established, which will help you to focus on the most critical situations first.

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs. The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. All substandard conditions should be repaired in a timely fashion; since the seriousness of a particular defect can become greater over time, and with it, the structure's repair priority. Bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge. We/those strongly recommend/s that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.

The priority ratings are as follows:

PRIORITY 1 - Emergency. Stop operation over structure and perform repairs immediately.

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repair as soon as possible. Condition must be monitored continually until repairs have been completed.

PRIORITY 3 - Condition could become unsafe and should be monitored frequently. Repair in the near future.

PRIORITY 4 - Condition as substandard and should be monitored. Condition may require repairs within 1 to 2 years.

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, uniform inspection standards and information made available to us by the Owners. They are based on defects found that may limit the original capacity of the structure. Rerating of the structure is the responsibility of the Owner. Conditions and standards can and do change, so frequent re-inspection and re-evaluation are recommended. For whatever reasons if any part of Section 100 or 200 of the 3 Parts of the Code are made to anyone or all bridges listed in that category, I/most accept no liability. Each bridge components are interactive with each other structurally; therefore, substandard members can affect the overall structural integrity of a bridge.

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 652.21 — MP 652.21 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Shim on Bent 2 (crushing)	OSMOSE	2
2	Replace - Cap on Bent 7 (slight crushing under both chords)	OSMOSE	2
3	Replace - All stringers	OSMOSE	2
4	Replace - Shim on Bent 1 - Shim on Bent 5 (vertical split, crushing under chord 2) - Shim on Bent 8	OSMOSE	3
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 7	OSMOSE	4
7	Replace - Both Sway Braces on Bent 6	OSMOSE	4
8	In-place preservatively treat piles and caps.	OSMOSE	4

BRIDGE NUMBER: 652.58 — MP 652.58 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover tie ends	RAILROAD	3
2	Monitor - Both abutments for additional widening of cracks	RAILROAD	5

BRIDGE NUMBER: 656.12 — MP 656.12 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4
2	Replace - All guard timber	OSMOSE	4
3	Reset abutment #2 bearings	OSMOSE	4
4	Clean both bridge seats and floor beam top flange angles of debris.	RAILROAD	4
5	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 657.12 — MP 657.12 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Remove drift from bridge as necessary	RAILROAD	3
3	Replace: - Cap on Bent 3 (minor crushing under chord 1) - Cap on Bent 8	OSMOSE	4
4	In-place preservatively treat piles and caps.	OSMOSE	4
5	Post - Pile 1 of Bent 3 - Pile 1 of Bent 4 - Pile 1 of Bent 8	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 657.96 MP 657.96 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Spans 1 & 2	OSMOSE	4

BRIDGE NUMBER: 658.17 MP 658.17 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from bridge as necessary.	RAILROAD	2
2	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	3
3	Perform - Detailed stringer inspection	OSMOSE	3
4	Replace all 97 bridge ties	OSMOSE	3
5	Replace - Stringer 1 in Span 6 - Stringer 2 in Span 6	OSMOSE	3
6	Replace - Stringer 8 in Span 5 - Stringer 1 in Span 7	OSMOSE	4

BRIDGE NUMBER: 660.89 MP. 660.89 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace: - Stringer 1 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 8	OSMOSE	4
4	Replace - Top North Headwall plank - Top South Headwall plank	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 661.28 North Approach MP 661.28 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Post: - Pile 2 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
3	Replace: - Cap on Bent 6	OSMOSE	4
4	Post: - Pile 1 of Bent 1 - Pile 2 of Bent 3	OSMOSE	4
5	Replace: - Stringer 8 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5 - Stringer 1 in Span 6	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Replace. - Top plank of headwall	OSMOSE	4
8	Monitor: - Pile 1 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 661.28 Main Section MP 661.28 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from - Bearing seats - Lower gusset plates and remove pack rust	RAILROAD	3
2	Spot replace 8 bridge ties	OSMOSE	4
3	Monitor - Cracking and efflorescence of abutment seats	RAILROAD	5
4	Monitor: - Bottom flange angles for additional corrosion	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 661.28 South Approach MP 661.28 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Replace: - Cap on Bent 1	OSMOSE	3
3	Post: - Pile 1 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 5 - Pile 3 of Bent 5	OSMOSE	3
4	Replace: - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE	3
5	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 7	OSMOSE	3
6	Shim or Epoxy - Over Pile 2 of Bent 4 - Over Pile 5 of Bent 4	OSMOSE	4
7	Post: - Pile 1 of Bent 3 - Pile 1 of Bent 4	OSMOSE	4
8	In-place preservatively treat piles, caps, and stringers.	OSMOSE	4
9	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 3 - Stringer 1 in Span 8	OSMOSE	4
10	Monitor: - 3" Shim on Bent 7 (slight crushing under chord 1)	RAILROAD	5
11	Monitor - Stringer 1 in Span 4	RAILROAD	5

BRIDGE NUMBER: 661.73 MP: 661.73 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Post. - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
3	Replace - Stringer 4 in Span 1 - Stringer 8 in Span 2	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Post: - Pile 2 of Bent 6 - Pile 1 of Bent 7 - Pile 1 of Bent 8 - Pile 1 of Bent 9	OSMOSE	4
6	Replace - Shim on Bent 8	OSMOSE	4
7	Spot replace 6 bridge ties	OSMOSE	4
8	Monitor - Shim on Bent 5 (cornering over pile 2)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 662.59 MP 662.59 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post. - Pile 5 of Bent 7 (slight brooming)	OSMOSE	2
2	Replace - Cap on Bent 24	OSMOSE	3
3	Add ballast and tamp up both approaches.	RAILROAD	3
4	Spot replace 20 bridge ties under rail joints and line bridge	OSMOSE	3
5	Replace - All Guard timber	OSMOSE	3
6	Post - Pile 2 of Bent 11 - Pile 5 of Bent 11 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 17 - Pile 4 of Bent 17	OSMOSE	3
7	Install - Shim under Stringer Chords on Bent 17 (pumping)	OSMOSE	3
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Replace - Cap on Bent 17 (cornering) - Cap on Bent 20 (slight crushing)	OSMOSE	4
10	Replace: - South Sway Brace on Bent 2	OSMOSE	4
11	Post. - Pile 5 of Bent 1 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Pile 2 of Bent 4 - Pile 4 of Bent 5 - Pile 4 of Bent 8 - Pile 1 of Bent 13 - Pile 4 of Bent 18 - Pile 2 of Bent 20 - Pile 5 of Bent 22	OSMOSE	4
12	Shim or Epoxy: - Over Pile 1 of Bent 1 - Over Pile 2 of Bent 21 - Over Pile 3 of Bent 21 - Over Pile 4 of Bent 21	OSMOSE	4
13	Monitor. - Pile 2 of Bent 3 - Pile 1 of Bent 7 - Pile 2 of Bent 10 - Pile 2 of Bent 15 - Pile 5 of Bent 15	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 664.00 Main Section MP 664.00 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace bottom truss chord diagonal bracing, all panels.	OSMOSE	2
2	Remove: - Vegetation from under bridge	RAILROAD	3
3	Replace stringer top lateral angles and horizontal gusset plates, all panels	OSMOSE	3
4	Floor beam #1 - Replace bottom flange angles and repair web at BFA connection Floor beam #2 - Replace bottom flange angles and repair web at BFA connection. Floor beam #3 - Replace bottom flange angles and repair web at BFA connection. Floor beam #4 - Replace bottom flange angles and repair web at BFA connection	OSMOSE	3
5	Repair stringer bottom flange angles at truss diagonal bracing connection, all panels.	OSMOSE	3
6	Panel #2 - Replace stringer top and bottom flange angles Panel #3 - Replace stringer top and bottom flange angles	OSMOSE	3
7	Add ballast and tamp up approach	RAILROAD	3
8	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 664.00 South Approach MP 664.00 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch - Ballast leak at Southwest corner of headwall	RAILROAD	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Monitor - Pile 4 of Bent 7 - Pile 5 of Bent 10	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 664.62 North Approach MP: 664 62 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Place: - Bags of sacrete at Northwest headwall leak and add ballast	RAILROAD	2
3	Post. - Pile 1 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 4 - Pile 4 of Bent 4	OSMOSE	3
4	Replace - Approximately 15 walkway planks	OSMOSE	3
5	Replace: - Guard timber	OSMOSE	3
6	Post: - Pile 1 of Bent 2	OSMOSE	4
7	Replace: - Stringer 5 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 5	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Spot replace 6 bridge ties	OSMOSE	4
10	Replace: - North Sway brace on Bent 3	OSMOSE	4

BRIDGE NUMBER: 664.62 Main Section MP: 664 62 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 2 sections of Guard timber on the East side	OSMOSE	4
2	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 664.62 South Approach MP 664 62 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 1 in Span 6 - Stringer 8 in Span 6	OSMOSE	3
2	Shim - Over Pile 3 of Bent 7	OSMOSE	3
3	Replace. - Cap on Bent 7	OSMOSE	3
4	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
5	Replace: - Approximately 5 walkway planks	OSMOSE	3
6	Add ballast and tamp up approach	RAILROAD	3
7	Post. - Pile 1 of Bent 2 - Pile 1 of Bent 4 - Pile 5 of Bent 6	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
9	Spot replace 4 bridge ties	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 664 85 North Approach MP 664 85 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Shim - Over Pile 2 of Bent 1	OSMOSE	3
2	Add ballast and tamp up approach.	RAILROAD	4
3	Replace: - Cap on Bent 1	OSMOSE	4
4	Post. - Pile 2 of Bent 3	OSMOSE	4
5	In-place preservatively treat the piles, caps and stringers	OSMOSE	4
6	Monitor: - Pile 3 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 664.85 Main Span MP. 664.85 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace ties and walkways	OSMOSE	2
2	Pier #1: - Chip out deteriorated concrete on backwall - Drill and install dowels and rebar. - Form and pour concrete to original lines.	OSMOSE	3
3	Clean debris from top flange angles of floor beams and stringers of Thru Truss	RAILROAD	5
4	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 664.85 South Approach MP 664 85 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - All stringers	OSMOSE	3
2	Replace - 1/2" Shim on Bent 5	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Add ballast and tamp up approach	RAILROAD	4
5	Monitor: - Pile 1 of Bent 3	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 665.49 North Approach MP 665 49 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 2	OSMOSE	2
3	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 3 (piles 4 & 5 punching)	OSMOSE	3
4	Post: - Pile 1 of Bent 4 - Pile 3 of Bent 4	OSMOSE	3
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Install: - Lower sway braces on Bent 3	OSMOSE	4
7	Spot replace 3 bridge ties	OSMOSE	4
8	Monitor - Pile 3 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 665 49 Main Section MP. 665 49 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 1 walkway plank	RAILROAD	2
2	Clean debris off of bridge seats and steel members	RAILROAD	4
3	Monitor corrosion on top flange angles on all floor beams of thru truss.	RAILROAD	5
4	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 665.49 South Approach MP 665 49 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 3 (crushing)	OSMOSE	2
2	Add ballast and tamp up approach.	RAILROAD	3
3	Post: - Pile 1 of Bent 2 - Pile 4 of Bent 2	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Shim or Epoxy - Over Pile 1 of Bent 7	OSMOSE	4
6	Post: - Pile 1 of Bent 6	OSMOSE	4
7	Spot replace 8 bridge ties.	OSMOSE	4
8	Monitor - Pile 2 of Bent 4	RAILROAD	5

BRIDGE NUMBER: 666.21 MP 666 21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles and caps	OSMOSE	4
2	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 667.28 MP 667.28 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Replace - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5	OSMOSE	3
3	In-place preservatively treat piles and caps.	OSMOSE	4
4	Post - Pile 4 of Bent 2 - Pile 4 of Bent 3	OSMOSE	4
5	Spot replace 3 bridge ties.	OSMOSE	4
6	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE	4
7	Replace - Top Plank of South headwall	OSMOSE	4
8	Monitor: - Pile 3 of Bent 3	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 667.40 North Approach MP 667.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 2 (slight crushing, piles 2, 3 & 4 punching) - Cap on Bent 4	OSMOSE	3
2	Post. - Pile 2 of Bent 2 - Pile 4 of Bent 2	OSMOSE	3
3	Replace - Walkway planks	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Post. - Pile 1 of Bent 6	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Spot replace 6 bridge ties.	OSMOSE	4
8	Monitor - Stringer 8 in Span 4	RAILROAD	5
9	Monitor - Pile 1 of Bent 4 - Pile 2 of Bent 4	RAILROAD	5

BRIDGE NUMBER: 667.40 Main Section MP 667.40 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Top Flange angles on both girders in Spans 1 thru 4	OSMOSE	2
2	Replace: - East bottom Flange angles and bottom Cover plates in Span 4	OSMOSE	2
3	Replace - All Laterals and Gusset plates in Spans 1 thru 4	OSMOSE	2
4	Remove debris from - Tower leg pedestals - Pier tops - Laterals and Gusset plates	RAILROAD	3
5	Replace - Top Tier, East side of Tower 2 steel diagonal bracing	OSMOSE	3
6	Replace: - West bottom Flange angles and bottom Cover plates in Span 4	OSMOSE	3
7	Replace all 137 bridge ties	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 667.40 South Approach **MP 667.40** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 8 in Row 2 of Pier 1	OSMOSE	2
2	Post - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE	3
3	Replace - All walkway boards	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace - Stringer 1 in Span 3	OSMOSE	4
7	Monitor - Pile 1 in Row 1 of Pier 1	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 668.50 North Approach — MP 668.50 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 154 bridge ties.	OSMOSE	2
2	Post: - Pile 2 of Bent 6 (falling) - Pile 3 of Bent 6	OSMOSE	2
3	Add ballast and tamp up approach	RAILROAD	2
4	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6 (horizontal shear)	OSMOSE	3
5	Replace or Re-tighten - Stringer packing bolts in Spans 7 & 8	OSMOSE	3
6	Replace: - Stringer 8 in Span 1 - Stringer 1 in Span 5 - Stringer 8 in Span 7	OSMOSE	4
7	Shim. - Over Pile 1 of Bent 1	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Post: - Pile 1 of Bent 4 (7 pile bent) - Pile 6 of Bent 4 - Pile 3 of Bent 7	OSMOSE	4
10	Monitor - Pile 6 of Bent 8	RAILROAD	5

BRIDGE NUMBER: 668.50 Main Section — MP 668.50 — SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 104 bridge ties	OSMOSE	2
2	Remove debris from - Gusset plates, laterals and flange angles	RAILROAD	3

BRIDGE NUMBER: 668.50 South Approach — MP 668.50 — SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Elevation Shim on Steel tower (minor crushing)	OSMOSE	3
2	Replace all bridge ties	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	In-place preservatively treat piles and caps	OSMOSE	4
5	Monitor: - Cap on Bent 3 (very minor cornering under both chords) - Cap on Bent 4 (very minor cornering under chord 2)	RAILROAD	5

BRIDGE NUMBER: Tunnel 13 — MP 669.47 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 671.89 MP 671.89 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 6 - Stringer 4 in Span 6	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Perform. - Detailed Stringer inspection	OSMOSE	3
4	Replace - South wingwalls	OSMOSE	4
5	Replace: - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5	OSMOSE	4
6	In-place preservatively treat piles and caps	OSMOSE	4
7	Post - Pile 1 of Bent 7	OSMOSE	4
8	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 1 in Span 4 (22" Deep Stringer) - Stringer 4 in Span 5	OSMOSE	4
9	Shim or Epoxy. - Over Pile 4 of Bent 7	OSMOSE	4
10	Monitor: - Stringer 8 in Span 1	RAILROAD	5

BRIDGE NUMBER: 674.03 MP 674.03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 31 bridge ties	OSMOSE	2
2	Add ballast and tamp up both approaches.	RAILROAD	2
3	Remove debris from Bents 1 and 3 (fire hazard)	RAILROAD	3
4	In-place preservatively treat the piles, caps and stringers	OSMOSE	4
5	Post - Pile 5 of Bent 2	OSMOSE	4
6	Replace - Stringer 8 in Span 2	OSMOSE	4

BRIDGE NUMBER: 676.23 MP 676.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace all 62 bridge ties	OSMOSE	2
3	Remove debris from: - Both abutment seats - All lower gusset plates and flange angles	RAILROAD	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 677 05 MP 677 05 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 1 in Span 1 - Stringer 8 In Span 1	OSMOSE	3
2	Place: - Rip/rap at the Southwest headwall	RAILROAD	3
3	Replace - All Guard timber	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	4
5	Replace - Stringer 8 In Span 2 - Stringer 8 In Span 3	OSMOSE	4

BRIDGE NUMBER: 677.80 North Approach MP 677 80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 In Span 2 - Stringer 8 in Span 2 - Stringer 1 In Span 3 - Stringer 8 In Span 3	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	3
3	Post. - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE	3
4	Replace - Stringer 1 in Span 4	OSMOSE	4
5	In-place preservatively treat piles and caps	OSMOSE	4

BRIDGE NUMBER: 677.80 Main Section MP 677 80 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from - Lower gusset plates, flange angles and Pier tops	RAILROAD	3

BRIDGE NUMBER: 677.80 South Approach MP 677 80 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace -Stringer 8 In Span 2	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Add ballast and tamp up approach.	RAILROAD	4
4	Monitor: - Bent 4 for additional erosion	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 678.43 North Approach MP 678.43 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap on Bent 2 with an Oversized cap (crushing, posts 2 & 3 punching)	OSMOSE	2
2	Post - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
3	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4	OSMOSE	3
4	Add ballast and tamp up approach.	RAILROAD	3
5	Replace - Stringer 8 in Span 5	OSMOSE	4
6	Post. - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 5	OSMOSE	4
7	In-place preservatively treat piles and caps.	OSMOSE	4
8	Monitor - Pile 5 of Bent 3 - Pile 2 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 678.43 Main Span MP: 678.43 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from. - Lower gusset plates, flange angles & Pier tops	RAILROAD	4

BRIDGE NUMBER: 678.43 South Approach MP: 678.43 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1/2" Shim on Bent 2 (crushing)	OSMOSE	3
2	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	In-place preservatively treat piles and caps.	OSMOSE	4
5	Replace - Cap on Bent 4	OSMOSE	4
6	Monitor - Cap on Bent 2 (very minor cornering)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 680.17 MP 680 17 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace bottom flange angles on Floor Beam #0, #1, and #2	OSMOSE	3
2	Replace all 128 bridge ties	OSMOSE	3
3	Remove debris from: - Top of Flange angles at Floor beams 0, 1, 5 & 6	RAILROAD	4
4	Monitor: - East outer Hanger 2 for additional impact damage - West Hanger 2 for additional impact damage - East inboard side of Hanger 4 for additional impact damage - West outboard side of Hanger 4 for additional impact damage	RAILROAD	5
5	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 680.46 MP. 680 46 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All upper lateral bracing of stringers	OSMOSE	2
2	Add ballast and tamp up South approach.	RAILROAD	3
3	Replace: - Lower flange angles	OSMOSE	3
4	Replace- - All stringers	OSMOSE	3
5	Replace - Bottom cover plates	OSMOSE	3
6	Remove debris from - Lower gusset plates, flange angles, floor beam top and abutment seats	RAILROAD	4

BRIDGE NUMBER: 680.77 MP 680.77 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from - Lower gusset plates, flange angles and floor beam tops - Abutment seats	RAILROAD	3
2	Replace all 84 bridge ties	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Continue regular inspections	RAILROAD	5

BRIDGE NUMBER: 681.08 MP: 681 08 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up North approach to correct elevation	RAILROAD	2
2	Add ballast and tamp up South approach	RAILROAD	3
3	Remove debris from: - Lower gusset plates, flange angles, floor beam tops and abutment seats	RAILROAD	4
4	Replace - Bottom Laterals in Span 2	OSMOSE	4
5	Monitor - Bottom cover plates for additional delamination and paint peeling	RAILROAD	5
6	Monitor - Bottom Laterals in Span 1 for additional section loss	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: Tunnel 14 MP: 681.09 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 681.45 MP: 681.45 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove. - Fouled ballast, replace and tamp up South approach to correct elevation	RAILROAD	2
2	Add ballast and tamp up North approach	RAILROAD	3
3	Replace - Upper lateral gusset plates in Span 2	OSMOSE	3
4	Remove debris from: - Lower gusset plates - Flange angles - Floor beam top and abutment seats	RAILROAD	4
5	Monitor: - Lower lateral angles and gusset plates for additional section loss	RAILROAD	5
6	Monitor - Structure for additional pitting and corrosion	RAILROAD	5

BRIDGE NUMBER: 682.18 MP: 682.18 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - All Guard timber	OSMOSE	3
2	Remove debris from: - Gusset plates, flange angles, floor beams and stringer tops	RAILROAD	3
3	Replace. - Upper Struts in each panel	OSMOSE	3
4	Replace - Lower laterals	OSMOSE	4
5	Remove debris from. - Abutment seat	RAILROAD	4

BRIDGE NUMBER: 682.18 MP: 682.18 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - All Guard timber	OSMOSE	3
2	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops - Abutment seat	RAILROAD	3
3	Replace. - Lower laterals in Span 1	OSMOSE	3
4	Replace: - Lower flange angles in Span 2 at the South abutment	OSMOSE	3
5	Add ballast and tamp up approach.	RAILROAD	4
6	Replace - Upper flange angles in Span 2	OSMOSE	4
7	Monitor - Upper laterals & Gusset plates in Span 1 for additional section loss	RAILROAD	5
8	Monitor: - Lower laterals in Span 2 for additional section loss	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 683.36 MP 683.36 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD	2
2	Remove debris from - Gusset plates, flange angles and abutment seats	RAILROAD	4
3	Spot replace 8 bridge ties.	OSMOSE	4
4	Monitor - Gusset plates and flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 683.36 Main Section MP 683.36 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 186 bridge ties and guard timbers (both trusses).	OSMOSE	2
2	Remove debris from: - Bearing areas	RAILROAD	4
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 683.36 MP 683.36 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 57 bridge ties	OSMOSE	2
2	Add ballast and tamp up approach.	RAILROAD	3
3	Place - Rip/rap and add ballast to the Southeast wingwall	RAILROAD	3
4	Remove debris from - Gusset plates, flange angles and abutment seats	RAILROAD	4
5	Monitor - Gusset plates and flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 687.03 MP 687.03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	2
2	Replace - Cap on Bent 4 (minor crushing)	OSMOSE	3
3	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5	OSMOSE	3
4	In-place preservatively treat piles and caps.	OSMOSE	4
5	Shim or Epoxy - Over Post 3 of Bent 3	OSMOSE	4
6	Replace - Subcap on Bent 2	OSMOSE	4
7	Add ballast and tamp up both approaches	RAILROAD	4
8	Replace - Stringer 8 in Span 2 (visual reject)	OSMOSE	4
9	Replace. - Cap on Bent 1	OSMOSE	4
10	Monitor - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 687.88 MP 687.88 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Subcap on Bent 3 (crushing under chord 2) - Subcap on Bent 4 (crushing under chord 2) - Subcap on Bent 7 (crushing under chord 2)	OSMOSE	2
2	Cut Pile tops down and - Replace Cap and Subcap on Bent 5 with a Double Cap (crushing under chord 2)	OSMOSE	2
3	Replace - North Guard timber	OSMOSE	3
4	Replace: - Subcap on Bent 1 - Subcap on Bent 2	OSMOSE	3
5	Remove drift from bridge as necessary	RAILROAD	3
6	Replace - Subcap on Bent 6	OSMOSE	4
7	Add ballast and tamp up both approaches	RAILROAD	4
8	Replace: - Top plank on East headwall	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
10	Post: - Post 5 of Bent 2 - Post 5 of Bent 6	OSMOSE	4

BRIDGE NUMBER: 689.23 MP 689.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
2	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 690.47 MP 690.47 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	2
2	Replace. - All Guard timber	OSMOSE	2
3	Remove debris from - Abutment seats - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	3
4	Monitor - Floor beams for additional pitting	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 690.85 MP 690 85 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 84 bridge ties.	OSMOSE	2
2	Remove debris from - Abutment top - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	3
3	Install - Wingwall to the Northeast abutment	OSMOSE	3
4	Replace - West Knee brace 2 in Span 1 - West Knee brace 4 in Span 1	OSMOSE	4
5	Replace - Lower laterals	OSMOSE	4
6	Add ballast and tamp up approach	RAILROAD	4
7	Monitor: - West Knee brace 3 in Span 1 for additional impact damage	RAILROAD	5

BRIDGE NUMBER: 690.85 Main Span MP 690 85 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	3
2	Remove debris from - Pier tops	RAILROAD	3
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 690.85 MP 690 85 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 44 bridge ties	OSMOSE	3
2	Replace. - Lower laterals - Gusset plates	OSMOSE	4
3	Add ballast and tamp up approach	RAILROAD	4
4	Remove debris from - Abutment seat - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 691.05 North Approach MP 691 05 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from - Abutment seat - Gusset plates and lower flange angles	RAILROAD	3
2	Replace: - Lower laterals	OSMOSE	3
3	Replace - Upper gusset plates - Cross braces	OSMOSE	4
4	Replace - Upper and lower flange angles at the North abutment - Upper 8" of stiffeners at the North abutment	OSMOSE	4
5	Monitor - Bottom cover plates and lower flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 691.05 Main Span MP 691 05 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, both trusses	OSMOSE	2
2	Replace stringer top flange angles, both trusses	OSMOSE	3
3	Replace stringer bottom flange angles, both trusses	OSMOSE	4
4	Replace truss bottom chord diagonal bracing, both trusses	OSMOSE	4
5	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 691.05 South Approach MP 691 05 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 2" Elevation Shim on Bent 10 (working out)	OSMOSE	2
2	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD	3
3	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
4	Replace. - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7	OSMOSE	4
5	Post: - Pile 5 of Bent 2 - Pile 4 of Bent 9	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Monitor - Pile 2 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 691.38 MP 691 38 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3

BRIDGE NUMBER: 692.06 MP 692.06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 693.27 MP 693.27 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Replace. - Sill in Bent 3 (minor crushing)	OSMOSE	3
3	Replace - Cap on Bent 3	OSMOSE	3
4	Replace - Stringer 1 in Span 5	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace - Sill in Bent 4	OSMOSE	4
7	Monitor - Erosion at Concrete pedestals of Bents 2 & 3	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 694.32 North Approach MP 694.32 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach.	RAILROAD	3
2	Replace: - Cap on Bent 1	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Post - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7	OSMOSE	4
5	Shim or Epoxy - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2	OSMOSE	4
6	Replace. - Cap on Bent 8	OSMOSE	4
7	Monitor - Pile 2 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 694.32 Main Span MP 694.32 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Splice West Floor Beams 4 & 5 at lower flange angles	OSMOSE	2
2	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	2
3	Replace truss bottom chord diagonal bracing in Panels #1, #2, #3, #4 and #5	OSMOSE	2
4	Replace truss bottom chord horizontal gusset plates at Floor Beams #0, #1, #2, #3 and #4	OSMOSE	2
5	Heat shrink all loose eyebars (subcontract)	OSMOSE	2
6	Replace stringer top and bottom flange angles, all panels	OSMOSE	3
7	Replace West Coped flange angles at eyebar connections of Floor Beams 4 & 5	OSMOSE	3
8	Replace floor beam bottom flange angles, all floor beams	OSMOSE	4

BRIDGE NUMBER: 694.32 South Approach MP 694.32 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	3
2	Replace: - 3/4" Shim under Chord 1 on Bent 4 (working out)	OSMOSE	3
3	Post. - Post 1 of Bent 3 - Pile 1 of Bent 5	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 694.78 MP 694 78 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing areas	OSMOSE	2
2	Replace all 73 bridge ties	OSMOSE	3
3	Add ballast and tamp up approach.	RAILROAD	3
4	Replace - Both expansion bearings	OSMOSE	3
5	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD	4
6	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE	4
7	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD	5

BRIDGE NUMBER: 694.78 Main Span MP 694 78 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tighten handrail cables and install more handrail posts as required	OSMOSE	2
2	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	2
3	Replace truss bottom chord diagonal bracing, all panels	OSMOSE	3
4	Replace stringer top flange angles, all panels	OSMOSE	3
5	Replace - All West Guard timber	OSMOSE	3
6	Replace stringer bottom flange angles, all panels	OSMOSE	4
7	Replace floor beam bottom flange angles, all floor beams	OSMOSE	4
8	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 694.78 MP 694 78 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Upper and lower flange angles at the South abutment - Stiffeners over the South abutment bearing areas	OSMOSE	2
2	Replace. - Both fixed bearings	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	Replace. - All West Guard timber	OSMOSE	3
5	Remove debris from. - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD	4
6	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE	4
7	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 694.98 MP: 694.98 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 1	OSMOSE	3
2	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	3

BRIDGE NUMBER: 696.66 North Approach MP: 696.66 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from bridge as necessary	RAILROAD	2
2	Replace - Cap on Bent 3 (split)	OSMOSE	3
3	Post. - Post 1 of Bent 5	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace - Cap on Bent 4	OSMOSE	4

BRIDGE NUMBER: 696.66 Main Span MP: 696.66 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace ties	OSMOSE	3
2	Replace stringer top lateral gusset plates	OSMOSE	4
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 696.66 South Approach MP: 696.66 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Sill in Bent 3 (minor crushing)	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	4
3	Replace - Sill in Bent 4 - Sill in Bent 5 (split)	OSMOSE	4
4	Post: - Post 5 of Bent 2 - Pile 4 of Bent 7	OSMOSE	4
5	In-place preservatively treat piles and caps	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 700.37 MP 700 37 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Vegetation from under bridge	RAILROAD	2
2	Replace - 2" Stringer chord Shims on Bent 5 (crushing) - Stringer chord Shims on Bent 6 (crushing)	OSMOSE	2
3	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 7 in Span 6 - Stringer 9 in Span 6 - Stringer 1 in Span 7 - Stringer 9 in Span 7	OSMOSE	3
4	Add ballast and tamp up both approaches.	RAILROAD	3
5	Replace - Cap on Bent 7 (comering)	OSMOSE	3
6	Replace - Cap with oversized cap on Bent 4 (slight crushing)	OSMOSE	3
7	Shim or Epoxy - Over Pile 3 of Bent 7	OSMOSE	4
8	Replace: - Stringer 1 in Span 5	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
10	Post. - Pile 5 of Bent 3 - Post 1 of Bent 6	OSMOSE	4
11	Monitor: - Sill in Bent 5	RAILROAD	5

BRIDGE NUMBER: 702.65 MP 702 65 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Spot replace 8 bridge ties at rail joints.	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace - Stringer 1 in Span 1	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace: - 2 sections of Guard timber	OSMOSE	4
6	Replace: - 6" Shim on Bent 6 (vertical split)	OSMOSE	4
7	Monitor: - Pile 1 of Bent 1	RAILROAD	5

BRIDGE NUMBER: 702.95 MP. 702.95 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - 2" Shim under Chord 2 on Bent 2 (crushing)	OSMOSE	2
2	Replace - Mud block under Post 5 of Bent 4	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace - 2" Shim on Bent 3 (slight crushing)	OSMOSE	3
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 710.20 MP: 710.20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Frame out. - Bent 8	OSMOSE	2
2	Post - Pile 4 of Bent 5 - Pile 5 of Bent 5	OSMOSE	3
3	Replace. - Stringer 1 in Span 1 - Stringer 1 in Span 2	OSMOSE	4
4	Post - Pile 2 of Bent 2	OSMOSE	4
5	Replace - Cap on Bent 5	OSMOSE	4
6	Monitor - Pile 3 of Bent 2 - Pile 1 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 711.37 MP: 711.37 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove vegetation from under bridge.	RAILROAD	3
2	Shim or Epoxy: - Over Pile 5 of Bent 1	OSMOSE	4
3	Replace - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3	OSMOSE	4
4	Replace. - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5	OSMOSE	4

BRIDGE NUMBER: 711.67 MP: 711.67 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post. - Pile 2 of Bent 1 - Pile 5 of Bent 1 (split)	OSMOSE	3
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Post: - Pile 2 of Bent 3 - Pile 1 of Bent 4	OSMOSE	4
5	Shim or Epoxy - Over Pile 3 of Bent 4	OSMOSE	4
6	Replace - Stringer 6 in Span 1 - Stringer 12 in Span 1	OSMOSE	4
7	Monitor - Pile 1 of Bent 1	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 712.16 MP 712.16 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Bent 1	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Replace - North headwall (undermining)	OSMOSE	4
5	Replace: - Stringer 1 in Span 3 - Stringer 1 in Span 4	OSMOSE	4
6	Post: - Pile 2 of Bent 5	OSMOSE	4
7	Monitor: - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 712.80 MP 712.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Post. - Pile 1 of Bent 1 - Pile 1 of Bent 2	OSMOSE	4
4	Replace - South sway brace on Bent 3	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 716.4 Section 1 MP 716 40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Repair: - Vehicle impact damage to East bottom girder (1" tear)	OSMOSE	2
2	Replace - 1 Anchor bolt on concrete abutment	OSMOSE	3
3	Monitor - Underside of TPG for additional vehicle impact damage	RAILROAD	5
4	Monitor - West web and bottom cover plates of Panel 2 for additional impact damage	RAILROAD	5

BRIDGE NUMBER: 716.4 Section 2 MP 716 40 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post. - Post 1 of Bent 9 - Pile 3 of Bent 9	OSMOSE	3
2	Post: - Post 5 of Bent 1 - Pile 1 of Bent 3 - Pile 5 of Bent 6 - Pile 5 of Bent 7	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Monitor - Pile 5 of Bent 4 - Pile 1 of Bent 8	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 716.4 Section 3 **MP 716.40** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, all trusses, all panels	OSMOSE	2
2	Repair or replace the following vertical truss members Truss #1, L1-U1 east and west Truss #1, L2-U2 east and west Truss #1, L5-U5 east and west Truss #2, L4-U4 east Truss #2, L5-U5 east and west Truss #3, L1-U1 east Truss #3, L2-U2 east and west Truss #3, L3-U3 west Truss #3, L4-U4 east and west Truss #3, L5-U5 east and west	OSMOSE	2
3	Replace truss-to-floor beam splice plates, Truss #1, Floor Beam #2, west	OSMOSE	2
4	Replace stringer top flange angles, all trusses, all panels	OSMOSE	2
5	Replace truss top chord sway bracing diagonals, struts and interior gusset plates, all trusses, all panels	OSMOSE	2
6	Replace truss top chord diagonal bracing and gusset plates, all trusses, all panels	OSMOSE	2
7	Replace truss bottom chord diagonal bracing and horizontal gusset plates, Truss #3, all panels	OSMOSE	2
8	Heat shrink all loose eyebars identified in report (subcontract)	OSMOSE	2
9	Replace inspection ladders at the following locations Truss #2, north end east side Truss #2, both ladders in vicinity of Floor Beam #5	OSMOSE	2
10	Repair or replace the following diagonal truss members Truss #2, L2-U1 east and west	OSMOSE	2
11	Replace Floor Beam top flange angles & cover plates (if applicable) at the following locations Truss #1, Floor Beam #0 Truss #1, Floor Beam #1 Truss #1, Floor Beam #2 Truss #2, Floor Beam #0 Truss #2 Floor Beam #3	OSMOSE	3
12	Repair or replace the following vertical truss members Truss #1, L3-U3 east and west Truss #1, L4-U4 east and west Truss #2, L3-U3 east and west Truss #2, L4-U4 west Truss #2, L7-U7 east and west Truss #2, L8-U8 east and west Truss #3, L3-U3 east	OSMOSE	3
13	Repair or replace the following diagonal truss members Truss #1, L0-U1 east and west (bottom flange angles and top cover plates) Truss #1, L2-U3 eyebars east and west Truss #1, L3-U2 eyebars east and west Truss #1, L3-U4 eyebars east and west Truss #1, L4-U3 eyebars east and west Truss #1, L5-U4 eyebars east and west Truss #2, L2-U3 eyebars east and west Truss #2, L5-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L8-U9 eyebars east and west Truss #3, L0-U1 west (top cover plate) Truss #3, L0-U1 east (top cover plate and bottom flange angles) Truss #3, L2-U3 east eyebar Truss #3, L4-U3 east and west Truss #3, L4-U5 east and west Truss #3, L5-U4 east and west	OSMOSE	3
14	Replace portal braces at the following locations Truss #1, north and south end Truss #2, south end	OSMOSE	3

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision		Eugene, OR - Couquille, OR	
15	Repair truss bottom chord members at the following locations Truss #1, Panel #2 west side (at Floor Beam #2) Truss #3, Panel #6 west side Truss #3, Panel #7 west side	OSMOSE	3
16	Repair stringer webs at the following locations Truss #2, Panel #3 west (at Floor Beam #3 connection) Truss #2, Panel #4 west (at Floor Beam #4 connection) Truss #2, Panel #5 west (at Floor Beam #5 connection)	OSMOSE	3
17	Repair floor beams at web-to-bottom flange angle connection at the following locations Truss #3, Floor Beam #3 (including bottom chord splice plates) Truss #3, Floor Beam #6 (outboard from stringers - both sides)	OSMOSE	3
18	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #1, Panel #5	OSMOSE	3
19	Repair the following vertical truss members Truss #1, L1-U1 east Truss #1, L6-U6 east Truss #2, L1-U1 east Truss #2, L2-U2 east Truss #2, L6-U6 east and west	OSMOSE	4
20	Repair the following diagonal truss members Truss #2, L7-U6 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west	OSMOSE	4
21	Repair floor beams at the following locations Truss #1, Floor Beam #2 (web at bottom of stringer-to-floor beam connection) Truss #1, Floor Beam #3 (top flange angles) Truss #1, Floor Beam #4 (top flange angles) Truss #1, Floor Beam #5 (top flange angles) Truss #1, Floor Beam #6 (top flange angles) Truss #1, Floor Beam #7 (top flange angles) Truss #2, Floor Beam #2 (top and bottom flange angles) Truss #2, Floor Beam #4 (top and bottom flange angles) Truss #2, Floor Beam #7 (top and bottom flange angles) Truss #2, Floor Beam #8 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #9 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #10 (top flange angles) Truss #3, Floor Beam #5 (bottom flange angles)	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 716.4 Section 4 MP 716.40 SECTION #4

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post. - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (failing) - Post 1 of Bent 28 - Post 5 of Bent 28 (visual) - Post 5 of Bent 45 (failing)	OSMOSE	2
2	Replace - Cap on Bent 9 - Cap on Bent 28 - Cap on Bent 70 - Cap on Bent 87	OSMOSE	3
3	Post: - Pile 1 of Bent 64 - Pile 5 of Bent 64 - Post 1 of Bent 114 - Post 5 of Bent 114	OSMOSE	3
4	Post. - Post 3 of Bent 6 - Post 5 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 5 of Bent 14 - Post 5 of Bent 16 - Post 1 of Bent 18 - Post 5 of Bent 19 - Post 1 of Bent 20 - Post 5 of Bent 21 - Post 5 of Bent 29 - Post 1 of Bent 92 - Post 5 of Bent 93 - Post 5 of Bent 94 - Post 5 of Bent 100 - Post 5 of Bent 105 - Post 5 of Bent 107 - Post 1 of Bent 109 - Post 5 of Bent 110 - Post 1 of Bent 112 - Post 5 of Bent 119 - Post 5 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 5 of Bent 149 - Post 7 of Bent 151 - Post 7 of Bent 153	OSMOSE	4
5	In-place preservatively treat piles, posts, sills and caps	OSMOSE	4
6	Replace: - Tower Brace in Span 9 - West Tower Brace in Span 17 - Both Tower Braces in Span 24 - East Tower Brace in Span 38 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 54 - West Tower Brace in Span 86 - Both Tower Braces in Span 102	OSMOSE	4
7	Replace: - Cap on Bent 4 - Cap on Bent 25 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 135	OSMOSE	4
8	Add ballast and tamp up approach.	RAILROAD	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

9	Monitor - Cap on Bent 17 (vertical split) - Cap on Bent 26 (vertical split) - Cap on Bent 66 (vertical split) - Cap on Bent 74 (vertical split)	RAILROAD	5
10	Monitor - Pile 5 of Bent 68 - Post 5 of Bent 118 - Post 1 of Bent 166 - Post 1 of Bent 167	RAILROAD	5

BRIDGE NUMBER: 718.12 — MP 718.12 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch: - Ballast leaks at both headwalls with bags of sacrete and add ballast	RAILROAD	3

BRIDGE NUMBER: 719.07 — MP 719.07 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 106 bridge ties	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace - Cap on Bent 1	OSMOSE	3
4	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 5 of Bent 7	OSMOSE	3
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace: - Cap on Bent 3	OSMOSE	4
7	Post: - Pile 1 of Bent 2 - Pile 4 of Bent 6	OSMOSE	4
8	Replace: - South Sash Brace on Bent 2	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 719.21 MP 719 21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (crushing)	OSMOSE	2
2	Replace - North headwall	OSMOSE	2
3	Add ballast and tamp up both approaches.	RAILROAD	2
4	Replace - Cap on Bent 1	OSMOSE	3
5	Spot replace approximately 22 bridge ties at rail joints	OSMOSE	3
6	Replace - Stringer 8 in Span 1 - Stringer 3 in Span 18	OSMOSE	4
7	Replace - Girt Bracing in Span 3 - Girt Bracing in Span 7 - Girt Bracing in Span 21	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Post - Pile 4 of Bent 4 - Pile 5 of Bent 5 - Pile 1 of Bent 8 - Pile 1 of Bent 11 - Pile 2 of Bent 12 - Pile 5 of Bent 15 - Pile 1 of Bent 21	OSMOSE	4
10	Replace - Sash Brace on Bent 19	OSMOSE	4
11	Replace - Cap on Bent 13 - Cap on Bent 17	OSMOSE	4
12	Replace - Shim on Bent 22	OSMOSE	4
13	Monitor - Pile 5 of Bent 3 - Pile 3 of Bent 4 - Pile 1 of Bent 9 - Pile 3 of Bent 13 - Pile 1 of Bent 15 - Pile 3 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 18	RAILROAD	5

BRIDGE NUMBER: Tunnel 15 MP 720 73 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: Tunnel 16 MP: 721 52 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 724.22 MP. 724 22 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 725.96 MP 725.96 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace - Cap on Bent 15 - Cap on Bent 28 - Cap on Bent 29 - Cap on Bent 31	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post. - Pile 6 of Bent 10 - Pile 6 of Bent 11	OSMOSE	4
5	Monitor: - Pile 5 of Bent 3 - Pile 1 of Bent 5 - Pile 4 of Bent 6 - Pile 1 of Bent 10 - Pile 2 of Bent 10 - Pile 1 of Bent 15	RAILROAD	5
6	Monitor - Stringer 2 in Span 20 (parting line on cap 2 1/2")	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 726.31 MP 726 31 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 2 in Span 4 - Stringer 4 in Span 4 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 5 in Span 23 - Stringer 6 in Span 23 - Stringer 7 in Span 23 - Stringor 8 in Span 23 - Stringer 3 in Spas 24 - Stringer 4 in Span 24 - Stringer 5 in Span 24 - Stringer 6 in Span 24 - Stringer 9 in Span 24 - Stringer 4 in Span 34 - Stringer 5 in Span 34 - Stringer 7 in Span 34 - Stringer 8 in Span 34 - Stringer 3 in Span 57 - Stringer 5 in Span 57 - Stringer 6 in Span 57 - Stringer 8 in Span 57 - Stringer 9 in Span 57 - Stringer 2 in Span 63 - Stringer 3 in Span 63 - Stringer 4 in Span 63 - Stringer 6 in Span 63 - Stringer 7 in Span 63 - Stringer 8 in Span 63 - Stringer 2 in Span 64 - Stringer 3 in Span 64 - Stringer 4 in Span 64 - Stringer 5 in Span 64 - Stringer 6 in Span 64 - Stringer 8 in Span 64 - Stringer 2 in Span 65 - Stringer 3 in Span 65 - Stringer 4 in Span 65 - Stringer 5 in Span 65 - Stringer 8 in Span 65	OSMOSE	2
2	Replace: - Stringer 4 in Span 20 - Stringer 5 in Span 20 - Stringer 6 in Span 20 - Stringer 2 in Span 22 - Stringer 6 in Span 22 - Stringer 7 in Span 22 - Stringer 5 in Span 59 - Stringer 6 in Span 59 - Stringer 7 in Spas 59 - Stringer 2 in Span 62 - Stringer 3 in Span 62 - Stringer 7 in Span 62	OSMOSE	3
3	Install Shim under: - Chord 2 on Bent 8 - Stringers 3 & 4 on Bent 23 - Chord 2 on Bent 28	OSMOSE	3
4	Replace - Top 3 Planks of South headwall	OSMOSE	3
5	Add ballast and tamp up both approaches.	RAILROAD	3

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Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision		Eugene, OR - Couquille, OR	
6	Cut Cutoffs down - Install a Subsill on Bent 11 - Install a Subsill on Bent 13 - Install a Subsill on Bent 17 - Install a Subsill on Bent 23 - Install a Subsill on Bent 57	OSMOSE	3
7	Cut Cutoff down and Install Block over - Cutoff 1 of Bent 3 - Cutoff 1 of Bent 8 - Cutoff 1 of Bent 14 - Cutoff 2 of Bent 28 - Cutoff 2 of Bent 46	OSMOSE	4
8	Replace: - Stringer 8 in Span 1 - Stringer 2 in Span 3 - Stringer 4 in Span 3 - Stringer 4 in Span 5 - Stringer 4 in Span 17 - Stringer 4 in Span 19 - Stringer 6 in Span 19 - Stringer 2 in Span 21 - Stringer 5 in Span 25 - Stringer 6 in Span 27 - Stringer 4 in Span 28 - Stringer 8 in Span 28 - Stringer 7 in Span 31 - Stringer 9 in Span 31 - Stringer 8 in Span 32 - Stringer 9 in Span 32 - Stringer 4 in Span 33 - Stringer 8 in Span 33 - Stringer 7 in Span 35 - Stringer 7 in Span 36 - Stringer 2 in Span 49 - Stringer 2 in Span 50 - Stringer 6 in Span 53 - Stringer 6 in Span 54 - Stringer 6 in Span 55 - Stringer 7 in Span 56 - Stringer 7 in Span 58 - Stringer 9 in Span 60 - Stringer 9 in Span 61	OSMOSE	4
9	Replace: - Post 2 of Bent 33	OSMOSE	4
10	Monitor: - Post 3 of Bent 23	RAILROAD	5
11	Monitor: - Cap on Bent 58 (very minor cornering)	RAILROAD	5
12	Monitor: - Stringer 3 in Span 1 - Stringer 5 in Span 1 - Stringer 6 in Span 4 - Stringer 6 in Span 21 - Stringer 5 in Span 27 - Stringer 4 in Span 31 - Stringer 5 in Span 31 - Stringer 4 in Span 32 - Stringer 5 in Span 32 - Stringer 6 in Span 33 - Stringer 3 in Span 56 - Stringer 6 in Span 58 - Stringer 9 in Span 58 - Stringer 4 in Span 59 - Stringer 9 in Span 59 - Stringer 8 in Span 60 - Stringer 5 in Span 62	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 727.35 MP: 727.35 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch - Ballast leaks in Spans 2, 6, 10, 11 & 13	RAILROAD	2
2	Remove vegetation from both abutments	RAILROAD	3

BRIDGE NUMBER: Tunnel 17 MP: 727.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 728.51 MP: 728.51 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 3 (slight crushing)	OSMOSE	2
2	Replace all 216 bridge ties.	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace: - Cap on Bent 11	OSMOSE	3
5	Post. - Pile 4 of Bent 7 - Pile 5 of Bent 7 - Pile 2 of Bent 8 - Pile 3 of Bent 8 - Pile 1 of Bent 9 - Pile 4 of Bent 9 - Pile 2 of Bent 16 - Pile 6 of Bent 16 - Pile 2 of Bent 17 - Pile 5 of Bent 17 (split) - Pile 4 of Bent 18 - Pile 5 of Bent 18	OSMOSE	3
6	Replace: - Cap on Bent 8	OSMOSE	4
7	Replace - Stringer 4 in Span 10	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Shim or Epoxy: - Over Pile 2 in Bent 2A - Over Pile 3 in Bent 2A - Over Pile 4 in Bent 2A	OSMOSE	4
10	Post - Pile 2 of Bent 4 - Pile 5 of Bent 6 - Pile 2 of Bent 10 - Pile 2 of Bent 12 - Pile 1 of Bent 15	OSMOSE	4
11	Monitor: - Pile 4 of Bent 5 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 5 of Bent 12 - Pile 4 of Bent 15	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 729.04 **MP 729 04** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 309 bridge ties	OSMOSE	2
2	Replace. - 1 1/2" Shims on Bent 1 (working out) - 1/2" Shims on Bent 4 (crushing) - 1/2" Shims on Bent 7 (crushing) - 1/2" Shims on Bent 13 (crushing) - 1/2"Shims on Bent 15 (crushing) - 1/2" Shims on Bent 20 (crushing) - 1/2" Shims on Bent 22 (crushing) - 1 1/2" Shims on Bent 24 (crushing)	OSMOSE	2
3	Surface bridge.	OSMOSE	2
4	Remove. - Trees & brush from under bridge (fire hazard)	RAILROAD	3
5	Add ballast and tamp up both approaches	RAILROAD	3
6	Replace. - Stringer 2 in Span 7 - Stringer 6 in Span 7 - Stringer 9 in Span 7 - Stringer 1 in Span 9 - Stringer 2 in Span 9 - Stringer 9 in Span 9 - Stringer 2 in Span 17 - Stringer 9 in Span 17 - Stringer 3 in Span 20 - Stringer 5 in Span 20	OSMOSE	3
7	Replace - Cap on Bent 5 (slight crushing under chord 2) - Cap on Bent 27	OSMOSE	3
8	Post. - Post 5 of Bent 10 (visual) - Pile 1 of Bent 17 - Pile 3 of Bent 17	OSMOSE	3
9	Shim or Epoxy - Over Pile 2 of Bent 2	OSMOSE	4
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4
11	Replace - Cap on Bent 17	OSMOSE	4
12	Post: - Pile 2 of Bent 4 - Pile 1 of Bent 5 - Post 1 of Bent 9 - Pile 4 of Bent 11 - Pile 2 of Bent 20 - Pile 1 of Bent 22 - Pile 5 of Bent 23 - Post 5 of Bent 26	OSMOSE	4
13	Replace - Tower Bracing in Span 11 - Tower Bracing in Span 22	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

14	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 2 - Stringer 9 in Span 3 - Stringer 9 in Span 4 - Stringer 9 in Span 5 - Stringer 2 in Span 6 - Stringer 2 in Span 21 - Stringer 9 in Span 23 - Stringer 2 in Span 24 - Stringer 2 in Span 25	OSMOSE	4
15	Monitor - Stringer 7 in Span 26	RAILROAD	5
16	Monitor - Pile 5 of Bent 18 - Pile 5 of Bent 20 - Pile 2 of Bent 22	RAILROAD	5

BRIDGE NUMBER: 729.17 — MP: 730 17 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 730.56 Section 1 MP 730 56 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	3
2	Post: - Pile 1 of Bent 4 - Pile 5 of Bent 4 - Pile 1 of Bent 12 - Pile 3 of Bent 12	OSMOSE	3
3	In-place preservatively treat piles and caps	OSMOSE	4
4	Post Pile 1 of Bent 2 Pile 6 of Bent 6 Pile 1 of Bent 10 Pile 6 of Bent 11 Pile 1 of Bent 13	OSMOSE	4
5	Monitor - Pile 4 of Bent 3 - Pile 5 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 730.56 Section 2 MP 730 56 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 730.56 Section 3 MP 730 56 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 1 of Bent 5 - Pile 6 of Bent 5 - Pile 1 of Bent 10 - Pile 3 of Bent 10	OSMOSE	3
2	In-place preservatively treat piles and caps	OSMOSE	4
3	Post: - Pile 1 of Bent 6 - Pile 6 of Bent 6 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 18	OSMOSE	4
4	Monitor: - Pile 1 of Bent 8	RAILROAD	5
5	Monitor - Subcap on Bent 19 (split)	RAILROAD	5

BRIDGE NUMBER: 730.56 Section 4 MP 730 56 SECTION #4

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties.	OSMOSE	2
2	Replace - All lateral bracing - All upper gusset plates and cross bracing	OSMOSE	3

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 730.56 Section 5 MP: 730 56 SECTION #5

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Headwall	OSMOSE	3
2	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 5 - Post 4 of Bent 5 - Piles 1 & 7 of Bent 8 - Post 5 of Bent 8 - Piles 1 & 7 of Bent 10 - Post 3 of Bent 10 - Piles 1 & 7 of Bent 12 - Post 5 of Bent 12 - Piles 1 & 7 of Bent 15 - Post 5 of Bent 15 - Piles 1 & 7 of Bent 17 - Post 2 of Bent 17 - Piles 1 & 7 of Bent 18 - Post 4 of Bent 18 - Piles 1 & 7 of Bent 19 - Post 3 of Bent 19 - Piles 1 & 7 of Bent 24 - Post 3 of Bent 24	OSMOSE	3
3	In-place preservatively treat the piles and caps.	OSMOSE	4
4	Post (frame bents w/ 5 posts + piles 1 & 7 on outside). - Piles 1 & 7 of Bent 2 - Piles 1 & 7 of Bent 3 - Piles 1 & 7 of Bent 4 - Piles 1 & 7 of Bent 7 - Piles 1 & 7 of Bent 9 - Piles 1 & 7 of Bent 11 - Piles 1 & 7 of Bent 13 - Piles 1 & 7 of Bent 14 - Pile 1 of Bent 16 - Piles 1 & 7 of Bent 20 - Piles 1 & 7 of Bent 21 - Piles 1 & 7 of Bent 23 - Pile 1 of Bent 25 - Post 3 of Bent 25 - Pile 1 of Bent 26 - Post 5 of Bent 26 - Post 5 of Bent 28 - Pile 1 of Bent 29 - Post 3 of Bent 29 - Posts 3 & 5 of Bent 30 - Pile 7 of Bent 30 - Post 4 of Bent 32 - Pile 7 of Bent 32 - Post 3 of Bent 33 - Post 5 of Bent 33 - Pile 6 of Bent 34	OSMOSE	4
5	Replace: - Cap on Bent 8	OSMOSE	4
6	Spot replace 25 bridge ties.	OSMOSE	4
7	Add ballast and tamp up approach.	RAILROAD	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 731.65 North Approach MP 731 65 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Bent 6 (crushing) - Cap on Bent 51	OSMOSE	2
2	Line and surface bridge	OSMOSE	3
3	Replace - Cap on Bent 43 (slight crushing under chord 1) - Cap on Bent 59 (slight crushing under chord 2)	OSMOSE	3
4	Replace. - Stringer 2 in Span 49 (broke) - Stringer 7 in Span 49 (breaking)	OSMOSE	3
5	Replace. - Tower brace 1 in Span 16	OSMOSE	4
6	Replace. - Stringer 4 in Span 38 - Stringer 4 in Span 39 - Stringer 7 in Spans 50 & 51 (broken)	OSMOSE	4
7	Replace - Cap on Bent 40 - Cap on Bent 48 - Cap on Bent 63 (slight crushing)	OSMOSE	4
8	Monitor - Bent 10 for additional settlement - Bent 44 for additional settlement - Bent 45 for additional settlement - Bent 46 for additional settlement	RAILROAD	5
9	Monitor: - Stringer 5 in Span 14 - Stringer 8 in Span 35 - Stringer 4 in Span 62	OSMOSE	5
10	Monitor - Cap on Bent 9 (cornering under chord 2)	RAILROAD	5

BRIDGE NUMBER: 731.65 Main Section MP: 731 65 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 85 bridge ties	OSMOSE	2
2	Replace. - Upper Gusset plates	OSMOSE	4
3	Monitor: - Upper laterals and cross bracing for additional pitting and section loss	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 731.65 South Approach **MP 731 65** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace cap on Bent 15 (crushing)	OSMOSE	2
2	Replace: - Stringer to Cap plywood Shims on Bent 44 - Stringer to Cap plywood Shims on Bent 62 - Stringer to Cap plywood Shims on Bent 84	OSMOSE	3
3	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Post 2 of Bent 21 - Post 3 of Bent 21 - Post 5 of Bent 21 - Pile 1 of Bent 23 - Post 3 of Bent 23 - Post 6 of Bent 23 - Pile 1 of Bent 27 - Post 5 of Bent 27 - Pile 7 of Bent 27 - Pile 1 of Bent 39 - Post 5 of Bent 39 - Pile 7 of Bent 39 - Post 2 of Bent 55 - Post 4 of Bent 55 - Post 6 of Bent 55 - Post 2 of Bent 123 - Post 5 of Bent 123 - Post 6 of Bent 123 - Post 3 of Bent 131 - Post 4 of Bent 131 - Post 5 of Bent 131 - Post 2 of Bent 137 - Post 4 of Bent 137 - Post 6 of Bent 137 - Post 3 of Bent 139 - Post 5 of Bent 139 - Pile 7 of Bent 139 - Post 5 of Bent 149 - Post 6 of Bent 149 - Pile 7 of Bent 149 - Post 4 of Bent 159 - Post 5 of Bent 159 - Post 6 of Bent 159	OSMOSE	3
4	Perform - Detailed Stringer Inspection	OSMOSE	3
5	Replace all bridge ties	OSMOSE	3
6	Replace: - Cap on Bent 35 (crushing under chord 2) - Cap on Bent 63 (crushing)	OSMOSE	3

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

7	Replace - Stringer 2 in Span 4 - Stringer 2 in Span 5 - Stringer 2 in Span 9 - Stringer 2 in Span 10 - Stringer 2 in Span 12 - Stringer 2 in Span 16 - Stringer 2 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 26 - Stringer 10 in Spans 31 and 32 - Stringer 5 in Span 35 - Stringer 5 in Span 36 - Stringer 2 in Spans 37 and 38 - Stringer 9 in Span 59 - Stringer 8 in Span 61 - Stringer 2 in Span 135 - Stringer 2 in Span 136 - Stringer 2 in Span 137 - Stringer 2 in Span 138 - Stringer 9 in Span 147	OSMOSE	4
8	Shim or Epoxy - Over Post 6 of Bent 75 - Over Post 6 of Bent 133 - Over Pile 7 of Bent 159	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

9	Post (frame bents w/ 5 posts + piles 1 & 7 on outside). - Pile 4 of Bent 8 - Post 6 of Bent 15 - Post 2 of Bent 19 - Pile 7 of Bent 19 - Pile 1 of Bent 29 - Post 5 of Bent 29 - Pile 7 of Bent 31 - Post 5 of Bent 35 - Pile 7 of Bent 35 - Pile 7 of Bent 41 - Pile 1 of Bent 43 - Post 3 of Bent 45 - Pile 7 of Bent 47 - Pile 7 of Bent 49 - Post 4 of Bent 51 - Pile 1 of Bent 53 - Pile 7 of Bent 59 - Pile 7 of Bent 61 - Pile 7 of Bent 63 - Post 5 of Bent 89 - Pile 1 of Bent 95 - Pile 7 of Bent 95 - Post 4 of Bent 99 - Post 5 of Bent 99 - Pile 1 of Bent 109 - Post 2 of Bent 111 - Pile 3 of Bent 116 - Pile 7 of Bent 117 - Post 5 of Bent 119 - Post 3 of Bent 121 - Post 4 of Bent 121 - Post 4 of Bent 125 - Post 6 of Bent 125 - Pile 1 of Bent 133 - Post 5 of Bent 133 - Post 3 of Bent 141 - Post 4 of Bent 141 - Post 6 of Bent 143 - Post 5 of Bent 147 - Post 4 of Bent 151 - Pile 7 of Bent 151 - Post 3 of Bent 153 - Post 5 of Bent 153 - Post 4 of Bent 161 - Pile 5 of Bent 163 - Pile 5 of Bent 165	OSMOSE	4
10	Replace: - Cap on Bent 13 - Cap on Bent 41 (slight crushing under chord 1) - Cap on Bent 81 (slight crushing under chord 1)	OSMOSE	4
11	In-place preservatively treat piles, posts, sills and caps	OSMOSE	4
12	Monitor - Cap on Bent 65 (slight cornering under chord 1) - Cap on Bent 79 (split at right end) - Cap on Bent 97 (minor cornering under chord 2) - Cap on Bent 151 (vertical split)	RAILROAD	5
13	Monitor - Post 5 of Bent 45 - Pile 1 of Bent 93 - Pile 1 of Bent 129	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 732.84 North Approach MP 732.84 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and. - Replace Cap on Bent 16 with an oversize cap (crushing under chord 2)	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	3
3	Post - Post 4 of Bent 16 (seven pile/post bent) - Post 6 of Bent 16 - Pile 7 of Bent 16 - Pile 1 of Bent 17 (seven pile/post bent) - Post 5 of Bent 17 - Pile 7 of Bent 17 - Pile 1 of Bent 20 (seven pile/post bent) - Post 3 of Bent 20 - Pile 7 of Bent 20 - Pile 1 of Bent 23 (seven pile/post bent) - Post 5 of Bent 23 - Pile 7 of Bent 23	OSMOSE	3
4	Replace: - North headwall	OSMOSE	3
5	In-place preservatively treat piles, posts, sills, caps and stringers	OSMOSE	4
6	Post: - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Post 5 of Bent 5 - Post 4 of Bent 6 - Post 4 of Bent 7 - Post 5 of Bent 7 - Post 5 of Bent 8 - Pile 1 of Bent 10 - Post 3 of Bent 10 - Pile 7 of Bent 11 - Post 3 of Bent 12 - Post 5 of Bent 12 - Post 3 of Bent 13 - Pile 7 of Bent 13 - Post 3 of Bent 14 - Pile 1 of Bent 18 - Post 5 of Bent 18 - Post 3 of Bent 19 - Pile 7 of Bent 19 - Post 3 of Bent 22 - Post 3 of Bent 25 - Pile 7 of Bent 25	OSMOSE	4
7	Replace. - Cap on Bent 22 (minor crushing under chord 2)	OSMOSE	4
8	Cut Pile tops down and - Replace cap on Bent 15 with an oversize cap	OSMOSE	4
9	Shim or Epoxy: - Over Pile 1 of Bent 11	OSMOSE	4
10	Monitor: - Post 3 of Bent 5 - Post 3 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 9 - Post 4 of Bent 15 - Pile 7 of Bent 18 - Post 5 of Bent 19 - Post 5 of Bent 24	RAILROAD	5
11	Monitor: - Cap on Bent 23 (minor crushing under chord 2)	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 732.84 Main Span MP 732.84 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All laterals and gusset plates	OSMOSE	3
2	Replace. - Cap on Row 1 of Pier 2	OSMOSE	3
3	In-place preservatively treat piles, sills and caps	OSMOSE	4
4	Post - Pile 2 in Row 1 of Pier 1 - Pile 3 in Row 1 of Pier 1 - Pile 2 in Row 2 of Pier 1	OSMOSE	4

BRIDGE NUMBER: 732.84 South Approach MP 732.84 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 10 (crushing under chord 2)	OSMOSE	2
2	Cut Pile tops down and - Install an 8" Subcap on existing Cap of Bent 11	OSMOSE	3
3	Post: - Pile 2 of Bent 10 (7 pile bent) - Pile 3 of bent 10 - Pile 7 of Bent 10	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Post - Pile 3 of Bent 12	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Monitor - Cap on Bent 4 (cornering under chord 2) - Cap on Bent 8 (minor decay at right end)	RAILROAD	5
8	Monitor - Pile 3 of Bent 14 - Pile 5 of Bent 14	RAILROAD	5
9	Monitor - Bent 10 for additional settlement - Bent 11 for additional settlement - Bent 12 for additional settlement	RAILROAD	5

BRIDGE NUMBER: 733.88 MP 733.88 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3

BRIDGE NUMBER: 733.95 MP: 733.95 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Chip out. - Cracked and spalled concrete on West walkway - Patch to original lines	RAILROAD	3
2	Patch - Approximately 17 ballast leaks throughout deck where concrete tubs join	RAILROAD	3

BRIDGE NUMBER: Tunnel 18 MP 734.48 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 735.86 MP 735.86 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 81 bridge ties	OSMOSE	2
2	Replace: - Both headwalls	OSMOSE	2
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Post: - Pile 5 of Bent 4 - Pile 6 of Bent 4	OSMOSE	3
5	Post: - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
7	Replace - Cap on Bent 3	OSMOSE	4
8	Shim or Epoxy: - Over Pile 2 of Bent 1	OSMOSE	4
9	Replace - Stringer 1 in Span 1 (horizontal shear) - Stringer 1 in Span 2 (horizontal shear)	OSMOSE	4

BRIDGE NUMBER: 736.03 MP 736.03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 81 bridge ties	OSMOSE	2
2	Replace: - 2" Shims under chord 1 on Bent 5 (crushing)	OSMOSE	2
3	Post: - Pile 2 of Bent 1 - Pile 4 of Bent 1 - Pile 1 of Bent 4 - Pile 7 of Bent 4	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	3
5	Post: - Pile 7 of Bent 3 - Pile 2 of Bent 5	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Monitor: - Pile 2 of Bent 2	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER. 736.51 MP 736 51 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 1	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Shim. - Under chord 1 of Bent 2	OSMOSE	3
4	Post: - Pile 1 of Bent 1(visual)	OSMOSE	3
5	Replace all 40 bridge ties	OSMOSE	4
6	Post: - Pile 5 of Bent 4	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Replace - Stringer 8 in Spans 1 & 2	OSMOSE	4
9	Monitor - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 5 in Span 3	RAILROAD	5
10	Monitor - Cap on Bent 3 (minor cornering under chord 1)	RAILROAD	5

BRIDGE NUMBER: 737.33 MP: 737 33 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Bent 6 (crushing) - Cap on Bent 7 (slight bulge)	OSMOSE	2
2	Replace - Cap on Bent 2	OSMOSE	4
3	Post - Pile 6 of Bent 2	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace: - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5	OSMOSE	4

BRIDGE NUMBER: 738.70 Main Main line MP 738.70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Replace: - Stringer 8 in Spans 1 & 2 (horizontal shear)	OSMOSE	4
4	Add ballast and tamp up both approaches	RAILROAD	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 738 70 Siding Siding MP 738 70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2	OSMOSE	2
2	Post. - Post 3 of Bent 1 - Post 5 of Bent 1 (failed)	OSMOSE	2
3	Replace - Cap on Bent 2 (minor crushing)	OSMOSE	2
4	Replace all bridge ties.	OSMOSE	2
5	Replace - Stringer 1 in Span 1 - Stringer 5 in Span 1	OSMOSE	3
6	Add ballast and tamp up both approaches.	RAILROAD	3
7	Replace. - South Sway Brace on Bent 2	OSMOSE	4
8	Post - Pile 3 of Bent 2	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers.	OSMOSE	4

BRIDGE NUMBER: 738.94 MP: 738.94 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Reweld - Southwest & Southeast steel walkway grating at 4 sections - Northeast steel walkway grating 35' and 45' from approach at 2 sections	RAILROAD	2
2	Replace - Cap on Bent 14 (slight crushing) - Cap on Bent 19 (slight crushing) - Cap on Bent 21 - Cap on Bent 22	OSMOSE	3
3	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
4	Remove drift from bridge as necessary	RAILROAD	3
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Post: - Post 3 of Bent 4 - Pile 1 of Bent 13 - Pile 5 of Bent 14 - Pile 3 of Bent 16 - Pile 5 of Bent 17 - Pile 5 of Bent 22 - Post 1 of Bent 24 - Pile 2 of Bent 27	OSMOSE	4
7	Replace - North Sway Brace on Bent 3 - Tower Braces 1 & 4 in Span 8 - Sash Brace on Bent 14 - Sash Brace on Bent 15 - Sash Brace on Bent 16 - North Sway Brace on Bent 16 - 2 Girt Braces in Span 25 - 2 Girt Braces in Span 26	OSMOSE	4
8	Add ballast and tamp up both approaches	RAILROAD	4

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.14 North Approach MP 739.14 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 21 (crushing under chord 2)	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	3
3	Post - Pile 2 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 8 - Pile 4 of Bent 8 - Pile 1 of Bent 17 - Pile 3 of Bent 17 - Pile 2 of Bent 23 - Pile 4 of Bent 23	OSMOSE	3
4	Replace - Cap on Bent 22 (vertical split at right end) - Cap on Bent 24	OSMOSE	3
5	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
6	Replace: - Cap on Bent 5 - Cap on Bent 14	OSMOSE	4
7	Replace: - South Sash Brace on Bent 8 - North Sway Brace on Bent 14 - North Sash Brace on Bent 19 - North Sash Brace on Bent 20 - North Sash Brace on Bent 21	OSMOSE	4
8	Replace. - East tower brace in Span 23	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Post - Pile 3 of Bent 4 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 1 of Bent 15 - Pile 3 of Bent 18 - Pile 3 of Bent 19 - Pile 5 of Bent 25	OSMOSE	4
11	Monitor: - Pile 4 of Bent 2 - Pile 4 of Bent 9 - Pile 1 of Bent 10	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.14 Main Span MP 739 14 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Lower Flange angles of Floor beam 5	OSMOSE	2
2	Replace - Floor beam 0	OSMOSE	2
3	Remove. - Pack rust and debris from Flange angles, Cover plates and Gusset plates	RAILROAD	3
4	Replace - All Gusset plates	OSMOSE	3
5	Replace - Upper Flange angles of floor beam 5	OSMOSE	4
6	Monitor - Floor beams 1 thru 4 for additional corrosion	RAILROAD	5
7	Monitor - Pier caissons for additional corrosion	RAILROAD	5
8	Monitor - Diagonal braces for additional section loss	RAILROAD	5

BRIDGE NUMBER: 739.14 South Approach MP. 739 14 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut down cutoffs: - Replace sill with an oversized sill in Bent 2 - Replace sill with an oversized sill in Bent 3 - Replace sill with an oversized sill in Bent 5 - Replace sill with an oversized sill in Bent 6 - Replace sill with an oversized sill in Bent 7 - Replace sill with an oversized sill in Bent 8	OSMOSE	2
2	Reframe (4 & 5 post frame bents with piles 1 & 6 or 7 driven on each side). - Existing frame bent in bent 4 (cutting cutoffs down 1-2') - Existing frame bent in bent 9 (cutting cutoffs down 1-2')	OSMOSE	2
3	Replace: - Cap on Bent 2 (crushing) - Cap on Bent 7 (crushing under chord 2) - Cap on Bent 12 (very slight crushing)	OSMOSE	2
4	Reframe (5 post frame bent with piles 1 & 7 driven on each side) - Existing frame bent in bent 10 (cutting cutoffs down 1-2')	OSMOSE	3
5	Replace: - Walkway inspection planks & install hand cable	OSMOSE	3
6	Add ballast and tamp up approach.	RAILROAD	3
7	Replace - Cap on Bent 3 (slight crushing under chord 2) - Cap on Bent 8 (breaking over Posts 5 & 6)	OSMOSE	3
8	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
9	Post: - Post 3 of Bent 7 - Post 3 of Bent 8	OSMOSE	4
10	Spot replace 6 bridge ties.	OSMOSE	4
11	Monitor: - Post 5 of Bent 8	RAILROAD	5
12	Monitor: - Cap on Bent 6 (vertical split)	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 739.43 North Approach MP 739 43 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Post -Post 2 of Bent 7 -Post 4 of Bent 7 - Pile 7 of Bent 7	OSMOSE	2
3	Replace. - Cap on Bent 2 (slight crushing) - Cap on Bent 7 (cornering, bulging)	OSMOSE	2
4	Post: - Post 3 of Bent 9 - Post 5 of Bent 9 - Post 4 of Bent 12 - Pile 7 of Bent 12	OSMOSE	3
5	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
6	Replace: - Cap on Bent 8	OSMOSE	3
7	Replace. - Cap on Bent 3	OSMOSE	4
8	Inspect for Marine Borer	RAILROAD	4
9	Replace: - Sill in Bent 4 (split)	OSMOSE	4
10	In-place preservetively treat piles and caps.	OSMOSE	4
11	Post. - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 5 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18	OSMOSE	4
12	Monitor: - Cap on Bent 6 (vertical split) - Cap on Bent 16 (pile 2 slightly punching)	RAILROAD	5

BRIDGE NUMBER: 739.43 Main Span MP: 739 43 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer shelf brackets on all TPG floor beams	OSMOSE	3
2	Clean - Pier bearings - All steel members	RAILROAD	4
3	Monitor - All steel members for additional corrosion - Floor beams for additional web pin holes	RAILROAD	5

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 739.43 South Approach MP 739 43 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 1 (broken)	OSMOSE	2
2	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 5 (breaking) - Replace Cap with an oversized cap on Bent 6 (breaking)	OSMOSE	3
3	Add ballast and tamp up approach.	RAILROAD	3
4	Post: - Pile 1 of Bent 2 - Post 5 of Bent 2	OSMOSE	3
5	Replace - Guard timber	OSMOSE	3
6	Replace: - Walkway inspection planks & install hand cable	OSMOSE	3
7	Replace all bridge ties.	OSMOSE	4
8	Post. - Pile 1 of Bent 1 - Pile 1 of Bent 6 - Pile 7 of Bent 7 - Pile 1 of Bent 8	OSMOSE	4
9	In-place preservatively treat piles and caps.	OSMOSE	4
10	Monitor - Cap on Bent 3 (slight crushing)	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.68 North Approach **MP 739.68** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Shim. - Under Chord 2 on Bent 2 (warranty work)	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	4
3	Replace - Stringer 1 in Spans 1 & 2 (horizontal shear)	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Shim - Over Post 4 of Bent 4	OSMOSE	4
6	Monitor - Cap on Bent 3 (very minor crushing under both chords)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739 68 Main Span MP 739 68 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, Truss #5 (all panels)	OSMOSE	2
2	Install inner guardrail across bridge	OSMOSE	2
3	Replace access stairway and all timber decking around drum pier Replace all access ladders and walkways, all trusses	OSMOSE	2
4	Repair impact damage on bottom chord, Truss #2, Panel #3 (east) THIS IS A HIGH PRIORITY 2!	OSMOSE	2
5	Replace expansion beamngs and masonary plates at the following piers Pier 2 Pier 3 Pier 5 Pier 6 Pier 7 Pier 8	OSMOSE	2
6	Replace all anchor bolts, all piers	OSMOSE	2
7	Replace ties on the following trusses Truss #4 Truss #5 Truss #6 Truss #7 Truss #8	OSMOSE	2
8	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #5 (both sides) Truss #2, Floor Beam #3 (west) Truss #3, Floor Beam #1 (west) Truss #7, Floor Beam #0 (west) Truss #8, Floor Beam #0 (west)	OSMOSE	2
9	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #2, Panel #2 Truss #2, Panel #4 Truss #8, Panel #4	OSMOSE	2
10	Repair or replace the following truss members and/or vertical gusset plates Truss #4 vertical gusset plates at Floor Beam #2, L2-U1 and L2-U3 (west) Truss #4, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, vertical gusset plates at Floor Beam #2, L2-U1 (both sides) Truss #8, connection angle at Floor Beam #3, FB-to-L3-U4 (west) Truss #7, vertical truss member L1-U1 (west) Truss #7, diagonal truss members L2-U1 (both sides) Truss #7, vertical truss member L4-U4 (east) Truss #9, vertical truss member L8-U8 (east) Truss #9, vertical truss member L11-U11 (both sides)	OSMOSE	2
11	Repair floor beams at the following locations Truss #4, Floor Beam #3 (web outboard from west stringer) Truss #8, Floor Beam #3 (web and bottom flange angles outboard from west stringer) Truss #9, Floor Beam #7 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #8 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #9 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #11 (web outboard from both stringers at bottom flange angle connection)	OSMOSE	2
12	Replace stringer top lateral angles and gusset plates at the following locations Truss #2, Panel #4 Truss #3, Panel #5	OSMOSE	2
13	Perform miscellaneous repairs at the following locations Replace bottom chord lacing bars, Truss #4, Panel #3 (west) Repair/replace truss bottom chord channels, Truss #6, Floor Beam #4 (west side, both panels) Repair/replace stringer web at bottom flange angle connection, Truss #7, panel #5 (west)	OSMOSE	2
14	Replace stringer top lateral angles and gusset plates at the following locations (unless prioritized at a higher level elsewhere) Truss #1, all panels Truss #4, all panels Truss #8, all panels	OSMOSE	3

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

15	Replace truss bottom chord lacing bars and repair channels as required at the following locations Truss #1, all panels Truss #2, all panels Truss #7, all panels Truss #8, all panels	OSMOSE	3
16	Replace stringer shelf angles at floor beam connection at the following locations Truss #1, all floor beams Truss #2, all floor beams Truss #3, all floor beams	OSMOSE	3
17	Repair or replace top chord channels and cover plates at the following locations Truss #6, all panels	OSMOSE	3
18	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #3, top flange angles Truss #2, Floor Beam #0, bottom flange angles & web at horizontal gusset plate connections Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #1, web at bottom flange angle connection, outboard from stringers Truss #3, Floor Beam #2, web and bottom flange angles, outboard from stringers Truss #3, Floor Beam #3, web and bottom flange angles, outboard from west stringer Truss #4, Floor Beam #0, web, outboard from west stringer Truss #4, Floor Beam #3, bottom flange angles Truss #5, Floor Beam #0, web outboard from stringers (particularly west) Truss #6, Floor Beam #0, top and bottom flange angles Truss #6, Floor Beam #2, web and bottom flange angles (at connection) Truss #6, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #2, top and bottom flange angles Truss #8, Floor Beam #3, top and bottom flange angles Truss #8, Floor Beam #5, top flange angles Truss #9, Floor Beam #0, top flange angles Truss #9, Floor Beam #9, bottom flange angles Truss #9, Floor Beam #10, particularly on west side	OSMOSE	3
19	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #4 (west) Truss #2, Floor Beam #1 (west) Truss #2, Floor Beam #2 (both sides) Truss #3, Floor Beam #2 (west) Truss #3, Floor Beam #3 (west) Truss #4, Floor Beam #0 (both sides) Truss #7, Floor Beam #1 (west) Truss #7, Floor Beam #3 (west) Truss #7, Floor Beam #5 (both sides)	OSMOSE	3
20	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #3 Truss #2, Panel #3 Truss #3, Panel #3 Truss #3, Panel #4 Truss #5, Panel #3 Truss #8, Panel #3	OSMOSE	3

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

21	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L3-U4 (west) corrosion on bottom 10' of web Truss #2, L2-U1 (west) corrosion on bottom 12' of web Truss #5, vertical gusset plates and flange angles, L2-U1 (both sides) Truss #6, vertical gusset plates at Floor Beam #3, L3-U2 (boh sides) Truss #7, L1-U1 (east) web and flange angles Truss #7, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, L4-U4 (west) web and flange angles Truss #7 L3-U4 (both sides) web and flange angles Truss #8, L2-U2 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #2, L2-U1 (both sides) Truss #8, L3-U3 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #3, L3-U4 (west) Truss #9, L2-U1 (both sides) heavy corrosion on web Truss #9, L2-U2 (both sides) corrosion on web Truss #9, L2-U3 (both sides) heavy corrosion on plates Truss #9, L4-U3 (both sides) heavy corrosion on plates and lacing bars Truss #9, L4-U4 (both sides) corrosion on channels Truss #9, L4-U5 (east) heavy corrosion on plates and lacing bars Truss #9, vertical gusset plate at Floor Beam #4, L4-U5 (west) Truss #9, L6-U5 (both sides) heavy corrosion on web and lacing bars Truss #9, L8-U8 (both sides) bottom vertical gusset plates Truss #9, L8-U9 (both sides) heavy corrosion on web plates Truss #9, L10-U11 (both sides) heavy corrosion on flange angles, webs and lacing bars Truss #9, L12-U11 (both sides) heavy corrosion on flange angles and webs	OSMOSE	3
22	Repair stringer-to-floor beam connections at the following locations Truss #1, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #1, stringer top flange angles (both sides) 24" from FB connections Truss #3, Panel #2, stringer top & bottom flange angles (both sides) 24" from FB connections Truss #3, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #4, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #9, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections	OSMOSE	3
23	Repair truss bottom chords at the following locations Truss #1, Panel #4, bottom flange on channels (both sides) Truss #2, Panel #1, top battern plates at Floor Beam #1 connections (both sides) Truss #2, Panel #5, heavy on channels at floor beams, corrosion throughout (both sides) Truss #3, Panel #2, corrosion on channel webs and lacing bars (west) Truss #3, Panel #4, corrosion on lacing bars (both sides) Truss #3, Panel #5, corrosion on webs and lacing bars (both sides) Truss #4, Panel #4, corrosion on lacing bars (west) Truss #5, Panel #4, corrosion on channels at FB#4 connection (west) Truss #5, Panel #5, corrosion on channels at FB#4 & FB#5 connection (west) Truss #6, Panel #1, corrosion on channels and lacing bars (west) Truss #6, Panel #3, corrosion on lacing bars (both sides) Truss #7, Panel #3, corrosion on channels at FB#3 connection (both sides) Truss #7, Panel #4, corrosion on channels at FB#4 connection (west) Truss #9, Panel #11, corrosion on web plate (east)	OSMOSE	3
24	Repair stringers at the following locations Truss #4, Panel #5, corroded web and bottom flange angles at connection (west) Truss #5, Panel #3, corroded web and bottom flange angles at connection (west) Truss #5, Panel #5, corroded web and bottom flange angles at connection (west) Truss #6, Panel #1, corroded web and bottom flange angles at connection (west) Truss #6, Panel #2, corroded web and bottom flange angles at connection (west) Truss #6, Panel #3, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #4, corroded web and bottom flange angles at connection (both sides) Truss #9, Panel #3, corroded bottom flange angles (west) Truss #9, Panel #4, corroded bottom flange angles (both sides) Truss #9, Panel #5, corroded web and bottom flange angles at connection (west) Truss #9, Panel #8, corroded bottom flange angles (west)	OSMOSE	3

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25	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #3, Panel #1, angles and gussets Truss #3, Panel #2 angles and gussets Truss #7, Panel #5, gussets Truss #8, Panel #3, angles and gussets Truss #8, Panel #5, angles and gussets Truss #9, Panel #3, angles and gussets Truss #9, Panel #4, gussets Truss #9, Panel #8, angles and gussets Truss #9, Panel #8, gussets Truss #9, Panel #9, gussets Truss #9, Panel #11, gussets Truss #9, Panel #12, gussets	OSMOSE	3
26	Repair truss top chords at the following locations Truss #1, Panel #1, top portal brace bottom strut Truss #1, Panel #5, top portal top and bottom flange angles Truss #9, Panel #6, top chord bracing Truss #9, Panel #8, top chord bracing Truss #9, Panel #10, top chord bracing Truss #9, Panel #11, top chord bracing Truss #10, Panel #1, top chord bracing	OSMOSE	3
27	Repair/Replace stringers at the following locations Truss #1, all panels, top flange angles Truss #2, Panel #2, top flange angles Truss #2, Panel #5, top flange angles Truss #3, all panels, top flange angles Truss #3, Panel #1, web at bottom flange angle connection (west) Truss #3, Panel #2, web at bottom flange angle connection (west) Truss #3, Panel #4, webs at bottom flange angle connection (both sides) Truss #4, all panels, top flange angles Truss #4, Panel #1, bottom flange angles (both sides) web at BFA connection (west) Truss #6, all panels, top flange angles Truss #5, panel #2, bottom flange angles at floor beam connections (west) Truss #6, Panel #2, bottom flange angles (both sides) Truss #7, Panel #1, top flange angles (east) Truss #8, all panels, top flange angles Truss #8, Panel #2, web at bottom flange angle connection (west) Truss #9, all panels, top flange angles Truss #9, Panel #3, bottom flange angles (east) Truss #9, Panel #4, web at bottom flange angle connection (east) Truss #9, Panel #10, web at bottom flange angle connection (both sides) Truss #9, Panel #11, web at bottom flange angle connection (both sides) Truss #10, all panels, top flange angles	OSMOSE	4
28	Replace truss bottom chord diagonal bracing at the following locations Truss #1, all panels Truss #2, all panels Truss #4, Panel #1 Truss #4, Panel #2 Truss #4, Panel #3 Truss #7, Panel #3 Truss #8, Panel #2 Truss #8, Panel #3 Truss #9, Panel #5 Truss #10, Panel #3	OSMOSE	4
29	Replace truss top chord channels and cover plates or miscellaneous top chord repairs at the following locations Truss #1, all panels Truss #2, all panels Truss #3, all panels Truss #4, all panels Truss #4, Panel #5, top flange angles of portal Truss #5, all panels Truss #6, Panel #1, top channel of portal Truss #8, all panels Truss #9, all panels Truss #10, panel #4, top chord bracing	OSMOSE	4

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30	Replace truss bottom chord members at the following locations Truss #2, Panel #1, bottom chord channels at floor beam connections (both sides) Truss #2, Panel #2, bottom chord flanges and webs (both sides) Truss #3, Panel #3, bottom chord lacing bars and channels (both sides) Truss #4, Panel #1, bottom chord channel web and lacing bars (west) Truss #4, Panel #2, bottom chord channel web and lacing bars (west) Truss #5, all panels (west only) Truss #6, all panels Truss #7, all panels Truss #8, all panels Truss #9, Panel #12, bottom chord web plate (both sides)	OSMOSE	4
31	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #0 (both sides) Truss #1, Floor Beam #2 (west) Truss #2, Floor Beam #1 (east) Truss #2, Floor Beam #4 (both sides) Truss #2, Floor Beam #5 (both sides) Truss #3, Floor Beam #0 (both sides) Truss #3, Floor Beam #4 (both sides) Truss #4, Floor Beam #1 (west) Truss #4, Floor Beam #2 (west) Truss #4, Floor Beam #3 (both sides) Truss #4, Floor Beam #5 (both sides) Truss #5, Floor Beam #3 (both sides) Truss #5, Floor Beam #5 (both sides) Truss #8, Floor Beam #4 (both sides)	OSMOSE	4
32	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L1-U1 (east) corrosion on web Truss #1, L2-U1 (both sides) corrosion on rivet heads throughout Truss #1, vertical gusset plates, L3-U4 (both sides) Truss #3, L1-U1 (west) web at flange angle connection Truss #3, L3-U4 (both sides) web and inboard flange angles Truss #4, L4-U4 (east) corrosion on web Truss #5, vertical gusset plates, L3-U4 (both sides) Truss #5, L4-U4 (both sides) web corrosion Truss #5, L3-U4 (both sides) corrosion on webs and flange angles Truss #6, L2-U1 (both sides) corrosion on webs and flange angles Truss #6, L2-U3 (both sides) corrosion on flange angles and rivets Truss #6, L3-U2 (both sides) corrosion on flange angles and rivets Truss #6, L4-U3 (both sides) corrosion on webs Truss #7, L2-U3 (both sides) corrosion on flange angles Truss #7, L3-U2 (both sides) corrosion on flange angles Truss #8, L1-U1 (both sides) corrosion on web Truss #8, L2-U1 (both sides) corrosion on webs and flange angles Truss #8, L3-U2 (both sides) corrosion on webs and flange angles Truss #8, L3-U4 (both sides) corrosion on webs and flange angles Truss #9, L3-U3 (both sides) corrosion on webs and flange angles Truss #9, L4-U5 (west) corrosion on plates and facing bars Truss #9, L5-U5 (both sides) corrosion on webs and flange angles Truss #9, L6-U5 (both sides) corrosion throughout Truss #9, L6-U6 (both sides) corrosion on channels Truss #9, L8-U8 (west) corrosion throughout Truss #9, L9-U9 (both sides) corrosion on webs and flange angles Truss #9, L10-U9 (both sides) corrosion on plates and lacing bars Truss #9, L10-U10 (east) corrosion on channels	OSMOSE	4
33	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #2, Panel #1, angles and gussets Truss #7, Panel #1, gussets Truss #7, Panel #2, gussets Truss #7, Panel #3, angles and gussets Truss #8, Panel #1, gussets Truss #10, Panel #1, gussets Truss #10, Panel #3, angles and gussets Truss #10, Panel #4, angles and gussets	OSMOSE	4

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34	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #2, web outboard from stringers Truss #2, Floor Beam #3, top flange angles Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #2, top flange angles Truss #3, Floor Beam #3, top flange angles Truss #3, Floor Beam #4, bottom flange angles outboard from west stringers Truss #4, Floor Beam #0, bottom flange angles at gusset plate connections Truss #4, Floor Beam #3, top cover plate Truss #4, Floor Beam #5, top flange angles Truss #5, Floor Beam #0, top flange angles Truss #5, Floor Beam #2, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #3, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #5, bottom flange angles outboard from east stringer Truss #7, Floor Beam #0, bottom flange angles and web outboard from west stringer Truss #7, Floor Beam #1, web at bottom flange connection Truss #7, Floor Beam #3, web outboard from west stringer Truss #7, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #0, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #1, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #2, web outboard from west stringer Truss #8, Floor Beam #3, web outboard from west stringer Truss #8, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #5, top and bottom flange angles Truss #9, Floor Beam #2, bottom flange angles, web at bottom flange angle connection Truss #9, Floor Beam #4, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #5, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #8, bottom flange angles Truss #9, Floor Beam #9, top flange angles Truss #9, Floor Beam #11, bottom flange angles Truss #9, Floor Beam #12, top flange angles	OSMOSE	4

BRIDGE NUMBER: 739.68 South Approach MP 739.68 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install - New roadway clearance signs	RAILROAD	2
2	Post: - Pile 5 of Bent 3	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Add ballast and tamp up approach	RAILROAD	4
5	Replace - Stringer 1 in Span 3	OSMOSE	4
6	Monitor - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 6 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3	RAILROAD	5
7	Monitor - Stringers in Span 3 for additional impact damage	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 740.25 Main MP 740.25 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - North Headwall	OSMOSE	2
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Post: - Post 5 of Bent 2 - Post 1 of Bent 4	OSMOSE	4
4	Add ballast and tamp up North approach.	RAILROAD	4
5	Install: - Hog jaw bracing From Bent 2 to Bent 3	OSMOSE	4
6	Monitor: - Bent 2 for additional leaning to the South - Bent 3 for additional leaning to the South - Bent 4 for additional leaning to the South	RAILROAD	5

BRIDGE NUMBER: 740.84 MP 740.84 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 741.35 MP 741.35 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 3/4" Shim under both chords on Bent 2 (crushing)	OSMOSE	2
2	Replace - Cap on Bent 4 (crushing under chord 2)	OSMOSE	2
3	Replace: - Top plank on South headwall	OSMOSE	3
4	Replace - 6 1/2" of Shims on Bent 1 - 2" of shims on Bent 3 (crushing)	OSMOSE	3
5	Replace. - Sill in Bent 2 (vertical split, crushing under post 4)	OSMOSE	3
6	Post: - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5	OSMOSE	3
7	Shim . - Under Stringer 2, 4 & 6 of Bent 3 - Under Stringer 4 of Bent 5	OSMOSE	3
8	Add ballast and tamp up both approaches.	RAILROAD	3
9	Replace - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)	OSMOSE	4
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4
11	Post: - Pile 4 of Bent 1	OSMOSE	4
12	Spot replace 11 bridge ties.	OSMOSE	4
13	Spot replace 11 bridge ties	OSMOSE	4
14	Monitor: - Sill in Bent 3 (cornering, crushing)	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 741.74 MP 741.74 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 4 (crushing, piles 3 & 4 punching into cap)	OSMOSE	2
2	Replace - Sill in Bent 2 (crushing)	OSMOSE	2
3	Replace all 46 bridge ties	OSMOSE	2
4	Replace - Stringer 4 in Span 3 - Stringer 8 in Span 3 (horizontal shear)	OSMOSE	3
5	Re-straighten and Brace - Bent 2 - Bent 3	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Replace - Stringer 8 in Span 2 (horizontal shear)	OSMOSE	4
9	Post: - Pile 4 of Bent 1	OSMOSE	4

BRIDGE NUMBER: 742.05 MP 742.05 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE	3
2	Replace all 36 bridge ties	OSMOSE	3
3	Slm or Epoxy: - Over Pile 3 of Bent 3	OSMOSE	4
4	Add ballast and tamp up both approaches.	RAILROAD	4
5	Post: - Post 5 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 742.24 MP 742.24 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	4
2	Add ballast and tamp up both approaches.	RAILROAD	4
3	Replace: - Cap on Bent 4	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace: - Both Sway Braces on Bent 6	OSMOSE	4
6	Post: - Pile 6 of Bent 5 - Pile 3 of Bent 6	OSMOSE	4

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 742.72 MP 742.72 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Bent 1 - Cap on Bent 4	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Post: - Pile 1 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8	OSMOSE	4
4	Re-set: - Stringer 9 in Span 7 (helper)	OSMOSE	4
5	Replace - Cap on Bent 5	OSMOSE	4
6	Add ballast and tamp up both approaches.	RAILROAD	4
7	Replace - Stringer 2 in Spans 1 & 2 - Stringer 1 in Spans 5 & 6 - Stringer 10 in Span 5	OSMOSE	4
8	Monitor - Stringer 1 in Span 8	RAILROAD	5
9	Monitor - Bent 9 for additional pumping	RAILROAD	5

BRIDGE NUMBER: 742.95 MP 742.98 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 61 bridge ties	OSMOSE	3
2	Replace - Stringer 1 in Span 4 (horizontal shear) - Stringer 8 in Span 4 - Stringer 1 in Span 2 - Stringer 5 in Span 2	OSMOSE	3
3	Post: - Pile 1 of Bent 3	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace: - Stringer 1 in Span 3	OSMOSE	4
6	Add ballast and tamp up both approaches.	RAILROAD	4

BRIDGE NUMBER: 743.20 MP 743.20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2 - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE	3
2	Replace: - Cap on Bent 1 (slight crushing)	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post: - Pile 1 of Bent 1	OSMOSE	4
5	Monitor - Pile 1 of Bent 2	RAILROAD	5

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LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER. 743 73 **MP 743.73** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Spot replace 5 bridge ties at North approach.	OSMOSE	2
2	Remove drift from bridge as necessary	RAILROAD	3
3	Replace - Cap on Bent 1	OSMOSE	3
4	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2 - Pile 1 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
5	Replace. - North headwall - Top 2 planks on South headwall	OSMOSE	3
6	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
7	Post: - Pile 2 of Bent 6 - Pile 2 of Bent 7	OSMOSE	4
8	Replace - Stringer 1 in Span 1 - Stringer 7 in Span 3 - Stringer 5 in Span 4 - Stringer 5 in Span 5 - Stringer 2 in Span 6 - Stringer 1 in Span 9 - Stringer 8 in Span 9 (horizontal shear)	OSMOSE	4

BRIDGE NUMBER: 743.88 **MP 743 88** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 121 bridge ties	OSMOSE	3
2	Post - Pile 1 of Bent 3 - Pile 3 of Bent 3	OSMOSE	3
3	Replace - Cap on Bent 5 - Cap on Bent 8 (split, cornering) - Cap on Bent 9	OSMOSE	3
4	Replace - North headwall	OSMOSE	3
5	Replace - Stringer 6 in Span 5 - Stringer 1 in Span 7 - Stringer 1 in Span 8	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
7	Post: - Pile 1 of Bent 1 - Pile 5 of Bent 2	OSMOSE	4
8	Add ballast and tamp up both approaches	RAILROAD	4
9	Monitor - Stringer 1 in Span 1	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 743.97 MP 743.97 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - West side Guard timber	OSMOSE	2
2	Cut Pile tops down and - Replace Cap on Bent 6 with an oversize (crushing)	OSMOSE	3
3	Post: - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE	3
4	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE	3
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Spot replace 10 bridge ties	OSMOSE	4
7	Replace - Cap on Bent 1 - Cap on Bent 3	OSMOSE	4
8	Post - Pile 3 of Bent 3 - Pile 1 of Bent 8	OSMOSE	4
9	Replace - Stringer 1 in Span 2 - Stringer 8 in Spans 3 & 4 - Stringer 1 in Spans 6 & 7	OSMOSE	4
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 744.24 MP 744.24 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1 East handrail post	OSMOSE	2
2	Replace - Cap on Bent 2	OSMOSE	3
3	Replace - Both Sway Braces on Bent 2 - Both Sway Braces on Bent 5	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Post. - Pile 4 of Bent 2 (split) - Pile 1 of Bent 4 - Pile 2 of Bent 6	OSMOSE	4

BRIDGE NUMBER: 744.44 MP 744.44 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Post 1 of Bent 1	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Monitor - Pile 4 of Bent 2 - Pile 1 of Bent 6	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 744 70 MP: 744 70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Post - Pile 5 of Bent 1 - Pile 5 of Bent 6	OSMOSE	4
4	Replace - Stringer 12 in Span 4	OSMOSE	4

BRIDGE NUMBER: 744.83 MP: 744 83 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
2	Replace - Sway Braces on Bent 3	OSMOSE	4

BRIDGE NUMBER: Tunnel 19 MP 745 62 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 748.06 MP: 748 06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 3 (slight crushing) - Cap on Bent 7 (crushing)	OSMOSE	2

BRIDGE NUMBER: 748.44 MP: 748.44 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 5 of Bent 2	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Replace - Both Sway braces on Bent 2	OSMOSE	4

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 748 68 MP 748.68 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3	OSMOSE	2
2	Replace. - Mud Blocks 1, 2 & 6 of Bent 6	OSMOSE	3
3	Replace. - 1 1/2" Shim under Chord 2 on Bent 5 (slight crushing)	OSMOSE	3
4	Replace - Stringer 2 in Span 4 - Stringer 6 in Span 4	OSMOSE	3
5	Shim - Under Stringer chord 1 of Bent 5	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	4
7	Replace - Stringer 8 in Span 1 - Stringer 5 in Span 2 - Stringer 4 in Span 5	OSMOSE	4
8	In-place preservatively treat piles and caps.	OSMOSE	4
9	Monitor - Cap on Bent 4 (slight cornering under chord 1) - Cap on Bent 5 (slight cornering)	RAILROAD	5

BRIDGE NUMBER: 749.89 MP 749.89 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch ballast leaks at. - Bent 3 - Bent 22 - Bent 23 - Bent 28	RAILROAD	2
2	Replace - South Handrail inspection cable for lower Walkway	OSMOSE	2
3	Monitor - Cap on Bent 5 for additional spider cracking	RAILROAD	5
4	Monitor - Bents 18, 19 & 20 for additional cracking and spalling at nose of concrete caps	RAILROAD	5

BRIDGE NUMBER: Tunnel 20 MP 750.12 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 750.46 North Approach MP 750.46 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Replace: - Missing brace bolts and nuts	OSMOSE	3

BRIDGE NUMBER: 750.46 Main Span MP 750.46 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Southwest & Northwest flange angles over beanngs - All Struts	OSMOSE	2
2	Replace: - All Laterals & gusset plates - All Cross bracing	OSMOSE	3
3	Monitor - Southeast & Northeast flange angles for additional section loss at bearings	RAILROAD	5

BRIDGE NUMBER: 750.46 South Approach MP 750.46 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach.	RAILROAD	2
2	Replace: - Missing brace bolts and nuts	OSMOSE	3

BRIDGE NUMBER: 751.02 MP 751.02 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - All Stringers with parting lines centered over all ' B ' Bents - Surface bridge and Shim accordingly Remove. - All ' A ' Bents at waterline	OSMOSE	2
2	Re-Tighten. - All rail bar joint bolts	RAILROAD	2
3	Cut Pile tops down and. - Install an 8" Subcap on existing cap of Bent 12B - Replace Cap & Install an 8" Subcap on Bent 20B	OSMOSE	3
4	Shim or Epoxy: - Over Pile 4 of Bent 11B	OSMOSE	4
5	Post: - Pile 1 of Bent 5B - Post 2 of Bent 7B	OSMOSE	4
6	Spot replace 1 bridge tie.	OSMOSE	4
7	Add ballast and tamp up both approaches.	RAILROAD	4

BRIDGE NUMBER: Tunnel 21 MP 751.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 752.99 MP: 752.99 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Elevation Shim on Bent 4	OSMOSE	3
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Replace: - 2 Tower Braces in Span 3 - Tower Braces 2 & 3 in Span 11	OSMOSE	4
4	Remove drift from bridge as necessary	RAILROAD	4
5	In-place preservatively treat piles and caps	OSMOSE	4
6	Post: - Pile 5 of Bent 2 - Pile 2 of Bent 9 - Pile 2 of Bent 12 - Pile 1 of Bent 13	OSMOSE	4
7	Monitor: - Pile 5 of Bent 13	RAILROAD	5

BRIDGE NUMBER: 753.48 MP: 753.48 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove: - Fouled ballast, replace and tamp up both approaches	RAILROAD	2
2	Replace: - One section of Guard timber	OSMOSE	4
3	Post: - Pile 1 of Bent 4 - Pile 1 of Bent 7	OSMOSE	4
4	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE	4
5	In-place preservatively treat piles and caps.	OSMOSE	4

BRIDGE NUMBER: 753.97 MP: 753.97 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Steel Walkway supports	OSMOSE	2
2	Remove - Debris from bottom flange angles	RAILROAD	4
3	Replace - Lower Flange angles over bearing areas & bottom cover plates	OSMOSE	4

BRIDGE NUMBER: 755.63 MP: 755.63 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Subcap on Bent 3 (cornering, split)	OSMOSE	2
2	Remove: - Fouled ballast, replace and tamp up both approaches	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post: - Pile 5 of Bent 5 - Pile 1 of Bent 6	OSMOSE	4
5	Replace: - Stringer 3 in Span 3 - Stringer 7 in Span 3	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 756.13 MP 756 13 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace - North wingwalls	OSMOSE	3
3	In-place preservatively treat posts, sills and caps	OSMOSE	4
4	Monitor: - Stringer 2 in Span 3	RAILROAD	5

BRIDGE NUMBER: 756.55 MP 756.55 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install. - Wingwalls to the North headwall - Wingwall to the Southeast headwall	OSMOSE	2
2	Replace - Cap on Bent 5 - Cap on Bent 6	OSMOSE	3
3	Replace all 76 bridge ties	OSMOSE	3
4	Add ballast and tamp up both approaches.	RAILROAD	3
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Post: - Pile 2 of Bent 1	OSMOSE	4
7	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 2	OSMOSE	4
8	Monitor. - Stringer 1 in Span 2 - Stringer 8 in Span 3	RAILROAD	5

BRIDGE NUMBER: 757.37 MP 757 37 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 6 in Span 2 - Stringer 1 in Span 4 - Stringer 3 in Span 4 - Stringer 8 in Span 4	OSMOSE	2
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Replace - Stringer 6 in Span 3 - Stringer 8 in Span 5	OSMOSE	4
5	Monitor - Stringer 1 in Span 1	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 761.13 MP 761 13 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Grind off corrosion and Install - Splice plates to the flanges and webs of H pile on Bents 2 & 3	OSMOSE	2
2	Replace all 44 bridge ties.	OSMOSE	2
3	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2 (crushing) - Stringer 1 in Span 3 - Stringer 8 in Span 3 (crushing)	OSMOSE	3
4	Replace. - Stringer 1 in Span 1 (crushing)	OSMOSE	4
5	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 761.53 MP 761 53 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	4
2	Monitor - H pile for additional section loss in Bents 2, 3 & 4	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 763.55 North Approach MP 763 55 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 2 of Bent 14 - Pile 6 of Bent 14 - Pile 1 of Bent 18 - Pile 2 of Bent 18	OSMOSE	3
2	Cut Pile tops down and - Replace Cap on Bent 1 - Replace Cap on Bent 11	OSMOSE	3
3	Install - Bracing on Bent 2 (12' tall) - Bracing on Bent 3 (14' tall)	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace: - Cap on Bent 16 - Cap on Bent 18	OSMOSE	4
6	Post - Pile 3 of Bent 16 (visual reject) - Pile 3 of Bent 19	OSMOSE	4
7	Add ballast and tamp up approach	RAILROAD	4
8	Monitor: - Pile 4 of Bent 16 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD	5

BRIDGE NUMBER: 763.55 Main Section MP 763 56 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 763.55 South Approach MP 763.55 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Frame out: - Bent 7	OSMOSE	2
2	Cut Pile tops down and. - Replace cap on Bent 9 (split, cornering, piles punching) - Replace cap on Bent 12 (piles punching) - Replace cap on Bent 15 (piles punching) - Replace cap on Bent 16 (piles punching) - Replace cap on Bent 22 (crushing, pile 2 punching) - Replace cap on Bent 23 (crushing, pile 4 punching) - Replace cap on Bent 29 (crushing, piles punching) - Replace cap on Bent 33 (piles punching)	OSMOSE	2
3	Post. - Pile 1 of Bent 3 - Pile 3 of Bent 3 - Post 3 of Bent 6 - Cutoff 3 of Bent 6 - Pile 5 of Bent 6 - Pile 4 of Bent 8 - Pile 5 of Bent 8 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 22 - Pile 2 of Bent 22 - Pile 2 of Bent 28 - Pile 3 of Bent 29	OSMOSE	3
4	Cut Pile tops down and - Replace cap on Bent 28 - Replace cap on Bent 35 (pile 4 slightly punching, crushing) - Replace cap on Bent 36	OSMOSE	3
5	Replace - Both Sway Braces on Bent 22 - All Bracing on Bents 23 thru30 - 1 Sash Brace on Bent 31 - 1 Sway Brace on Bent 37	OSMOSE	3
6	Add ballast and tamp up approach	RAILROAD	3
7	Post: - Pile 4 of Bent 10 - Pile 1 of Bent 14 - Pile 5 of Bent 16 - Pile 3 of Bent 19 - Pile 2 of Bent 20 - Pile 3 of Bent 21 - Pile 1 of Bent 24 - Pile 4 of Bent 33 - Pile 2 of Bent 37	OSMOSE	4
8	Replace - Cap on Bent 24	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Replace. - Stringer 1 in Span 37	OSMOSE	4
11	Monitor: - Pile 4 of Bent 12 - Pile 2 of Bent 14 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 769.11 North Approach MP 769 11 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties.	OSMOSE	2
2	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 8 (crushed) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)	OSMOSE	2
3	Replace - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12	OSMOSE	3
4	Install marine wrap on - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14	OSMOSE	3
5	Post - Pile 2 of Bent 5 (4 pile bent)	OSMOSE	3
6	Replace - Stringer 4 in Span 3	OSMOSE	4

BRIDGE NUMBER: 769.11 Main Section MP 769 11 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Section 2	OSMOSE	2

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 769.11 South Approach MP 769 11 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 90 bridge ties	OSMOSE	2
2	Replace - Headwall	OSMOSE	2
3	Frame out. - Bent 7B	OSMOSE	2
4	Replace - 3" Shims under both Chords on Bent 3 (crushed)	OSMOSE	2
5	Add ballast and tamp up approach	RAILROAD	2
6	Replace - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4	OSMOSE	3
7	Replace - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3	OSMOSE	3
8	Shim - Under Stringers 1 & 4 of Bent 4	OSMOSE	3
9	Install marine wrap on. - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A	OSMOSE	3
10	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 7A	OSMOSE	3
11	Post: - Pile 5 of Bent 2 - Pile 5 of Bent 3	OSMOSE	4
12	Replace. - Stringer 6 in Span 2 - Stringer 3 in Span 6 - Stringer 9 in Span 6	OSMOSE	4
13	Monitor - Stringer 5 in Span 1	RAILROAD	5
14	Monitor - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 771.76 MP 771 76 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - North headwall	OSMOSE	2
2	Cut Pile tops down and - Replace Cap on Bent 4 (crushing, failing) - Replace Cap on Bent 5 (crushing)	OSMOSE	2
3	Post. - Pile 4 of Bent 6 - Pile 5 of Bent 6	OSMOSE	3
4	Replace - 3/4" Shim under Chord 1	OSMOSE	3
5	Install manne wrap on - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	3
7	Spot replace 6 bridge ties	OSMOSE	4
8	Replace - Sway Braces on Bent 2 - Sway Braces on Bent 3 - Sway Braces on Bent 4 - Sway Braces on Bent 5 - Sway Braces on Bent 6	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Post. - Pile 5 of Bent 4	OSMOSE	4
11	Shim or Epoxy - Over Pile 4 of Bent 3 - Over Pile 3 of Bent 7 - Over Pile 4 of Bent 7	OSMOSE	4
12	Cut Pile tops down and - Replace Cap on Bent 1 (split)	OSMOSE	4

BRIDGE NUMBER: 773.94 MP. 773 94 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Elevation Shim on Bent 2 (split, working out)	OSMOSE	2
2	Install manne wrap on - Bent 2 - Bent 3	OSMOSE	3
3	Add ballast and tamp up both approaches.	RAILROAD	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Post: - Pile 5 of Bent 3	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 774.8 MP 774 80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch. - Ballast leaks at both approaches and add ballast	RAILROAD	2
2	Tighten - West handrail cable	RAILROAD	3
3	Monitor - Steel pipes for additional corrosion	RAILROAD	5
4	Monitor - Caps on Bents 1 & 2 for additional cracking and spalling	RAILROAD	5

BRIDGE NUMBER: 776.56 MP 776 56 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Install a 2nd Concrete Cap on Bent 1 - Install a third cap on Bent 3	OSMOSE	2
2	Replace - All stringers	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace all 46 bridge ties	OSMOSE	3
5	Install marine wrap on - Bent 2 - Bent 3	OSMOSE	3
6	In-place preservatively treat piles and caps	OSMOSE	4
7	Replace - Both Sway braces on Bent 3	OSMOSE	4
8	Monitor - Pile 4 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 777.03 MP 777 03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Install marine wrap on: - Bent 1 - Bent 2 - Bent 3	OSMOSE	3

BRIDGE NUMBER: 779.80 MP 779 80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 2 in Span 1 - Stringer 3 in Span 1 - Stringer 9 in Span 1 - Stringer 3 in Span 3 - Stringer 9 in Span 3	OSMOSE	3
2	Spot replace 10 bridge ties	OSMOSE	4
3	Replace - Stringer 9 in Span 2 - Stringer 1 in Span 4	OSMOSE	4
4	Add ballast and tamp up both approaches	RAILROAD	4
5	Monitor - Stringer 8 in Span 4	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 782 35 — MP: 782 35 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	For better bearing of Stringers - Scab Cap or Pull Bent 2	OSMOSE	3
3	Replace - Cap on Bent 2 (very minor crushing under chord 2)	OSMOSE	4
4	Replace - Stringer 4 in Span 1 - Stringer 3 in Span 3	OSMOSE	4
5	Replace - North Sway Brace on Bent 2	OSMOSE	4
6	Spot replace 4 bridge ties.	OSMOSE	4
7	Replace - 2 sections of guard timber	OSMOSE	4
8	Monitor: - Stringer 4 in Span 2	RAILROAD	5

BRIDGE NUMBER: 782.53 — MP: 782 53 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE	3
3	Replace. - Both headwalls	OSMOSE	3
4	In-place preservatively treat piles and caps	OSMOSE	4
5	Replace. - Stringer 1 in Span 4	OSMOSE	4

BRIDGE NUMBER: 785.26 — MP: 785.26 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All Stringers	OSMOSE	2
2	Replace: - Cap on Bent 2 (crushing)	OSMOSE	2
3	Add ballast and tamp up both approaches	RAILROAD	3
4	In-place preservatively treat piles and caps	OSMOSE	4
5	Post. - Pile 1 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 785.33 — MP: 785.33 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Monitor: - Pile 4 of Bent 2	RAILROAD	5

RECOMMENDATIONS

The following is a summary of our recommendations for repairs. These repair recommendations have been made to most economically correct the existing bridge problems. Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs.

A priority rating for repairs has been established, which will help you to focus on the most critical situations first.

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs. The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. All substandard conditions should be repaired in a timely fashion since the seriousness of a particular defect can become greater over time, and with it, the structure's repair priority. Bridge components are interactive with each other structurally, therefore, substandard members can affect the overall structural integrity of a bridge. Osmose strongly recommends that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.

The priority ratings are as follows:

PRIORITY 1 - Emergency. Stop operation over structure and perform repairs immediately.

PRIORITY 2 - Condition is unsafe and could cause failure at any time. Repairs as soon as possible. Condition must be monitored continually until repairs have been completed.

PRIORITY 3 - Condition could become unsafe and should be monitored frequently. Repair in the near future.

PRIORITY 4 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 3 years.

PRIORITY 5 - Either no defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, applicable safety standards and information made available to us by the owners. They are based on the assumption that the original capacity of the structure is adequate for the loading of the structure. Future deterioration may limit the original capacity of the structure. Nothing in the structure is guaranteed. Conditions and standards can and do change so frequent re-inspection and evaluation are recommended. For whatever reasons if only partial Priority 1's, 2's and 3's are recommended, Osmose's intent is to apply one or all bridges listed in that category. Osmose accepts no responsibility for any bridge components that are interactive with each other structurally, therefore, substandard members can affect the overall structural integrity of a bridge.

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 21		652 21	Replace - Shim on Bent 2 (crushing)	OSMOSE
652 21		652 21	Replace - Cap on Bent 7 (slight crushing under both chords)	OSMOSE
652 21		652 21	Replace - All stringers	OSMOSE
658 17		658 17	Remove drift from bridge as necessary.	RAILROAD
661 28	North Approach	661 28	Add ballast and tamp up approach	RAILROAD
661 28	South Approach	661 28	Add ballast and tamp up approach.	RAILROAD
662.59		662 59	Post: - Pile 5 of Bent 7 (slight brooming)	OSMOSE
664 00	Main Section	664 00	Replace bottom truss chord diagonal bracing, all panels	OSMOSE
664 62	North Approach	664 62	Place - Bags of sacrete at Northwest headwall leak and add ballast	RAILROAD
664 62	North Approach	664 62	Add ballast and tamp up approach.	RAILROAD
664 85	Main Span	664 85	Replace ties and walkways	OSMOSE
665 49	North Approach	665 49	Add ballast and tamp up approach	RAILROAD
665.49	North Approach	665.49	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 2	OSMOSE
665 49	Main Section	665 49	Replace - 1 walkway plank	RAILROAD
665 49	South Approach	665 49	Replace. - Cap on Bent 3 (crushing)	OSMOSE
667 40	Main Section	667 40	Replace - All Laterals and Gusset plates in Spans 1 thru 4	OSMOSE
667 40	Main Section	667 40	Replace. - Top Flange angles on both girders in Spans 1 thru 4	OSMOSE
667 40	Main Section	667 40	Replace - East bottom Flange angles and bottom Cover plates in Span 4	OSMOSE
667 40	South Approach	667 40	Post: - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 6 in Row 2 of Pier 1	OSMOSE
668 50	North Approach	668 50	Replace all 154 bridge ties.	OSMOSE
668 50	North Approach	668.50	Post - Pile 2 of Bent 6 (failing) - Pile 3 of Bent 6	OSMOSE
668 50	North Approach	668 50	Add ballast and tamp up approach	RAILROAD
668.50	Main Section	668 50	Replace all 104 bridge ties.	OSMOSE
674 03		674 03	Replace all 31 bridge ties.	OSMOSE
674.03		674 03	Add ballast and tamp up both approaches.	RAILROAD
676.23		676 23	Add ballast and tamp up both approacnes	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
676 23		676 23	Replace all 62 bridge ties	OSMOSE
678 43	North Approach	678 43	Cut Pile tops down and: - Replace Cap on Bent 2 with an Oversized cap (crushing, posts 2 & 3 punching)	OSMOSE
680 46		680 46	Replace - All upper lateral bracing of stringers	OSMOSE
681 08		681 08	Remove: - Fouled ballast, replace and tamp up North approach to correct elevation	RAILROAD
681 45		681 45	Remove: - Fouled ballast, replace and tamp up South approach to correct elevation	RAILROAD
683 36		683 36	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD
683 36	Main Section	683 36	Replace all 196 bridge ties and guard timbers (both trusses).	OSMOSE
683 36		683 36	Replace all 57 bridge ties.	OSMOSE
687 03		687 03	Replace all bridge ties.	OSMOSE
687 88		687 88	Replace - Subcap on Bent 3 (crushing under chord 2) - Subcap on Bent 4 (crushing under chord 2) - Subcap on Bent 7 (crushing under chord 2)	OSMOSE
687.88		687 88	Cut Pile tops down and - Replace Cap and Subcap on Bent 5 with a Double Cap (crushing under chord 2)	OSMOSE
690.47		690 47	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
690 47		690 47	Replace. - All Guard timber	OSMOSE
690 85		690 85	Replace all 84 bridge ties.	OSMOSE
691 05	Main Span	691 05	Replace stringer top lateral angles and gusset plates, both trusses	OSMOSE
691 05	South Approach	691 05	Replace. - 2" Elevation Shim on Bent 10 (working out)	OSMOSE
694 32	Main Span	694 32	Splice West Floor Beams 4 & 5 at lower flange angles	OSMOSE
694.32	Main Span	694 32	Replace truss bottom chord diagonal bracing in Panels #1, #2, #3, #4 and #5	OSMOSE
694 32	Main Span	694 32	Replace truss bottom chord horizontal gusset plates at Floor Beams #0, #1, #2, #3 and #4	OSMOSE
694 32	Main Span	694 32	Heat shrink all loose eyebars (subcontract)	OSMOSE
694 32	Main Span	694 32	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE
694 78		694 78	Replace - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing areas	OSMOSE
694 78	Main Span	694 78	Tighten handrail cables and install more handrail posts as required	OSMOSE
694.78	Main Span	694.78	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
694 78		694.78	Replace: - Upper and lower flange angles at the South abutment - Stiffeners over the South abutment bearing areas	OSMOSE
696 66	North Approach	696 66	Remove drift from bridge as necessary.	RAILROAD
700 37		700 37	Replace - 2" Stringer chord Shims on Bent 5 (crushing) - Stringer chord Shims on Bent 6 (crushing)	OSMOSE
700 37		700.37	Remove - Vegetation from under bridge	RAILROAD
702 65		702.65	Spot replace 8 bridge ties at rail joints.	OSMOSE
702 95		702 95	Replace - 2" Shim under Chord 2 on Bent 2 (crushing)	OSMOSE
710 20		710 20	Frame out: - Bent 8	OSMOSE
716 4	Section 1	716.40	Repair - Vehicle impact damage to East bottom girder (1" tear)	OSMOSE
716 4	Section 3	716 40	Repair or replace the following vertical truss members Truss #1, L1-U1 east and west Truss #1, L2-U2 east and west Truss #1, L5-U5 east and west Truss #2, L4-U4 east Truss #2, L5-U5 east and west Truss #3, L1-U1 east Truss #3, L2-U2 east and west Truss #3, L3-U3 west Truss #3, L4-U4 east and west Truss #3, L5-U5 east and west	OSMOSE
716 4	Section 3	716 40	Replace truss-to-floor beam splice plates, Truss #1, Floor Beam #2, west	OSMOSE
716 4	Section 3	716 40	Replace stringer top flange angles, all trusses, all panels	OSMOSE
716 4	Section 3	716.40	Replace truss top chord sway bracing diagonals, struts and interior gusset plates, all trusses, all panels	OSMOSE
716 4	Section 3	716 40	Replace truss top chord diagonal bracing and gusset plates, all trusses, all panels	OSMOSE
716 4	Section 3	716 40	Replace truss bottom chord diagonal bracing and horizontal gusset plates, Truss #3, all panels	OSMOSE
716.4	Section 3	716.40	Heat shrink all loose eyebars identified in report (subcontract)	OSMOSE
716.4	Section 3	716.40	Replace inspection ladders at the following locations Truss #2, north end east side Truss #2, both ladders in vicinity of Floor Beam #5	OSMOSE
716 4	Section 3	716 40	Repair or replace the following diagonal truss members Truss #2, L2-U1 east and west	OSMOSE
716.4	Section 3	716 40	Replace stringer top lateral angles and gusset plates, all trusses, all panels	OSMOSE
716 4	Section 4	716 40	Post: - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (failing) - Post 1 of Bent 28 - Post 5 of Bent 28 (visual) - Post 5 of Bent 45 (failing)	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
719 07		719.07	Replace all 106 bridge ties	OSMOSE
719 21		719 21	Replace: - North headwall	OSMOSE
719 21		719 21	Replace - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (crushing)	OSMOSE
719 21		719 21	Add ballast and tamp up both approaches	RAILROAD
725 96		725 96	Add ballast and tamp up both approaches	RAILROAD
726 31		726 31	Replace - Stringer 2 in Span 4 - Stringer 4 in Span 4 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 5 in Span 23 - Stringer 6 in Span 23 - Stringer 7 in Span 23 - Stringer 8 in Span 23 - Stringer 3 in Span 24 - Stringer 4 in Span 24 - Stringer 5 in Span 24 - Stringer 6 in Span 24 - Stringer 9 in Span 24 - Stringer 4 in Span 34 - Stringer 5 in Span 34 - Stringer 7 in Span 34 - Stringer 8 in Span 34 - Stringer 3 in Span 57 - Stringer 5 in Span 57 - Stringer 6 in Span 57 - Stringer 8 in Span 57 - Stringer 9 in Span 57 - Stringer 2 in Span 63 - Stringer 3 in Span 63 - Stringer 4 in Span 63 - Stringer 6 in Span 63 - Stringer 7 in Span 63 - Stringer 8 in Span 63 - Stringer 2 in Span 64 - Stringer 3 in Span 64 - Stringer 4 in Span 64 - Stringer 5 in Span 64 - Stringer 8 in Span 64 - Stringer 8 in Span 64 - Stringer 2 in Span 65 - Stringer 3 in Span 65 - Stringer 4 in Span 65 - Stringer 5 in Span 65 - Stringer 8 in Span 65	OSMOSE
727 35		727.35	Patch - Ballast leaks in Spans 2, 6, 10, 11 & 13	RAILROAD
728 51		728 51	Replace - Cap on Bent 3 (slight crushing)	OSMOSE
729 04		729 04	Surface bridge	OSMOSE

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LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
729 04		729 04	Replace - 1 1/2" Shims on Bent 1 (working out) - 1/2" Shims on Bent 4 (crushing) - 1/2" Shims on Bent 7 (crushing) - 1/2" Shims on Bent 13 (crushing) - 1/2"Shims on Bent 15 (crushing) - 1/2" Shims on Bent 20 (crushing) - 1/2" Shims on Bent 22 (crushing) - 1 1/2" Shims on Bent 24 (crushing)	OSMOSE
729 04		729.04	Replace all 309 bridge ties.	OSMOSE
730 56	Section 4	730 56	Replace all bridge ties.	OSMOSE
731 65	North Approach	731 65	Replace - Cap on Bent 6 (crushing) - Cap on Bent 51	OSMOSE
731 65	Main Section	731 65	Replace all 85 bridge ties	OSMOSE
731 65	South Approach	731 65	Cut Pile tops down and - Replace cap on Bent 15 (crushing)	OSMOSE
732 84	North Approach	732 84	Cut Pile tops down and - Replace Cap on Bent 16 with an oversize cap (crushing under chord 2)	OSMOSE
732 84	South Approach	732.84	Replace - Cap on Bent 10 (crushing under chord 2)	OSMOSE
735 86		735 86	Replace all 81 bridge ties.	OSMOSE
735 86		735.86	Replace - Both headwalls	OSMOSE
736 03		736 03	Replace all 81 bridge ties	OSMOSE
736 03		736.03	Replace. - 2" Shims under chord 1 on Bent 5 (crushing)	OSMOSE
737 33		737 33	Replace: - Cap on Bent 6 (crushing) - Cap on Bent 7 (slight bulge)	OSMOSE
738 70 Siding	Siding	738 70	Post - Post 3 of Bent 1 - Post 5 of Bent 1 (failed)	OSMOSE
738 70 Siding	Siding	738.70	Replace - Cap on Bent 2 (minor crushing)	OSMOSE
738 70 Siding	Siding	738 70	Replace all bridge ties	OSMOSE
738 70 Siding	Siding	738.70	Replace: - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2	OSMOSE
738 94		738.94	Reweld. - Southwest & Southeast steel walkway grating at 4 sections - Northeast steel walkway grating 35° and 45° from approach at 2 sections	RAILROAD
739 14	North Approach	739.14	Replace - Cap on Bent 21 (crushing under chord 2)	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 14	Main Span	739 14	Replace - Floor beam 0	OSMOSE
739 14	Main Span	739.14	Replace - Lower Flange angles of Floor beam 5	OSMOSE
739 14	South Approach	739 14	Cut down cutoffs - Replace sill with an oversized sill in Bent 2 - Replace sill with an oversized sill in Bent 3 - Replace sill with an oversized sill in Bent 5 - Replace sill with an oversized sill in Bent 6 - Replace sill with an oversized sill in Bent 7 - Replace sill with an oversized sill in Bent 8	OSMOSE
739 14	South Approach	739.14	Reframe (4 & 5 post frame bents with piles 1 & 6 or 7 driven on each side) - Existing frame bent in bent 4 (cutting cutoffs down 1-2') - Existing frame bent in bent 9 (cutting cutoffs down 1-2')	OSMOSE
739 14	South Approach	739 14	Replace - Cap on Bent 2 (crushing) - Cap on Bent 7 (crushing under chord 2) - Cap on Bent 12 (very slight crushing)	OSMOSE
739 43	North Approach	739.43	Add ballast and tamp up approach	RAILROAD
739 43	North Approach	739 43	Post: -Post 2 of Bent 7 -Post 4 of Bent 7 - Pile 7 of Bent 7	OSMOSE
739 43	North Approach	739 43	Replace: - Cap on Bent 2 (slight crushing) - Cap on Bent 7 (cornering, bulging)	OSMOSE
739.43	South Approach	739.43	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 1 (broken)	OSMOSE
739 68	North Approach	739.68	Shim. - Under Chord 2 on Bent 2 (warranty work)	OSMOSE
739 68	Main Span	739 68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #5 (both sides) Truss #2, Floor Beam #3 (west) Truss #3, Floor Beam #1 (west) Truss #7, Floor Beam #0 (west) Truss #8, Floor Beam #0 (west)	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #2, Panel #2 Truss #2, Panel #4 Truss #8, Panel #4	OSMOSE
739.68	Main Span	739 68	Repair or replace the following truss members and/or vertical gusset plates Truss #4 vertical gusset plates at Floor Beam #2, L2-U1 and L2-U3 (west) Truss #4, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, vertical gusset plates at Floor Beam #2, L2-U1 (both sides) Truss #8, connection angle at Floor Beam #3, FB-to-L3-U4 (west) Truss #7, vertical truss member L1-U1 (west) Truss #7, diagonal truss members L2-U1 (both sides) Truss #7, vertical truss member L4-U4 (east) Truss #9, vertical truss member L8-U8 (east) Truss #9, vertical truss member L11-U11 (both sides)	OSMOSE

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LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair floor beams at the following locations Truss #4, Floor Beam #3 (web outboard from west stringer) Truss #6, Floor Beam #3 (web and bottom flange angles outboard from west stringer) Truss #9, Floor Beam #7 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #8 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #9 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #11 (web outboard from both stringers at bottom flange angle connection)	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and gusset plates at the following locations Truss #2, Panel #4 Truss #3, Panel #5	OSMOSE
739 68	Main Span	739 68	Perform miscellaneous repairs at the following locations Replace bottom chord lacing bars, Truss #4, Panel #3 (west) Repair/replace truss bottom chord channels, Truss #6, Floor Beam #4 (west side, both panels) Repair/replace stringer web at bottom flange angle connection, Truss #7, panel #5 (west)	OSMOSE
739 68	Main Span	739.68	Replace expansion bearings and masonary plates at the following piers Pier 2 Pier 3 Pier 5 Pier 6 Pier 7 Pier 8	OSMOSE
739 68	Main Span	739 68	Replace all anchor bolts, all piers	OSMOSE
739.68	Main Span	739 68	Replace ties on the following trusses Truss #4 Truss #5 Truss #6 Truss #7 Truss #8	OSMOSE
739 68	Main Span	739 68	Replace access stairway and all timber decking around drum pier Replace all access ladders and walkways, all trusses	OSMOSE
739 68	Main Span	739 68	Repair impact damage on bottom chord, Truss #2, Panel #3 (east) THIS IS A HIGH PRIORITY 2!	OSMOSE
739.68	Main Span	739.68	Replace stringer top lateral angles and gusset plates, Truss #5 (all panels)	OSMOSE
739 68	Main Span	739 68	Install inner guardrail across bridge	OSMOSE
739.68	South Approach	739 68	Install: - New roadway clearance signs	RAILROAD
740 25 Main		740 25	Replace: - North Headwall	OSMOSE
741 35		741 35	Replace, - Cap on Bent 4 (crushing under chord 2)	OSMOSE
741.35		741 35	Replace - 3/4" Shim under both chords on Bent 2 (crushing)	OSMOSE
741 74		741.74	Replace - Cap on Bent 4 (crushing, piles 3 & 4 punching into cap)	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
741 74		741 74	Replace. - Sill in Bent 2 (crushing)	OSMOSE
741 74		741 74	Replace all 46 bridge ties	OSMOSE
743 73		743 73	Spot replace 5 bridge ties at North approach	OSMOSE
743 97		743.97	Replace: - West side Guard timber	OSMOSE
744 24		744 24	Replace - 1 East handrail post	OSMOSE
748 06		748 06	Replace: - Cap on Bent 3 (slight crushing) - Cap on Bent 7 (crushing)	OSMOSE
748 68		748 68	Replace: - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3	OSMOSE
749 89		749 89	Replace: - South Handrail inspection cable for lower Walkway	OSMOSE
749 89		749 89	Patch ballast leaks at: - Bent 3 - Bent 22 - Bent 23 - Bent 28	RAILROAD
750.46	North Approach	750.46	Add ballast and tamp up approach	RAILROAD
750 46	Main Span	750 46	Replace - Southwest & Northwest flange angles over bearings - All Struts	OSMOSE
750 46	South Approach	750 46	Add ballast and tamp up approach	RAILROAD
751 02		751 02	Replace - All Stringers with parting lines centered over all ' B ' Bents - Surface bridge and Shim accordingly Remove: - All ' A ' Bents at waterline	OSMOSE
751 02		751 02	Re-Tighten - All rail bar joint bolts	RAILROAD
753 48		753.48	Remove: - Fouled ballast, replace and tamp up both approaches	RAILROAD
753 97		753 97	Replace: - Steel Walkway supports	OSMOSE
755 83		755 83	Replace. - Subcap on Bent 3 (cornering, split)	OSMOSE
756.13		756 13	Add ballast and tamp up both approaches	RAILROAD
756.55		756 55	Install: - Wingwalls to the North headwall - Wingwall to the Southeast headwall	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
757.37		757 37	Replace - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 6 in Span 2 - Stringer 1 in Span 4 - Stringer 3 in Span 4 - Stringer 8 in Span 4	OSMOSE
761.13		761.13	Grind off corrosion and Install - Splice plates to the flanges and webs of H pile on Bents 2 & 3	OSMOSE
761 13		761 13	Replace all 44 bridge ties	OSMOSE
763 55	South Approach	763 55	Cut Pile tops down and - Replace cap on Bent 9 (split, cornering, piles punching) - Replace cap on Bent 12 (piles punching) - Replace cap on Bent 15 (piles punching) - Replace cap on Bent 16 (piles punching) - Replace cap on Bent 22 (crushing, pile 2 punching) - Replace cap on Bent 23 (crushing, pile 4 punching) - Replace cap on Bent 29 (crushing, piles punching) - Replace cap on Bent 33 (piles punching)	OSMOSE
763 55	South Approach	763.55	Frame out. - Bent 7	OSMOSE
769.11	North Approach	769 11	Cut Pile tops down and. - Replace Cap & Install an 8" Subcap on Bent 8 (crushed) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)	OSMOSE
769 11	North Approach	769.11	Replace all bridge ties.	OSMOSE
769.11	Main Section	769 11	Replace: - Section 2	OSMOSE
769 11	South Approach	769 11	Replace all 90 bridge ties	OSMOSE
769 11	South Approach	769.11	Replace - Headwall	OSMOSE
769.11	South Approach	769 11	Frame out - Bent 7B	OSMOSE
769 11	South Approach	769 11	Replace - 3" Shims under both Chords on Bent 3 (crushed)	OSMOSE
769.11	South Approach	769 11	Add ballast and tamp up approach	RAILROAD
771.76		771 76	Cut Pile tops down and - Replace Cap on Bent 4 (crushing, failing) - Replace Cap on Bent 5 (crushing)	OSMOSE
771 76		771 76	Replace - North headwall	OSMOSE
773 94		773.94	Replace - Elevation Shim on Bent 2 (split, working out)	OSMOSE
774 8		774 80	Patch - Ballast leaks at both approaches and add ballast	RAILROAD
776 56		776 56	Cut Pile tops down and - Install a 2nd Concrete Cap on Bent 1 - Install a third cap on Bent 3	OSMOSE
777 03		777 03	Add ballast and tamp up both approaches	RAILROAD
782 35		782 35	Add ballast and tamp up both approaches.	RAILROAD

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
782 53		782 53	Add ballast and tamp up both approaches	RAILROAD
785 26		785.26	Replace - Cap on Bent 2 (crushing)	OSMOSE
785 26		785 26	Replace: - All Stringers	OSMOSE

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LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652.21		652 21	Replace: - Shim on Bent 1 - Shim on Bent 5 (vertical split, crushing under chord 2) - Shim on Bent 8	OSMOSE
652 58		652 58	Install - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover tie ends	RAILROAD
657.12		657 12	Remove drift from bridge as necessary	RAILROAD
657 12		657 12	Add ballast and tamp up both approaches	RAILROAD
658 17		658 17	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
658.17		658 17	Perform. - Detailed stringer inspection	OSMOSE
658.17		658.17	Replace all 97 bridge ties	OSMOSE
658 17		658 17	Replace - Stringer 1 in Span 6 - Stringer 2 in Span 6	OSMOSE
660.89		660 89	Add ballast and tamp up both approaches	RAILROAD
660 89		660.89	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE
661 28	North Approach	661 28	Post. - Pile 2 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE
661.28	Main Section	661 28	Remove debris from. - Bearing seats - Lower gusset plates and remove pack rust	RAILROAD
661.28	South Approach	661 28	Replace - Cap on Bent 1	OSMOSE
661.28	South Approach	661 28	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 5 - Pile 3 of Bent 5	OSMOSE
661.28	South Approach	661 28	Cut Pile tops down and. - Replace Cap and install a 6"- 8" Subcap on Bent 7	OSMOSE
661.28	South Approach	661 28	Replace. - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE
661.73		661 73	Add ballast and tamp up both approaches	RAILROAD
661 73		661 73	Post. - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE
662 59		662 59	Replace. - All Guard timber	OSMOSE

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
662 59		662 59	Post - Pile 2 of Bent 11 - Pile 5 of Bent 11 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 17 - Pile 4 of Bent 17	OSMOSE
662 59		662.59	Install - Shim under Stringer Chords on Bent 17 (pumping)	OSMOSE
662.59		662 59	Spot replace 20 bridge ties under rail joints and line bridge.	OSMOSE
662 59		662.59	Replace: - Cap on Bent 24	OSMOSE
662 59		662.59	Add ballast and tamp up both approaches	RAILROAD
664 00	Main Section	664 00	Add ballast and tamp up approach	RAILROAD
664.00	Main Section	664 00	Replace stringer top lateral angles and horizontal gusset plates, all panels	OSMOSE
664 00	Main Section	664 00	Floor beam #1 - Replace bottom flange angles and repair web at BFA connection Floor beam #2 - Replace bottom flange angles and repair web at BFA connection. Floor beam #3 - Replace bottom flange angles and repair web at BFA connection Floor beam #4 - Replace bottom flange angles and repair web at BFA connection	OSMOSE
664 00	Main Section	664.00	Repair stringer bottom flange angles at truss diagonal bracing connection, all panels	OSMOSE
664 00	Main Section	664 00	Panel #2 - Replace stringer top and bottom flange angles Panel #3 - Replace stringer top and bottom flange angles	OSMOSE
664 00	Main Section	664 00	Remove. - Vegetation from under bridge	RAILROAD
664 62	North Approach	664 62	Post - Pile 1 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 4 - Pile 4 of Bent 4	OSMOSE
664 62	North Approach	664 62	Replace: - Approximately 15 walkway planks	OSMOSE
664 62	North Approach	664 62	Replace - Guard timber	OSMOSE
664 62	South Approach	664.62	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6	OSMOSE
664 62	South Approach	664 62	Shim. - Over Pile 3 of Bent 7	OSMOSE
664 62	South Approach	664 62	Replace: - Cap on Bent 7	OSMOSE
664 62	South Approach	664 62	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
664 62	South Approach	664 62	Replace - Approximately 5 walkway planks	OSMOSE
664 62	South Approach	664 62	Add ballast and tamp up approach	RAILROAD
664 85	North Approach	664 85	Shim. - Over Pile 2 of Bent 1	OSMOSE
664 85	Main Span	664 85	Per #1 - Chip out deteriorated concrete on backwall - Drill and install dowels and rebar - Form and pour concrete to original lines	OSMOSE
664 85	South Approach	664 85	Replace - All stringers	OSMOSE
664 85	South Approach	664 85	Replace: - 1/2" Shim on Bent 5	OSMOSE
665 49	North Approach	665 49	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 3 (piles 4 & 5 punching)	OSMOSE
665.49	North Approach	665 49	Post - Pile 1 of Bent 4 - Pile 3 of Bent 4	OSMOSE
665 49	South Approach	665.49	Post: - Pile 1 of Bent 2 - Pile 4 of Bent 2	OSMOSE
665 49	South Approach	665.49	Add ballast and tamp up approach.	RAILROAD
667 28		667.28	Add ballast and tamp up both approaches	RAILROAD
667 28		667 28	Replace: - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5	OSMOSE
667 40	North Approach	667.40	Replace - Cap on Bent 2 (slight crushing, piles 2, 3 & 4 punching) - Cap on Bent 4	OSMOSE
667.40	North Approach	667 40	Post - Pile 2 of Bent 2 - Pile 4 of Bent 2	OSMOSE
667 40	North Approach	667 40	Replace. - Walkway planks	OSMOSE
667.40	North Approach	667 40	Add ballast and tamp up approach	RAILROAD
667.40	Main Section	667.40	Remove debris from. - Tower leg pedestals - Pier tops - Laterals and Gusset plates	RAILROAD
667.40	Main Section	667.40	Replace. - Top Tier, East side of Tower 2 steel diagonal bracing	OSMOSE
667.40	Main Section	667.40	Replace - West bottom Flange angles and bottom Cover plates in Span 4	OSMOSE
667 40	South Approach	667.40	Add ballast and tamp up approach	RAILROAD

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
667 40	South Approach	667 40	Post: - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE
667 40	South Approach	667 40	Replace - All walkway boards	OSMOSE
668 50	North Approach	668 50	Replace or Re-tighten - Stringer packing bolts in Spans 7 & 8	OSMOSE
668 50	North Approach	668 50	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6 (horizontal shear)	OSMOSE
668.50	Main Section	668 50	Remove debris from: - Gusset plates, laterals and flange angles	RAILROAD
668 50	South Approach	668 50	Replace - Elevation Shim on Steel tower (minor crushing)	OSMOSE
668 50	South Approach	668 50	Add ballast and tamp up approach.	RAILROAD
668 50	South Approach	668 50	Replace all bridge ties.	OSMOSE
671 89		671 89	Add ballast and tamp up both approaches	RAILROAD
671.89		671 89	Perform: - Detailed Stringer inspection	OSMOSE
671 89		671 89	Replace - Stringer 1 in Span 6 - Stringer 4 in Span 6	OSMOSE
674 03		674 03	Remove debris from Bents 1 and 3 (fire hazard)	RAILROAD
676 23		676 23	Remove debris from - Both abutment seats - All lower gusset plates and flange angles	RAILROAD
677 05		677.05	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE
677 05		677 05	Place - Riprap at the Southwest headwall	RAILROAD
677.05		677 05	Replace: - All Guard timber	OSMOSE
677 80	North Approach	677 80	Add ballast and tamp up approach.	RAILROAD
677 80	North Approach	677 80	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE
677 80	North Approach	677 80	Replace: - Stringer 1 in Span 2 - Stringer 8 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE
677 80	Main Section	677 80	Remove debris from: - Lower gusset plates, flange angles and Pier tops	RAILROAD
678.43	North Approach	678.43	Add ballast and tamp up approach	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
678 43	North Approach	678 43	Replace. - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4	OSMOSE
678 43	North Approach	678 43	Post. - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE
678 43	South Approach	678 43	Add ballast and tamp up approach	RAILROAD
678 43	South Approach	678 43	Replace. - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE
678 43	South Approach	678 43	Replace - 1/2" Shim on Bent 2 (crushing)	OSMOSE
680 17		680 17	Replace bottom flange angles on Floor Beam #0, #1, and #2	OSMOSE
680 17		680 17	Replace all 128 bridge ties	OSMOSE
680.46		680 46	Add ballast and tamp up South approach.	RAILROAD
680 46		680 46	Replace - Lower flange angles	OSMOSE
680 46		680 46	Replace. - Bottom cover plates	OSMOSE
680.46		680 46	Replace - All stringers	OSMOSE
680 77		680 77	Remove debris from. - Lower gusset plates, flange angles and floor beam tops - Abutment seats	RAILROAD
680 77		680 77	Replace all 84 bridge ties.	OSMOSE
680 77		680.77	Add ballast and tamp up both approaches.	RAILROAD
681 08		681 08	Add ballast and tamp up South approach	RAILROAD
681 45		681 45	Replace - Upper lateral gusset plates in Span 2	OSMOSE
681.45		681 45	Add ballast and tamp up North approach	RAILROAD
682 18		682 18	Replace - All Guard timber	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
682.18		682 18	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops	RAILROAD
682 18		682 18	Replace - Upper Struts in each panel	OSMOSE
682 18		682 18	Replace - Lower flange angles in Span 2 at the South abutment	OSMOSE
682 18		682 18	Replace - All Guard timber	OSMOSE
682 18		682.18	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops - Abutment seat	RAILROAD
682 18		682 18	Replace - Lower laterals in Span 1	OSMOSE
683 36		683 36	Add ballast and tamp up approach	RAILROAD
683 36		683 36	Place - Rip/rap and add ballast to the Southeast wingwall	RAILROAD
687 03		687 03	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5	OSMOSE
687 03		687 03	Replace: - Cap on Bent 4 (minor crushing)	OSMOSE
687 88		687 88	Remove drift from bridge as necessary	RAILROAD
687 88		687 88	Replace - Subcap on Bent 1 - Subcap on Bent 2	OSMOSE
687 88		687 88	Replace - North Guard timber	OSMOSE
690.47		690.47	Remove debris from - Abutment seats - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
690 85		690 85	Remove debris from - Abutment top - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
690 85		690 85	Install - Wingwall to the Northeast abutment	OSMOSE
690 85	Main Span	690 85	Remove debris from. - Pier tops	RAILROAD
690 85	Main Span	690 85	Replace all bridge ties	OSMOSE
690 85		690 85	Replace all 44 bridge ties	OSMOSE
691.05	North Approach	691 05	Remove debris from - Abutment seat - Gusset plates and lower flange angles	RAILROAD
691 05	North Approach	691 05	Replace: - Lower laterals	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
691 05	Main Span	691 05	Replace stringer top flange angles, both trusses	OSMOSE
691 05	South Approach	691 05	Remove: - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD
691 05	South Approach	691 05	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE
691 38		691.38	Add ballast and tamp up both approaches	RAILROAD
693 27		693 27	Replace - Sill in Bent 3 (minor crushing)	OSMOSE
693 27		693 27	Replace - Cap on Bent 3	OSMOSE
693 27		693 27	Add ballast and tamp up both approaches	RAILROAD
694 32	North Approach	694 32	Replace - Cap on Bent 1	OSMOSE
694 32	North Approach	694 32	Add ballast and tamp up approach	RAILROAD
694 32	Main Span	694 32	Replace stringer top and bottom flange angles, all panels	OSMOSE
694 32	Main Span	694 32	Replace West Coped flange angles at eyebar connections of Floor Beams 4 & 5	OSMOSE
694.32	South Approach	694 32	Replace: - 3/4" Shim under Chord 1 on Bent 4 (working out)	OSMOSE
694 32	South Approach	694 32	Add ballast and tamp up approach	RAILROAD
694 78		694 78	Replace - Both expansion bearings	OSMOSE
694 78		694 78	Replace all 73 bridge ties	OSMOSE
694 78		694 78	Add ballast and tamp up approach	RAILROAD
694 78	Main Span	694 78	Replace truss bottom chord diagonal bracing, all panels	OSMOSE
694 78	Main Span	694 78	Replace stringer top flange angles, all panels	OSMOSE
694 78	Main Span	694 78	Replace. - All West Guard timber	OSMOSE
694 78		694 78	Replace: - Both fixed bearings	OSMOSE
694.78		694 78	Add ballast and tamp up approach	RAILROAD
694 78		694 78	Replace - All West Guard timber	OSMOSE
694 98		694 98	Remove: - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
694 98		694 98	Replace - Cap on Bent 1	OSMOSE
696 66	North Approach	696.66	Replace: - Cap on Bent 3 (split)	OSMOSE
696 66	Main Span	696.66	Replace ties	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
696.86	South Approach	696 86	Replace - Sill in Bent 3 (minor crushing)	OSMOSE
700 37		700 37	Replace - Cap on Bent 7 (cornering)	OSMOSE
700 37		700 37	Replace: - Cap with oversized cap on Bent 4 (slight crushing)	OSMOSE
700 37		700 37	Add ballast and tamp up both approaches	RAILROAD
700 37		700 37	Replace. - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 7 in Span 6 - Stringer 9 in Span 6 - Stringer 1 in Span 7 - Stringer 9 in Span 7	OSMOSE
702 65		702 65	Add ballast and tamp up both approaches	RAILROAD
702 95		702.95	Add ballast and tamp up both approaches.	RAILROAD
702 95		702.95	Replace: - Mud block under Post 5 of Bent 4	OSMOSE
702 95		702.95	Replace: - 2" Shim on Bent 3 (slight crushing)	OSMOSE
710 20		710 20	Post. - Pile 4 of Bent 5 - Pile 5 of Bent 5	OSMOSE
711 37		711 37	Remove vegetation from under bridge.	RAILROAD
711 67		711 67	Add ballast and tamp up both approaches	RAILROAD
711 67		711 67	Post. - Pile 2 of Bent 1 - Pile 5 of Bent 1 (split)	OSMOSE
712.16		712 16	Replace - Cap on Bent 1	OSMOSE
712.16		712.16	Add ballast and tamp up both approaches.	RAILROAD
712.80		712.80	Add ballast and tamp up both approaches.	RAILROAD
716 4	Section 1	716 40	Replace - 1 Anchor bolt on concrete abutment	OSMOSE
716 4	Section 2	716 40	Post - Post 1 of Bent 9 - Pile 3 of Bent 9	OSMOSE
716 4	Section 3	716 40	Replace Floor Beam top flange angles & cover plates (if applicable) at the following locations Truss #1, Floor Beam #0 Truss #1, Floor Beam #1 Truss #1, Floor Beam #2 Truss #2, Floor Beam #0 Truss #2, Floor Beam #3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 3	716.40	Repair or replace the following vertical truss members Truss #1, L3-U3 east and west Truss #1, L4-U4 east and west Truss #2, L3-U3 east and west Truss #2, L4-U4 west Truss #2, L7-U7 east and west Truss #2, L8-U8 east and west Truss #3, L3-U3 east	OSMOSE
716 4	Section 3	716.40	Repair or replace the following diagonal truss members Truss #1, L0-U1 east and west (bottom flange angles and top cover plates) Truss #1, L2-U3 eyebars east and west Truss #1, L3-U2 eyebars east and west Truss #1, L3-U4 eyebars east and west Truss #1, L4-U3 eyebars east and west Truss #1, L5-U4 eyebars east and west Truss #2, L2-U3 eyebars east and west Truss #2, L5-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L8-U9 eyebars east and west Truss #3, L0-U1 west (top cover plate) Truss #3, L0-U1 east (top cover plate and bottom flange angles) Truss #3, L2-U3 east eyebar Truss #3, L4-U3 east and west Truss #3, L4-U5 east and west Truss #3, L5-U4 east and west	OSMOSE
716.4	Section 3	716 40	Replace portal braces at the following locations Truss #1, north and south end Truss #2, south end	OSMOSE
716.4	Section 3	716 40	Repair truss bottom chord members at the following locations Truss #1, Panel #2 west side (at Floor Beam #2) Truss #3, Panel #6 west side Truss #3, Panel #7 west side	OSMOSE
716.4	Section 3	716 40	Repair stringer webs at the following locations Truss #2, Panel #3 west (at Floor Beam #3 connection) Truss #2, Panel #4 west (at Floor Beam #4 connection) Truss #2, Panel #5 west (at Floor Beam #5 connection)	OSMOSE
716.4	Section 3	716.40	Repair floor beams at web-to-bottom flange angle connection at the following locations Truss #3, Floor Beam #3 (including bottom chord splice plates) Truss #3, Floor Beam #6 (outboard from stringers - both sides)	OSMOSE
716 4	Section 3	716.40	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #1, Panel #5	OSMOSE
716 4	Section 4	716.40	Replace - Cap on Bent 9 - Cap on Bent 28 - Cap on Bent 70 - Cap on Bent 87	OSMOSE
716 4	Section 4	716.40	Post: - Pile 1 of Bent 64 - Pile 5 of Bent 64 - Post 1 of Bent 114 - Post 5 of Bent 114	OSMOSE
716 12		716.12	Patch: - Ballast leaks at both headwalls with bags of secrete and add ballast	RAILROAD
719.07		719 07	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
719 07		719 07	Replace: - Cap on Bent 1	OSMOSE
719 07		719 07	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 5 of Bent 7	OSMOSE
719 21		719 21	Spot replace approximately 22 bridge ties at rail joints.	OSMOSE
719.21		719 21	Replace - Cap on Bent 1	OSMOSE
724.22		724 22	Add ballast and tamp up both approaches	RAILROAD
725 96		725 96	Replace: - Cap on Bent 15 - Cap on Bent 28 - Cap on Bent 29 - Cap on Bent 31	OSMOSE
726 31		726.31	Cut Cutoffs down. - Install a Subsill on Bent 11 - Install a Subsill on Bent 13 - Install a Subsill on Bent 17 - Install a Subsill on Bent 23 - Install a Subsill on Bent 57	OSMOSE
726 31		726 31	Install Shim under: - Chord 2 on Bent 8 - Stringers 3 & 4 on Bent 23 - Chord 2 on Bent 28	OSMOSE
726 31		726 31	Replace, - Stringer 4 in Span 20 - Stringer 5 in Span 20 - Stringer 6 in Span 20 - Stringer 2 in Span 22 - Stringer 6 in Span 22 - Stringer 7 in Span 22 - Stringer 5 in Span 59 - Stringer 6 in Span 59 - Stringer 7 in Spas 59 - Stringer 2 in Span 62 - Stringer 3 in Span 62 - Stringer 7 in Span 62	OSMOSE
726.31		726.31	Replace: - Top 3 Planks of South headwall	OSMOSE
726.31		726 31	Add ballast and tamp up both approaches.	RAILROAD
727.35		727 35	Remove vegetation from both abutments	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
728.51		728 51	Post: - Pile 4 of Bent 7 - Pile 5 of Bent 7 - Pile 2 of Bent 8 - Pile 3 of Bent 8 - Pile 1 of Bent 9 - Pile 4 of Bent 9 - Pile 2 of Bent 16 - Pile 6 of Bent 16 - Pile 2 of Bent 17 - Pile 5 of Bent 17 (split) - Pile 4 of Bent 18 - Pile 5 of Bent 18	OSMOSE
728.51		728 51	Replace - Cap on Bent 11	OSMOSE
728.51		728 51	Replace all 216 bridge ties.	OSMOSE
728 51		728 51	Add ballast and tamp up both approaches.	RAILROAD
729 04		729 04	Remove: - Trees & brush from under bridge (fire hazard)	RAILROAD
729.04		729.04	Replace. - Cap on Bent 5 (slight crushing under chord 2) - Cap on Bent 27	OSMOSE
729 04		729.04	Post: - Post 5 of Bent 10 (visual) - Pile 1 of Bent 17 - Pile 3 of Bent 17	OSMOSE
729 04		729 04	Replace - Stringer 2 in Span 7 - Stringer 6 in Span 7 - Stringer 9 in Span 7 - Stringer 1 in Span 9 - Stringer 2 in Span 9 - Stringer 9 in Span 9 - Stringer 2 in Span 17 - Stringer 9 in Span 17 - Stringer 3 in Span 20 - Stringer 5 in Span 20	OSMOSE
729 04		729 04	Add ballast and tamp up both approaches	RAILROAD
729 17		730 17	Add ballast and tamp up both approaches	RAILROAD
730.56	Section 1	730 56	Add ballast and tamp up approach	RAILROAD
730.56	Section 1	730.56	Post: - Pile 1 of Bent 4 - Pile 5 of Bent 4 - Pile 1 of Bent 12 - Pile 3 of Bent 12	OSMOSE
730 56	Section 3	730.56	Post: - Pile 1 of Bent 5 - Pile 6 of Bent 5 - Pile 1 of Bent 10 - Pile 3 of Bent 10	OSMOSE
730 56	Section 4	730.56	Replace - All lateral bracing - All upper gusset plates and cross bracing	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
730 58	Section 5	730 58	Replace - Headwall	OSMOSE
730 58	Section 5	730 58	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 5 - Post 4 of Bent 5 - Piles 1 & 7 of Bent 9 - Post 5 of Bent 8 - Piles 1 & 7 of Bent 10 - Post 3 of Bent 10 - Piles 1 & 7 of Bent 12 - Post 5 of Bent 12 - Piles 1 & 7 of Bent 15 - Post 5 of Bent 15 - Piles 1 & 7 of Bent 17 - Post 2 of Bent 17 - Piles 1 & 7 of Bent 18 - Post 4 of Bent 18 - Piles 1 & 7 of Bent 19 - Post 3 of Bent 19 - Piles 1 & 7 of Bent 24 - Post 3 of Bent 24	OSMOSE
731 65	North Approach	731 65	Line and surface bridge	OSMOSE
731 65	North Approach	731 65	Replace - Cap on Bent 43 (slight crushing under chord 1) - Cap on Bent 59 (slight crushing under chord 2)	OSMOSE
731 65	North Approach	731 65	Replace. - Stringer 2 in Span 49 (broke) - Stringer 7 in Span 49 (breaking)	OSMOSE
731 65	South Approach	731 65	Replace - Cap on Bent 35 (crushing under chord 2) - Cap on Bent 63 (crushing)	OSMOSE
731 65	South Approach	731 65	Perform: - Detailed Stringer Inspection	OSMOSE
731.65	South Approach	731 65	Replace all bridge ties	OSMOSE
731.65	South Approach	731 65	Replace - Stringer to Cap plywood Shims on Bent 44 - Stringer to Cap plywood Shims on Bent 62 - Stringer to Cap plywood Shims on Bent 64	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	South Approach	731 65	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Post 2 of Bent 21 - Post 3 of Bent 21 - Post 5 of Bent 21 - Pile 1 of Bent 23 - Post 3 of Bent 23 - Post 6 of Bent 23 - Pile 1 of Bent 27 - Post 5 of Bent 27 - Pile 7 of Bent 27 - Pile 1 of Bent 39 - Post 5 of Bent 39 - Pile 7 of Bent 39 - Post 2 of Bent 55 - Post 4 of Bent 55 - Post 6 of Bent 55 - Post 2 of Bent 123 - Post 5 of Bent 123 - Post 6 of Bent 123 - Post 3 of Bent 131 - Post 4 of Bent 131 - Post 5 of Bent 131 - Post 2 of Bent 137 - Post 4 of Bent 137 - Post 6 of Bent 137 - Post 3 of Bent 139 - Post 5 of Bent 139 - Pile 7 of Bent 139 - Post 5 of Bent 149 - Post 6 of Bent 149 - Pile 7 of Bent 149 - Post 4 of Bent 159 - Post 5 of Bent 159 - Post 6 of Bent 159	OSMOSE
732 84	North Approach	732.84	Add ballast and tamp up approach	RAILROAD
732.84	North Approach	732 84	Replace - North headwall	OSMOSE
732.84	North Approach	732 84	Post: - Post 4 of Bent 16 (seven pile/post bent) - Post 6 of Bent 16 - Pile 7 of Bent 16 - Pile 1 of Bent 17 (seven pile/post bent) - Post 5 of Bent 17 - Pile 7 of Bent 17 - Pile 1 of Bent 20 (seven pile/post bent) - Post 3 of Bent 20 - Pile 7 of Bent 20 - Pile 1 of Bent 23 (seven pile/post bent) - Post 5 of Bent 23 - Pile 7 of Bent 23	OSMOSE
732 84	Main Span	732.84	Replace. - All laterals and gusset plates	OSMOSE
732 84	Main Span	732.84	Replace - Cap on Row 1 of Pier 2	OSMOSE
732.84	South Approach	732 84	Cut Pile tops down and. - Install an 8" Subcap on existing Cap of Bent 11	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
732 84	South Approach	732.84	Post: - Pile 2 of Bent 10 (7 pile bent) - Pile 3 of bent 10 - Pile 7 of Bent 10	OSMOSE
732.84	South Approach	732.84	Add ballast and tamp up approach	RAILROAD
733 88		733 88	Add ballast and tamp up both approaches	RAILROAD
733 95		733 95	Patch. - Approximately 17 ballast leaks throughout deck where concrete tubs join	RAILROAD
733.95		733 95	Chip out. - Cracked and spalled concrete on West walkway - Patch to original lines	RAILROAD
735.86		735.86	Add ballast and tamp up both approaches.	RAILROAD
735 86		735 86	Post. - Pile 5 of Bent 4 - Pile 6 of Bent 4	OSMOSE
736 03		736.03	Post: - Pile 2 of Bent 1 - Pile 4 of Bent 1 - Pile 1 of Bent 4 - Pile 7 of Bent 4	OSMOSE
736 03		736 03	Add ballast and tamp up both approaches	RAILROAD
736.51		736 51	Add ballast and tamp up both approaches	RAILROAD
736 51		736 51	Shim: - Under chord 1 of Bent 2	OSMOSE
736 51		736.51	Post: - Pile 1 of Bent 1(visual)	OSMOSE
736 51		736 51	Replace: - Cap on Bent 1	OSMOSE
738 70 Main	Main line	738 70	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2	OSMOSE
738 70 Siding	Siding	738.70	Add ballast and tamp up both approaches	RAILROAD
738.70 Siding	Siding	738 70	Replace: - Stringer 1 in Span 1 - Stringer 5 in Span 1	OSMOSE
738 94		738 94	Remove drift from bridge as necessary.	RAILROAD
738 94		738 94	Replace - Cap on Bent 14 (slight crushing) - Cap on Bent 19 (slight crushing) - Cap on Bent 21 - Cap on Bent 22	OSMOSE
738 94		738 94	Replace: - Walkway inspection planks & install hand cable	OSMOSE
739 14	North Approach	739.14	Replace: - Walkway inspection planks & install hand cable	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 14	North Approach	739 14	Replace: - Cap on Bent 22 (vertical split at right end) - Cap on Bent 24	OSMOSE
739 14	North Approach	739 14	Post. - Pile 2 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 8 - Pile 4 of Bent 8 - Pile 1 of Bent 17 - Pile 3 of Bent 17 - Pile 2 of Bent 23 - Pile 4 of Bent 23	OSMOSE
739 14	North Approach	738 14	Add ballast and tamp up approach.	RAILROAD
739 14	Main Span	739 14	Remove - Pack rust and debris from Flange angles, Cover plates and Gusset plates	RAILROAD
739 14	Main Span	739 14	Replace. - All Gusset plates	OSMOSE
739 14	South Approach	739 14	Replace: - Walkway Inspection planks & Install hand cable	OSMOSE
739 14	South Approach	739.14	Add ballast and tamp up approach.	RAILROAD
739 14	South Approach	739 14	Replace - Cap on Bent 3 (slight crushing under chord 2) - Cap on Bent 8 (breaking over Posts 5 & 6)	OSMOSE
739.14	South Approach	739 14	Reframe (5 post frame bent with piles 1 & 7 driven on each side). - Existing frame bent in bent 10 (cutting cutoffs down 1-2')	OSMOSE
739 43	North Approach	739 43	Replace. - Cap on Bent 8	OSMOSE
739 43	North Approach	739 43	Replace - Walkway Inspection planks & Install hand cable	OSMOSE
739.43	North Approach	739 43	Post. - Post 3 of Bent 9 - Post 5 of Bent 9 - Post 4 of Bent 12 - Pile 7 of Bent 12	OSMOSE
739 43	Main Span	739 43	Replace - Stringer shelf brackets on all TPG floor beams	OSMOSE
739.43	South Approach	739 43	Add ballast and tamp up approach	RAILROAD
739 43	South Approach	739 43	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 5 (breaking) - Replace Cap with an oversized cap on Bent 6 (breaking)	OSMOSE
739 43	South Approach	739 43	Post. - Pile 1 of Bent 2 - Post 5 of Bent 2	OSMOSE
739 43	South Approach	739 43	Replace - Guard timber	OSMOSE
739 43	South Approach	739 43	Replace - Walkway Inspection planks & Install hand cable	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739.68	Main Span	739.68	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #3, Panel #1, angles and gussets Truss #3, Panel #2, angles and gussets Truss #7, Panel #5, gussets Truss #8, Panel #3, angles and gussets Truss #8, Panel #5, angles and gussets Truss #9, Panel #3, angles and gussets Truss #9, Panel #4, gussets Truss #9, Panel #6, angles and gussets Truss #9, Panel #8, gussets Truss #9, Panel #9, gussets Truss #9, Panel #11, gussets Truss #9, Panel #12, gussets	OSMOSE
739.68	Main Span	739.68	Repair stringers at the following locations Truss #4, Panel #5, corroded web and bottom flange angles at connection (west) Truss #5, Panel #3, corroded web and bottom flange angles at connection (west) Truss #5, Panel #5, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #2, corroded web and bottom flange angles at connection (west) Truss #8, Panel #3, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #4, corroded web and bottom flange angles at connection (both sides) Truss #9, Panel #3, corroded bottom flange angles (west) Truss #9 Panel #4, corroded bottom flange angles (both sides) Truss #9, Panel #5, corroded web and bottom flange angles at connection (west) Truss #9, Panel #8, corroded bottom flange angles (west)	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and gusset plates at the following locations (unless prioritized at a higher level elsewhere) Truss #1, all panels Truss #4, all panels Truss #8, all panels	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord lacing bars and repair channels as required at the following locations Truss #1, all panels Truss #2, all panels Truss #7, all panels Truss #8, all panels	OSMOSE
739.68	Main Span	739 68	Replace stringer shelf angles at floor beam connection at the following locations Truss #1, all floor beams Truss #2, all floor beams Truss #3, all floor beams	OSMOSE
739 68	Main Span	739 68	Repair or replace top chord channels and cover plates at the following locations Truss #8, all panels	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739.68	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #3, top flange angles Truss #2, Floor Beam #0, bottom flange angles & web at horizontal gusset plate connections Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #1, web at bottom flange angle connection, outboard from stringers Truss #3, Floor Beam #2, web and bottom flange angles, outboard from stringers Truss #3, Floor Beam #3, web and bottom flange angles, outboard from west stringer Truss #4, Floor Beam #0, web, outboard from west stringer Truss #4, Floor Beam #3, bottom flange angles Truss #5, Floor Beam #0, web outboard from stringers (particularly west) Truss #6, Floor Beam #0, top and bottom flange angles Truss #6, Floor Beam #2, web and bottom flange angles (at connection) Truss #6, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #2, top and bottom flange angles Truss #8, Floor Beam #3, top and bottom flange angles Truss #8, Floor Beam #5, top flange angles Truss #9, Floor Beam #0, top flange angles Truss #9, Floor Beam #9, bottom flange angles Truss #9, Floor Beam #10, particularly on west sdo	OSMOSE
739 68	Main Span	739 68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #4 (west) Truss #2, Floor Beam #1 (west) Truss #2, Floor Beam #2 (both sides) Truss #3, Floor Beam #2 (west) Truss #3, Floor Beam #3 (west) Truss #4, Floor Beam #0 (both sides) Truss #7, Floor Beam #1 (west) Truss #7, Floor Beam #3 (west) Truss #7, Floor Beam #5 (both sides)	OSMOSE
739.68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #3 Truss #2, Panel #3 Truss #3, Panel #3 Truss #3, Panel #4 Truss #5, Panel #3 Truss #6, Panel #3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739.68	Main Span	739 68	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L3-U4 (west) corrosion on bottom 10' of web Truss #2, L2-U1 (west) corrosion on bottom 12' of web Truss #5, vertical gusset plates and flange angles, L2-U1 (both sides) Truss #6, vertical gusset plates at Floor Beam #3, L3-U2 (boh sides) Truss #7, L1-U1 (east) web and flange angles Truss #7, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, L4-U4 (west) web and flange angles Truss #7, L3-U4 (both sides) web and flange angles Truss #8, L2-U2 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #2, L2-U1 (both sides) Truss #8, L3-U3 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #3, L3-U4 (west) Truss #9, L2-U1 (both sides) heavy corrosion on web Truss #9, L2-U2 (both sides) corrosion on web Truss #9, L2-U3 (both sides) heavy corrosion on plates Truss #9, L4-U3 (both sides) heavy corrosion on plates and lacing bars Truss #9, L4-U4 (both sides) corrosion on channels Truss #9, L4-U5 (east) heavy corrosion on plates and lacing bars Truss #8, vertical gusset plate at Floor Beam #4, L4-U5 (west) Truss #9, L6-U5 (both sides) heavy corrosion on web and lacing bars Truss #9, L8-U8 (both sides) bottom vertical gusset plates Truss #9, L8-U9 (both sides) heavy corrosion on web plates Truss #9, L10-U11 (both sides) heavy corrosion on flange angles, webs and lacing bars Truss #9, L12-U11 (both sides) heavy corrosion on flange angles and webs	OSMOSE
739 68	Main Span	739 68	Repair stringer-to-floor beam connections at the following locations Truss #1, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #1, stringer top flange angles (both sides) 24" from FB connections Truss #3, Panel #2, stringer top & bottom flange angles (both sides) 24" from FB connections Truss #3, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #4, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #9, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739.68	Repair truss bottom chords at the following locations Truss #1, Panel #4, bottom flange on channels (both sides). Truss #2, Panel #1, top battern plates at Floor Beam #1 connections (both sides) Truss #2, Panel #5, heavy on channels at floor beams, corrosion throughout (both sides) Truss #3, Panel #2, corrosion on channel webs and lacing bars (west) Truss #3, Panel #4, corrosion on lacing bars (both sides) Truss #3, Panel #5, corrosion on webs and lacing bars (both sides) Truss #4, Panel #4, corrosion on lacing bars (west) Truss #5, Panel #4, corrosion on channels at FB#4 connection (west) Truss #5, Panel #5, corrosion on channels at FB#4 & FB#5 connection (west) Truss #6, Panel #1, corrosion on channels and lacing bars (west) Truss #6, Panel #3, corrosion on lacing bars (both sides) Truss #7, Panel #3, corrosion on channels at FB#3 connection (both sides) Truss #7, Panel #4, corrosion on channels at FB#4 connection (west) Truss #9, Panel #11, corrosion on web plate (east)	OSMOSE
739 68	Main Span	739.68	Repair truss top chords at the following locations Truss #1, Panel #1, top portal brace bottom strut Truss #1, Panel #5, top portal top and bottom flange angles Truss #9, Panel #8, top chord bracing Truss #9, Panel #9, top chord bracing Truss #9, Panel #10, top chord bracing Truss #9, Panel #11, top chord bracing Truss #10, Panel #1, top chord bracing	OSMOSE
741 35		741 35	Add ballast and tamp up both approaches.	RAILROAD
741 35		741 35	Shim - - Under Stringer 2, 4 & 6 of Bent 3 - Under Stringer 4 of Bent 5	OSMOSE
741 35		741 35	Replace- - 6 1/2" of Shims on Bent 1 - 2" of shims on Bent 3 (crushing)	OSMOSE
741.35		741 35	Replace: - Sill in Bent 2 (vertical split, crushing under post 4)	OSMOSE
741.35		741.35	Replace: - Top plank on South headwall	OSMOSE
741 35		741 35	Post. - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5	OSMOSE
741 74		741 74	Replace - Stringer 4 in Span 3 - Stringer 8 in Span 3 (horizontal shear)	OSMOSE
741.74		741.74	Re-straighten and Brace- - Bent 2 - Bent 3	OSMOSE
742.05		742 05	Replace all 36 bridge ties.	OSMOSE
742 05		742 05	Replace- - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
742 72		742 72	Replace: - Cap on Bent 1 - Cap on Bent 4	OSMOSE
742 95		742 98	Replace - Stringer 1 in Span 4 (horizontal shear) - Stringer 8 in Span 4 - Stringer 1 in Span 2 - Stringer 5 in Span 2	OSMOSE
742 95		742 98	Replace all 81 bridge ties	OSMOSE
743 20		743 20	Replace - Cap on Bent 1 (slight crushing)	OSMOSE
743 20		743.20	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2 - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE
743 73		743.73	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2 - Pile 1 of Bent 3 - Pile 4 of Bent 3	OSMOSE
743 73		743.73	Replace - North headwall - Top 2 planks on South headwall	OSMOSE
743 73		743 73	Remove drift from bridge as necessary.	RAILROAD
743.73		743 73	Replace - Cap on Bent 1	OSMOSE
743 88		743 88	Replace all 121 bridge ties	OSMOSE
743 88		743.88	Post: - Pile 1 of Bent 3 - Pile 3 of Bent 3	OSMOSE
743 88		743 88	Replace - Cap on Bent 5 - Cap on Bent 8 (split, cornering) - Cap on Bent 9	OSMOSE
743 88		743 88	Replace - North headwall	OSMOSE
743 97		743 97	Post: - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE
743 97		743 97	Cut Pile tops down and: - Replace Cap on Bent 6 with an oversize (crushing)	OSMOSE
743 97		743 97	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE
744 24		744 24	Replace: - Cap on Bent 2	OSMOSE
744.24		744.24	Replace - Both Sway Braces on Bent 2 - Both Sway Braces on Bent 5	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
744 44		744 44	Post - Post 1 of Bent 1	OSMOSE
744 70		744 70	Replace: - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4	OSMOSE
748 68		748 68	Replace: - Mud Blocks 1, 2 & 6 of Bent 6	OSMOSE
748 68		748.68	Replace: - 1 1/2" Shim under Chord 2 on Bent 5 (slight crushing)	OSMOSE
748 68		748 68	Replace - Stringer 2 in Span 4 - Stringer 6 in Span 4	OSMOSE
748 68		748 68	Shim - Under Stringer chord 1 of Bent 5	OSMOSE
750.46	North Approach	750 46	Replace - Missing brace bolts and nuts	OSMOSE
750 46	Main Span	750 46	Replace. - All Laterals & gusset plates - All Cross bracing	OSMOSE
750.46	South Approach	750.46	Replace - Missing brace bolts and nuts	OSMOSE
751 02		751 02	Cut Pile tops down and: - Install an 8" Subcap on existing cap of Bent 12B - Replace Cap & Install an 8" Subcap on Bent 20B	OSMOSE
752.99		752 99	Replace. - Elevation Shim on Bent 4	OSMOSE
752 99		752 99	Add ballast and tamp up both approaches.	RAILROAD
755.63		755 63	Remove - Fouled ballast, replace and tamp up both approaches	RAILROAD
756 13		756 13	Replace: - North wingwalls	OSMOSE
756 55		756.55	Add ballast and tamp up both approaches.	RAILROAD
756.55		756.55	Replace: - Cap on Bent 5 - Cap on Bent 6	OSMOSE
756 55		756.55	Replace all 76 bridge ties	OSMOSE
757 37		757.37	Add ballast and tamp up both approaches	RAILROAD
761 13		761 13	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2 (crushing) - Stringer 1 in Span 3 - Stringer 8 in Span 3 (crushing)	OSMOSE
763 55	North Approach	763 55	Cut Pile tops down and - Replace Cap on Bent 1 - Replace Cap on Bent 11	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
763 55	North Approach	763 55	Post. - Pile 2 of Bent 14 - Pile 6 of Bent 14 - Pile 1 of Bent 18 - Pile 2 of Bent 18	OSMOSE
763 55	North Approach	763 55	Install - Bracing on Bent 2 (12' tall) - Bracing on Bent 3 (14' tall)	OSMOSE
763 55	South Approach	763.55	Replace - Both Sway Braces on Bent 22 - All Bracing on Bents 23 thru30 - 1 Sash Brace on Bent 31 - 1 Sway Brace on Bent 37	OSMOSE
763 55	South Approach	763 55	Post - Pile 1 of Bent 3 - Pile 3 of Bent 3 - Post 3 of Bent 6 - Cutoff 3 of Bent 6 - Pile 5 of Bent 6 - Pile 4 of Bent 8 - Pile 5 of Bent 8 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 22 - Pile 2 of Bent 22 - Pile 2 of Bent 29 - Pile 3 of Bent 29	OSMOSE
763.55	South Approach	763.55	Cut Pile tops down and: - Replace cap on Bent 26 - Replace cap on Bent 35 (pile 4 slightly punching, crushing) - Replace cap on Bent 38	OSMOSE
763 55	South Approach	763 55	Add ballast and tamp up approach.	RAILROAD
769 11	North Approach	769 11	Install marine wrap on - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14	OSMOSE
769 11	North Approach	769 11	Replace - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12	OSMOSE
769 11	North Approach	769 11	Post: - Pile 2 of Bent 5 (4 pile bent)	OSMOSE
769 11	South Approach	769 11	Replace - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
769.11	South Approach	769.11	Replace: - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3	OSMOSE
769.11	South Approach	769 11	Shim - Under Stringers 1 & 4 of Bent 4	OSMOSE
769 11	South Approach	769 11	Install marine wrap on - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A	OSMOSE
769 11	South Approach	769.11	Cut Pile tops down and. - Replace Cap & Install an 8" Subcap on Bent 7A	OSMOSE
771.76		771 76	Add ballast and tamp up both approaches.	RAILROAD
771 76		771 76	Replace: - 3/4" Shim under Chord 1	OSMOSE
771 76		771 76	Install marine wrap on. - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6	OSMOSE
771 75		771 76	Post. - Pile 4 of Bent 6 - Pile 5 of Bent 6	OSMOSE
773 94		773 94	Install marine wrap on: - Bent 2 - Bent 3	OSMOSE
774 8		774 80	Tighten - West handrail cable	RAILROAD
776 56		776 56	Install marine wrap on - Bent 2 - Bent 3	OSMOSE
776 56		776 56	Replace all 46 bridge ties	OSMOSE
776 56		776 56	Add ballast and tamp up both approaches.	RAILROAD
776 56		776 56	Replace - All stringers	OSMOSE
777.03		777 03	Install marine wrap on. - Bent 1 - Bent 2 - Bent 3	OSMOSE
779 80		779.80	Replace - Stringer 2 in Span 1 - Stringer 3 in Span 1 - Stringer 9 in Span 1 - Stringer 3 in Span 3 - Stringer 9 in Span 3	OSMOSE
782 35		782 35	For better bearing of Stringers: - Scab Cap or Pull Bent 2	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
782 53		782.53	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE
782 53		782 53	Replace - Both headwalls	OSMOSE
785 26		785 26	Add ballast and tamp up both approaches	RAILROAD
785 33		785 33	Add ballast and tamp up both approaches	RAILROAD

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 21		652 21	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 7	OSMOSE
652 21		652 21	Replace - Both Sway Braces on Bent 6	OSMOSE
652 21		652 21	In-place preservatively treat piles and caps	OSMOSE
652.21		652.21	Add ballast and tamp up both approaches.	RAILROAD
656 12		656 12	Add ballast and tamp up both approaches	RAILROAD
656 12		656.12	Replace: - All guard timber	OSMOSE
656.12		656.12	Reset abutment #2 bearings.	OSMOSE
656 12		656 12	Clean both bridge seats and floor beam top flange angles of debris	RAILROAD
657.12		657 12	Post - - Pile 1 of Bent 3 - Pile 1 of Bent 4 - Pile 1 of Bent 6	OSMOSE
657 12		657 12	Replace - Cap on Bent 3 (minor crushing under chord 1) - Cap on Bent 6	OSMOSE
657 12		657 12	In-place preservatively treat piles and caps	OSMOSE
657 96		657 96	Replace - Stringer 1 in Spans 1 & 2	OSMOSE
658 17		658 17	Replace. - Stringer 8 in Span 5 - Stringer 1 in Span 7	OSMOSE
660.89		660 89	Replace: - Top North Headwall plank - Top South Headwall plank	OSMOSE
660.89		660 89	Replace: - Stringer 1 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 6	OSMOSE
661 28	North Approach	661 28	Replace - Stringer 8 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5 - Stringer 1 in Span 6	OSMOSE
661 28	North Approach	661 28	Post. - Pile 1 of Bent 1 - Pile 2 of Bent 3	OSMOSE
661 28	North Approach	661.28	Replace: - Cap on Bent 6	OSMOSE
661.28	North Approach	661.28	In-place preservatively treat piles, caps and stringers	OSMOSE
661.28	North Approach	661 28	Replace: - Top plank of headwall	OSMOSE
661 28	Main Section	661.28	Spot replace 8 bridge ties.	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
661 28	South Approach	661 28	Post - Pile 1 of Bent 3 - Pile 1 of Bent 4	OSMOSE
661 28	South Approach	661 28	In-place preservatively treat piles, caps, and stringers.	OSMOSE
661 28	South Approach	661 28	Shim or Epoxy - Over Pile 2 of Bent 4 - Over Pile 5 of Bent 4	OSMOSE
661 28	South Approach	661 28	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 3 - Stringer 1 in Span 6	OSMOSE
661.73		661 73	Replace - Stringer 4 in Span 1 - Stringer 8 in Span 2	OSMOSE
661 73		661 73	In-place preservatively treat piles, caps and stringers	OSMOSE
661 73		661 73	Post - Pile 2 of Bent 6 - Pile 1 of Bent 7 - Pile 1 of Bent 8 - Pile 1 of Bent 9	OSMOSE
661 73		661 73	Replace. - Shim on Bent 8	OSMOSE
661.73		661 73	Spot replace 6 bridge ties.	OSMOSE
662 59		662 59	Shim or Epoxy - Over Pile 1 of Bent 1 - Over Pile 2 of Bent 21 - Over Pile 3 of Bent 21 - Over Pile 4 of Bent 21	OSMOSE
662 59		662.59	In-place preservatively treat piles, caps and stringers	OSMOSE
662.59		662.59	Replace. - Cap on Bent 17 (cornering) - Cap on Bent 20 (slight crushing)	OSMOSE
662 59		662 59	Replace: - South Sway Brace on Bent 2	OSMOSE
662.59		662.59	Post - Pile 5 of Bent 1 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Pile 2 of Bent 4 - Pile 4 of Bent 5 - Pile 4 of Bent 8 - Pile 1 of Bent 13 - Pile 4 of Bent 18 - Pile 2 of Bent 20 - Pile 5 of Bent 22	OSMOSE
664.00	South Approach	664.00	Patch: - Ballast leak at Southwest corner of headwall	RAILROAD
664.00	South Approach	664 00	In-place preservatively treat piles, caps and stringers	OSMOSE
664.62	North Approach	664.62	Spot replace 6 bridge ties.	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
664 62	North Approach	664 62	Replace. - Stringer 5 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 5	OSMOSE
664 62	North Approach	664 62	In-place preservatively treat piles, caps and stringers	OSMOSE
664 62	North Approach	664 62	Post: - Pile 1 of Bent 2	OSMOSE
664.62	North Approach	664 62	Replace - North Sway brace on Bent 3	OSMOSE
664.62	Main Section	664 62	Replace - 2 sections of Guard timber on the East side	OSMOSE
664 62	South Approach	664.62	Spot replace 4 bridge ties.	OSMOSE
664.62	South Approach	664 62	Post - Pile 1 of Bent 2 - Pile 1 of Bent 4 - Pile 5 of Bent 6	OSMOSE
664 62	South Approach	664 62	In-place preservatively treat piles, caps and stringers	OSMOSE
664 85	North Approach	664 85	Replace - Cap on Bent 1	OSMOSE
664 85	North Approach	664 85	Add ballast and tamp up approach.	RAILROAD
664 85	North Approach	664 85	Post: - Pile 2 of Bent 3	OSMOSE
664 85	North Approach	664 85	In-place preservatively treat the piles, caps and stringers	OSMOSE
664 85	South Approach	664 85	Add ballast and tamp up approach.	RAILROAD
664 85	South Approach	664 85	In-place preservatively treat piles, caps and stringers.	OSMOSE
665.49	North Approach	665 49	In-place preservatively treat piles, caps and stringers	OSMOSE
665 49	North Approach	665.49	Install - Lower sway braces on Bent 3	OSMOSE
665.49	North Approach	665.49	Spot replace 3 bridge ties.	OSMOSE
665.49	Main Section	665 49	Clean debris off of bridge seats and steel members	RAILROAD
665.49	South Approach	665.49	In-place preservatively treat piles, caps and stringers.	OSMOSE
665 49	South Approach	665.49	Shim or Epoxy - Over Pile 1 of Bent 7	OSMOSE
665 49	South Approach	665 49	Post - Pile 1 of Bent 6	OSMOSE
665.49	South Approach	665 49	Spot replace 8 bridge ties	OSMOSE
666 21		666 21	In-place preservatively treat piles and caps.	OSMOSE
667 28		667 28	In-place preservatively treat piles and caps.	OSMOSE
667 28		667 28	Post - Pile 4 of Bent 2 - Pile 4 of Bent 3	OSMOSE
667 28		667 28	Spot replace 3 bridge ties	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
667 28		667 28	Replace. - Top Plank of South headwall	OSMOSE
667.28		667 28	Shim or Epoxy. - Over Pile 2 of Bent 3	OSMOSE
667 40	North Approach	667 40	Spot replace 6 bridge ties	OSMOSE
667 40	North Approach	667 40	In-place preservatively treat piles, caps and stringers	OSMOSE
667 40	North Approach	667 40	Post - Pile 1 of Bent 6	OSMOSE
667 40	Main Section	667 40	Replace all 137 bridge ties	OSMOSE
667.40	South Approach	667 40	Replace: - Stringer 1 in Span 3	OSMOSE
667 40	South Approach	667 40	In-place preservatively treat piles, caps and stringers	OSMOSE
668 50	North Approach	668 50	Replace: - Stringer 8 in Span 1 - Stringer 1 in Span 5 - Stringer 8 in Span 7	OSMOSE
668.50	North Approach	668.50	Shim: - Over Pile 1 of Bent 1	OSMOSE
668.50	North Approach	668 50	Post: - Pile 1 of Bent 4 (7 pile bent) - Pile 6 of Bent 4 - Pile 3 of Bent 7	OSMOSE
668.50	North Approach	668 50	In-place preservatively treat piles, caps and stringers	OSMOSE
668 50	South Approach	668 50	In-place preservatively treat piles and caps	OSMOSE
671 89		671 89	Replace. - South wingwalls	OSMOSE
671 89		671.89	Replace - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5	OSMOSE
671 89		671 89	In-place preservatively treat piles and caps	OSMOSE
671 89		671 89	Post: - Pile 1 of Bent 7	OSMOSE
671 89		671 89	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 1 in Span 4 (22" Deep Stringer) - Stringer 4 in Span 5	OSMOSE
671 89		671.89	Shim or Epoxy - Over Pile 4 of Bent 7	OSMOSE
674 03		674 03	In-place preservatively treat the piles, caps and stringers	OSMOSE
674 03		674 03	Post: - Pile 5 of Bent 2	OSMOSE
674 03		674 03	Replace - Stringer 6 in Span 2	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
677.05		677 05	Replace - Stringer 8 in Span 2 - Stringer 8 in Span 3	OSMOSE
677 05		677 05	Add ballast and tamp up both approaches.	RAILROAD
677 80	North Approach	677 80	In-place preservatively treat piles and caps	OSMOSE
677 80	North Approach	677 80	Replace: - Stringer 1 in Span 4	OSMOSE
677 80	South Approach	677 80	Add ballast and tamp up approach.	RAILROAD
677 80	South Approach	677 80	In-place preservatively treat piles, caps and stringers	OSMOSE
677 80	South Approach	677 80	Replace: -Stringer 8 in Span 2	OSMOSE
678.43	North Approach	678 43	Post: - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 5	OSMOSE
678 43	North Approach	678 43	Replace - Stringer 8 in Span 5	OSMOSE
678.43	North Approach	678.43	In-place preservatively treat piles and caps.	OSMOSE
678.43	Main Span	678 43	Remove debris from: - Lower gusset plates, flange angles & Pier tops	RAILROAD
678.43	South Approach	678 43	In-place preservatively treat piles and caps	OSMOSE
678.43	South Approach	678 43	Replace - Cap on Bent 4	OSMOSE
680.17		680.17	Remove debris from: - Top of Flange angles at Floor beams 0, 1, 5 & 6	RAILROAD
680 46		680.46	Remove debris from. - Lower gusset plates, flange angles, floor beam top and abutment seats	RAILROAD
681 08		681 08	Remove debris from - Lower gusset plates, flange angles, floor beam tops and abutment seats	RAILROAD
681 08		681 08	Replace - Bottom Laterals in Span 2	OSMOSE
681 45		681 45	Remove debris from: - Lower gusset plates - Flange angles - Floor beam top and abutment seats	RAILROAD
682 18		682 18	Remove debris from - Abutment seat	RAILROAD
682 18		682.18	Replace: - Lower laterals	OSMOSE
682 18		682 18	Add ballast and tamp up approach.	RAILROAD
682 18		682 18	Replace - Upper flange angles in Span 2	OSMOSE
683 36		683.36	Remove debris from - Gusset plates, flange angles and abutment seats	RAILROAD

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LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
683 36		683 36	Spot replace 8 bridge ties	OSMOSE
683 36	Main Section	683 36	Remove debris from: - Bearing areas	RAILROAD
683 36		683 36	Remove debris from: - Gusset plates, flange angles and abutment seats	RAILROAD
687 03		687 03	Add ballast and tamp up both approaches	RAILROAD
687 03		687 03	Replace. - Cap on Bent 1	OSMOSE
687 03		687 03	Replace - Stringer 8 in Span 2 (visual reject)	OSMOSE
687 03		687 03	Replace. - Subcap on Bent 2	OSMOSE
687.03		687 03	Shim or Epoxy - Over Post 3 of Bent 3	OSMOSE
687 03		687 03	In-place preservatively treat piles and caps	OSMOSE
687 88		687 88	In-place preservatively treat piles, caps and stringers	OSMOSE
687 88		687 88	Post - Post 5 of Bent 2 - Post 5 of Bent 6	OSMOSE
687 88		687 88	Add ballast and tamp up both approaches	RAILROAD
687 88		687 88	Replace - Top plank on East headwall	OSMOSE
687 88		687.88	Replace. - Subcap on Bent 6	OSMOSE
689.23		689.23	In-place preservatively treat piles, caps and stringers	OSMOSE
690 85		690 85	Replace: - West Knee brace 2 in Span 1 - West Knee brace 4 in Span 1	OSMOSE
690 85		690 85	Replace - Lower laterals	OSMOSE
690.85		690 85	Add ballast and tamp up approach	RAILROAD
690 85		690 85	Replace - Lower laterals - Gusset plates	OSMOSE
690 85		690.85	Add ballast and tamp up approach	RAILROAD
690.85		690.85	Remove debris from: - Abutment seat - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
691 05	North Approach	691 05	Replace - Upper gusset plates - Cross braces	OSMOSE
691 05	North Approach	691 05	Replace: - Upper and lower flange angles at the North abutment - Upper 8" of stiffeners at the North abutment	OSMOSE
691 05	Main Span	691.05	Replace stringer bottom flange angles, both trusses	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
691 05	Main Span	691 05	Replace truss bottom chord diagonal bracing, both trusses	OSMOSE
691 05	South Approach	691 05	Replace - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7	OSMOSE
691 05	South Approach	691 05	Post. - Pile 5 of Bent 2 - Pile 4 of Bent 9	OSMOSE
691.05	South Approach	691 05	In-place preservatively treat piles, caps and stringers.	OSMOSE
693 27		693 27	Replace: - Stringer 1 in Span 5	OSMOSE
693 27		693 27	In-place preservatively treat piles, caps and stringers	OSMOSE
693.27		693 27	Replace. - Sill in Bent 4	OSMOSE
694.32	North Approach	694 32	In-place preservatively treat piles, caps and stringers	OSMOSE
694.32	North Approach	694 32	Post - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7	OSMOSE
694.32	North Approach	694 32	Shim or Epoxy - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2	OSMOSE
694.32	North Approach	694 32	Replace - Cap on Bent 8	OSMOSE
694 32	Main Span	694 32	Replace floor beam bottom flange angles, all floor beams	OSMOSE
694 32	South Approach	694 32	Post - Post 1 of Bent 3 - Pile 1 of Bent 5	OSMOSE
694 32	South Approach	694.32	In-place preservatively treat piles, caps and stringers	OSMOSE
694 78		694.78	Remove debris from: - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD
694 78		694 78	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE
694.78	Main Span	694.78	Replace stringer bottom flange angles, all panels	OSMOSE
694.78	Main Span	694 78	Replace floor beam bottom flange angles, all floor beams	OSMOSE
694 78		694 78	Replace. - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE
694.78		694.78	Remove debris from. - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
696 66	North Approach	696 66	Replace - Cap on Bent 4	OSMOSE
696 66	North Approach	696 66	Post. - Post 1 of Bent 5	OSMOSE
696 66	North Approach	696 66	In-place preservatively treat piles, caps and stringers	OSMOSE
696 66	Main Span	696 66	Replace stringer top lateral gusset plates	OSMOSE
696 66	South Approach	696 66	Add ballast and tamp up approach	RAILROAD
696.66	South Approach	696.66	Replace - Sill in Bent 4 - Sill in Bent 5 (split)	OSMOSE
696 66	South Approach	696 66	Post. - Post 5 of Bent 2 - Pile 4 of Bent 7	OSMOSE
696.66	South Approach	696.66	In-place preservatively treat piles and caps.	OSMOSE
700 37		700 37	Shim or Epoxy. - Over Pile 3 of Bent 7	OSMOSE
700 37		700 37	Replace - Stringer 1 in Span 5	OSMOSE
700 37		700 37	In-place preservatively treat piles, caps and stringers	OSMOSE
700 37		700.37	Post. - Pile 5 of Bent 3 - Post 1 of Bent 6	OSMOSE
702 65		702 65	In-place preservatively treat piles, caps and stringers	OSMOSE
702 65		702.65	Replace. - 2 sections of Guard timber	OSMOSE
702 65		702 65	Replace - 6" Shim on Bent 6 (vertical split)	OSMOSE
702 65		702 65	Replace: - Stringer 1 in Span 1	OSMOSE
702 95		702.95	In-place preservatively treat piles, caps and stringers	OSMOSE
710 20		710 20	Replace. - Cap on Bent 5	OSMOSE
710.20		710 20	Post: - Pile 2 of Bent 2	OSMOSE
710.20		710.20	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 2	OSMOSE
711 37		711 37	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5	OSMOSE
711 37		711 37	Shim or Epoxy - Over Pile 5 of Bent 1	OSMOSE
711 37		711 37	Replace - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
711 67		711 67	In-place preservatively treat piles, caps and stringers	OSMOSE
711 67		711 67	Post - Pile 2 of Bent 3 - Pile 1 of Bent 4	OSMOSE
711 67		711 67	Shim or Epoxy - Over Pile 3 of Bent 4	OSMOSE
711 67		711 67	Replace. - Stringer 6 in Span 1 - Stringer 12 in Span 1	OSMOSE
712 16		712 16	In-place preservatively treat piles, caps and stringers.	OSMOSE
712.16		712 16	Replace: - North headwall (undermining)	OSMOSE
712 16		712.16	Replace - Stringer 1 in Span 3 - Stringer 1 in Span 4	OSMOSE
712 16		712 16	Post - Pile 2 of Bent 5	OSMOSE
712 80		712 80	In-place preservatively treat piles, caps and stringers.	OSMOSE
712 80		712 80	Post. - Pile 1 of Bent 1 - Pile 1 of Bent 2	OSMOSE
712 80		712.80	Replace - South sway brace on Bent 3	OSMOSE
716 4	Section 2	716 40	Post: - Post 5 of Bent 1 - Pile 1 of Bent 3 - Pile 5 of Bent 6 - Pile 5 of Bent 7	OSMOSE
716 4	Section 2	716.40	In-place preservatively treat piles, caps and stringers	OSMOSE
716 4	Section 3	716.40	Repair the following vertical truss members Truss #1, L1-U1 east Truss #1, L6-U6 east Truss #2, L1-U1 east Truss #2, L2-U2 east Truss #2, L6-U6 east and west	OSMOSE
716.4	Section 3	716 40	Repair the following diagonal truss members Truss #2, L7-U6 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 3	716 40	Repair floor beams at the following locations Truss #1, Floor Beam #2 (web at bottom of stringer-to-floor beam connection) Truss #1, Floor Beam #3 (top flange angles) Truss #1, Floor Beam #4 (top flange angles) Truss #1, Floor Beam #5 (top flange angles) Truss #1, Floor Beam #6 (top flange angles) Truss #1 Floor Beam #7 (top flange angles) Truss #2, Floor Beam #2 (top and bottom flange angles) Truss #2, Floor Beam #4 (top and bottom flange angles) Truss #2, Floor Beam #7 (top and bottom flange angles) Truss #2, Floor Beam #8 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #9 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #10 (top flange angles) Truss #3, Floor Beam #5 (bottom flange angles)	OSMOSE
718 4	Section 4	716 40	Add ballast and tamp up approach.	RAILROAD
716 4	Section 4	716 40	Post: - Post 3 of Bent 6 - Post 5 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 5 of Bent 14 - Post 5 of Bent 16 - Post 1 of Bent 18 - Post 5 of Bent 19 - Post 1 of Bent 20 - Post 5 of Bent 21 - Post 5 of Bent 29 - Post 1 of Bent 92 - Post 5 of Bent 93 - Post 5 of Bent 94 - Post 5 of Bent 100 - Post 5 of Bent 105 - Post 5 of Bent 107 - Post 1 of Bent 109 - Post 5 of Bent 110 - Post 1 of Bent 112 - Post 5 of Bent 119 - Post 5 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 5 of Bent 149 - Post 7 of Bent 151 - Post 7 of Bent 153	OSMOSE
716.4	Section 4	716 40	In-place preservatively treat piles, posts, sills and caps	OSMOSE
716 4	Section 4	716 40	Replace - Tower Brace in Span 9 - West Tower Brace in Span 17 - Both Tower Braces in Span 24 - East Tower Brace in Span 38 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 54 - West Tower Brace in Span 86 - Both Tower Braces in Span 102	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 4	716 40	Replace: - Cap on Bent 4 - Cap on Bent 25 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 135	OSMOSE
719 07		719 07	Replace - South Sash Brace on Bent 2	OSMOSE
719 07		719 07	In-place preservatively treat piles, caps and stringers	OSMOSE
719 07		719 07	Post: - Pile 1 of Bent 2 - Pile 4 of Bent 6	OSMOSE
719 07		719 07	Replace - Cap on Bent 3	OSMOSE
719 21		719 21	Replace - Girt Bracing in Span 3 - Girt Bracing in Span 7 - Girt Bracing in Span 21	OSMOSE
719 21		719 21	In-place preservatively treat piles, caps and stringers	OSMOSE
719 21		719.21	Post: - Pile 4 of Bent 4 - Pile 5 of Bent 5 - Pile 1 of Bent 8 - Pile 1 of Bent 11 - Pile 2 of Bent 12 - Pile 5 of Bent 15 - Pile 1 of Bent 21	OSMOSE
719 21		719 21	Replace: - Sash Brace on Bent 19	OSMOSE
719 21		719.21	Replace. - Cap on Bent 13 - Cap on Bent 17	OSMOSE
719 21		719.21	Replace - Shim on Bent 22	OSMOSE
719.21		719.21	Replace. - Stringer 8 in Span 1 - Stringer 3 in Span 18	OSMOSE
725 96		725.96	In-place preservatively treat piles, caps and stringers.	OSMOSE
725.96		725.96	Post: - Pile 6 of Bent 10 - Pile 6 of Bent 11	OSMOSE
726 31		726 31	Cut Cutoff down and install Block over - Cutoff 1 of Bent 3 - Cutoff 1 of Bent 8 - Cutoff 1 of Bent 14 - Cutoff 2 of Bent 28 - Cutoff 2 of Bent 48	OSMOSE
726 31		726 31	Replace: - Post 2 of Bent 33	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
726 31		726 31	Replace - Stringer 8 in Span 1 - Stringer 2 in Span 3 - Stringer 4 in Span 3 - Stringer 4 in Span 5 - Stringer 4 in Span 17 - Stringer 4 in Span 19 - Stringer 6 in Span 19 - Stringer 2 in Span 21 - Stringer 5 in Span 25 - Stringer 6 in Span 27 - Stringer 4 in Span 28 - Stringer 6 in Span 28 - Stringer 7 in Span 31 - Stringer 9 in Span 31 - Stringer 6 in Span 32 - Stringer 9 in Span 32 - Stringer 4 in Span 33 - Stringer 8 in Span 33 - Stringer 7 in Span 35 - Stringer 7 in Span 36 - Stringer 2 in Span 49 - Stringer 2 in Span 50 - Stringer 6 in Span 53 - Stringer 6 in Span 54 - Stringer 6 in Span 55 - Stringer 7 in Span 56 - Stringer 7 in Span 58 - Stringer 9 in Span 60 - Stringer 9 in Span 61	OSMOSE
728 51		728.51	Replace - Cap on Bent 8	OSMOSE
728.51		728 51	Replace - Stringer 4 in Span 10	OSMOSE
728 51		728 51	In-place preservatively treat piles, caps and stringers.	OSMOSE
728 51		728 51	Sham or Epoxy - Over Pile 2 in Bent 2A - Over Pile 3 in Bent 2A - Over Pile 4 in Bent 2A	OSMOSE
728.51		728.51	Post - Pile 2 of Bent 4 - Pile 5 of Bent 6 - Pile 2 of Bent 10 - Pile 2 of Bent 12 - Pile 1 of Bent 15	OSMOSE
729 04		729 04	Replace: - Cap on Bent 17	OSMOSE
729 04		729.04	Post: - Pile 2 of Bent 4 - Pile 1 of Bent 5 - Post 1 of Bent 9 - Pile 4 of Bent 11 - Pile 2 of Bent 20 - Pile 1 of Bent 22 - Pile 5 of Bent 23 - Post 5 of Bent 26	OSMOSE
729 04		729.04	In-place preservatively treat piles, caps and stringers.	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
729.04		729 04	Shim or Epoxy - Over Pile 2 of Bent 2	OSMOSE
729 04		729 04	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 2 - Stringer 9 in Span 3 - Stringer 9 in Span 4 - Stringer 9 in Span 5 - Stringer 2 in Span 6 - Stringer 2 in Span 21 - Stringer 9 in Span 23 - Stringer 2 in Span 24 - Stringer 2 in Span 25	OSMOSE
729 04		729.04	Replace: - Tower Bracing in Span 11 - Tower Bracing in Span 22	OSMOSE
730.56	Section 1	730 56	In-place preservatively treat piles and caps	OSMOSE
730 56	Section 1	730 56	Post Pile 1 of Bent 2 Pile 6 of Bent 8 Pile 1 of Bent 10 Pile 6 of Bent 11 Pile 1 of Bent 13	OSMOSE
730 56	Section 3	730 56	In-place preservatively treat piles and caps	OSMOSE
730 56	Section 3	730 56	Post. - Pile 1 of Bent 6 - Pile 6 of Bent 8 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 18	OSMOSE
730.56	Section 5	730 56	In-place preservatively treat the piles and caps.	OSMOSE
730 56	Section 5	730.56	Post (frame bents w/ 5 posts + piles 1 & 7 on outside): - Piles 1 & 7 of Bent 2 - Piles 1 & 7 of Bent 3 - Piles 1 & 7 of Bent 4 - Piles 1 & 7 of Bent 7 - Piles 1 & 7 of Bent 9 - Piles 1 & 7 of Bent 11 - Piles 1 & 7 of Bent 13 - Piles 1 & 7 of Bent 14 - Pile 1 of Bent 16 - Piles 1 & 7 of Bent 20 - Piles 1 & 7 of Bent 21 - Piles 1 & 7 of Bent 23 - Pile 1 of Bent 25 - Post 3 of Bent 25 - Pile 1 of Bent 26 - Post 5 of Bent 26 - Post 5 of Bent 28 - Pile 1 of Bent 29 - Post 3 of Bent 29 - Posts 3 & 5 of Bent 30 - Pile 7 of Bent 30 - Post 4 of Bent 32 - Pile 7 of Bent 32 - Post 3 of Bent 33 - Post 5 of Bent 33 - Pile 6 of Bent 34	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
730 56	Section 5	730 56	Replace - Cap on Bent 8	OSMOSE
730 56	Section 5	730.56	Spot replace 25 bridge ties	OSMOSE
730.56	Section 5	730 56	Add ballast and tamp up approach	RAILROAD
731 65	North Approach	731 65	Replace - Stringer 4 in Span 38 - Stringer 4 in Span 39 - Stringer 7 in Spans 50 & 51 (broken)	OSMOSE
731 65	North Approach	731 65	Replace - Cap on Bent 40 - Cap on Bent 48 - Cap on Bent 63 (slight crushing)	OSMOSE
731.65	North Approach	731 65	Replace - Tower brace 1 in Span 16	OSMOSE
731 65	Main Section	731 65	Replace - Upper Gusset plates	OSMOSE
731 65	South Approach	731 65	In-place preservatively treat piles, posts, sills and caps.	OSMOSE
731.65	South Approach	731 65	Replace. - Cap on Bent 13 - Cap on Bent 41 (slight crushing under chord 1) - Cap on Bent 81 (slight crushing under chord 1)	OSMOSE
731 65	South Approach	731 65	Replace - Stringer 2 in Span 4 - Stringer 2 in Span 5 - Stringer 2 in Span 9 - Stringer 2 in Span 10 - Stringer 2 in Span 12 - Stringer 2 in Span 16 - Stringer 2 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 26 - Stringer 10 in Spans 31 and 32 - Stringer 5 in Span 35 , - Stringer 5 in Span 36 - Stringer 2 in Spans 37 and 38 - Stringer 9 in Span 59 - Stringer 6 in Span 61 - Stringer 2 in Span 135 - Stringer 2 in Span 136 - Stringer 2 in Span 137 - Stringer 2 in Span 138 - Stringer 9 in Span 147	OSMOSE
731 65	South Approach	731 65	Shim or Epoxy - Over Post 6 of Bent 75 - Over Post 6 of Bent 133 - Over Pile 7 of Bent 159	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	South Approach	731 65	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Pile 4 of Bent 8 - Post 6 of Bent 15 - Post 2 of Bent 19 - Pile 7 of Bent 19 - Pile 1 of Bent 29 - Post 5 of Bent 29 - Pile 7 of Bent 31 - Post 5 of Bent 35 - Pile 7 of Bent 35 - Pile 7 of Bent 41 - Pile 1 of Bent 43 - Post 3 of Bent 45 - Pile 7 of Bent 47 - Pile 7 of Bent 49 - Post 4 of Bent 51 - Pile 1 of Bent 53 - Pile 7 of Bent 59 - Pile 7 of Bent 81 - Pile 7 of Bent 83 - Post 5 of Bent 89 - Pile 1 of Bent 95 - Pile 7 of Bent 95 - Post 4 of Bent 99 - Post 5 of Bent 99 - Pile 1 of Bent 109 - Post 2 of Bent 111 - Pile 3 of Bent 116 - Pile 7 of Bent 117 - Post 5 of Bent 119 - Post 3 of Bent 121 - Post 4 of Bent 121 - Post 4 of Bent 125 - Post 6 of Bent 125 - Pile 1 of Bent 133 - Post 5 of Bent 133 - Post 3 of Bent 141 - Post 4 of Bent 141 - Post 6 of Bent 143 - Post 5 of Bent 147 - Post 4 of Bent 151 - Pile 7 of Bent 151 - Post 3 of Bent 153 - Post 5 of Bent 153 - Post 4 of Bent 161 - Pile 5 of Bent 163 - Pile 5 of Bent 165	OSMOSE
732.84	North Approach	732.84	Shim or Epoxy - Over Pile 1 of Bent 11	OSMOSE
732.84	North Approach	732 84	Replace - Cap on Bent 22 (minor crushing under chord 2)	OSMOSE
732 84	North Approach	732.84	Cut Pile tops down and - Replace cap on Bent 15 with an oversize cap	OSMOSE
732.84	North Approach	732.84	In-place preservatively treat piles, posts, sills, caps and stringers	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
732.84	North Approach	732.84	Post: - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Post 5 of Bent 5 - Post 4 of Bent 6 - Post 4 of Bent 7 - Post 5 of Bent 7 - Post 5 of Bent 8 - Pile 1 of Bent 10 - Post 3 of Bent 10 - Pile 7 of Bent 11 - Post 3 of Bent 12 - Post 5 of Bent 12 - Post 3 of Bent 13 - Pile 7 of Bent 13 - Post 3 of Bent 14 - Pile 1 of Bent 18 - Post 5 of Bent 18 - Post 3 of Bent 19 - Pile 7 of Bent 19 - Post 3 of Bent 22 - Post 3 of Bent 25 - Pile 7 of Bent 25	OSMOSE
732.84	Main Span	732.84	In-place preservatively treat piles, sills and caps	OSMOSE
732.84	Main Span	732.84	Post: - Pile 2 in Row 1 of Pier 1 - Pile 3 in Row 1 of Pier 1 - Pile 2 in Row 2 of Pier 1	OSMOSE
732.84	South Approach	732.84	Post: - Pile 3 of Bent 12	OSMOSE
732.84	South Approach	732.84	In-place preservatively treat piles, caps and stringers.	OSMOSE
735.86		735.86	Shim or Epoxy: - Over Pile 2 of Bent 1	OSMOSE
735.86		735.86	Replace - Stringer 1 in Span 1 (horizontal shear) - Stringer 1 in Span 2 (horizontal shear)	OSMOSE
735.86		735.86	Replace. - Cap on Bent 3	OSMOSE
735.86		735.86	Post - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5	OSMOSE
735.86		735.86	In-place preservatively treat piles, caps and stringers	OSMOSE
736.03		736.03	Post: - Pile 7 of Bent 3 - Pile 2 of Bent 5	OSMOSE
736.03		736.03	In-place preservatively treat piles, caps and stringers	OSMOSE
736.51		736.51	In-place preservatively treat piles, caps and stringers.	OSMOSE
736.51		736.51	Post: - Pile 5 of Bent 4	OSMOSE
736.51		736.51	Replace - Stringer 8 in Spans 1 & 2	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
736.51		736.51	Replace all 40 bridge ties	OSMOSE
737 33		737 33	Replace: - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5	OSMOSE
737 33		737 33	Replace. - Cap on Bent 2	OSMOSE
737 33		737 33	Post - Pile 6 of Bent 2	OSMOSE
737.33		737 33	In-place preservatively treat piles, caps and stringers	OSMOSE
738 70 Main	Main line	738.70	In-place preservatively treat piles, caps and stringers	OSMOSE
738 70 Main	Main line	738 70	Replace - Stringer 8 in Spans 1 & 2 (horizontal shear)	OSMOSE
738 70 Main	Main line	738 70	Add ballast and tamp up both approaches	RAILROAD
738 70 Siding	Siding	738.70	Replace - South Sway Brace on Bent 2	OSMOSE
738 70 Siding	Siding	738.70	In-place preservatively treat piles, caps and stringers.	OSMOSE
738 70 Siding	Siding	738.70	Post. - Pile 3 of Bent 2	OSMOSE
738 94		738.94	Add ballast and tamp up both approaches.	RAILROAD
738 94		738 94	Post: - Post 3 of Bent 4 - Pile 1 of Bent 13 - Pile 5 of Bent 14 - Pile 3 of Bent 16 - Pile 5 of Bent 17 - Pile 5 of Bent 22 - Post 1 of Bent 24 - Pile 2 of Bent 27	OSMOSE
738.94		738.94	Replace - North Sway Brace on Bent 3 - Tower Braces 1 & 4 in Span 8 - Sash Brace on Bent 14 - Sash Brace on Bent 15 - Sash Brace on Bent 16 - North Sway Brace on Bent 16 - 2 Girt Braces in Span 25 - 2 Girt Braces in Span 26	OSMOSE
738 94		738.94	In-place preservatively treat piles, caps and stringers	OSMOSE
739.14	North Approach	739.14	In-place preservatively treat piles, caps and stringers	OSMOSE
739 14	North Approach	739 14	Post: - Pile 3 of Bent 4 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 1 of Bent 15 - Pile 3 of Bent 18 - Pile 3 of Bent 19 - Pile 5 of Bent 25	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 14	North Approach	739 14	Replace - Cap on Bent 5 - Cap on Bent 14	OSMOSE
739 14	North Approach	739.14	Replace - South Sash Brace on Bent 8 - North Sway Brace on Bent 14 - North Sash Brace on Bent 19 - North Sash Brace on Bent 20 - North Sash Brace on Bent 21	OSMOSE
739 14	North Approach	739 14	Replace - East tower brace in Span 23	OSMOSE
739.14	Main Span	739.14	Replace: - Upper Flange angles of floor beam 5	OSMOSE
739 14	South Approach	739.14	In-place preservatively treat piles, caps and stringers	OSMOSE
739 14	South Approach	739 14	Post: - Post 3 of Bent 7 - Post 3 of Bent 8	OSMOSE
739 14	South Approach	739 14	Spot replace 6 bridge ties	OSMOSE
739 43	North Approach	739 43	Replace: - Cap on Bent 3	OSMOSE
739.43	North Approach	739 43	Inspect for Marine Borer	RAILROAD
739 43	North Approach	739 43	Replace - Sill in Bent 4 (split)	OSMOSE
739 43	North Approach	739.43	In-place preservatively treat piles and caps.	OSMOSE
739 43	North Approach	739 43	Post. - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 5 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18	OSMOSE
739.43	Main Span	739 43	Clean - Pier bearings - All steel members	RAILROAD
739 43	South Approach	739 43	Replace all bridge ties	OSMOSE
739 43	South Approach	739.43	Post - Pile 1 of Bent 1 - Pile 1 of Bent 6 - Pile 7 of Bent 7 - Pile 1 of Bent 8	OSMOSE
739 43	South Approach	739 43	In-place preservatively treat piles and caps.	OSMOSE
739 68	North Approach	739 68	Replace: - Stringer 1 in Spans 1 & 2 (horizontal shear)	OSMOSE
739 68	North Approach	739.68	Add ballast and tamp up approach.	RAILROAD
739 68	North Approach	739.68	In-place preservatively treat piles, caps and stringers.	OSMOSE
739.68	North Approach	739 68	Shim. - Over Post 4 of Bent 4	OSMOSE

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RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #0 (both sides) Truss #1, Floor Beam #2 (west) Truss #2, Floor Beam #1 (east) Truss #2, Floor Beam #4 (both sides) Truss #2, Floor Beam #5 (both sides) Truss #3, Floor Beam #0 (both sides) Truss #3, Floor Beam #4 (both sides) Truss #4, Floor Beam #1 (west) Truss #4, Floor Beam #2 (west) Truss #4, Floor Beam #3 (both sides) Truss #4, Floor Beam #5 (both sides) Truss #5, Floor Beam #3 (both sides) Truss #5, Floor Beam #5 (both sides) Truss #8, Floor Beam #4 (both sides)	OSMOSE
739 68	Main Span	739 68	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L1-U1 (east) corrosion on web Truss #1, L2-U1 (both sides) corrosion on rivet heads throughout Truss #1, vertical gusset plates, L3-U4 (both sides) Truss #3, L1-U1 (west) web at flange angle connection Truss #3, L3-U4 (both sides) web and inboard flange angles Truss #4, L4-U4 (east) corrosion on web Truss #5, vertical gusset plates, L3-U4 (both sides) Truss #5, L4-U4 (both sides) web corrosion Truss #5, L3-U4 (both sides) corrosion on webs and flange angles Truss #6, L2-U1 (both sides) corrosion on webs and flange angles Truss #6, L2-U3 (both sides) corrosion on flange angles and rivets Truss #6, L3-U2 (both sides) corrosion on flange angles and rivets Truss #6, L4-U3 (both sides) corrosion on webs Truss #7, L2-U3 (both sides) corrosion on flange angles Truss #7, L3-U2 (both sides) corrosion on flange angles Truss #8, L1-U1 (both sides) corrosion on web Truss #8, L2-U1 (both sides) corrosion on webs and flange angles Truss #8, L3-U2 (both sides) corrosion on webs and flange angles Truss #8, L3-U4 (both sides) corrosion on webs and flange angles Truss #9, L3-U3 (both sides) corrosion on webs and flange angles Truss #9, L4-U5 (west) corrosion on plates and lacing bars Truss #9, L5-U5 (both sides) corrosion on webs and flange angles Truss #9, L6-U5 (both sides) corrosion throughout Truss #9, L6-U6 (both sides) corrosion on channels Truss #9, L8-U8 (west) corrosion throughout Truss #9, L9-U9 (both sides) corrosion on webs and flange angles Truss #9, L10-U9 (both sides) corrosion on plates and lacing bars Truss #9, L10-U10 (east) corrosion on channels	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #2, Panel #1, angles and gussets Truss #7, Panel #1, gussets Truss #7, Panel #2, gussets Truss #7, Panel #3, angles and gussets Truss #8, Panel #1, gussets Truss #10, Panel #1, gussets Truss #10, Panel #3, angles and gussets Truss #10, Panel #4, angles and gussets	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #2, web outboard from stringers Truss #2, Floor Beam #3, top flange angles Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #2, top flange angles Truss #3, Floor Beam #3, top flange angles Truss #3, Floor Beam #4, bottom flange angles outboard from west stringers Truss #4, Floor Beam #0, bottom flange angles at gusset plate connections Truss #4, Floor Beam #3, top cover plate Truss #4, Floor Beam #5, top flange angles Truss #5, Floor Beam #0, top flange angles Truss #5, Floor Beam #2, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #3, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #5, bottom flange angles outboard from east stringer Truss #7, Floor Beam #0, bottom flange angles and web outboard from west stringer Truss #7, Floor Beam #1, web at bottom flange connection Truss #7, Floor Beam #3, web outboard from west stringer Truss #7, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #0, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #1, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #2, web outboard from west stringer Truss #8, Floor Beam #3, web outboard from west stringer Truss #8, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #5, top and bottom flange angles Truss #9, Floor Beam #2, bottom flange angles, web at bottom flange angle connection Truss #9, Floor Beam #4, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #5, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #8, bottom flange angles Truss #9, Floor Beam #9, top flange angles Truss #9, Floor Beam #11, bottom flange angles Truss #9, Floor Beam #12, top flange angles	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, all panels Truss #2, all panels Truss #4, Panel #1 Truss #4, Panel #2 Truss #4, Panel #3 Truss #7, Panel #3 Truss #8, Panel #2 Truss #8, Panel #3 Truss #9, Panel #5 Truss #10, Panel #3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Replace truss top chord channels and cover plates or miscellaneous top chord repairs at the following locations Truss #1, all panels Truss #2, all panels Truss #3, all panels Truss #4, all panels Truss #4, Panel #5, top flange angles of portal Truss #5, all panels Truss #6, Panel #1, top channel of portal Truss #8, all panels Truss #9, all panels Truss #10, panel #4, top chord bracing	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord members at the following locations Truss #2, Panel #1, bottom chord channels at floor beam connections (both sides) Truss #2, Panel #2, bottom chord flanges and webs (both sides) Truss #3, Panel #3, bottom chord lacing bars and channels (both sides) Truss #4, Panel #1, bottom chord channel web and lacing bars (west) Truss #4, Panel #2, bottom chord channel web and lacing bars (west) Truss #5, all panels (west only) Truss #6, all panels Truss #7, all panels Truss #8, all panels Truss #9, Panel #12, bottom chord web plate (both sides)	OSMOSE
739.68	Main Span	739.68	Repair/Replace stringers at the following locations Truss #1, all panels, top flange angles Truss #2, Panel #2, top flange angles Truss #2, Panel #5, top flange angles Truss #3, all panels, top flange angles Truss #3, Panel #1, web at bottom flange angle connection (west) Truss #3, Panel #2, web at bottom flange angle connection (west) Truss #3, Panel #4, webs at bottom flange angle connection (both sides) Truss #4, all panels, top flange angles Truss #4, Panel #1, bottom flange angles (both sides) web at BFA connection (west) Truss #6, all panels, top flange angles Truss #5, panel #2, bottom flange angles at floor beam connections (west) Truss #8, Panel #2, bottom flange angles (both sides) Truss #7, Panel #1, top flange angles (east) Truss #8, all panels, top flange angles Truss #8, Panel #2, web at bottom flange angle connection (west) Truss #9, all panels, top flange angles Truss #9, Panel #3, bottom flange angles (east) Truss #9, Panel #4, web at bottom flange angle connection (east) Truss #9, Panel #10, web at bottom flange angle connection (both sides) Truss #9, Panel #11, web at bottom flange angle connection (both sides) Truss #10, all panels, top flange angles	OSMOSE
739.68	South Approach	739.68	Add ballast and tamp up approach.	RAILROAD
739 68	South Approach	739.68	Post: - Pile 5 of Bent 3	OSMOSE
739.68	South Approach	739 68	In-place preservatively treat piles, caps and stringers.	OSMOSE
739 68	South Approach	739.68	Replace: - Stringer 1 in Span 3	OSMOSE
740.25 Main		740.25	In-place preservatively treat piles, caps and stringers	OSMOSE
740 25 Main		740 25	Post: - Post 5 of Bent 2 - Post 1 of Bent 4	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
740 25 Main		740 25	Add ballast and tamp up North approach	RAILROAD
740 25 Main		740 25	Install - Hog jaw bracing From Bent 2 to Bent 3	OSMOSE
741 35		741 35	Replace - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)	OSMOSE
741 35		741 35	In-place preservatively treat piles, caps and stringers	OSMOSE
741 35		741 35	Post: - Pile 4 of Bent 1	OSMOSE
741 35		741 35	Spot replace 11 bridge ties	OSMOSE
741 35		741 35	Spot replace 11 bridge ties	OSMOSE
741 74		741 74	In-place preservatively treat piles, caps and stringers	OSMOSE
741.74		741 74	Replace - Stringer 8 in Span 2 (horizontal shear)	OSMOSE
741 74		741 74	Post. - Pile 4 of Bent 1	OSMOSE
741.74		741 74	Add ballast and tamp up both approaches.	RAILROAD
742 05		742 05	Sim or Epoxy - Over Pile 3 of Bent 3	OSMOSE
742 05		742.05	Post: - Post 5 of Bent 3	OSMOSE
742 05		742 05	Add ballast and tamp up both approaches	RAILROAD
742 24		742.24	Replace all bridge ties	OSMOSE
742 24		742.24	Add ballast and tamp up both approaches.	RAILROAD
742 24		742.24	Replace - Cap on Bent 4	OSMOSE
742 24		742 24	In-place preservatively treat piles, caps and stringers.	OSMOSE
742.24		742 24	Replace - Both Sway Braces on Bent 6	OSMOSE
742 24		742 24	Post - Pile 6 of Bent 5 - Pile 3 of Bent 6	OSMOSE
742 72		742 72	In-place preservatively treat piles, caps and stringers	OSMOSE
742.72		742 72	Post: - Pile 1 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8	OSMOSE
742.72		742 72	Re-set - Stringer 9 in Span 7 (helper)	OSMOSE
742 72		742 72	Replace - Cap on Bent 5	OSMOSE
742.72		742.72	Add ballast and tamp up both approaches.	RAILROAD

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
742 72		742 72	Replace - Stringer 2 in Spans 1 & 2 - Stringer 1 in Spans 5 & 6 - Stringer 10 in Span 5	OSMOSE
742.95		742 98	Replace - Stringer 1 in Span 3	OSMOSE
742 95		742 98	Add ballast and tamp up both approaches.	RAILROAD
742 95		742 98	Post. - Pile 1 of Bent 3	OSMOSE
742 95		742 98	In-place preservatively treat piles, caps and stringers	OSMOSE
743 20		743 20	In-place preservatively treat piles, caps and stringers	OSMOSE
743.20		743 20	Post - Pile 1 of Bent 1	OSMOSE
743 73		743 73	In-place preservatively treat piles, caps and stringers	OSMOSE
743 73		743 73	Post. - Pile 2 of Bent 6 - Pile 2 of Bent 7	OSMOSE
743 73		743 73	Replace. - Stringer 1 in Span 1 - Stringer 7 in Span 3 - Stringer 5 in Span 4 - Stringer 5 in Span 5 - Stringer 2 in Span 8 - Stringer 1 in Span 9 - Stringer 8 in Span 9 (horizontal shear)	OSMOSE
743.88		743 88	Add ballast and tamp up both approaches	RAILROAD
743.88		743 88	In-place preservatively treat piles, caps and stringers	OSMOSE
743.88		743 88	Post: - Pile 1 of Bent 1 - Pile 5 of Bent 2	OSMOSE
743 88		743 88	Replace: - Stringer 6 in Span 5 - Stringer 1 in Span 7 - Stringer 1 in Span 8	OSMOSE
743 97		743 97	Replace: - Stringer 1 in Span 2 - Stringer 8 in Spans 3 & 4 - Stringer 1 in Spans 6 & 7	OSMOSE
743 97		743 97	In-place preservatively treat piles, caps and stringers	OSMOSE
743 97		743.97	Replace - Cap on Bent 1 - Cap on Bent 3	OSMOSE
743 97		743.97	Post: - Pile 3 of Bent 3 - Pile 1 of Bent 8	OSMOSE
743 97		743 97	Add ballast and tamp up both approaches	RAILROAD
743 97		743.97	Spot replace 10 bridge ties	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
744 24		744 24	In-place preservatively treat piles, caps and stringers	OSMOSE
744 24		744 24	Post: - Pile 4 of Bent 2 (split) - Pile 1 of Bent 4 - Pile 2 of Bent 6	OSMOSE
744 44		744 44	In-place preservatively treat piles, caps and stringers	OSMOSE
744 70		744 70	In-place preservatively treat piles, caps and stringers.	OSMOSE
744 70		744.70	Post - Pile 5 of Bent 1 - Pile 5 of Bent 8	OSMOSE
744 70		744 70	Replace - Stringer 12 in Span 4	OSMOSE
744 83		744 83	In-place preservatively treat piles, caps and stringers.	OSMOSE
744 83		744 83	Replace: - Sway Braces on Bent 3	OSMOSE
748 44		748 44	Post - Pile 5 of Bent 2	OSMOSE
748 44		748.44	In-place preservatively treat piles, caps and stringers.	OSMOSE
748 44		748.44	Replace - Both Sway braces on Bent 2	OSMOSE
748 68		748.68	Add ballast and tamp up both approaches.	RAILROAD
748 68		748 68	In-place preservatively treat piles and caps.	OSMOSE
748 68		748.68	Replace: - Stringer 8 in Span 1 - Stringer 5 in Span 2 - Stringer 4 in Span 5	OSMOSE
751 02		751.02	Spot replace 1 bridge tie	OSMOSE
751 02		751 02	Shim or Epoxy - Over Pile 4 of Bent 11B	OSMOSE
751.02		751 02	Post - Pile 1 of Bent 5B - Post 2 of Bent 7B	OSMOSE
751 02		751 02	Add ballast and tamp up both approaches	RAILROAD
752.99		752.99	Remove drift from bridge as necessary.	RAILROAD
752.99		752.99	Replace - 2 Tower Braces in Span 3 - Tower Braces 2 & 3 in Span 11	OSMOSE
752 99		752 99	In-place preservatively treat piles and caps	OSMOSE
752 99		752.99	Post: - Pile 5 of Bent 2 - Pile 2 of Bent 9 - Pile 2 of Bent 12 - Pile 1 of Bent 13	OSMOSE
753 48		753.48	Post. - Pile 1 of Bent 4 - Pile 1 of Bent 7	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
753 48		753 48	Shim or Epoxy: - Over Pile 2 of Bent 3	OSMOSE
753 48		753 48	In-place preservatively treat piles and caps	OSMOSE
753.48		753 48	Replace - One section of Guard timber	OSMOSE
753 97		753 97	Replace - Lower Flange angles over bearing areas & bottom cover plates	OSMOSE
753 97		753 97	Remove: - Debris from bottom flange angles	RAILROAD
755 63		755 63	Replace: - Stringer 3 in Span 3 - Stringer 7 in Span 3	OSMOSE
755 63		755 63	In-place preservatively treat piles, caps and stringers	OSMOSE
755.63		755 63	Post. - Pile 5 of Bent 5 - Pile 1 of Bent 6	OSMOSE
756 13		756.13	In-place preservatively treat posts, sills and caps.	OSMOSE
756.55		756 55	In-place preservatively treat piles, caps and stringers.	OSMOSE
756 55		756 55	Post - Pile 2 of Bent 1	OSMOSE
756 55		756.55	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 2	OSMOSE
757 37		757 37	In-place preservatively treat piles, caps and stringers	OSMOSE
757 37		757 37	Replace - Stringer 6 in Span 3 - Stringer 8 in Span 5	OSMOSE
761 13		761.13	Add ballast and tamp up both approaches.	RAILROAD
761 13		761 13	Replace - Stringer 1 in Span 1 (crushing)	OSMOSE
761 53		761 53	Add ballast and tamp up both approaches	RAILROAD
763 55	North Approach	763 55	In-place preservatively treat piles, caps and stringers	OSMOSE
763.55	North Approach	763 55	Post: - Pile 3 of Bent 16 (visual reject) - Pile 3 of Bent 19	OSMOSE
763 55	North Approach	763 55	Add ballast and tamp up approach.	RAILROAD
763 55	North Approach	763 55	Replace - Cap on Bent 16 - Cap on Bent 18	OSMOSE
763 55	South Approach	763 55	Replace - Cap on Bent 24	OSMOSE
763.55	South Approach	763 55	In-place preservatively treat piles, caps and stringers	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
763 55	South Approach	763 55	Post - Pile 4 of Bent 10 - Pile 1 of Bent 14 - Pile 5 of Bent 18 - Pile 3 of Bent 19 - Pile 2 of Bent 20 - Pile 3 of Bent 21 - Pile 1 of Bent 24 - Pile 4 of Bent 33 - Pile 2 of Bent 37	OSMOSE
763 55	South Approach	763 55	Replace - Stringer 1 in Span 37	OSMOSE
769 11	North Approach	769 11	Replace - Stringer 4 in Span 3	OSMOSE
769 11	South Approach	769 11	Replace - Stringer 6 in Span 2 - Stringer 3 in Span 6 - Stringer 9 in Span 6	OSMOSE
769 11	South Approach	769.11	Post - Pile 5 of Bent 2 - Pile 5 of Bent 3	OSMOSE
771 76		771 76	Spot replace 6 bridge ties	OSMOSE
771 76		771 76	Replace - Sway Braces on Bent 2 - Sway Braces on Bent 3 - Sway Braces on Bent 4 - Sway Braces on Bent 5 - Sway Braces on Bent 6	OSMOSE
771 76		771.76	In-place preservatively treat piles, caps and stringers.	OSMOSE
771 76		771 76	Post - Pile 5 of Bent 4	OSMOSE
771 76		771 76	Shim or Epoxy - Over Pile 4 of Bent 3 - Over Pile 3 of Bent 7 - Over Pile 4 of Bent 7	OSMOSE
771 76		771 76	Cut Pile tops down and - Replace Cap on Bent 1 (split)	OSMOSE
773.94		773 94	In-place preservatively treat piles, caps and stringers	OSMOSE
773 94		773.94	Post: - Pile 5 of Bent 3	OSMOSE
773 94		773.94	Add ballast and tamp up both approaches.	RAILROAD
776 56		776 56	In-place preservatively treat piles and caps	OSMOSE
776.56		776.56	Replace - Both Sway braces on Bent 3	OSMOSE
779.80		779 80	Add ballast and tamp up both approaches	RAILROAD
779 80		779.80	Spot replace 10 bridge ties	OSMOSE
779 80		779.80	Replace - Stringer 9 in Span 2 - Stringer 1 in Span 4	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
782 35		782 35	Replace - Stringer 4 in Span 1 - Stringer 3 in Span 3	OSMOSE
782 35		782 35	Replace. - Cap on Bent 2 (very minor crushing under chord 2)	OSMOSE
782 35		782 35	Replace - North Sway Brace on Bent 2	OSMOSE
782 35		782 35	Spot replace 4 bridge ties	OSMOSE
782 35		782 35	Replace - 2 sections of guard timber	OSMOSE
782 53		782 53	In-place preservatively treat piles and caps	OSMOSE
782 53		782 53	Replace - Stringer 1 in Span 4	OSMOSE
785 26		785 26	In-place preservatively treat piles and caps	OSMOSE
785 26		785.26	Post: - Pile 1 of Bent 2	OSMOSE
785 33		785 33	In-place preservatively treat piles, caps and stringers	OSMOSE

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LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 58		652 58	Monitor: - Both abutments for additional widening of cracks	RAILROAD
656 12		656.12	Continue regular inspections.	OSMOSE
661 28	North Approach	661 28	Monitor - Pile 1 of Bent 3	RAILROAD
661 28	Main Section	661 28	Monitor - Cracking and efflorescence of abutment seats	RAILROAD
661 28	Main Section	661 28	Monitor: - Bottom flange angles for additional corrosion	RAILROAD
661 28	South Approach	661 28	Monitor: - 3" Shim on Bent 7 (slight crushing under chord 1)	RAILROAD
661 28	South Approach	661 28	Monitor - Stringer 1 in Span 4	RAILROAD
661 73		661 73	Monitor - Shim on Bent 5 (cornering over pile 2)	RAILROAD
662 59		662 59	Monitor - Pile 2 of Bent 3 - Pile 1 of Bent 7 - Pile 2 of Bent 10 - Pile 2 of Bent 15 - Pile 5 of Bent 15	RAILROAD
664.00	Main Section	664 00	Continue regular inspections	OSMOSE
664 00	South Approach	664 00	Monitor: - Pile 4 of Bent 7 - Pile 5 of Bent 10	RAILROAD
664 62	Main Section	664 62	Continue regular inspections	OSMOSE
664 85	North Approach	664 85	Monitor - Pile 3 of Bent 2	RAILROAD
664 85	Main Span	664 85	Clean debris from top flange angles of floor beams and stringers of Thru Truss	RAILROAD
664 85	Main Span	664.85	Continue regular inspections	OSMOSE
664 85	South Approach	664 85	Monitor - Pile 1 of Bent 3	RAILROAD
665.49	North Approach	665 49	Monitor - Pile 3 of Bent 6	RAILROAD
665.49	Main Section	665.49	Continue regular inspections	OSMOSE
665.49	Main Section	665 49	Monitor corrosion on top flange angles on all floor beams of thru truss	RAILROAD
665 49	South Approach	665 49	Monitor - Pile 2 of Bent 4	RAILROAD
666 21		666.21	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
667 28		667 28	Monitor - Pile 3 of Bent 3	RAILROAD
667 40	North Approach	667.40	Monitor: - Pile 1 of Bent 4 - Pile 2 of Bent 4	RAILROAD

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PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
667 40	North Approach	667.40	Monitor: - Stringer 8 in Span 4	RAILROAD
667 40	South Approach	667 40	Monitor - Pile 1 in Row 1 of Pier 1	RAILROAD
668 50	North Approach	668 50	Monitor - Pile 6 of Bent 6	RAILROAD
668 50	South Approach	668 50	Monitor - Cap on Bent 3 (very minor cornering under both chords) - Cap on Bent 4 (very minor cornering under chord 2)	RAILROAD
Tunnel 13		669.47	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
671 89		671 89	Monitor - Stringer 8 in Span 1	RAILROAD
677 80	South Approach	677 80	Monitor - Bent 4 for additional erosion	RAILROAD
678 43	North Approach	678.43	Monitor - Pile 5 of Bent 3 - Pile 2 of Bent 5	RAILROAD
678.43	South Approach	678 43	Monitor - Cap on Bent 2 (very minor cornering)	RAILROAD
680 17		680 17	Continue regular inspections	OSMOSE
680.17		680 17	Monitor - East outer Hanger 2 for additional impact damage - West Hanger 2 for additional impact damage - East inboard side of Hanger 4 for additional impact damage - West outboard side of Hanger 4 for additional impact damage	RAILROAD
680 77		680.77	Continue regular inspections	RAILROAD
681 08		681.08	Monitor: - Bottom cover plates for additional delamination and paint peeling	RAILROAD
681.08		681 08	Monitor: - Bottom Laterals in Span 1 for additional section loss	RAILROAD
Tunnel 14		681 09	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
681 45		681.45	Monitor - Structure for additional pitting and corrosion	RAILROAD
681 45		681 45	Monitor - Lower lateral angles and gusset plates for additional section loss	RAILROAD
682 18		682.18	Monitor: - Upper laterals & Gusset plates in Span 1 for additional section loss	RAILROAD
682.18		682.18	Monitor: - Lower laterals in Span 2 for additional section loss	RAILROAD
683.36		683.36	Monitor: - Gusset plates and flange angles for additional section loss	RAILROAD
683 36	Main Section	683.36	Continue regular inspections	OSMOSE
683 36		683 36	Monitor: - Gusset plates and flange angles for additional section loss	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
687 03		687 03	Monitor - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)	RAILROAD
689 23		689 23	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
690 47		690 47	Monitor - Floor beams for additional pitting	RAILROAD
690 85		690 85	Monitor - West Knee brace 3 in Span 1 for additional impact damage	RAILROAD
690 85	Main Span	690 85	Continue regular inspections	OSMOSE
691 05	North Approach	691 05	Monitor: - Bottom cover plates and lower flange angles for additional section loss	RAILROAD
691 05	Main Span	691 05	Continue regular inspections	OSMOSE
691 05	South Approach	691 05	Monitor - Pile 2 of Bent 6	RAILROAD
692.06		692 06	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
693 27		693 27	Monitor - Erosion at Concrete pedestals of Bents 2 & 3	RAILROAD
694 32	North Approach	694 32	Monitor - Pile 2 of Bent 5	RAILROAD
694 78		694 78	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD
694 78	Main Span	694 78	Continue regular inspections	OSMOSE
694 78		694 78	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD
696.66	Main Span	696 66	Continue regular inspections	OSMOSE
700 37		700 37	Monitor - Sill in Bent 5	RAILROAD
702 65		702 65	Monitor. - Pile 1 of Bent 1	RAILROAD
710.20		710 20	Monitor - Pile 3 of Bent 2 - Pile 1 of Bent 3	RAILROAD
711 67		711 67	Monitor - Pile 1 of Bent 1	RAILROAD
712 16		712.16	Monitor - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5	RAILROAD
716.4	Section 1	716 40	Monitor - West web and bottom cover plates of Panel 2 for additional impact damage	RAILROAD
716 4	Section 1	716.40	Monitor - Underside of TPG for additional vehicle impact damage	RAILROAD

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 2	716.40	Monitor: - Pile 5 of Bent 4 - Pile 1 of Bent 8	RAILROAD
716 4	Section 4	716 40	Monitor - Pile 5 of Bent 68 - Post 5 of Bent 118 - Post 1 of Bent 166 - Post 1 of Bent 167	RAILROAD
716 4	Section 4	716 40	Monitor: - Cap on Bent 17 (vertical split) - Cap on Bent 26 (vertical split) - Cap on Bent 66 (vertical split) - Cap on Bent 74 (vertical split)	RAILROAD
719 21		719.21	Monitor - Pile 5 of Bent 3 - Pile 3 of Bent 4 - Pile 1 of Bent 9 - Pile 3 of Bent 13 - Pile 1 of Bent 15 - Pile 3 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 18	RAILROAD
Tunnel 15		720.73	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
Tunnel 16		721.52	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
725 96		725 96	Monitor - Stringer 2 in Span 20 (parting line on cap 2 1/2")	RAILROAD
725 96		725.96	Monitor - Pile 5 of Bent 3 - Pile 1 of Bent 5 - Pile 4 of Bent 6 - Pile 1 of Bent 10 - Pile 2 of Bent 10 - Pile 1 of Bent 15	RAILROAD
726.31		726 31	Monitor - Stringer 3 in Span 1 - Stringer 5 in Span 1 - Stringer 6 in Span 4 - Stringer 6 in Span 21 - Stringer 5 in Span 27 - Stringer 4 in Span 31 - Stringer 5 in Span 31 - Stringer 4 in Span 32 - Stringer 5 in Span 32 - Stringer 6 in Span 33 - Stringer 3 in Span 58 - Stringer 6 in Span 58 - Stringer 9 in Span 58 - Stringer 4 in Span 59 - Stringer 9 in Span 59 - Stringer 6 in Span 60 - Stringer 5 in Span 62	RAILROAD
726 31		726.31	Monitor - Cap on Bent 58 (very minor cornering)	RAILROAD
726.31		726 31	Monitor - Post 3 of Bent 23	RAILROAD

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
Tunnel 17		727 70	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
728 51		728 51	Monitor - Pile 4 of Bent 5 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 5 of Bent 12 - Pile 4 of Bent 15	RAILROAD
729 04		729 04	Monitor - Pile 5 of Bent 18 - Pile 5 of Bent 20 - Pile 2 of Bent 22	RAILROAD
729 04		729 04	Monitor - Stringer 7 in Span 26	RAILROAD
730 56	Section 1	730 56	Monitor: - Pile 4 of Bent 3 - Pile 5 of Bent 3	RAILROAD
730 56	Section 2	730 56	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
730 56	Section 3	730 56	Monitor - Subcap on Bent 19 (split)	RAILROAD
730.56	Section 3	730 56	Monitor - Pile 1 of Bent 8	RAILROAD
731 65	North Approach	731 65	Monitor - Cap on Bent 9 (cornering under chord 2)	RAILROAD
731 65	North Approach	731 65	Monitor - Bent 10 for additional settlement - Bent 44 for additional settlement - Bent 45 for additional settlement - Bent 46 for additional settlement	RAILROAD
731 65	North Approach	731.65	Monitor - Stringer 5 in Span 14 - Stringer 8 in Span 35 - Stringer 4 in Span 62	OSMOSE
731 65	Main Section	731 65	Monitor: - Upper laterals and cross bracing for additional pitting and section loss	RAILROAD
731 65	South Approach	731 65	Monitor - Cap on Bent 65 (slight cornering under chord 1) - Cap on Bent 79 (split at right end) - Cap on Bent 97 (minor cornering under chord 2) - Cap on Bent 151 (vertical split)	RAILROAD
731 65	South Approach	731 65	Monitor - Post 5 of Bent 45 - Pile 1 of Bent 93 - Pile 1 of Bent 129	RAILROAD
732.84	North Approach	732 84	Monitor - Cap on Bent 23 (minor crushing under chord 2)	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
732 84	North Approach	732 84	Monitor - Post 3 of Bent 5 - Post 3 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 9 - Post 4 of Bent 15 - Pile 7 of Bent 18 - Post 5 of Bent 19 - Post 5 of Bent 24	RAILROAD
732 84	South Approach	732.84	Monitor - Cap on Bent 4 (cornering under chord 2) - Cap on Bent 8 (minor decay at right end)	RAILROAD
732 84	South Approach	732.84	Monitor - Pile 3 of Bent 14 - Pile 5 of Bent 14	RAILROAD
732 84	South Approach	732.84	Monitor - Bent 10 for additional settlement - Bent 11 for additional settlement - Bent 12 for additional settlement	RAILROAD
Tunnel 18		734 48	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
736 03		736 03	Monitor - Pile 2 of Bent 2	RAILROAD
736.51		736.51	Monitor - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 5 in Span 3	RAILROAD
736 51		736 51	Monitor: - Cap on Bent 3 (minor cornering under chord 1)	RAILROAD
739 14	North Approach	739.14	Monitor - Pile 4 of Bent 2 - Pile 4 of Bent 9 - Pile 1 of Bent 10	RAILROAD
739.14	Main Span	739 14	Monitor - Floor beams 1 thru 4 for additional corrosion	RAILROAD
739 14	Main Span	739 14	Monitor - Pier caissons for additional corrosion	RAILROAD
739.14	Main Span	739.14	Monitor: - Diagonal braces for additional section loss	RAILROAD
739 14	South Approach	739 14	Monitor - Post 5 of Bent 8	RAILROAD
739 14	South Approach	739 14	Monitor: - Cap on Bent 6 (vertical split)	RAILROAD
739.43	North Approach	739 43	Monitor - Cap on Bent 6 (vertical split) - Cap on Bent 16 (pile 2 slightly punching)	RAILROAD
739.43	Main Span	739 43	Monitor - All steel members for additional corrosion - Floor beams for additional web pin holes	RAILROAD
739 43	South Approach	739 43	Monitor - Cap on Bent 3 (slight crushing)	RAILROAD

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY. 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	North Approach	739 68	Monitor - Cap on Bent 3 (very minor crushing under both chords)	RAILROAD
739 68	South Approach	739 68	Monitor - Stringers in Span 3 for additional impact damage	RAILROAD
739 68	South Approach	739 68	Monitor - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 6 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3	RAILROAD
740.25 Main		740 25	Monitor - Bent 2 for additional leaning to the South - Bent 3 for additional leaning to the South - Bent 4 for additional leaning to the South	RAILROAD
740 84		740 84	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
741 35		741 35	Monitor - Sill in Bent 3 (cornering, crushing)	RAILROAD
742 72		742 72	Monitor: - Bent 9 for additional pumping	RAILROAD
742.72		742 72	Monitor - Stringer 1 in Span 8	RAILROAD
743.20		743 20	Monitor - Pile 1 of Bent 2	RAILROAD
743.88		743 88	Monitor - Stringer 1 in Span 1	RAILROAD
744 44		744 44	Monitor: - Pile 4 of Bent 2 - Pile 1 of Bent 6	RAILROAD
Tunnel 19		745 62	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
748 68		748 68	Monitor - Cap on Bent 4 (slight cornering under chord 1) - Cap on Bent 5 (slight cornering)	RAILROAD
749.89		749 89	Monitor - Bents 18, 19 & 20 for additional cracking and spalling at nose of concrete caps	RAILROAD
749 89		749 89	Monitor - Cap on Bent 5 for additional spider cracking	RAILROAD
Tunnel 20		750.12	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
750.46	Main Span	750.46	Monitor: - Southeast & Northeast flange angles for additional section loss at bearings	RAILROAD
Tunnel 21		751.23	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
752 99		752.99	Monitor - Pile 5 of Bent 13	RAILROAD

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
756 13		756 13	Monitor - Stringer 2 in Span 3	RAILROAD
756 55		756 55	Monitor - Stringer 1 in Span 2 - Stringer 8 in Span 3	RAILROAD
757 37		757.37	Monitor - Stringer 1 in Span 1	RAILROAD
761 53		761 53	Monitor - H pile for additional section loss in Bents 2, 3 & 4	RAILROAD
763 55	North Approach	763 55	Monitor - Pile 4 of Bent 16 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD
763 55	Main Section	763 55	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
763 55	South Approach	763 55	Monitor: - Pile 4 of Bent 12 - Pile 2 of Bent 14 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD
769 11	South Approach	769 11	Monitor: - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)	RAILROAD
769.11	South Approach	769 11	Monitor - Stringer 5 in Span 1	RAILROAD
774 8		774 80	Monitor - Caps on Bents 1 & 2 for additional cracking and spalling	RAILROAD
774 8		774 80	Monitor - Steel pipes for additional corrosion	RAILROAD
776.56		776 56	Monitor - Pile 4 of Bent 2	RAILROAD
779 80		779 80	Monitor: - Stringer 8 in Span 4	RAILROAD
782 35		782 35	Monitor - Stringer 4 in Span 2	RAILROAD
785.33		785.33	Monitor: - Pile 4 of Bent 2	RAILROAD

RECOMMENDATIONS

The following is a summary of our recommendations for repairs. These repair recommendations have been made to most economically correct the existing bridge problems. Although not all deficiencies require immediate attention to maintain the structural integrity of the bridges, we do feel that these recommendations should be carried out before failure occurs.

A priority rating for repairs has been established, which will help you to focus on the most critical situations first.

An inspection sheet has been included for the structure inspected, summarizing the defects found, repair recommendations and priorities for implementing repairs. The priority rating is a measure of the level of importance associated with repairing defective members or conditions found at the time of the inspection. All substandard conditions should be repaired in a timely fashion, since the seriousness of a particular defect can become greater over time, and within the structure's repair priority. Bridge components are interactive with each other structurally; therefore substandard members can affect the overall structural integrity of a bridge. Osmose strongly recommends that all Priority 1 repairs be made immediately and that Priority 2 repairs be accomplished as soon as possible.

The priority ratings are as follows:

PRIORITY 1 - Emergency. Stop operation over structure and perform repairs immediately.

PRIORITY 1 - Condition is unsafe and could cause failure at any time. Repair as soon as possible. Condition must be monitored continually until repairs have been completed.

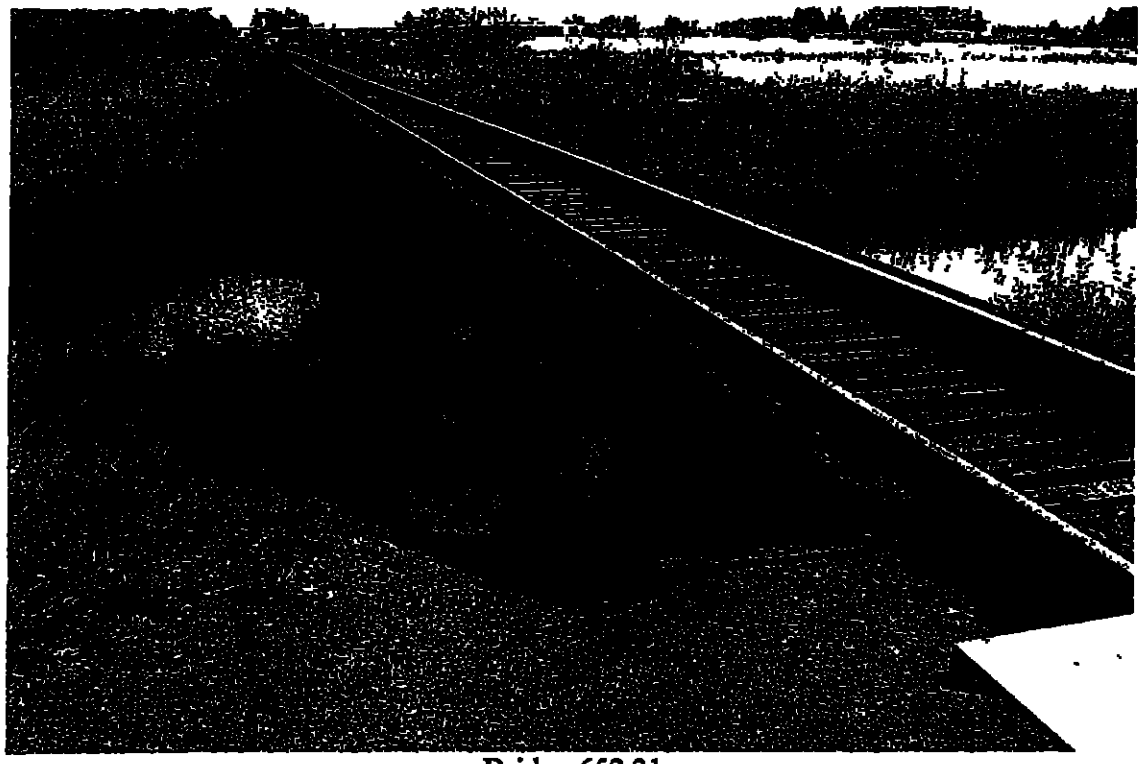
PRIORITY 2 - Condition could become unsafe and should be monitored frequently for repair in the near future.

PRIORITY 3 - Condition is substandard and should be monitored. Condition may require repairs within 1 to 3 years.

PRIORITY 4 - Routine defects or only minor defects were found. Repairs not recommended at this time, but condition of structure should be monitored.

Recommendations and priorities are based on conditions present at the time of this inspection, information supplied and information made available to us by the Owner. They are based on the inspection and may limit the original capacity of the structure. No rating of the structure is implied. Continued and timely inspection is required by inspection and maintenance personnel. For bridges containing Priority 1 and 2 recommendations, repairs are made to any one or all of the items listed in that category. Osmose accepts no liability. Bridge components are interactive with each other structurally, therefore substandard members can affect the overall structural integrity of a bridge.

Central Oregon & Pacific Railroad



Bridge 652.21

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 652.21

MILEPOST: 652 21	SECTION# 1
TYPE: ODPT	LOCATION: Eugene, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
- Shim - Reject

Bent 2
- Pile 1 - Reject
- Shim - Reject (crushing)

Bent 5
- Shim - Reject (vertical split, crushing under chord 2)

Bent 6
- Pile 2 - Reject
- Both Sway Braces - Reject

Bent 7
- Pile 5 - Reject
- Cap - Reject (slight crushing under both chords)

Bent 8
- Shim - Reject

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 2
- Stringer 1 - Reject
- Stringer 8 - Visual Reject

Span 3
- Stringer 1 - Reject
- Stringer 8 - Visual Reject

Span 4
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 5
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 6
- Stringer 1 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 7
- Stringer 1 - Reject
- Stringer 6 - Reject
- Stringer 8 - Reject

Span 8
- Stringer 1 - Reject
- Stringer 8 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 652.21

MILEPOST: 652 21	SECTION# 1
TYPE: ODPT	LOCATION: Eugene, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Stringers - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 16	2	OSMOSE	Replace - Cap on Bent 7 (slight crushing under both chords)
2	1.15	2	OSMOSE	Replace: - Shim on Bent 2 (crushing)
3	1.11	2	OSMOSE	Replace: - All stringers
4	1 17	3	OSMOSE	Replace - Shim on Bent 1 - Shim on Bent 5 (vertical split, crushing under chord 2) - Shim on Bent 8
5	1.20	4	RAILROAD	Add ballast and tamp up both approaches
6	1 7	4	OSMOSE	In-place preservatively treat piles and caps.
7	1 5	4	OSMOSE	Replace: - Both Sway Braces on Bent 6
8	1 1	4	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 7

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.14		RAILROAD	3/ 6/2004	Replaced - Shim under Chord 2 on Bent 6 - Shim under Chord 1 on Bent 7
2	1 4		OSMOSE	7/27/2000	Replaced - Cap on Bent 3 - Sway Braces on Bent 3 Posted: - Pile 4 of Bent 3 - Pile 5 of Bent 3 Framed: - Bent 4

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 3 SHEETS

Date 10-27-2005

Owner CORP Reg /Div _____ Bridge No 6SR.21

Dist. Sub Branch Coos Bay

Location Eugene, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 40

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	UN FT PILING
1	5		-				Shim -		⊗						5
2	5	1	5	2½	1	9½	1	10			13	X			25
		5		3½			Shim -		⊗	CRUSHING (#)					
3	5	2	6	2½	1½	6					15				30
		4,5		Posted Piles - New >			07/27/00, 05							-1	
				Cap / Shim. 1 Both sway braces New											
															30
4	5		6	Framed Out Bent 4			7/27/2000 armor								
5	6	1	6	2½	2	3				↙VERTICAL SPLIT					36
		5		2	7	2		Shim @		Chord 2 - ⊗	CRUSHING #3				
		CAP		over P3	ok										
6	6	2	6	D/P	1	13						X			36
		4		D/P	ok			Shim - New (RR 2004)							
								Both sway braces - ⊗							

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
G/P — Grift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002613

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140 24b 1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 652.21

Date 10-27 , ~~19~~2005

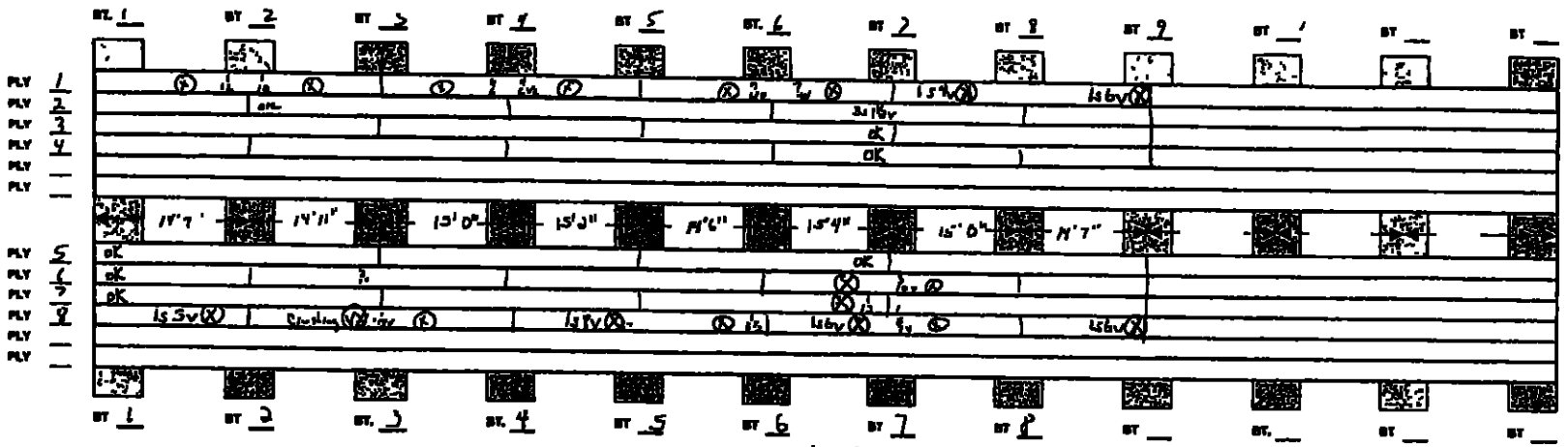
BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN. FT PILING
7	5	4	6	15	3	4½				Shim - New (BR 2004)					
		5		4½	1	12				(H20)	14¼	X			
		cap		P4	4	4	sl.	cr	@	both chords Cap - ⊗					
										Low #2					
8	5	Shim	4	P1	1	3				Shim - ⊗					
9	5		-							Buried					
						•									
										Apps - Low					
										G. Thmb. - OK					
										Tics - OK (96)					
										Hdwls - OK					

CORP002614

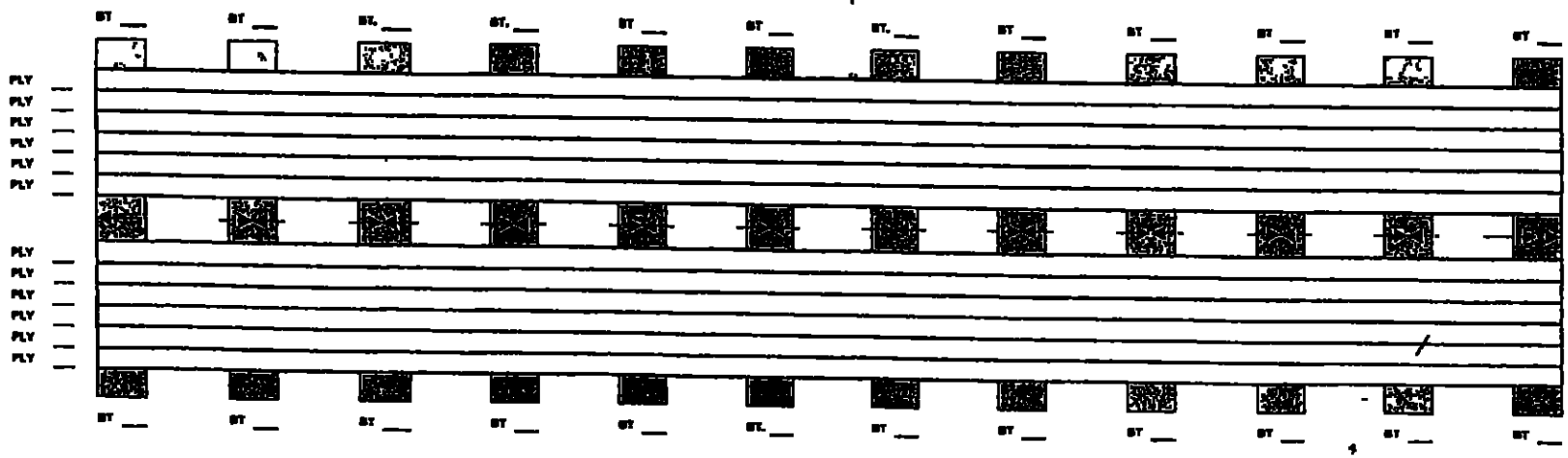
B-652.21 Coos Bay

8 x 17"

Stringer Schematic



* 4 reject stringers in Span 6



Central Oregon & Pacific Railroad



Bridge 652.58

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 652.58

MILEPOST. 652 58	SECTION# 1
TYPE· WSB	LOCATION. Finn, OR
INSPECTION DATE· 10/27/2005	INSPECTOR: K Trickle

Findings:

ABUT #	ABUTMENT NOTES
1	3/4" wide vertical crack at center of Abutment
2	3/4" wide vertical crack at center of Abutment

Tie ends - Completely exposed on trackbed (Insufficient ballast retainer height)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	RAILROAD	Install: - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover tie ends
2	1 4	5	RAILROAD	Monitor - Both abutments for additional widening of cracks

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 2		RAILROAD	3/23/2004	Removed - Walkway and Handrail

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27-48 2005

Owner CORP Reg./Div _____ Bridge No. 652.58

Dist./(Sub)Branch COOS BAY

Location Finn. OR (MP 652.8)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) WSB Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
1	—		-		Concrete		Abutment			4" shim					—
						3/4" WIDE	VERTICAL CRACK @ CENTER OF ABUT.								
					i					Timber span					
2	—		—		Concrete		Abutment			4" shim					—
						3/4" WIDE	VERTICAL CRACK @ CENTER OF ABUT.								
							(15) STRINGERS								
					TIE ENDS - COMPLETELY EXPOSED ON TRACKBED										

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

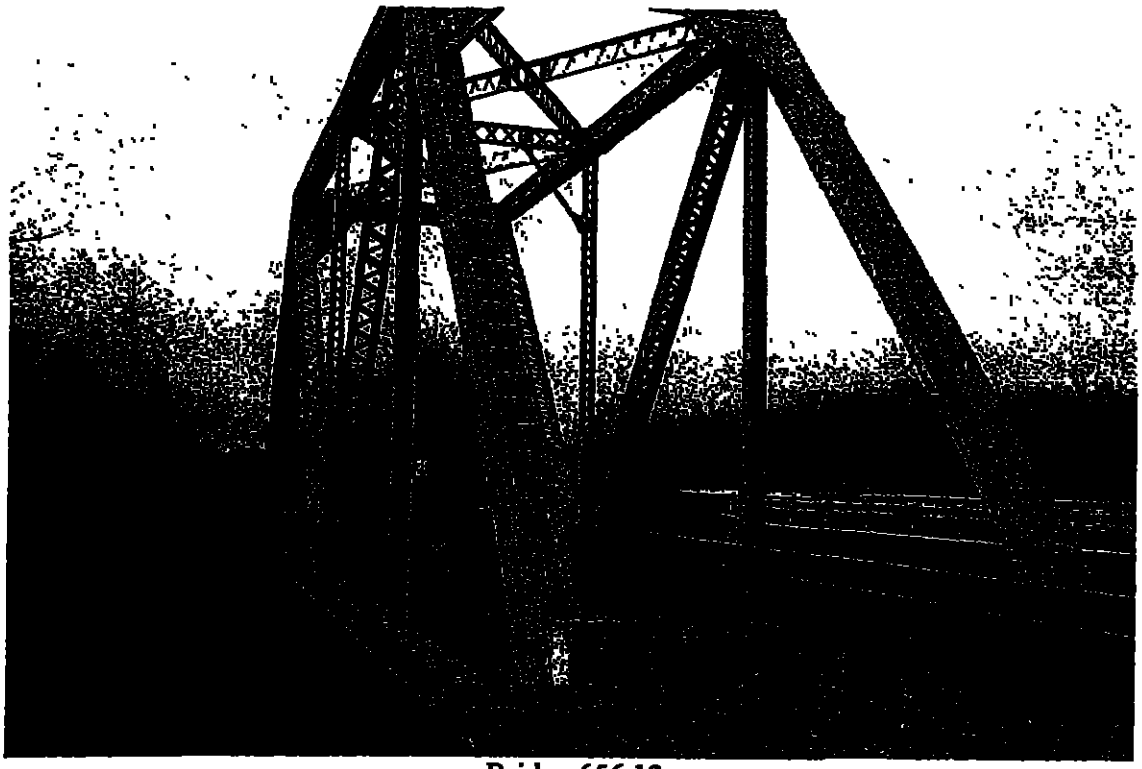
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Overwind
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002618

Central Oregon & Pacific Railroad



Bridge 656.12

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002619

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 656.12

MILEPOST: 656 12	SECTION# 1
TYPE: Thru Truss	LOCATION: Venets, OR
INSPECTION DATE 11/10/2005	INSPECTOR: K. Trickle

Findings:

ABUT #	ABUTMENT NOTES
1	Debris and ballast around bearing area
2	Debris and ballast around bearing area Expansion bearings pushing into backwall.

Ties - OK
Guard timber - Poor
Approaches - Low

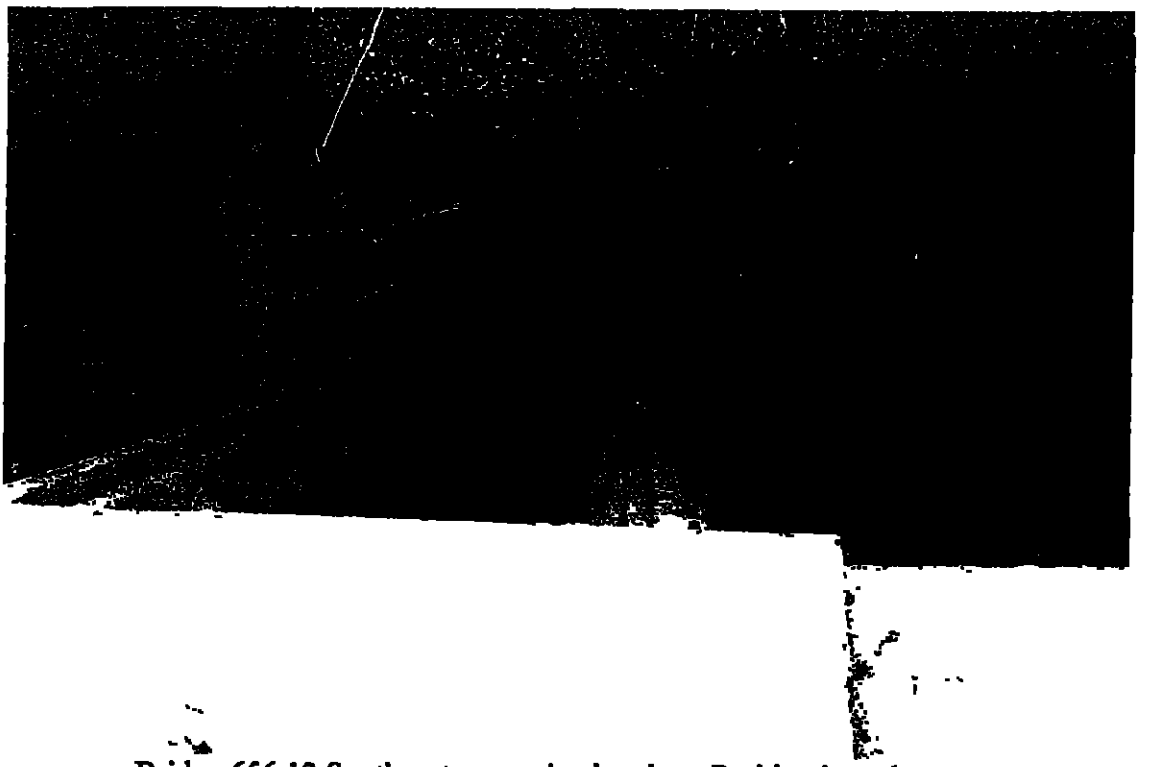
Light corrosion on bottom flange angles of stringers
Moderate corrosion on top flange angles of stringers
Light corrosion on stringer top lateral braces
Moderate corrosion on stringer top lateral horizontal gusset plates
Buildup of debris on floor beam top flange angles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	4	OSMOSE	Replace - All guard timber
2	14	4	RAILROAD	Add ballast and tamp up both approaches
3	12	4	RAILROAD	Clean both bridge seats and floor beam top flange angles of debris.
4	11	4	OSMOSE	Reset abutment #2 bearings.
5	13	5	OSMOSE	Continue regular inspections

Central Oregon & Pacific Railroad



Bridge 656.12 Southeast expansion bearing - Pushing into abutment

Central Oregon & Pacific Railroad



Bridge 656.12 Southwest expansion bearing - Pushing into abutment

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 656.12

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bc. Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 100' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

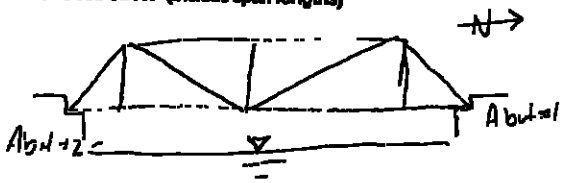
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 3 miles (E) (W) (N) (S) (Compass) of the town of: Eugene OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:

4 Panel
21 T.C. / P.I.

ENGINEERING:

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: N 44 03.141 W 123 16 .92

Nearest Crossing: 3 miles

BRIDGE: TANGENT ✓ CURVE • Superelevation is in

GUARD RAIL: YES ✓ NO • WALKWAY: YES • NO ✓ LOCATION:

SKEWED: YES • NO ✓ Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER River

Maximum Bridge Height: 6'

Bents or Piers in Water:

Maximum Water Depth: 10'

Requires de-watering Yes No

Bridge No: 656.12

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •					
APPROACHES:	POOR ✓	FAIR •	GOOD •	Low	EROSION PROBLEMS:			
TIES:	POOR •	FAIR ✓	GOOD •		SIZE:	10"x10"x10'	QUANTITY:	84
HEADWALLS:	POOR •	FAIR •	GOOD ✓					
WALKWAY:	POOR •	FAIR •	GOOD •	N/A				
GUARDTIMBER	POOR ✓	FAIR •	GOOD •		SIZE:	6x8		

SUPERSTRUCTURE (Note any defects):

FB:0
- Ballast on TFA & BFA

Panel #1
- Ok

FB. #1
- Ok

Panel #2
- Ok

FB. #2
- Ok

Panel #3
- Ok

FB #3
- Ok

Panel #4
- Ok

FB. #4
- Ok

SUBSTRUCTURE (Note any defects):

Abut #1
- Debris & Ballast around bearing areas
- Normal position

Abut #2
- Same as #1 (Debris)
- Expansion bearings
- Pushing into backwall (South) (to limit) Due to heat

Bearings

General Notes:
- Ties - Ok
- G Timber - Poor
- Low App
- Light corrosion on BFA FS
- Slight cuts on TLBal Str
- Timber spacers over ties
- Jointed Rail (113 #)

RECOMMENDED WORK AND PRIORITY RATING

- Clean both abutments and off TFA of F.8 (Pic #4)
- Reset Abut #2 bearings. (Pic #4)
- Monitor steel for further corrosion (Pic #5)

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #____	
#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP002624

Cont

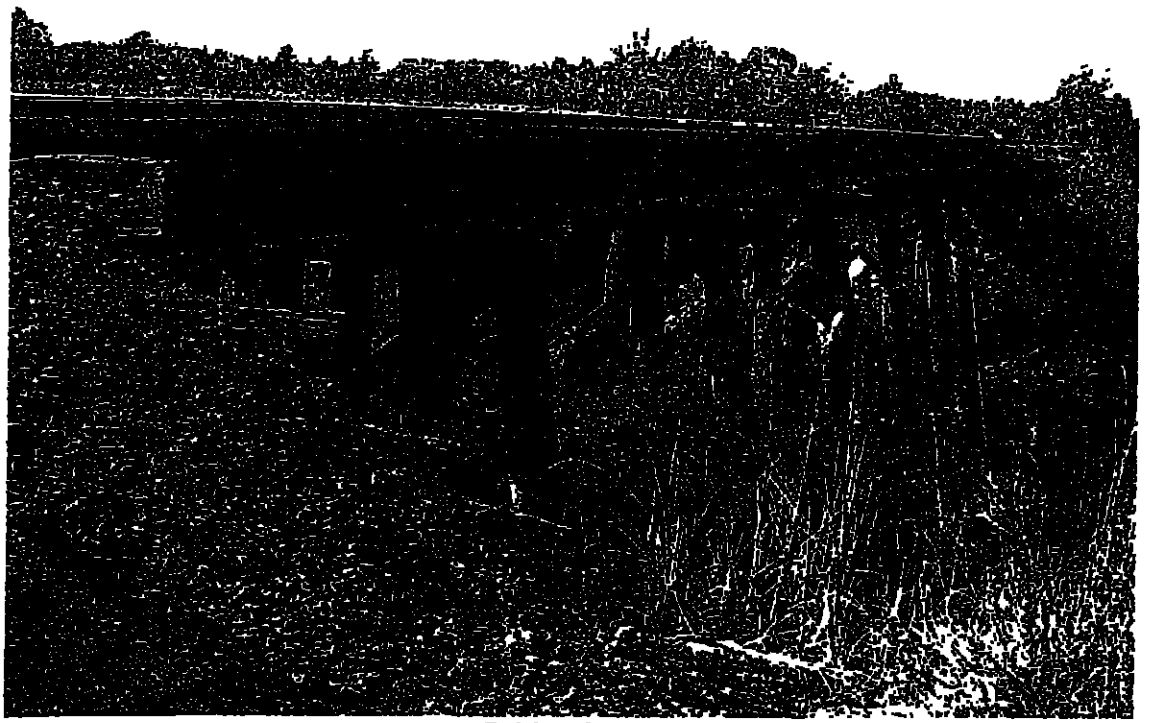
- Moderate corrosion on TFA of stringers
- TLGP of stringers moderate corrosion

Inventory

Chord to Chord c/L 16'-6

29' length of vertical post
25' " of Panels

Central Oregon & Pacific Railroad



Bridge 657.12

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 657.12

MILEPOST: 657 12 | SECTION# 1

TYPE: ODPT | LOCATION: Veneta, OR

INSPECTION DATE: 10/27/2005 | INSPECTOR: K. Trickle

Findings:

Bent 3
- Pile 1 - Reject
- Cap - Possible Reject (minor crushing under chord 1)

Bent 4
- Pile 1 - Reject

Bent 5
- Minor drift

Bent 6
- Minor drift

Bent 8
- Pile 1 - Reject
- Cap - Possible Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Stringers have canvas wrapped under them to catch creosote

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	3	RAILROAD	Remove drift from bridge as necessary.
2	1 5	3	RAILROAD	Add ballast and tamp up both approaches.
3	1 4	4	OSMOSE	In-place preservatively treat piles and caps.
4	1 3	4	OSMOSE	Replace: - Cap on Bent 3 (minor crushing under chord 1) - Cap on Bent 8
5	1 2	4	OSMOSE	Post: - Pile 1 of Bent 3 - Pile 1 of Bent 4 - Pile 1 of Bent 8

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	7/19/1999	Replaced: - Cap on Bent 4

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27-49 2005

Owner CORP Reg./Div _____ Bridge No 657.12

Dist (Sub)Branch COOS BAY

Location Veneta, OR (MP 660.5)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 41

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5		3												15
										(all bents in water)					
2	5	1	5½	D/P	3	4½									15
		2		D/P	OK										
3	5	Cap	9	PS	4	2	(minor cr		D	chord 1) (PX)					15
		1		7	3	11	2	11			14½	X			
4	5	1	11	D/P	1	9					14	X			15
						-	(Replaced CAP 1999 Osmose)								
5	5	CAP	12	PI	OK					minor drift #3					15
		2		11	4½	6	5	4			14½				
6	5		12							MINOR DRIFT					15
7	5		12												15
8	5	cap	6	P3-4	5½	3				Cap - (PX)					
		1		4	3	9					14½	X			15
		3		3	OK										
9	5		1½				(9T)			Ties - OK					10
										6 Timb - OK					
										Hdwlk - OK					
										Apps. + LDW					
										Stringer wrapped in canvas to catch creosote					

SYMBOLS All Borings to Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002629

Central Oregon & Pacific Railroad



Bridge 657.96

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 657.96

MILEPOST: 657 96	SECTION# 1
TYPE: BDPT	LOCATION: Veneta, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K Trickle

Findings:

Span 1
Stringer 1 - Reject
Span 2
Stringer 1 - Reject

Ballast Retainers - OK
Headwalls - OK
Approaches - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	4	OSMOSE	Replace - Stringer 1 In Spans 1 & 2

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27-~~10~~-2005

Owner CORP. Reg./Div _____ Bridge No 657.96

Dist. (Sub) Branch COOS BAY

Location Veneta, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 27

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LIN FT PILING
1	6	1	1½	D/P	OK.				..	Double CAP + Sub	CAP				40
										(H2O)					
2	6		5½							Double CAP + Sub	CAP				30
										(H2O)					
3	6	1	3	D/P	0	5				Double CAP + Sub CAP					15
		3		D/P	1	2½									
		5		D/P	2½	2				(H2O)					
	Bottom	CAP		P2	OK										
						Hawk - OK									
						Bull. rel. - OK									
						APPROACHES - OK									
						Bottom CAP = 11 deep									
						Sub CAP = 8" deep									
						middle CAP = 13" deep									
					H2O nearly year round up to CAP.										
					All Previous Inspections H2O to CAP on this date										

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W (Timetable)

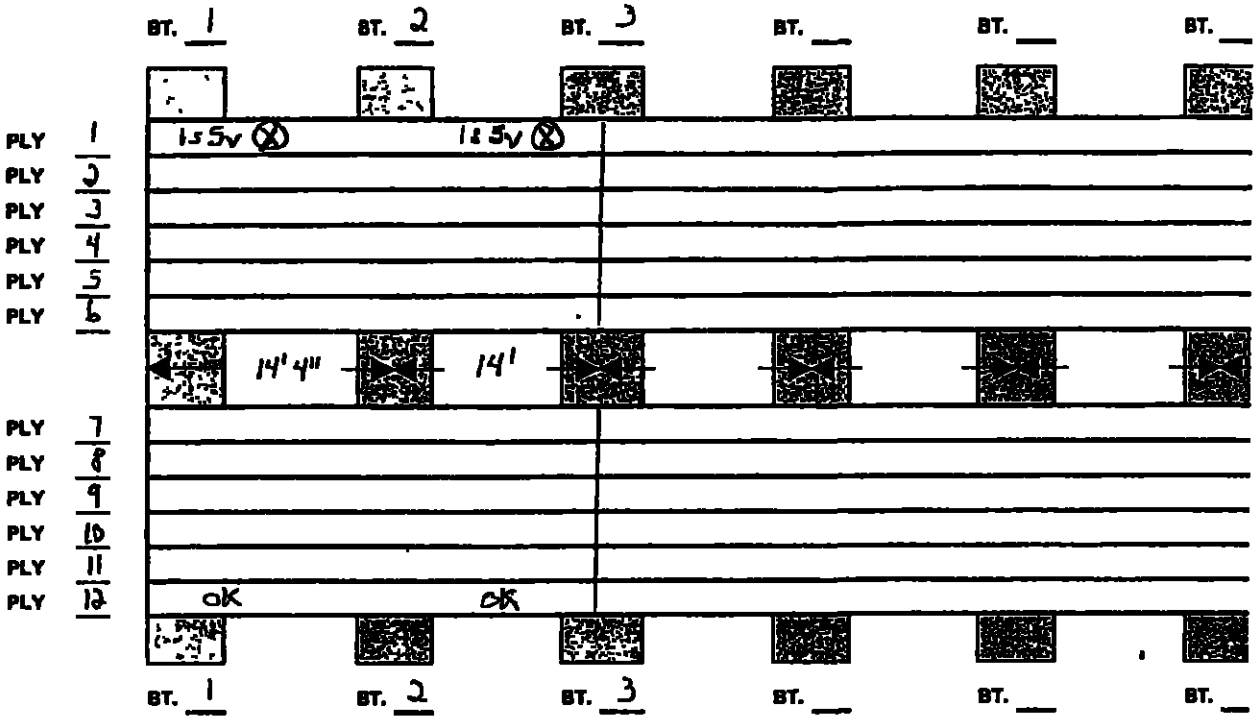
SIGNED KT

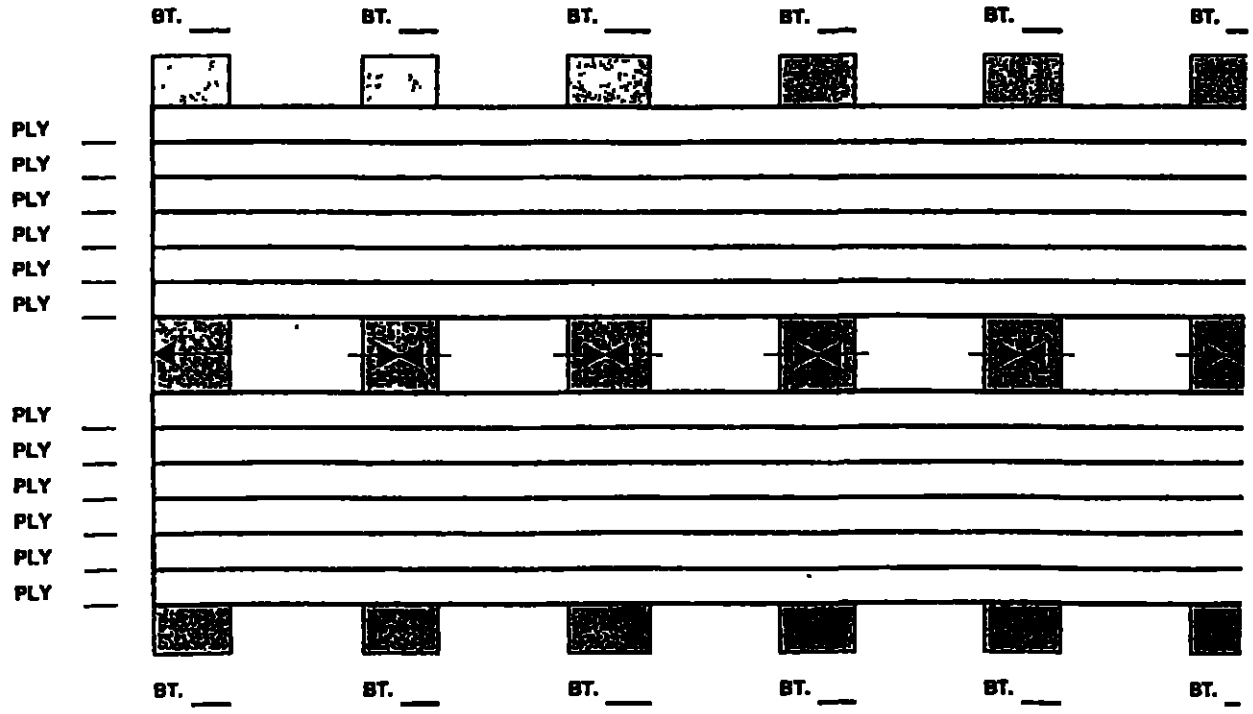
CORP002632

657.96 Coos Bay

12 stringers

String





Central Oregon & Pacific Railroad



Bridge 658.17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 658.17

MILEPOST: 658 17 | SECTION# 1

TYPE: STL | LOCATION: Veneta, OR

INSPECTION DATE: 10/27/2005 | INSPECTOR: K. Trickle

Findings:

Span 5
Stringer 8 - Visual Reject

Span 6
Stringer 1 - Reject
Stringer 2 - Visual Reject

Span 7
Stringer 1 - Reject

Ties - Fair to poor (8 reject, plate cut)
Guard timber - OK (1 section, reject)
North headwall - Fair
South headwall - OK
Approaches - Low (ballast fouled)
Spans 1 thru 4 - Severe drift

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	18	2	RAILROAD	Remove drift from bridge as necessary
2	17	3	OSMOSE	Replace all 97 bridge ties
3	16	3	RAILROAD	Remove, - Fouled ballast, replace and tamp up both approaches to correct elevation
4	12	3	OSMOSE	Perform - Detailed stringer inspection
5	11	3	OSMOSE	Replace - Stringer 1 in Span 6 - Stringer 2 in Span 6
6	15	4	OSMOSE	Replace - Stringer 8 in Span 5 - Stringer 1 in Span 7

Central Oregon & Pacific Railroad



Bridge 658.17 - Severe drift spans 1 thru 4

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27-2005

Owner Corp. Reg./Div _____ Bridge No. 658.17

Dist./Sub/Branch COOS BAY

Location Veneta, OR

Type. Steel (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN FT PILING
1	Steel 3		3							H2O					
2	Steel 3		9							H2O					
3	Steel 3		11							H2O					
4	Steel 3		11							H2O					
5	Steel 3		9							H2O					
6	Steel 3		6							H2O					
7	Steel 3		6							H2O					
8	Steel 3		5							H2O					
9	Steel 3		7½							H2O					
			H2O Normally 2' Below CAPS - (Sept 2001 Neo-G Ory)												
					NORTH HEADWALL - FAIR										
					SOUTH HEADWALL - OK										
					Appr. - LOW (ballast fouled)										
					(47) Tier - Fair/poor plate cut 8X (7½ x 7½ x 8)										
					6. Timb - OK (Section ⊗)										
					SUCKER DRIFT - SPANS 1 THRU 4 (#2)										

SYMBOLS All Bearings in Inches and Fractions to nearest ¼ "

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Seperation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 is (N) S E W
(Timetable)

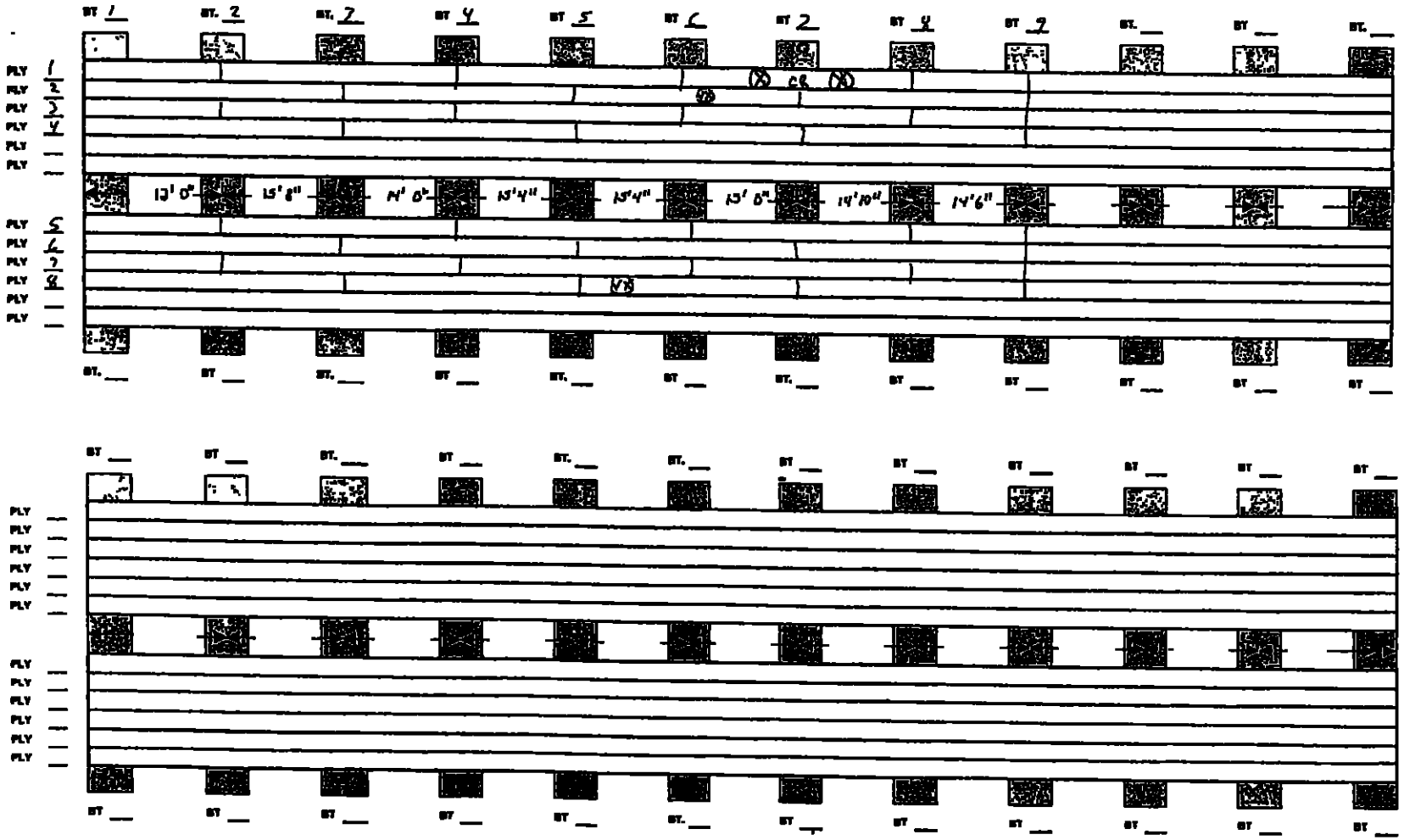
SIGNED KT

CORP002637

11 658.17
8 stringers

Cca Bag

Stringer Schematic



CORP002638

Central Oregon & Pacific Railroad



Bridge 660.89

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 660.89

MILEPOST: 660 89 | SECTION# 1

TYPE: ODPT | LOCATION: Veneta, OR

INSPECTION DATE: 10/27/2005 | INSPECTOR: K. Trickle

Findings:

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 3
- Stringer 1 - Reject

Span 5
- Stringer 1 - Reject

Span 6
- Stringer 8 - Reject

Ties - OK
Guard timber - OK
Top North Headwall plank - Reject
Top South Headwall plank - Reject
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.9	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1
2	1 7	3	RAILROAD	Add ballast and tamp up both approaches
3	1 8	4	OSMOSE	Replace - Stringer 1 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 6
4	1 5	4	OSMOSE	Replace - Top North Headwall plank - Top South Headwall plank

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 6		OSMOSE	10/16/2003	Replaced - Cap & Subcap on Bent 1 - Cap & Subcap on Bent 5 - Cap on Bent 7
2	1 1		OSMOSE	7/19/1999	Replaced - Cap and Shim on Bent 3 - Cap and Shim on Bent 4 - Cap and Shim on Bent 6

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27-2005

Owner Corp Reg./Div. Bridge No 660.89

Dist./Sub/Branch Coos Bay

Location Veneta, OR (mp 660.5)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL *	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR.	PP	LIN FT PILING
1	5		1			New Cap + subcap 10/16/03									5
2	5	CAP	8	P3	4	1½				H2O					40
3	5	5	9½	2	ok					H2O					45
					Replaced Cap & Shim 7/19/99 osmose										
4	5	CAP	9½		Replaced Cap & shim 7/19/99 osmose										45
										H2O					
5	5		9½			New Cap & subcap 10/16/03									45
		5		3	ok					H2O					
6	5	2	7	2	7	1									35
					Replaced Cap & Shim 7/19/00 Osmose										
7	5		1			New Cap 10/16/03				Apps. - Low 6 Tim. - OK					5
									(6)	TIES - OK					
	1			TOP PLANK OF NORTH & SOUTH HEADWALL - REJECT											

* SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
F/W — Heavy-Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

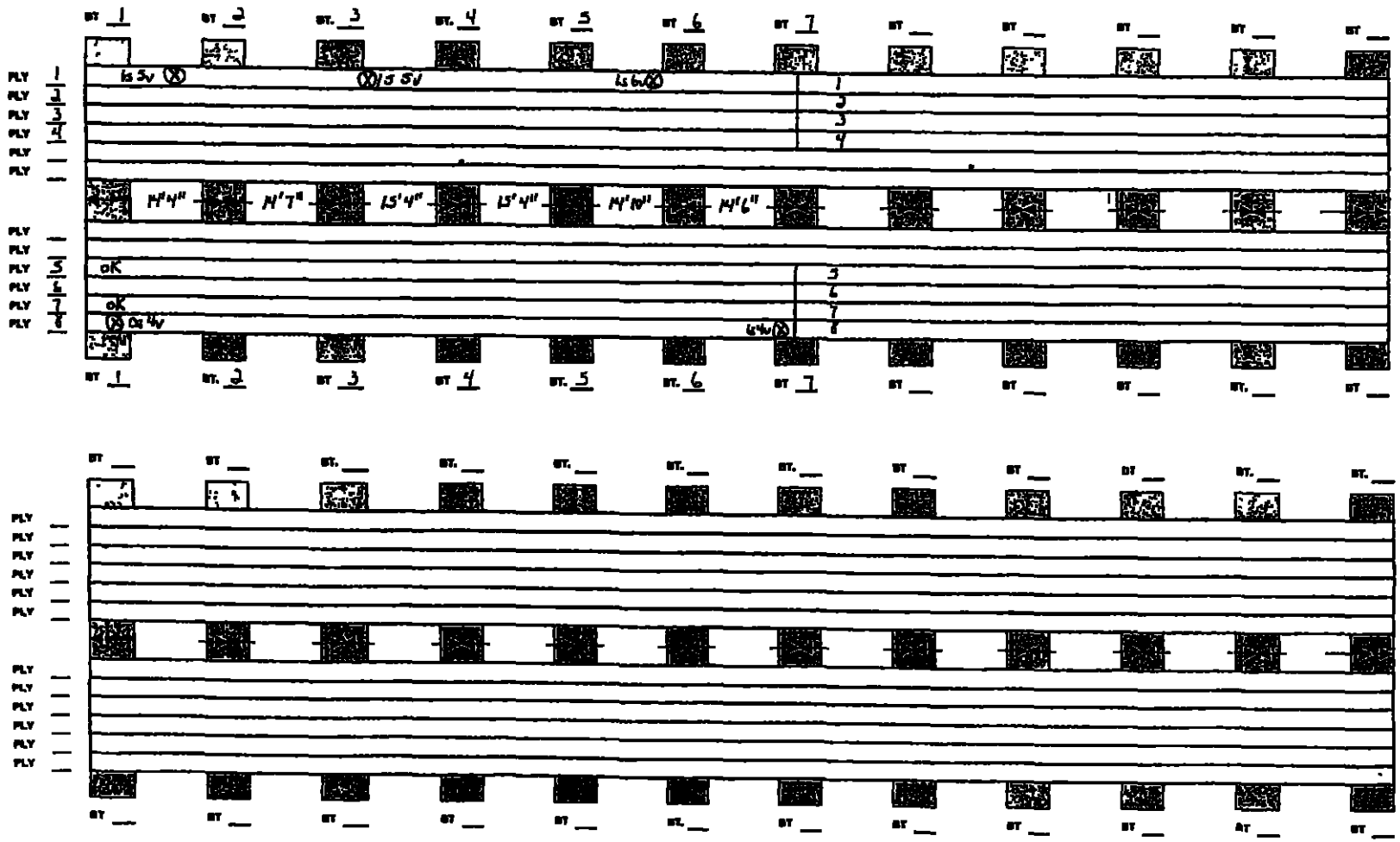
SIGNED KT

CORP002641

660.89 Coos Bay

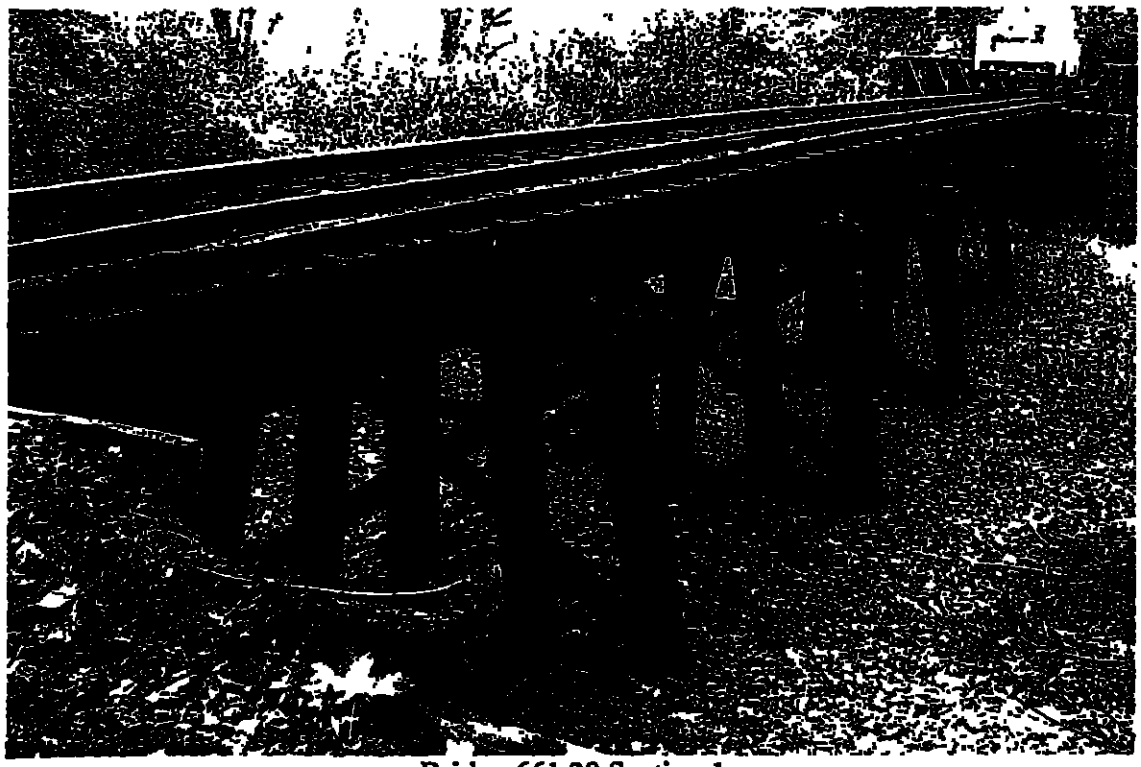
8-stringers

Stringer Schematic



CORP002642

Central Oregon & Pacific Railroad



Bridge 661.28 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach — BRIDGE # 661.28

MILEPOST: 661.28 — SECTION# 1

TYPE: ODPT — LOCATION Venets, OR

INSPECTION DATE: 10/27/2005 — INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 1 - Reject

Bent 2
Pile 2 - Reject
Pile 5 - Reject

Bent 3
Pile 1 - Possible Reject
Pile 2 - Reject

Bent 4
Pile 1 - Reject
Pile 2 - Reject

Bent 6
Cap - Possible Reject

Span 1
Stringer 8 - Reject

Span 4
Stringer 1 - Reject

Span 5
Stringer 1 - Reject

Span 6
Stringer 1 - Reject

Ties - OK
Guard timber - OK
Headwall - Fair (top plank, reject)
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	2	RAILROAD	Add ballast and tamp up approach
2	1 2	3	OSMOSE	Post: - Pile 2 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 4 - Pile 2 of Bent 4
3	1 10	4	OSMOSE	Replace: - Top plank of headwall
4	1 9	4	OSMOSE	Replace: - Stringer 8 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5 - Stringer 1 in Span 6

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 661.28
MILEPOST: 661 28	SECTIONS 1
TYPE: ODPT	LOCATION: Veneta, OR
INSPECTION DATE: 10/27/2005	INSPECTOR K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	17	4	OSMOSE	Post - Pile 1 of Bent 1 - Pile 2 of Bent 3
6	16	4	OSMOSE	Replace - Cap on Bent 6
7	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers
8	15	5	RAILROAD	Monitor - Pile 1 of Bent 3

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 2 SHEETS

Date 10-27 2005

Owner CORP Reg./Div _____ Bridge No 661.28 N App. (Sec 1)

Dist./Sub/Branch Coos Bay

Location Veneta, OR (MP 660.5)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 37

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GA. TR	PP	LIN FT PILING
1	5	1	3	D/P	2½	11				Newer Cap	13½	X			15
								½" steel shims - all piles							
2	5	2	7	D/P	0	11					13	X			35
		5		D/P	3½	7½				OBB	12½	X			
3	5	1	8	D/P	4	6					14	PX			40
		2		D/P	1½	7	2	9½		OBB	14½	X			
		5		1	5	1									
		Piles		2,4 - 1/4"	Gap										
4	5	1	8	5	2	12	2	8		OBD	16	X			40
		2		4	2½	10½	3	9			14½	X			
		5		7½	1½	3½			5						
5	5	cap	7	P4	RS					OBB					35
6	5	1	5	1	5½	½									25
		cap		P2	6½	3	Cap - Possible Reject PX								190
7	—	Cap	—	P2	8	1		Concrete Pier							

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Demolished
D/P — Drill Pile
S/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

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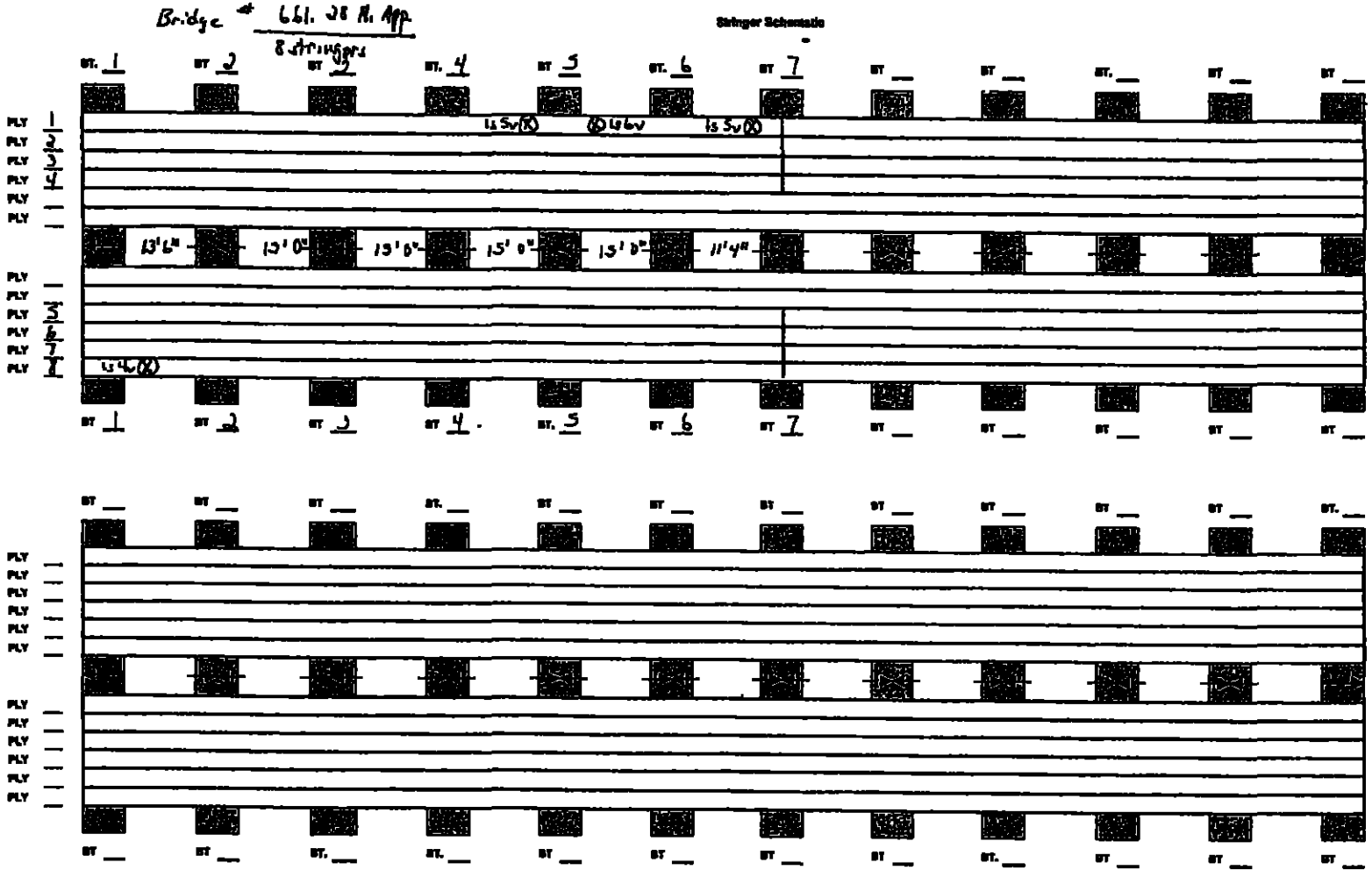
RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 6161 28 N. APP

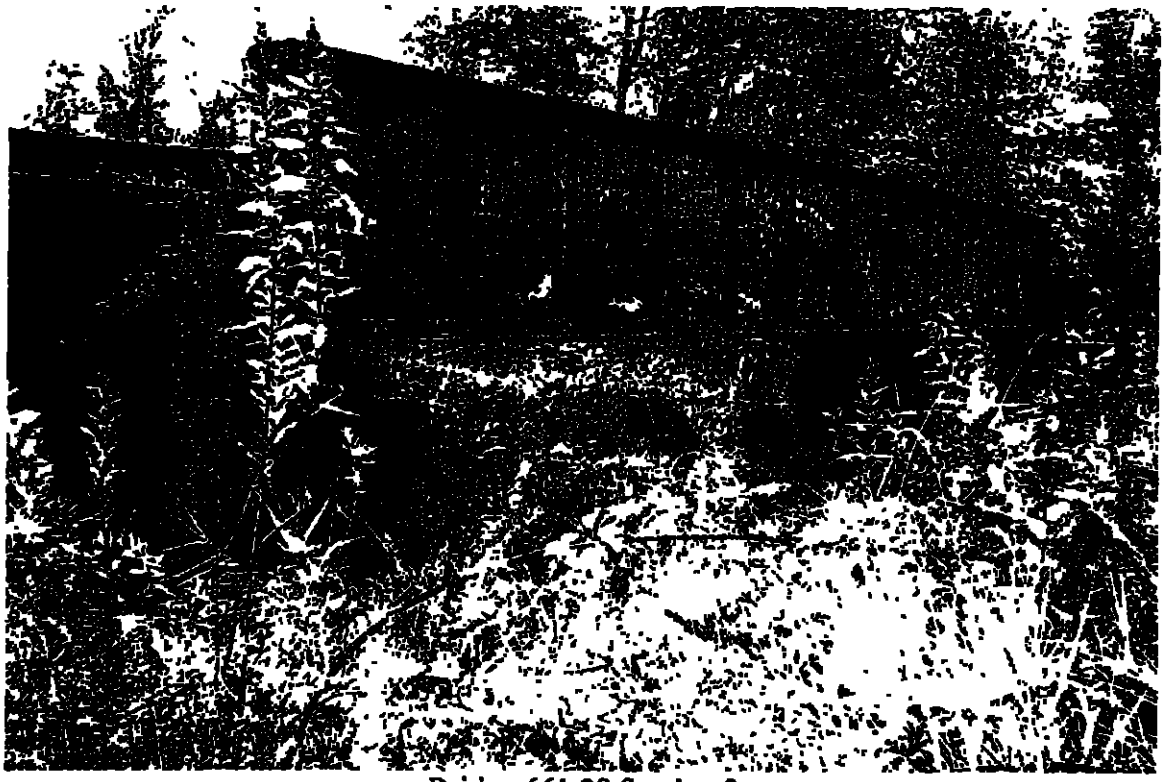
Date 10-27 ,~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
									(58)	TIES - OK GUARD TIMBER - OK					
										HEADWALL - FAIR (TOP PLANK (X))					
										BTS 2 THRU 7 - 1½" SHIMS					
										APPROACHES - LOW (#2)					


Bridge # 661. 28 Ft. App.
8 stringers
Stringer Schematic
ST. 1
ST 2
ST 3
ST. 4
ST 5
ST. 6
ST 7
PLY
13'6"
13' 0"
15' 0"
11'4"

CORP002648

Central Oregon & Pacific Railroad



Bridge 661.28 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 661.28**
MILEPOST 661 28	SECTION# 2
TYPE. TPG	LOCATION: Veneta, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK (8 reject)

Debris and pack rust on lower gusset plates
Minor corrosion of bottom flange angles
Debris on bearing seats
Minor cracking and efflorescence of abutment seats

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 2	3	RAILROAD	Remove debris from. - Bearing seats - Lower gusset plates and remove pack rust
2	2 1	4	OSMOSE	Spot replace 8 bridge ties
3	2,4	5	RAILROAD	Monitor - Bottom flange angles for additional corrosion
4	2 3	5	RAILROAD	Monitor - Cracking and efflorescence of abutment seats

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-27-05 BY: KT

Bridge No: Lelol 28 Sec 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

(Show overall picture of bridge)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Veneta, OR

Overall Sketch: (include span lengths)

2 Conc Piers

open deck

6e Panels

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 03.080 W 123 22 313

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) LOCATION:

SKEWED: YES • (NO) • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • (NO) • CULVERT: YES • (NO)

BRIDGE IS OVER Creek

Bents or Piers in Water: Maximum Bridge Height:

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 661.28 Section 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE: 8⊗	QUANTITY: 52
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • NO		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

Debris / Pack rust on Lower gusset plates (3)
Botton flange angles - minor corrosion (#5)

SUBSTRUCTURE (Note any defects):

Debris on Bearing Seats
Minor Cracking / Effloresence of Abut Tops

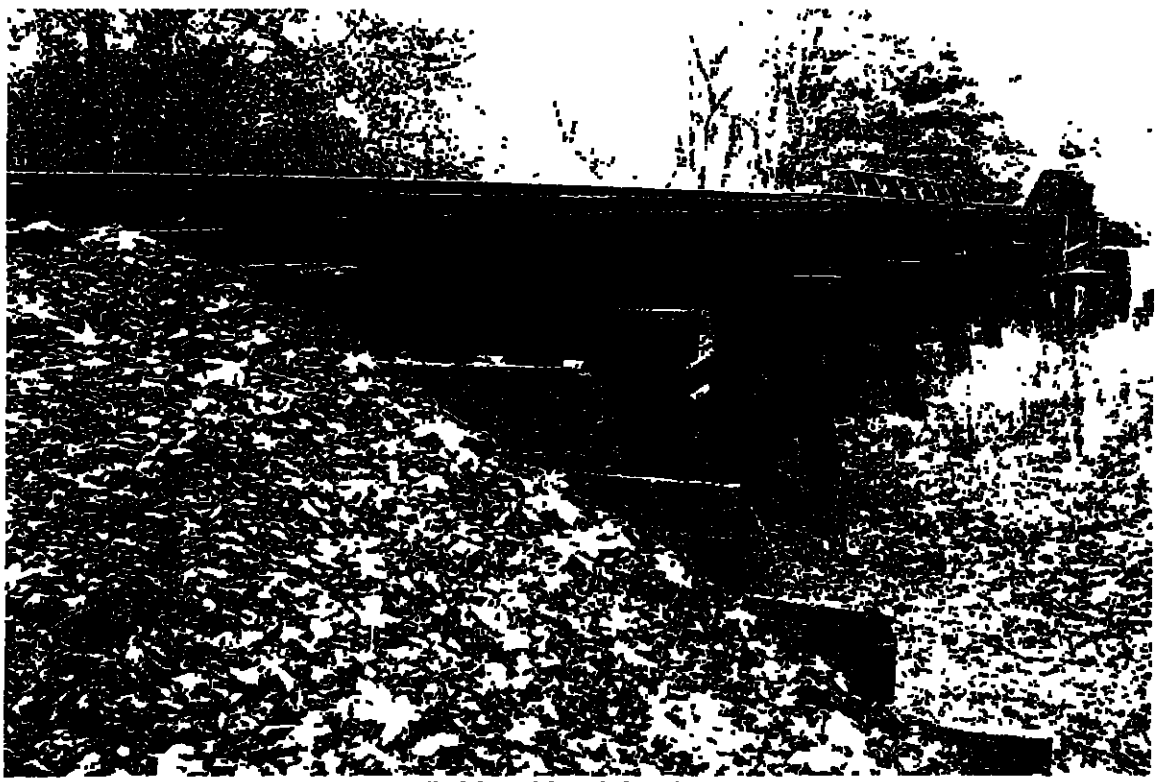
RECOMMENDED WORK AND PRIORITY RATING:

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS:

Roll #	
#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 661.28 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 661.28
MILEPOST: 661 28	SECTION# 3
TYPE: ODPT	LOCATION: Venata, OR
INSPECTION DATE: 10/27/2005	INSPECTOR. K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 2
Pile 1 - Reject
Pile 5 - Reject

Bent 3
Pile 1 - Reject

Bent 4
Pile 1 - Reject
1/4" Tapered Gap over Pile 2
1" Tapered Gap over Pile 5

Bent 5
Pile 1 - Reject
Pile 3 - Reject

Bent 7
Cap - Reject
3" Shim - Slight crushing under Chord 1

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject
Stringer 8 - Reject

Span 3
Stringer 8 - Reject

Span 4
Stringer 1 - Possible Reject

Span 8
Stringer 1 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.5	2	RAILROAD	Add ballast and temp up approach
2	3 12	3	OSMOSE	Cut Pile tops down and, - Replace Cap and install a 6"- 8" Subcap on Bent 7
3	3 11	3	OSMOSE	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 661.28
MILEPOST. 661 28	SECTION# 3
TYPE: ODPT	LOCATION: Venela, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	3 2	3	OSMOSE	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 5 - Pile 3 of Bent 5
5	3 1	3	OSMOSE	Replace - Cap on Bent 1
6	3.6	4	OSMOSE	Shim or Epoxy - Over Pile 2 of Bent 4 - Over Pile 5 of Bent 4
7	3 8	4	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 3 - Stringer 1 in Span 6
8	3.4	4	OSMOSE	In-place preservatively treat piles, caps, and stringers
9	3 3	4	OSMOSE	Post - Pile 1 of Bent 3 - Pile 1 of Bent 4
10	3 10	5	RAILROAD	Monitor - Stringer 1 in Span 4
11	3 9	5	RAILROAD	Monitor - 3" Shim on Bent 7 (slight crushing under chord 1)

Central Oregon & Pacific Railroad



Bridge 661.28 South approach - Rail hanging (very low)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27-2005

Owner CORP Reg./Div. _____ Bridge No 661.28 SA (Sec 3)

~~Dist./Sub~~/Branch Coos BAY

Location VIGNETA, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 27

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	UN FT PILING
1	-		-		13½ CAP +	1½" SHIM ON				Conc Pile Cap - ⊗					
2	5	1	6	1	3	8					14	X			30
		5		4	2	9					14	X			
3	5	1	7	D/P	1	10				11¾" Over CAP	14¾	X			35
4	5	1	8	D/P	1	10½		½"		TG Pile 2	13½	X			40
		5		D/P	3½	5½		1"		TG Pile 5					
5	5	1	7	D/P	2½	9½					13½	X			35
		3		D/P	1	10					13	X			
6	5	CAP	7	P2	OK										35
7	5	CAP	3	P2	3	9			2	11½" x 13½ x 14 3" SHIM					15
										CAP - Reject - ⊗					190
							3"			Shim - slight crushing @ chord			1		
										App - Low (FF2)					
										G Tank - OK					
										Hdwds - OK					
									(59)	Ties - OK					
						-									

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

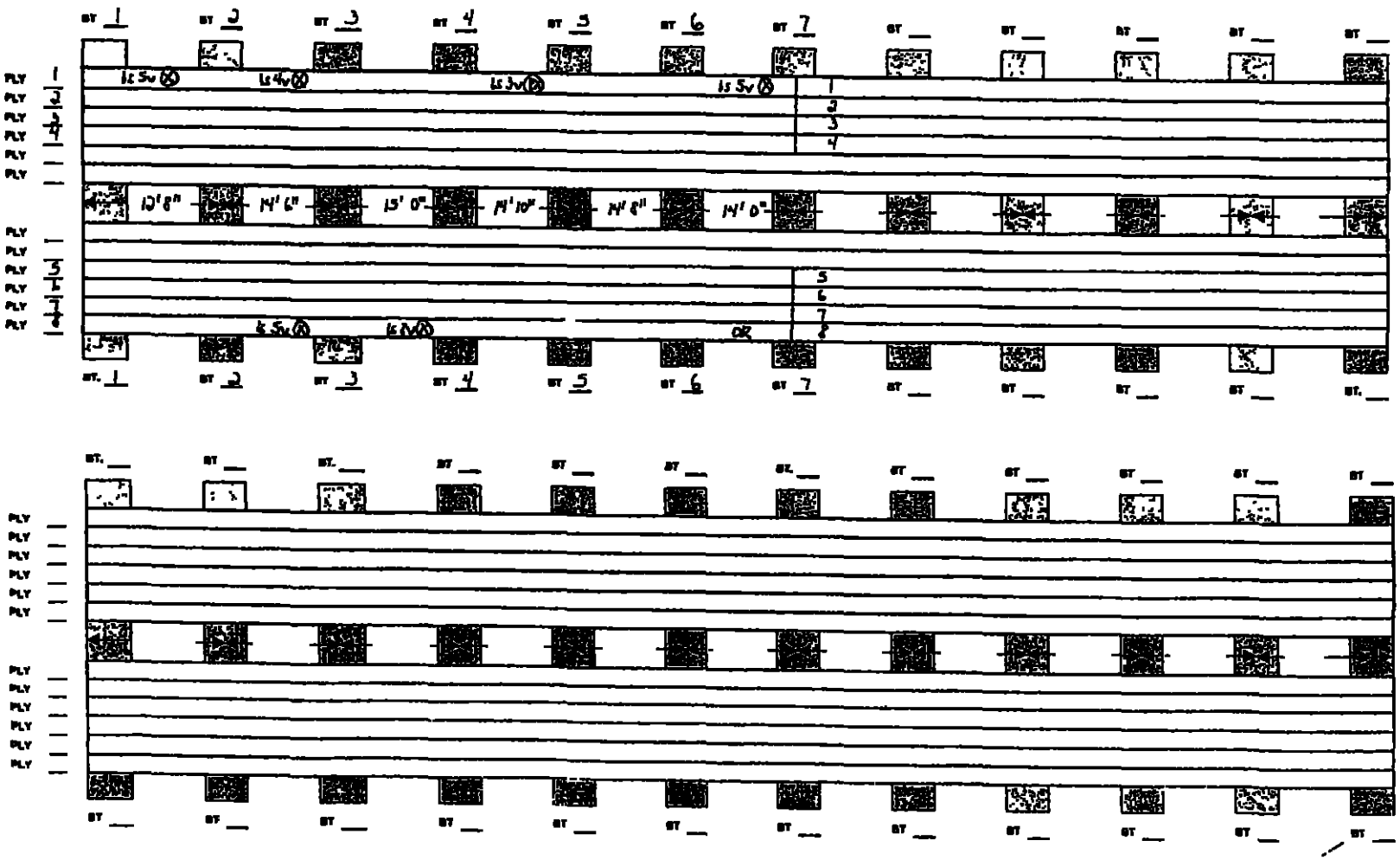
H — Heart	PP — Previously Posted	Bents Numbered From (N) S E W	
X — Reject	PX — Possible Reject	Piling Numbered From N S E W	
V — Void	ST — Shell Thickness	Bent # 1 is (N) S E W	
SR — Shell Rot	P/W — Heavy Duty Pile Wrap	(Timetable)	
RS — Ring Separation	O/W — Osmowold		
DP — Decay Ring	D/P — Drift Pin		
DP — Decay Pocket	G/L — Groundline Area		

SIGNED KT

CORP002657

661.28 S. 1pp (Sec 2) Coos Bay
8 stringers

Stringer Schematic



CORP002658

Central Oregon & Pacific Railroad



Bridge 661.73

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 661.73

MILEPOST: 661 73 | SECTION# 1

TYPE: ODPT | LOCATION: Veneta, OR

INSPECTION DATE: 10/27/2005 | INSPECTOR. K Trickle

Findings:

Bent 4
- Pile 1 - Reject
- Pile 2 - Reject

Bent 5
- Shim - Cornering over Pile 2

Bent 6
- Pile 2 - Reject

Bent 7
- Pile 1 - Reject

Bent 8
- Pile 1 - Reject
- Shim - Possible Reject

Bent 9
- Pile 1 - Reject

Span 1
- Stringer 4 - Visual Reject

Span 2
- Stringer 8 - Visual Reject

Ties - OK (6 reject)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	3	RAILROAD	Add ballast and tamp up both approaches.
2	14	3	OSMOSE	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4
3	17	4	OSMOSE	Spot replace 6 bridge ties
4	16	4	OSMOSE	Replace: - Shim on Bent 8
5	13	4	OSMOSE	Post: - Pile 2 of Bent 6 - Pile 1 of Bent 7 - Pile 1 of Bent 8 - Pile 1 of Bent 9
6	12	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	11	4	OSMOSE	Replace - Stringer 4 in Span 1 - Stringer 8 in Span 2

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 661.73

MILEPOST 661 73 | SECTION# 1

TYPE: ODPT | LOCATION: Veneta, OR

INSPECTION DATE: 10/27/2005 | INSPECTOR. K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1 8	5	RAILROAD	Monitor - Shim on Bent 5 (comering over pile 2)

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 ,19 2005

Owner CORP Reg /Div _____ Bridge No 661.73

Dist. (Sub) Branch COOS BAY

Location Veneta, OR (MP 660.5)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 34

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5		2½			Sounded ok									15
2	5		4½												25
		CAP		over P2	OK										
3	5		5			Sounded ok									25
4	5	1	6½	2½	2	10				(H2O)	13½	X			35
		2	.	3	2	10			–		14½	X			
		cap		P5	3½	15									
5	5		5½							(H2O)					30
		shim		over P2	OK		Corroding								
6	5	2	5	3	15	12	2½	10			14½	X			25
		shim		over P4	OK										
7	5	1	5	4	2	9				IBC	14½	X			25
8	5	1	5	4	2	10					14½	X			25
		2		3	OK			Shim		@ P4 3S 2½V	(PX)			.	
		5		7	3	2									
9	5	1	5	1.	2	11				IBC	15½	X			25
		3		2	7	2									
10	5		3			Sounded ok				All Bents 5" shim					15
								(100)		Ties - OK (6X)					
										Headwalls - OK					
		1							(#3)	Apps - Low	G. thk - OK				

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
D/P — Drift Pin
G/L — Groundline Area

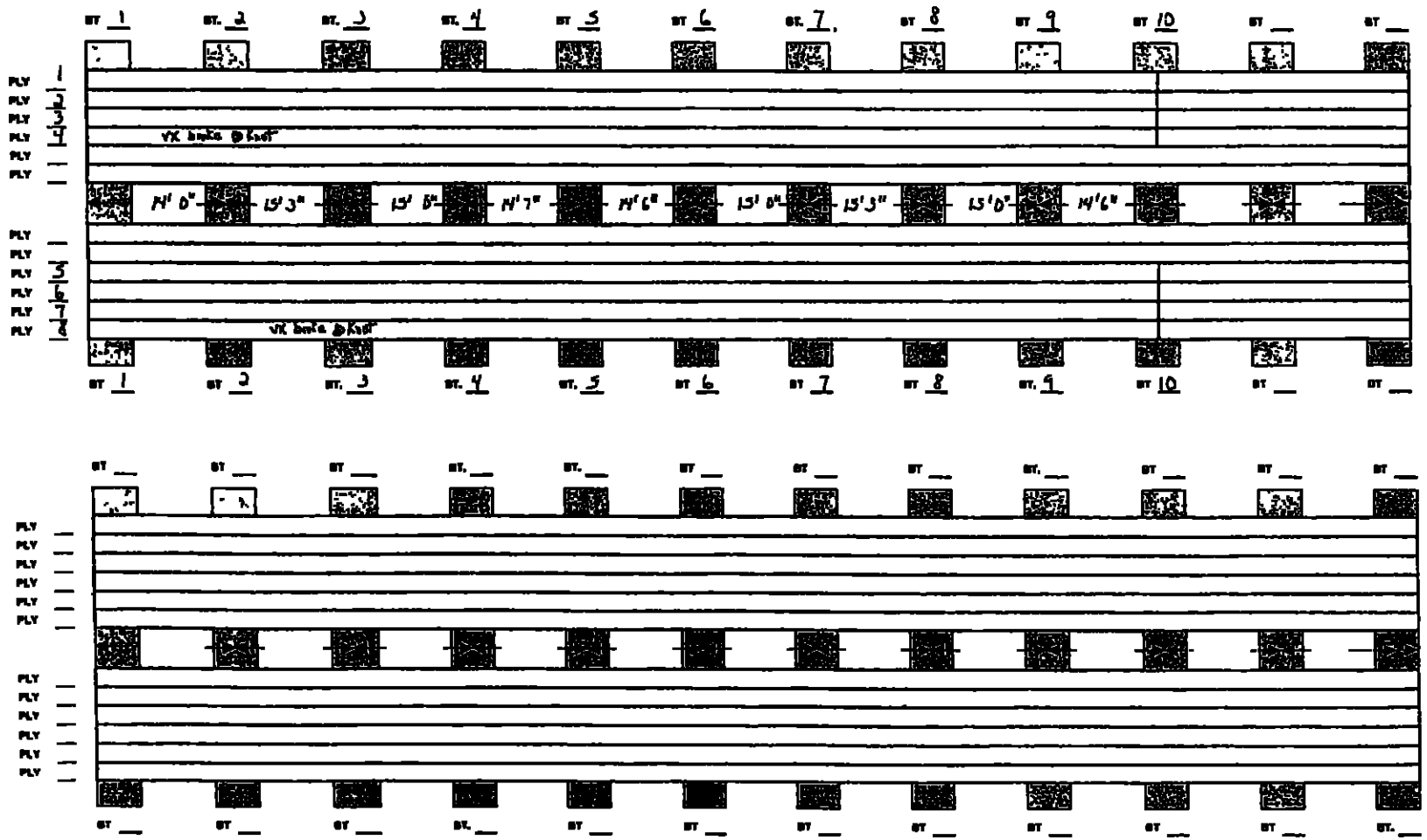
Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002662

661.73 Coor Beg
8 stringers

Stringer Schematic



CORP002663

Central Oregon & Pacific Railroad



Bridge 662.59

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 662.59

MILEPOST 662.59	SECTION# 1
TYPE: ODPT	LOCATION: Veneta, OR
INSPECTION DATE: 10/27/2006	INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 5 - Reject
1/2" Gap over Pile 1

Bent 2
Pile 3 - Reject
South Sway Brace - Reject

Bent 3
Pile 2 - Possible Reject
Pile 5 - Reject

Bent 4
Pile 2 - Reject

Bent 5
Pile 4 - Reject

Bent 7
Pile 1 - Possible Reject
Pile 5 - Visual Reject

Bent 8
Pile 4 - Reject

Bent 10
Pile 2 - Possible Reject

Bent 11
Pile 2 - Reject
Pile 5 - Reject

Bent 12
Pile 2 - Reject
Pile 3 - Reject

Bent 13
Pile 1 - Reject

Bent 15
Pile 2 - Possible Reject
Pile 5 - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 662.59

MILEPOST: 662 59 | SECTION# 1

TYPE. ODPT | LOCATION: Veneta, OR

INSPECTION DATE: 10/27/2005 | INSPECTOR: K. Trickle

Findings:

Bent 17
- Pile 1 - Reject
- Pile 4 - Reject
- Cap - Possible Reject (cornering)
- 3/8" Gap under Stringer Chords (pumping)

Bent 18
- Pile 4 - Reject

Bent 20
- Pile 2 - Reject
- Cap - Possible Reject (slight crushing)

Bent 21
- 1/2" Gap over Pile 2
- 1/2" Gap over Pile 3
- 1/2" Gap over Pile 4

Bent 22
- Pile 5 - Reject

Bent 24
- Cap - Reject

Ties - OK (20 reject under rail joints)
Guard timber - Fair to Poor
Line - Fair to Poor (due to condition of ties at rail joints)
Headwalls - OK
Wingwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 15	2	OSMOSE	Post. - Pile 5 of Bent 7 (slight brooming)
2	1.18	3	OSMOSE	Replace - All Guard timber
3	1 16	3	RAILROAD	Add ballast and tamp up both approaches
4	1 14	3	OSMOSE	Replace. - Cap on Bent 24
5	1 13	3	OSMOSE	Spot replace 20 bridge ties under rail joints and line bridge
6	1.7	3	OSMOSE	Install - Shim under Stringer Chords on Bent 17 (pumping)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 662.59

MILEPOST: 662.59 — SECTION# 1

TYPE ODPT — LOCATION: Venela, OR

INSPECTION DATE: 10/27/2005 — INSPECTOR K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	13	3	OSMOSE	Post: - Pile 2 of Bent 11 - Pile 5 of Bent 11 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 17 - Pile 4 of Bent 17
8	1 10	4	OSMOSE	Shim or Epoxy: - Over Pile 1 of Bent 1 - Over Pile 2 of Bent 21 - Over Pile 3 of Bent 21 - Over Pile 4 of Bent 21
9	19	4	OSMOSE	In-place preservatively treat piles, caps and stringers
10	16	4	OSMOSE	Replace. - South Sway Brace on Bent 2
11	15	4	OSMOSE	Replace - Cap on Bent 17 (comering) - Cap on Bent 20 (slight crushing)
12	12	4	OSMOSE	Post: - Pile 5 of Bent 1 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Pile 2 of Bent 4 - Pile 4 of Bent 5 - Pile 4 of Bent 6 - Pile 1 of Bent 13 - Pile 4 of Bent 18 - Pile 2 of Bent 20 - Pile 5 of Bent 22
13	1.11	5	RAILROAD	Monitor - Pile 2 of Bent 3 - Pile 1 of Bent 7 - Pile 2 of Bent 10 - Pile 2 of Bent 15 - Pile 5 of Bent 15

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 662.59

MILEPOST: 662.59 | SECTION# 1

TYPE: ODPT | LOCATION: Veneta, OR

INSPECTION DATE: 10/27/2005 | INSPECTOR: K. Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.17		OSMOSE	1/10/2005	Framed out: - Bent 9 Posted: - Piles 1 & 5 of Bent 23 Replaced - Cap on Bent 23 with an oversized cap
2	1.1		OSMOSE	7/15/2000	Replaced: - Cap on Bent 3 - Cap on Bent 4 - Cap on Bent 6 - Cap on Bent 11 - Cap on Bent 13 Framed - Bent 19

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 19 2005

Owner CORP Reg./Div _____ Bridge No 662.59

Dist./Sub/Branch COOS BAY

Location Venetta, OR (MP660.5)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 18 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H.	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT. PILING
1	5	1	3½	2	1	6					14½				20
		5		2	2	11				5" Cap Pile	15	X			
		-													
2	5	1	6½	5½	2	5				Piles 1 & 5 - PP @ G/L				PP	35
		3		4	2	8	2	.9		S. Sw. brace - (X)		X			
3	5	2	6	2	2	8					15½	PX			30
		5		5	2	13	1	4		IBB	17	X			
						Cap New 7/15/2000 Osmose									
4	5	2	6	1	2	10				(H2O)	15	X			30
						Cap New 7/15/2000 Osmose									
5	5	4	6	4	2	12	2	10		(H2O)	15	X			30
6	5		6			Cap New 7/15/2000 Osmose									30
										(H2O)					
7	5	1	6½	2	2	8			2	(H2O)	14	PX			35
		5		3	1	12		slight		blooming	14½	VX			
8	5	4	6	4½	2	11	1	11		(H2O)	14¼	X			30
		CAP		BURP PS	6	1									
				"											

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002669

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 662.59

Date 10-27 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	UN. FT. PILING
9	5 (Post)		5½			FRAMED (OS 2005)									30
10	5	2	5½	2	2	7					14¾	PX			30
11	5	2	5½	2½	2	1¼					17½	X			30
		5		3	3	11	2	12			15½	X			
						Cap New - 7/15/2000 Osmose									
12	5	3	5½	1½	2	11				Cap @ P4-OK	15	X			30
		2		3	2	11	2	12			15	X			
13	5	1	5	4	2	12					17	X			25
		5		D/P	3	7	1	6			17				
						Cap New - 7/15/2000 Osmose									
14	5		5												25
15	5	2	5	4	3	9					17½	PX			25
		5		4½	2	9					16½	PX			
		CAP		OVER P5	6½	1									
16	5	5	6	D/P	2½	4									30
17	5	1	6	5½	2	11				(H2O)	17	X			30
		4		2	2	9					13	X			
		CAP		OVER P2-P4	Covering	Cap - (PX)				3/8" Gap under Chords (Plumbing)					
18	5	4	6	4½	2	12				(H2O)	16½	X			30
19	5	CAP	6	OVER P2	- O K										30
						Framed Bent 19 7/15/2000 Osmose									

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140 24b.1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No 662.59

Date 10-27, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT PILING
20	5	2	6	3	2	8				(H2O)	13"	X			30
		CAP		P2	3½	2	slight crowning Cap-PX								
21	5		5½												30
					½" Gap on Piles 2, 3 & 4											
22	5	5	4½	4	2	11					14	X			25
23	5		4½												25
						Posted Piles 1 & 5 / Replaced Cap w/ oversize									05200
24	5	2	1	D/P	2	6									5
		CAP		over P1	3½	4				Cap-⊗					
		LINE-FAIR TO POOR → (2P2) Ties - OK (20 @ joints)													
		(TIE CONDITION @ JOINTS)								Appr- Low (#3)					
										G. Timb. - Fair To Poor					
										Hawk - OK					
										WINGWALLS - OK					

Central Oregon & Pacific Railroad



Bridge 664.00 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 664.00**
MILEPOST: 664.00	SECTION# 1
TYPE: Thru Truss	LOCATION: Notl, OR
INSPECTION DATE: 11/10/2005	INSPECTOR K. Trickle

Findings:

ABUT #	ABUTMENT NOTES
1	Ballast on bridge seat at bearings Expansion bearings have pack rust

SPAN #	FINDING #	NOTES
1	1	Floor beam #0 - Light to moderate corrosion, top and bottom flange angles
1	2	Floor beam #1 - Moderate corrosion, top flange angles - Heavy corrosion, bottom flange angles. - Moderate corrosion, web at floor beam-to-stringer connections
1	3	Floor beam #2 - Moderate corrosion, top flange angles - Heavy corrosion, bottom flange angles. - Moderate corrosion, web at floor beam-to-stringer connections
1	4	Floor beam #3 - Heavy corrosion, north bottom flange angle - Moderate corrosion, north top flange angle
1	5	Floor beam #4 - Minor corrosion, top flange angles - Moderate corrosion, web at bottom flange angle connection - Heavy corrosion, bottom flange angles
1	6	Panel #1 - Moderate corrosion, stringer top lateral gusset plates - Moderate corrosion, stringer top and bottom flange angles. - Heavy corrosion, stringer bottom flange angles at diagonal bracing connection. - Light corrosion, lacing bars of lower truss chord - Moderate corrosion, lower truss chord channels - Moderate corrosion, truss bottom chord diagonal braces and gusset plates
1	7	Panel #2 - Heavy corrosion, stringer bottom flange angles at diagonal bracing connection - Moderate corrosion, stringer top and bottom flange angles. - Heavy corrosion, stringer top lateral bracing (80%-100% section loss) - Heavy corrosion, stringer top lateral gusset plates (80%-100% section loss)
1	8	Panel #3 - Heavy corrosion, stringer bottom flange angles at diagonal bracing connection - Moderate corrosion, stringer top and bottom flange angles - Heavy corrosion, stringer top lateral bracing (80%-100% section loss) - Heavy corrosion, stringer top lateral gusset plates (80%-100% section loss).
1	9	Panel #4 - Moderate corrosion, stringer top lateral gusset plates - Moderate corrosion, stringer top and bottom flange angles. - Heavy corrosion, stringer bottom flange angles at diagonal bracing connection - Light corrosion, lacing bars of lower truss chord - Moderate corrosion, lower truss chord channels - Heavy corrosion, truss bottom chord diagonal braces and gusset plates
1	10	E&W Truss chords - Light corrosion, L1-U2 flange angles - Light corrosion, all vertical post webs

Ties - OK
Guard timber - OK
Walkway - OK
Handrails - OK

Surface rust on all members of top chord
Light to moderate rust on vertical posts
Debris buildup and moderate corrosion of all bottom chord horizontal gusset plates
Heavy vegetation

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 664.00
MILEPOST: 664.00	SECTION# 1
TYPE: Thru Truss	LOCATION: Noti, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K. Trickle

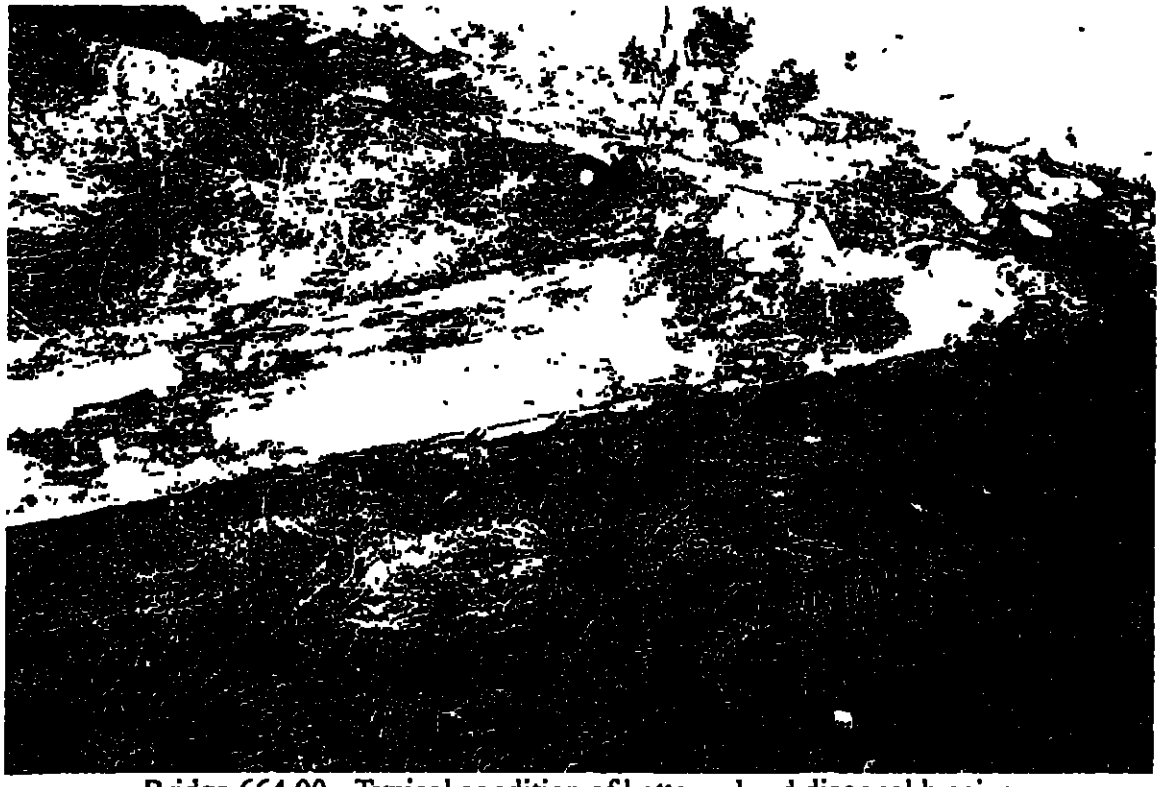
Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

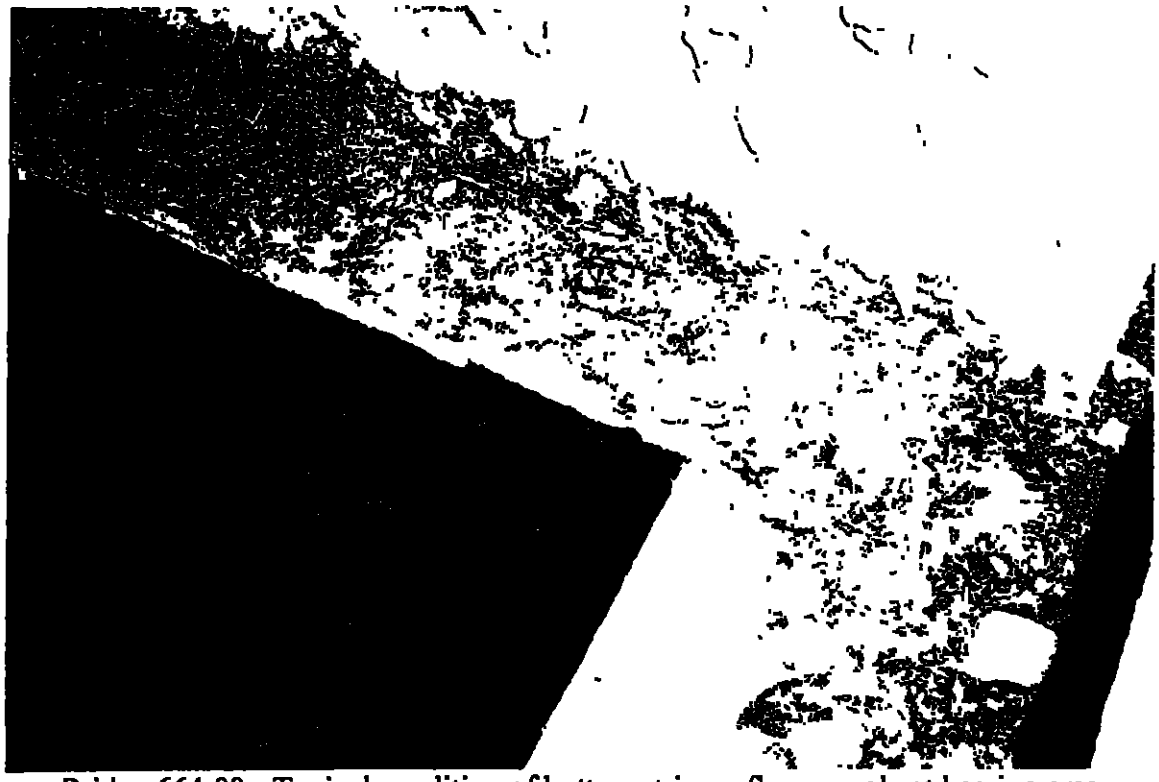
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	11	2	OSMOSE	Replace bottom truss chord diagonal bracing, all panels.
2	18	3	RAILROAD	Remove - Vegetation from under bridge
3	17	3	RAILROAD	Add ballast and tamp up approach.
4	15	3	OSMOSE	Panel #2 - Replace stringer top and bottom flange angles Panel #3 - Replace stringer top and bottom flange angles
5	1.4	3	OSMOSE	Repair stringer bottom flange angles at truss diagonal bracing connection, all panels
6	13	3	OSMOSE	Floor beam #1 - Replace bottom flange angles and repair web at BFA connection Floor beam #2 - Replace bottom flange angles and repair web at BFA connection. Floor beam #3 - Replace bottom flange angles and repair web at BFA connection Floor beam #4 - Replace bottom flange angles and repair web at BFA connection
7	12	3	OSMOSE	Replace stringer top lateral angles and horizontal gusset plates, all panels
8	1.6	5	OSMOSE	Continue regular inspections.

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Bridge 664.00 - Typical condition of bottom chord diagonal bracing

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Bridge 664.00 - Typical condition of bottom stringer flange angle at bearing area

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Bridge 664.00 - Typical stringer to floor beam connection

Central Oregon & Pacific Railroad



Bridge 664.00 Upper stringer laterals - Severe section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 664. Sec #1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 100' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

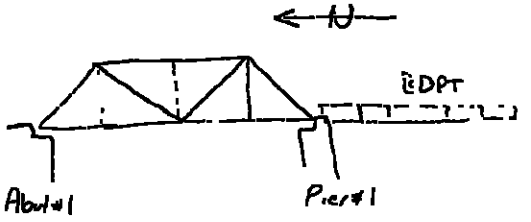
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 6 miles (E) (W) (N) (S) (Compass) of the town of: NOTI, OR

Overall Sketch: (Include span lengths)



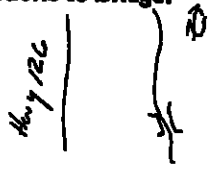
Typical Bent or Pier Sketch:

4 Panels
21 Ties

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: N44 02.892 W 123 25.600

Nearest Crossing: 2 mile

BRIDGE: TANGENT • CURVE ✓ Superelevation is in

GUARD RAIL: YES • NO ✓ WALKWAY: YES ✓ NO • LOCATION: Both Sides

SKEWED: YES • NO ✓ Type of Walk: Steel Dim: x x 3' long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER River Maximum Bridge Height: +20'

Bents or Piers in Water: Maximum Water Depth: -10'

Requires de-watering Yes No

		Bridge No: 664.0 SEC 1

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR ✓	FAIR •	GOOD •	Low	**EROSION PROBLEMS:**	#3	
TIES:	POOR •	FAIR •	GOOD ✓		**SIZE:**	9½×10×10	**QUANTITY.**
HEADWALLS:	POOR •	FAIR •	GOOD ✓				
WALKWAY:	POOR •	FAIR •	GOOD •	(OK)	HANDRAILS - (OK)		
GUARDTIMBER	POOR •	FAIR •	GOOD ✓		**SIZE:**	6×8	

SUPERSTRUCTURE (Note any defects):

FB.#0
- TFA & BFA light to moderate corr

Panel #1
- TLGP has moderate corrosion also.
- TFA & BFA " " (BFA at BL.of T is heavy corr.) Stringers

Panel #1 Cont
- light corrosion on facing bars of BC.LT
- moderate corr on channels of BC.LT
- BL.A of T is moderate corr.
- BL.G of T is " "

SUBSTRUCTURE (Note any defects):

Abut #1
- Ballast on bearings
- Exp has pack rust
- Heavy VEGETATION

RECOMMENDED WORK AND PRIORITY RATING

- Replace T.L System of Stringers on all Panels. Pc. #3
- Replace BC.T.L System on all panels. Pc. #2
- Remove VEGETATION Pc #3

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

F.B. #1
- TFA moderate corr
- BFA heavy corr (Pr #3)
- web moderate corr to F.B. to Str. Conn (Pr. #3)

Panel #2
Same as Panel #3

F.B #2
Same as F.B #1

Panel #3
- Heavy corrosion on BCTLA and GP at Str conn (Pr #2)
- Mod corr on TFA and BFA at Str (Pc. #3) (Heavy @ FB conn)
- TLA at Str has 80 to 100% section loss (Pr #3)
- TLGP at Str " " (Pr #3)

F.B #3
- North BFA is corroded (Pr. #3)
- " TFA is slightly corroded

Panel #4
- Same as Panel #1
- Heavy corr. on BCTLA (Pr. #2)
- " " LGP (Pr #2)

& Consider BFA at Str space at BCTLA location)
- TLA and TLG at Str is corroded. (Pr. #3)

F.B. #4
- Minor corr. on TFA -
- Web is corroded at BFA conn-
- BFA is corroded (P. #3)

Inventory

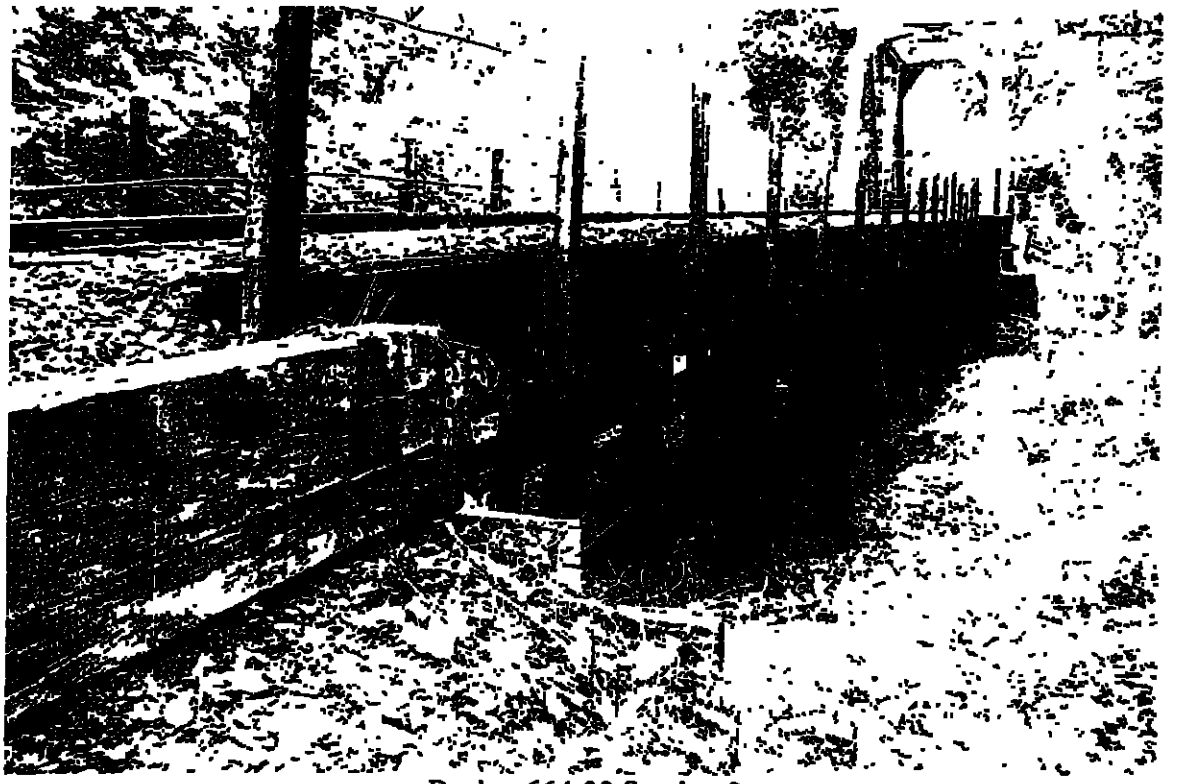
17' c to c of Truss Vert Post

General Notes:
- Surface rust on some members of TC
- Ties - OK
- Vert. Post has light to moderate corr
- Surface rust on TCT

L1, L2 - (East & West) - light corr on FA
- " " on Vert Post web
- Moderate corr and collection of debris on BTC GP (at all locations)*

Pier #1
- OK

Central Oregon & Pacific Railroad



Bridge 664.00 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 664.00
MILEPOST 664.00	SECTION# 2
TYPE: BDPT	LOCATION Noti, OR
INSPECTION DATE: 10/27/2005	INSPECTOR. K Trickle

Findings:

Bent 7
Pile 4 - Possible Reject

Bent 10
Pile 5 - Possible Reject

Ballast retainers - OK
Headwall - OK
Loss of Ballast - Southwest headwall
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
2	2.1	4	RAILROAD	Patch - Ballast leak at Southwest corner of headwall
3	2.5	5	RAILROAD	Monitor: - Pile 4 of Bent 7 - Pile 5 of Bent 10

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.6		OSMOSE	10/16/2002	Framed out. - Bent 4 Posted. - Piles 1 & 2 of Bent 7

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 , 19 2005

Owner CORP Reg./Div. _____ Bridge No 664.00 S. App. (Sec2)

Dist (Sub) Branch COOS BAY

Location NOTI, OR (mp 665.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	OIL TR	PP	LIN. FT PILING
		North	App	Steel		Thru			Truss						
1	-		-							4" Shim					—
2	5	2	12	4½	4	5					12				60
3	5		12												60
4	5		11			Framed @ GL, New 10/16/03									55
5	5	4	11	1⅝	4	1½									
															55
6	5		10½												55
7	5	4	11	6	3½	6	Piles 1-2 Parted New 10/14/03		H			PX			55
		5		1⅝	7	3½									
8	5	3	10	2	½	5	2	3			13				
		5		4	3	1½									50
9	5	4	8	4	6	2				Ballast leak - OK					40
10	5	5	4	0/p	4	7				Hdwl - OK	13½	PX			20
		CAP		out P3		0	K			ballast leak @ SW wingwall					

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

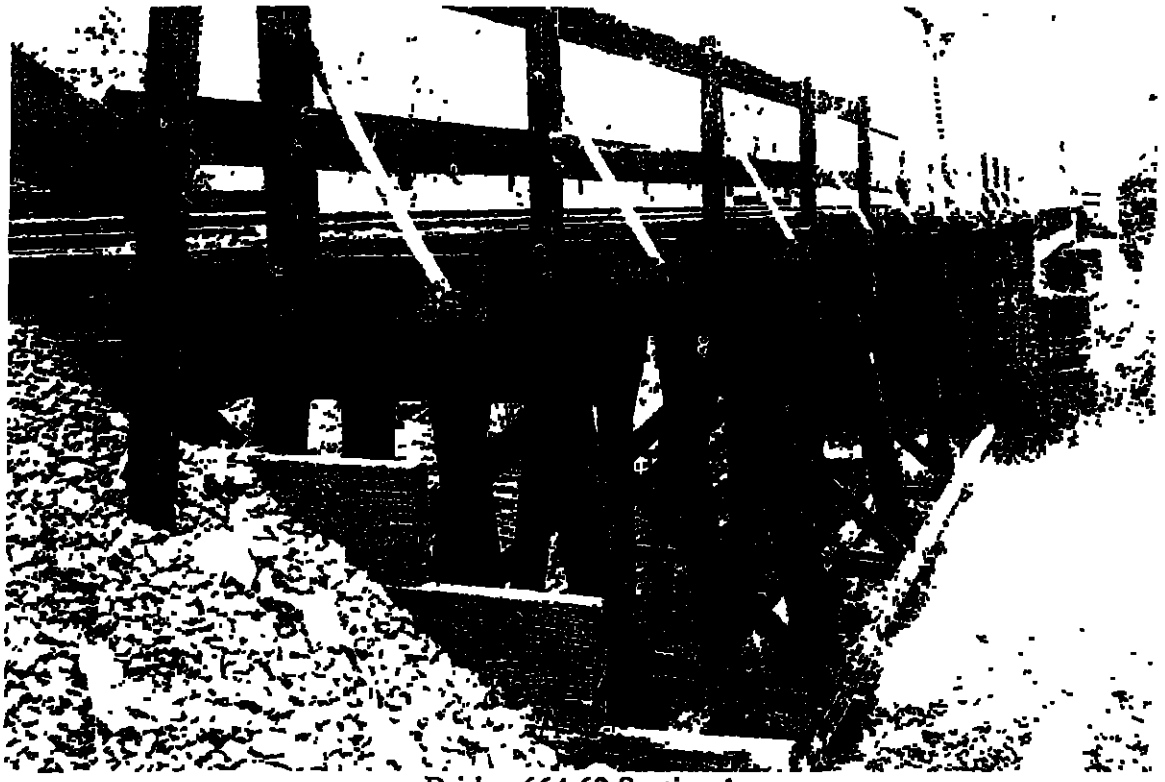
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (W)
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002685

Central Oregon & Pacific Railroad



Bridge 664.62 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 664.62
MILEPOST: 664 62	SECTION# 1
TYPE: ODPT	LOCATION: Notl, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K Trickle

Findings:

Bent 2
Pile 1 - Reject

Bent 3
Pile 1 - Reject
Pile 4 - Reject
North Sway brace - Reject

Bent 4
Pile 1 - Reject
Pile 4 - Reject

Span 3
Stringer 5 - Reject

Span 4
Stringer 6 - Reject

Span 5
Stringer 1 - Reject

Ties - OK (6 reject, plate cut at approach)
Guard timber - 50% reject
Northwest Headwall - Severe ballast leak
Approach - Low
Walkways - Fair (15 planks deteriorated)
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 13	2	RAILROAD	Place - Bags of sacrete at Northwest headwall leak and add ballast
2	1 10	2	RAILROAD	Add ballast and tamp up approach
3	1 9	3	OSMOSE	Replace - Guard timber
4	1.4	3	OSMOSE	Replace - Approximately 15 walkway planks
5	1 3	3	OSMOSE	Post: - Pile 1 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 4 - Pile 4 of Bent 4
6	1 12	4	OSMOSE	Replace: - North Sway brace on Bent 3
7	1.11	4	OSMOSE	Spot replace 6 bridge ties
8	1 7	4	OSMOSE	In-place preservatively treat piles, caps and stringers
9	1 6	4	OSMOSE	Replace. - Stringer 5 in Span 3 - Stringer 6 in Span 4 - Stringer 1 in Span 5
10	1 2	4	OSMOSE	Post: - Pile 1 of Bent 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 664.62
MILEPOST: 664.62	SECTION# 1
TYPE: ODPT	LOCATION: Noti, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K. Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	7/19/1999	Replaced - Cap on Bent 1 - Cap on Bent 3 - Cap on Bent 5 - Cap on Bent 6

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27, 19 2005

Owner CORP Reg./Div _____ Bridge No 664.62 N. App (Sec 1)

Dist / Sub Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	5	2	4	P/P	6	3									20
		5		2	7	1				3½" Shim					
							Cap New			7/19/99 Osmose					
2	5	1	11	1	2	10				3½" Shim	14½	X			55
3	5	1	12½	3	½	8					15	X			65
		4		2	1½	11½				3" Shim	14½	X			
							Cap New			7/19/99 Osmose					
					North Sway Brace					⊗					
4	5	1	13½	4	3	10				3" Shim		X			70
		4		P/P	1½	11					13	X			
5	5		13½							3" shim					70
							Cap New			7/19/99 Osmose					
6	5		16½							3" shim					85
							Cap New			7/19/99 Osmose					
7	-		-		Cap on Conc Pier										-

SYMBOLS All Borings in Inches and Fractions to nearest 1/16"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002689

BORING RECORD

Date: 10-27 20 05 Sheet 2 of 2

OWNER: CORP COOS BAY SUB BRIDGE #: 664.22 N. APP SEC 1

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	GAL TR.	PP	LIN FT PILING
				(70)						TIES FAIR (1 @ PLATE CUT @ APPROACH)					
										CURBS TIMBER - 50% (X)					
										NORTH WEST HEADWALL - BALLAST LEAK (#2)					
										APPROACH - LOW #2					
										WALKWAYS - FAIR 15 PLANKS DETERIORATED					
										HANDRAILS - OK					

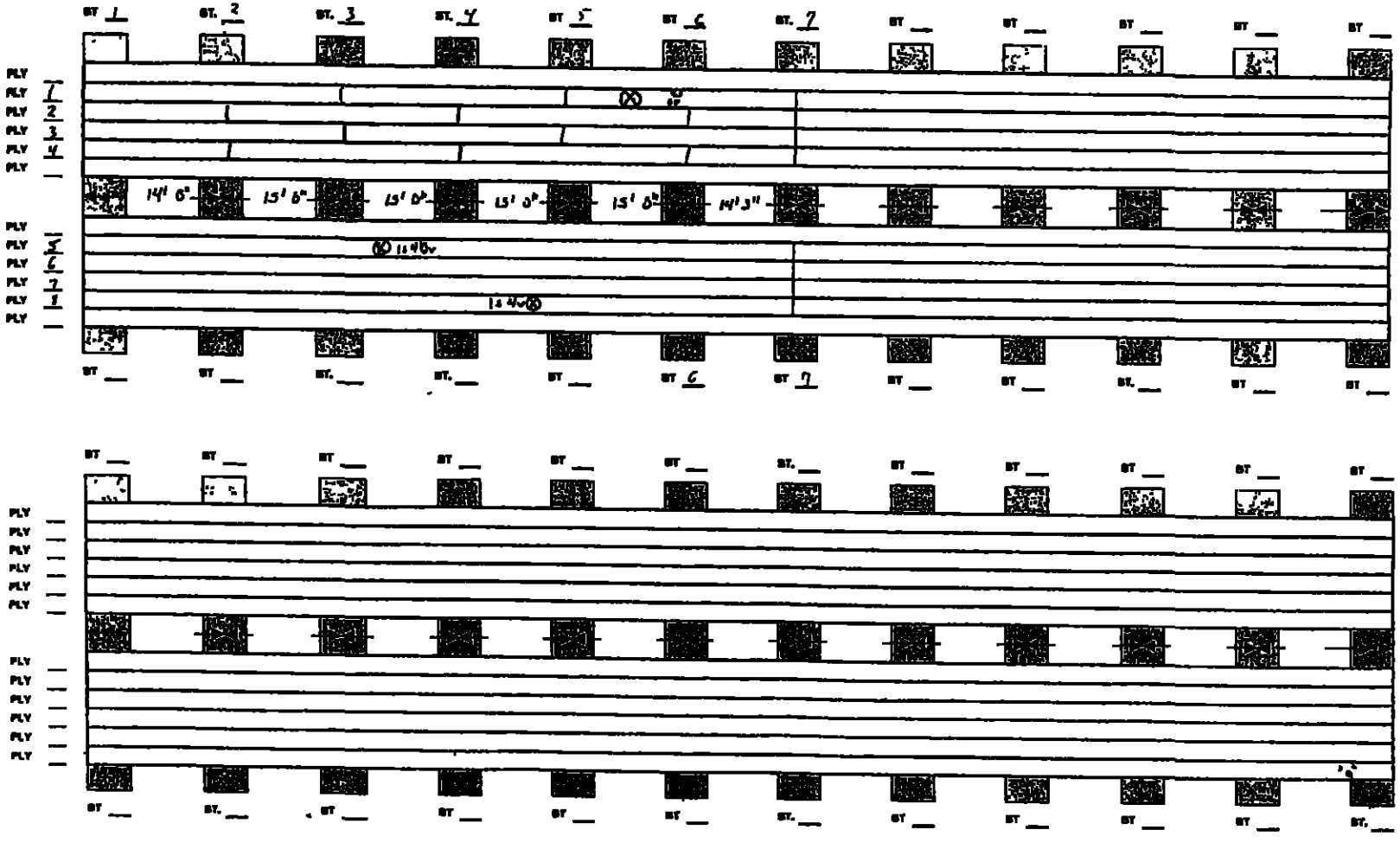
Osmose Railroad Services, Inc.

CORP002690

664. 62 N. App. (Seal) Cook Bay

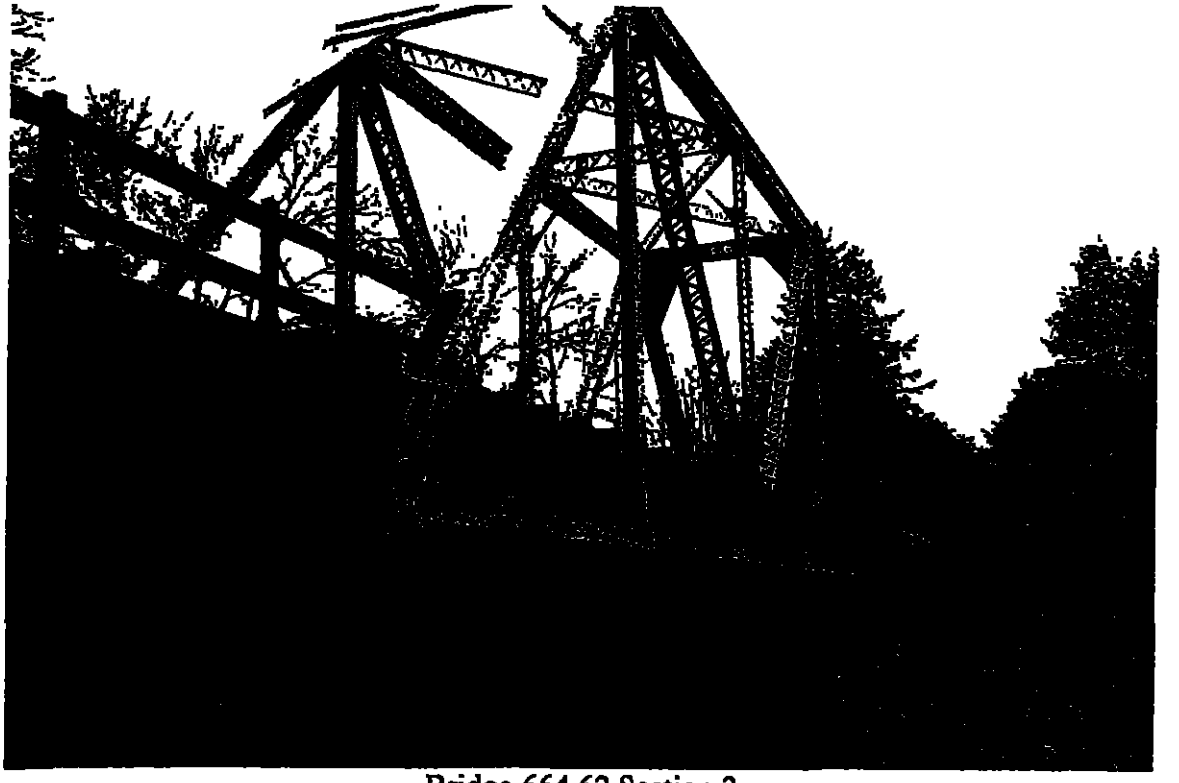
8 stringers

Stringer Schematic



CORP002691

Central Oregon & Pacific Railroad



Bridge 664.62 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 664.62**
MILEPOST: 664.62	SECTION# 2
TYPE: Thru Truss	LOCATION. Noti, OR
INSPECTION DATE 11/10/2005	INSPECTOR. K. Trickle

Findings:

PIER	PIER NOTES
2	Top 18" of concrete backwall is spalled under west rail.

SPAN #	FINDING #	NOTES
1	1	Panel #1 - Light corrosion, stringer top and bottom flange angles - Light corrosion, stringer bottom flange angles at diagonal bracing connection.
1	2	Panel #2 - Light to moderate corrosion, stringer top lateral gusset plates
1	3	Panel #3 - Light to moderate corrosion, stringer top lateral gusset plates

Ties - OK
Guard timber - OK (2 sections reject, East side)
Walkway - OK
Handrails - OK

Light corrosion, southeast portal brace
Lower flange angles and stringer webs - Paint peeling

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 2	4	OSMOSE	Replace - 2 sections of Guard timber on the East side
2	2 1	5	OSMOSE	Continue regular inspections

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 664.62 Section 2 - Spall at top of backwall, Pier 2

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 664.62 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: 100' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1912

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

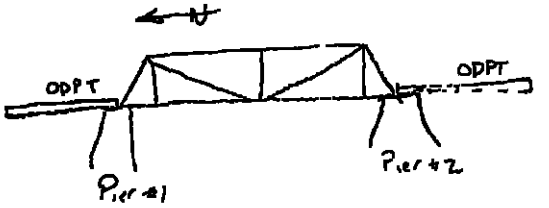
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: NOTI, OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:

4 Panels
21 Tiers

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 03.191 W 123 26.149

Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in _____

GUARD RAIL: YES • NO ✓

WALKWAY: YES ✓ NO • LOCATION:

SKEWED: YES • NO ✓

Type of Walk: Steel Dim: 4' x x long

FIBRE OPTICS: YES • NO ✓

CULVERT: YES • NO •

BRIDGE IS OVER Creek

Maximum Bridge Height: 15'

Bents or Piers in Water:

Maximum Water Depth: +5'

Requires de-watering Yes No

CORP002695

		Bridge No: Local 02 Sec 2

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR •	FAIR ✓	GOOD •	EROSION PROBLEMS.			
TIES:	POOR •	FAIR •	GOOD •	(OK)	SIZE: 9"-13-13	QUANTITY:	
HEADWALLS:	POOR ✓	FAIR •	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •	(OK)	HAND RAILS - (OK)		
GUARDTIMBER	POOR •	FAIR •	GOOD •	(OK)	SIZE: 2 SECTIONS EAST SIDE (X)		

SUPERSTRUCTURE (Note any defects):

FB #0
- OK

Panel #1
- light corr TFA and BFA
- " BC TLA @ Str conn

FB #1
- OK

- Tie spacers on TFA of S2

PAINT PEELING - LOWER FLANGE ANGLES & STRINGER WEBS

Panel #2
- TLGP of Str are light to moderate corrosion

F.B. #2
- OK

SUBSTRUCTURE (Note any defects):

Panel #3
- TLGP of Str light corrosion

FB #3
- OK

Panel #4
- OK

FB #1
- OK

Pier #1
- OK

Pier #2
- Top 18" of concrete backwall is spalled under West rail

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Inventory

vert post c to c 16'-6"

- Portal Brace #1 is slightly eccentric on Southeast portal

Central Oregon & Pacific Railroad



Bridge 664.62 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 664.62**
MILEPOST: 664 62	SECTION# 3
TYPE: ODPT	LOCATION: Notl, OR
INSPECTION DATE. 10/27/2005	INSPECTOR K Trckle

Findings:

Bent 2
Pile 1 - Reject

Bent 3
Pile 3 - Reject
Pile 4 - Reject

Bent 4
Pile 1 - Reject

Bent 6
Pile 5 - Reject

Bent 7
2 1/2" Gap over Pile 3
Cap - Reject

Span 6
Stringer 1 - Visual Reject
Stringer 8 - Reject

Ties - OK (4 reject, plate cut at approach)
Guard timber - OK
Headwall - OK
Approach - Low
Walkway - Fair (5 planks reject)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 9	3	RAILROAD	Add ballast and tamp up approach.
2	3 6	3	OSMOSE	Replace - Approximately 5 walkway planks
3	3 4	3	OSMOSE	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3
4	3,3	3	OSMOSE	Replace: - Cap on Bent 7
5	3 2	3	OSMOSE	Shim. - Over Pile 3 of Bent 7
6	3 1	3	OSMOSE	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6
7	3 10	4	OSMOSE	Spot replace 4 bridge ties
8	3 7	4	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 1 of Bent 4 - Pile 5 of Bent 6
9	3 5	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 664.62
MILEPOST: 664.62	SECTION# 3
TYPE: ODPT	LOCATION: Nott, OR
INSPECTION DATE 10/27/2005	INSPECTOR: K. Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	38		OSMOSE	7/19/1999	Replaced - Cap on Bent 5

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 19 2005

Owner CORP Reg./Div 4 Bridge No. 664.62 S. App (Sec 3)

Dist (Sub) Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LIN FT PILING
					Approach - Low (#3)					Ties - OK (HB) plate cut @ approach (TH)					
					Hdwl - OK					Walkway - Fair Splash		⊗			
					G. timber - OK										
1	—		—			Cap on Conc				Pier #1					—
2	5	1	15	5½	3	8					13½	X			75
		2		4	OK										
3	5	3	15	5	2	10					14½	X			75
		4		O/P	1	11				P1@4' OK	14	X			
		5		4	OK										
4	5	1	15	5	1½	10					13¾	X			75
		5		4	OK										
5	5		14½												75
							Cap New 7/19/99 DSmoke								
6	5	5	10	1½	2	9					14	X			50
7	5	CAP	3	over P1	3	4		Cap -	⊗	13½ x 13½ x 13"					15
					2½"	Gap over 2½ #3									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

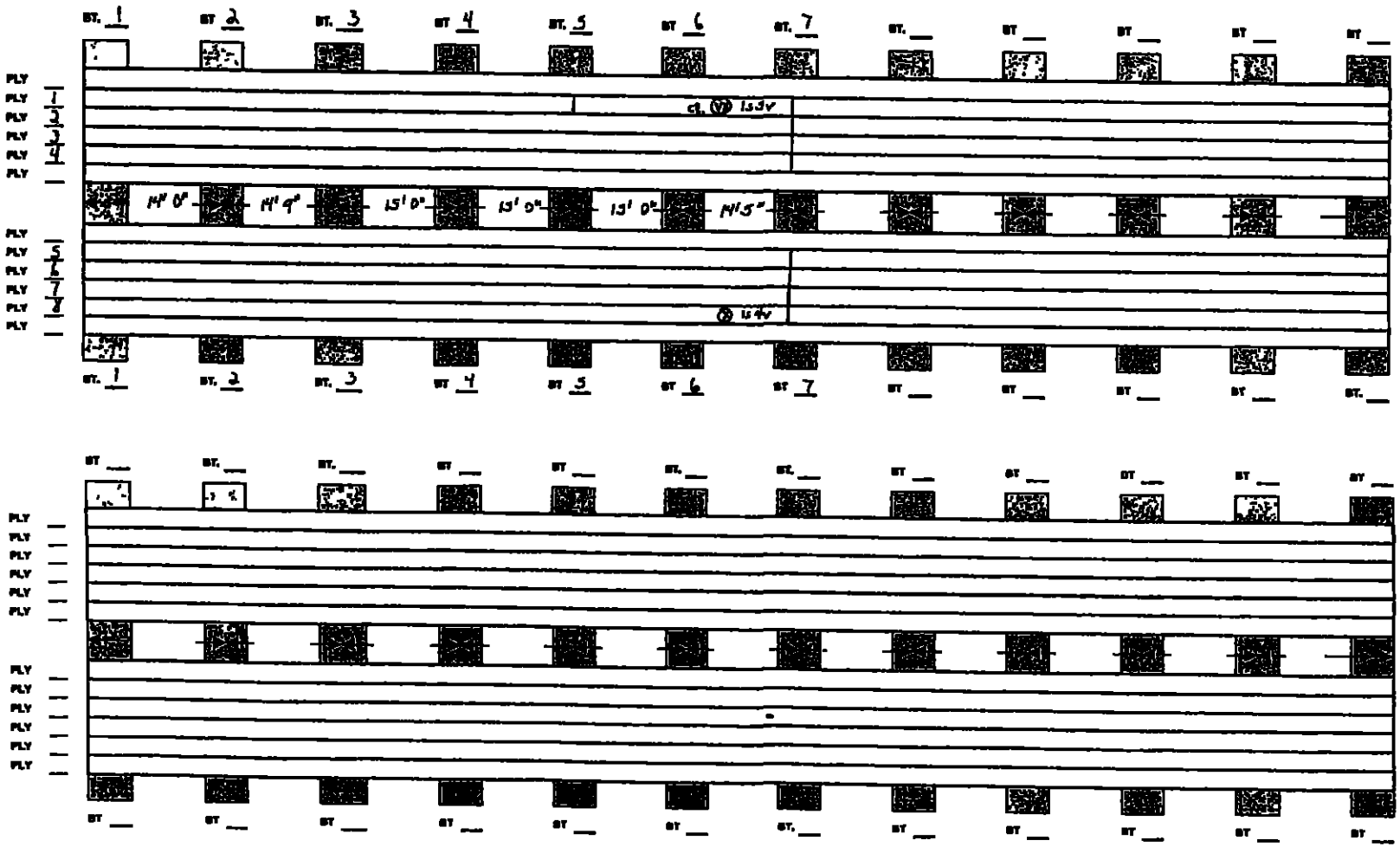
Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002701

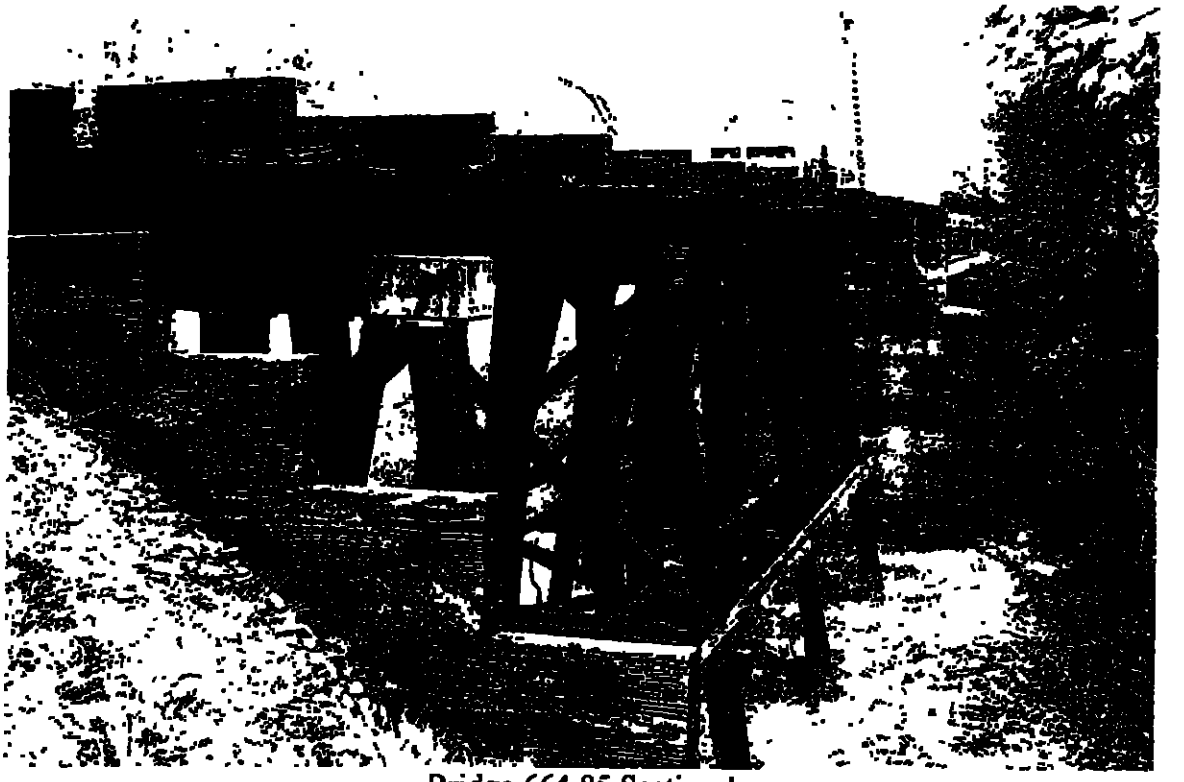
654.62 S. App. (sect)
8 stringers
Coos Bay

Stringer Schematic



CORP002702

Central Oregon & Pacific Railroad



Bridge 664.85 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 664.85
MILEPOST: 664 85	SECTION# 1
TYPE: ODPT	LOCATION: Notl, OR
INSPECTION DATE: 10/27/2005	INSPECTOR, K Trickle

Findings:

Bent 1
1" Gap over Pile 2
Cap - Possible Reject

Bent 2
Pile 3 - Possible Reject

Bent 3
Pile 2 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	OSMOSE	Shim. - Over Pile 2 of Bent 1
2	1 8	4	RAILROAD	Add ballast and tamp up approach.
3	1 5	4	OSMOSE	Replace - Cap on Bent 1
4	1 3	4	OSMOSE	In-place preservatively treat the piles, caps and stringers
5	1 1	4	OSMOSE	Post: - Pile 2 of Bent 3
6	1.2	5	RAILROAD	Monitor - Pile 3 of Bent 2

140 24b

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SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 .19 2005

Owner CORP Reg /Div _____ Bridge No 664.85 N App (Sec 1)

Dist/Sub/Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	5	3	5	O/P	OK					1st Gap Pile 2					25
		Cap		P2	2	2				Cap - Possible Reject (PX)					
2	5	3	9	8	1	9				Concrete Cap	16	PX			45
3	5	2	15½	O/P	2	10					13	X			80
		5		4	OK										
4	5		17												85
5	5	3	17	O/P	OK										85
		5		5	OK										
6	-		-			CAP on	Conc			Pier #1					-
		main Span			Thru Truss										
		South App			5 Timber Spans										
					App. - Low		G. Timb. - OK								
					Girts -	OK	Hdwl - OK								
				(S1)	Ties -	OK									
					Walkways - OK		Handrails - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoweld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KF

CORP002705

Central Oregon & Pacific Railroad



Bridge 664.85 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 664.85
MILEPOST: 664.85	SECTION# 2
TYPE: Thru Truss	LOCATION: Noti, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K. Trickle

Findings:

PIER	PIER NOTES
1	Moderate to heavy spalling on top 12" of concrete backwall

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 - Corrosion on top flange angles under walkways
1	2	Floor Beam #1 - Debris on top flange angles
1	3	Floor Beam #2 - Debris on top flange angles
1	4	Floor Beam #3 - Debris on top flange angles
1	5	Floor Beam #4 - Debris on top flange angles

Ties - Poor
Guard timber - Poor
Walkway - Poor

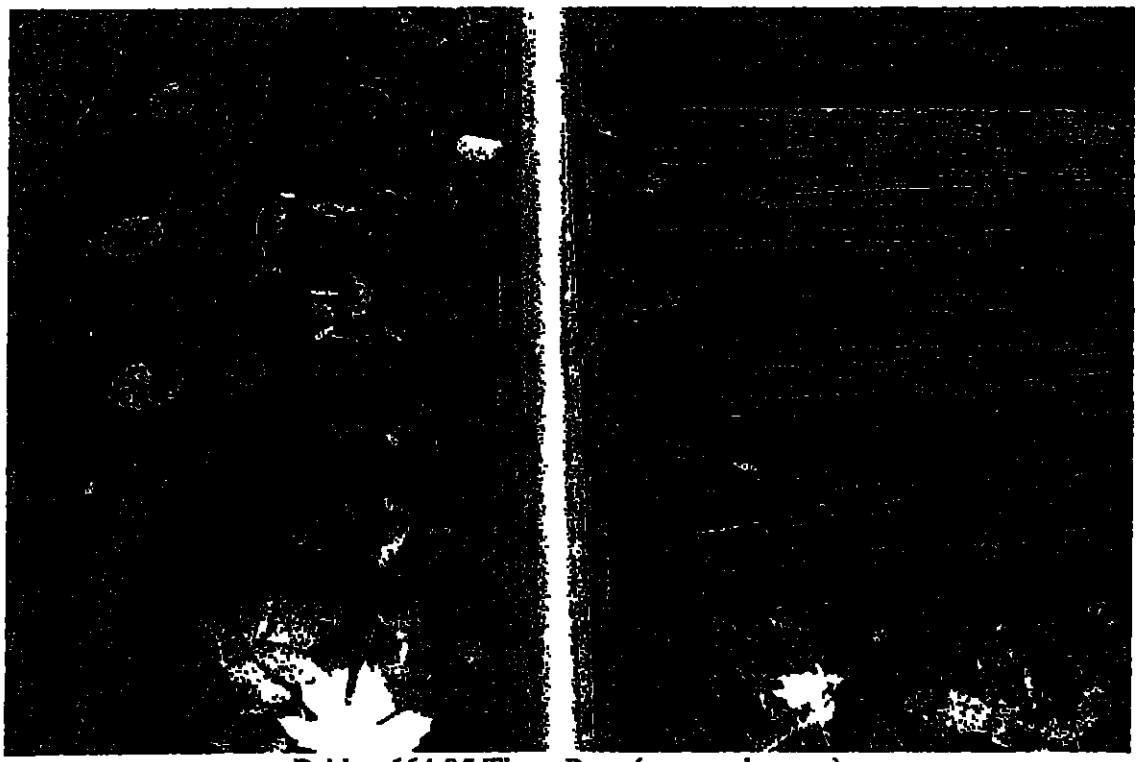
Light corrosion of stringers, all panels
Paint is peeling and surface rust is developing on truss top chord

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	21	2	OSMOSE	Replace ties and walkways
2	24	3	OSMOSE	Pier #1 - Chip out deteriorated concrete on backwall - Drill and install dowels and rebar - Form and pour concrete to original lines
3	23	5	RAILROAD	Clean debris from top flange angles of floor beams and stringers of Thru Truss.
4	22	5	OSMOSE	Continue regular inspections

Central Oregon & Pacific Railroad



Bridge 664.85 Ties - Poor (severe plate cut)

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 664.85 SEC 2

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: 100' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

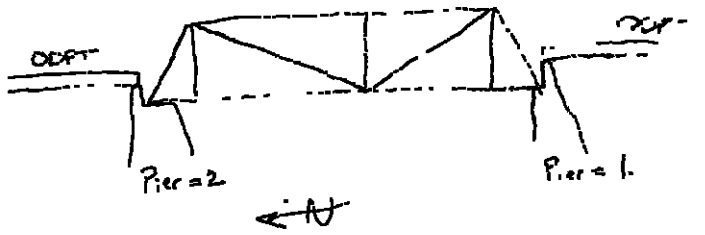
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) (Compass) of the town of: NoTi, OR

Overall Sketch: (Include span lengths)

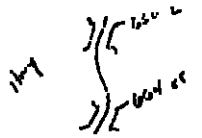


Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: N 44 03.311 W 123 26.364 Nearest Crossing: Lousle

BRIDGE: TANGENT ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO ✓ WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO ✓ Type of Walk: Timber Dim: 11 x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height: 120'

Bents or Piers in Water: Maximum Water Depth: +5'

Requires de-watering Yes No

		Bridge No: 664.85 SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •			
APPROACHES:	POOR •	FAIR ✓	GOOD •	EROSION PROBLEMS.		
TIES:	POOR ✓	FAIR •	GOOD •	SIZE: 11x10x 13' Doppel to 10'	QUANTITY:	88
HEADWALLS:	POOR •	FAIR ✓	GOOD •	W. Timber 4x12x20'		
WALKWAY:	POOR ✓	FAIR •	GOOD •	2x12		
GUARDTIMBER	POOR ✓	FAIR •	GOOD •	SIZE: 6x8		

SUPERSTRUCTURE (Note any defects):

Ties - Poor (Pt #2)
G. Timber - Poor
Walkway - Poor

Pier #1
- Top 12" of Backwall is deteriorated

Pier #2
- OK

SUBSTRUCTURE (Note any defects):

FB #0
. TFA and det water walkway

Panel #1
- OK

FB #1
- Debris on TFA

Panel #2
- OK

FB #2
- Same as #1

Panel #3
-- OK

FB #3
- Same as #1

Panel #4
- OK

FB #4
Same as #0

RECOMMENDED WORK AND PRIORITY RATING

Replace Ties and Walkway - (Pt #3)

Work designated with an asterisk (*) should be addressed immediately.

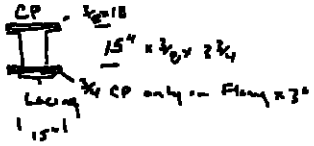
PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Inventory

Vert. Post c to c 16-6"

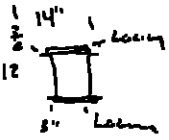
$L_0 - U_1$ 15'



$L_1 - U_1$ Built-up Back n Back ∠ 2x5x 5/8

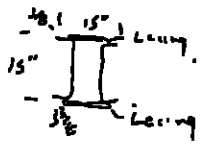


$L_2 - U_1$



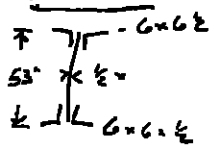
$L_2 - U_2$ - Same as $L_1 - U_1$ except no web, just casing bars

Truss Chord



Floor Beam

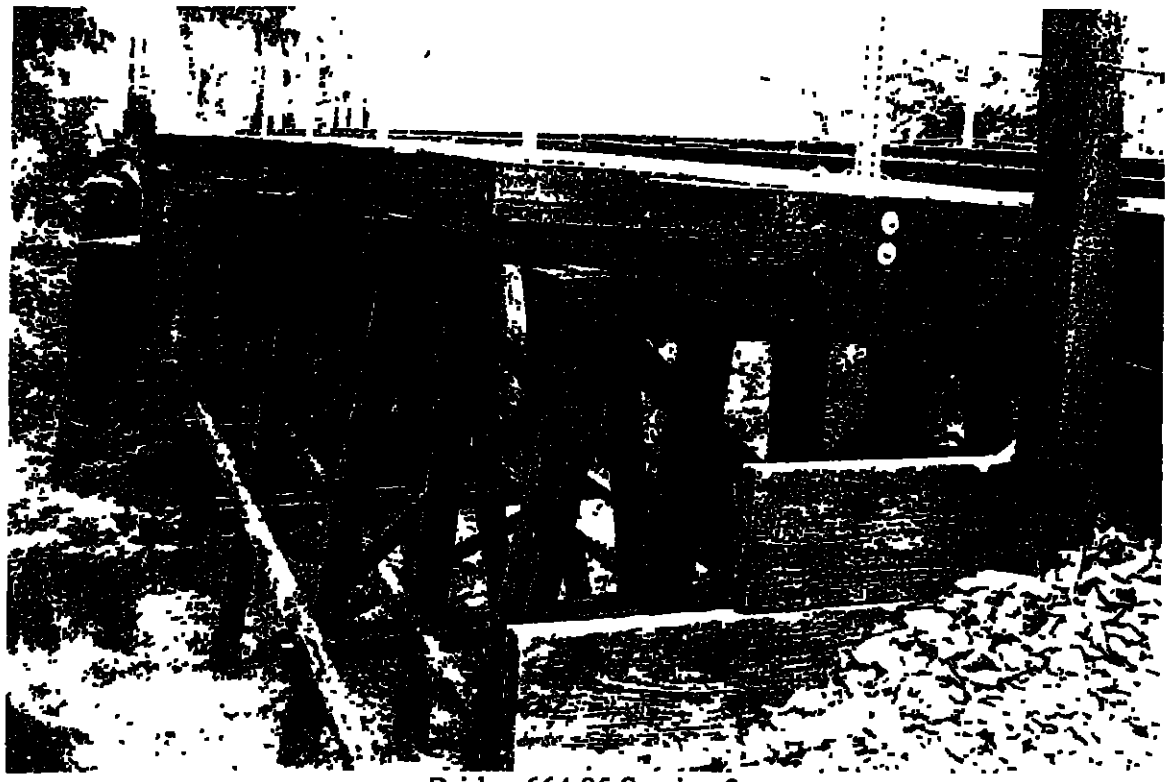
Str



General Note

- Light coat on the ... all panels
- Paint is coming off of TTC rust is present.

Central Oregon & Pacific Railroad



Bridge 664.85 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 664.85
MILEPOST. 664 85	SECTION# 3
TYPE. ODPT	LOCATION. Noti, OR
INSPECTION DATE: 10/27/2005	INSPECTOR. K Trickle

Findings:

Bent 3
Pile 1 - Possible Reject

Bent 5
1/2" Shim - Reject (working out)

Span 1
Stringer 2 - Visual Reject

Span 2
Stringer 2 - Visual Reject

Span 3
Stringer 2 - Visual Reject
Stringer 9 - Visual Reject
Stringer 10 - Visual Reject

Span 4
Stringer 2 - Visual Reject
Stringer 5 - Visual Reject

Span 5
Stringer 1 - Reject
Stringer 9 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 2	3	OSMOSE	Replace: - 1/2" Shim on Bent 5
2	3.1	3	OSMOSE	Replace. - All stringers
3	3 7	4	RAILROAD	Add ballast and tamp up approach
4	3 5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
5	3 4	5	RAILROAD	Monitor: - Pile 1 of Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.6		OSMOSE	7/19/2000	Replaced - Cap and Shim on Bent 2 - Cap and Shim on Bent 3

140.24b

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SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 19 2005

Owner CORP Reg /Div _____ Bridge No 664.45 S. APP (Sec 3)

Dist (Sub) Branch COOS BAY

Location NOTI, OR (MP 665.3)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 34

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN. FT PILING
		N. APP			6 Timber Bents										
				Main	Span		Thru Truss								
1	—		—			CAP on Conc Pile = 1									—
															105
2	5					Cap & Shim New 7/19/2000					Osmose				
3	5	1	20	1	2	3	4	5			13	PX			100
						Cap & Shim New 7/19/2000 Osmose									
4	5	1	15	4		OK									
															75
5	5		10½					6" Shim working out =			⊗				55
6	5	1	3½	1	3	2									20
		5		2	3	1½									
														-	

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Omnishield
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 is (N) S E W
(Timetable)

SIGNED _____

CORP002715

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 664-85 S Add.

Date 10-27 ,19 2005

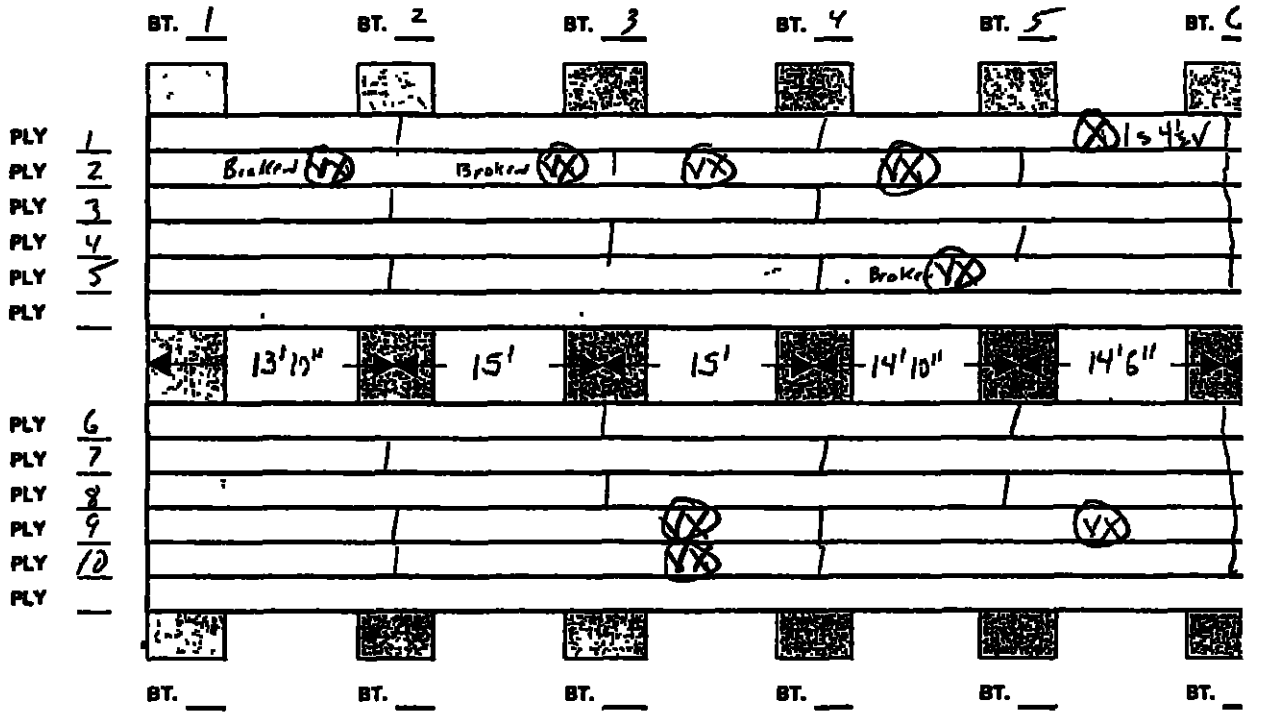
BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN. FT. PILING
										APPROACH - LOW					
									(52)	TIES - OK					
										GUARD TIMBER - OK					
										WALKWAYS - OK	HANDRAILS		-	OK	
										GIRTS - OK					
										HEADWALL - OK					

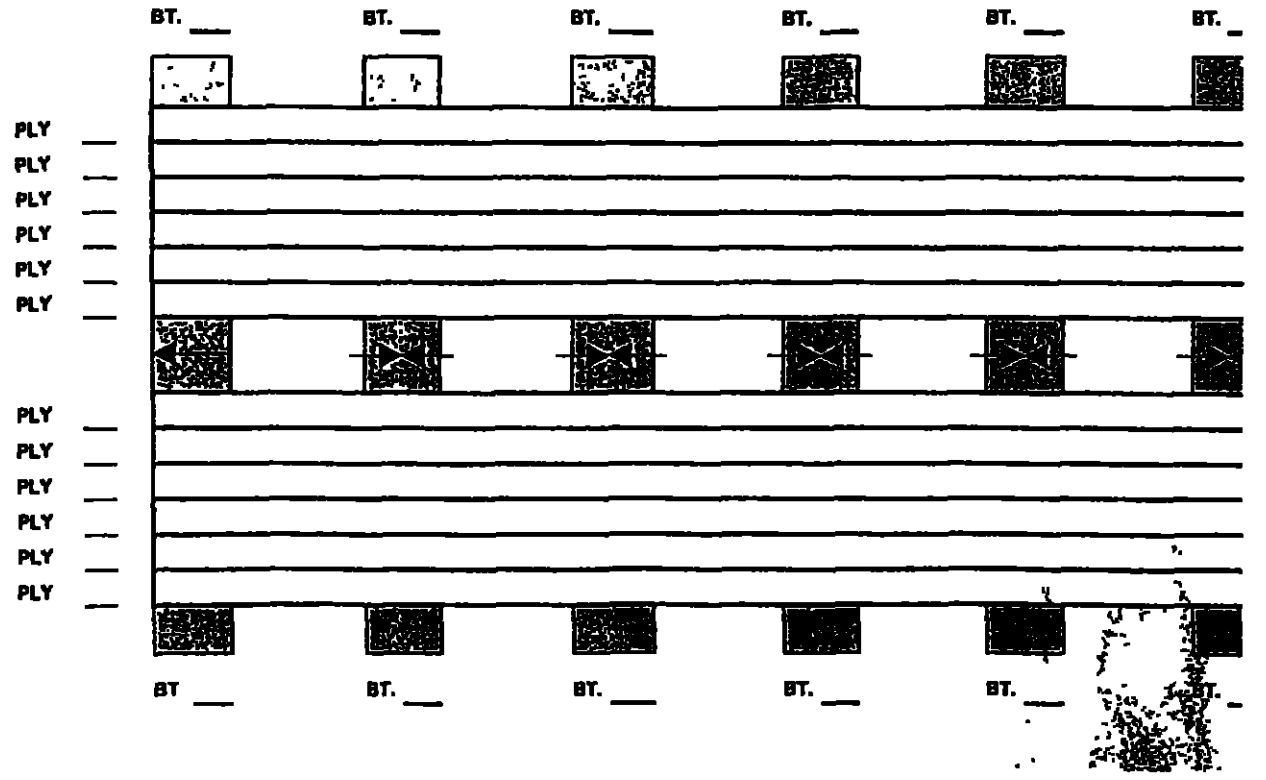
CORP002716

"664.85 Sect. 3 Coos Bay

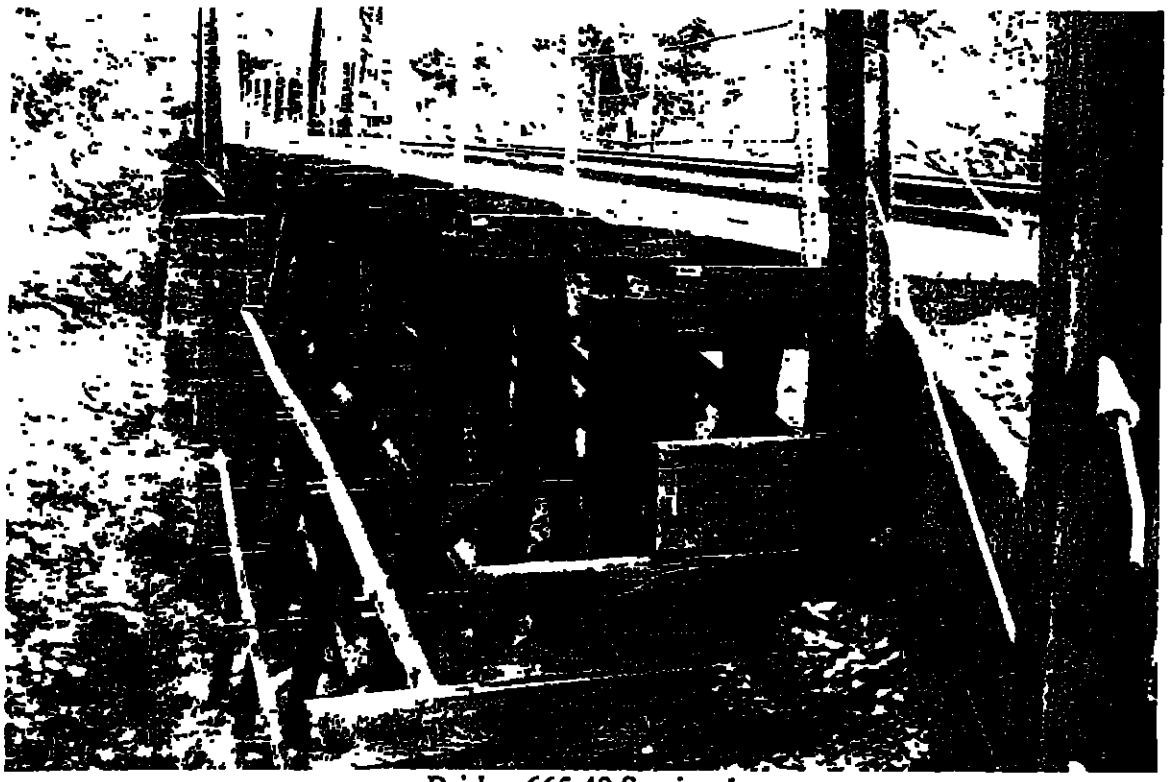
8"X17½"

Strh





Central Oregon & Pacific Railroad



Bridge 665 49 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 665.49**
MILEPOST: 665 49	SECTION# 1
TYPE. ODPT	LOCATION- Noti, OR
INSPECTION DATE: 10/27/2005	INSPECTOR K Trickle

Findings:

Bent 2

Cap - Reject (crushing)
3/4" Shim - Reject

Bent 3

Cap - Possible Reject (piles 4 & 5 punching)
3/4" Chord 2 Shim - Reject
No lower sway braces (Bridge is 22' high)

Bent 4

Pile 1 - Reject
Pile 3 - Reject

Bent 6

Pile 3 - Possible Reject

Ties - Fair (3 reject, plate cut)
Guard timber - Fair
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	2	OSMOSE	Cut Pile tops down and: - Replace Cap and install a 6"- 8" Subcap on Bent 2
2	1 6	2	RAILROAD	Add ballast and tamp up approach
3	1 8	3	OSMOSE	Cut Pile tops down and: - Replace Cap and install a 6"- 8" Subcap on Bent 3 (piles 4 & 5 punching)
4	1 1	3	OSMOSE	Post: - Pile 1 of Bent 4 - Pile 3 of Bent 4
5	1 10	4	OSMOSE	Spot replace 3 bridge ties.
6	1.4	4	OSMOSE	Install - Lower sway braces on Bent 3
7	1 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
8	1.2	5	RAILROAD	Monitor: - Pile 3 of Bent 6

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OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 19 2005

Owner CORP Reg/Div _____ Bridge No 665.49 NA (Sec1)

~~Dist/Sub~~/Branch Coos Bay

Location North, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 33

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	5	2	3	2	7	1½				2# Shim					15
2	5		11			(#2) ¾" shim	visual reject (V)			(Cap - (X) cr @ 5)					55
3	5		22		No	lower sway braces									110
		cap		fire 415		punching				Cap - (PX) *3					130
	7½" chord	2 shim - (X)													
4	5	1	26	16	2½	9	WA Hole				14½	X			
		3		GL	3	12					16	X			170
5	5		34							¾" Shim					
6	5	2	36	24	5½	5½				3" Shim					180
		3		30	3	6½					14	PX			
		4		11	OK										
7	5		36							Concrete Cap					180
8	Not 5		5½			FRAME ON CONC				N/C					28
													1st Tier		868
			APPROACH - LOW (#2)												
		(82)	TIES - FAIR (3B PLATE CUT)							GUARD TIMBER - FAIR					
			WALKWAYS - OK							HANDRAILS - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

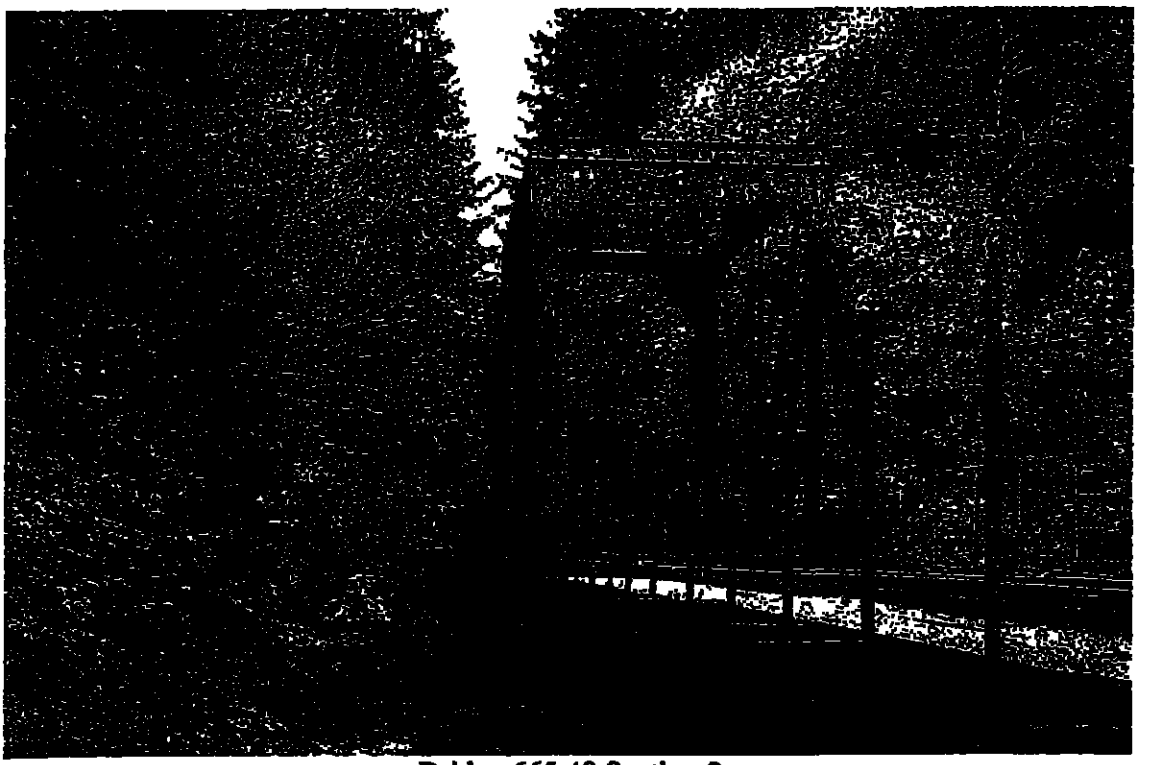
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (L) E W
Bent # 1 Is N (S) E W
(Timetable)

SIGNED KT

CORP002720

Central Oregon & Pacific Railroad



Bridge 665.49 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 665.49**
MILEPOST: 665 49	SECTION# 2
TYPE: Thru Truss	LOCATION Noti, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K. Trickle

Findings:

PIER	PIER NOTES
1	Debris has collected on bridge seat
2	Debris has collected on bridge seat Minor surface cracking on bridge seat

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 - Moderate corrosion on top flange angles - Corrosion on top flange angles of tie support brackets
1	2	Floor Beam #1 - Moderate corrosion (30% section loss) on top flange angles under walkway rust and debris on truss bottom chord gusset plates (both sides)
1	3	Floor Beam #2 - Moderate corrosion (30% section loss) on top flange angles under walkway rust and debris on truss bottom chord gusset plates (both sides)
1	4	Floor Beam #3 - Moderate corrosion (30% section loss) on top flange angles under walkway rust and debris on truss bottom chord gusset plates (both sides)
1	5	Floor Beam #4 - Moderate corrosion (30% section loss) on top flange angles under walkway rust and debris on truss bottom chord gusset plates (both sides)
1	6	Panel #1 - Minor corrosion on stringer top lateral gusset plates
1	7	Panel #3 - Minor corrosion on stringer top lateral gusset plates
1	8	Panel #4 - Minor corrosion on stringer top lateral gusset plates

Ties - OK
Guard timber - OK
Walkways - OK (1 reject walkway plank)
Handrails - OK

Minor corrosion developing on all steel members
Light corrosion of stringer top flange angles, all panels

Recommended Work and Work Accomplished

RECOMMENDED WORK

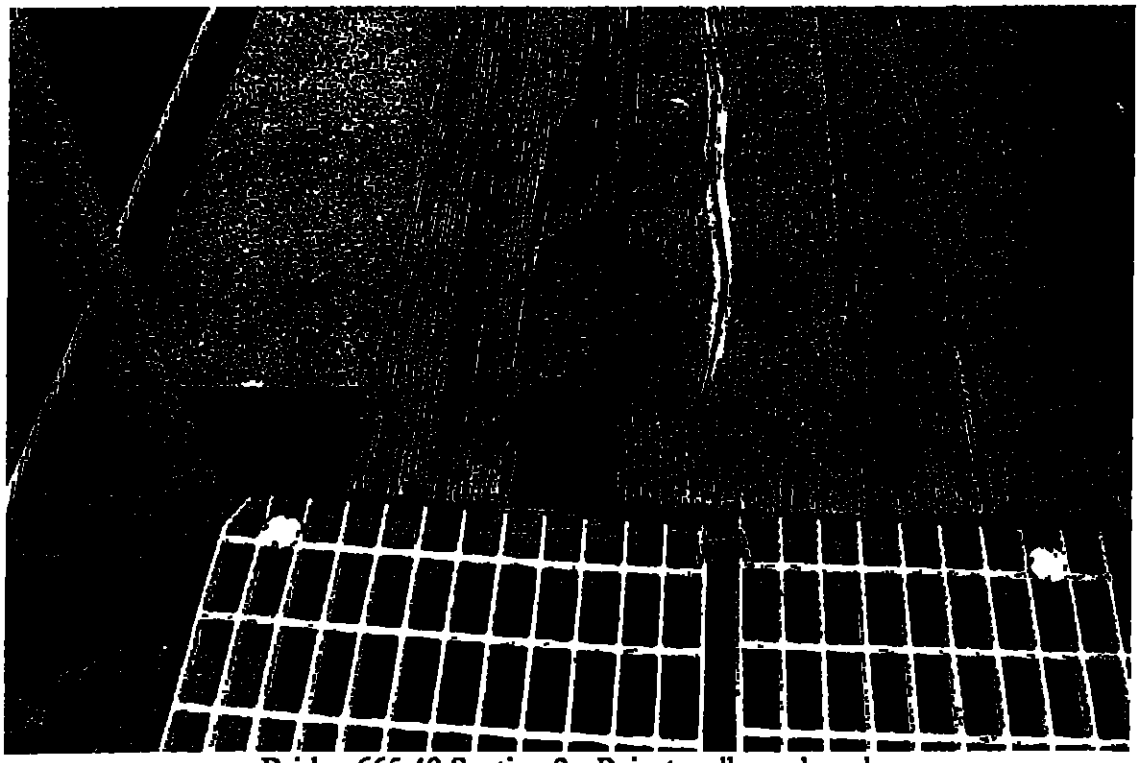
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.4	2	RAILROAD	Replace - 1 walkway plank
2	2 3	4	RAILROAD	Clean debris off of bridge seats and steel members
3	2 2	5	RAILROAD	Monitor corrosion on top flange angles on all floor beams of thru truss
4	2 1	5	OSMOSE	Continue regular inspections

Central Oregon & Pacific Railroad



Bridge 665.49 - Track level looking South

Central Oregon & Pacific Railroad



Bridge 665.49 Section 2 - Reject walkway board

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 665 49 Sec-2

CUSTOMER INFORMATION:

CUSTOMER NAME: CoPo

REGION: | DIVISION: Cook, Ra, Sdo | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 100' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

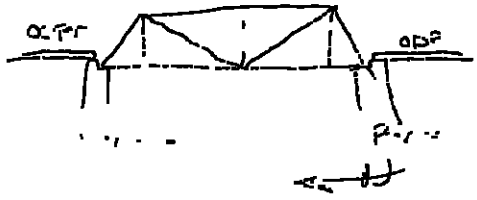
TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)* | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) *(Compass)* of the town of: Holt, Dk

Overall Sketch: (include span lengths)



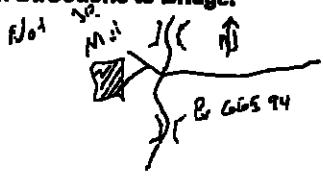
Typical Bent or Pier Sketch:

4 Posts
21 T.r,
Tie Spacers
- Diagonal bracing
Bottom

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ | Park Work Trailer: | Park Concrete Pump:

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: N 44 03.295 W 123 27.099 | Nearest Crossing: ½ mi.

BRIDGE: TANGENT ✓ CURVE • | Superelevation is In

GUARD RAIL: YES • NO ✓ | WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO ✓ | Type of Walk: Timber Dim: 4 x x long

FIBRE OPTICS: YES • NO ✓ | CULVERT: YES • NO •

BRIDGE IS OVER Creek | Maximum Bridge Height: +30'

Bents or Piers in Water: | Maximum Water Depth: +5'

Requires de-watering Yes No

CORP002725

		Bridge No: GL5.49 Sec 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •				
APPROACHES:	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS:**			
TIES:	POOR •	FAIR •	GOOD •	(OK)	**SIZE:** 9'E×10×10'	**QUANTITY:**	
HEADWALLS:	POOR •	FAIR •	GOOD •				
WALKWAYS	POOR •	FAIR •	GOOD •	(OK)	HAND RAILS - (OK)	(#2) I WALKWAY PLANK (X)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	(OK)	**SIZE:** 6×8		

SUPERSTRUCTURE (Note any defects):

SEE ABOVE NOTES

SUBSTRUCTURE (Note any defects):

General Notes
- Minor corr. on all steel
- TFA of Str. is slightly corr in all panels

Pier #1
- Debris

Pier #2
- Debris on exp bearing.
- Minor surface cracking

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOGRAPHS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

F B #0

- TFA is moderate corr.
- Tie support + TFA corr

Panel #1

- TLGP of Str has minor corr.

F.B. #1

- TFA under walkway planks has 30% section loss
- RCTGP has debris and severe pack rust on both sides.

Panel #2

- OK

F.B #2

Same as #1

Panel #3

- Same as #1

F.B #3

Same as #1

Panel #4

- Same as #1

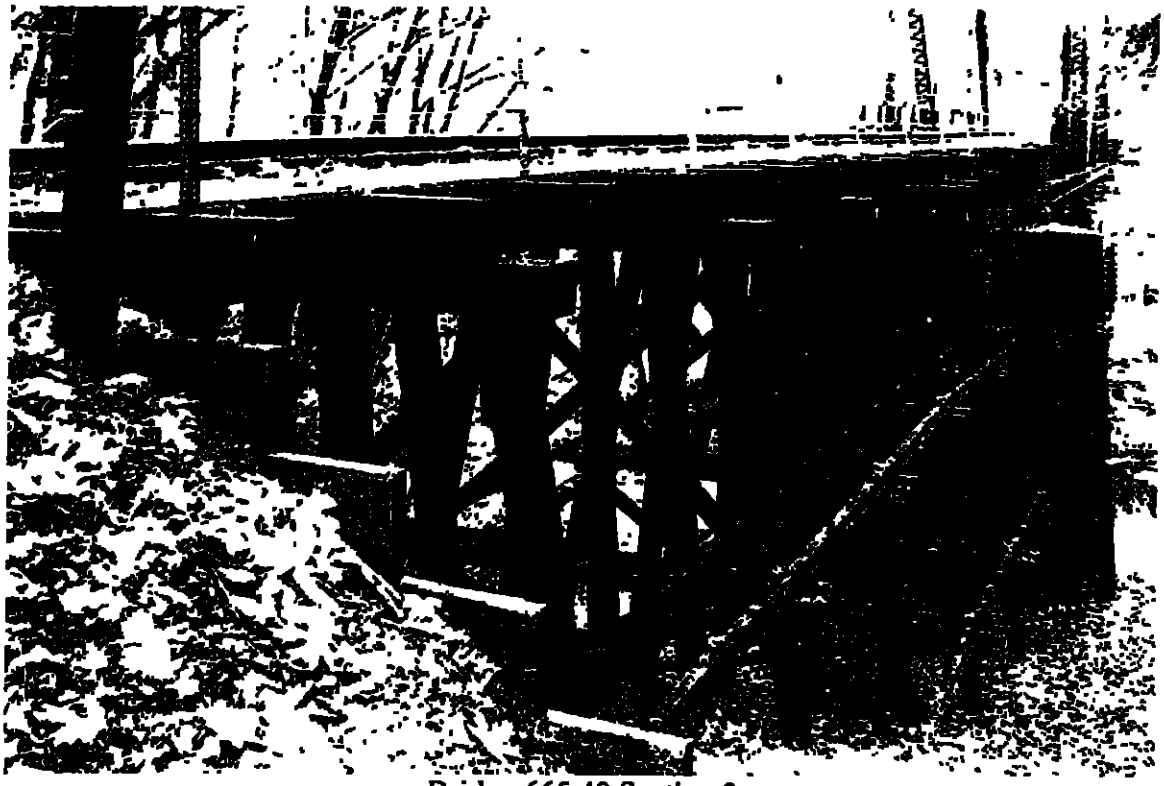
F.B. #4

- Same as #1

Inventory

16'-6" c to c vert post.

Central Oregon & Pacific Railroad



Bridge 665.49 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 665.49
MILEPOST: 665.49	SECTION# 3
TYPE: ODPT	LOCATION: Nott, OR
INSPECTION DATE. 10/27/2005	INSPECTOR. K. Trickle

Findings:

Bent 2
Pile 1 - Reject
Pile 4 - Reject

Bent 3
Cap - Reject (crushing)

Bent 4
Pile 2 - Possible Reject

Bent 6
Pile 1 - Reject.

Bent 7
1/4" Gap Over Pile 1

Ties - Fair
Guard timber - OK
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 6	2	OSMOSE	Replace - Cap on Bent 3 (crushing)
2	3 7	3	RAILROAD	Add ballast and tamp up approach
3	3 1	3	OSMOSE	Post - Pile 1 of Bent 2 - Pile 4 of Bent 2
4	3 8	4	OSMOSE	Spot replace 8 bridge ties
5	3 4	4	OSMOSE	Post: - Pile 1 of Bent 6
6	3 3	4	OSMOSE	Shim or Epoxy - Over Pile 1 of Bent 7
7	3.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
8	3 5	5	RAILROAD	Monitor - Pile 2 of Bent 4

Central Oregon & Pacific Railroad



Bridge 665.49 Section 3 Bent 3 Cap - Reject (crushing)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 ,19 2005

Owner CORP Reg/Div — Bridge No 665.41 SA (Sec 3)

~~Dist/Sub~~Branch Coos Bay

Location Noti, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	Post 5		5½		FRAME ON CONC				Pier	N/C					27½ P
2	5	1	30	½	1	9¾					13	X			150
		4		½	2	8½					13	X			
3	5	cap	29		CRUSHED		14"X14"XD"			Cap-(X) *2					145
4	5	2	24	22	4½	7					15	PX			120
5	5		18												90
6	5	1	12	½	2½	11					15	X			60
7	5		4							PI-¼" GAP					20
															585
					App. - Low (#3)										
					G. Tank - OK										
					WALKWAYS - OK HANDRAILS - OK										
					(58) Ties - Four (8 (X))										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

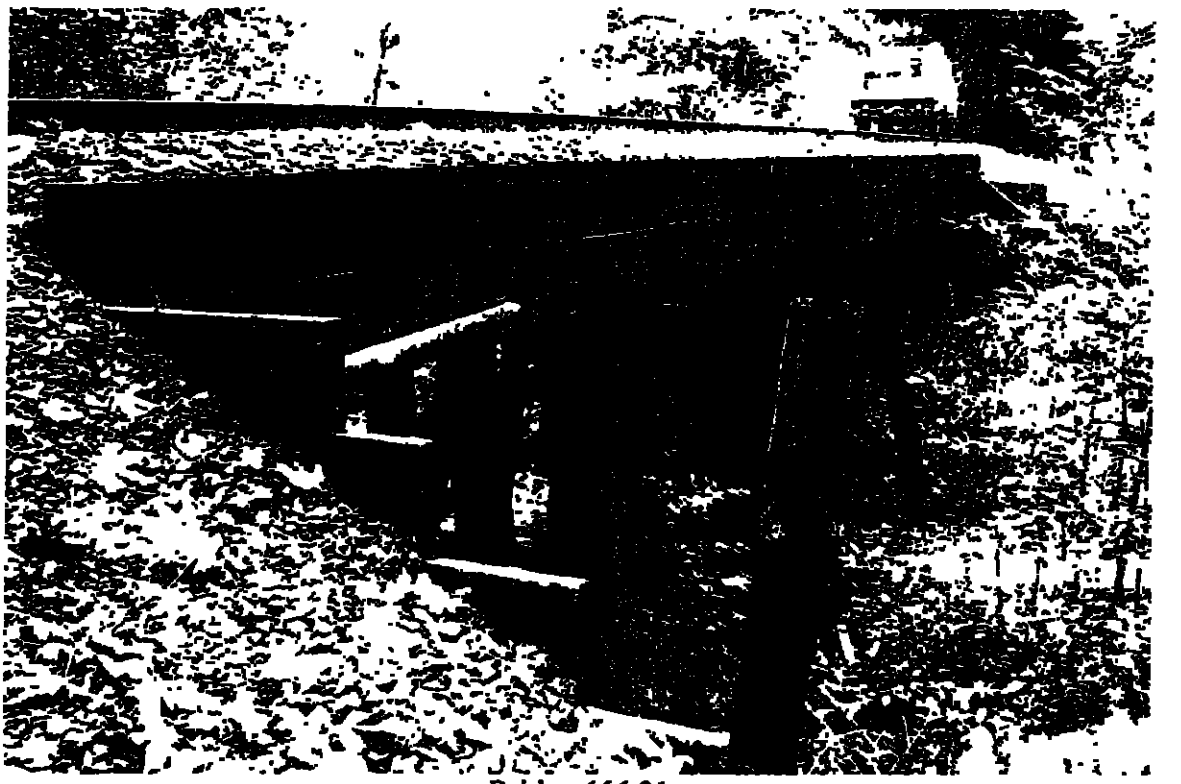
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002732

Central Oregon & Pacific Railroad



Bridge 666 21

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 666.21

MILEPOST: 666 21	SECTION# 1
TYPE: BDPT	LOCATION Noti, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K. Trickle

Findings:

Ballast Retainers - OK
Headwalls - OK
Approaches - OK

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	4	OSMOSE	In-place preservatively treat piles and caps
2	1 4	5	RAILROAD	Continue to inspect bridge on a regular railroad inspection schedule.

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	7/20/2000	Replaced - Cap on Bent 3 - Both Sway Braces on Bent 3

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 19 2005

Owner CORP Reg./Div _____ Bridge No 666.21

Dist./Sub/Branch COOS BAY

Location NOTI. OR (MP 665.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	6		1½							18' CAP					12
2	6	1	10		Posted	0	6/c			H20				B	60
		5		6	3½	4½									
		6		DIP	OK										
3	6	5	11	3	5	1				both Jway b-TRACES NEW 7/20/00 O					66
		6		1½	7	2									
						Cap New 7/20/00 Osmose									
		4		7	2½	7½	3	6			15				
4	6		10												60
		CAP		DY'd	OK										
5	6		4½												35
										BALLAST RETAINERS - OK					
										Headwalls - OK					
										APPROACHES - OK					1

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

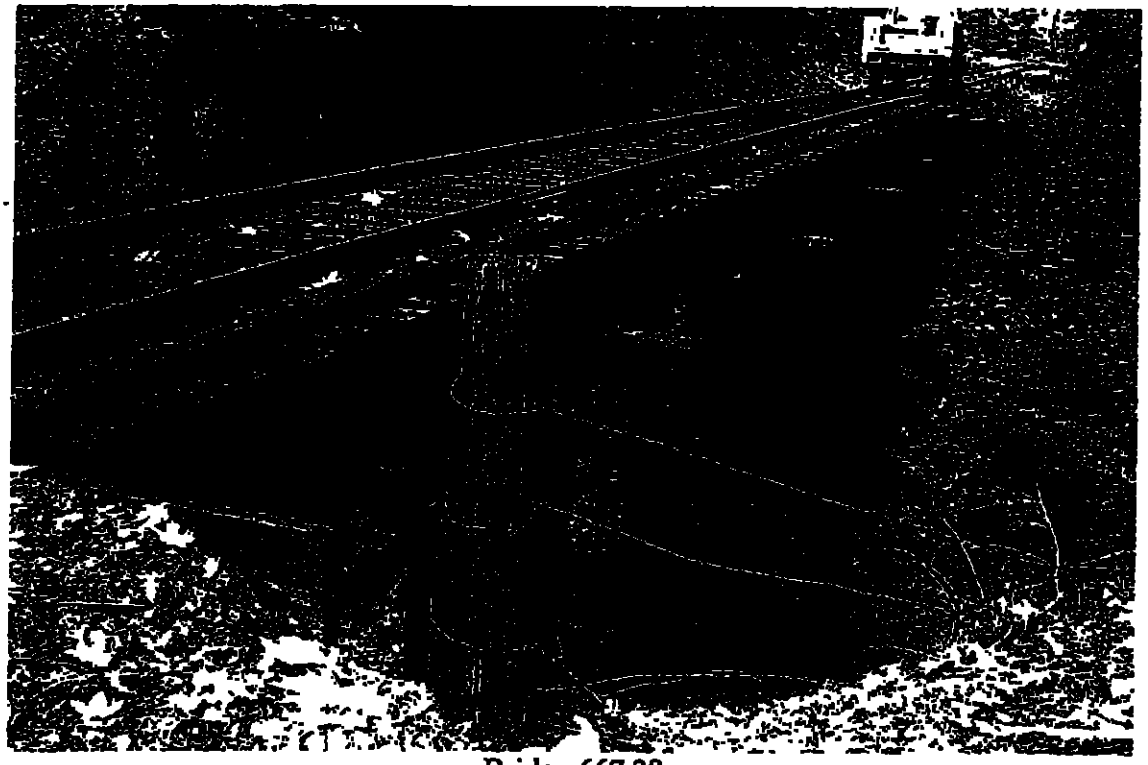
R — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent #1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002735

Central Oregon & Pacific Railroad



Bridge 667.28

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 667.28

MILEPOST: 667 28	SECTION# 1
TYPE. ODPT	LOCATION: Vaughn, OR
INSPECTION DATE: 10/27/2005	INSPECTOR K. Trickle

Findings:

Bent 2
- Pile 4 - Reject
- Both Sway Braces - Reject

Bent 3
- Pile 3 - Possible Reject
- Pile 4 - Reject
- 1/2" Gap over Pile 2
- Both Sway Braces - Reject
- Both Sash Braces - Reject

Bent 4
- Both Sway Braces - Reject
- Both Sash Braces - Reject

Bent 5
- Both Sway Braces - Reject

Ties - Fair (3 reject, plate cut)
North headwall - OK
South headwall - Top plank (reject)
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	16	3	RAILROAD	Add ballast and tamp up both approaches
2	14	3	OSMOSE	Replace: - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5
3	18	4	OSMOSE	Spot replace 3 bridge ties.
4	17	4	OSMOSE	Shim or Epoxy: - Over Pile 2 of Bent 3
5	15	4	OSMOSE	Replace: - Top Plank of South headwall
6	12	4	OSMOSE	Post: - Pile 4 of Bent 2 - Pile 4 of Bent 3
7	11	4	OSMOSE	In-place preservatively treat piles and caps
8	13	5	RAILROAD	Monitor: - Pile 3 of Bent 3

Central Oregon & Pacific Railroad



Bridge 667.28 - Typical deteriorated sway and sash braces

140 240

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 ~~-19~~ 2005

Owner CORP Reg /Div _____ Bridge No 667.28

Dist /Sub/Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 ~~--~~ NU

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	5		1½												10
2	5	2	10	D/P	4	2				2 BBJ					50
		4		D/P	3½	8				2 sway braces ⊗	13½	X			
3	5	1	15	4	-	OK				1 BBO					75
		2		D/P	4	5"				½" Gap Pile 2					
		3		D/P	3	6					13½	PX			
		4		D/P	2½	9½					13	X			
		5		4		OK				2 sway Braces ⊗					
										2 Sash Braces ⊗					
4	5		13½												70
		4		4		OK				2 sway Braces ⊗					
										2 Sash Braces ⊗					
5	5	CAP	11½	over PH		OK									60
										2 Sway Braces ⊗					
6	5	CAP	2	over P2		OK									10
			1'							App. - LDW					
										S. Hdwl - top plank ⊗					
										(67) Ties - Fair (plate cut)				(3⊗)	

SYMBOLS All Borings in Inches and Fractions to nearest ½"

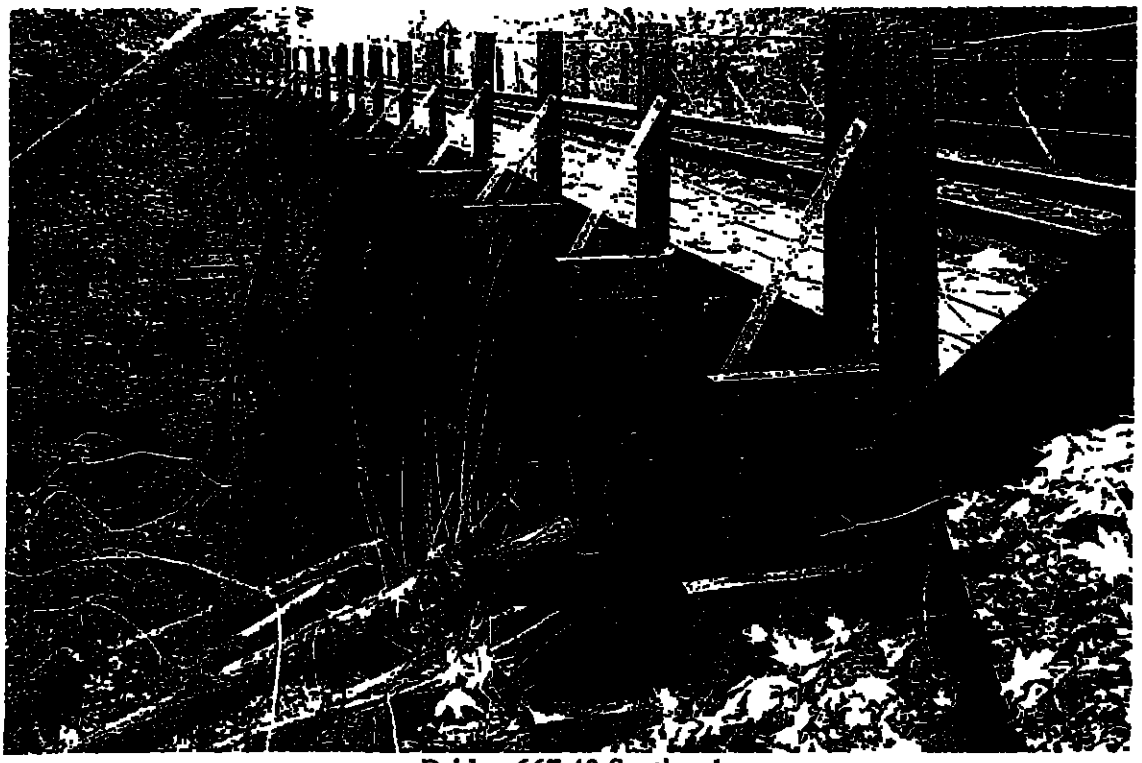
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002739

Central Oregon & Pacific Railroad



Bridge 667.40 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 667.40
MILEPOST: 667 40	SECTION# 1
TYPE ODPT	LOCATION: Vaughn, OR
INSPECTION DATE. 10/27/2005	INSPECTOR. K. Trickle

Findings:

Bent 2
- Pile 2 - Reject
- Pile 4 - Reject
- Cap - Reject (slight crushing, piles 2, 3 & 4 punching)

Bent 4
- Pile 1 - Possible Reject
- Pile 2 - Possible Reject
- Cap - Reject

Bent 6
- Pile 1 - Reject

Span 4
- Stringer 8 - Possible Reject

Ties - Fair (6 reject)
Guard timber - OK
Headwall - OK
Approach - Low
Walkway - Fair (some deteriorated planks)
Girt Braces - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 12	3	RAILROAD	Add ballast and tamp up approach.
2	1 8	3	OSMOSE	Replace: - Walkway planks
3	1 5	3	OSMOSE	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2
4	1 4	3	OSMOSE	Replace: - Cap on Bent 2 (slight crushing, piles 2, 3 & 4 punching) - Cap on Bent 4
5	1 14	4	OSMOSE	Spot replace 6 bridge ties.
6	1 9	4	OSMOSE	Post - Pile 1 of Bent 6
7	1 7	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
8	1 6	5	RAILROAD	Monitor: - Stringer 8 in Span 4
9	1 3	5	RAILROAD	Monitor: - Pile 1 of Bent 4 - Pile 2 of Bent 4

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 667.40
MILEPOST: 667 40	SECTION# 1
TYPE: ODPT	LOCATION: Vaughn, OR
INSPECTION DATE: 10/27/2005	INSPECTOR. K. Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 13		RAILROAD	2/15/2005	Replaced - Lower cable on right side handrail
2	1 10		OSMOSE	7/20/2000	Posted Piles 1, 2 & 5 of Bent 5 Double Capped Bent 5

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-27 19 2005

Owner CORP Reg./Div _____ Bridge No 667.40 N. A PP. (Sec 1)

Dist / Sub / Branch Coos Bay

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR. TR	PP	LIN FT PILING
1	5	CAP	2½	over P4	0	H									15
		CAP		over P2	0	H									
2	5	2	10	D/P	1	11				2 BB's	13½	X			50
		4		D/P	2	10					13½	X			
		CAP		over P2	5	1	slight CR			Cap - ⊗ superstructure					
					(PILES 2, 3 & 4 PUNCHING)										
3	5	1	15½	12	6	4									80
4	5	1	22	D/P	5	7			1	5 BB's	14½	PX			110
		2		D/P	3½	7					14½	PX			
		CAP		over P4	4½	3			1	CAP ⊗					
5	5	Piles 1, 2, 3			Patch New					5 BB's					155
						Double Caps New 7/20/00 Osmose									
6	7	1	37½	1	2	10					14½	X			266
7	—		-			9"	Elevation Skin on Steel Tower								-
				P4	Walkway - Fair		(Replace walkway plank)								
					Girts - Fair										
					Headwall - OK					App. - Low					
				(T4)	Ties - Fair (6⊗)					G. Thub - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Overwood
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

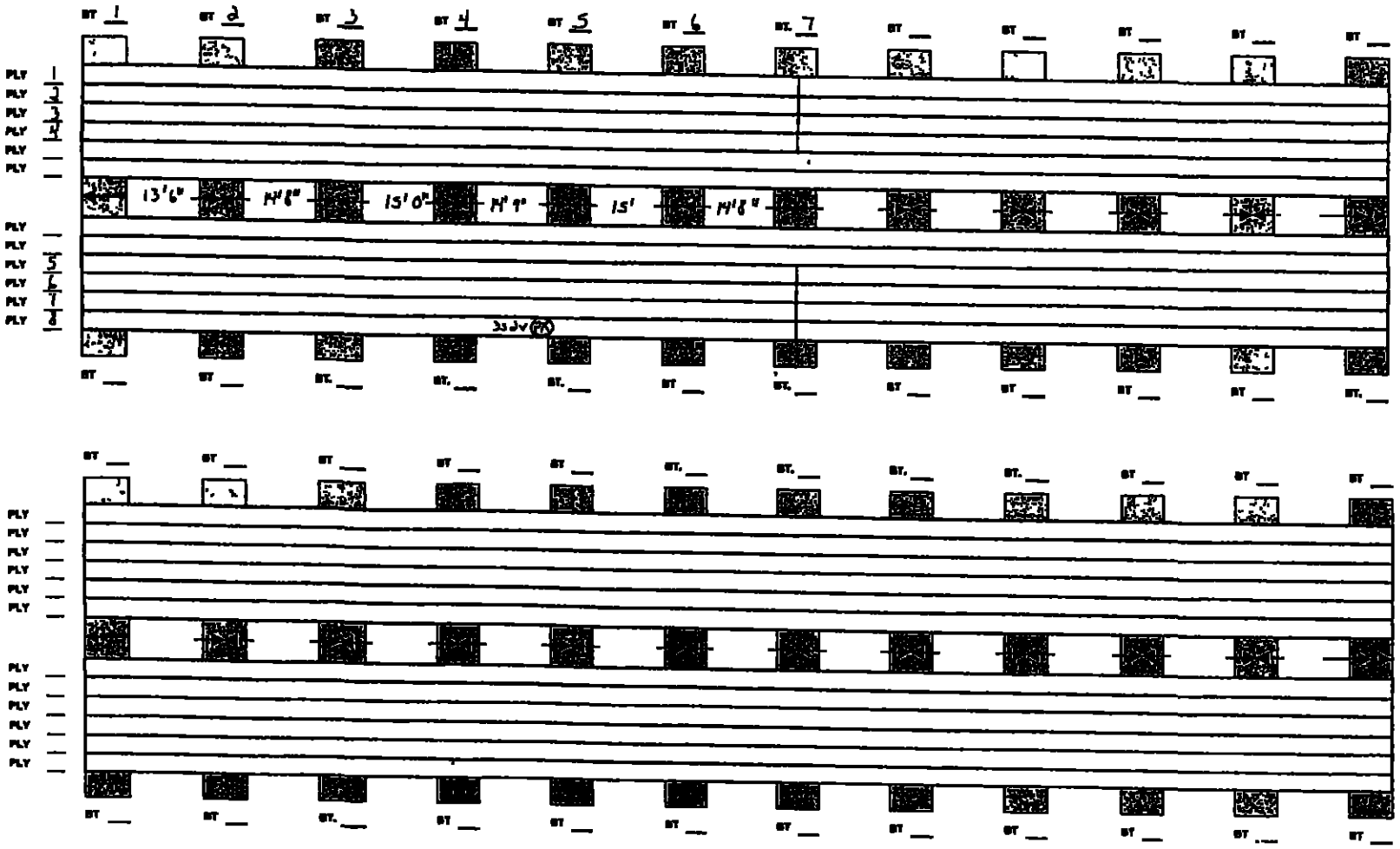
SIGNED KT

CORP002743

667.40 N. Rgn
Stringer.

Coos Bay

Stringer Schematic



CORP002744

Central Oregon & Pacific Railroad



Bridge 667.40 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 667.40
MILEPOST: 667 40	SECTION# 2
TYPE: DPG	LOCATION: Vaughn, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K Trickle

Findings:

SPAN #	FINDING #	NOTES
4	1	East bottom Flange angles and bottom Cover plates - Severe corrosion West bottom Flange angles and bottom Cover plates - Moderate corrosion

Ties - Fair (plate cut, spike kill)

Top Laterals and Gusset plates in Spans 1 thru 4 - Severely corroded
Top Flange angles on both girders in Spans 1 thru 4 - 80 to 100% section loss

Top Tier, East side of Tower 2 - Steel diagonal bracing severely corroded and rusted through

Heavy debris on Concrete Tower leg pedestals
Heavy debris on Gusset plates, Laterals and Pier tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	26	2	OSMOSE	Replace. - East bottom Flange angles and bottom Cover plates in Span 4
2	25	2	OSMOSE	Replace - Top Flange angles on both girders in Spans 1 thru 4
3	23	2	OSMOSE	Replace: - All Laterals and Gusset plates in Spans 1 thru 4
4	27	3	OSMOSE	Replace - West bottom Flange angles and bottom Cover plates in Span 4
5	22	3	OSMOSE	Replace - Top Tier, East side of Tower 2 steel diagonal bracing
6	21	3	RAILROAD	Remove debris from: - Tower leg pedestals - Pier tops - Laterals and Gusset plates
7	24	4	OSMOSE	Replace all 137 bridge ties.

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Bridge 667.40 Overall view of DPG over roadway - Looking West

Central Oregon & Pacific Railroad



Bridge 667.40 Southeast side - Severe corrosion of bottom cover plates and bottom flange angles

Central Oregon & Pacific Railroad



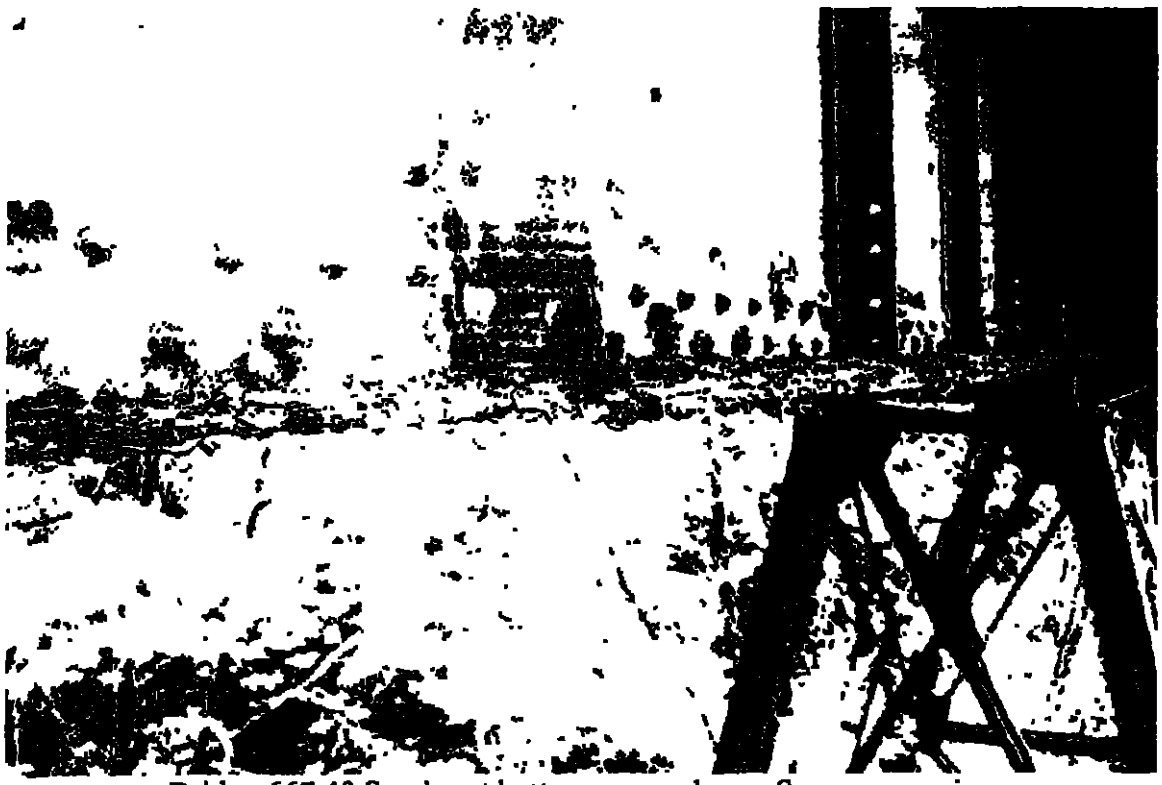
Bridge 667.40 East side view of DPG over roadway - Looking North

Central Oregon & Pacific Railroad



Bridge 667.40 Southeast bearing

Central Oregon & Pacific Railroad



Bridge 667.40 Southeast bottom cover plates - Severe corrosion

Central Oregon & Pacific Railroad



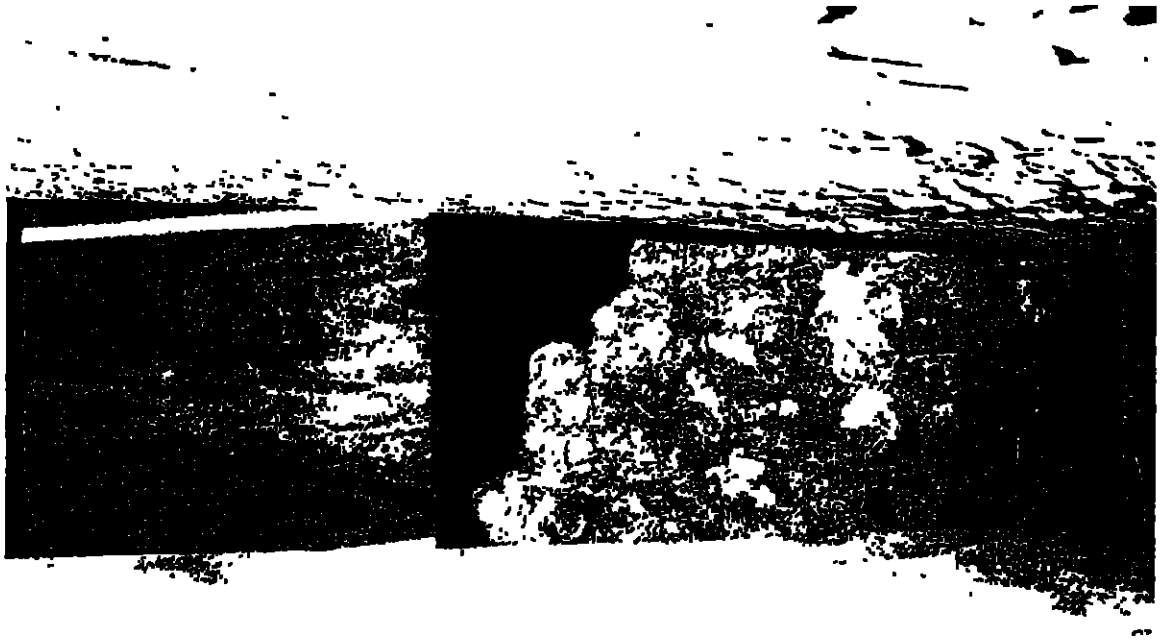
Bridge 667.40 Upper flange angles - 80% - 100% section loss

Central Oregon & Pacific Railroad



Bridge 667.40 Southwest view of upper flange angles with corrosion and section loss

Central Oregon & Pacific Railroad



Bridge 667.40 - View of upper stringer flange angle over roadway

Central Oregon & Pacific Railroad



Bridge 667.40 Upper flange angles 80% - 100% section loss

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Bridge 667.40 Lateral bracing - 75% section loss

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Bridge 667.40 - Typical corrosion of gusset plate connection and lateral bracing

Central Oregon & Pacific Railroad



Bridge 667.40 Top Tier, East side of Tower 2 - Bracing severely corroded and rusted through

Central Oregon & Pacific Railroad



Bridge 667.40 Top Tier, East side of Tower 2 - Tower bracing severely deteriorated

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-27-05 BY: KT

Bridge No: 66740 Sec 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: COOS BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 4 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

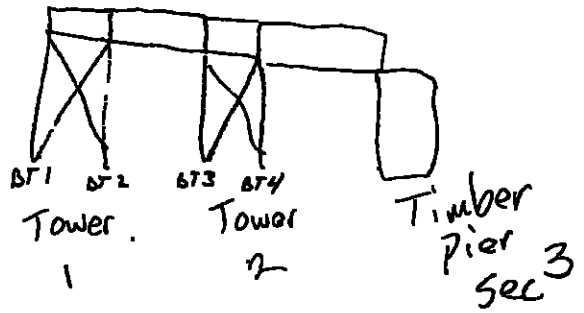
NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction) (Show overall picture of bridge)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Vaughn, OR

Overall Sketch: (Include span lengths)

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: TANGENT • (CURVE) Superelevation is in

GUARD RAIL: YES • (NO) • WALKWAY: (YES) • NO • LOCATION: Both

SKEWED: YES • (NO) • Type of Walk: Dim: x x Timber long

FIBRE OPTICS: YES • (NO) • CULVERT: YES • (NO)

BRIDGE IS OVER Creek Maximum Bridge Height: 50

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-27-05 BY: KT

Bridge No: 667.40 Sec 7

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 4 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

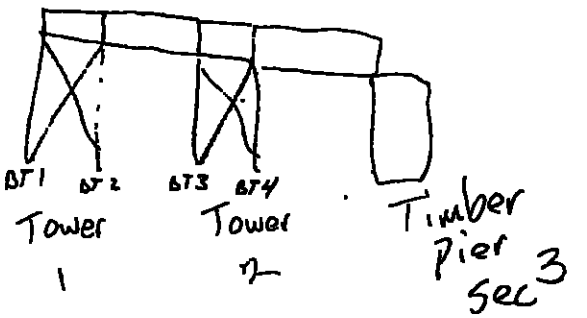
(Show overall picture of bridge)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Vaughn, OR

Overall Sketch: (include span lengths)

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in

GUARD RAIL: YES • (NO) • WALKWAY: (YES) • NO • LOCATION: Both

SKEWED: YES • (NO) • Type of Walk: Dim: x x long Timber

FIBRE OPTICS: YES • (NO) • CULVERT: YES • (NO) •

BRIDGE IS OVER Creek Maximum Bridge Height: 50

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Central Oregon & Pacific Railroad



Bridge 667.40 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 667.40
MILEPOST 667 40	SECTION# 3
TYPE: ODPT	LOCATION: Vaughn, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K. Trickle

Findings:

Bent 3
- Pile 2 - Reject
- Pile 5 - Reject

PIER 1 - ROW 1
- Pile 1 - Possible Reject

PIER 1 - ROW 2
- Pile 1 - Reject
- Pile 3 - Reject
- Pile 6 - Reject

Span 3
- Stringer 1 - Visual Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low
Walkway - Fair (boards deteriorated)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.2	2	OSMOSE	Post: - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 6 in Row 2 of Pier 1
2	3.7	3	RAILROAD	Add ballast and tamp up approach
3	3.4	3	OSMOSE	Replace: - All walkway boards
4	3 1	3	OSMOSE	Post: - Pile 2 of Bent 3 - Pile 5 of Bent 3
5	3 5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
6	3.3	4	OSMOSE	Replace. - Stringer 1 in Span 3
7	3 6	5	RAILROAD	Monitor: - Pile 1 in Row 1 of Pier 1

Osmose Railroad Services, Inc.

BORING RECORD

Date. 10/27 20 05 Sheet: 1 of 1

OWNER: CORP BRIDGE #: 667.4 S.App. Section 3

Sub / District / Branch: Coos Bay

Location: Vaughn, OR mp 668.3 Region / Division:

Type. ☑ Pile ☐ Frame ☑ Open Deck ☐ Ballast Deck ☐ Other Age: 1939

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN FT PILING
Pier 1						All bents have 3" elevation shims									
Row 1	6	1	27½	4	3	5					12	PX			
		2		D/P	5	6					14				
		5		D/P	5	1½									
Row 2	6	1	22	D/P	2	8					13	X			
		3		D/P	2	8					14½	X			
		5		18	4	5									
		6		D/P	2	11			4	corbels 4' length		X			
1	—		—				6"	Block	on	DPG					
2	5	1	19		3	6					14½				
3	5	2	9½	D/P	2	9					15	X			
		5		D/P	2	7					14	X			
4	5		3												
				Ties - OK			Gd. timb - OK								
WALKWAY - FAIR				(Bunos Obstructing)			Hdwl - OK			APPROACH - Low (#3)					

SYMBOLS

PP - Previously Posted	H - Heart
X - Reject	S - Shell Thickness
PX - Possible Reject	SR - Shell Rot
V - Void	RS - Ring Separation
DR - Decay Ring	D/P - Drift Pin
DP - Decay Pocket	G/L - Groundline Area

Bents Numbered From: (N) S E W

Piling Numbered From: N S (E) W

Bent # 1 is. (N) S E W (Timetable)

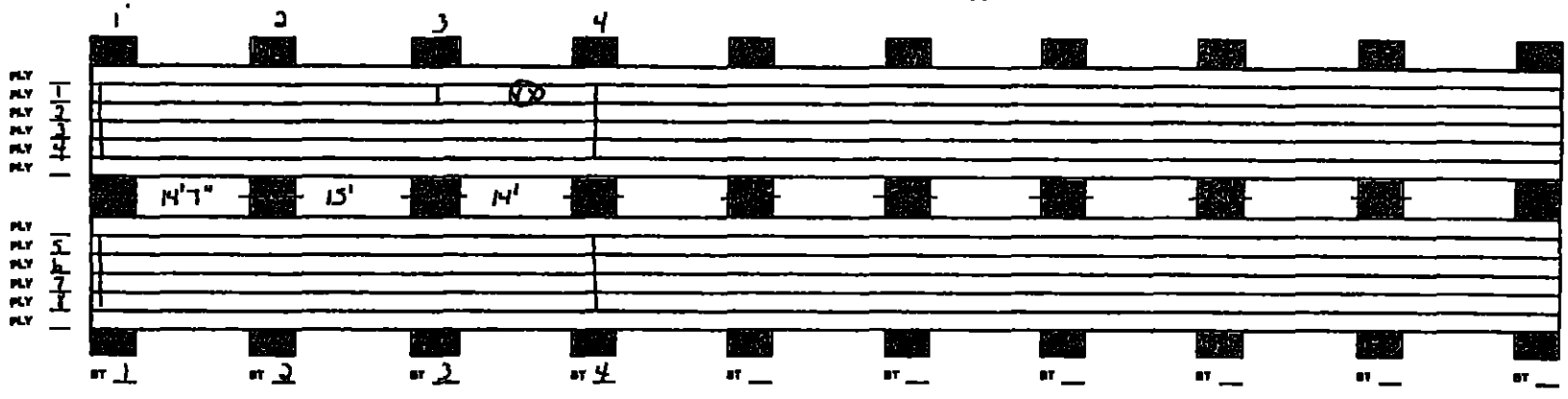
Signed: KT

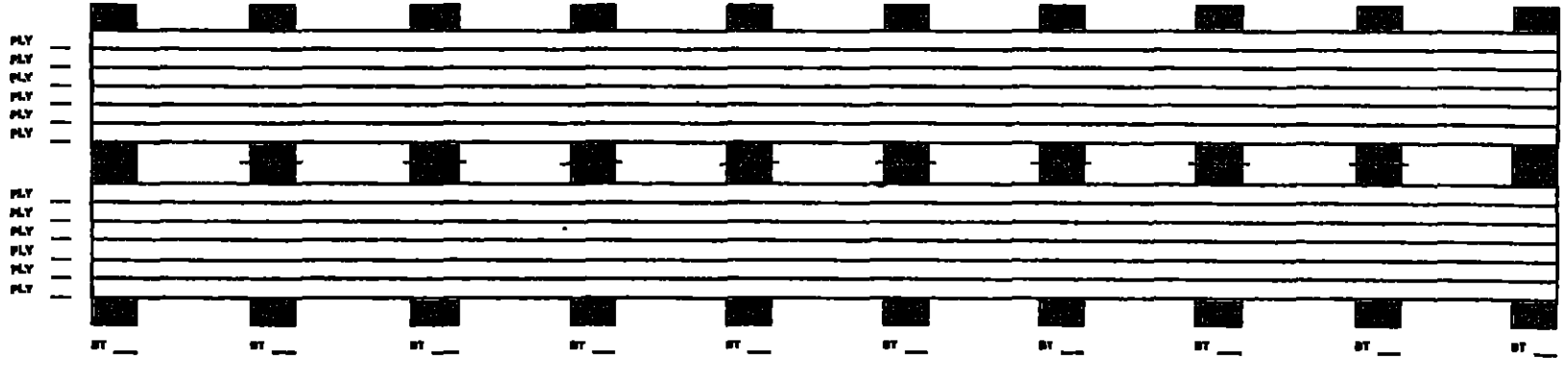
Osmose Railroad Services, Inc.

Stringer Schematic

BRIDGE NO: 6674 Section 3 OWNER CORP Sheet: ___ of ___

Sub / Dist / Branch: Cook Bay Bridge Type DDFT Stringer Size 2x12 (Width x Depth x Length) Comments





CORP002765

Central Oregon & Pacific Railroad



Bridge 668.50 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 668.50**
MILEPOST: 668.50	SECTION# 1
TYPE. ODPT	LOCATION. Vaughn, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
1" Gap over Pile 1

Bent 4
Pile 1 - Reject
Pile 6 - Reject

Bent 6
Pile 2 - Visual Reject
Pile 3 - Reject
Pile 6 - Possible Reject

Bent 7
Pile 3 - Reject
Chord 1 packing bolts - working out

Bent 8
Both chords - packing bolts loose

Span 1
Stringer 8 - Reject

Span 5
Stringer 1 - Visual Reject

Span 6
Stringer 1 - Visual Reject
Stringer 8 - Visual Reject

Span 7
Stringer 8 - Visual Reject

Ties - Poor (40 reject)
Guard timber - Poor
Approach - Low
Walkways - OK
Handrails - OK

Stringer parting lines over timber bents
Bents 8 to 11 - (steel helper bents driven next to timber bents)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.12	2	RAILROAD	Add ballast and tamp up approach
2	1.10	2	OSMOSE	Post. - Pile 2 of Bent 6 (failing) - Pile 3 of Bent 6
3	1.6	2	OSMOSE	Replace all 154 bridge ties
4	1.11	3	OSMOSE	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6 (horizontal shear)
5	1.9	3	OSMOSE	Replace or Re-tighten - Stringer packing bolts in Spans 7 & 8

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 668.50
MILEPOST: 668 50	SECTION# 1
TYPE ODPT	LOCATION: Vaughn, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1 7	4	OSMOSE	Shim - Over Pile 1 of Bent 1
7	1 5	4	OSMOSE	Replace - Stringer 8 in Span 1 - Stringer 1 in Span 5 - Stringer 8 in Span 7
8	1 4	4	OSMOSE	Post. - Pile 1 of Bent 4 (7 pile bent) - Pile 6 of Bent 4 - Pile 3 of Bent 7
9	1.1	4	OSMOSE	In-place preservativoly treat piles, caps and stringers
10	1 3	5	RAILROAD	Monitor - Pile 6 of Bent 6

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.2		OSMOSE	7/22/2000	Posted. - Pile 3 of Bent 4

140.24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 2 SHEETS

Date 10-28-2005

Owner CORP Reg /Div _____ Bridge No 668.5 N Apr (Sec 1)

Dist /Sub/Branch COOS Bay

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age In 36

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	N	REMARKS	PILE DIA	PX OR X	S/L TR	PP	LIN. FT PILING
1	5		2½		Cap - 13½ X 13½ X 14										15
					1" Groove Pile = 1										
						4½" - 5½"	Elevation Shim								
2	5		9												45
						4½ - 5½	Elevation Shim								
3	7		16½							11½"d double CAP					119
4	7	1	24	6	1	9					15	X			168
					Pile 3 New - POST: 1 7/25/2005 Osmose										
		5		8	0	℞									
		6		4	2	10					13½	X			
						11½"d Double CAP									
5	7	6	35	11											245
		7		18	5	7					15				
							11½"D Double CAP								
6	7	2	39	38	1	5	11½"d Double CAP								273
		3		D/e	2	7									
		3		19	0	12					14½	X			
		6		29	3	7					15	PX			
		2		18	2	8		Failing		2G½	13	VX			
GA	Steel 4	r			Helper	Steel	Bent			6½" → 10" Elevation Shim 12' long					—

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Hard
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is N S E (W)
(Timetable)

SIGNED KT

CORP002769

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140.24b.

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

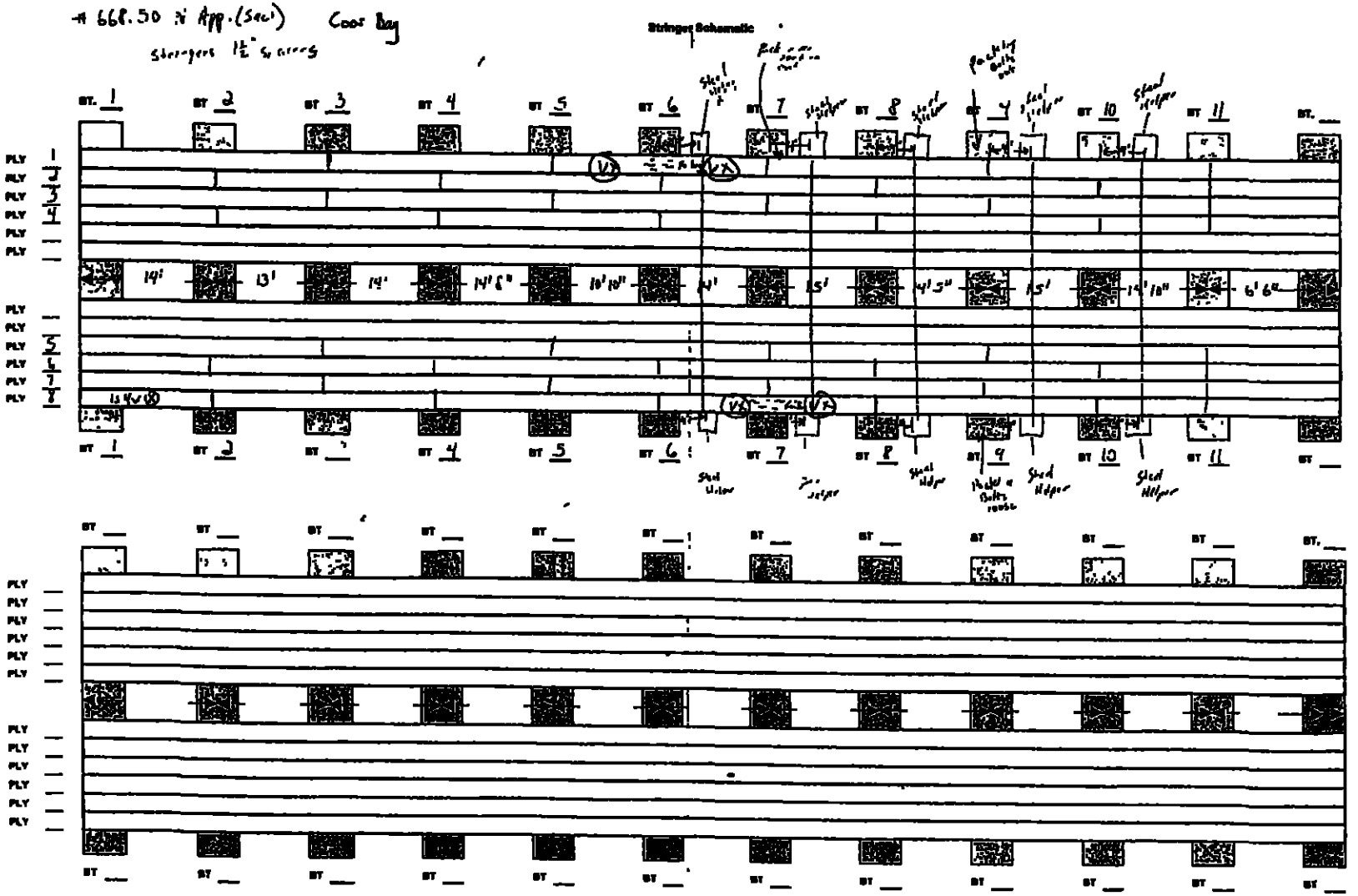
RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 668.5 M APP (Sec 1)

Date 10-28, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING
7	7	3	42	40	2	1	Heavy Beer			Double CAP	14¢	X			294
7A	Steel 4		—		steel	Helper	Bent.								—
8	7		44							Double CAP					308
8A	steel 4		—		steel	Helper	Bent								
9	7		45¢		Double	Cap									322
9A	steel 4		—		steel	Helper	Bent								
10	7		49		Double	Cap									322
10A	steel 4				steel	Helper	Bent			Handrails - OK					
										Walkways - OK					
										(54) Ties - Poor (40 ⊗)					
11	7		50		Double	Cap					7½" x 8" x 9'				
										Gdr timb - Poor					
11A	steel 4		—		steel	Helper	Bent,			sleepers	7½ x 4½ x 20'				
											7½ x 4½ x 16'				
12	—		—		stringers on steel					DPG		no long ties!			
											App. Low #2				
							Stringer	Parting lines over Timber			Bents				



CORP002771

Central Oregon & Pacific Railroad



Bridge 668.50 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 668.50
MILEPOST: 668 50	SECTION# 2
TYPE: DPG	LOCATION: Vaughn, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - Poor (plate cut, super elevation)
Line and surface - Fair
Walkways - OK
Handrails - OK

Heavy debris on gusset plates and flange angles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	22	2	OSMOSE	Replace all 104 bridge ties.
2	23	3	RAILROAD	Remove debris from. - Gusset plates, laterals and flange angles

Osmose Railroad Services, Inc.

Osmose.

PRELIMINARY INSPECTION REPORT

DATE:	BY:
10-28-05	KT

Bridge No: 668.5 Main Span

CUSTOMER INFORMATION

CUSTOMER NAME: Corp

REGION:	DIVISION:	DISTRICT: Coos Bay Sub

BRIDGE DESCRIPTION

LENGTH:	# OF SPANS: 3	# OF TRACKS: 1	YEAR BUILT:

TYPE: GIRDER ☑ TRUSS ☐ SLAB ☐ ARCH ☐ TRESTLE ☐ OTHER ☐

(Show overall picture of bridge)

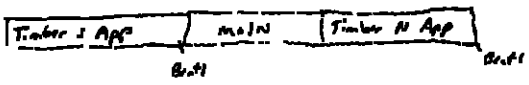
NO. MEMBERS FROM (Railroad Direction) (E) (W) (N) (S)

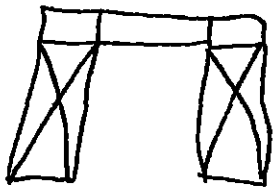
MILEAGE INCREASES FROM (Railroad Direction) (E) (W) (N) (S) to (E) (W) (N) (S)

APPROXIMATE LOCATION: 3/10 miles (E) (W) (N) (S) (Compass) of the town of: Vaughn, OR

Sketch: (Include span lengths)

OPEN DECK





GENERAL

ACCESS: TRUCK ☐ BOMB ☐ RAIL ☑ EXPLAIN.

GPS COORDINATES: N 44° 01.536' W 123° 28.420

ON: TANGENT ☐ CURVE ☑ **DECK:** OPEN ☑ BALLAST ☐

GUARD RAIL: YES ☐ NO ☑ **WALK:** YES ☑ NO ☐ **LOCATION:** B.t sides

SKEWED: YES ☐ NO ☑ **CULVERT:** YES ☐ NO ☐

FIBRE OPTICS: YES ☐ NO ☐

BRIDGE IS OVER CREEK

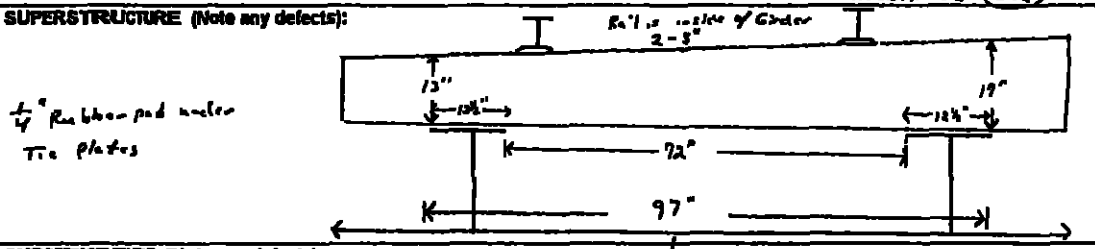
PREVIOUS REPAIRS AND/OR MODIFICATIONS:

Bridge No: 668.5 mon Span

CONDITION

LINE & SURFACE:	POOR ☐	FAIR ☑	GOOD ☐					
APPROACHES:	POOR ☐	FAIR ☐	GOOD ☐					
TIES:	(POOR) ☐	FAIR ☐	GOOD ☐	SIZE	Super Elevation (PLATE CUT)	QUANTITY	104	
BEARINGS:	POOR ☐	FAIR ☑	GOOD ☐					
WALKWAYS	POOR ☐	FAIR ☐	GOOD ☐ (OK)	TYPE/WIDTH:	steel posts + Grating			
EROSION PROBLEMS?	None			HANDRAILS - (OK)				

SUPERSTRUCTURE (Note any defects):



SUBSTRUCTURE (Note any defects):

↳ length of Tie (14) ⌀ 20'
(13) ⌀ 16'
(77) ⌀ 10'

OTHER:

DEBRIS ON LATERALS, GUSSETTS & FLANGE ANGLES (F3)

RECOMMENDED WORK

Last 7 ty on South App of steel (Weld) have ⅞" to ½" slits

spacers between ties on Girder Flange

Work designated with an asterisk (*) should be addressed immediately

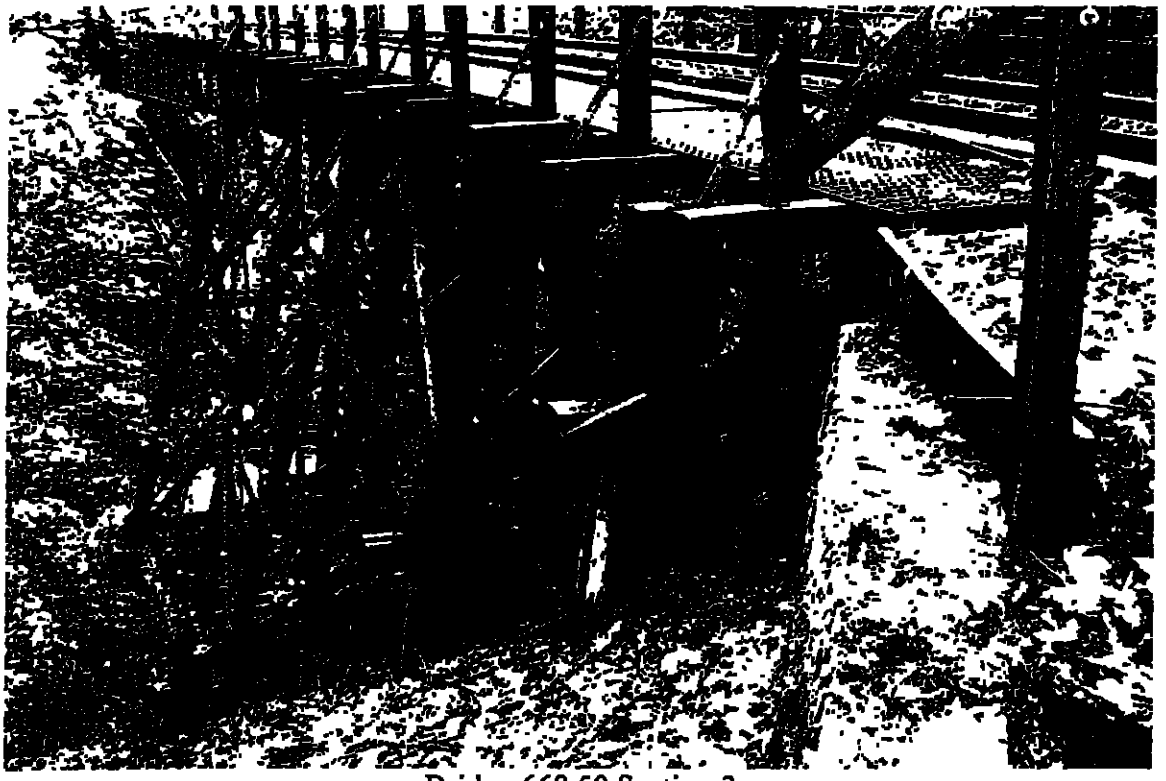
PHOTOS

Roll #_____	#
#	#
#	#
#	#
#	#
#	#

Revised 10/00

CORP002775

Central Oregon & Pacific Railroad



Bridge 668.50 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 668.50**
MILEPOST: 668.50	SECTION# 3
TYPE- ODFT	LOCATION: Vaughn, OR
INSPECTION DATE. 10/28/2005	INSPECTOR. K. Trickle

Findings:

Bent 1

Elevation Shim on Steel Tower - Possible Reject (minor crushing)

Bent 3

Cap - Very minor cornering under both chords

Bent 4

Cap - Very minor cornering under chord 2

Ties - Fair to Poor
Guard timber - Poor
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	37	3	RAILROAD	Add ballast and tamp up approach
2	34	3	OSMOSE	Replace all bridge ties
3	31	3	OSMOSE	Replace - Elevation Shim on Steel tower (minor crushing)
4	33	4	OSMOSE	In-place preservatively treat piles and caps
5	36	5	RAILROAD	Monitor - Cap on Bent 3 (very minor cornering under both chords) - Cap on Bent 4 (very minor cornering under chord 2)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	35		OSMOSE	10/16/2002	Replaced all stringers w/timber (6 spans). Replaced cap w/cuts on Bent 2 for proper elevation

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner CORP Reg /Div _____ Bridge No 668.5 S. App (Sec 3

Dist /Sub/Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

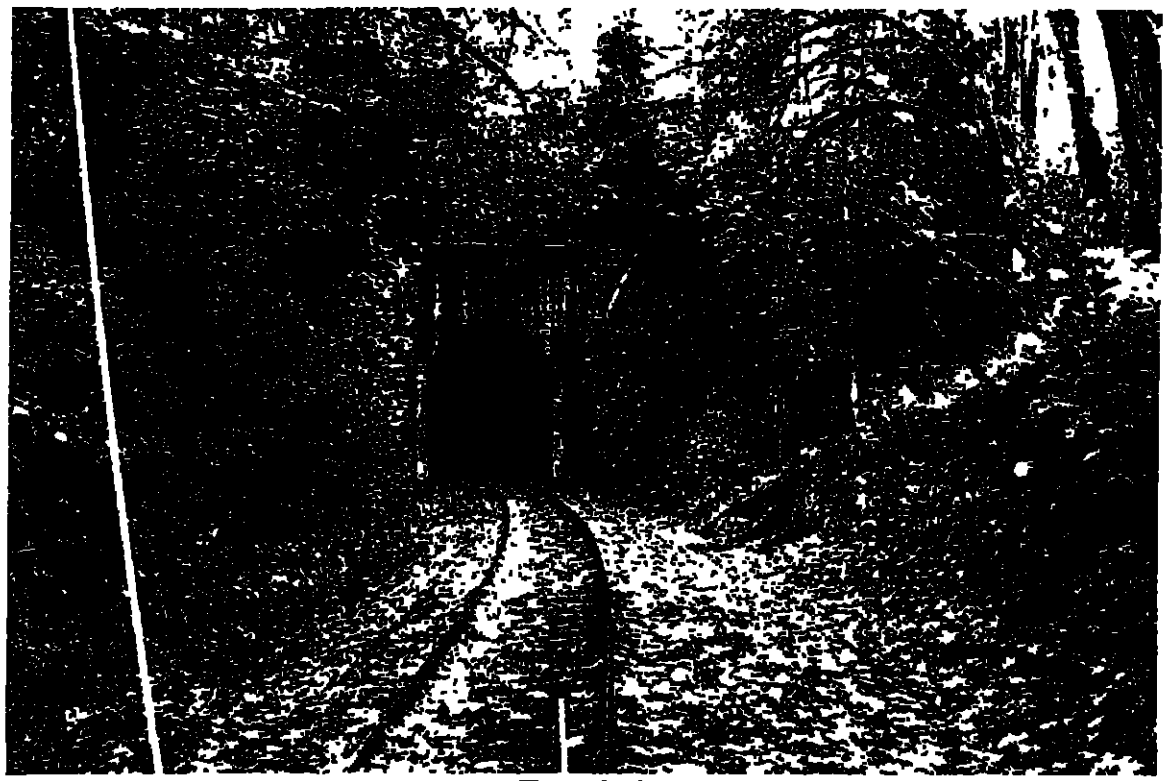
BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN. FT. PILING
					3 DPG's in Steel Towers										
1	–	~~elevation~~ shim	–		minor crushing		Shim-			(PX) 8" on Towers 2, Row 2					
2	5P	P1	39	S	4	½									
		P4		31		OK				cap (as 2003)					
										Sill-34'					
3	5P	cap	31	very minor cracking, both chords											
										Sill-30'					
4	5P	cap	22	very minor cracking, chord 2											
										Sill-25'					
5	5P	cap	13'	PS		OK				Sill-20'					
6	5P	P1	4	Sill	4	1				Sill-16'					
		P4		Sill	4	3									
7	–		–	11½ X 14 X 14'			Cap on conc. abutment								20
															–
~~(63)~~	~~7½ X 8 X 1'~~				Ties-From To Pool					Sleepers ~~7½ X 9½ X 16 (16 ea)~~					
~~(6)~~	~~7½ X 8 X 30'~~				G. timbers- Pools					~~7½ X 11½ X 30 (6 ea)~~ WALKWAYS - OK					
					App. - Low (#3)					HANDRAILS - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart	PP — Previously Posted	Bents Numbered From (N) S E W	
X — Reject	PX — Possible Reject	Piling Numbered From N S (E) W	
V — Void	ST — Shell Thickness	Bent # 1 is N S E (W)	
SR — Shell Rot	P/W — Heavy Duty Pile Wrap	(Timetable)	
RS — Ring Separation	O/W — Osmowind		
DP — Decay Ring	D/P — Drift Pin		
DP — Decay Pocket	G/L — Groundline Area		

SIGNED KT

Central Oregon & Pacific Railroad



Tunnel 13

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 13

MILEPOST: 669 47	**SECTION#** 1
TYPE: Tunnel	**LOCATION:** Vaughn, OR
INSPECTION DATE: 10/28/2005	**INSPECTOR:** K. Trickle

Findings:

Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	5	RAILROAD	Tunnel not inspected at this time. - Perform inspection on tunnel when required

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner Corp Reg./Div _____ Bridge No Tunnel 13

Dist /Sub/Branch Coos Bay mp 669.47

Location Vaughn, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	N	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
	Tunnel	Comprised of			Steel,		Granite,			Gunite,	Timber				
			3	sections	of	Timber									
					Section #1			110		Timber Rings					
					Section #2			104		Timber Rings					
					Section #3			90		Timber Rings					
										NOT INSPECTED		2005			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

N — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent #_____ Is N S E W
(Timetable)

SIGNED KJ

Central Oregon & Pacific Railroad



Bridge 671.89

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 671.89

MILEPOST: 671 89	**SECTION# 1**
TYPE: ODPT	**LOCATION: Vaughn, OR**
INSPECTION DATE: 10/28/2005	**INSPECTOR. K Trickle**

Findings:

Bent 3

Span 3 Girt Brace 1 & 2 - Reject

Bent 5

Span 5 Girt Brace 1 - Reject
North Sash Brace - Reject

Bent 7

Pile 1 - Reject
1/2" Gap over Pile 4

Span 1

Stringer 1 - Reject
Stringer 8 - Possible Reject

Span 2

Stringer 1 - Reject

Span 4

Stringer 1 - Visual Reject

Span 5

Stringer 4 - Reject

Span 6

Stringer 1 - Reject
Stringer 4 - Reject

Ties - OK
Headwalls - OK
South wingwalls - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 10	3	RAILROAD	Add ballast and tamp up both approaches.
2	1 9	3	OSMOSE	Perform: - Detailed Stringer Inspection
3	1.8	3	OSMOSE	Replace: - Stringer 1 in Span 6 - Stringer 4 in Span 6
4	1 11	4	OSMOSE	Replace. - South wingwalls
5	1 7	4	OSMOSE	Replace: - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5
6	1 5	4	OSMOSE	Shim or Epoxy: - Over Pile 4 of Bent 7
7	1 3	4	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 1 in Span 4 (22" Deep Stringer) - Stringer 4 in Span 5

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 671.89

MILEPOST: 671.89 | SECTION# 1

TYPE: ODPT | LOCATION: Vaughn, OR

INSPECTION DATE: 10/28/2005 | INSPECTOR: K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	12	4	OSMOSE	Post - Pile 1 of Bent 7
9	11	4	OSMOSE	In-place preservatively treat piles and caps
10	16	5	RAILROAD	Monitor - Stringer 8 in Span 1

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28-49 2005

Owner CORP Reg /Div _____ Bridge No. 671.89

Dist/Sub/Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
1	5	4	2½	O/P	OK										15
		CAP		Over P 2	OK										
2	5		9												45
3	5		20							H20					100
					Girt 1 s	2 - (X)									
4	5		20							H20					100
										4 x 8 x 10' shim					
5	5		16½							4 x 8 x 10' shim					85
			Girt	1 - (X)		Nos-H rach brace - (X)									
6	5		11½												60
7	5	1	3½	O/P	2	10					13¾	X			20
					½" GAP over Pile #4										
	5														
		5								S. Wingwalls - Poor					
										Apps - Low (#3)					
									(63)	Ties - OK					
										Hdwls - OK					

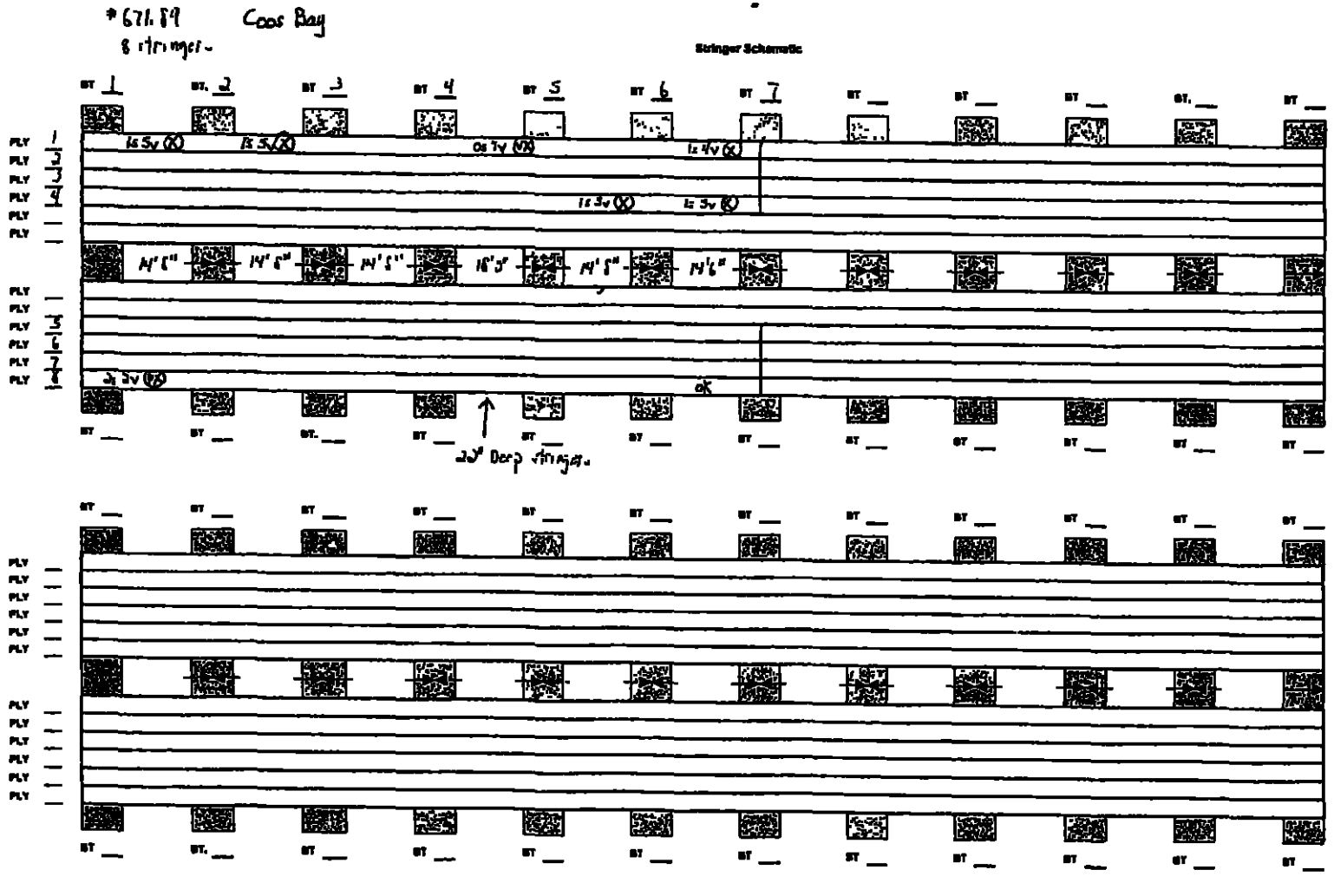
SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

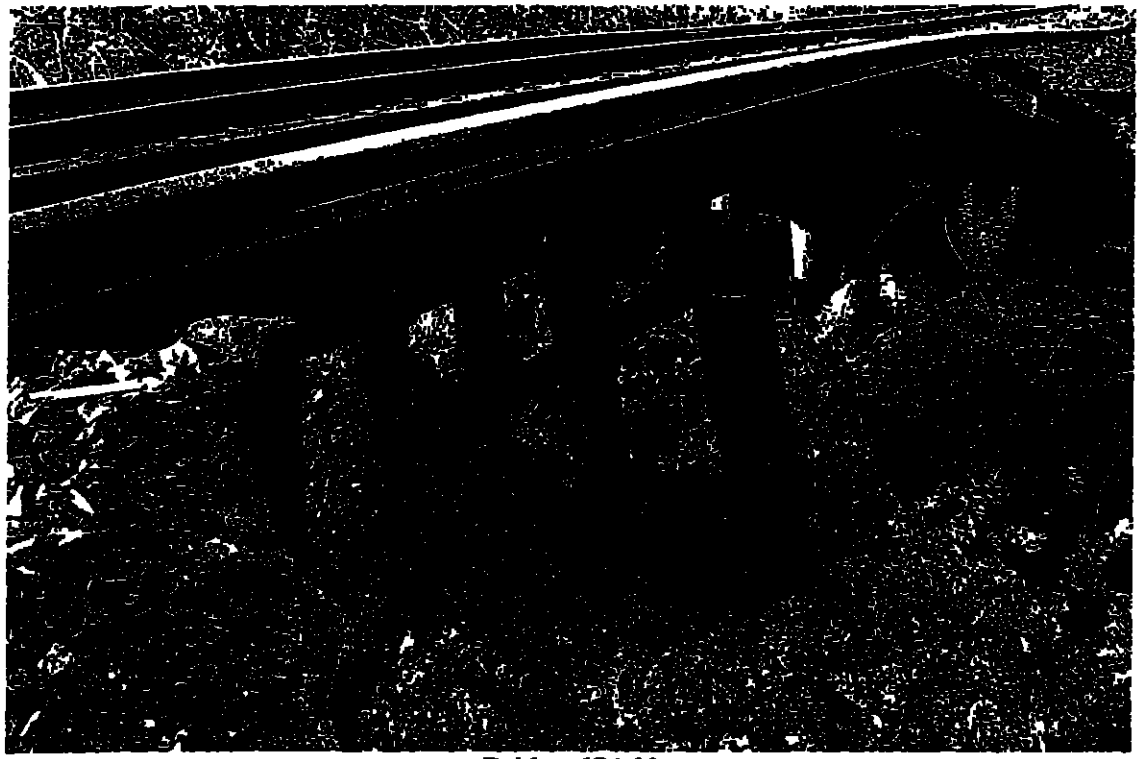
CORP002785



Page 1

CORP002786

Central Oregon & Pacific Railroad



Bridge 674.03

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002787

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 674.03

MILEPOST: 674 03	SECTION# 1
TYPE. ODPT	LOCATION- Vaughn, OR
INSPECTION DATE 10/28/2005	INSPECTOR. K Trickle

Findings:

Bent 2
Pile 5 - Reject

Span 2
Stringer 8 - Reject

Ties - Poor (plate cut, 8 reject)
Guard timber - Poor
Headwalls - OK
Approaches - Low

Debris piled up in front of Bents 1 and 3

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	2	RAILROAD	Add ballast and tamp up both approaches.
2	14	2	OSMOSE	Replace all 31 bridge ties
3	13	3	RAILROAD	Remove debris from Bents 1 and 3 (fire hazard)
4	16	4	OSMOSE	Replace - Stringer 8 in Span 2
5	12	4	OSMOSE	Post - Pile 5 of Bent 2
6	11	4	OSMOSE	In-place preservatively treat the piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 1 SHEETS

Date 10-28 19 2005

Owner CORP Reg /Div _____ Bridge No 674.03

Dist /Sub/Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other)_____ Age 19_____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	5	2	3½	1	OK										20
		CAP		over #4	OK										
								Debris		Piled up In Front of Bent					
										Fire Hazard.					
2	5	5	9	1½	3	10					15	X			45
										H20					
3	5	1	4½		6	1				H20					25
								Debris		Piled up in front of Bent					
										Fire Hazard.					
										Headwalls - On					
										Ties - Poor		plate cut)		8⊗	
										G. timb. - Poor					
										APPROACHES - 2 on (# 2)					
										31 ties: 7½"X7½"X9'					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pin
G/L — Groundline Area

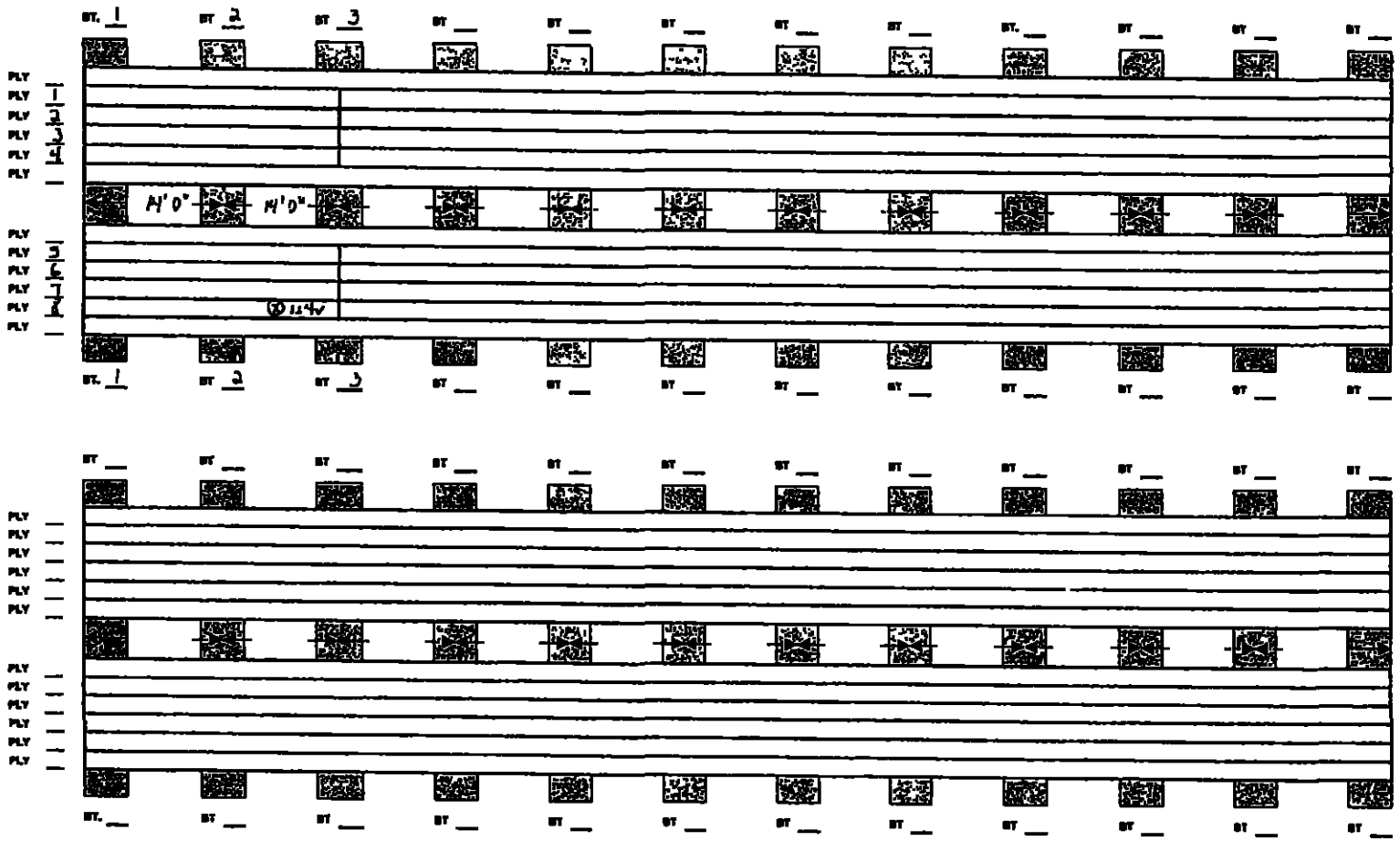
Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002789

"674 03
8 stringers

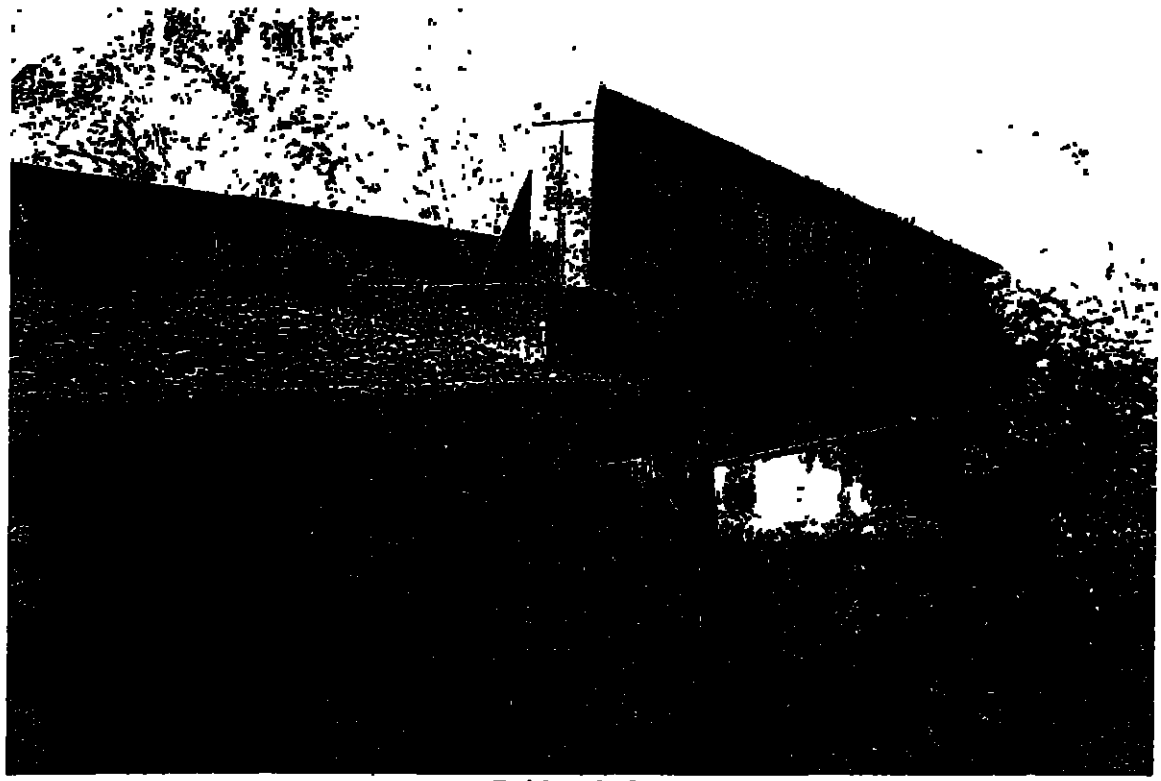
Stringer Schematic



Page 1

CORP002790

Central Oregon & Pacific Railroad



Bridge 676.23

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 676.23

MILEPOST: 676.23	SECTION# 1
TYPE: STL	LOCATION: Vaughn, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - Poor
Approaches - Low

Heavy debris on lower gussets and flange angles
Heavy debris on abutment seats

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	2	OSMOSE	Replace all 62 bridge ties
2	1.1	2	RAILROAD	Add ballast and tamp up both approaches
3	1.4	3	RAILROAD	Remove debris from - Both abutment seats - All lower gusset plates and flange angles

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-26-05 BY: KT

Bridge No: 676.23

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Vaughn, OR

Overall Sketch: (include span lengths)

Open deck

6 panels

2 conc. abut.

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 01.784 W123° 35.354 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • (NO) • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

CORP002793

Bridge No: 676.23

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	low	EROSION PROBLEMS: (42)
TIES:	(POOR) •	FAIR •	GOOD •	SIZE:	QUANTITY: 62
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

major debris on lower gussets, flange angles

SUBSTRUCTURE (Note any defects):

Major debris on abutment seats.

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll # _____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 677.05

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002795

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 677.05

MILEPOST: 677.05 | SECTION# 1

TYPE: STL | LOCATION: Vaughn, OR

INSPECTION DATE: 10/28/2005 | INSPECTOR: K. Trickle

Findings:

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 2
- Stringer 8 - Reject

Span 3
- Stringer 8 - Reject

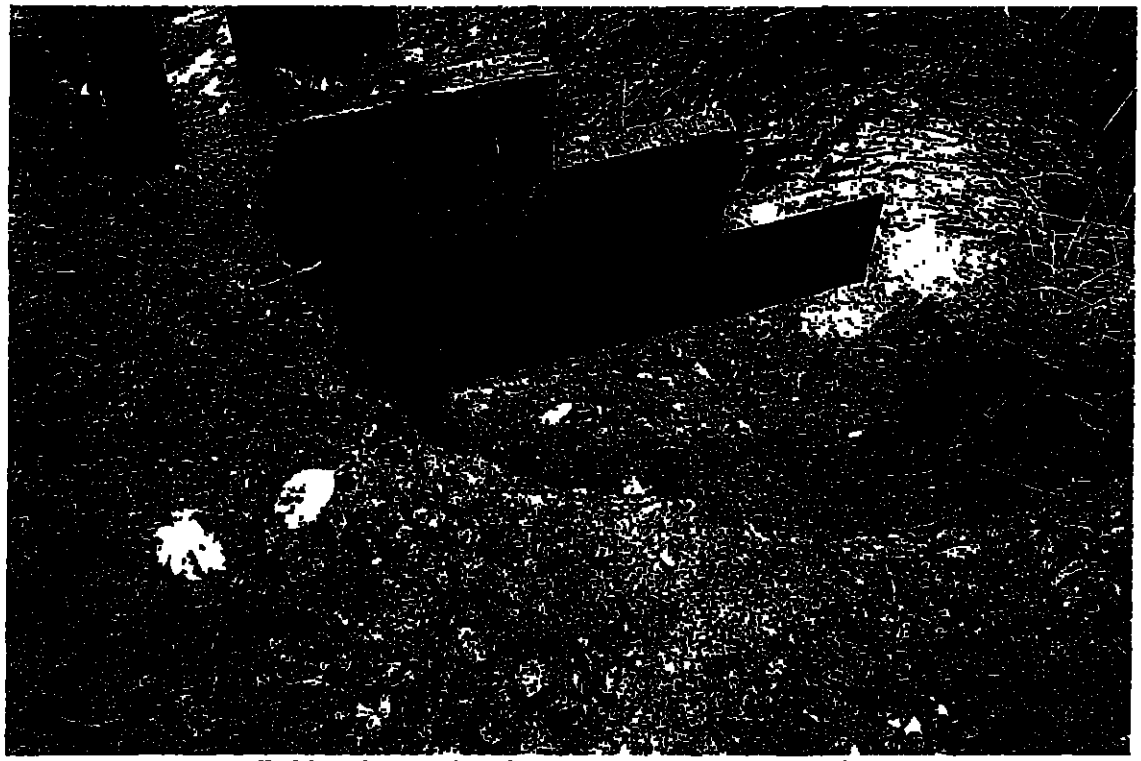
Ties - Fair
Guard timber - Fair to Poor (3 sections reject)
North Headwall - OK
Southwest Headwall - Undermining
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	OSMOSE	Replace - All Guard timber
2	1.5	3	RAILROAD	Place - Rip/rap at the Southwest headwall
3	1.2	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1
4	1.4	4	OSMOSE	Replace - Stringer 8 in Span 2 - Stringer 8 in Span 3
5	1.3	4	RAILROAD	Add ballast and tamp up both approaches

Central Oregon & Pacific Railroad



Bridge 677.05 Southeast headwall - Undermining

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner Corp Reg /Div _____ Bridge No. 677.05

Dist./Sub/Branch Coos BAY

Location Vaughn, OR (MP 668.3)

Type (Pile) Steel (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	3				steel	Piles +	CAPS			- 3" timber shim					
2	3				steel	Piles +	CAPS			- 3" timber shim					
3	3				steel	Piles +	CAPS			- 3" timber shim					
4	3				steel	Piles +	CAPS			- 3" timber shim					
5	3				steel	Piles +	CAPS			- 3" timber shim					
										TIES - FAIR					
										GUARD TIMBER - FAIR TO POOR 38					
								NORTH		HEADWALL - OK					
								SOUTH WEST		HEADWALL - UNDER MINING (#3)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

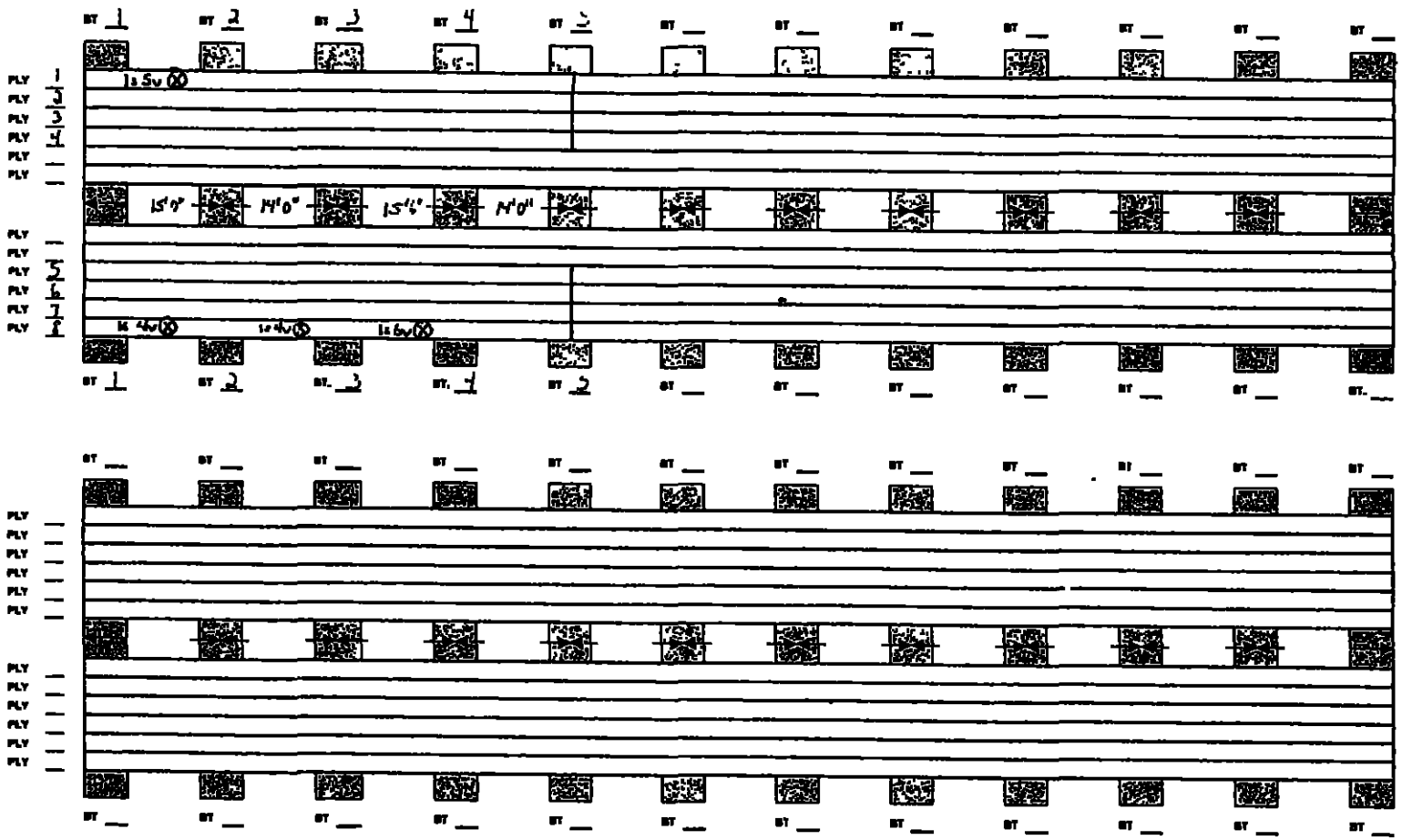
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

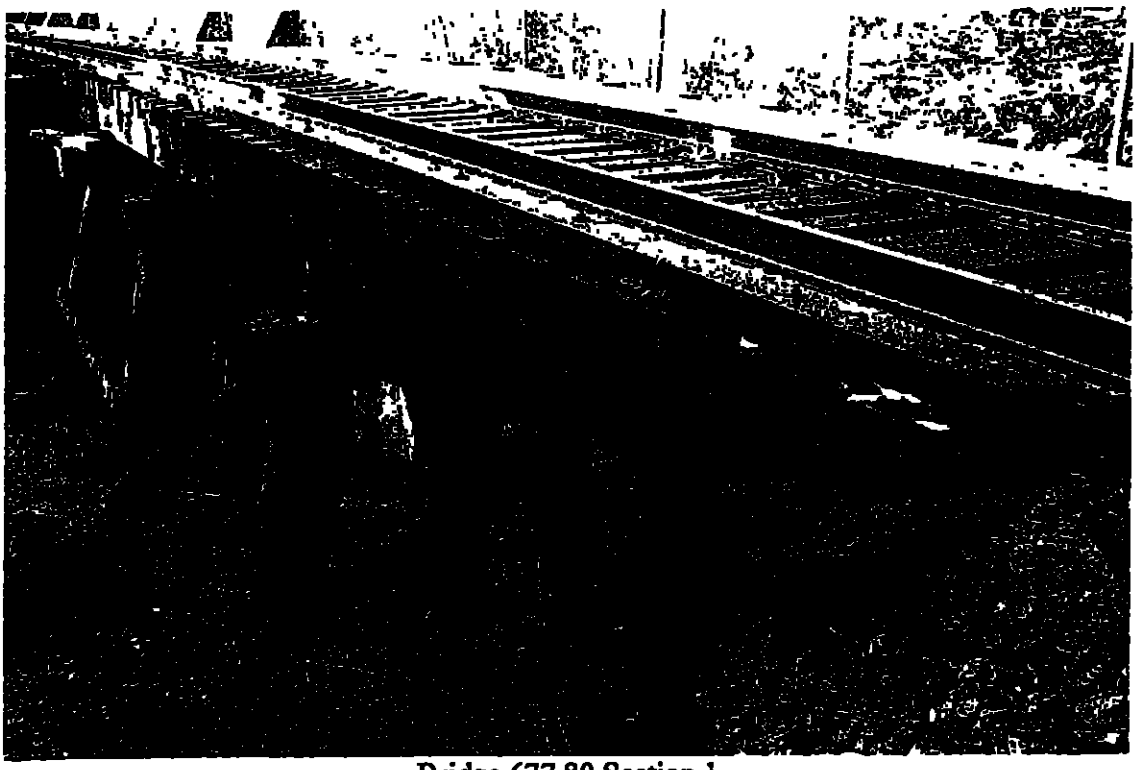
* 677.05 Coos Bay
8 stringers

Stringer Schematic



CORP002799

Central Oregon & Pacific Railroad



Bridge 677.80 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 677.80
MILEPOST 677 80	SECTION# 1
TYPE. ODPT	LOCATION. Vaughn, OR
INSPECTION DATE: 10/28/2005	INSPECTOR· K Trickle

Findings:

Bent 2
- Pile 1 - Reject
- Pile 5 - Reject

Span 2
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 3
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 4
- Stringer 1 - Reject

Ties - OK
Guard timber - OK
Approach - Low
Walkway - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	3	RAILROAD	Add ballast and tamp up approach.
2	1 6	3	OSMOSE	Replace. - Stringer 1 in Span 2 - Stringer 8 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3
3	1 2	3	OSMOSE	Post. - Pile 1 of Bent 2 - Pile 5 of Bent 2
4	1 4	4	OSMOSE	Replace· - Stringer 1 in Span 4
5	1 1	4	OSMOSE	In-place preservatively treat piles and caps.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner CORP Reg./Div _____ Bridge No 677.80 N. APP (Sec 1)

Dist (Sub) Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN. FT PILING
1	5		2												10
								4"		Elevation Shim					
2	5	1	4½	D/P	2	8	1½	10			14¾	X			25
		2		1	2	2									
		5		D/P	2	11					14½	X			
								4"		Elevation shim					
3	5		9½												50
		5		D/P	2	4									
								4"		Elevation shim					
4	Post 5		9½			Sounded ok		4"		Elevation shim					50
						Framed on Conc Pcd									
5	—		—		CAP + 10" Elevation					sub CAP on Conc Pile #1					—
										TIES - OK (43)					
										GUARD TIMBER - OK					
										APPROACH - Low (#3)					
										WALKWAY - OK HANDRAILS - OK					

SYMBOLS All Borings to Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
D/L — Groundline Area

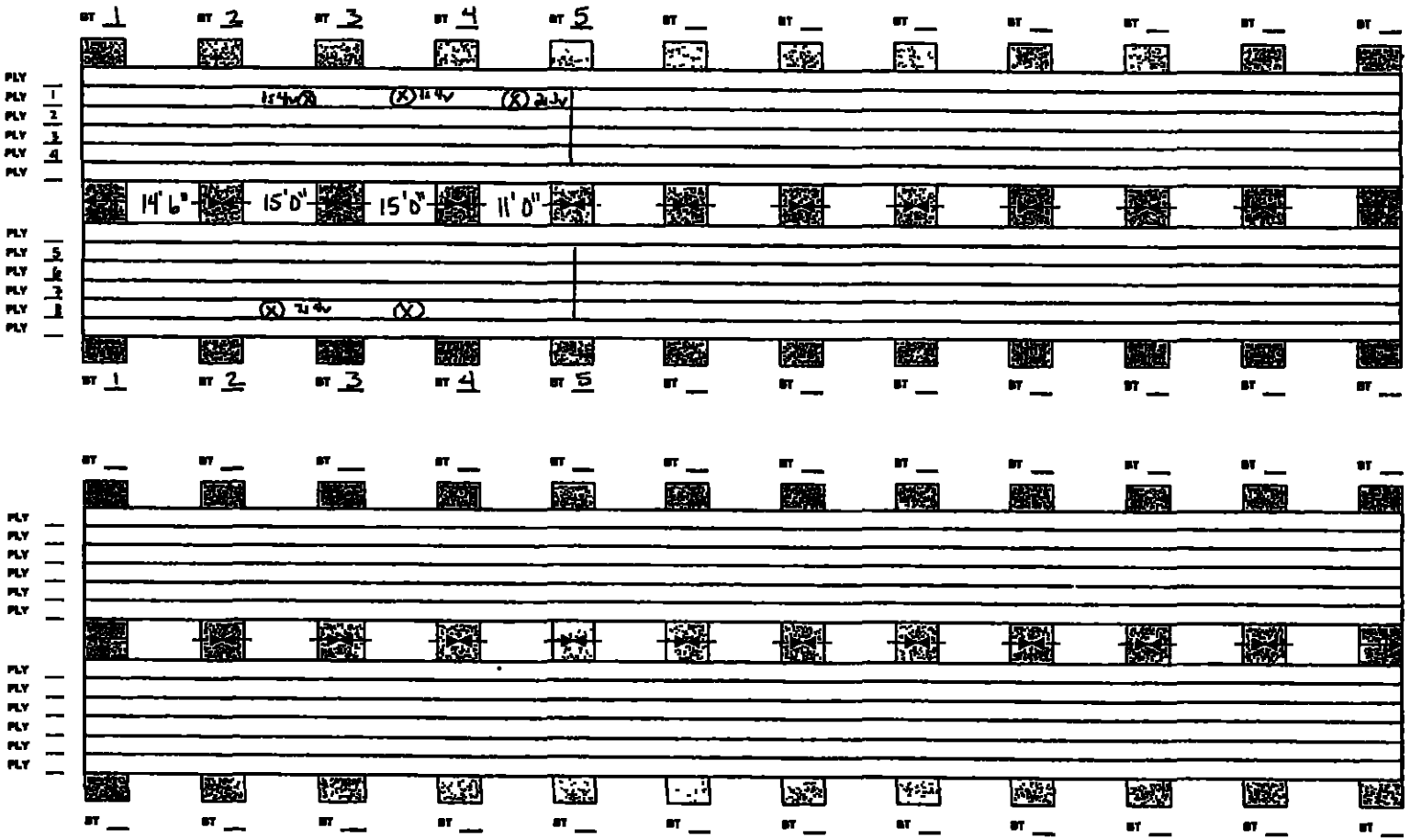
Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002802

Brw 677.80 NA SEC 1 Coar Rey

Stringer Schematic



CORP002803

Central Oregon & Pacific Railroad



Bridge 677.80 Section 2

Osmose Railroad Services, Inc

Coos Bay Subdivision

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 677.80**
MILEPOST 677 80	SECTION# 2
TYPE. TPG	LOCATION. Vaughn, OR
INSPECTION DATE. 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK
Walkway - OK

Minor efflorescence on Concrete Piers
Debris on lower gusset plates and flange angles
Debris on Pier tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	3	RAILROAD	Remove debris from - Lower gusset plates, flange angles and Pier tops

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 677.80 Sect. 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

(Show overall picture of bridge)

MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Vaughn, OR

Overall Sketch: (include span lengths)

3 conc piers

6 panels

open deck

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 01.134 W123 36.551

Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 677.80 Sect 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE:	QUANTITY: 64
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	steel	
GUARDTIMBER	POOR •	FAIR •	GOOD • (OK)	SIZE:	

SUPERSTRUCTURE (Note any defects):

Debris on lower gussets, flange angles (#3)

SUBSTRUCTURE (Note any defects):

Minor efflorescence of Piers

Debris on Pier tops

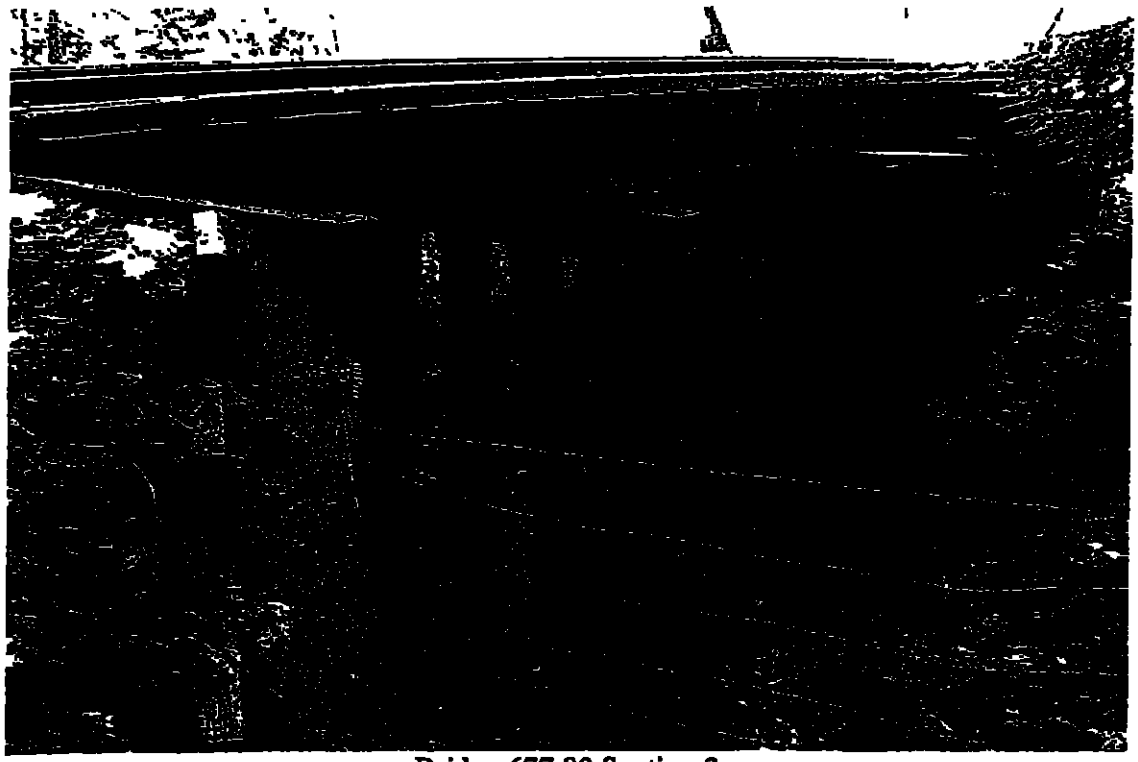
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	
#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 677.80 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 677.80
MILEPOST: 677 80	SECTION# 3
TYPE: ODPT	LOCATION. Vaughn, OR
INSPECTION DATE. 10/28/2005	INSPECTOR. K. Trickle

Findings:

Bent 4
Minor Erosion

Span 2
Stringer 8 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Wingwalls - OK
Approach - Low
Walkway - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 4	4	RAILROAD	Add ballast and tamp up approach.
2	3 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
3	3 1	4	OSMOSE	Replace: -Stringer 8 in Span 2
4	3 2	5	RAILROAD	Monitor: - Bent 4 for additional erosion

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner CORP Reg./Div _____ Bridge No 677.80 S. APP (Sec

Dist/Sub/Branch COOS BAY

Location Vaughn, OR (MP 668.3)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80% SHELL	80% VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
			North	APP		4	Timber	Bents							
				Main Span			TPG	on Conc Piers							
1	—		—		CAP	+	10"	Elevation		sub CAP on Conc Pier				PP	2
2	5		12				Sound	OK		388's					60
							3½"	Elevation shim							
3	5	1	12	1	OK										60
							3"	Elevation shim							
4	5	2	3	D/P	4	6				MINOR EROSION					15
		CAP		over P2	OK										
							3"	Elevation shim							
										HEAD WALL - OK		APPROACH - LOW			
										WINGWALLS - OK					
										TIES - OK		GUARD TIMBER - OK			
										WALK WAY - OK		HANDRAILS - OK			

SYMBOLS All Borings in Inches and Fractions to nearest ½"
N — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Demolished
D/P — Drift Pin
G/L — Groundline Area

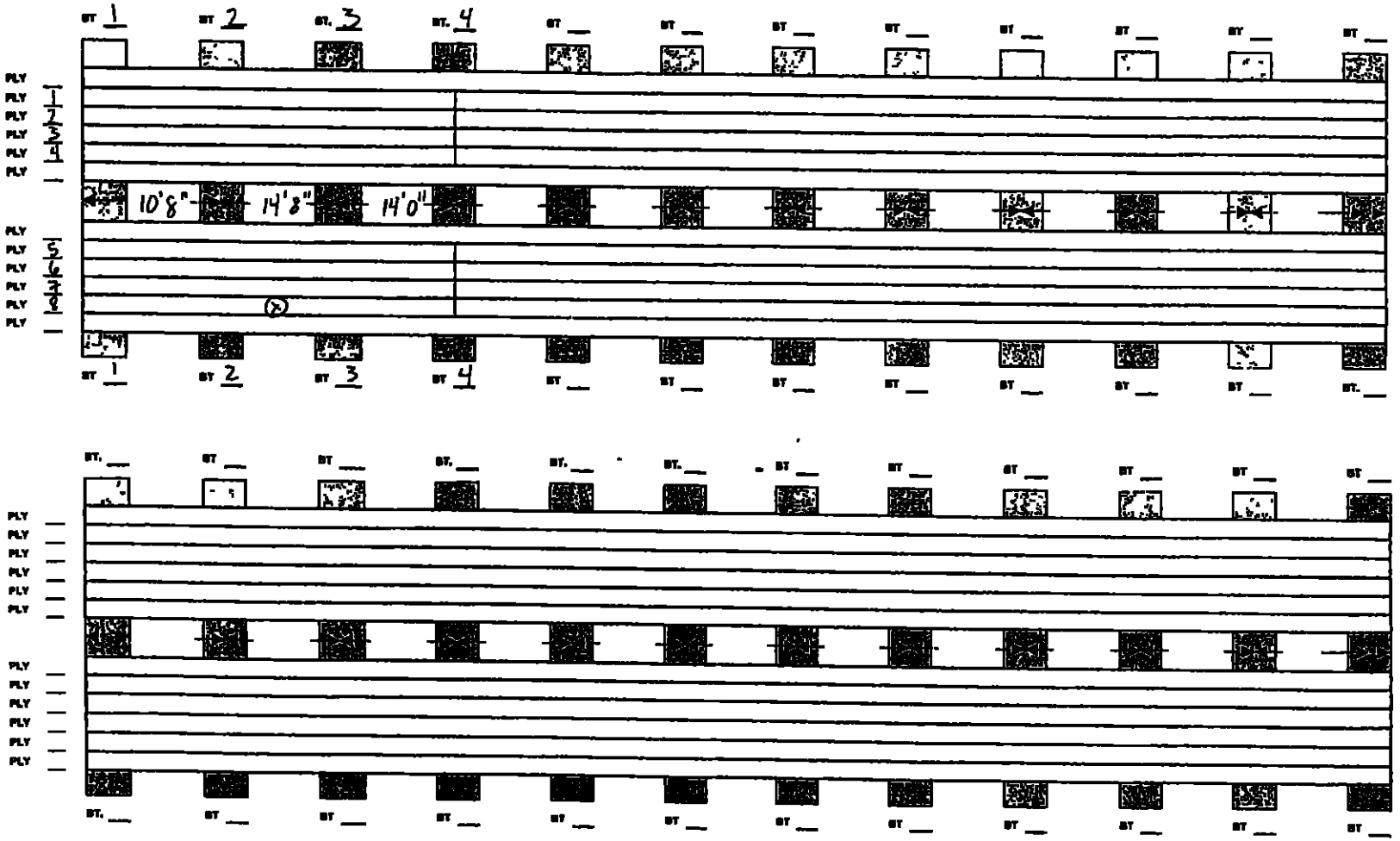
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002810

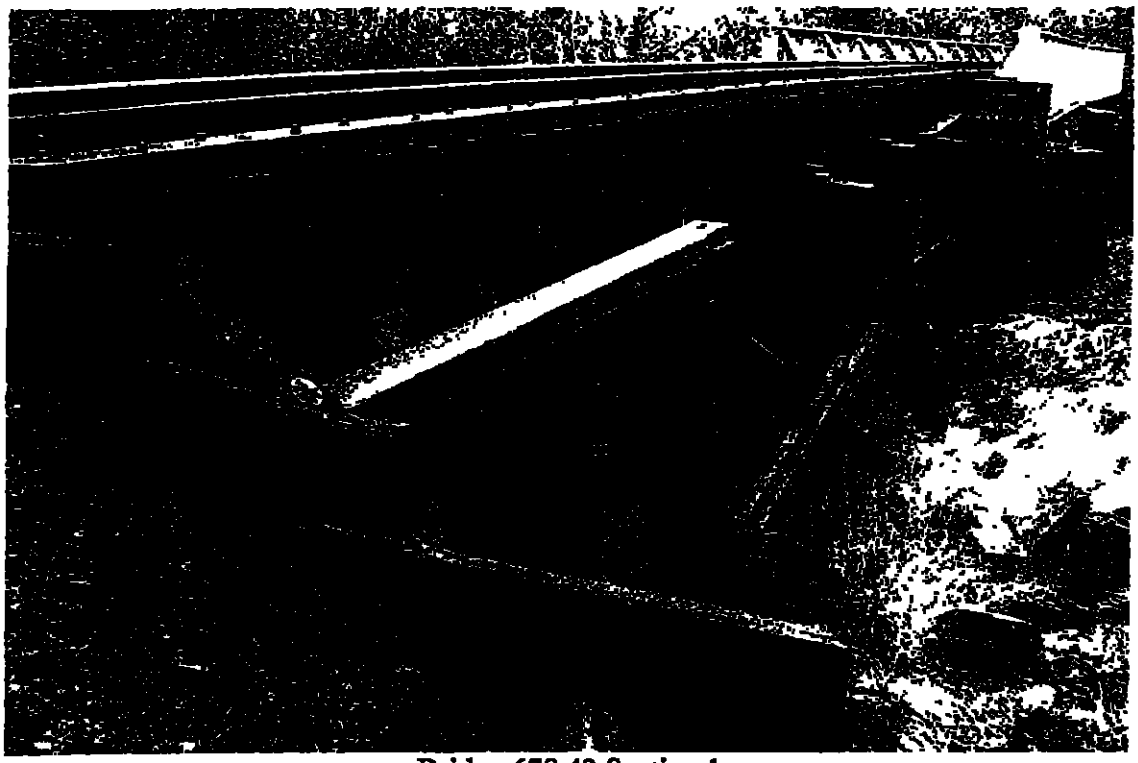
BR# 677.80 SA. (Sec 3)

Stringer Schematic



CORP002811

Central Oregon & Pacific Railroad



Bridge 678.43 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 678.43
MILEPOST: 678 43	SECTION# 1
TYPE: ODPT	LOCATION. Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 3 - Reject

Bent 2
Post 3 - Reject
Cap - Reject (crushing, posts 2 & 3 punching)

Bent 3
Pile 3 - Reject
Pile 4 - Reject
Pile 5 - Possible Reject

Bent 5
Pile 2 - Possible Reject
Pile 5 - Reject

Span 1
Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 2
Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 3
Stringer 1 - Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 4
Stringer 1 - Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 5
Stringer 8 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	2	OSMOSE	Cut Pile tops down and - Replace Cap on Bent 2 with an Oversized cap (crushing, posts 2 & 3 punching)
2	1 11	3	RAILROAD	Add ballast and tamp up approach

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE. Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 678.43
MILEPOST: 678.43	SECTION# 1
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K Tnckle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	1 8	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 In Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 In Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4
4	1 2	3	OSMOSE	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3
5	1 10	4	OSMOSE	Replace - Stringer 8 in Span 5
6	1 7	4	OSMOSE	Post: - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 5
7	1 1	4	OSMOSE	In-place preservatively treat piles and caps.
8	1.4	5	RAILROAD	Monitor: - Pile 5 of Bent 3 - Pile 2 of Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.9		OSMOSE	8/19/2003	Replaced - Bridge ties and Guard timber

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 678.43 Section 1, Bent 2 Cap - Reject (crushing)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 2005

Owner CORP Reg /Div _____ Bridge No. 678.43 N. App Sec

Dist /Sub/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 —

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	3	2	1	2	9					15	X			10
2	Post 5	CAP	8½	over P3	½	5½			#2	CAP ⊕ · 13½ x 13½ x 12		Pull 3 pumpkin			
		P3		D/P	½	11½				15" elevation shim		X			
3	5	P5	9½	3	5½	4½						PX			50
		3		D/P	2	10						X		B	
		4		1	10	10						X			
		1		8	2	5			4						
4	Post 5		11				Framed on buried sill								55
														58	
5	5	2	12½		2	4					11	PX			65
		5		2½	1	9					13	X			
		3		D/P	2	6					14				
6	—		—				CAP on	Conc Pier # 1							—
										Head wall - OK					
										App. - Low	G. Timb. - OK				
										Ties - OK	54	7½ x 7½ x 9'			
				*	All Bents 2-3"					Elevation shims					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Outside Weld
D/P — Drift Pin
G/L — Groundline Area

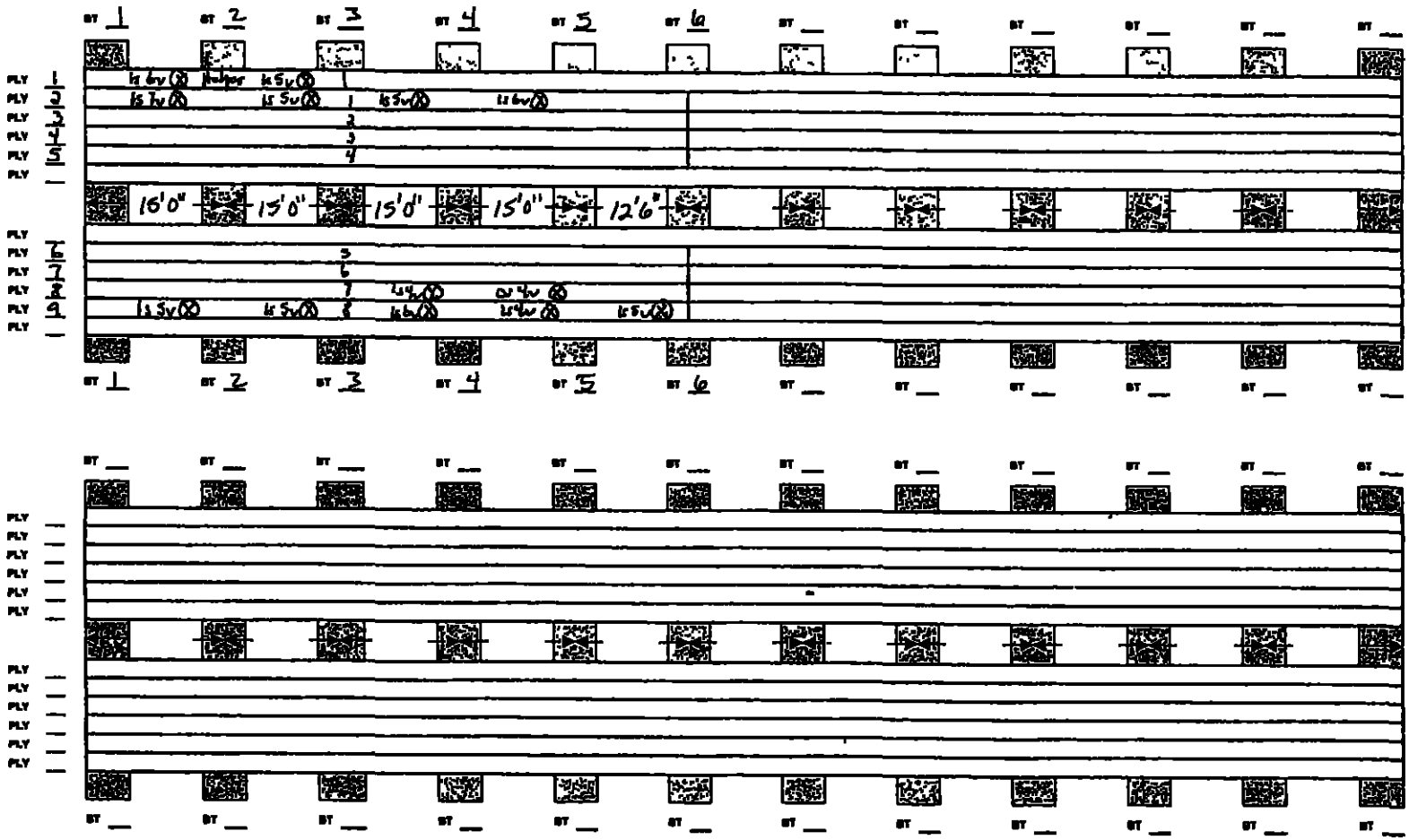
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002816

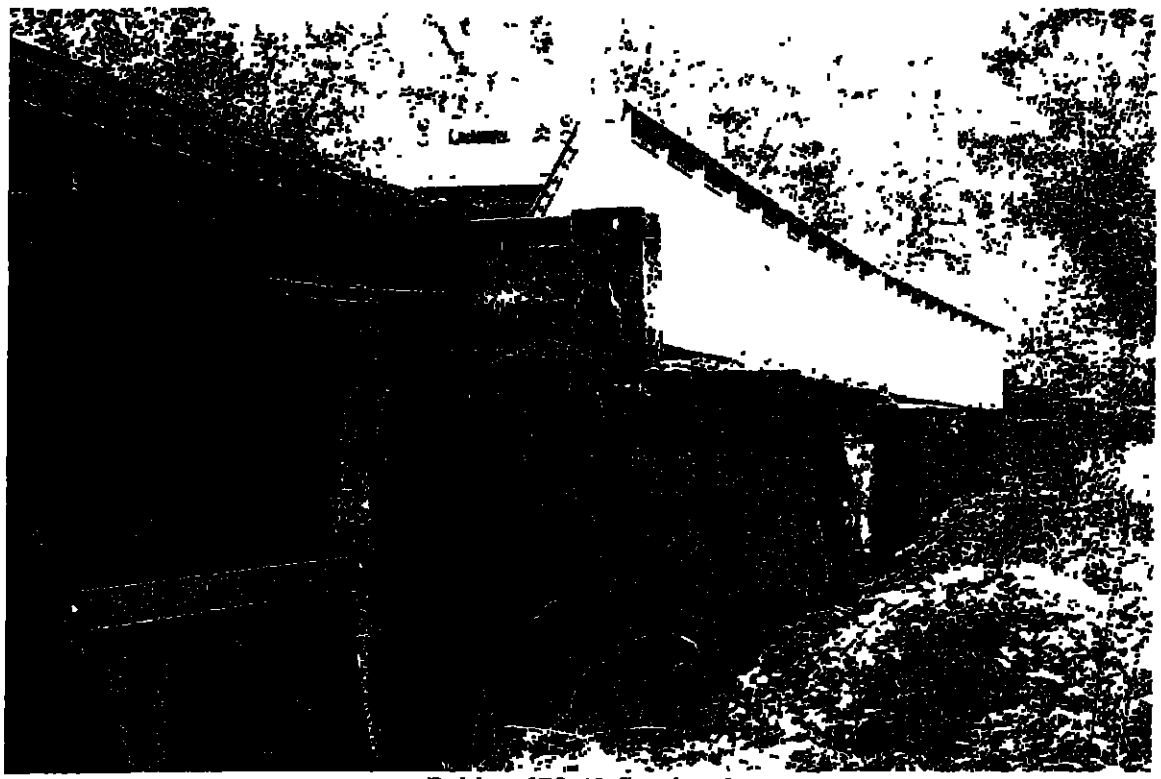
Brit 678.43 N.A (Sec 1) Coos Bay

Stringer Schematic



CORP002817

Central Oregon & Pacific Railroad



Bridge 678.43 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 678.43
MILEPOST: 678 43	SECTION# 2
TYPE TPG	LOCATION. Richardson, OR
INSPECTION DATE. 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK

Debris on Lower gusset plates and flange angles
Debris on Pier tops
Concrete Piers - Minor efflorescence

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 4	4	RAILROAD	Remove debris from - Lower gusset plates, flange angles & Pier tops

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.3		OSMOSE	8/19/2003	Replaced, - Bridge ties and Guard timber

Osmose Railroad Services, Inc.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 678.43 Sect. 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (include span lengths)

2 spans, 5 panels ea.
open deck
curve
3 conc. piers

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 00.675 W 123 36.248

Nearest Crossing:

BRIDGE: TANGENT • (CURVE) •

Superelevation is in

GUARD RAIL: YES • NO •

WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO •

Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO •

CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 678.43 Sect 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •				
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:			
TIES:	POOR •	FAIR •	GOOD •	(OK)	SIZE:	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •	None			
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:			

SUPERSTRUCTURE (Note any defects):

Debris on lower gussets & flange angles

SUBSTRUCTURE (Note any defects):

Minor efflorescence of PIERS

Debris on PIER TOPS

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	(Overall Picture of Bridge)
#	(Picture of Deck)
#	(Jacking setup)
#	(Close-up of Repair)
#	(Overall view of Repair)
#	(Access and Parking Trailer)
#	
#	
#	
#	
#	
#	

Central Oregon & Pacific Railroad



Bridge 678.43 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 678.43**
MILEPOST: 678.43	**SECTION# 3**
TYPE: ODPT	**LOCATION: Richardson, OR**
INSPECTION DATE: 10/28/2005	**INSPECTOR K Trickle**

Findings:

Bent 2

Cap - Very minor cornering
1/2" Shim - Reject (crushing)

Bent 4

Cap - Possible Reject

Span 1

Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 2

Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 3

Stringer 1 - Visual Reject
Stringer 8 - Visual Reject

Ties - OK
Headwall - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 9	3	OSMOSE	Replace - 1/2" Shim on Bent 2 (crushing)
2	3 8	3	RAILROAD	Add ballast and tamp up approach
3	3.1	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3
4	3.3	4	OSMOSE	Replace: - Cap on Bent 4
5	3.2	4	OSMOSE	In-place preservatively treat piles and caps
6	3 5	5	RAILROAD	Monitor: - Cap on Bent 2 (very minor cornering)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 678.43

MILEPOST: 678.43 — SECTION# 3

TYPE. ODPT — LOCATION. Richardson, OR

INSPECTION DATE: 10/28/2005 — INSPECTOR: K. Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	37		OSMOSE	8/19/2003	Replaced: - Bridge ties and Guard timber
2	36		OSMOSE	10/ 2/2001	Framed out - Bent 3 Posted. - Piles 4 & 5 of Bent 2

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28-2005

Owner CORP Reg./Div _____ Bridge No 678.43 S. App (Sec

Dist./Sub/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	UN FT PILING
	·		North	APP	·		6 Timber			Bents					·
				mud	Spon		TPG			2 Conc Recs					
1	–		–			CAP	on	Conc		Pier #3 OK @ chord 1					–
2	5	CAP	10½	over P2	4	1				minor cracking					55
		CAP		over P4	4½	½									
										⅝" shim - ⊗	crushing			28	
								PP	4	+5 (OS 2000)					
3	5		8½												45
						·									
										FRAME BENT (OS 2000)					
4	5	2	1½	O/P	O	K				1" shim under 3 for Chords					10
		CAP		over P5	3	1½				CAP (PX) 11" x 13" x 12'					
					·										
										APPROACH - Low	(#3)				
										Ties - OK					
										Headwall - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmosheild
D/P — Drift Pin
G/L — Groundline Area

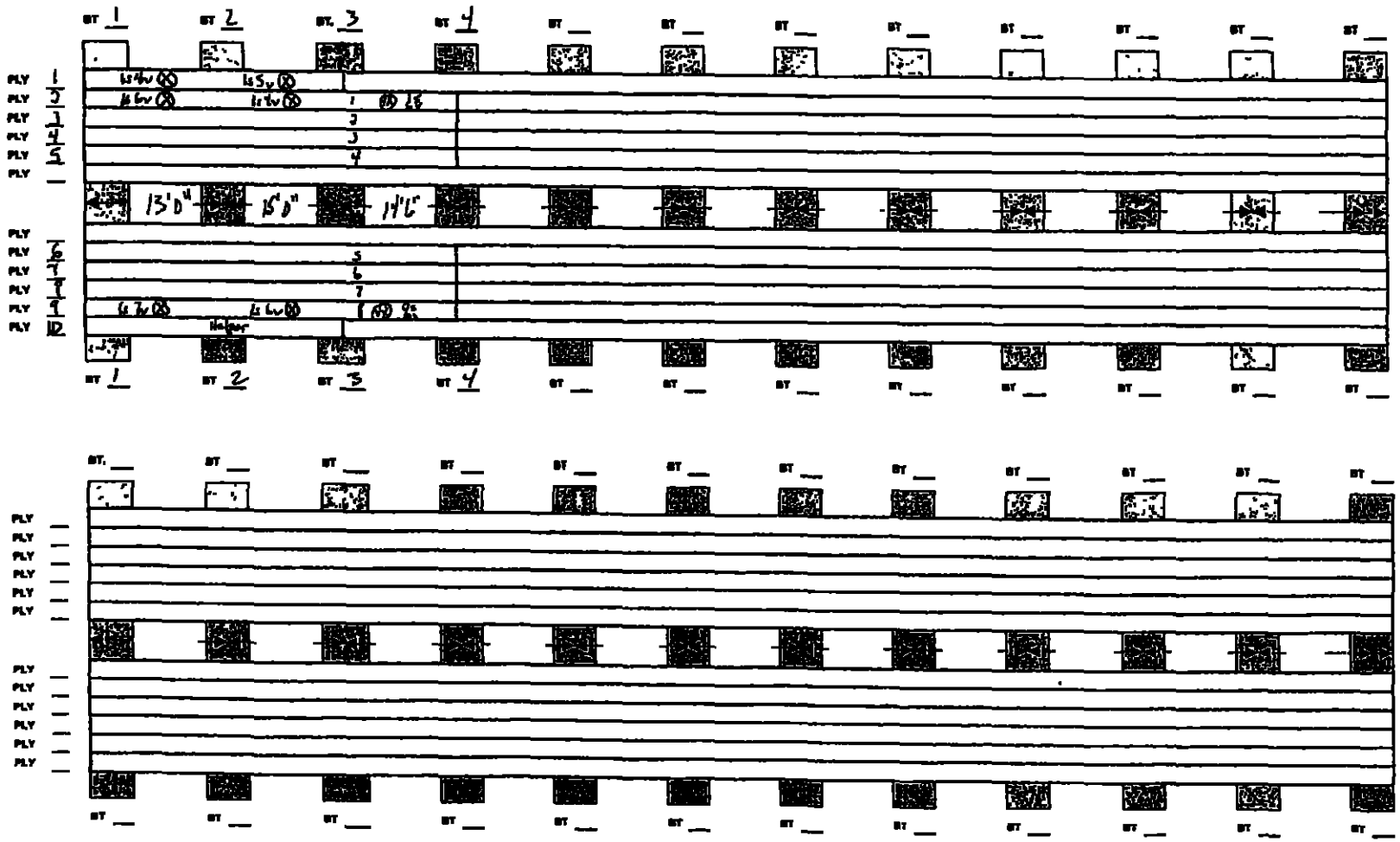
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002825

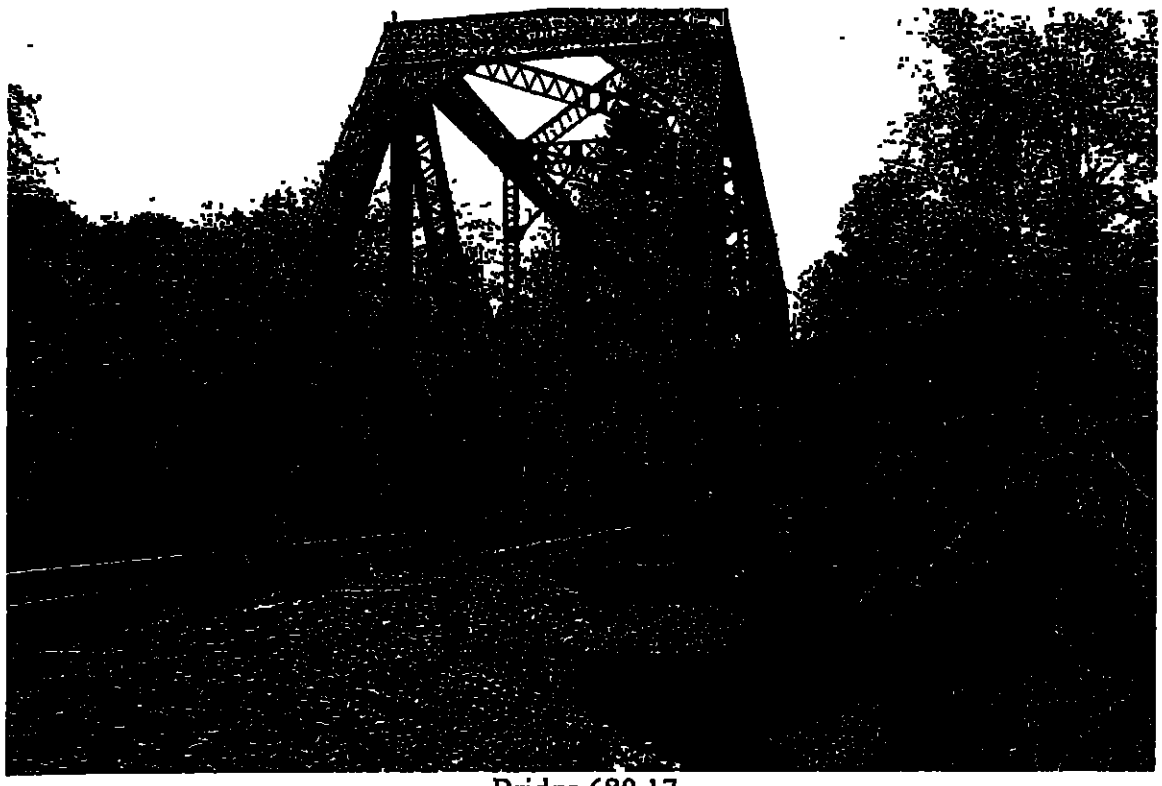
DRB 678 43SA (Sec 3) Coos Bay

Stringer Schematic



CORP002826

Central Oregon & Pacific Railroad



Bridge 680.17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 680.17

MILEPOST: 680 17	SECTION# 1
TYPE. Thru Truss	LOCATION: Richardson, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K. Trickle

Findings:

ABUT #	ABUTMENT NOTES
1	Pack rust on bearings
2	Pack rust and debris on bearings

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 - Moderate to heavy corrosion (50% section loss) on bottom flange angles - Minor pitting on top flange angles - Ballast on top flange angles
1	2	Floor Beam #1 - Moderate to heavy corrosion (50% section loss) on bottom flange angles - Ballast on top flange angles
1	3	Floor Beam #2 - Moderate to heavy corrosion (50% section loss) on bottom flange angles
1	4	Floor Beam #4 - Minor corrosion on bottom flange angles
1	5	Floor Beam #5 - Minor corrosion throughout - Ballast on top flange angles
1	6	Floor Beam #6 - Minor corrosion on bottom flange angles - Ballast on top flange angles
1	7	Panel #1 - Minor corrosion on stringer top and bottom flange angles
1	8	Panel #2 - Minor corrosion on stringer top and bottom flange angles
1	9	Panel #3 - Minor corrosion on stringer top and bottom flange angles
1	10	Panel #4 - Minor corrosion on stringer top and bottom flange angles
1	11	Panel #5 - Surface rust on stringers throughout
1	12	Panel #6 - Surface rust on stringers throughout

Ties - Fair to Poor (derailment damaged ties, panels 3, 4, 5 and 6)
Guard timber - OK
Approaches - OK

Minor corrosion on stringer top lateral angles and gusset plates, all panels
Light corrosion on truss bottom chord diagonal bracing, all panels
Moderate corrosion on truss bottom chord horizontal gusset plates
Surface rust on bottom truss chords, all panels

East outer Hanger 2, 4' up from top of rail - Impact damage
West Hanger 2 on the North side 2' from top of rail - Impact damage
East inboard side of Hanger 4, 3' from top of rail - Impact damage
West outboard side of Hanger 4, 2 ' from top of rail - Impact damage

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	OSMOSE	Replace all 128 bridge ties.
2	1 2	3	OSMOSE	Replace bottom flange angles on Floor Beam #0, #1, and #2
3	1 6	4	RAILROAD	Remove debris from - Top of Flange angles at Floor beams 0, 1, 5 & 6

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 680.17

MILEPOST. 680.17 SECTION# 1

TYPE: Thru Truss LOCATION: Richardson, OR

INSPECTION DATE: 11/10/2005 INSPECTOR K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	15	5	RAILROAD	Monitor - East outer Hanger 2 for additional impact damage - West Hanger 2 for additional impact damage - East inboard side of Hanger 4 for additional impact damage - West outboard side of Hanger 4 for additional impact damage
5	13	5	OSMOSE	Continue regular inspections

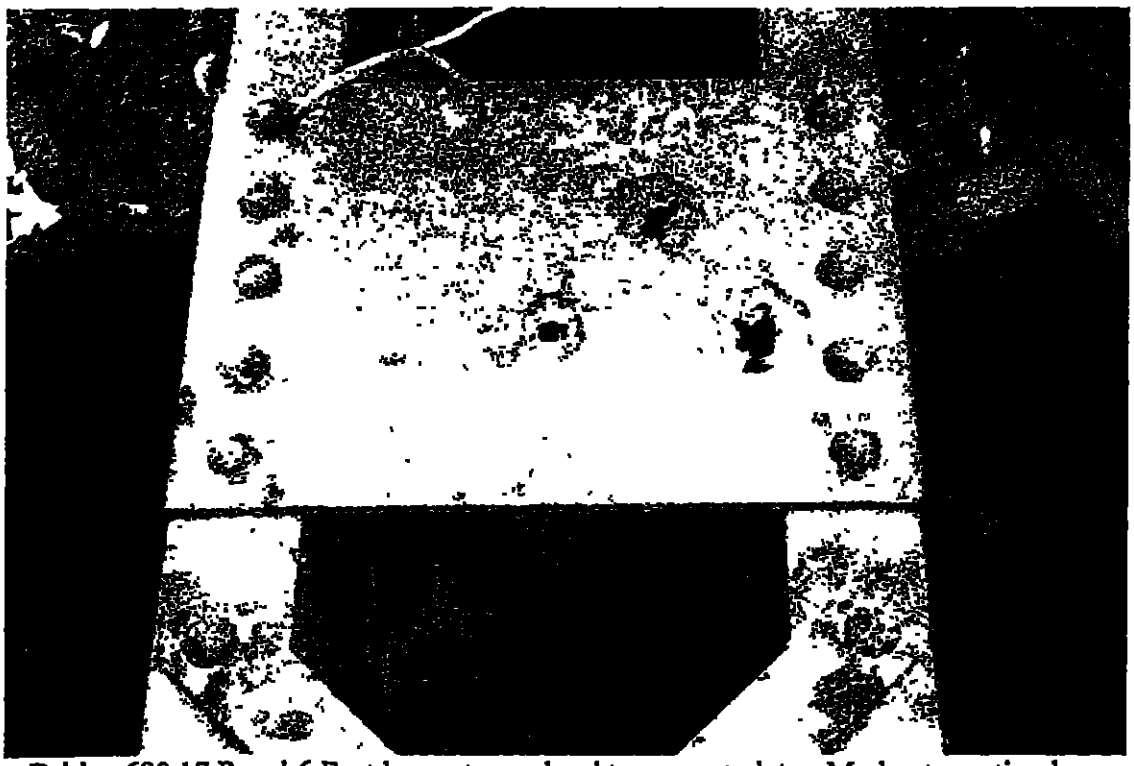
Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



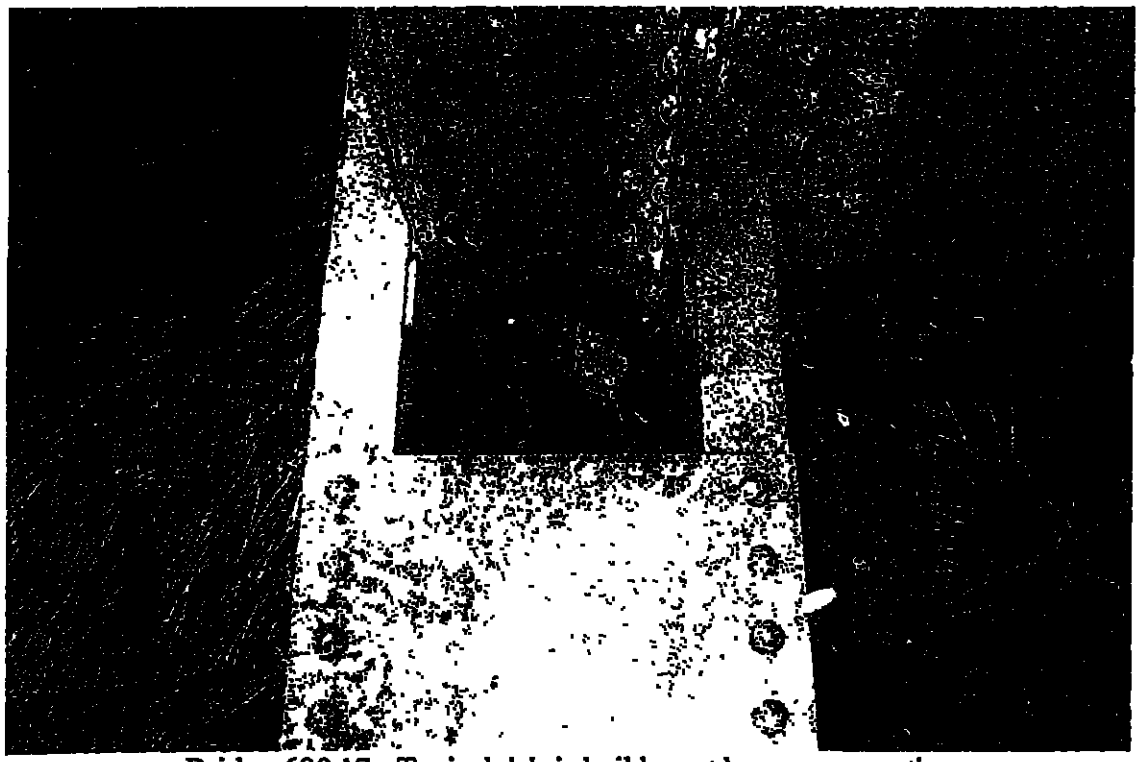
Bridge 680.17 West hanger 4 - Impact damage (outboard side)

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Bridge 680.17 Panel 6 East lower truss chord top gusset plate - Moderate section loss

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Bridge 680.17 - Typical debris build up at hanger connection

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Bridge 680.17 Ties - Derailment damage

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Bridge 680.17 - View from underneath

Usmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 680.17

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 150 | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

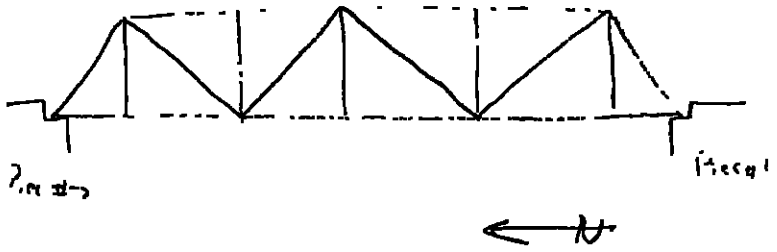
TYPE: DPG • TPG • TRUSS • ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 5 miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

6 Panels
21 Tiers/panel

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 59.679 W123° 37.451 Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO ✓ WALKWAY: YES • NO ✓ LOCATION:

SKEWED: YES • NO ✓ Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER River Maximum Bridge Height: ~20

Bents or Piers in Water: Maximum Water Depth: 15

Requires de-watering Yes No

		Bridge No: 68017

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR •	FAIR •	GOOD •	(OK)	EROSION PROBLEMS:		
TIES:	POOR •	FAIR To • Poor	GOOD •		SIZE: 10" x 10 x 10	QUANTITY: 128	
HEADWALLS:	POOR •	FAIR •	GOOD ✓				
WALKWAY:	POOR •	FAIR •	GOOD •	N/A			
GUARDTIMBER	POOR •	FAIR •	GOOD •	(OK)	SIZE: 6x8		

SUPERSTRUCTURE (Note any defects):

Panels #3, #4, #5, #6 Deck Insert decay - (Pt #3) Abut #1
Ties (2) (2) (2) - Bearing horz. crack / rust

EAST & WEST HANGER 4 IMPACT DAMAGE AT INBOARD SIDE 3' FROM TOR & WEST OUTBOARD 2' FROM TOR
EAST & WEST HANGER 2 IMPACT DAMAGE 2' & 4' FROM TOR
(outboard) (NORTH)

SUBSTRUCTURE (Note any defects):

F.B. #2
BFA has 501 ≤ 1
- TFA minor pitting & BALLAST

Panel #1
- TFA minor corrosion & BALLAST
- BFA light corrosion

Panel #1 Cont
- Surface rust on BTC (All Panels)

FB #1
- BFA has 501 ≤ 1

Panel #2
- Same as #1.

F.B #2
- Same as #1

Panel #3
Same as #1.

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

FB. #3
- OK

Panel #4
- Some

F.B #4
- Minor corr on BFA

Panel #5
- OK
- Surface corr

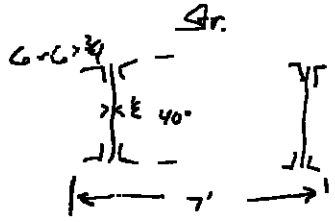
F.B. #5
- Minor corr

Panel #6
- Same as #5
- Ballast on TFA

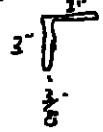
FB #6
- Minor corr to BFA
- Ballast on TFA

Abut #2
- Debris
- Bearing have pack rust

Inverted



Top Level



- Bot 3x3x3/8 Back to Back

- Intermediate FR CP 3/8x12"

(remainder illegible)

- TLA & GP of S1c has minor corrosion (<10% area)
  B7CLM has light corrosion. Alpine GP light to moderate corr (<10% area)

Central Oregon & Pacific Railroad



Bridge 680.46

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002839

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 680.46

MILEPOST 680 46	SECTION# 1
TYPE: TPG	LOCATION. Richardson, OR
INSPECTION DATE 10/28/2005	INSPECTOR K. Trickle

Findings:

Ties - OK (derailment damage)
South Approach - Low

Walkways - OK

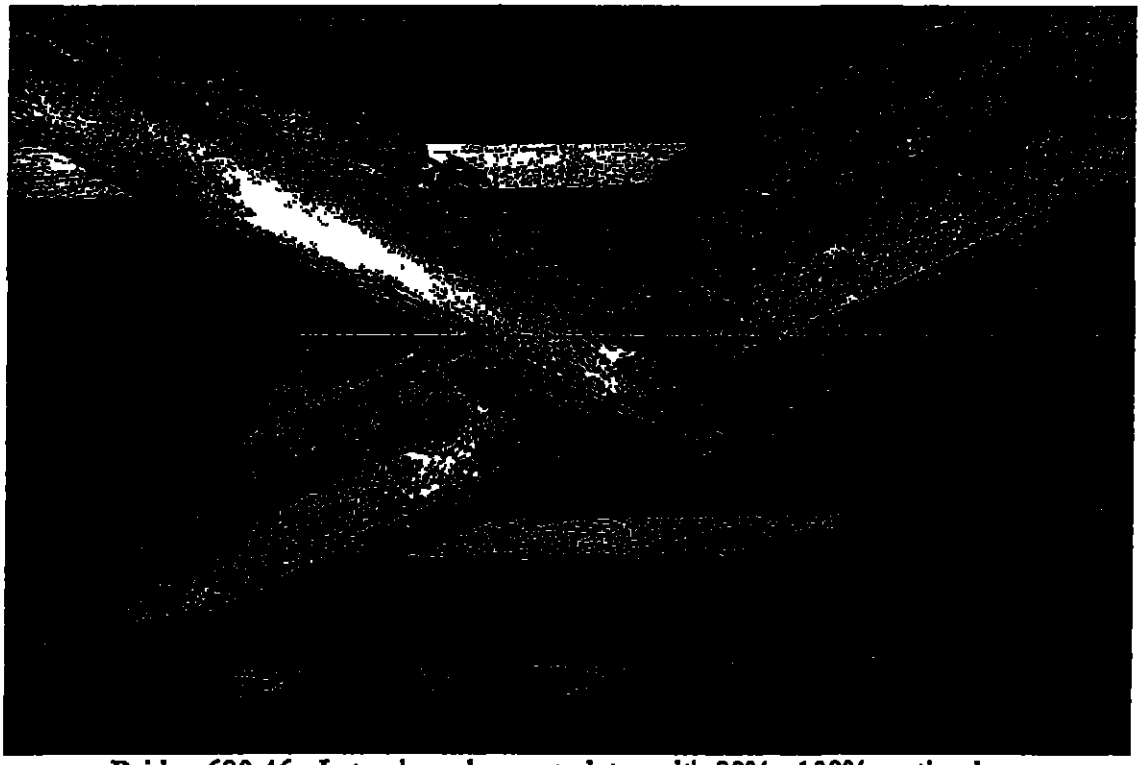
Heavy pitting and corrosion of lower cover plates, stringers and flange angles
Stringers - 30% section loss of top & bottom flanges
Upper Lateral bracing of Stringers - 80% - 100% section loss
Debris and pack rust on lower flange angles, gusset plates and floor beam top
Debris on Abutment seats

Recommended Work and Work Accomplished

RECOMMENDED WORK

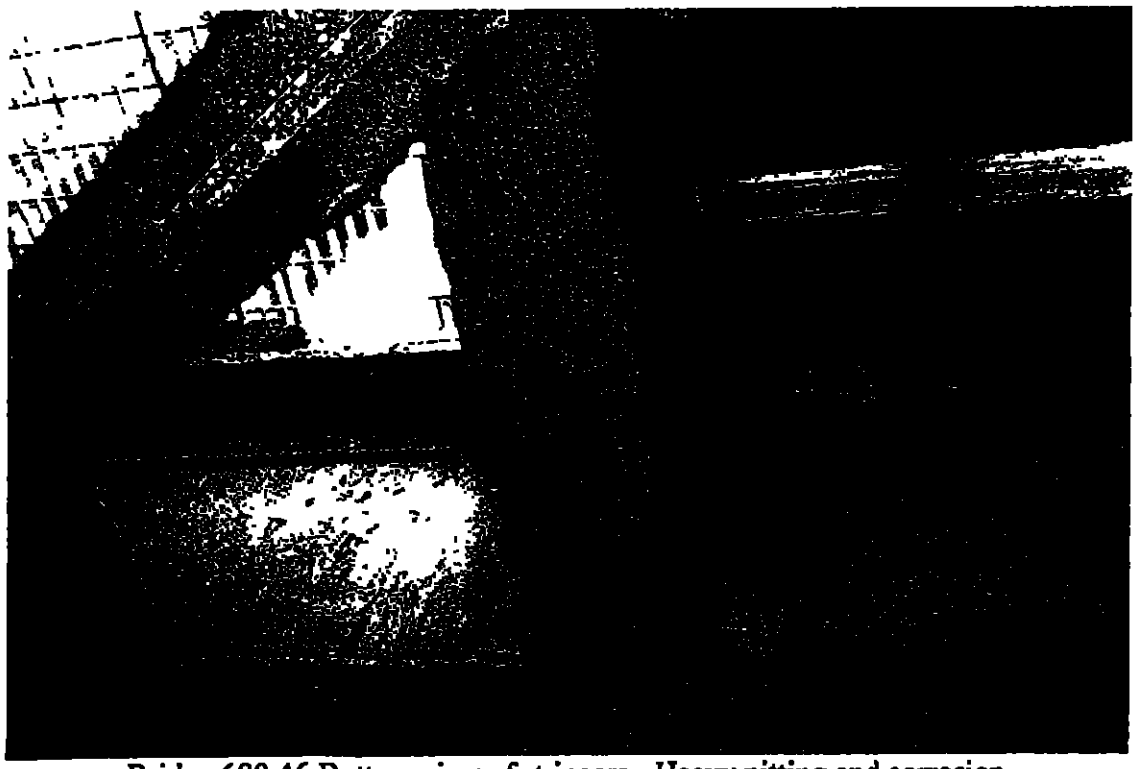
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	OSMOSE	Replace. - All upper lateral bracing of stringers
2	1 6	3	OSMOSE	Replace - Bottom cover plates
3	1 4	3	RAILROAD	Add ballast and tamp up South approach
4	1.3	3	OSMOSE	Replace - All stringers
5	1 2	3	OSMOSE	Replace - Lower flange angles
6	1 1	4	RAILROAD	Remove debris from - Lower gusset plates, flange angles, floor beam top and abutment seats

Central Oregon & Pacific Railroad



Bridge 680.46 - Laterals and gusset plates with 80% - 100% section loss

Central Oregon & Pacific Railroad



Bridge 680.46 Bottom view of stringers - Heavy pitting and corrosion

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 680.46

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: | YEAR BUILT: 1913

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (include span lengths)

Open deck
curve
8 panels
2 conc. abutments

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 59.717' W123 37.784 Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: steel Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

CORP002843

Bridge No: 680.46

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	SOUTH APPROACH - LOW (#3)
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE:	QUANTITY: 72
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAYS	POOR •	FAIR •	GOOD • (OK) steel (both sides)		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):
DEBRIS & PACK RUST ON LOWER FLANGE ANGLES, GUSSET PLATES & FLOOR BEAM TOPS (#4)
HEAVY PITTING & CORROSION OF LOWER COVERPLATES; STRINGERS & FLANGE ANGLES (#3)
STRINGERS - 30% SECTION LOSS OF TOP & BOTTOM FLANGES (#3)
UPPER LATERAL BRACING OF STRINGERS - 80 TO 100% SECTION LOSS (#2)

SUBSTRUCTURE (Note any defects):
DEBRIS ON ABUTMENT SEATS

RECOMMENDED WORK AND PRIORITY RATING

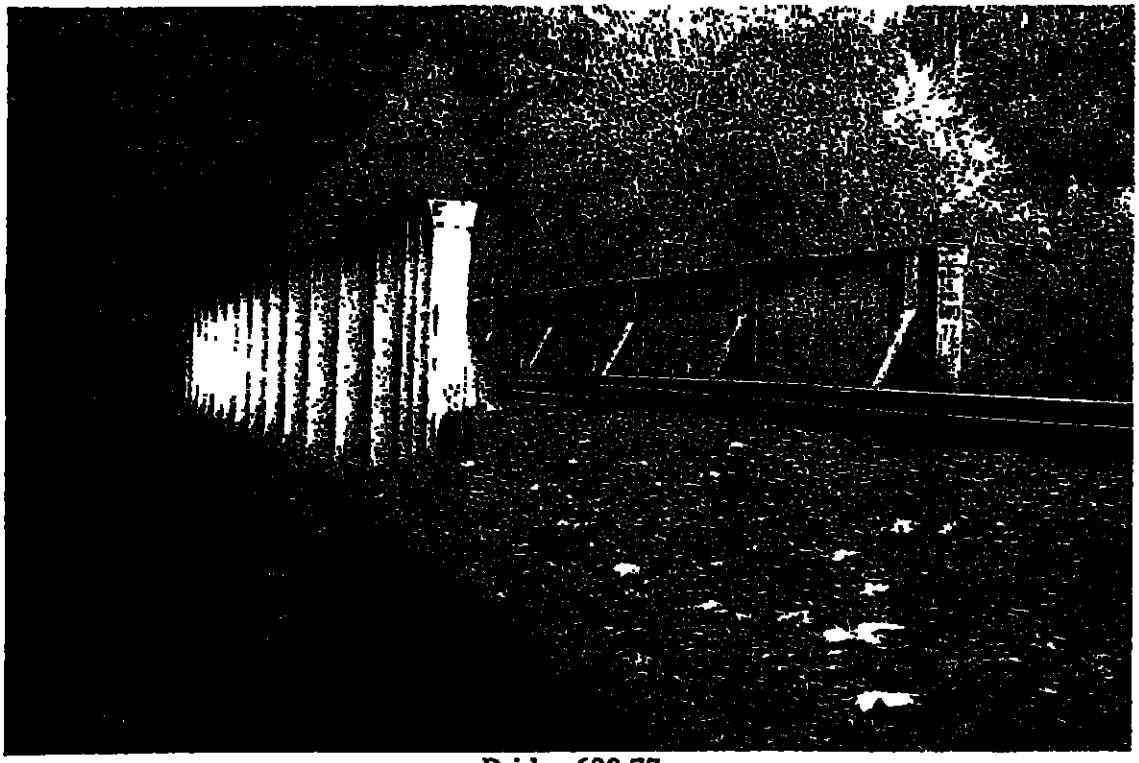
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	(Overall Picture of Bridge)
#	(Picture of Deck)
#	(Jacking setup)
#	(Close-up of Repair)
#	(Overall view of Repair)
#	(Access and Parking Trailer)
#	
#	
#	

Central Oregon & Pacific Railroad



Bridge 680.77

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 680.77

MILEPOST 680 77	SECTION# 1
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR K Trickle

Findings:

Ties - Fair to Poor (plate cut)
Guard timber - Poor
Approaches - Low

Debris and pack rust on lower flange angles, gusset plates and floor beam top
Debris on Abutment seats

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 4	3	RAILROAD	Add ballast and tamp up both approaches
2	1 2	3	OSMOSE	Replace all 84 bridge ties
3	1.1	3	RAILROAD	Remove debris from - Lower gusset plates, flange angles and floor beam tops - Abutment seats
4	1 3	5	RAILROAD	Continue regular inspections

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 680.77

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 1 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (include span lengths)

open deck
8 panels
curve

Typical Bent or Pier Sketch:

ACCESS INFORMATION

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 59.954 W123° 37.934 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim. x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002847

		Bridge No: 680.77

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD (Low)	EROSION PROBLEMS. (#3)		
TIES.	POOR •	(FAIR To Peak)	GOOD •	SIZE plate cut	QUANTITY 84	
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •	No walkway		
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	SIZE		

SUPERSTRUCTURE (Note any defects):

PACK RUST & DEBRIS ON LOWER FLANGE ANGLES, GUSSET PLATES & FLOOR BEAM TOPS (#3)

SUBSTRUCTURE (Note any defects):

DEBRIS ON ABUTMENTS (#3)

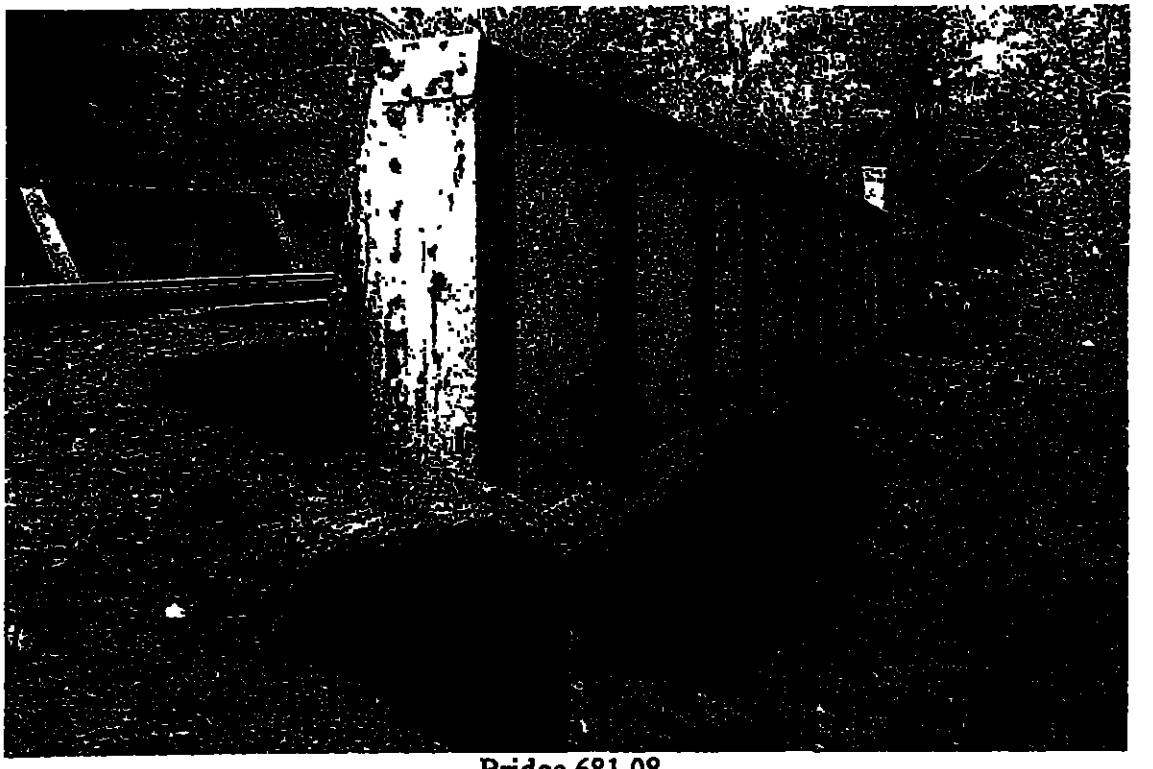
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 681.08

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 681.08

MILEPOST: 681 08	SECTION# 1
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK (derailment damage)
Guard timber - OK
North Approach - Ballast fouled
South Approach - Low
Walkways - OK

Debris and pack rust on lower flange angles, gusset plates and floor beam top
Debris on Abutment seats
Bottom Laterals have 10- 20% section loss at stringer connections in Span 1
Bottom Laterals have 30% section loss at stringer connections in Span 2
Bottom cover plates in Spans 1 & 2 - Delamination and paint peeling

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	14	2	RAILROAD	Remove: - Fouled ballast, replace and tamp up North approach to correct elevation
2	13	3	RAILROAD	Add ballast and tamp up South approach
3	12	4	OSMOSE	Replace - Bottom Laterals in Span 2
4	11	4	RAILROAD	Remove debris from - Lower gusset plates, flange angles, floor beam tops and abutment seats
5	16	5	RAILROAD	Monitor - Bottom cover plates for additional delamination and paint peeling
6	15	5	RAILROAD	Monitor - Bottom Laterals in Span 1 for additional section loss

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Bridge 681.08 - Bottom cover plates delamination and paint peeling

Central Oregon & Pacific Railroad



Bridge 681.08 - Bottom cover plates delamination and section loss

Central Oregon & Pacific Railroad



Bridge 681 08 - Bottom laterals 30% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 681.08

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BOPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (include span lengths)

2 conc. abut.
1 conc. pier
2 spans

Typical Bent or Pier Sketch:

SPAN 1 open deck
5 panels

SPAN 2 - open deck
8 panels

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

on a curve

Directions:

GPS COORDINATES: N 44° DD. DDI' W123 31.30 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: steel Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002854

		Bridge No: 681.08

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	Low (#2)	EROSION PROBLEMS: NORTH APPROACH - LOW & FULLED (#2)
TIES:	POOR •	FAIR •	GOOD •	(OK)	SIZE: GUARD TIMBER (OK) QUANTITY: 52
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	(OK) (STEEL)	
GUARDTIMBER	POOR •	FAIR •	GOOD •		SIZE

SOUTH

SUPERSTRUCTURE (Note any defects): TIES - DERAILMENT DAMAGE
BOTTOM LATERALS IN SPAN 1 AT STRINGER CONNECTIONS - 10-20% SECTION LOSS (#5)
BOTTOM LATERALS IN SPAN 2 AT STRINGER CONNECTIONS - 30% SECTION LOSS (#4)
BOTTOM COVER PLATES - PAINT PEELING & DELAMINATION (#5)
DEBRIS & PACK RUST ON LOWER FLANGE ANGLES, GUSSET PLATES & FLOOR BEAM TOP (#4)

SUBSTRUCTURE (Note any defects):
DEBRIS ON ABUTMENT SEATS (#4)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Tunnel 14

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 14

MILEPOST: 681 09	SECTION# 1
TYPE. Tunnel	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

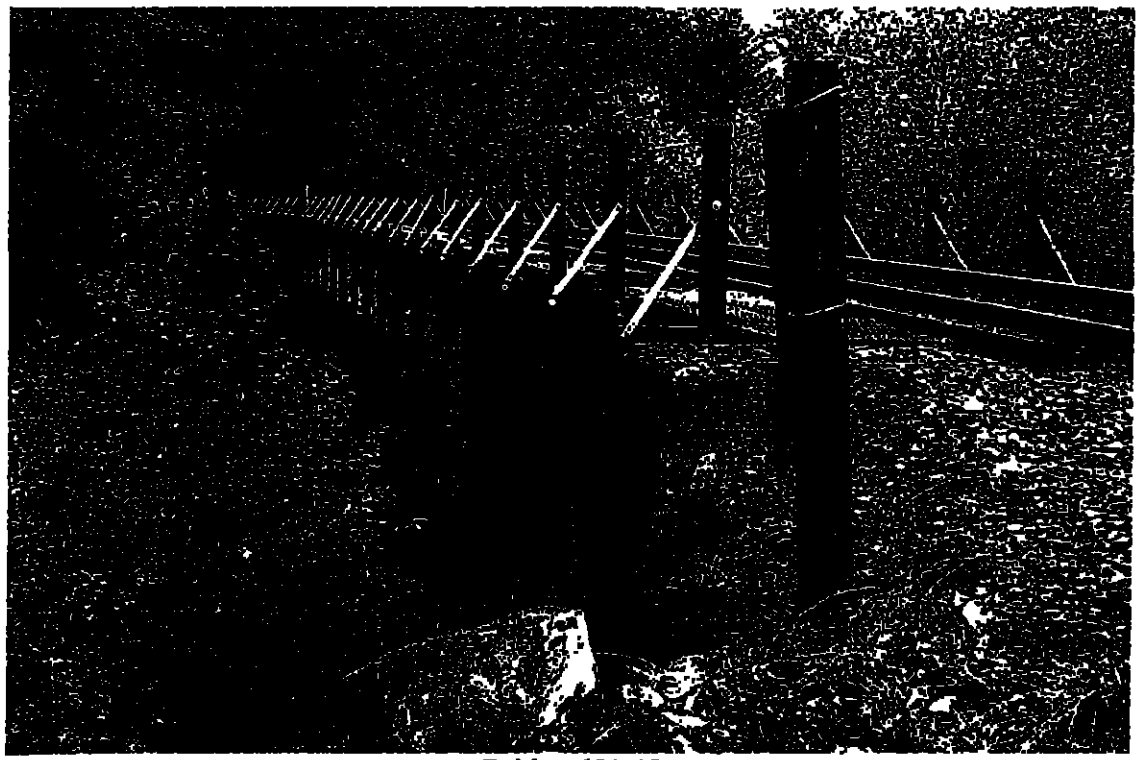
Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	5	RAILROAD	Tunnel not inspected at this time - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad



Bridge 681.45

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 681.45

MILEPOST: 681 45	SECTION# 1
TYPE: DPG	LOCATION Richardson, OR
INSPECTION DATE. 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK
North Approach - Ballast fouled
South Approach - Low
Walkways - OK
Handrails - OK

All spans - Pitting, delamination of cover plates and flange angles
Debris and pack rust on lower flange angles, upper gusset plates and floor beam top
Debris on Abutment seats
Lower Laterals have 20% section loss
Span 2 - Upper lateral gusset plates have 50% section loss
South Bearing, Abutment 1 - Pitting and pack rust

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	2	RAILROAD	Remove: - Fouled ballast, replace and tamp up South approach to correct elevation
2	16	3	RAILROAD	Add ballast and tamp up North approach
3	13	3	OSMOSE	Replace - Upper lateral gusset plates in Span 2
4	11	4	RAILROAD	Remove debris from: - Lower gusset plates - Flange angles - Floor beam top and abutment seats
5	14	5	RAILROAD	Monitor - Structure for additional pitting and corrosion
6	12	5	RAILROAD	Monitor: - Lower lateral angles and gusset plates for additional section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 681.45

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 3 | # OF TRACKS: | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (include span lengths)

3 spans
2 conc. abut.
2 conc. piers
open deck / on a curve

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 00.172' W123° 38.527' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim. x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 681.45

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	Low (OK) EROSION PROBLEMS:	SOUTH APP-fouled ballast (#2)
TIES:	POOR •	FAIR •	GOOD •	(OK) SIZE.	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAYS:	POOR •	FAIR •	GOOD •	(OK) Handrails - OK	
GUARDTIMBER	POOR •	(FAIR) •	GOOD •	SIZE	

NORTH

SUPERSTRUCTURE (Note any defects):

LOWER FLANGE ANGLES UPPER GUSSET PLATES & FLOOR BEAM TOP - PACK RUST & DEBRIS
LOWER LATERALS - 20% SECTION LOSS (ALL 3 SPANS)
SPAN 2 UPPER LATERAL GUSSET PLATES - 50% SECTION LOSS
ALL SPANS - PITTING AND DELAMINATION OF COVER PLATES & FLANGE ANGLES
DEBRIS ON LOWER FLANGE ANGLES, UPPER GUSSET PLATES & FLOOR BEAM TOP

SUBSTRUCTURE (Note any defects):

SOUTH BEARING AT ABUTMENT 1 - PITTING & PACK RUST (#5)
DEBRIS ON ABUTMENT SEATS (#4)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP002861

Central Oregon & Pacific Railroad



Bridge 682.18 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 682.18

MILEPOST. 682.18 SECTION# 1

TYPE: TPG LOCATION: Richardson, OR

INSPECTION DATE. 10/28/2005 INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - Fair to Poor
Walkway - OK (steel)

30% section loss on lower laterals
Upper Struts 90% section loss or have fallen out (5 total)
Debris and pack rust on gusset plates, flange angles, floor beams and stringer tops
Debris on Abutment seat

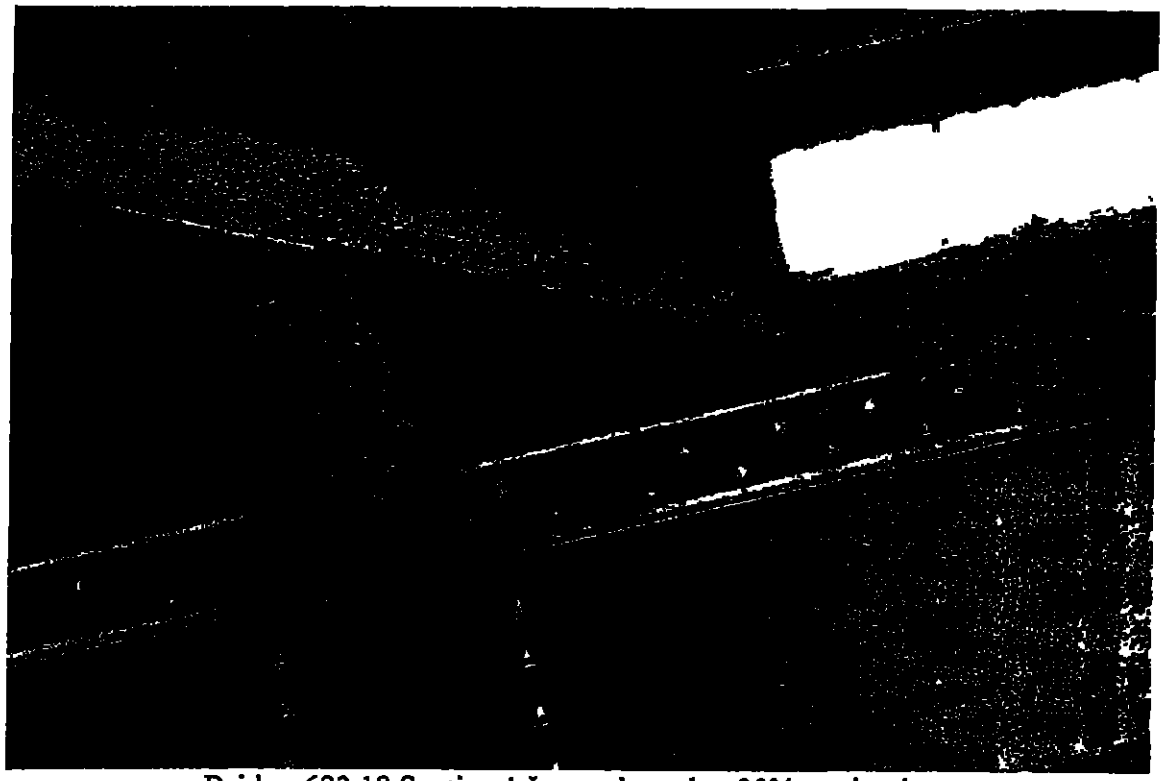
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	14	3	OSMOSE	Replace - All Guard timber
2	13	3	OSMOSE	Replace. - Upper Struts in each panel
3	11	3	RAILROAD	Remove debris from. - Gusset plates, flange angles, floor beams and stringer tops
4	15	4	RAILROAD	Remove debris from - Abutment seat
5	12	4	OSMOSE	Replace - Lower laterals

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 682.18 Section 1 Lower laterals - 30% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 682 18 SEC. 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (include span lengths)

5 PANELS
OPEN DECK
1 ABUTMENT
1 CONCRETE PIER

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 00.131' W123° 39.333' Nearest Crossing:

BRIDGE: TANGENT • (CURVE •) Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES •) NO • LOCATION: BOTH

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

CORP002865

Bridge No: 682 18 SEC 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	(OK) SIZE:	QUANTITY: 44
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	(OK) (STEEL)	
GUARDTIMBER	POOR •	(FAIR TO POOR)	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

30% SECTION LOSS OF LOWER LATERALS (# 4)
UPPER STRUTS (1 IN EACH PANEL) 90% SECTION LOSS OR HAVE FALLEN OUT · (#3) 5 TOTAL
DEBRIS & PACK RUST - GUSSET PLATES, FLANGE ANGLES, FLOOR BEAMS & STRINGER TOPS (# 3)

SUBSTRUCTURE (Note any defects):

DEBRIS ON ABUTMENT SEAT (# 4)

RECOMMENDED WORK AND PRIORITY RATING

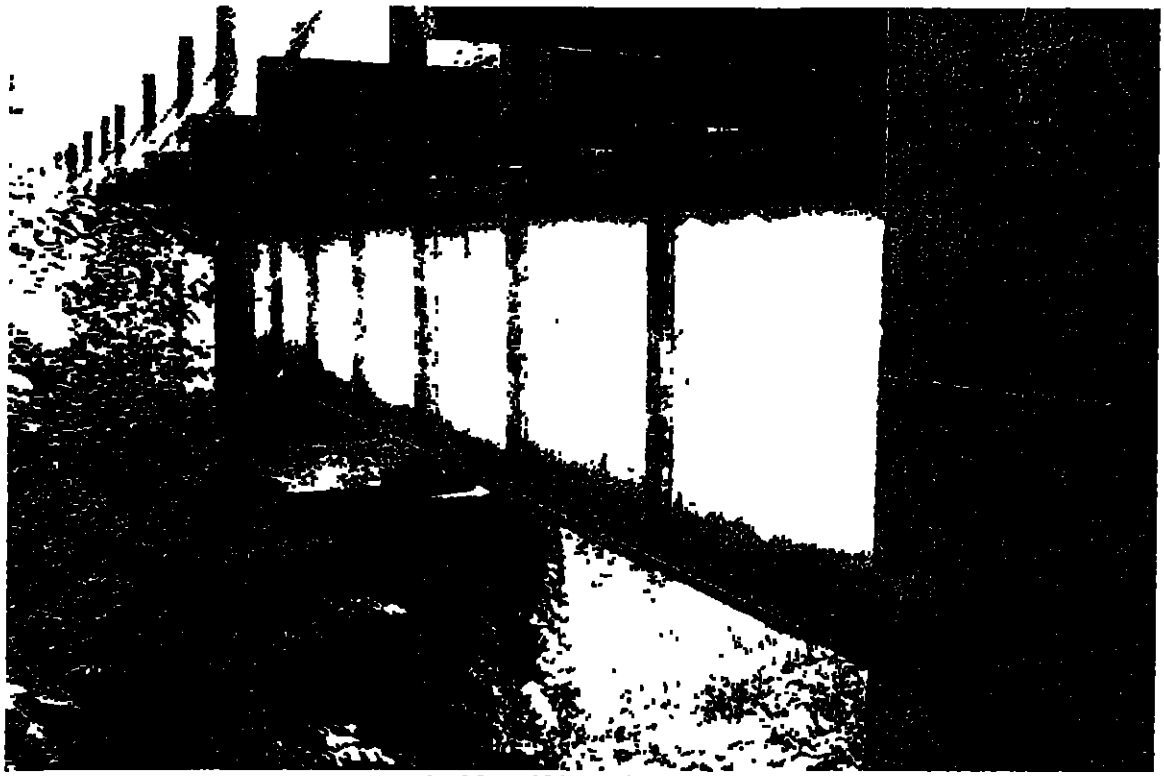
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
	#

Central Oregon & Pacific Railroad



Bridge 682 18 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 682.18

MILEPOST: 682.18	SECTION# 2
TYPE: DPG	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K Trickle

Findings:

Ties - OK (derail damage)
Guard timber - Fair to poor
Approach - Low
Walkways - OK (steel)
Handrails - OK

Span 1
- Upper laterals & gusset plates have 20% section loss
- Lower laterals have 30-50% section loss

Span 2
- Lower laterals have 10% section loss
- Upper flange angles have 30% section loss
- Lower flange angles at the Abutment have 40-60% section loss

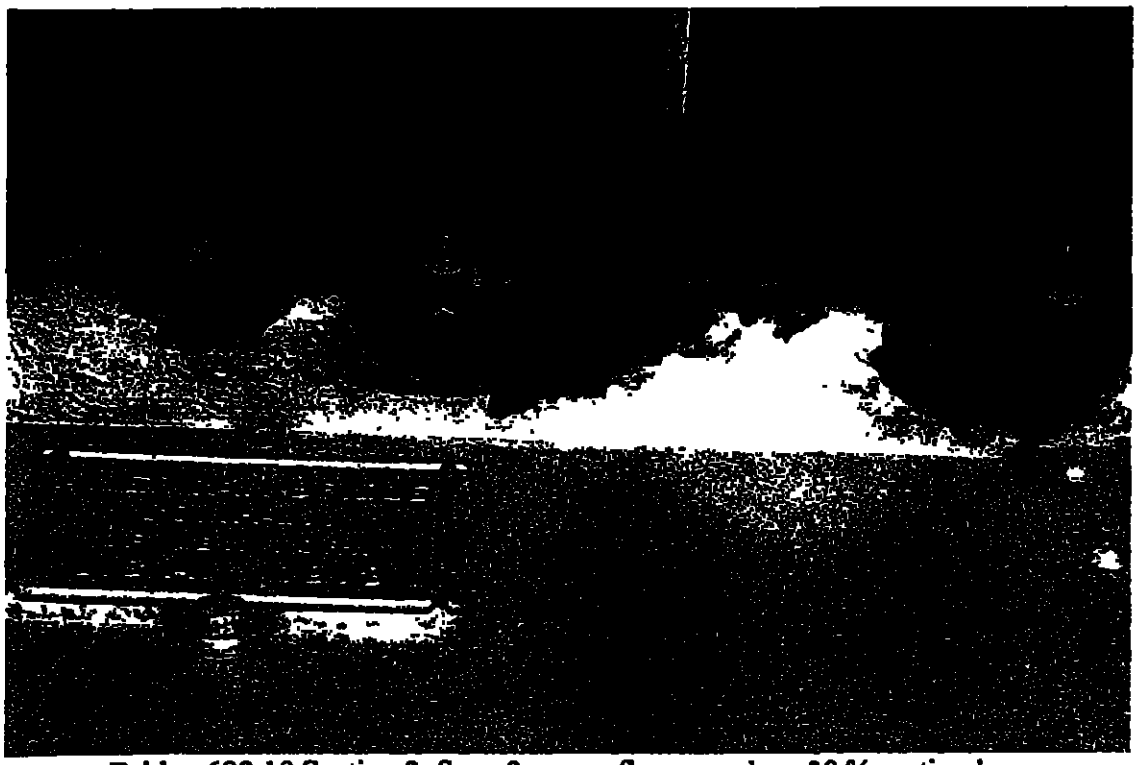
Debris and pack rust on Abutment seat
Debris and pack rust on gusset plates, flange angles, floor beams and stringer tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.4	3	OSMOSE	Replace: - Lower flange angles in Span 2 at the South abutment
2	2.3	3	OSMOSE	Replace: - All Guard timber
3	2.2	3	OSMOSE	Replace - Lower laterals in Span 1
4	2.1	3	RAILROAD	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops - Abutment seat
5	2.8	4	OSMOSE	Replace: - Upper flange angles in Span 2
6	2.5	4	RAILROAD	Add ballast and tamp up approach
7	2.7	5	RAILROAD	Monitor - Upper laterals & Gusset plates in Span 1 for additional section loss
8	2.6	5	RAILROAD	Monitor - Lower laterals in Span 2 for additional section loss

Central Oregon & Pacific Railroad



Bridge 682.18 Section 2, Span 2 upper flange angles - 30 % section loss

Central Oregon & Pacific Railroad



Bridge 682.18 Section 2, Span 2 - South bottom flange angles 40 - 60% section loss

Central Oregon & Pacific Railroad



Bridge 682.18 Section 2, Span 2 Upper flange and shelf angles - Moderate section loss

Central Oregon & Pacific Railroad



Bridge 682.18 Span 2 Southwest bearing and stiffeners - Typical section loss and debris

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 682 1A SEC 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (include span lengths)

2 CONCRETE PIERS
1 ABUTMENT
OPEN DECK

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is In _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION: BOTH

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002873

Bridge No: 682 18 Sec 2

CONDITION

LINE & SURFACE: POOR • FAIR • GOOD •

APPROACHES: POOR • FAIR • GOOD • Low EROSION PROBLEMS: (#4)

TIES: POOR • FAIR • GOOD • (OK) SIZE: dead damage QUANTITY: 87/46

HEADWALLS: POOR • FAIR • GOOD •

WALKWAY: POOR • FAIR • GOOD • (OK) (STEEL) Hand rails - OK

GUARDTIMBER POOR • (FAIR To Poor) GOOD • SIZE:

SUPERSTRUCTURE (Note any defects):

30-60% SECTION LOSS TO LOWER LATERALS IN SPAN 1 (#3)
30% SECTION LOSS TO UPPER FLANGE ANGLES IN SPAN 2 (#4)
40-60% SECTION LOSS TO LOWER FLANGE ANGLES AT SOUTH ABUTMENT IN SPAN 2 (#3)
20% SECTION LOSS TO UPPER LATERALS & GUSSET PLATES IN SPAN 1 (#5)
10% SECTION LOSS TO LOWER LATERALS IN SPAN 2
DEBRIS & PACK RUST IN GUSSET PLATES, FLANGE ANGLES, FLOOR BEAMS & STRINGER TOPS (#3)

SUBSTRUCTURE (Note any defects):

DEBRIS ON ABUTMENT SEAT (#3)

RECOMMENDED WORK AND PRIORITY RATING

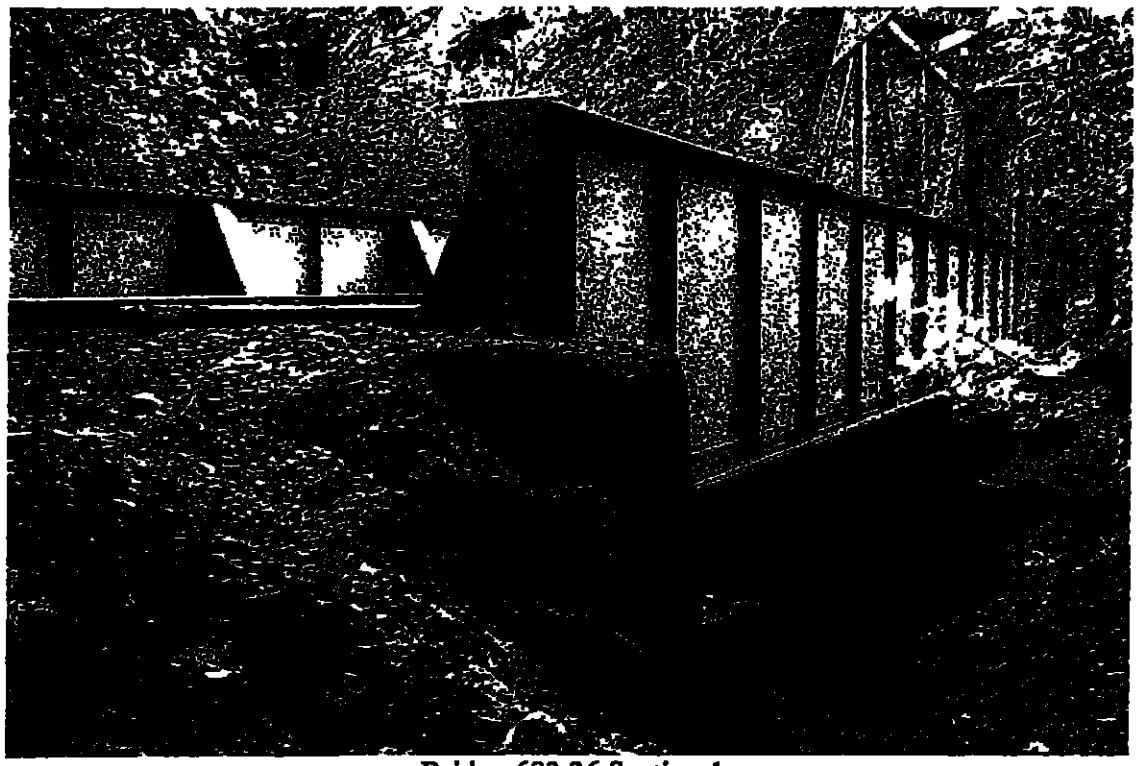
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 683.36 Section 1

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002875

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 683.36

MILEPOST. 683 36	SECTION# 1
TYPE: TPG	LOCATION· Richardson, OR
INSPECTION DATE 10/28/2005	INSPECTOR· K. Trickle

Findings:

Ties - OK (8 reject)
Guard timber - OK
Approach - Low (ballast fouled)

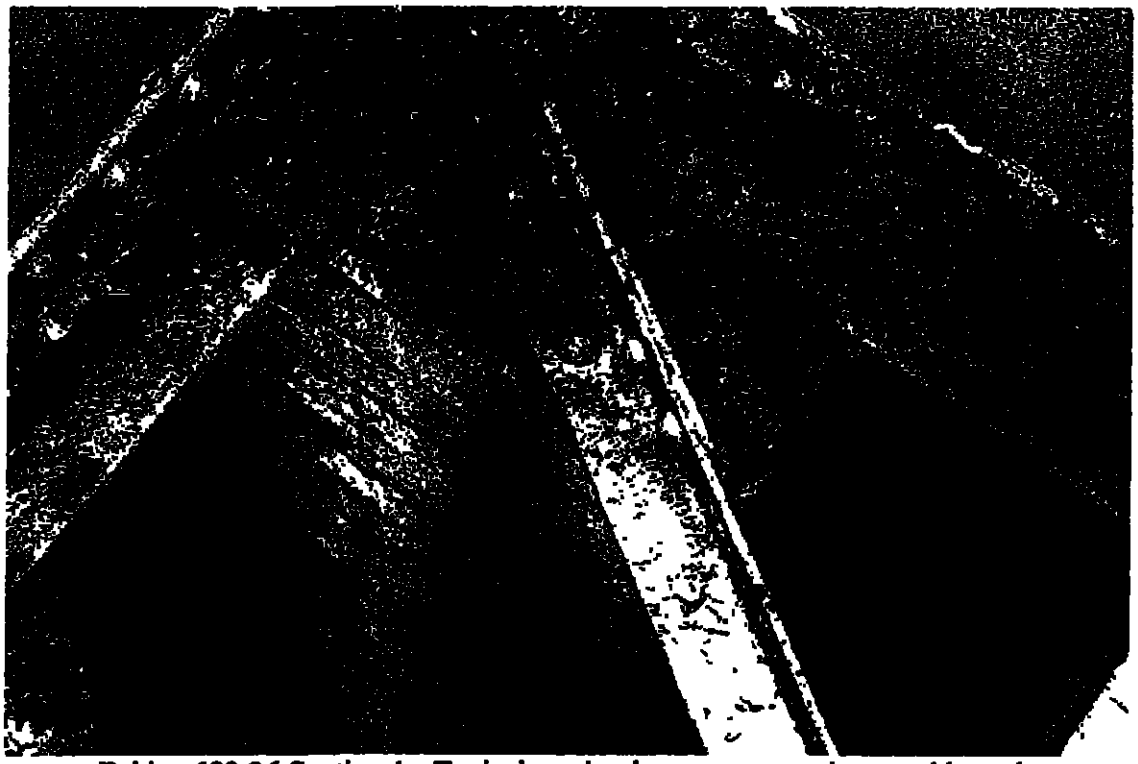
Debris on abutment seats
Debris on gusset plates and flange angles
10% section loss on gusset plates and flange angles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	14	2	RAILROAD	Remove - Fouled ballast, replace and tamp up approach to correct elevation
2	12	4	RAILROAD	Remove debris from - Gusset plates, flange angles and abutment seats
3	11	4	OSMOSE	Spot replace 8 bridge ties
4	13	5	RAILROAD	Monitor - Gusset plates and flange angles for additional section loss

Central Oregon & Pacific Railroad



Bridge 683.36 Section 1 - Typical section loss on gusset plates and laterals

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 683.36 Sect. 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: DIVISION: Coos Bay DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: # OF SPANS: 1 # OF TRACKS: 1 YEAR BUILT:

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

6 panels

3 span deck

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44° 00.308' W123° 40.166 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth.

Requires de-watering Yes No

		Bridge No: 683.36 Sect. 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD • Low	EROSION PROBLEMS	(BALLAST FOULED)
TIES:	POOR •	FAIR •	GOOD • OK	SIZE: 8X8	QUANTITY 57
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD • OK	SIZE	

SUPERSTRUCTURE (Note any defects):

debris on gussets, flange angles
10% section loss on gussets, flange angles

SUBSTRUCTURE (Note any defects):

debris on abut. seats

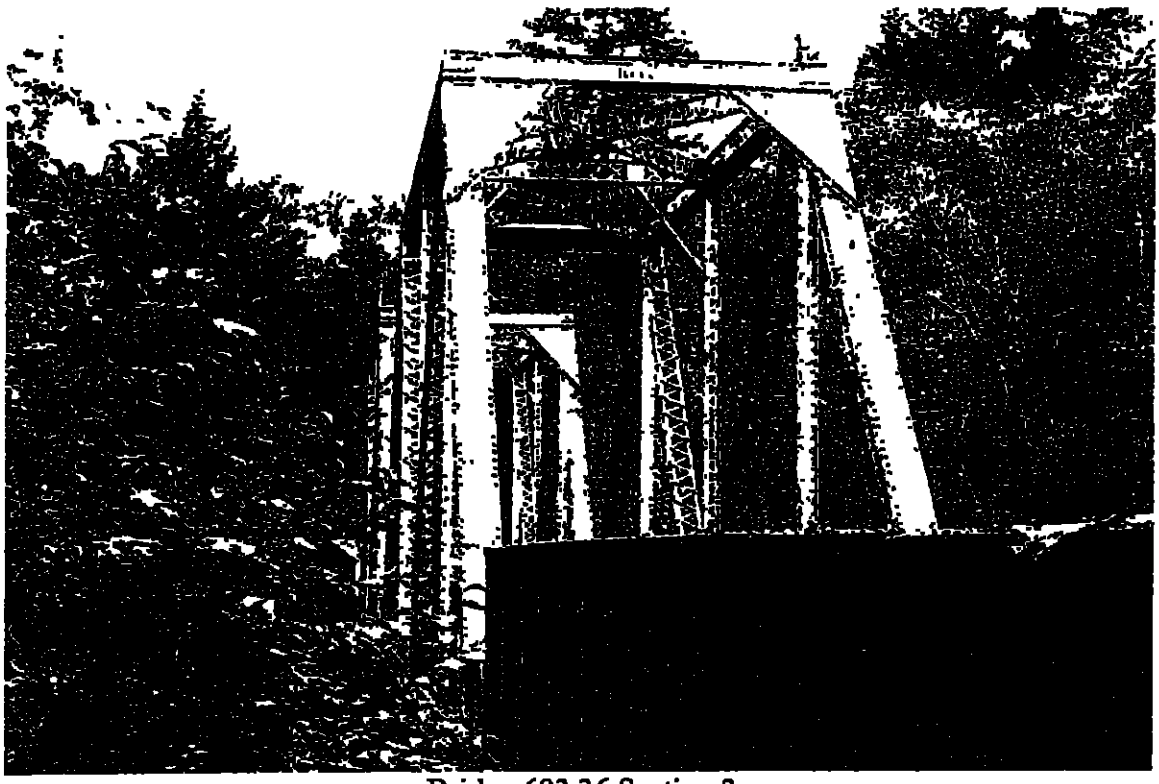
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 683.36 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 683.36
MILEPOST 683 36	SECTION# 2
TYPE: Thru Truss	LOCATION: Richardson, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K. Trickle

Findings:

Ties - Poor
Guard timber - Poor
Truss 1 - 38 reject ties
Truss 2 - 35 reject ties

Light to moderate corrosion on stringer top lateral angles and gusset plates (both trusses)
Light corrosion on stringer top flange angles (both trusses)
Paint peeling and surface rust developing throughout (both trusses)
Debris on bearing areas

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 1	2	OSMOSE	Replace all 196 bridge ties and guard timbers (both trusses)
2	2 3	4	RAILROAD	Remove debris from - Bearing areas
3	2 2	5	OSMOSE	Continue regular inspections

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: CO83.36 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 2-100' | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

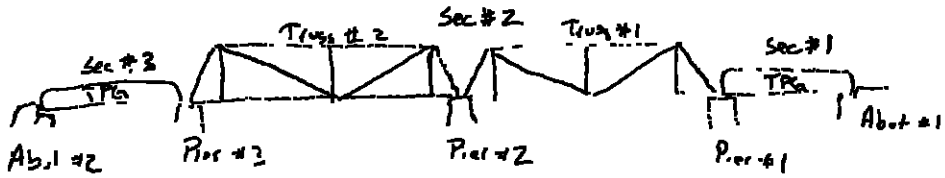
NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (Include span lengths)

N →



Typical Bent or Pier Sketch:

4 Panels
24 Ties / Panel
2 Str / Panel
CPan F & #2, #3, #4

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N43° 00.308' W123° 40.166' Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in _____

GUARD RAIL: YES • NO ✓ WALKWAY: YES • NO ✓ LOCATION:

SKEWED: YES • NO ✓ Type of Walk: N/A Dim: x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER River Spur

Bents or Piers in Water: Maximum Bridge Height: 15'

Maximum Water Depth: 5'

Requires de-watering Yes No

		Bridge No: 683.36 Sec #2

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR •	FAIR ✓	GOOD •	EROSION PROBLEMS.			
TIES:	POOR ✓	FAIR •	GOOD •	SIZE: 10x8x10'		QUANTITY:	
HEADWALLS:	POOR •	FAIR ✓	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •	N/A			
GUARDTIMBER	POOR ✓	FAIR •	GOOD •	SIZE. 6x8			

SUPERSTRUCTURE (Note any defects):

General Notes (Truss #1)
- TLA & GP at Str light towards in corr
- TFA at Str light corr
- Paint peeling w/ surface rust

General Notes (Truss #2)
- Same as Truss #1

SUBSTRUCTURE (Note any defects):

Truss #1 -OK
Piers #1 -OK
F.B. #0 -OK
Panel #1 -OK
F.B. #1 -OK
Panel #2 -OK
F.B. #2 -OK
Panel #3 -OK
F.B. #3 -OK
F.B. #4 -OK
Panel #4 -OK

Truss #2 -OK
Piers #2 -OK
F.B. #0 -OK
Panel #1 -OK
F.B. #1 -OK
Panel #2 -OK
F.B. #2 -OK
Panel #3 -OK
F.B. #3 -OK
Panel #3 -OK
F.B. #4 -OK

Decks and Beams -OK

RECOMMENDED WORK AND PRIORITY RATINGS

- Replace Ties on both Trusses: P. #2

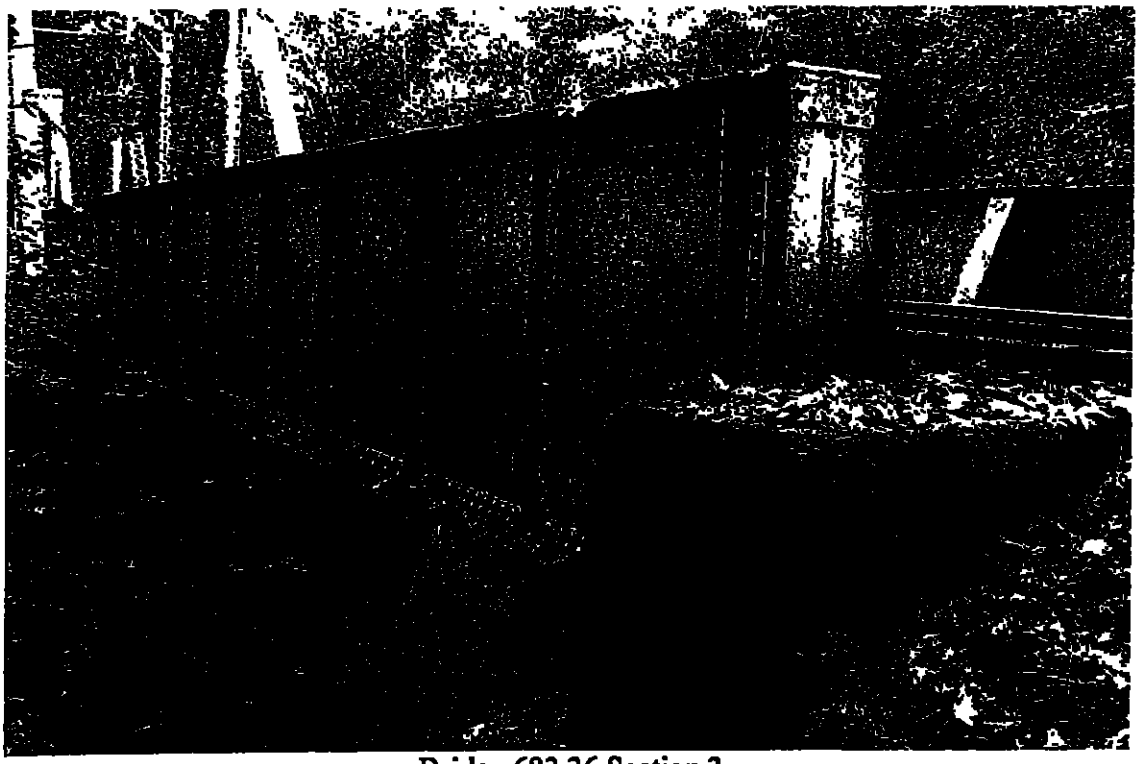
(Truss 1 - 98 ties 39 ⊗)
(Truss 2 - 98 ties 35 ⊗)

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 683.36 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 683.36

MILEPOST: 683 36 | SECTION# 3

TYPE: TPG | LOCATION: Richardson, OR

INSPECTION DATE: 10/28/2005 | INSPECTOR. K. Trickle

Findings:

Ties - Poor
Guard timber - Poor
Southeast abutment - Low (losing trackbed)
Approach - Low

Debris on abutment seats
Debris on gusset plates and flange angles
10% section loss on gusset plates and flange angles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 1	2	OSMOSE	Replace all 57 bridge ties
2	3 6	3	RAILROAD	Place - Rip/rap and add ballast to the Southeast wingwall
3	3 5	3	RAILROAD	Add ballast and tamp up approach
4	3 3	4	RAILROAD	Remove debris from: - Gusset plates, flange angles and abutment seats
5	3 4	5	RAILROAD	Monitor: - Gusset plates and flange angles for additional section loss

Central Oregon & Pacific Railroad



Bridge 683 36 Section 3, Southeast wingwall - Losing ballast from trackbed

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 683.36 Sect. 3

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

1 span
6 panels
Open deck

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) LOCATION:

SKEWED: YES • NO • Type of Walk: Dim. x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 683.36 Sect. 3

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES.	POOR •	FAIR • LOW	GOOD •	EROSION PROBLEMS		
TIES:	(POOR) •	FAIR •	GOOD •	SIZE:	QUANTITY: 57	
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

debris on gussets, flange angles
10% section loss on gussets, flange angles

SUBSTRUCTURE (Note any defects):

Southeast abutment - low / losing track bed #3
debris on abut. seat

RECOMMENDED WORK AND PRIORITY RATING

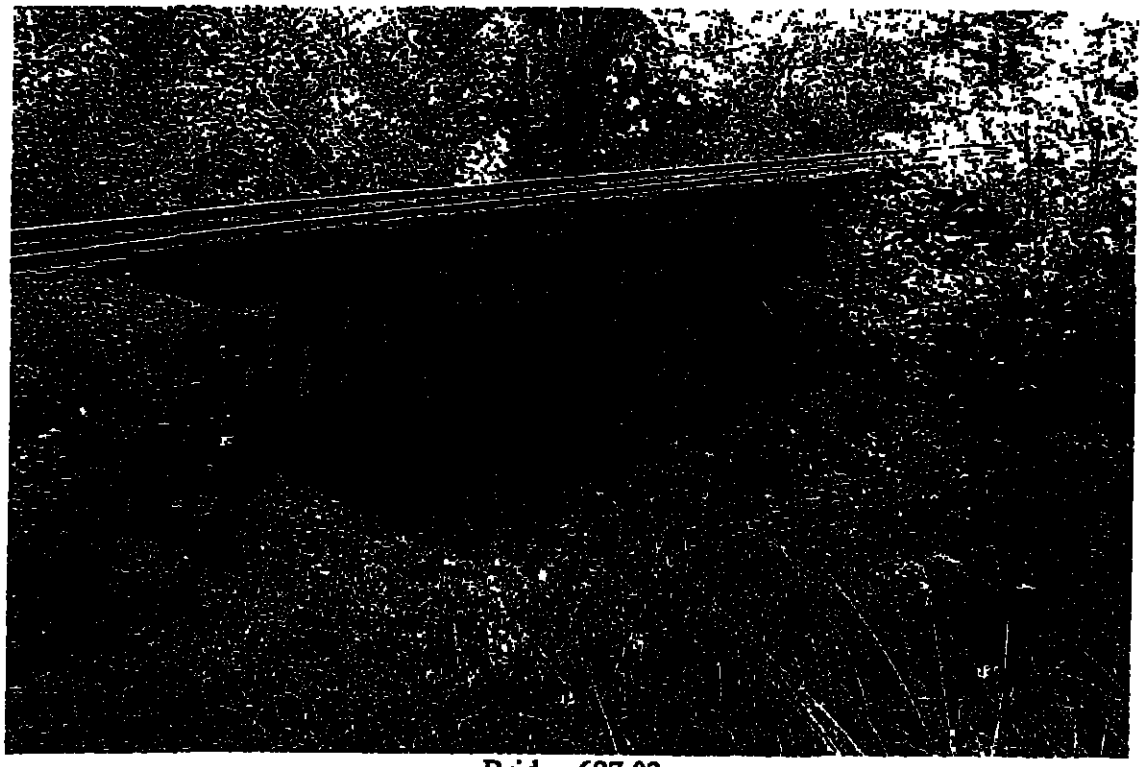
Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP002888

Central Oregon & Pacific Railroad



Bridge 687.03

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002889

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.03

MILEPOST: 687 03	SECTION# 1
TYPE. ODPT	LOCATION. Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K Trickle

Findings:

Bent 1
Cap - Possible Reject

Bent 2
Subcap - Possible Reject

Bent 3
1/2" gap over Post 3
Cap - Piles slightly punching

Bent 4
Cap - Reject (minor crushing)

Bent 5
Subcap - Very minor cornering under both chords

Span 1
Stringer 1 - Visual Reject
Stringer 8 - Reject

Span 2
Stringer 8 - Visual Reject

Span 3
Stringer 5 - Reject
Stringer 8 - Visual Reject

Span 5
Stringer 1 - Visual Reject
Stringer 8 - Reject

Ties - Poor (derailment damage)
Guard timber - Poor
Headwalls - OK
Wingwalls - OK
Approaches - Low
Girt braces - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 13	2	OSMOSE	Replace all bridge ties.
2	1 8	3	OSMOSE	Replace - Cap on Bent 4 (minor crushing)
3	1 6	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.03

MILEPOST. 687 03	SECTION# 1
TYPE: ODPT	LOCATION- Richardson, OR
INSPECTION DATE- 10/28/2005	INSPECTOR, K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	1 15	4	OSMOSE	Replace - Subcap on Bent 2
5	1 14	4	RAILROAD	Add ballast and tamp up both approaches.
6	1 12	4	OSMOSE	Replace - Stringer 6 in Span 2 (visual reject)
7	1 9	4	OSMOSE	Replace - Cap on Bent 1
8	1 7	4	OSMOSE	In-place preservatively treat piles and caps.
9	1 4	4	OSMOSE	Shim or Epoxy - Over Post 3 of Bent 3
10	1 11	5	RAILROAD	Monitor - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)

COMPLETED WORK

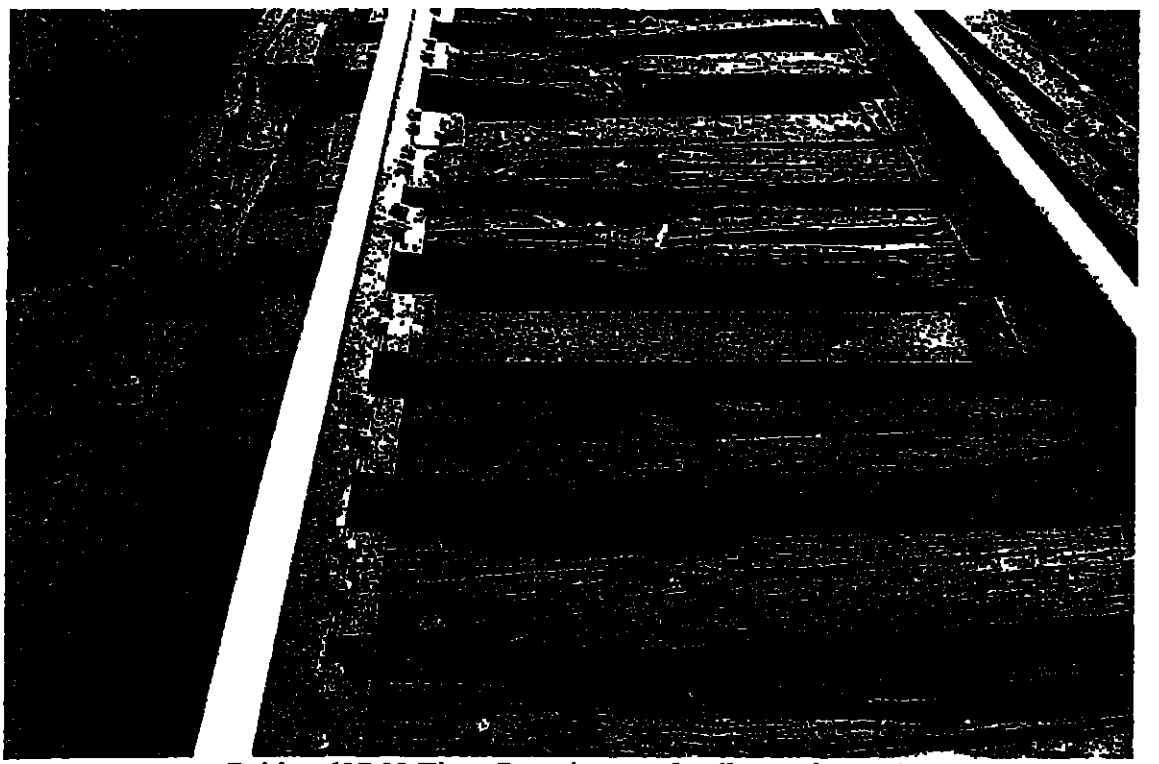
ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 2		OSMOSE	10/ 3/2001	Spotted in 6 ties - 3 at each joint bar over Bents 2 & 3 Repositioned Bent #3 under Stringer Parting Lines Installed Santa Fe Bracing in Spans 2 and 4 Replaced Subcap on Bent 1

Central Oregon & Pacific Railroad



Bridge 687.03 Stringer 8 Span 2 - Visual reject (failed)

Central Oregon & Pacific Railroad



Bridge 687.03 Ties - Poor (severe derailment damage)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner CORP Reg /Div _____ Bridge No 687.03

Dist (Sub) Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 35

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	5	3½	0/P	1	7					15				20
		CAP		over P5	4½	2				CAP (PX) 13½ x 13½ x	12'				
		Sub CAP	New		10/3/01	OK	Osmose								
2	Post 5	Post 4	12	1	4	1				4 BB's					60
		Post 5		1	1	6					14x12				
		SUB CAP		P5	1	2	(PX) - Possible Reject								
3	Post 5	CAP	12	over P1	1	1	Also slight pounding #5								60
						½"	Gap over Post 3								
4	Post 5	Post 5	15½	1	OK					H20					80
		CAP		over P4	5	3½	Minor Crushing CAP (X) dapped to 11"								
5	Post 5	Post 3	15½	Sill	OK					H20					80
		SUB CAP	Minor cornering both ends												
6	5		3½				Sounded OK								20
					Santa Fe bracing Spans 2 & 4 10/3/01 Offline										
										All Bents 10½ sub CAP					
								(SJ)		Ties - Poor #2 decay damage					
					G. Timber - Poor					Girts - OK					
					W. Wells - OK					Headwalls - OK					
										Apps - Low					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Habit
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

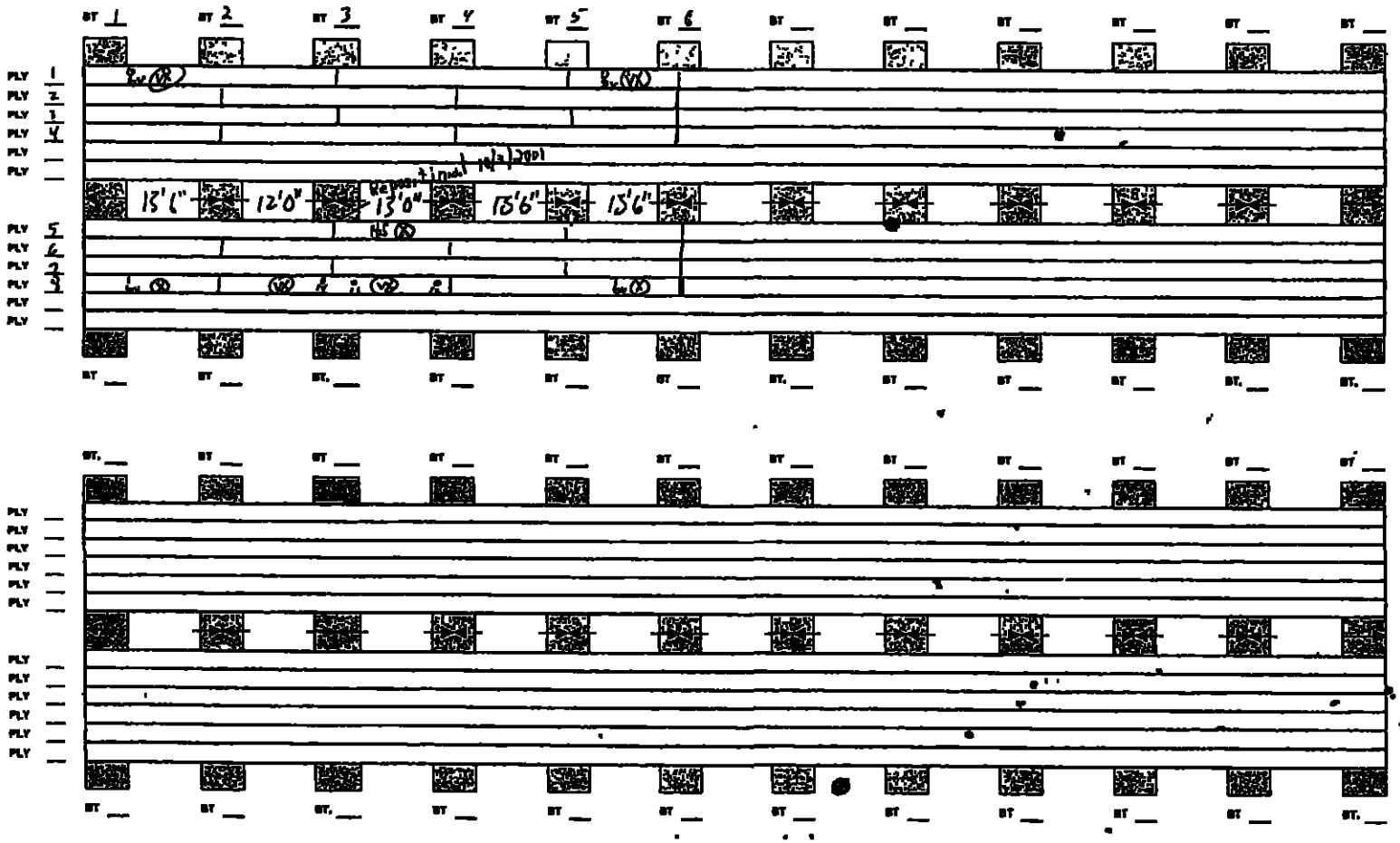
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002894

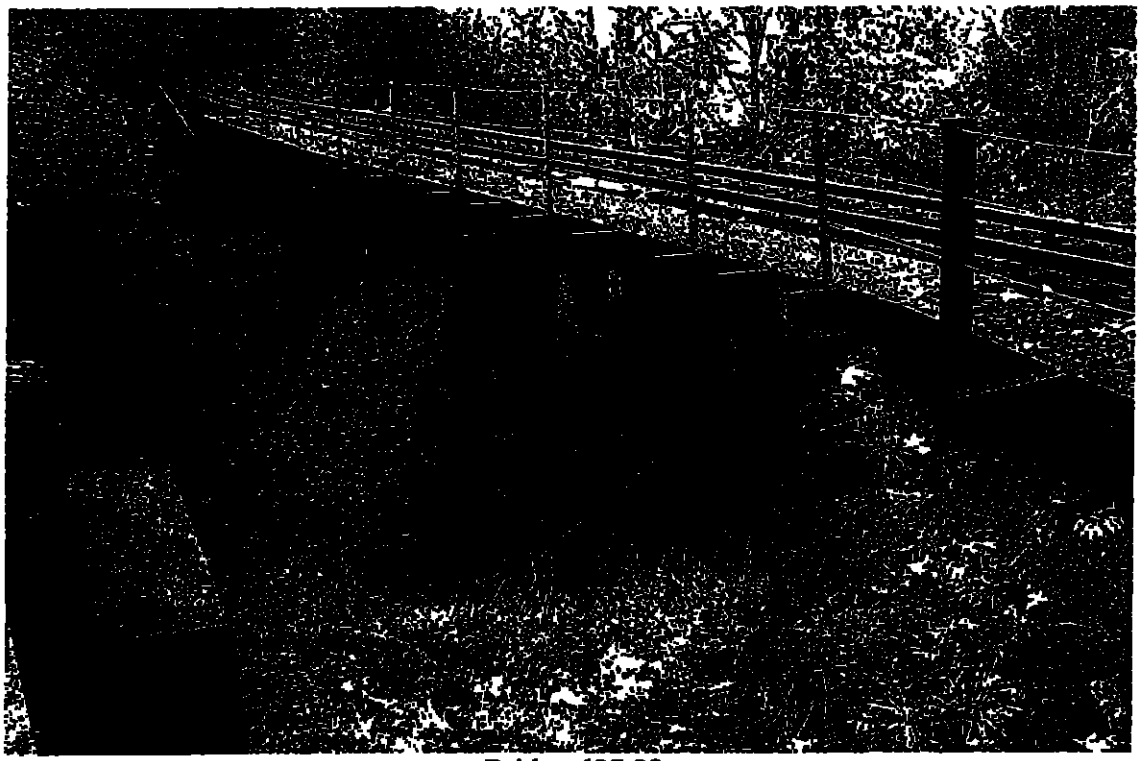
#687 03 Coos Bay

Stringer Schematic



CORP002895

Central Oregon & Pacific Railroad



Bridge 687.88

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002896

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.88

MILEPOST 687 88 | SECTION# 1

TYPE: ODPT | LOCATION: Richardson, OR

INSPECTION DATE: 10/28/2005 | INSPECTOR. K Tnckle

Findings:

Bent 1
Subcap - Reject

Bent 2
Post 5 - Reject
Subcap - Reject

Bent 3
Subcap - Reject (crushing under Chord 2)

Bent 4
Subcap - Reject

Bent 5
Subcap - Reject
Cap - Reject

Bent 6
Post 5 - Reject
Subcap - Possible Reject

Bent 7
Subcap - Reject

Ties - Fair (derail damage)
North Guard timber - Fair to Poor
East Headwall - Top plank reject
Approaches - Low
Walkway - OK
Handrail - OK

Drift - Bents 3 & 4

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	OSMOSE	Replace - Subcap on Bent 3 (crushing under chord 2) - Subcap on Bent 4 (crushing under chord 2) - Subcap on Bent 7 (crushing under chord 2)
2	1 3	2	OSMOSE	Cut Pile tops down and - Replace Cap and Subcap on Bent 5 with a Double Cap (crushing under chord 2)
3	1 9	3	OSMOSE	Replace - North Guard timber
4	1 6	3	RAILROAD	Remove drift from bridge as necessary

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.88

MILEPOST: 687.88 | SECTION# 1

TYPE: ODPT | LOCATION Richardson, OR

INSPECTION DATE: 10/28/2005 | INSPECTOR K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	14	3	OSMOSE	Replace Subcap on Bent 1 - Subcap on Bent 2
6	16	4	OSMOSE	Replace: - Top plank on East headwall
7	17	4	RAILROAD	Add ballast and tamp up both approaches.
8	15	4	OSMOSE	Replace - Subcap on Bent 6
9	12	4	OSMOSE	Post - Post 5 of Bent 2 - Post 5 of Bent 6
10	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 687.88 Bent 3 Subcap - Reject (crushing under chord 2)

BORING RECORD

Date. 10/28 20 05 Sheet. 1 of 2

OWNER: CORP BRIDGE #: 687, 88

Sub / District / Branch: Coos Bay

Location: Richardson, OR MP 695.0 Region / Division:

Type. ☐ Pile ☑ Frame ☑ Open Deck ☐ Ballast Deck ☐ Other Age. 1939

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR	PP	LIN FT PILING
1	5	subcap	1	P1	1½	6				Subcap - ⊗ 10'	11½	X 13	X 10'		
						↕ 10'		← 10' →		11½" ↕					
2	5P	subcap	5	P5	5	5				Subcap - ⊗					
		P2		sill	6	3									
		P4		sill	3	2									
		P5		1	2	10½					14	XP			
3	5P	subcap	17	P5	2	5				cracking @ Chord 2 Subcap	⊗	(#2)			
		cap		P3	OK					H20					
4	5P	subcap	17	P5	3	4				Subcap - ⊗ CRUSHED	(#2) UNDER CHORD			2	
										H20					
5	5P	subcap	14½	P4	1	6				Subcap - ⊗ CRUSHED	(#2) UNDER CHORD			2	
		cap		P4	2	4				Cap - ⊗					

SYMBOLS

PP - Previously Posted	H - Heart
X - Reject	S - Shell Thickness
PX - Possible Reject	SR - Shell Rot
V - Void	RS - Ring Separation
DR - Decay Ring	D/P - Draft Pin
DP - Decay Pocket	G/L - Groundline Area

Bents Numbered From:	(N)	S	E	W
Piling Numbered From:	N	S	(E)	W
Bent # 1 is: (Timetable)	(N)	S	E	W

Signed: KT

Osmose Railroad Services, Inc.

BORING RECORD

Date: 10/28 20 05 Sheet: 2 of 2

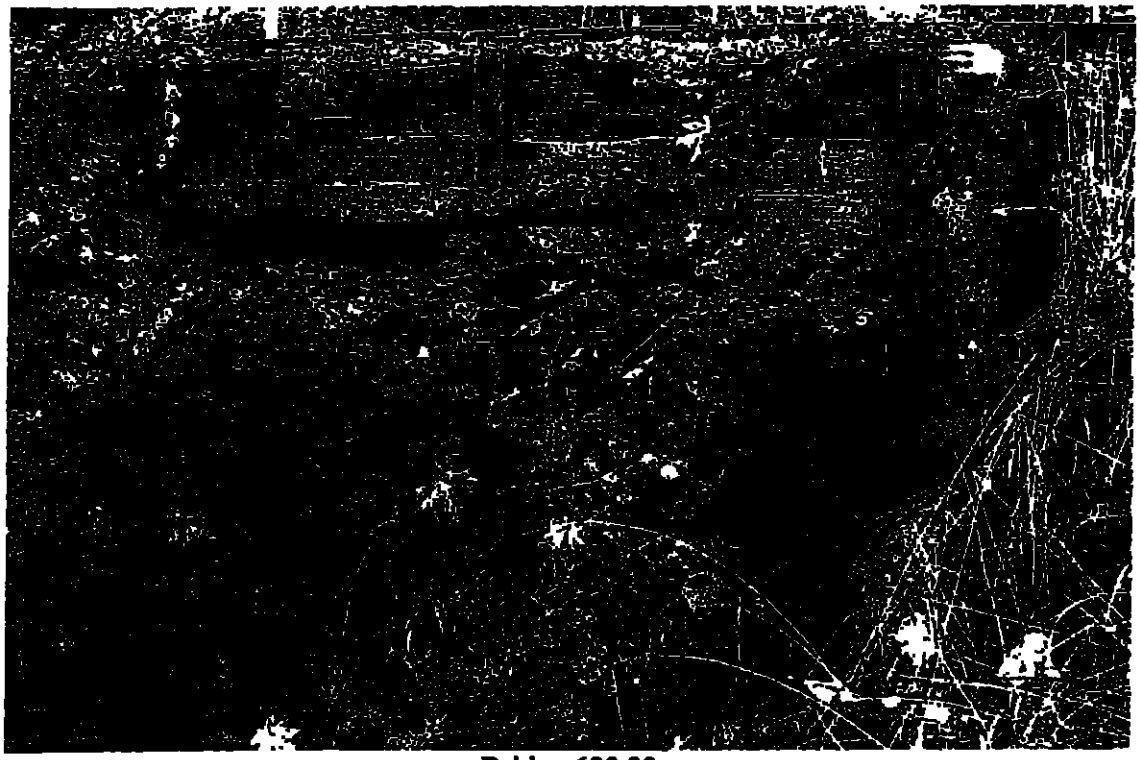
OWNER: CORP BRIDGE #: 687.88

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX or X	GAL TR.	PP	LIN FT PILING
6	5P	subcap	7	P1	5	2				Subcap - PX					
		2		6	3	6					15				
		4		5	6	3									
		5		D/P	2	8					14	XP			
7	5	subcap	3	P4	2	4				Subcap - X (#2) CRUMBLING UNDER CHORD					2
		cap		P4	3	1									
										Apps - Low (#4)					
										Ties - Fair dorsal damage					
										Walkway - OK					
										Handrail - OK					
										E. Hdwl - top plank (X)					
										N. Gd. Timb. - F / poor (#3)					
										Drift - lots 3 sh					
			SUB CAPS			10"				11½"					
										10'					
						10" X 11½" X 10'									

Osmose Railroad Services, Inc.

CORP002901

Central Oregon & Pacific Railroad



Bridge 689.23

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002902

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 689.23

MILEPOST: 689.23	SECTION# 1
TYPE: BDPT	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ballast Retainers - OK
Headwalls - OK

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	4	OSMOSE	In-place preservatively treat piles caps and stringers
2	1.3	5	RAILROAD	Continue to inspect bridge on a regular railroad inspection schedule.

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	10/ 4/2001	Framed out. - Bent 1 Replaced - North Headwall (untreated planks)

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28-2005

Owner CORP Reg /Div _____ Bridge No 689.23

Dist / Sub / Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	5		3½												20
						New Frame Bent 10/4/2001					Osmose				
									(H)						
2	5	Post 1	3½	D/P	0	Zn.							1	B	20
									(H)						
										Ballast rd. - OS					
										Headwalls - OS					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmose Wrap
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002904

Central Oregon & Pacific Railroad



Bridge 690.47

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 690.47

MILEPOST: 690.47	SECTION# 1
TYPE TPG	LOCATION. Richardson, OR
INSPECTION DATE. 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - Poor
Approaches - Low (ballast fouled)

Debris on Abutment seats
Debris and pack rust on gusset plates, lower flange angles, floor beams and stringer tops
Minor pitting of floor beams

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 2	2	RAILROAD	Remove: - Fouled ballast, replace and tamp up both approaches to correct elevation
2	1 1	2	OSMOSE	Replace - All Guard timber
3	1 3	3	RAILROAD	Remove debris from - Abutment seats - Gusset plates, lower flange angles, stringer and floor beam tops
4	1.4	5	RAILROAD	Monitor - Floor beams for additional pitting

Osmose Railroad Services, Inc.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 690.47

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

1 span
4 panels

Typical Bent or Pier Sketch:

ACCESS INFORMATION:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N44° 03. 098 W123° 41. 630 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is In _____

GUARD RAIL: YES • NO • WALKWAY: YES • (NO) • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER creek Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 690.47

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS	Low ballast fouled
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE:	QUANTITY: 35
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

minor pitting of floor beams (US)
debris on gussets, lower flange angles, stringer/flor beam tops

SUBSTRUCTURE (Note any defects):

debris on abut. seats

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 690.85 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 690.85

MILEPOST: 690 85	SECTION# 1
TYPE: TPG	LOCATION. Richardson, OR
INSPECTION DATE. 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - Poor
Guard timber - Fair to Poor (3 sections reject)
Approach - Low
Northeast abutment - Losing trackbed

Major Debris on Abutment
Major Debris on gusset plates, lower flange angles, floor beams and stringer tops
10- 50% section loss of lower laterals
West Knee Braces 2 & 4 in Span 1- Torn on the West side
West Knee Brace 3 in Span 1 - Impact damage on the West side

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	2	OSMOSE	Replace all 84 bridge ties
2	1 5	3	OSMOSE	Install - Wingwall to the Northeast abutment
3	1 2	3	RAILROAD	Remove debris from. - Abutment top - Gusset plates, lower flange angles, stringer and floor beam tops
4	1 7	4	OSMOSE	Replace. - West Knee brace 2 in Span 1 - West Knee brace 4 in Span 1
5	1 4	4	OSMOSE	Replace - Lower laterals
6	1 1	4	RAILROAD	Add ballast and tamp up approach
7	1 6	5	RAILROAD	Monitor - West Knee brace 3 in Span 1 for additional impact damage

Central Oregon & Pacific Railroad



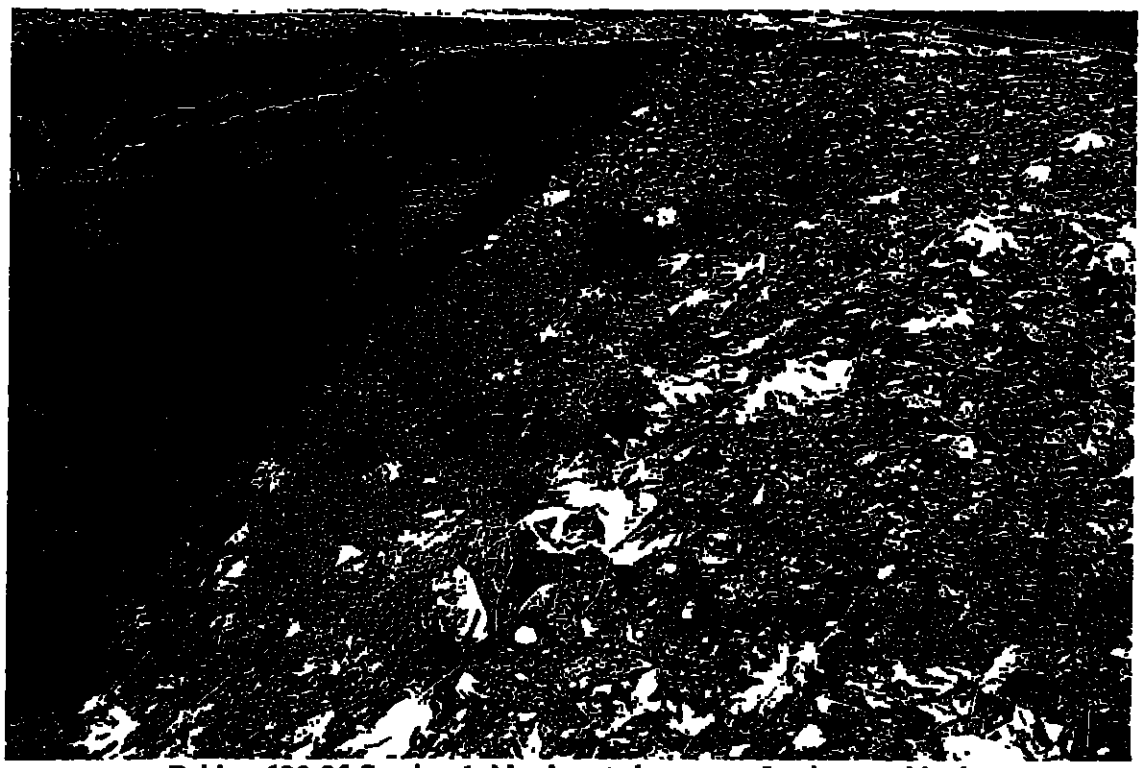
Bridge 690.85 Lower laterals - 10% section loss at gusset plates

Central Oregon & Pacific Railroad



Bridge 690.85 Section 1 West knee brace 2 - Torn from impact damage

Central Oregon & Pacific Railroad



Bridge 690.85 Section 1, Northeast abutment - Losing trackbed

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY. KT

Bridge No: 690.85 Sect. 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 3 | # OF TRACKS: 1 | YEAR BUILT: 914

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (include span lengths)

3 spans 1 abut. 1 pier
5 panels each
on a curve

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44° 03.348 W123° 41.907' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height.

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP002914

Bridge No: 640.85 Jct. 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES.	POOR •	FAIR •	GOOD •	EROSION PROBLEMS	Low	
TIES:	(POOR) •	FAIR •	GOOD •	SIZE.	QUANTITY	24
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR (To Poor)	GOOD •	SIZE.	3⊗	

SUPERSTRUCTURE (Note any defects):

SPAN 1 - Knee braces 3 & 4 - torn @ WEST SIDE Knee brace 3 - Impact damage major debris on gusset, lower flange angles, stringer / floor beam tops
10-50% sect. loss lower laterals

SUBSTRUCTURE (Note any defects):

NORTHEAST ABUTMENT - LOOSE TRACKED (#3)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 690.85 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 690.85**
MILEPOST: 690 85	**SECTION# 2**
TYPE: Thru Truss	**LOCATION Richardson, OR**
INSPECTION DATE: 11/10/2005	**INSPECTOR. K. Trickle**

Findings:

Ties - OK
Guard timber - Fair to Poor

Minor surface rust on all steel truss members
Minor corrosion on stringer top lateral angles and gusset plates, all panels
Ballast on top flange angles of end floor beams
Debris on pier tops at bearings

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 3	3	OSMOSE	Replace all bridge ties
2	2 2	3	RAILROAD	Remove debris from - Pier tops
3	2 1	5	OSMOSE	Continue regular inspections

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: CAO 85 Sec # 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: 100 | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

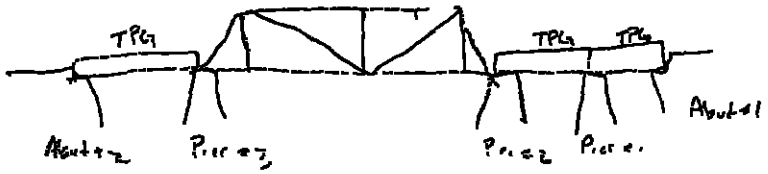
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK ✓ BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44° 03. 248 W123° 41. 951' Nearest Crossing: 1 mile

BRIDGE: TANGENT • CURVE ✓ Superelevation is in _____

GUARD RAIL: YES • NO ✓ WALKWAY: YES • NO ✓ LOCATION:

SKEWED: YES ✓ NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER River Maximum Bridge Height: 20

Bents or Piers in Water: Maximum Water Depth: +10'

Requires de-watering Yes No

		Bridge No: 690.85 SEC. 2

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD ✓	**EROSION PROBLEMS:**		
TIES:	POOR •	FAIR •	GOOD ✓	**SIZE:** 11½x10x10 FAIR TO POOR	**QUANTITY**	
HEADWALLS:	POOR •	FAIR •	GOOD ✓			
WALKWAY:	POOR •	FAIR •	GOOD •	N/A		
GUARDTIMBER	POOR •	FAIR ✓	GOOD •	**SIZE:** 6x8		

SUPERSTRUCTURE (Note any defects):

- Ties - OK
- 6 Timbers To - (20'-x)
- Minor surface rust on Steel members
- Minor corr on TLA 4 & 2 of 4th
- Bolts on TTH is F.B

4 Panels
2 Cor / Panel
2: Tie / Panel
To Spikes on TH of L.

SUBSTRUCTURE (Note any defects):

FB #0
- Bolts on TTA

Panel #1
- OK

F.B. #1
- OK

Panel #2
- OK

FB #2
- OK

Panel #3
- OK

FB #3 - OK

Panel #4
- OK

F.B. #4
OK

DEBRIS ON PIER TOPS AT BEARING AREAS (#3)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 690.85 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 690.85

MILEPOST: 690 85	SECTION# 3
TYPE: TPG	LOCATION: Richardson, OR
INSPECTION DATE 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - Fair to poor
Guard timber - OK
Approach - Low

Major Debris on Abutment
Major Debris on gusset plates, lower flange angles, floor beams and stringer tops
10 - 50% section loss of lower laterals and gusset plates

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 4	3	OSMOSE	Replace all 44 bridge ties
2	3.3	4	OSMOSE	Replace: - Lower laterals - Gusset plates
3	3.2	4	RAILROAD	*Remove debris from* - Abutment seat - Gusset plates, lower flange angles, stringer and floor beam tops
4	3 1	4	RAILROAD	Add ballast and tamp up approach

Osmose Railroad Services, Inc.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY KT

Bridge No: 690.85 Sect. 3

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

about.
open deck
6 panels

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 690.15 Sect. 3

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES*	POOR •	FAIR •	GOOD •	Low EROSION PROBLEMS
TIES.	POOR •	FAIR •	GOOD •	SIZE. FAIR TO POOR QUANTITY 44
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	POOR •	FAIR •	GOOD • (OK)	SIZE.

SUPERSTRUCTURE (Note any defects)

debris on lower flange angle, stringer / floor beam tops

10-5-2 section loss lower laterals & gusset plates

SUBSTRUCTURE (Note any defects):

debris on abut. seat

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 691.05 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 691.05**
MILEPOST: 691 05	SECTION# 1
TYPE. DPG	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK

Debris on Abutment seat
Debris on gusset plates and lower flange angles

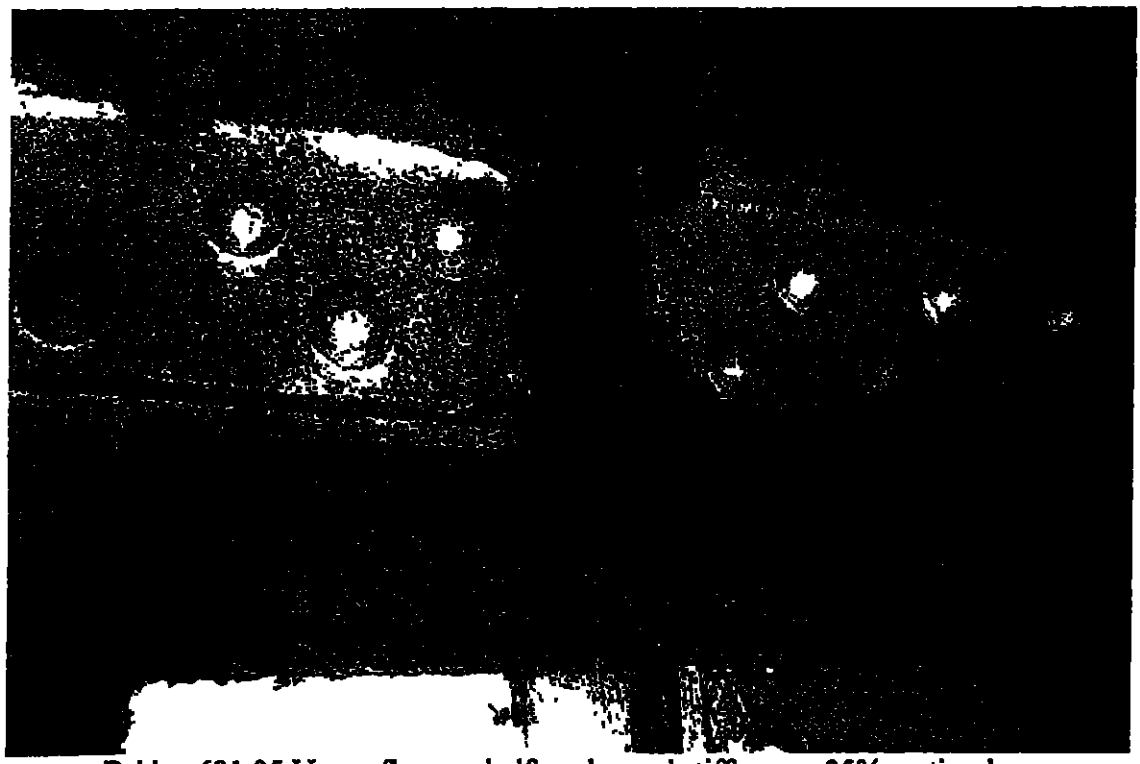
Upper gusset plates and cross braces have 30% section loss
Lower laterals have 30% section loss
Bottom cover plates and lower flange angles in Span have 15% section loss and delamination
Upper and lower flange angles at the North abutment have 25% section loss
Upper 8" of the stiffeners at the North abutment have 25% section loss

Recommended Work and Work Accomplished

RECOMMENDED WORK

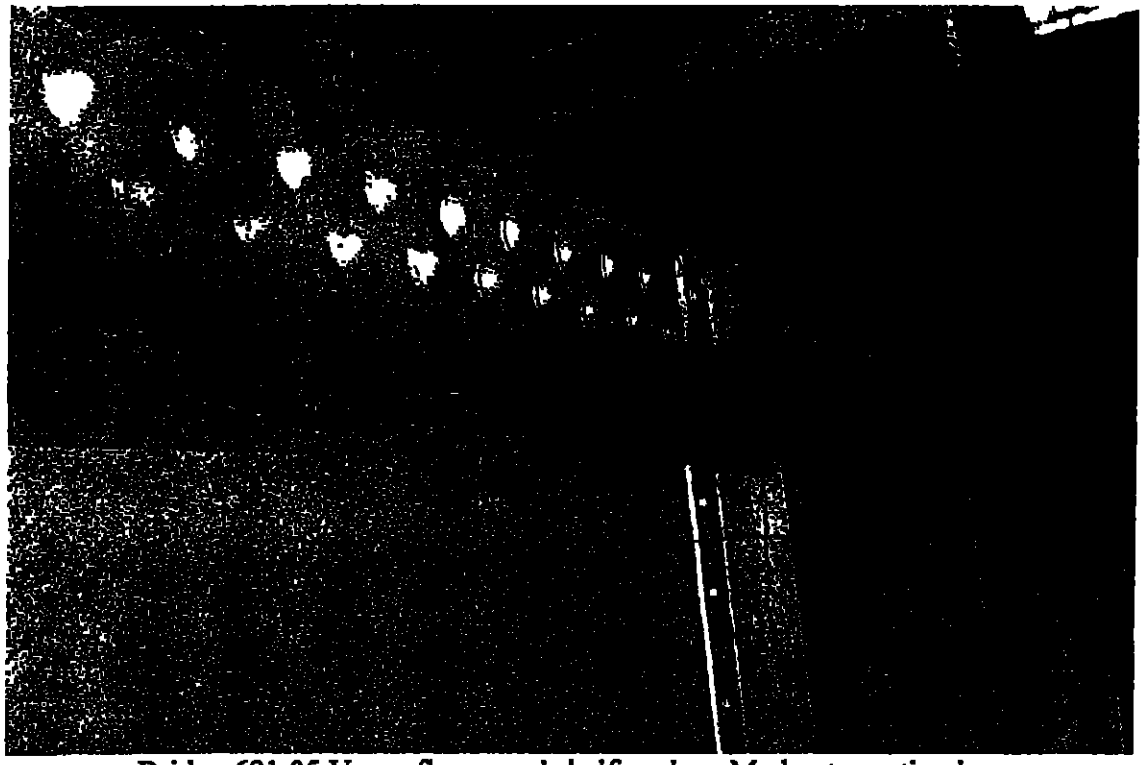
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	3	OSMOSE	Replace - Lower laterals
2	1.2	3	RAILROAD	Remove debris from: - Abutment seat - Gusset plates and lower flange angles
3	1 6	4	OSMOSE	Replace - Upper and lower flange angles at the North abutment - Upper 8" of stiffeners at the North abutment
4	1.4	4	OSMOSE	Replace - Upper gusset plates - Cross braces
5	1 5	5	RAILROAD	Monitor - Bottom cover plates and lower flange angles for additional section loss

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Bridge 691.05 Upper flange, shelf angles and stiffeners - 25% section loss

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Bridge 691.05 Upper flange and shelf angles - Moderate section loss

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Bridge 691.05 Bottom cover plates and Lower flange angles - Delamination, 15% section loss

Central Oregon & Pacific Railroad



Bridge 691.05 Lower laterals and gusset plates - 30% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 691.05 Jct. 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CDRP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: / | # OF TRACKS: / | YEAR BUILT:

TYPE: (DPG) TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)* | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) *(Compass)* of the town of: Richardson, OR

Overall Sketch: (Include span lengths)

Open deck
1 abut.

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: **Directions:**

GPS COORDINATES: N44° 03.370 W123° 43.145 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim. x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 691.05 68.1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES.	POOR •	FAIR •	GOOD •	EROSION PROBLEMS·		
TIES:	POOR •	FAIR •	GOOD •	(OK) SIZE:	QUANTITY	56
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	POOR •	FAIR •	GOOD •			
GUARDTIMBER	POOR •	FAIR •	GOOD •	(OK) SIZE.		

SUPERSTRUCTURE (Note any defects):

BOTTOM COVER PLATES & FLANGE ANGLES 15% SECTION LOSS & DELAMINATION (#5)
LOWER LATERALS HAVE 30 % SECTION LOSS (#3)
UPPER GUSSET PLATES & CROSS BRACES HAVE 30 % SECTION LOSS (# 4) (#4)
UPPER & LOWER FLANGE ANGLES & UPPER 8" OF STIFFENER AT THE ABUTMENT 25% SECTION LOSS

DEBRIS ON GUSSET PLATES & LOWER FLANGE ANGLES (#3)

SUBSTRUCTURE (Note any defects):

DEBRIS ON ABUTMENT SEAT (#3)

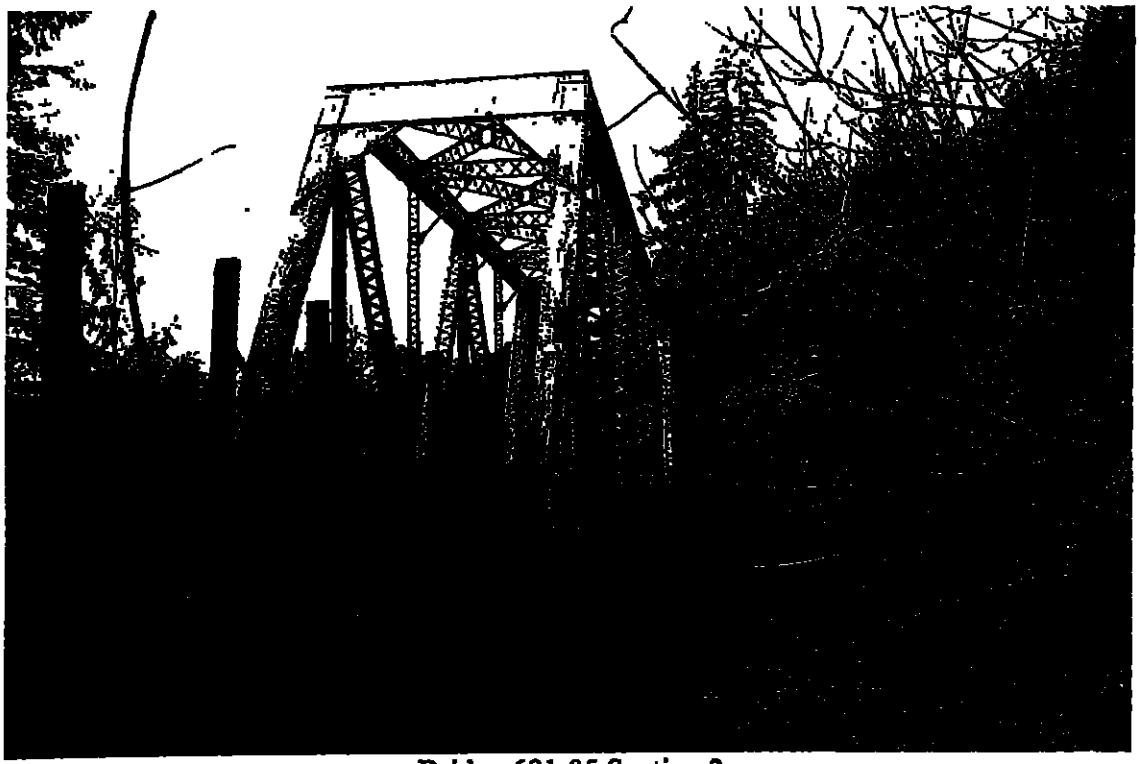
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 691.05 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 691.05
MILEPOST: 691.05	SECTION# 2
TYPE: Thru Truss	LOCATION: Richardson, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K. Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	Floor Beam #2 - Minor surface rust
1	2	Panel #5 - Minor corrosion on truss bottom chord diagonal bracing
2	1	Panel #1 - Minor surface rust on portals
2	2	Panel #2 - Holes in truss bottom chord diagonal bracing
2	3	Panel #3 - Holes in truss bottom chord diagonal bracing
2	4	Panel #4 - Holes in truss bottom chord diagonal bracing - Moderate surface rust on portals

Ties - OK
Guard timber - OK
Walkways - OK
Handrails - OK

TRUSS #1
Severe corrosion (90% section loss) on stringer top lateral angles and gusset plates
Moderate corrosion (30% section loss - horizontal leg) on stringer top flange angles
Minor corrosion (10% section loss) on stringer bottom flange angles at truss bottom chord bracing connections
Minor corrosion on truss bottom chord diagonal bracing at stringer connections
Paint is peeling and surface rust is developing on truss members throughout

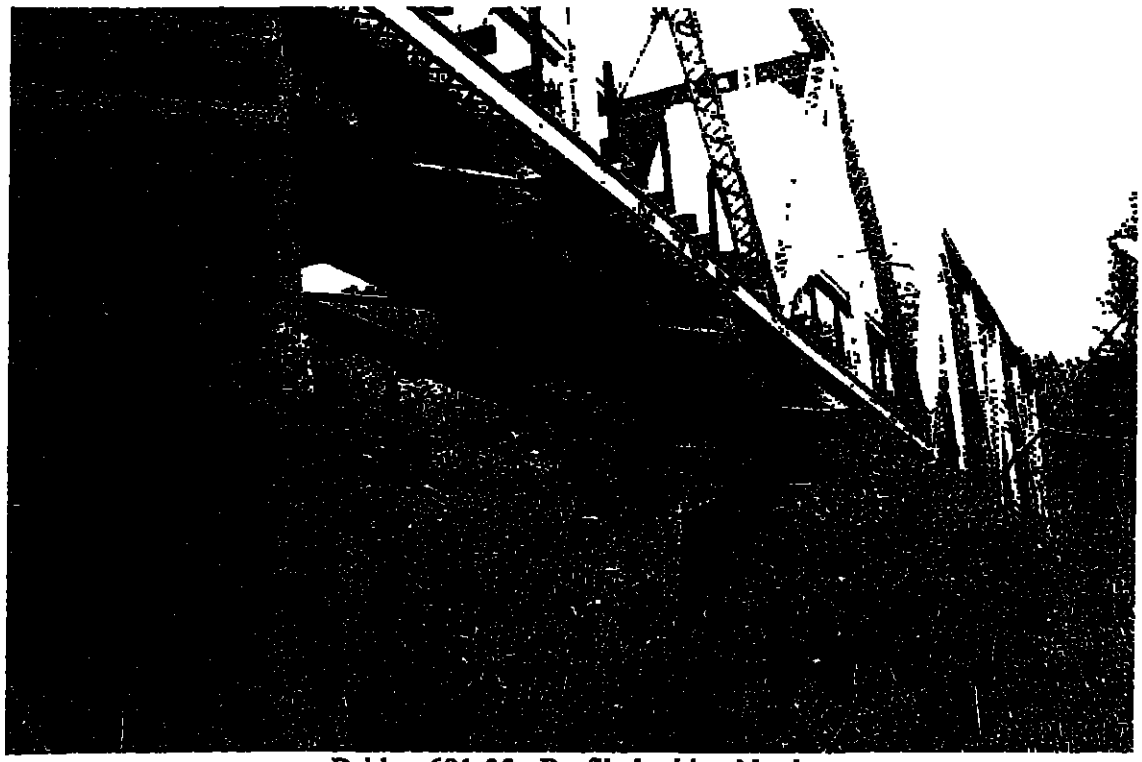
TRUSS #2
Severe corrosion (90% section loss) on stringer top lateral angles and gusset plates
Moderate corrosion on truss bottom chord diagonal bracing
Moderate corrosion (30% section loss - horizontal leg) on stringer top flange angles
Minor corrosion (10% section loss) on stringer bottom flange angles
Paint is peeling and surface rust is developing on truss members throughout

Recommended Work and Work Accomplished

RECOMMENDED WORK

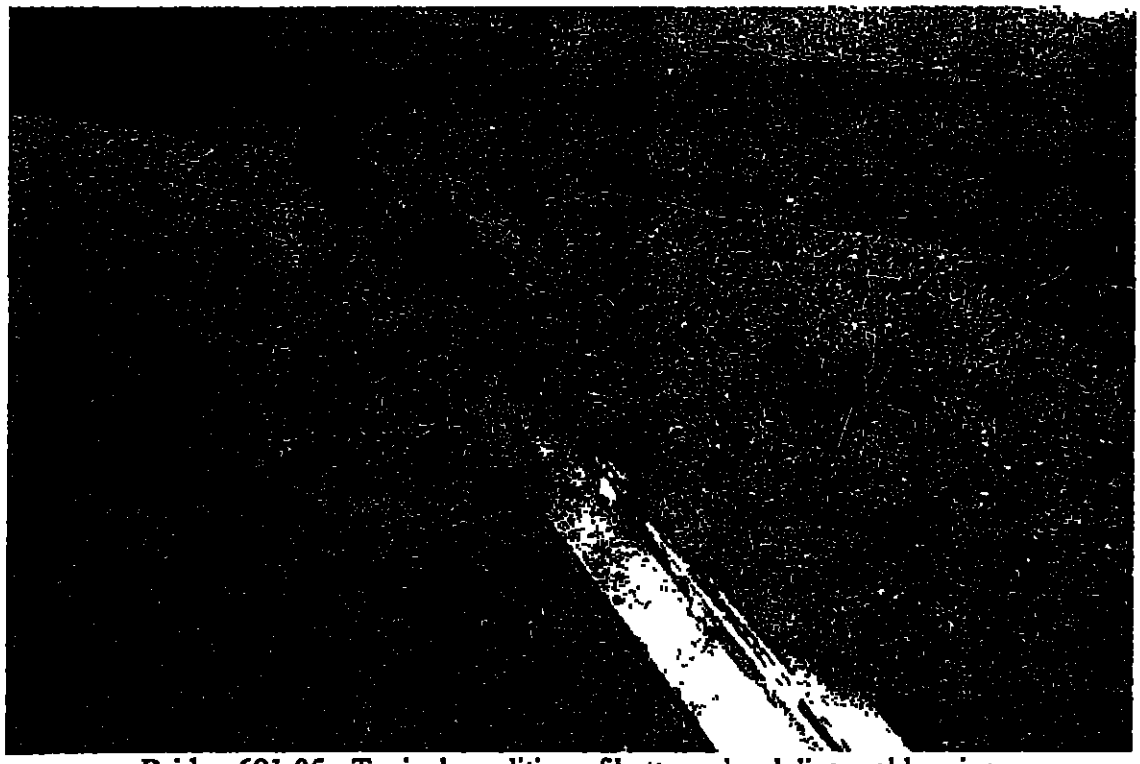
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 1	2	OSMOSE	Replace stringer top lateral angles and gusset plates, both trusses
2	2 2	3	OSMOSE	Replace stringer top flange angles, both trusses
3	2 4	4	OSMOSE	Replace truss bottom chord diagonal bracing, both trusses
4	2 3	4	OSMOSE	Replace stringer bottom flange angles, both trusses
5	2 5	5	OSMOSE	Continue regular inspections

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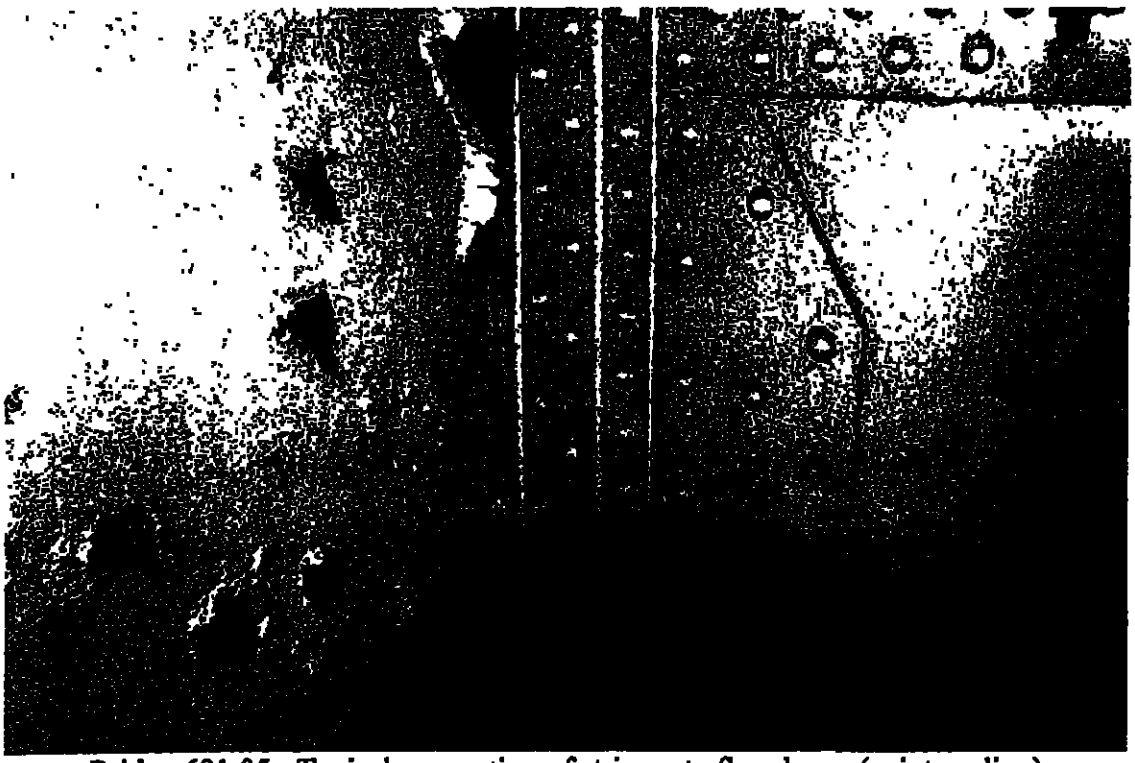
Bridge 691.05 - Profile looking North

Central Oregon & Pacific Railroad



Bridge 691.05 - Typical condition of bottom chord diagonal bracing

Central Oregon & Pacific Railroad



Bridge 691.05 - Typical connection of stringer to floor beam (paint peeling)

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: Sec #2 691.05

CUSTOMER INFORMATION:

CUSTOMER NAME: COPP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: Total (150') 2 @ (100') | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT: Truss #1 (1907) Truss #2 (1913)

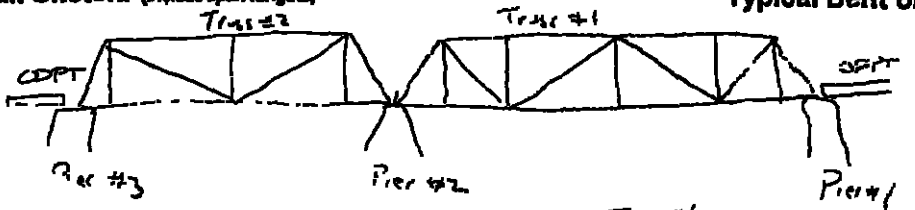
TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

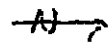
NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: RICHARDSON, OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:



Truss #2
4 Panels
2 Ties
2 Stringers
Tapered 11-RE x 10x13' East
13x20x13 West
W.T.: 4 @ 8'x10'

Truss #1
6 Panels
2 Stringers
2' Ties
Trk: 11'6"x10'-10"
W Trk: 4 @ 8'-10"

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ | Park Work Trailer: | Park Concrete Pump:

Sketch Directions to Bridge: | Directions:

GPS COORDINATES: N 44° 03 370 W 123 42 145 | Nearest Crossing: 1 mile

BRIDGE: TANGENT • CURVE ✓ Only Truss #2 | Superelevation is in Ties

GUARD RAIL: YES • NO ✓ | WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO ✓ | Type of Walk: Steel Dim x x long

FIBRE OPTICS: YES • NO ✓ | CULVERT: YES • NO •

BRIDGE IS OVER River | Maximum Bridge Height:

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

CORP002937

		Bridge No: 691.05 Sec #2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD • (OK)		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS.	
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE: 11"x11"x8'	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	handrail - OK	
GUARDTIMBER	POOR •	FAIR •	GOOD • (OK)	SIZE: 6x8	

SUPERSTRUCTURE (Note any defects):

Truss #1
- Ties - ok
- G. Timber - ok
- Walkway - ok

General Notes (Truss #1):
- TLA #6 (all w/ its are severely corr. at panels
- TFA at 3rd bay 20' s.l. all Panel (bare leg)
- BFA at 3rd bay 1st 5' w/ Panel (Many) & BCT corr.
- BC at Truss LA are corroded at the ends
- BCT has surface rust pitting (And Diagonal Chord members)

SUBSTRUCTURE (Note any defects):

Truss #1
T.B.#1 - ok
Sills - ok
Pile #1 - ok
Pile #2 - ok
F.B. #2 - Minor surface rust
Pile #3 - ok
F.B. #3 - ok
Pile #4 - ok
F.B. #4 - ok.
Pile #5 - BCTLA in contact w/ (illegible)
F.B. #5 - ok
Pile #6 - ok
F.B. #6 - ok

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Truss #2

Tie - ok

Gusset - ok

Walkway - ok
- kink skewed

All Piers - ok

General Notes
- East Truss chord > light on Pier #2 opposite Truss #1
- Chord " " upon GP
- TLA & GP are severely det at panels
- BC TLA have corrosion all panels
- TFA at SL have 30% sl.
- BCTLA " " 15% sl
- Surface rust on all Truss cmbs & members

FB #1
ok

Pier #1
- ok (Surface rust on partial cols)

FB #2
- ok

Panel #2
- ok
- Holes in BCTLA from WL1-EL2

FB #2
- ok

Panel #3
- ok (Holes in both BCTLA)

FB #3
- ok

Panel #4
- Same as Panel #3

FB #4
- ok
- Moderate surface rust on both panels

Central Oregon & Pacific Railroad



Bridge 691.05 Section 3

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP002940

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 691.05
MILEPOST: 691.05	SECTION# 3
TYPE: ODPT	LOCATION Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K Trickle

Findings:

Bent 2
Pile 5 - Reject

Bent 4
Pile 1 - Reject
Pile 2 - Reject

Bent 6
Pile 2 - Possible Reject

Bent 9
Pile 4 - Reject

Bent 10
2" Elevation Shim - Reject (working out)

Span 5
Stringer 8 - Visual Reject

Span 6
Stringer 8 - Visual Reject

Span 7
Stringer 1 - Visual Reject

Ties - OK
Headwall - OK
Wingwalls - OK
Approach - Low (ballast fouled)
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.10	2	OSMOSE	Replace. - 2" Elevation Shim on Bent 10 (working out)
2	3.9	3	RAILROAD	Remove. - Fouled ballast, replace and tamp up approach to correct elevation
3	2.2	3	OSMOSE	Post. - Pile 1 of Bent 4 - Pile 2 of Bent 4
4	2.5	4	OSMOSE	In-place preservatively treat piles, caps and stringers
5	2.4	4	OSMOSE	Post - Pile 5 of Bent 2 - Pile 4 of Bent 9
6	2.3	4	OSMOSE	Replace - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7
7	2.7	5	RAILROAD	Monitor - Pile 2 of Bent 6

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach — BRIDGE # 691.05

MILEPOST: 691.05 — SECTION# 3

TYPE: ODPT — LOCATION: Richardson, OR

INSPECTION DATE: 10/28/2005 — INSPECTOR: K. Trickle

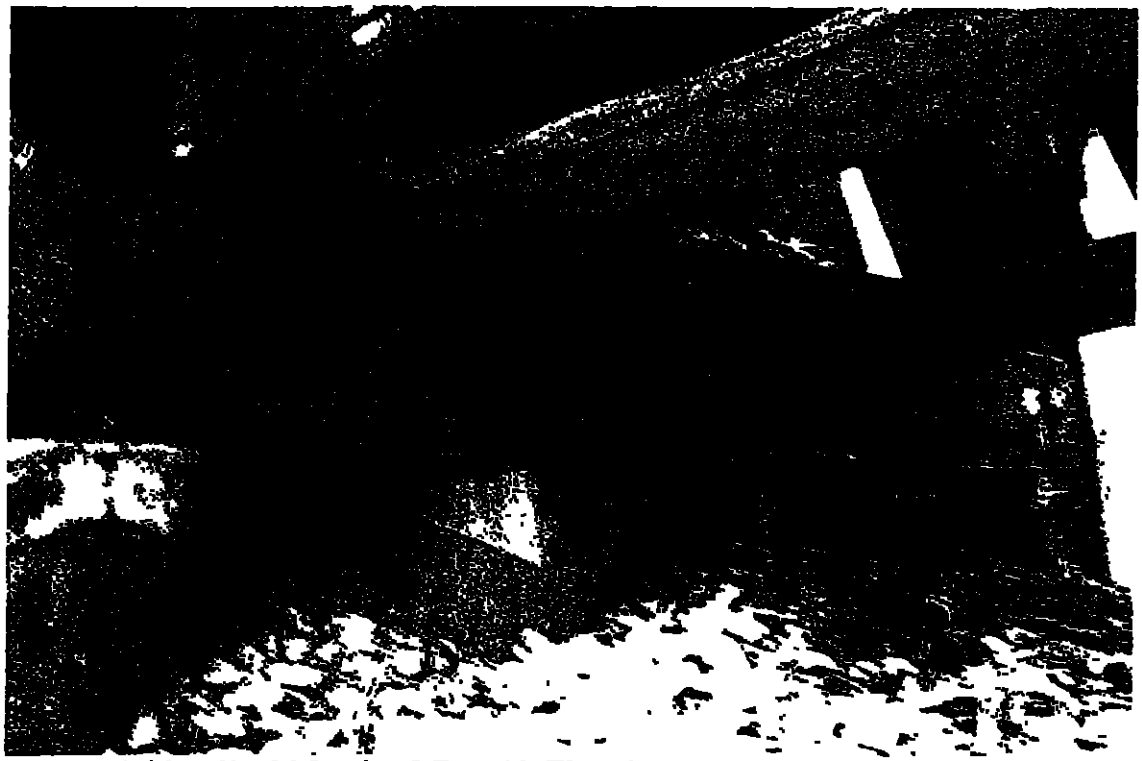
Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.1		OSMOSE	6/21/2005	Replaced - Cap & elevation subcap on Bent 8 -New 4" Shim under 16" stringers on South side of Bent 8 Posted' - Piles 1 & 2 of Bent 8

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 691.05 Section 3 Bent 10, Elevation shim - Reject (working out)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 ,19 2005

Owner CORP Reg /Div _____ Bridge No 691.05 Sect. 3

Dist /Sub/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 34

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
..			East	App	Steel		Thru			Truss					
1	—		-		CAP end		10½"			Elevation Shim on Conc Pile #2					
2	5	5	22	11	1	10	1	10			13	X			110
							3"	Elevation Shim							
3	5		21												105
							3"	Elevation Shim							
4	5	1	20½	15	2	8				2 BB's	13	X			105
		2		1	2	10					14	X			
						2½"	Elevation	Shim							
5	5	1	18	2	OK	:									90
							2½"	Elevation Shim							
6	5	2	17	D/P	5	8					15	PX			85
		CAP		over #2	O K										
		1		2	OK		3"	Elevation Shim							
7	5	5	13½	D/P	3	6			2						70
		CAP LAP		over #5	O K					Cut CAP 5"					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
O/F — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP002944

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140.24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

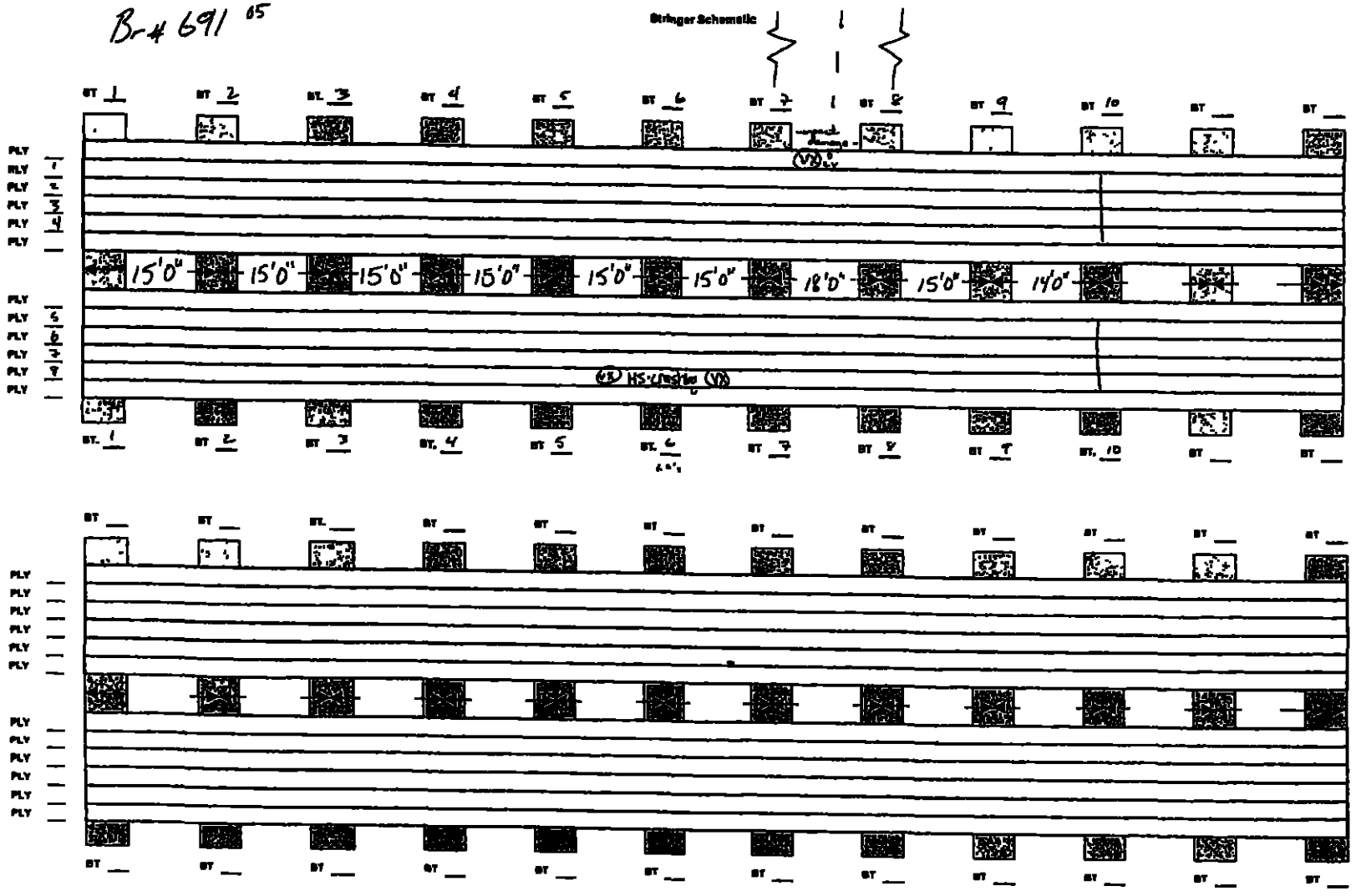
Bridge No. 691 '05

Date 10-28 , ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	UN FT PILING
8	5	5	13½	10	4	7					15				70
				6/21/2005						New Cap, 2" subcap & 4" x 8" x 16" spacer blocks under stringers on south side					
										Piles 1 & 3 - NP now					
9	5	4	8	½	2	12				2BB's	15½	X			40
							2"	Elevation Shim							
10	5		1				Sounded	ole							5
							2"	Elevation Shim - ⊗		Watching pile					
										APPROACHES - Low (BALLAST FILLED)					
										Ties - OK (94)					
										Walkways - OK					
										Headwalls - OK					
										Handrails - OK					
										WINGWALLS - OK					

CORP002945

Br # 691 05



CORP002946

Central Oregon & Pacific Railroad



Bridge 691.38

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 691.38

MILEPOST: 691.38	SECTION# 1
TYPE: ODFT	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Headwalls - OK
Wingwalls - OK
Approaches - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	3	RAILROAD	Add ballast and tamp up both approaches

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 2		RAILROAD	4/16/2001	Installed New Handrail
2	1 1		OSMOSE	10/ 5/2001	Framed out. - Bent 1 - Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner CORP Reg /Div _____ Bridge No 691.38

Dist./Sub/Branch COOS BAY

Location Richardson, OR (MP 685.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	Post 5		1				Framed on			Cutoffs H2O					5
	Cutoffs 5		1/4												
										New Frame Bent 10/5/2001 Osmose					
2	Post 5		1 1/2				Framed on			Cutoffs H2O					10
	Cutoffs 5		1/4												
										New Frame Bent 10/5/2001 Osmose					
										WINGWALLS - OK					
										APPROACHES - LOJ					
										Handrail - New '01 RR					
										WALK WAY - OK					
										Ties - OK (2)					
										Headwalls OK					

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002949

Central Oregon & Pacific Railroad



Bridge 692.06

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 692.06

MILEPOST: 692.06	SECTION# 1
TYPE. BDPT	LOCATION: Swisshome, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ballast Retainers - OK
Headwalls - OK
Approaches - OK

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	5	RAILROAD	Continue to inspect bridge on a regular railroad inspection schedule

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28-~~19~~2005

Owner CORP Reg./Div _____ Bridge No 692.06

Dist./Sub/Branch COOS BAY

Location SWISSHOME, OR (MP 697.)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GIL TR	PP	LIN FT PILING
1	5		2½			Sounded OK				H20					15
2	5	1	2	NP	1	3				H20					10
										Headwalls - OK					
										APPROACHES - OK					
										BALLAST RETAINERS - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

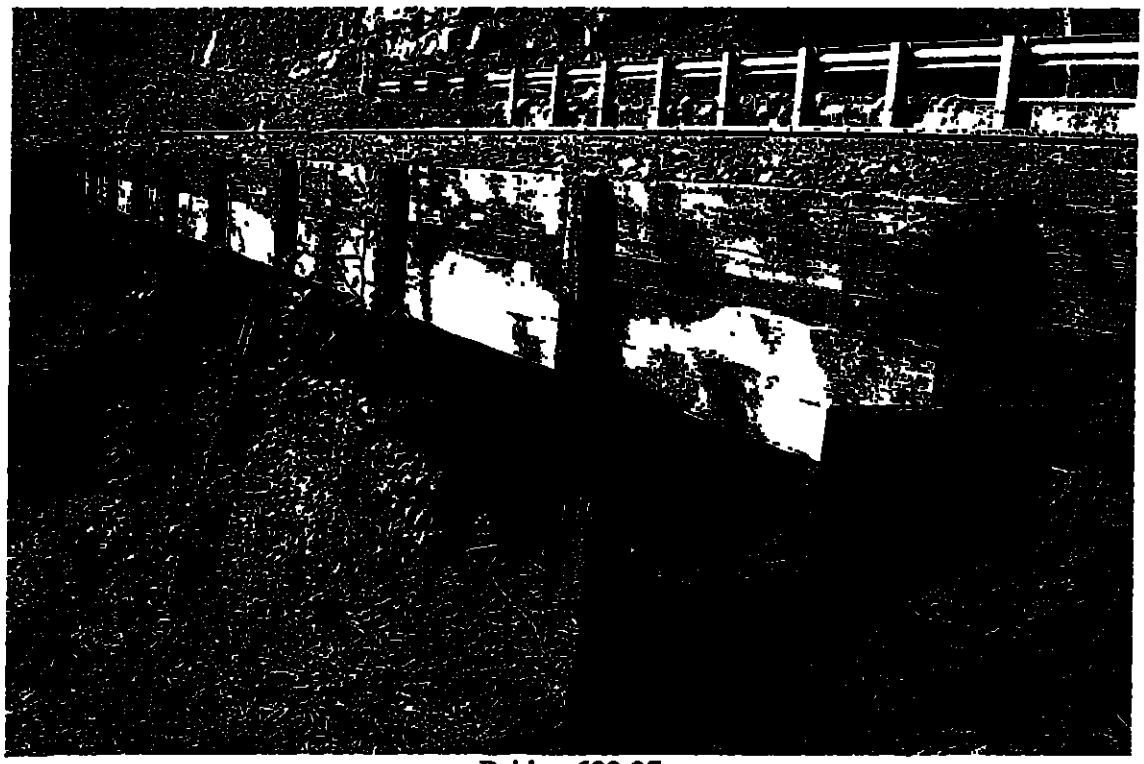
H — Heart		PP — Previously Posted	
X — Reject		PX — Possible Reject	
V — Void		ST — Shell Thickness	
SR — Shell Rot		P/W — Heavy Duty Pile Wrap	
RS — Ring Separation		O/W — OsmoWeld	
DP — Decay Ring		D/P — Drift Pin	
DP — Decay Pocket		G/L — Groundline Area	

Bents Numbered From N S E W
Piling Numbered From N S E W
Bent # 1 Is N S E W
(Timetable)

SIGNED KT

CORP002952

Central Oregon & Pacific Railroad



Bridge 693.27

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 693.27

MILEPOST: 693.27	SECTION# 1
TYPE: BDPT	LOCATION. Swisshome, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Bent 3

Cap - Reject
Sill - Reject (minor crushing)

Bent 4

Sill - Possible Reject

Span 5

Stringer 1 - Reject

Headwalls - OK
Approaches - Low

Erosion at concrete pedestal of Bents 2 & 3

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	19	3	RAILROAD	Add ballast and tamp up both approaches
2	18	3	OSMOSE	Replace - Cap on Bent 3
3	15	3	OSMOSE	Replace - Sill in Bent 3 (minor crushing)
4	18	4	OSMOSE	Replace - Stringer 1 in Span 5
5	13	4	OSMOSE	Replace - Sill in Bent 4
6	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	14	5	RAILROAD	Monitor - Erosion at Concrete pedestals of Bents 2 & 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	17		OSMOSE	10/16/2002	Replaced - Cap on Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 1 SHEETS

Date 10-28-19 2005

Owner CORP Reg /Div _____ Bridge No 693.27

Dist (Sub) Branch COOS BAY

Location Swisshome, OR (MP 697.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 2 9

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5		2½			Bents 1-5				framed on conc. pedestal					15
2	Post 5	PS	6	G/L		OK				erosion @ conc. pad.					30
						Cap New 10/14/03									
		Sill		PJ		OK									
3	Post 5	Cap	12	Over PJ	2	3½		Cap-X		Dapped to 10½"					60
		Post 2		8	4	1				erosion @ conc. pad.					
		Post 3		3	5	2				H20					
		Sill		-X- 2	1	1				Minor crushing					
4	Post 5	Sill	12	under PJ	1	2				Undrlt, Dsill (PX) Dapped To 11"	13 x 21'				60
		Post 3		Sill	5	3				H20					
		Post 4		Sill	7	1									
						1									
5	Post 5		6												30
6	5		2												10
										H dwls - OK					
										Apps - Low (43)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

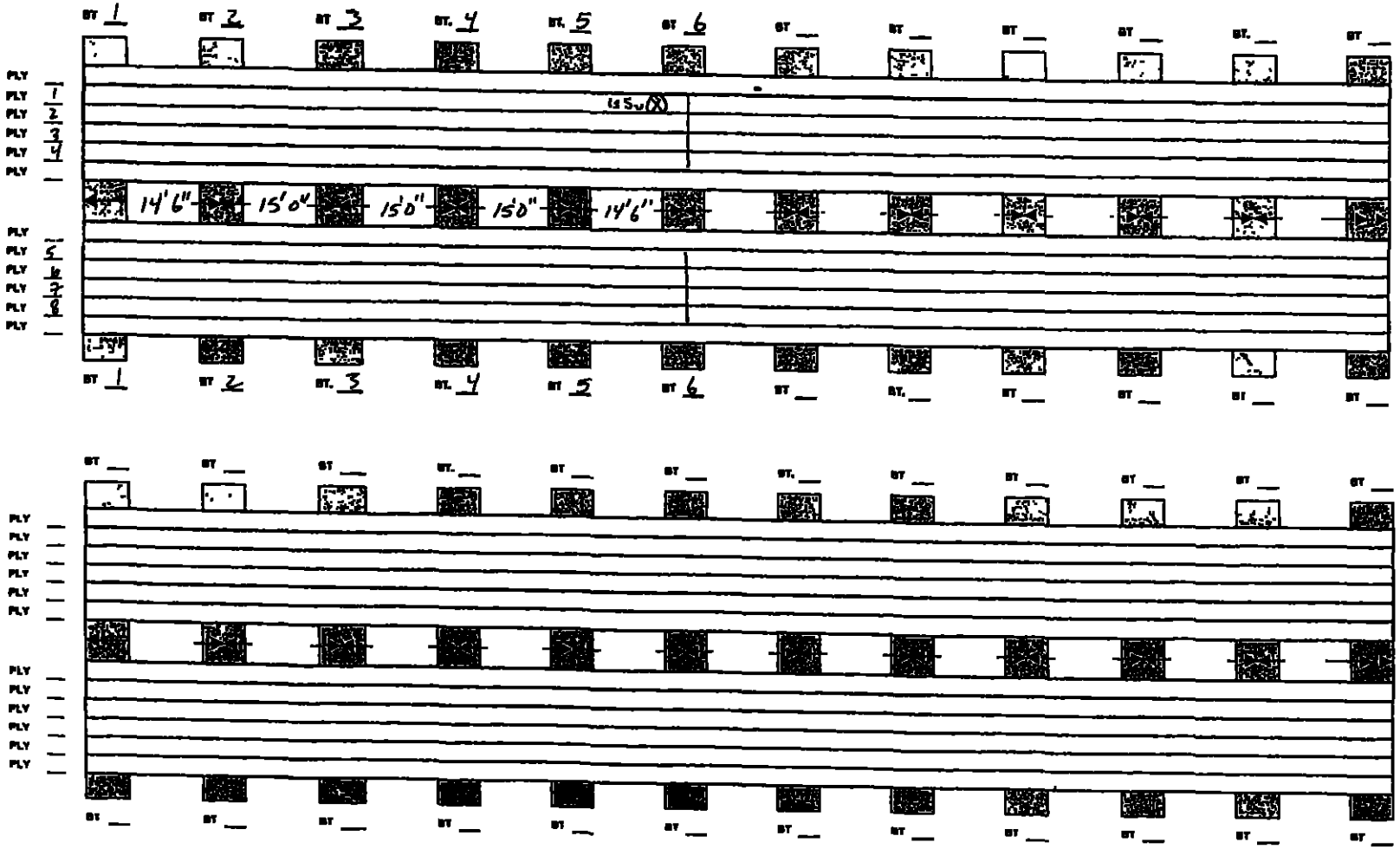
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable) ←

SIGNED KJ

CORP002955

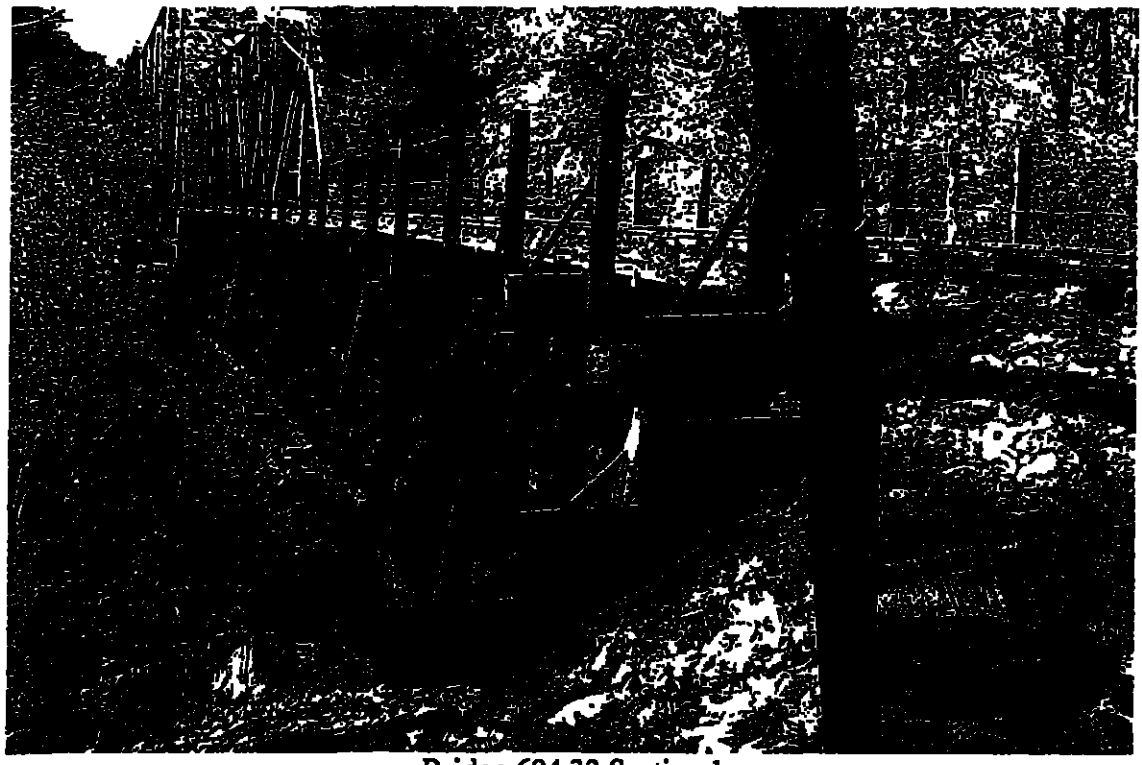
Br# 693 27 Coos Bay

Stringer Schematic



CORP002956

Central Oregon & Pacific Railroad



Bridge 694.32 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 694.32
MILEPOST: 694.32	SECTION# 1
TYPE: ODPT	LOCATION: Swisshome, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 2
1/4" Gap over Pile 1
1/4" Gap over Pile 2

Bent 5
Pile 1 - Reject
Pile 2 - Possible Reject

Bent 6
Pile 5 - Reject

Bent 7
Pile 1 - Reject

Bent 8
Cap - Possible Reject

Ties - OK
Headwall - OK
Approach - Low
Walkway - OK
Handrails - OK
Girl braces - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	3	RAILROAD	Add ballast and tamp up approach
2	1.5	3	OSMOSE	Replace: - Cap on Bent 1
3	1.11	4	OSMOSE	Shim or Epoxy: - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2
4	1.7	4	OSMOSE	Replace - Cap on Bent 8
5	1.2	4	OSMOSE	Post: - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7
6	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	1.3	5	RAILROAD	Monitor: - Pile 2 of Bent 5

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 694.32
MILEPOST 694 32	SECTION# 1
TYPE: ODPT	LOCATION Swisshome, OR
INSPECTION DATE 10/28/2005	INSPECTOR: K Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 9		OSMOSE	8/18/2003	Replaced. - Cap on Bent 4 with oversized cap - Shimmed the top of Pile 1 of Bent 2

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner CORP Reg /Div _____ Bridge No 694.52 N. App (Sec 1)

Dist./Sub/Branch COOS Bay

Location Swissborne, OR (mile 694.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 30

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	CAP	1½	Odor P3	3	4		Cap - (X)		13½ x 13½ x 13'					10
2	5	1	10±	9	3	4		¼"		Cap Piles 1+2					55
3	5		14±												75
		1		G/L	3	7½									
4	5		16±				Cap	New		8/11/03					85
5	5	1	19±	G/L	1	10				Neo	13	X			100
		2		G/L	2½	6	2	10±	2		14¼	PX			
6	5	5	19±	1	2	8				(H2O)	14	X			100
7	5	1	20±	3	2	9				(H2O)	14	X			105
8	5	CAP	20±	Odor P3	5	2	Possible Reject (PX)			(H2O)					105
9	5	1	21½	H2O	5	4				(H2O)					110
10	5	5	21½	8	4	8	Cap - thru bolted			(11,0)					110
11	-		-		CAP on Concrete Pier										-

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Osmo Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002960

BORING RECORD

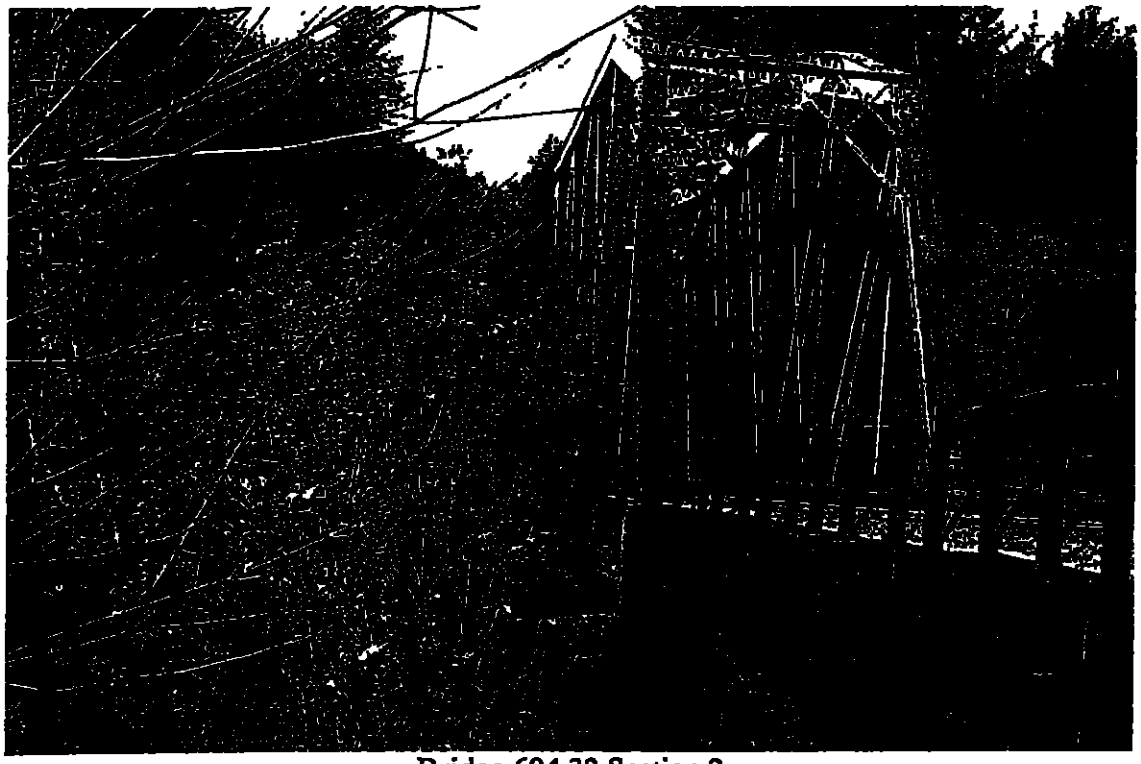
Date 10-28 2005 Sheet 2 of 2

OWNER CORP BRIDGE #: 694.22 N. APP SEC. 1

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA	PX or X	GIL TR	PP	LIN FT PILING
										TIES - OK (91)					
										HEADWALL - OK					
										APPROACH - LOW (#3)					
										WALKWAYS - OK					
										HANDRAILS - OK					
										GIRT BRACES - OK					

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 694.32 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 694.32
MILEPOST: 694.32	SECTION# 2
TYPE: Thru Truss	LOCATION: Swisshome, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	Panel #1 - Severe corrosion (90% section loss) on truss bottom chord diagonal bracing Panel #1 - Severe corrosion (90% section loss) on truss bottom chord horizontal gusset plates
1	2	Panel #2 - Severe corrosion (90% section loss) on truss bottom chord diagonal bracing Panel #2 - Severe corrosion (90% section loss) on truss bottom chord horizontal gusset plates
1	3	Panel #3 - Severe corrosion (90% section loss) on truss bottom chord diagonal bracing Panel #3 - Severe corrosion (90% section loss) on truss bottom chord horizontal gusset plates
1	4	Panel #4 - Severe corrosion (90% section loss) on truss bottom chord diagonal bracing Panel #4 - Severe corrosion (90% section loss) on truss bottom chord horizontal gusset plates
1	5	Panel #5 - Severe deterioration (90% section loss) on truss bottom chord diagonal bracing

Ties - OK
Guard timber - OK
Walkways - OK
Handrails - OK

Severe corrosion (90% section loss) on stringer top lateral angles and gusset plates, all panels
Moderate corrosion (40% section loss) on stringer top flange angles
Moderate to heavy corrosion (80% section loss) on stringer bottom flange angles
Light corrosion (10% section loss) on floor beam top flange angles, all floor beams
Moderate corrosion (30% section loss) on floor beam bottom flange angles, all floor beams
Moderate corrosion on bottom truss chord channels (west side only)
Surface rust developing on all steel members, including eyebars and truss top chord cover plates
Loose eyebars throughout

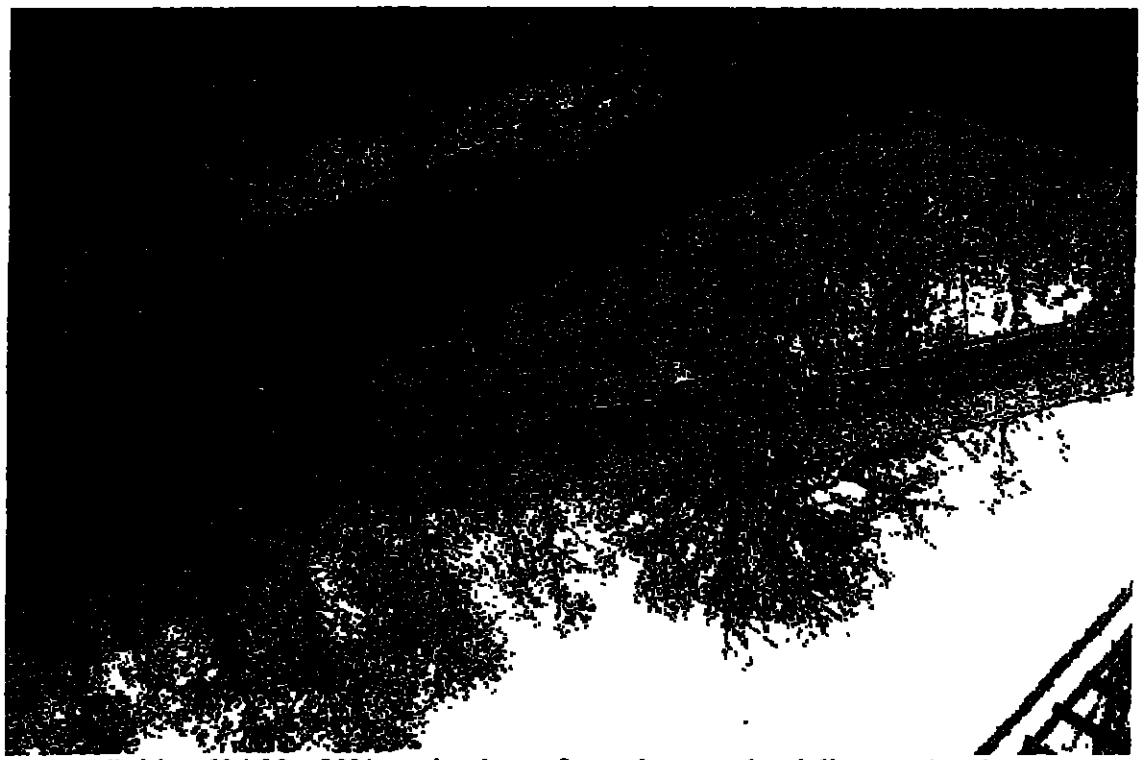
West Floor Beams 4 & 5 at lower flange angles - 70 to 100% section loss
West Coped flange angles of Floor Beams 4 & 5 at eyebar connections - 90% section loss

Recommended Work and Work Accomplished

RECOMMENDED WORK

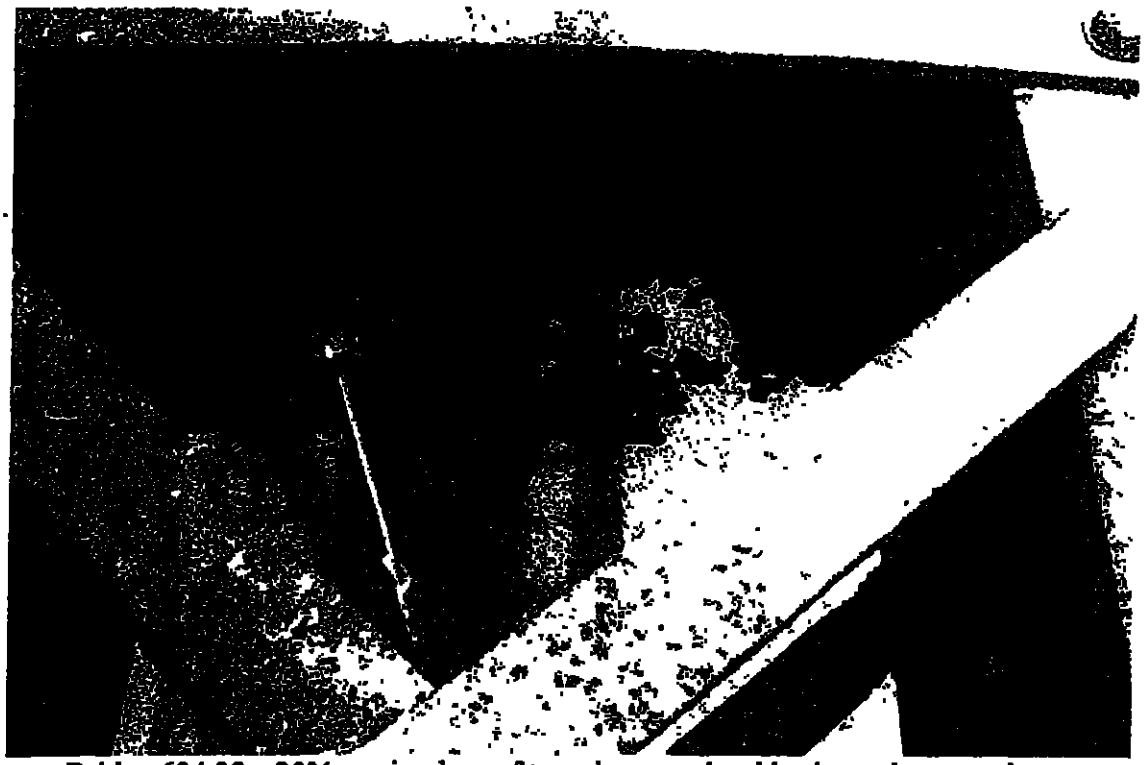
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	28	2	OSMOSE	Splice West Floor Beams 4 & 5 at lower flange angles
2	25	2	OSMOSE	Heat shrink all loose eyebars (subcontract)
3	24	2	OSMOSE	Replace truss bottom chord horizontal gusset plates at Floor Beams #0, #1, #2, #3 and #4
4	23	2	OSMOSE	Replace truss bottom chord diagonal bracing in Panels #1, #2, #3, #4 and #5
5	22	2	OSMOSE	Replace stringer top lateral angles and gusset plates, all panels
6	29	3	OSMOSE	Replace West Coped flange angles at eyebar connections of Floor Beams 4 & 5
7	26	3	OSMOSE	Replace stringer top and bottom flange angles, all panels
8	27	4	OSMOSE	Replace floor beam bottom flange angles, all floor beams

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Bridge 694.32 - 90% section loss of truss bottom chord diagonal bracing

Central Oregon & Pacific Railroad



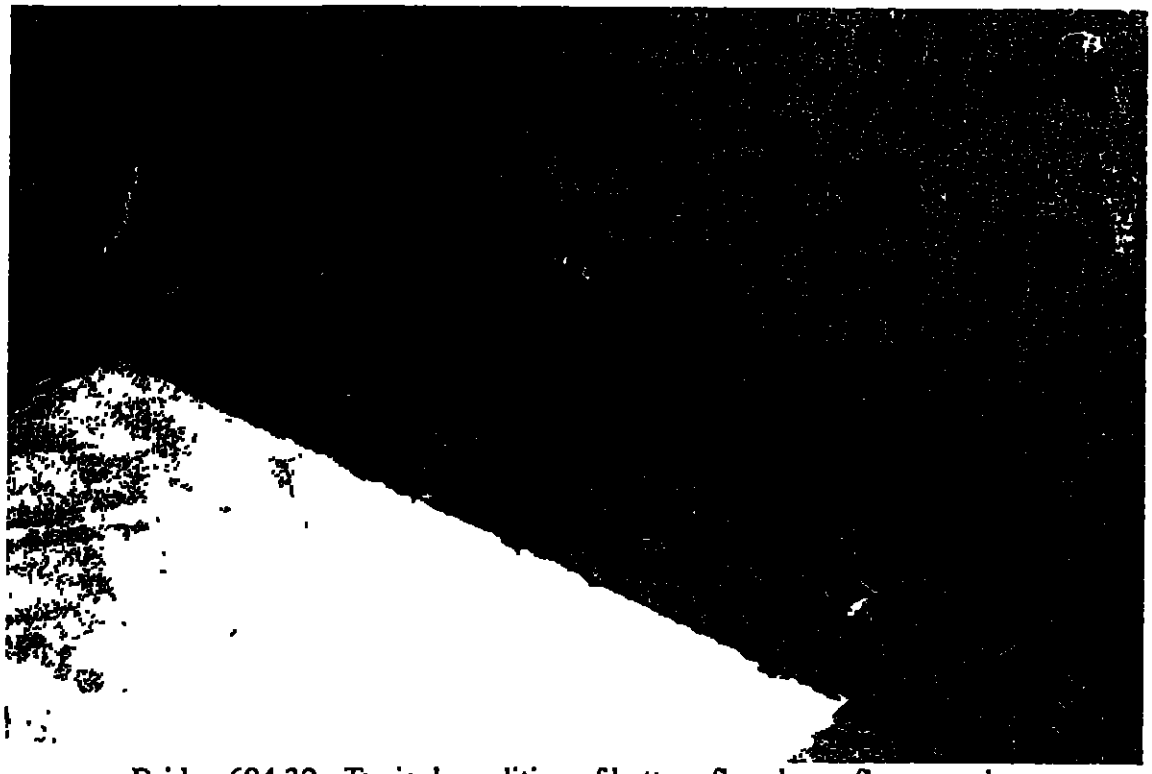
Bridge 694.32 - 90% section loss of truss bottom chord horizontal gusset plates

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Bridge 694.32 - Holes in bottom web of floor beams and coped flange section loss (West side)

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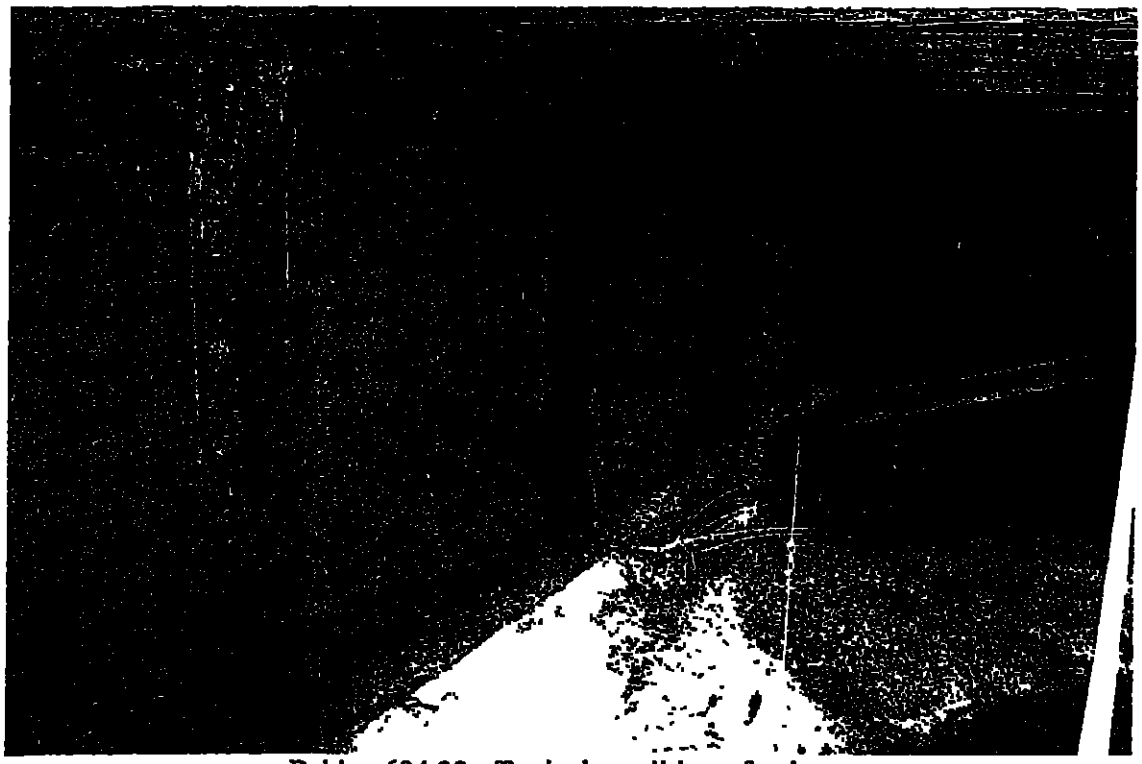
Bridge 694.32 - Typical condition of bottom floor beam flange angles

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Bridge 694.32 - Typical condition of loose eyebars at pin connection

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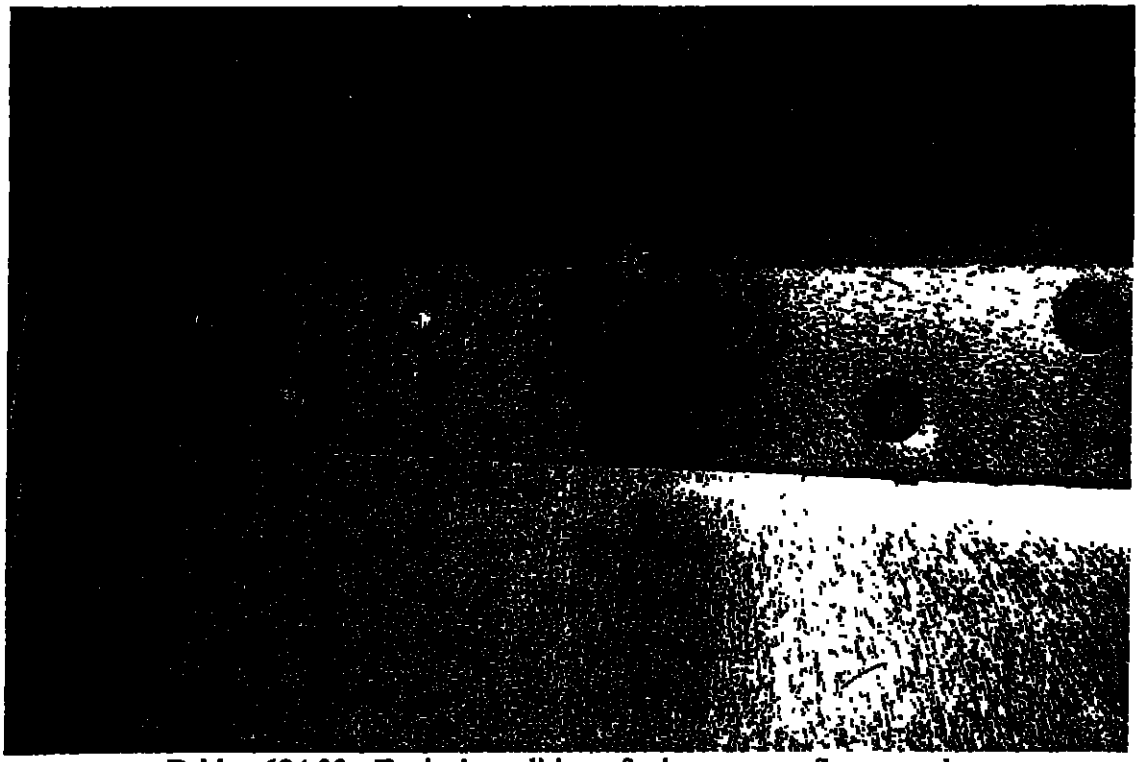
Bridge 694.32 - Typical condition of stringer

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Bridge 694.32 - Typical condition of truss diagonal eyebar

Central Oregon & Pacific Railroad



Bridge 694.32 - Typical condition ofstringer upper flange angle

Central Oregon & Pacific Railroad



Bridge 694.32, Truss bottom chord diagonal bracing - Typical condition

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 69432

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay LD | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 200' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1913

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

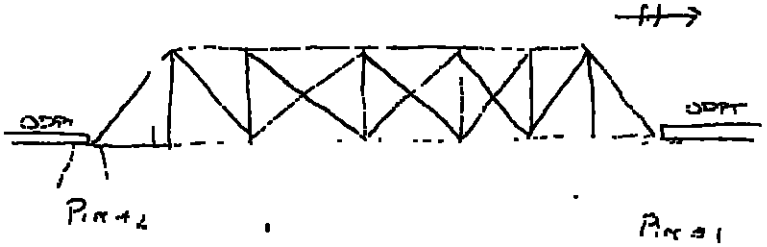
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Swiss Home, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

7 Panels
23 Ties / Span
2 Stringers

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ | Park Work Trailer: | Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N43° 03 975' W123° 45.135' | Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • | Superelevation is in _____

GUARD RAIL: YES • NO ✓ | WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO ✓ | Type of Walk: Steel Dim: 4' x x long

FIBRE OPTICS: YES • NO ✓ | CULVERT: YES • NO •

BRIDGE IS OVER River | Maximum Bridge Height:

Bents or Piers in Water: | Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 6932

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD • (OK)		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS	
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE 9½ x 7" x 8'	QUANTITY
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	W T.-, - 20'	Handrails OK
GUARDTIMBER	POOR •	FAIR •	GOOD (OK)	SIZE: 6"x6"	

SUPERSTRUCTURE (Note any defects):

T.C.- Ok
O.T.-bar -ok
W.C. - ok
Floor Sys -ok
Stringers -ok

except @ FB stems

- TLA & GP at Str. sec. severely rust
- BC TLA are severely deter. (FB #2)
- BC TG are severely deteriorated
- Surface rust on chan. members
- TFA of Str. has 40' SL
- BFA of Str. has 80' SL

- W BC of Str. #2 has severe corrosion both sides and surface rust on diagonal bars
- Surface rust on T.F. and B.F.

SUBSTRUCTURE (Note any defects):

FB #4 -ok
Pedestals -ok

FB #1
Same for cracks (TFA 11' SL
BFA 21' SL

FB #2
Same as #1
Pedestal #2
- Section loss on front face
FB #3
Same

Pedestal #3
Same
FB #4
-ok

Pedestal #5
Same
FB #5
-ok

- Scour web of FB #5 (Minor) below G.L.

WEST FLOOR BEAMS 4 & 5 AT LOWER FLANGE ANGLES - 70-100% SECTION LOSS
WEST COPED FLANGE ANGLES AT EYEBAR CONNECTIONS 90% SECTION LOSS

RECOMMENDED WORK AND PRIORITY RATINGS

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

FB #6
- Same

Pond #6
- Same

FB #7
- OK

Pond #7
- Same

Central Oregon & Pacific Railroad



Bridge 694.32 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 694.32
MILEPOST 694 32	SECTION# 3
TYPE. ODPT	LOCATION: Swisshome, OR
INSPECTION DATE. 10/28/2005	INSPECTOR: K Trickle

Findings:

Bent 3
Post 1 - Reject

Bent 4
3/4" Shim under Chord 1 - Reject (working out)

Bent 5
Pile 1 - Reject

Ties - OK
Headwall - OK
Wingwalls - OK
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 8	3	OSMOSE	Replace - 3/4" Shim under Chord 1 on Bent 4 (working out)
2	3 7	3	RAILROAD	Add ballast and tamp up approach
3	3 5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
4	3 3	4	OSMOSE	Post. - Post 1 of Bent 3 - Pile 1 of Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3.8		OSMOSE	8/19/2003	Replaced - Cap on Bent 2 with oversized cap - Cap on Bent 3 with oversized cap

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140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28-~~19~~2005

Owner CORP Reg /Div _____ Bridge No 694.32 S. App (Sec 3)

Dist./(Sub) Branch COOS BAY

Location Sw.sshome, OR (MP 697.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 36

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
			North	APP		10	Timber	Bents							
			MAIN	Span		Thru	Truss	2 Conc	Piers.						
1	–		13'			CAP	on	Conc	Pier						–
2	Post 5	Post 1	20	4	1	5	1	6½							100
		Post 1		11	2	5									
								CAP (OS 2003)							
3	Post 5	Post 1	20	10	1	12					13,13	XP			100
		Post 4		5	2	4									
								CAP (OS·2003)							
4	5	CAP	17	P4		OK									
		5		4	3	3									
					3/4" SHIM UNDER CHORD 1 (X) (WORKING OUT)								(H3)		85
5	5	1	17	6	2	9	3	7½			14	X			
		5		D/P	1½	7	2	8			15½				85
6	5	1	10	4½	2	5½									50
7	5	CAP	2½	over P2		0	OK								15
													(G1)		

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP002978

BORING RECORD

Date: 10-28 20 05 Sheet: 2 of 2

OWNER: CoRP BRIDGE #. 694.32 S. APP

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90 VOID	H	REMARKS	PILE DIA	PX or X	GIL TR	PP	LIN. FT. PILING
										TIES - OK					
										HEADWALL - OK					
										WING WALLS - OK					
										WALKWAYS - OK					
										HAND RAILS - OK					
										APPROACH - LOW (#3)					

Osmose Railroad Services, Inc.

CORP002979

Central Oregon & Pacific Railroad



Bridge 694.78 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 694.78

MILEPOST. 694 78	SECTION# 1
TYPE: DPG	LOCATION: Swisshome, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Ties - Fair to poor (spike kill)
West Guard timber - Poor
Approach - Low
Walkways - OK
Handrails - OK

Both expansion bearings at abutment - Severely corroded and not functioning
25% section loss on cross bracing, upper laterals, lower laterals and gusset plates

Bottom cover plates have minor corrosion and delamination
Upper and lower flange angles at the North abutment have 80-90% section loss
Stiffeners at the abutment bearing area have 80-90% section loss

Debris on abutment seat
Debris on lower laterals, gusset plates, stringer and floor beam tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 6	2	OSMOSE	Replace - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing areas
2	1 5	3	OSMOSE	Replace - Both expansion bearings
3	1.2	3	RAILROAD	Add ballast and tamp up approach
4	1 1	3	OSMOSE	Replace all 73 bridge ties
5	1.4	4	OSMOSE	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates
6	1 3	4	RAILROAD	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat
7	1 7	5	RAILROAD	Monitor - Bottom cover plates for additional corrosion and delamination

Central Oregon & Pacific Railroad



Bridge 694.78 Bearing shoe - Severe corrosion and heavy debris build up

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 694.78 Jct. 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Swisshome, OR

Overall Sketch: (Include span lengths)

about.
Open deck
on curve

Typical Bent or Pier Sketch:

ACCESS DESCRIPTION:

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N. 44° 00.931' W123° 46.461' Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION: both

SKEWED: YES • NO • Type of Walk: deck Dim' x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth.

Requires de-watering Yes No

		Bridge No: 694.78 Sect. 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS**	LOW (#3)
TIES:	POOR •	FAIR To Poor	GOOD •	**SIZE:** Spike Kill	**QUANTITY** 23
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • OK		
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	**SIZE**	

SUPERSTRUCTURE (Note any defects):
25% SECTION LOSS - CROSS BRACES, GUSSET PLATES UPPER & LOWER LATERALS (#4)
BEARING AREA AT NORTH ABUTMENT - UPPER & LOWER FLANGE ANGLES & STIFFENERS 80-90% SECTION LOSS (# 2)

DEBRIS ON LOWER LATERALS, GUSSET PLATES, STRINGER & FLOOR BEAM TOPS (# 4)
BOTTOM COVER PLATES - MINOR CORROSION & DELAMINATION (#5)

SUBSTRUCTURE (Note any defects):
EXPANSION BEARINGS ON ABUTMENT - SEVERELY CORRODED NOT FUNCTIONING (#3)
DEBRIS ON ABUTMENT (# 4)

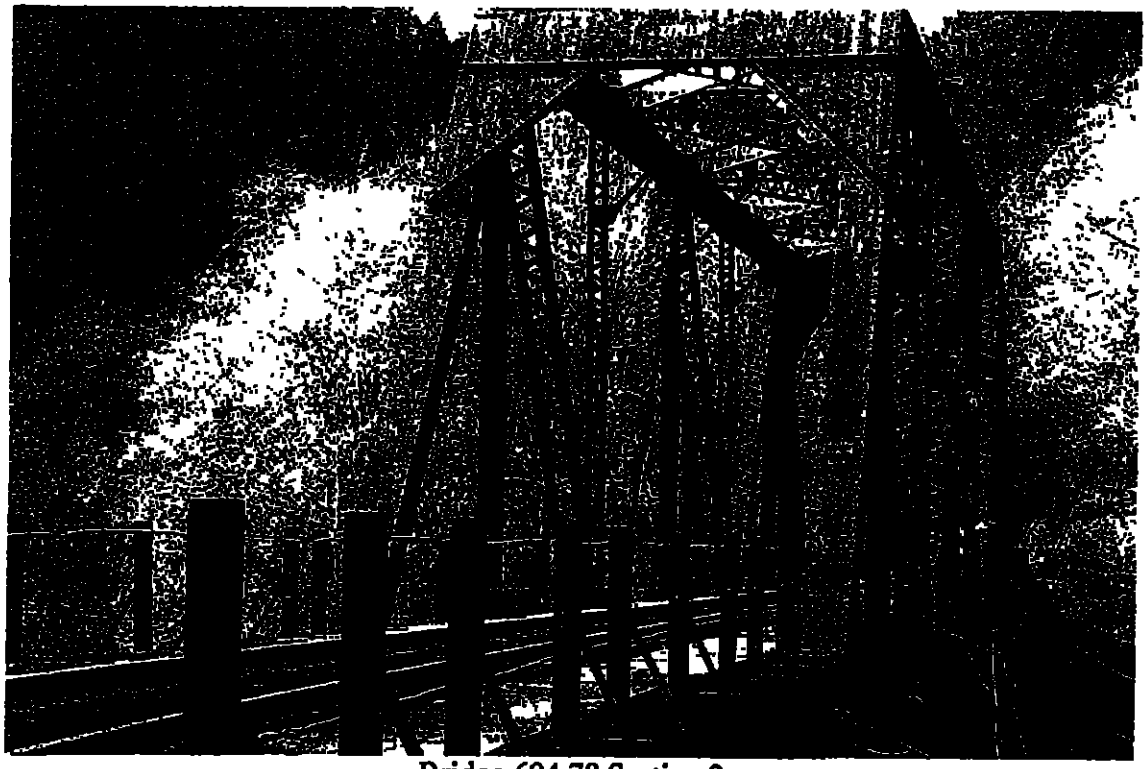
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 694.78 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span — **BRIDGE # 694.78**

MILEPOST: 694 78 — SECTION# 2

TYPE Thru Truss — LOCATION. Swisshome, OR

INSPECTION DATE: 11/10/2005 — INSPECTOR: K. Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	Panel #1 - Moderate corrosion (25% section loss) on stringer bottom flange angles
1	2	Panel #2 - Moderate corrosion (25% section loss) on stringer bottom flange angles
1	3	Panel #3 - Moderate corrosion (25% section loss) on stringer bottom flange angles
1	4	Panel #5 - Moderate corrosion (25% section loss) on stringer bottom flange angles
1	5	Panel #6 - Moderate corrosion (25% section loss) on stringer bottom flange angles

Ties - OK
North Guard timber - Poor
Walkways - OK
Inadequate Handrail posts for handrail cables
Handrail cables are loose

Severe corrosion (90% section loss) on stringer top lateral angles and gusset plates
Heavy corrosion on stringer top flange angles
Moderate corrosion on stringer bottom flange angles
Moderate corrosion (20% section loss) on floor beam bottom flange angles
Moderate to heavy corrosion on truss bottom chord diagonal bracing at stringer connections
Heavy surface rust on truss chord members throughout

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	22	2	OSMOSE	Replace stringer top lateral angles and gusset plates, all panels
2	21	2	OSMOSE	Tighten handrail cables and install more handrail posts as required
3	28	3	OSMOSE	Replace: - All West Guard timber
4	24	3	OSMOSE	Replace stringer top flange angles, all panels
5	23	3	OSMOSE	Replace truss bottom chord diagonal bracing, all panels
6	26	4	OSMOSE	Replace floor beam bottom flange angles, all floor beams
7	25	4	OSMOSE	Replace stringer bottom flange angles, all panels
8	27	5	OSMOSE	Continue regular inspections

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Bridge 694.78 - Profile of section 2

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Bridge 694.78 Stringer bottom flange angles - Moderate corrosion

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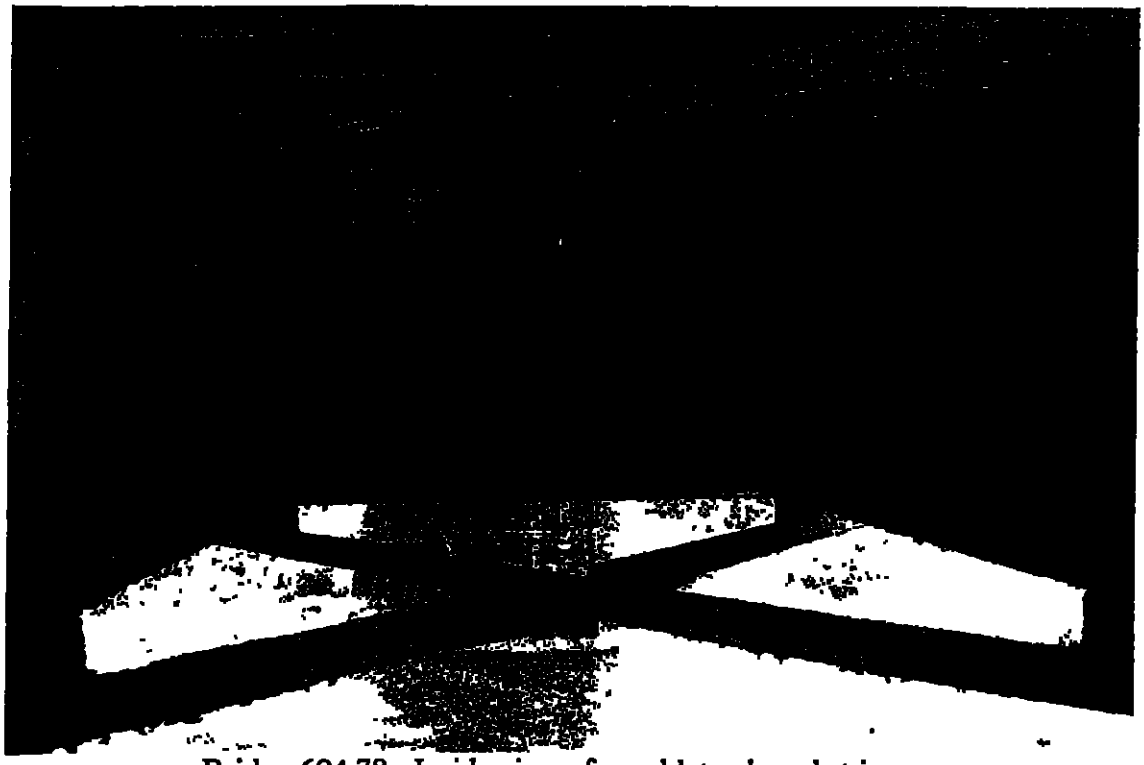
Bridge 694.78 Top lateral angles - 90% section loss

Central Oregon & Pacific Railroad



Bridge 694.78 - Heavy corrosion on stringer top flange angles

Central Oregon & Pacific Railroad



Bridge 694.78 - Inside view of panel laterals and stringers

Central Oregon & Pacific Railroad



Bridge 694.78 Bottom chord diagonal bracing - Heavy corrosion and section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 69w.10 Sec 42

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 150' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

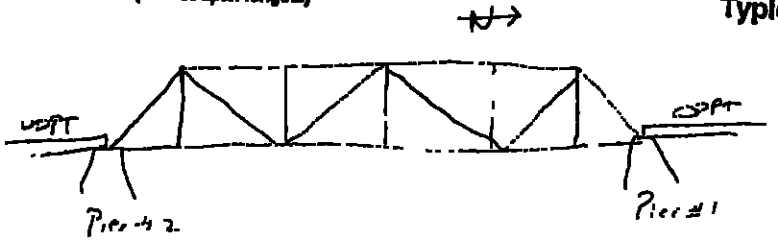
TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 5 miles (E) (W) (N) (S) (Compass) of the town of: Swiss home, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

6 Pile,
2 Sill / Panel
21 Ties / Panel

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ | Park Work Trailer: | Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 02.921 W123 46.461

Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • | Superelevation is In

GUARD RAIL: YES • NO ✓ | WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO ✓ | Type of Walk: Steel Dim. x x long

FIBRE OPTICS: YES • NO ✓ | CULVERT: YES • NO •

BRIDGE IS OVER River | Maximum Bridge Height: +20'

Bents or Piers in Water: | Maximum Water Depth: +10'

Requires de-watering Yes No

		Bridge No: 6947B - sec #2

CONDITION

LINE & SURFACE:	POOR •	FAIR • ✓	GOOD •				
APPROACHES:	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS.**			
TIES:	POOR •	FAIR •	GOOD •	(OK)	**SIZE:** 9-1/2 x 13"	**QUANTITY:**	
HEADWALLS:	POOR •	FAIR •	GOOD •				
WALKWAYS	POOR •	FAIR •	GOOD •	(OK)	W Side W. 1 x 12"		
GUARDTIMBER	POOR •	FAIR •	GOOD •		**SIZE:** West Gd. Rail - Post (#3)		

SUPERSTRUCTURE (Note any defects):

Ties - Ok
Guardrail - Fair (West Side Panels)
Handrail cable loose
INADEQUATE HANDRAIL POSTS
PANELS 1, 2, 3 & 5 BFA 757 SECTION LOSS

SUBSTRUCTURE (Note any defects):

Deck - [illegible] STEEL [illegible]

Rock fill - 5'

General Note

- TLA [illegible] ...
- BC TL-2 [illegible]
- Surface [illegible]
- TFA has many [illegible]
- BFA [illegible]
- BFA [illegible]

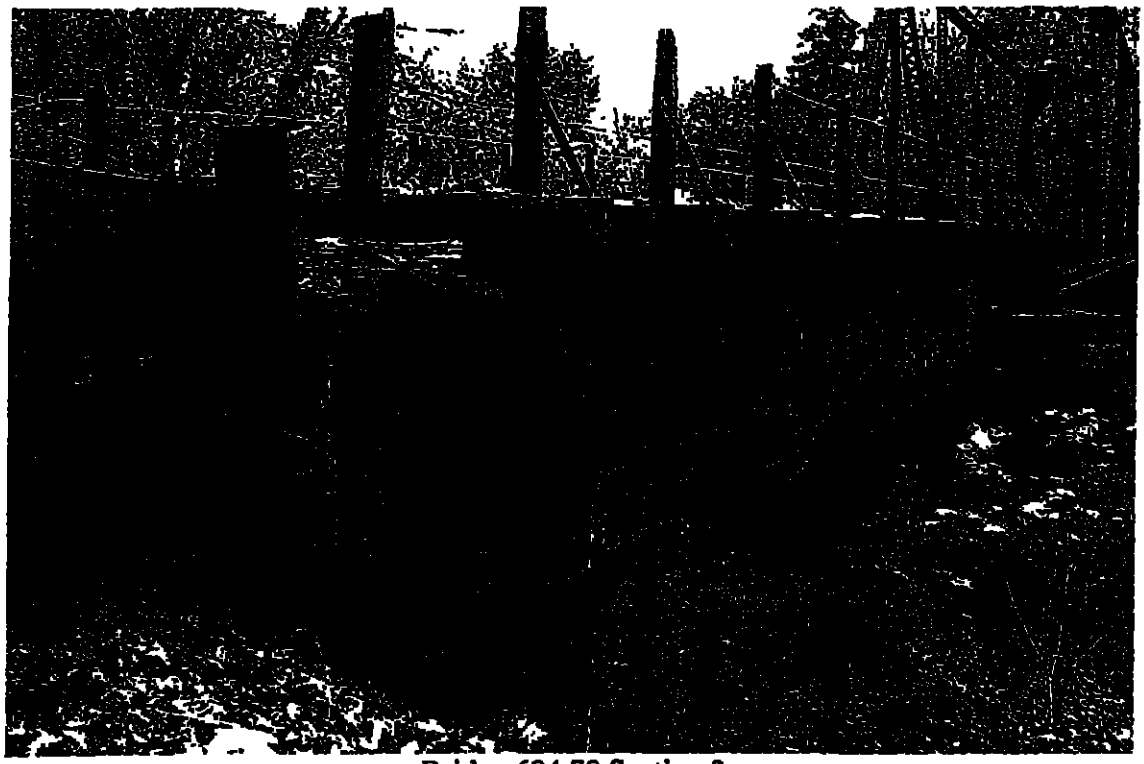
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOGRAPHS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 694.78 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 694.78

MILEPOST: 694 78	SECTION# 3
TYPE: DPG	LOCATION: Swisshome, OR
INSPECTION DATE. 10/28/2005	INSPECTOR: K. Trckle

Findings:

Ties - OK
West Guard timber - Poor
Approach - Low
Walkways - OK
Handrails - OK

Both fixed bearings at abutment - Severely corroded
25% section loss on cross bracing, upper laterals, lower laterals and gusset plates

Bottom cover plates have minor corrosion and delamination
Upper and lower flange angles at the South abutment have 80-90% section loss
Stiffeners at the abutment bearing area have 80-90% section loss

Debris on abutment seat
Debris on lower laterals, gusset plates, stringer and floor beam tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

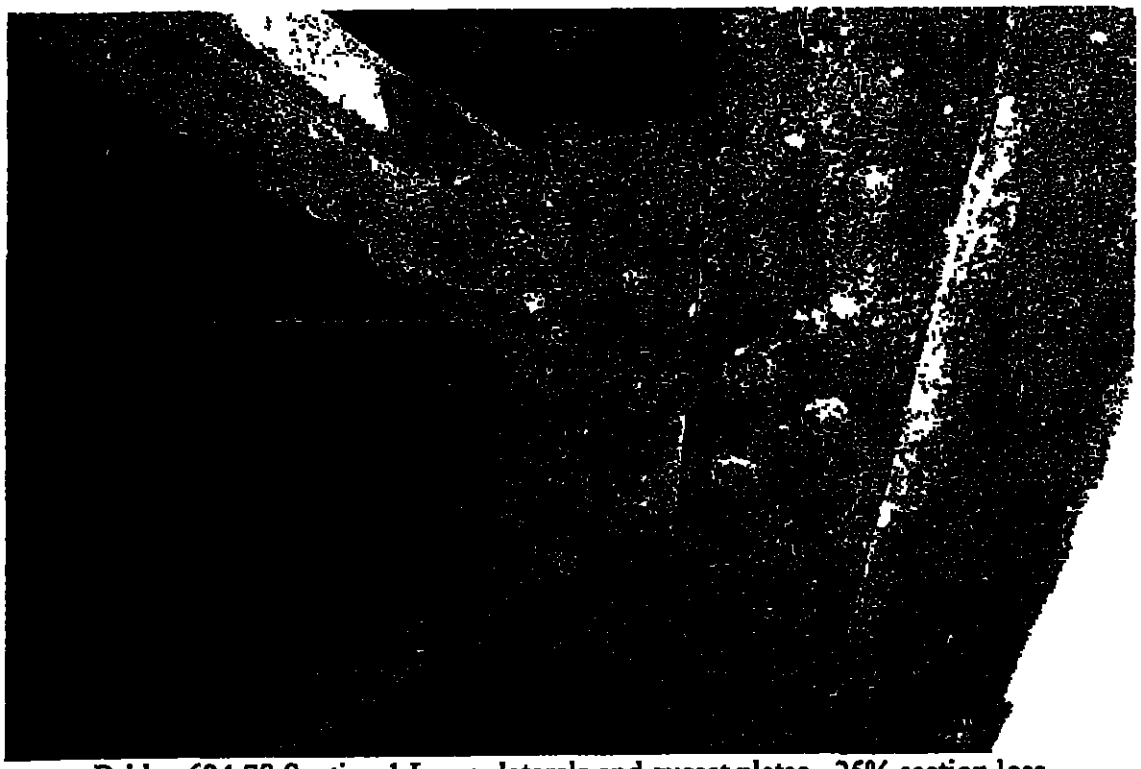
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 6	2	OSMOSE	Replace. - Upper and lower flange angles at the South abutment - Stiffeners over the South abutment bearing areas
2	3 7	3	OSMOSE	Replace. - Both fixed bearings
3	3 3	3	OSMOSE	Replace - All West Guard timber
4	3 2	3	RAILROAD	Add ballast and tamp up approach
5	3 4	4	RAILROAD	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat
6	3 1	4	OSMOSE	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates
7	3.5	5	RAILROAD	Monitor: - Bottom cover plates for additional corrosion and delamination

Central Oregon & Pacific Railroad



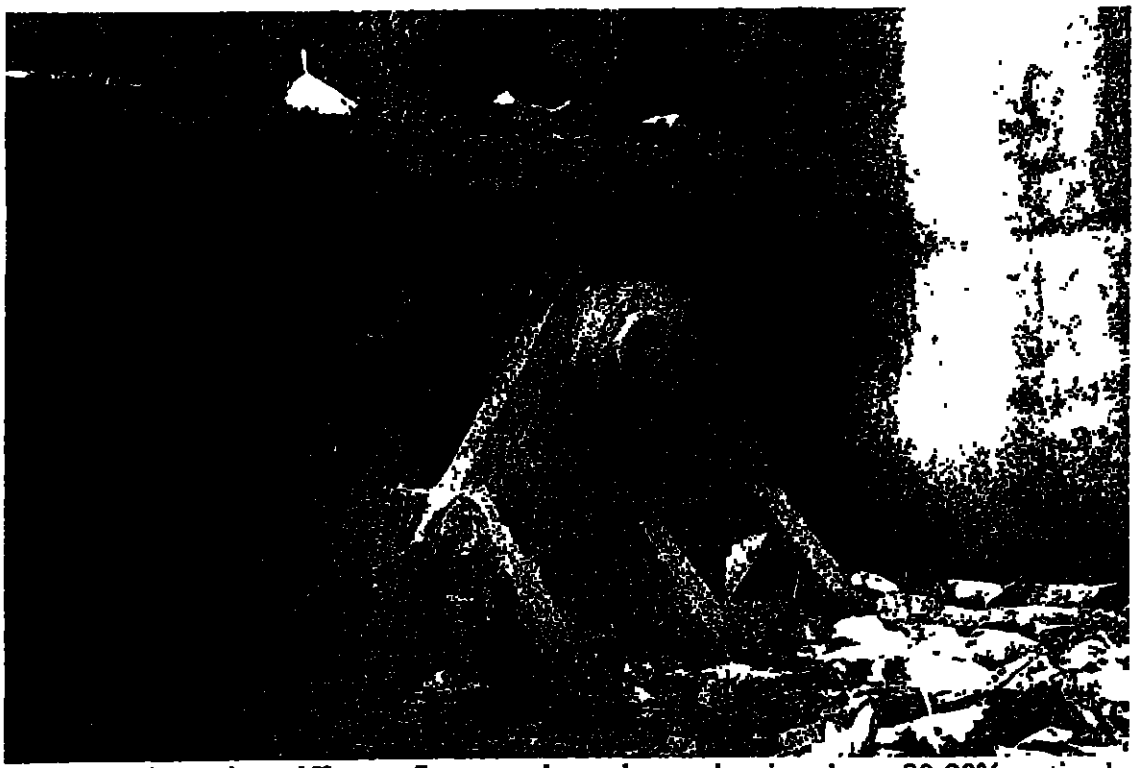
Bridge 694.78 Lower laterals and gusset plates - Moderate corrosion

Central Oregon & Pacific Railroad



Bridge 694.78 Section 1 Lower laterals and gusset plates - 25% section loss

Central Oregon & Pacific Railroad



Bridge 694.78 Bearing stiffeners, flange angles and upper bearing shoe - 80-90% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 10-28-05 BY: KT

Bridge No: 694.78 Sect 3

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Swisshome, OR

Overall Sketch: (Include span lengths)

1 abut.
open deck
on curve

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 03.921 W 123 46.461

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is In _____

GUARD RAIL: YES • NO •

WALKWAY: (YES) NO • LOCATION: both

SKEWED: YES • NO •

Type of Walk: steel Dim. x x long

FIBRE OPTICS: YES • NO •

CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth

Requires de-watering Yes No

		Bridge No: 694.78 Sect. 3

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES.	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS:**	Low (#3)	
TIES.	POOR •	FAIR •	GOOD • (OK)	**SIZE.**		**QUANTITY** 72
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY.	POOR •	FAIR •	GOOD • (OK)	Handrails - OK		
GUARDTIMBER	(POOR) •	FAIR •	GOOD •	**SIZE:** (WEST SIDE) (#3)		

SUPERSTRUCTURE (Note any defects):
252 SECTION LOSS - CROSS BRACES, GUSSET PLATES, UPPER & LOWER LATERALS (#4)
BEARING AREA AT SOUTH ABUTMENT - UPPER & LOWER FLANGE ANGLES & STIFFENERS #0.90 & SECTION LOSS (#
DEBRIS ON LOWER LATERALS, GUSSET PLATES, STRINGER & FLOOR BEAM TOPS (#4)
BOTTOM COVER PLATES - MINOR CORROSION & DELAMINATION (#5)

SUBSTRUCTURE (Note any defects):
FIXED BEARINGS ON ABUTMENT - SEVERELY CORRODED (#3)
DEBRIS ON ABUTMENT (#4)

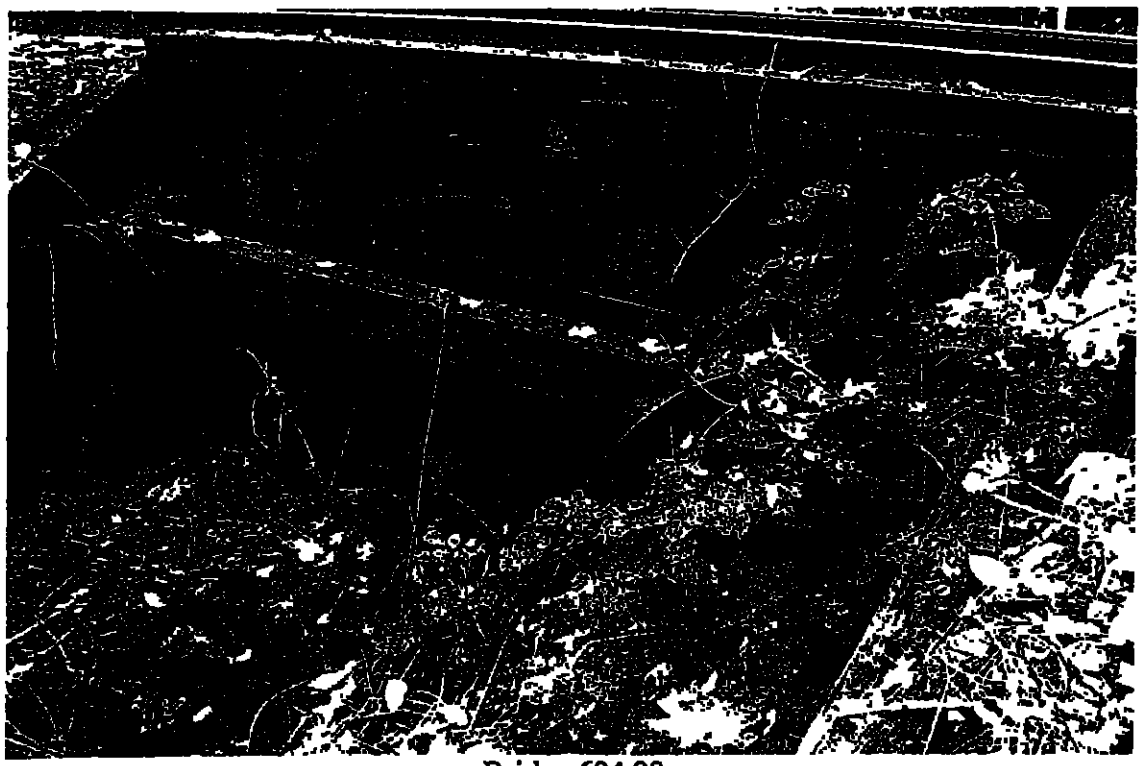
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 694.98

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 694.98

MILEPOST 694 98 | SECTION# 1

TYPE: ODFT | LOCATION: Swisshome, OR

INSPECTION DATE, 10/28/2005 | INSPECTOR: K. Trickle

Findings:

Bent 1

Cap - Reject

Ties - OK
Headwalls - OK
Approaches - Low (ballast fouled)
Walkway - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	12	3	RAILROAD	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation
2	11	3	OSMOSE	Replace - Cap on Bent 1

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28-~~19~~2005

Owner CORP Reg /Div _____ Bridge No 694.98

Dist./Sub/Branch COOS BAY

Location Swisshome, OR (MP 697.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
1	5		–							Buried H2O					5
		CAP		over P2	1	3½				Cap-(X) dapped to	12"	x13½"	13'		
		CAP		over P4	3	1									
2	5		2				Sounded			H2O					10
										Handrails - OK					
										Walkway - OK					
										Ties - OK (13)					
										Bents framed - buried sill (deep)					
										All Bents 4" shim					
										Apps - Low (ballast forked)					
										Handrails - OK					
									1	"					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KJ

CORP003004

Central Oregon & Pacific Railroad



Bridge 696.66 Section 1

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003005

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 696.66
MILEPOST: 696.66	SECTION# 1
TYPE: BDFT	LOCATION: Swisshome, OR
INSPECTION DATE: 10/28/2005	INSPECTOR K. Trickle

Findings:

Bent 3

Cap - Reject (split)

Bent 4

Cap - Possible Reject

Bent 5

Post 1 - Reject

Ballast Retainers - OK
Approach - OK

Drift buildup in Spans 3 thru 5

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	2	RAILROAD	Remove drift from bridge as necessary
2	12	3	OSMOSE	Replace. - Cap on Bent 3 (split)
3	14	4	OSMOSE	Replace - Cap on Bent 4
4	13	4	OSMOSE	Post: - Post 1 of Bent 5
5	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Central Oregon & Pacific Railroad



Bridge 696 66 Section 1 - Severe drift accumulation

140 24D

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28-~~19~~2005

Owner Corp Reg /Div _____ Bridge No. 696.6 NLAPP (Sec 1)

Dist./Sub/Branch COOS BAY

Location Swisshome, OR (MP 697.1)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	~~PILE~~ PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	—		—		6"	Sub	CAP	on	Conc	Abutment					—
2	Post 5	Post 1	4½	Sill	1	3									25
3	Post 5	CAP	11	over P1	0	K									55
		CAP		over P2,3	0	K		split		Cap-X dapped to 12"					
		CAP		over P5	0	K									
4	Post 5	Sill	12½	under P2	6	1½									65
		CAP		over P1	0	K									
		CAP		over P3	2	2				Cap-PX dapped to	12"				
		CAP		over P4	0	K									
5	Post 5	Post 1	15	Sill	1	8				Sill Buried	13x13	XP			75
		Post 2		sill	5	3									
		Post 4		Sill	8	3									
6	—		—		6" Sub		CAP	on	Conc	pier #1					—
										Ballast Retainers	OK				
										APPROACH - OX					
										DRIFT-SPANS 3-5		(#2)			

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KJ

CORP003008

Central Oregon & Pacific Railroad



Bridge 696.66 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 696.66
MILEPOST 696 66	SECTION# 2
TYPE: Thru Truss	LOCATION: Swisshome, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K Trickle

Findings:

Ties - Fair to poor condition
Tie on South end bracket has shifted off of bracket
Guard timber - Fair

Light to moderate corrosion on stringer top flange angles
Moderate corrosion on stringer top lateral gusset plates
Pack rust and debris is accumulating on truss bottom chord horizontal gusset plates
Surface rust and light corrosion developing on steel truss members throughout

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 1	3	OSMOSE	Replace ties
2	2 2	4	OSMOSE	Replace stringer top lateral gusset plates
3	2 3	5	OSMOSE	Continue regular inspections

Central Oregon & Pacific Railroad



Bridge 696.66 - Light corrosion on bottom chord diagonal bracing

Central Oregon & Pacific Railroad



Bridge 696.66 - Typical debris and pack rust at hanger connections

Central Oregon & Pacific Railroad



Bridge 696.66 South end bracket - Tie shifted off

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 696.66 Sec #2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 150' | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT: 1907

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

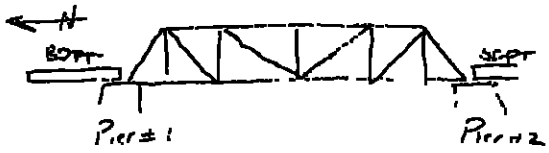
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) (Compass) of the town of: Swisshome, OR

Overall Sketch: (Include span lengths)



Typical Bent or Pier Sketch:

6 Panels
21 Ties / Panel
Tie spaces are 6" on ctr's

GENERAL

ACCESS TRUCK • BOMB • RAIL ✓ Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44 03.378 W 123 47.696

Nearest Crossing: Amity

BRIDGE: TANGENT ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO ✓

WALKWAY: YES • NO ✓ LOCATION:

SKEWED: YES • NO ✓

Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO ✓

CULVERT: YES • NO •

BRIDGE IS OVER River

Maximum Bridge Height: +20'

Bents or Piers in Water:

Maximum Water Depth: +5'

Requires de-watering Yes No

		Bridge No: 396 Old Sam Hill

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR •	FAIR ✓	GOOD •	EROSION PROBLEMS:			
TIES:	POOR •	FAIR ✓	GOOD •	SIZE: 10 X 10 X 10		QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •				
WALKWAY:	POOR •	FAIR •	GOOD •	N/A			
GUARDTIMBER	POOR •	FAIR ✓	GOOD •	SIZE: 6 x 8			

SUPERSTRUCTURE (Note any defects):

Ties - Four (4) -
Cr Timbers Fair
- 2C at Truss BLGP collect debris and heavy rust
- light corr on inner channel of Diagonal chords
- Four cm boards 1st @ at SL.

- Rotted Tie on end at the bracket on South Side

17 cts c vert post

SUBSTRUCTURE (Note any defects):

- TL GP of Pc has moderate rust
- Surface rust on steel members
Pc ss pnt - 1

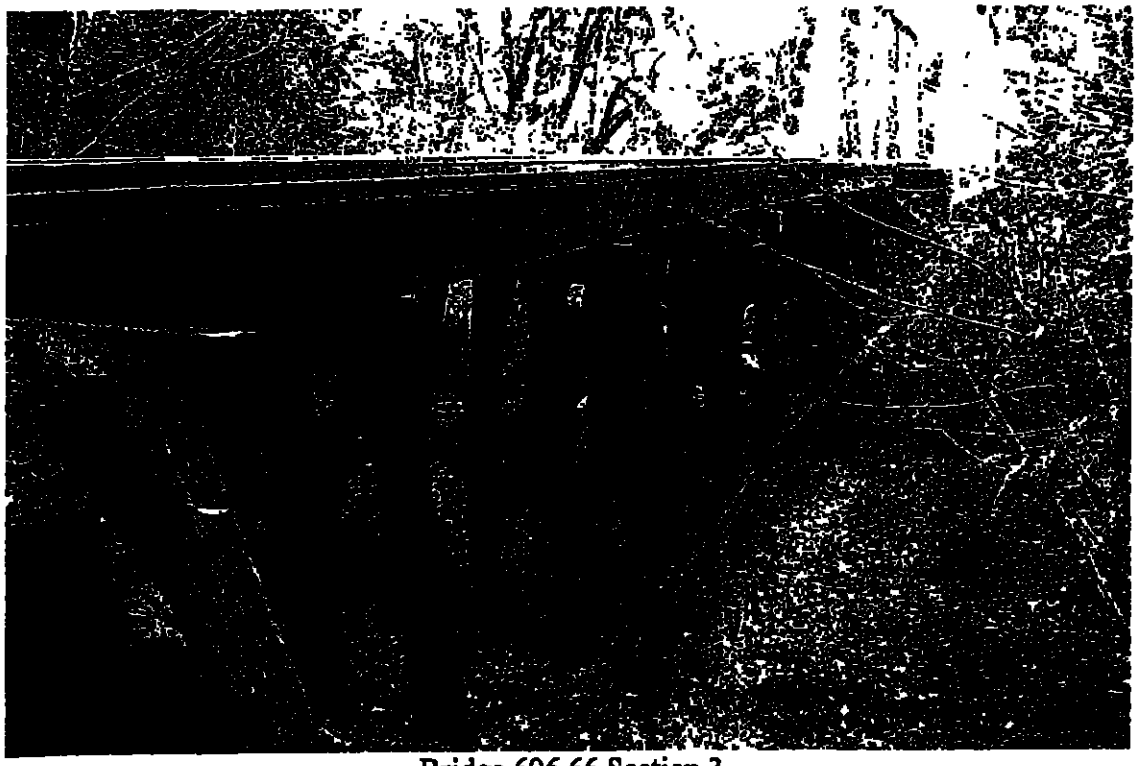
FB #0 - ok	FB #2 - ok	FB #4 - ok	Pcnl #6 - ok
Pcnl #1 - ok	Pcnl #3 - ok	Pcnl #5 - ok	Pcnl #7 - ok
FB #1 - ok	FB #3 - ok	FB #5 - ok	
Pcnl #2 - ok	Pcnl #4 - ok		

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 696.66 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 696.66
MILEPOST: 696 66	SECTION# 3
TYPE. ODPT	LOCATION: Swisshome, OR
INSPECTION DATE 10/28/2005	INSPECTOR: K Trickle

Findings:

Bent 2
Post 5 - Reject

Bent 3
Sill - Reject (minor crushing)

Bent 4
Sill - Possible Reject

Bent 5
Sill - Possible Reject (split)

Bent 7
Pile 4 - Reject

Ties - OK
Headwalls - OK
Approach - Low
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 10	3	OSMOSE	Replace. - Sill in Bent 3 (minor crushing)
2	3 9	4	RAILROAD	Add ballast and tamp up approach
3	3.7	4	OSMOSE	In-place preservatively treat piles and caps
4	3 5	4	OSMOSE	Post. - Post 5 of Bent 2 - Pile 4 of Bent 7
5	3.4	4 -	OSMOSE	Replace: - Sill in Bent 4 - Sill in Bent 5 (split)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 2		OSMOSE	6/21/2005	Installed - Oversize cap on Bent 2 Replaced: - All stringers

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28, 19 2005

Owner CORP Reg /Div _____ Bridge No 696.66 S. App (Sec 3

Dist /Sub/Branch COOS BAY

Location Swisshome, OR (MP 697.1)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
		North		App		6	Timber Bents								
			MAIN	Span		2 Conc Piers + Thru Trusses.									
1	—		—			CAP	- 2" Elevation Shim on				Conc	Pier #2			—
2	Post 5	1	20½	10'	1	5				Lg Rip/Rap	13x13				105
		5		2	1	9					13x13	X			
										OVERSIZED CAP (05 2005)					
3	Post 5	Sill	17½	under P2	4	2			1						90
		Sill		under P3	7	2	minor crushing			Sill ⊗ dapped to 11" x		13x20'			
		Post 2		D/P	OK										
		CAP		over P2	OK					2½" Elevation Shim					
							Framed on Conc Pcd								
4	Post 5	Sill	15	under P1	.4	2				Sill (P1) dapped to 11"					75
		Sill		under P2	5	2									
		Sill		under P3	OK					2½" Elevation shim					
							Framed on			Conc					
		Post 4		D/P	OK										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Dane/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003018

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140 24b 1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 696. CC S. App (Sec 3)

Date 10-28, ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
5	Part 5	Sill	13	P4	5	2	split			Sill-PX					65
		CAP		over P2	ok		Founded on	Conc Pad		2" Elevation shim					
6	5	2	15½	5	ok										80
		5		5	2	6	4	4			14				
										2" Elevation Shim					
7	5	4	13½	5	2	9					14	X			70
										3" Elevation shim					
8	5		12½		sounded ok					3" Elevation shim					65
9	5	3	12	6	7	1									60
										3½" Elevation shim					
10	5	CAP	1	over P2	6	1				3½" Elevation shim					5
		CAP		over P4	7	1									
										Stringers - OK (05 2005)					
										Ties - OK					
										Headwalls - OK					
										APPROACH - LOW (#4)					

CORP003019

Central Oregon & Pacific Railroad



Bridge 700.37

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003020

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 700.37

MILEPOST: 700 37 | SECTION# 1

TYPE: ODPT/ODFT | LOCATION. Tide, OR

INSPECTION DATE. 10/28/2005 | INSPECTOR: K Trickle

Findings:

Bent 3
Pile 5 - Reject

Bent 4
Cap - Possible Reject (slight crushing)
Shim - Reject (crushing under stringer chords)

Bent 5
Shims - Reject (crushing under stringer chords)
Sill - Cracked at dap under Pile 4

Bent 6
Post 1 - Reject
Shims - Reject (crushing under stringer chords)

Bent 7
1/2" Gap over Pile 3
Cap - Reject (cornering)

Span 1
Stringer 2 - Visual Reject
Stringer 9 - Visual Reject

Span 5
Stringer 1 - Reject

Span 6
Stringer 7 - Reject
Stringer 9 - Visual Reject

Span 7
Stringer 1 - Reject
Stringer 9 - Visual Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - OK
Approaches - Low
Walkways- OK
Handrails - OK

Heavy vegetation under bridge (fire hazard)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 11	2	RAILROAD	Remove. - Vegetation from under bridge
2	1 4	2	OSMOSE	Replace - 2" Stringer chord Shims on Bent 5 (crushing) - Stringer chord Shims on Bent 6 (crushing)
3	1 10	3	RAILROAD	Add ballast and tamp up both approaches.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 700.37

MILEPOST: 700 37	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Tide, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	19	3	OSMOSE	Replace - Cap with oversized cap on Bent 4 (slight crushing)
5	17	3	OSMOSE	Replace - Cap on Bent 7 (cornering)
6	15	3	OSMOSE	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 7 in Span 6 - Stringer 9 in Span 6 - Stringer 1 in Span 7 - Stringer 9 in Span 7
7	18	4	OSMOSE	Shim or Epoxy - Over Pile 3 of Bent 7
8	16	4	OSMOSE	Replace - Stringer 1 in Span 5
9	12	4	OSMOSE	Post: - Pile 5 of Bent 3 - Post 1 of Bent 6
10	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers
11	1 12	5	RAILROAD	Monitor - Sill in Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 13		RAILROAD	6/19/2002	Replaced - Shims on Bent 3

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 2 SHEETS

Date 10-28 ~~-19~~ 2005

Owner CORP Reg /Div _____ Bridge No 700.37

Dist./Sub/Branch COOS BAY

Location Tide OR (MP 699.2)

Type (Pile) (Trestle) (Open Deck) (Ballast Deck) (Other) _____ Age in 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	4	3½	D/P	3	4½									20
2	5		12							5½' shim 1' Blm					60
3	5	5	13	4	2	8					15	X			65
		cap		P4	ok		(Shims replaced)								
															95
P4	Post 5		19					Framed on Conc Pedl							
		CAP		over P4	0	H	Shell Crushing CAP (PX)								
		Shim			Crushing under Plank shim ⊗ .1"x13"x10"										
											H20				
5	Post 5	Post 5	19	Sill	0	H		Framed on Conc Pedl							95
		Sill		under P4	1	1	cracked @ dap				H20				
							½" of shims under planks Crushing (X)								
6	Post 5	Post 1	14½	3	0	9					13x13	XP			75
		Post 4		2	0	H									
							Shims reject under stringer planks ⊗								
7	5		10		½"	Gap over Pile 5									
		CAP			corroding - Reject ⊗										

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003023

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140 24b.

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 700.37

Date 10-28, 19 2005

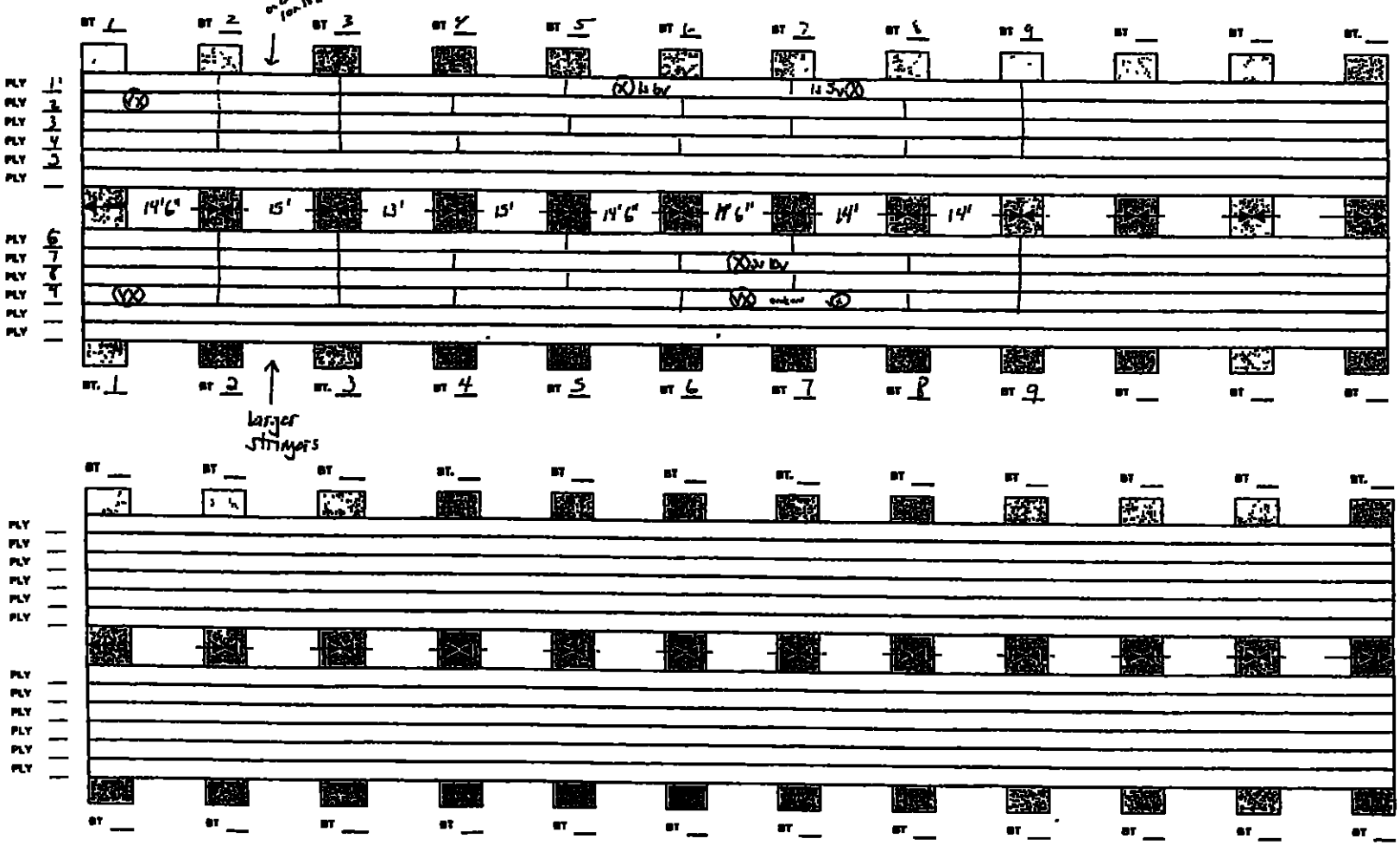
BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN. FT PILING
8	5	CP	4	over P2		OK									20
9	5		1'				Sounded OK								5
										Remove vegetation # 9					
										Appr. - Low					
										Guard Tim. - OK					
										walkway - OK					
										Tires OK					
										Headlights - OK					
										Handrails OK					
1										W Wells - OK					

CORP003024

70037 Coos Bay

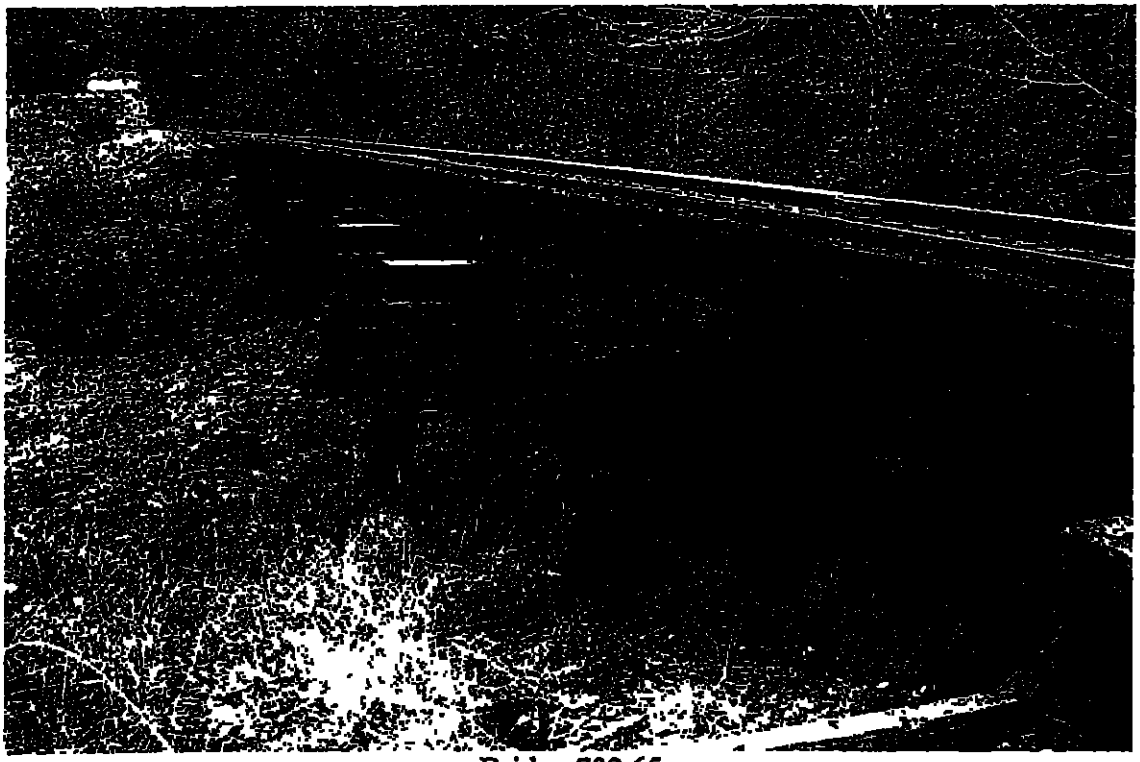
8 stringers

Stringer Schematic



CORP003025

Central Oregon & Pacific Railroad



Bridge 702.65

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003026

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 702.65

MILEPOST 702.65	SECTION# 1
TYPE. ODPT/ODFT	LOCATION: Mapleton, OR
INSPECTION DATE. 10/28/2005	INSPECTOR: K Trickle

Findings:

Bent 1

Pile 1 - Possible Reject

Bent 6

6" Shim - Possible Reject (vertical split)
Sill buried

Span 1

Stringer 1 - Reject

Ties - OK (8 reject at rail joints, plate cut)
Guard timber - OK (2 sections reject)
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 8	2	OSMOSE	Spot replace 8 bridge ties at rail joints
2	1 11	3	RAILROAD	Add ballast and tamp up both approaches
3	1 14	4	OSMOSE	Replace - 6" Shim on Bent 6 (vertical split)
4	1 13	4	OSMOSE	Replace - 2 sections of Guard timber
5	1 12	4	OSMOSE	Replace - Stringer 1 in Span 1
6	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	1 3	5	RAILROAD	Monitor - Pile 1 of Bent 1

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 10		OSMOSE	8/19/2003	Replaced - Elevation shim & cap on Bent 7 w/ a cap & subcap
2	1 2		OSMOSE	8/ 9/2001	Replaced. - Cap on Bent 2 reusing existing elevation shim

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28, 19-2005

Owner CORP Beg./Dec. Bridge No 702.65

Dist./Sub/Branch Coos Bay

Location MAPLETON, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LIN FT PILING
1	5	1	½	P/P	2	7½				4" SHIM FTN	14	PX			2½
2	5		4½				Cap New			8/9/2001 DJ MNE 4" Shim Ftop					22½
3	3		8		STEEL		BENT								—
4	3		11		STEEL		BENT								—
5	5		15							4BDS 4" TNF SH M FRAME BENT SILL BURIED					15
6	5	3	18	SILL	2½	2½				FRAME BENT H20 ½ BURIED SILL					10
		6" Shim			VERTICAL SPLIT					(PX)					
7	5		18							H20 FRAME ON CONC.					10
							Mud Cap			½" 6" SubCap					
8	5		12							C" SUBCAP FTN					20
9	5		3½							4" TAP SHIM					11½
10	5		1							4" TAP SHIM					—
															362½
							HEADWALLS - FAIR								
							TIES - OK 8 (X) AT JOINTS (PLATE CUT)								
							GUARD TIMBER - OK (2 SECTIONS) (X)								
							APPROACHES - LOW (#3)								

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Weld
D/P — Drift Pin
G/L — Groundline Area

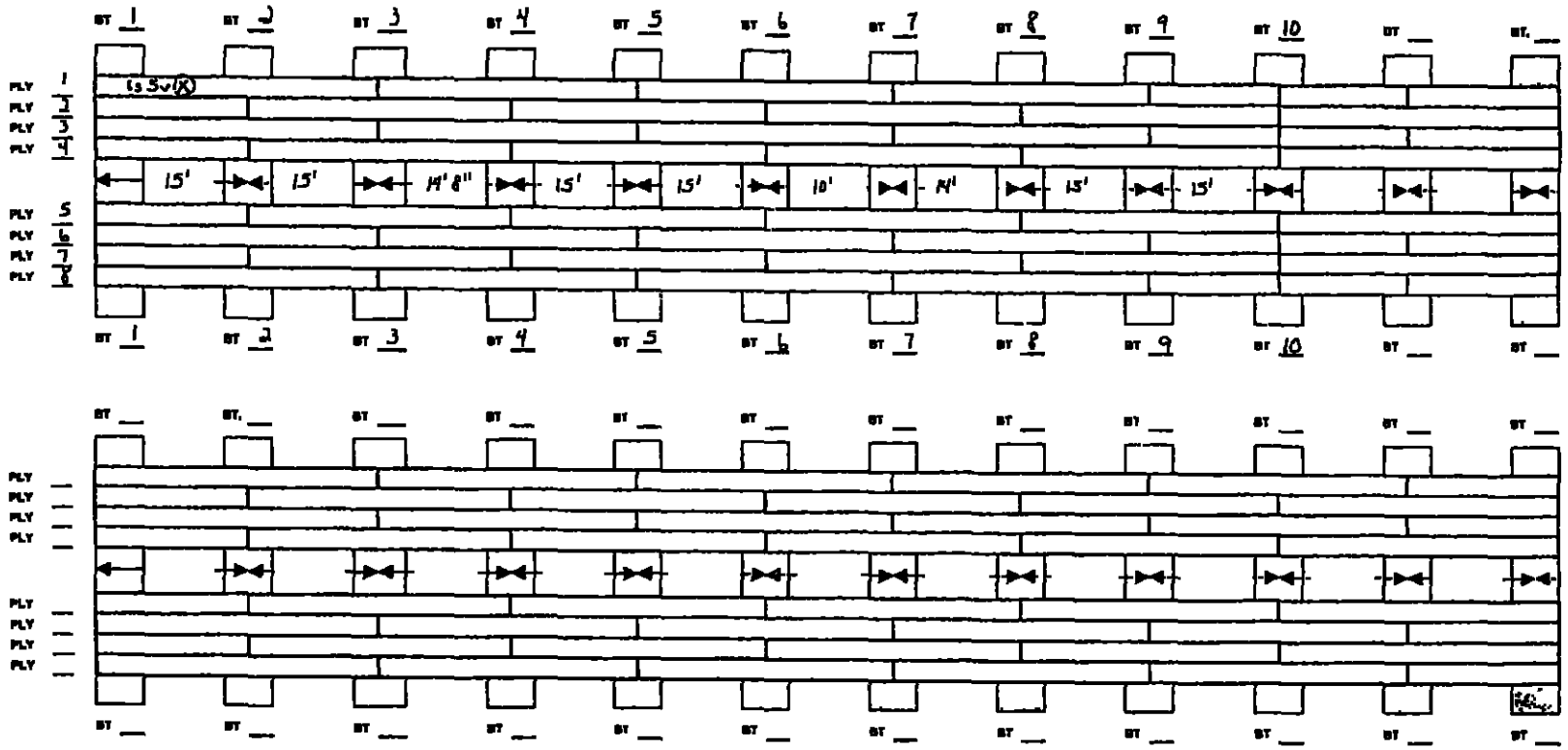
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003028

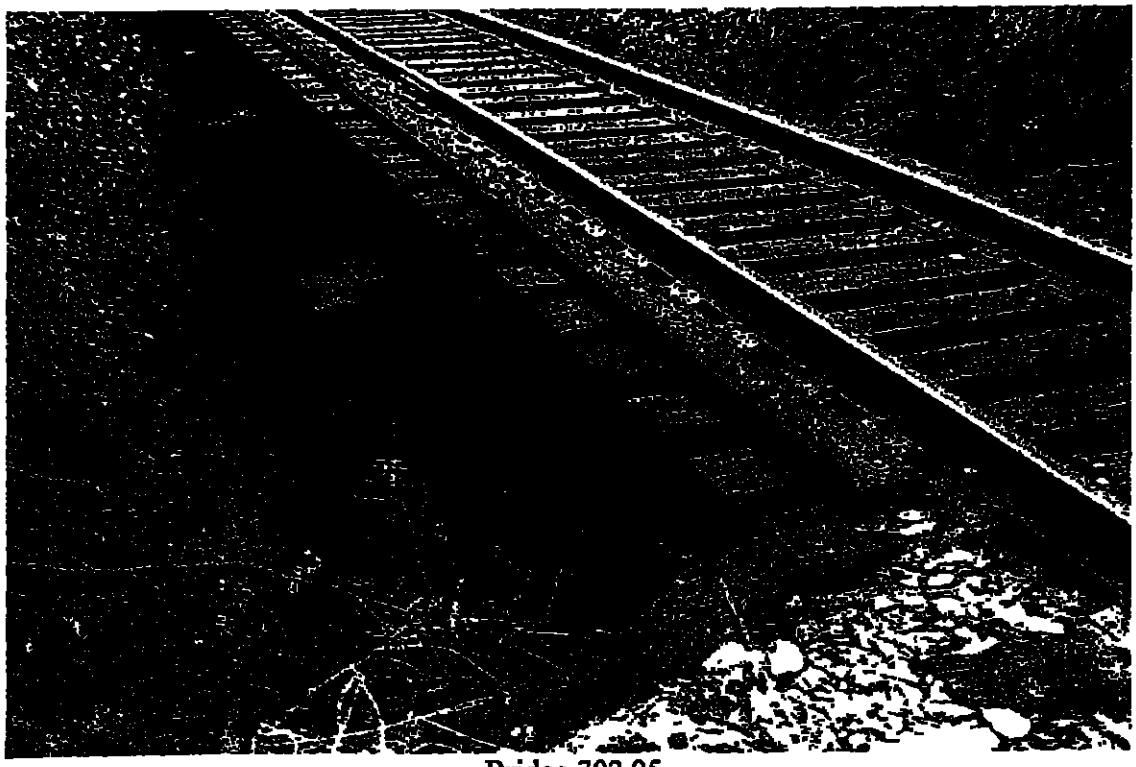
11 702.65 Coos Bay
8 stringers

Stringer Schematic



CORP003029

Central Oregon & Pacific Railroad



Bridge 702.95

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003030

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 702.95

MILEPOST: 702 95	**SECTION# 1**
TYPE· ODPT	**LOCATION: Mapleton, OR**
INSPECTION DATE. 10/28/2005	**INSPECTOR: K Trickle**

Findings:

Bent 2

2" Shim under Chord 2 - Reject (crushing)

Bent 3

2" Shim - Reject (slight crushing)

Bent 4

1/2" Tapered Gap over Post 5
Mud Block under Post 5 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	2	OSMOSE	Replace: - 2" Shim under Chord 2 on Bent 2 (crushing)
2	1 5	3	OSMOSE	Replace· - 2" Shim on Bent 3 (slight crushing)
3	1 4	3	RAILROAD	Add ballast and tamp up both approaches
4	1 2	3	OSMOSE	Replace - Mud block under Post 5 of Bent 4
5	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 10-28 19 2005

Owner CORP Reg./Div Bridge No 702 95

Dist./Sub/(Branch) COOS BAY

Location MAPLETON, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
1	5		½							1½" SHIM					2½
2	5	1	8	P/O	OK					H₂O 1¼" SHIM 186					40
		5		MD TO	PILE.					3/4" CHORD 2 SHIM - ⊗	CR	#2			
3	5	CAP	8	MD TO	WEST END					H₂O 1½ SHIM ROCK					40
										3/4" SHIM - ⊗ SL. CR	#3				
4	5	1	5	MD TO	PILE					H₂O 1¼" SHIM (½" T Gap Part 41)					25
		POST 5		MUD BLOCK UNDER POST						ERODING - ⊗ 18"±CH PR		⊗			
5	5		½	½ BURIED IN	BALLAST										2½
															115
										HEADWALLS - OK					
										TIES - OK (41)					
										GUARD TIMBER - OK					
										APPROACHES - LOW					

SYMBOLS All Borings to Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

Central Oregon & Pacific Railroad



Bridge 710.20

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 710.20

MILEPOST 710 20	SECTION# 1
TYPE BDPT	LOCATION: Beck, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR: K Trickle

Findings:

Bent 2
Pile 2 - Reject
Pile 3 - Possible Reject

Bent 3
Pile 1 - Possible Reject

Bent 5
Pile 4 - Reject
Pile 5 - Reject
Cap - Possible Reject

Bent 8
Pile 3 - Reject
Pile 5 - Reject
Block over Pile 2 - Visual Reject (Split)

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject

Headwalls - OK
Wingwalls - OK
Approaches - OK
Handrails - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.12	2	OSMOSE	Frame out. - Bent 8
2	1 3	3	OSMOSE	Post. - Pile 4 of Bent 5 - Pile 5 of Bent 5
3	1 11	4	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 2
4	1 9	4	OSMOSE	Post. - Pile 2 of Bent 2
5	1 6	4	OSMOSE	Replace - Cap on Bent 5
6	1 4	5	RAILROAD	Monitor - Pile 3 of Bent 2 - Pile 1 of Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 2		OSMOSE	8/ 9/2001	Framed out - Bent 4

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 710.20 Bent 8 - 3 reject piles

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 , 19 2005

Owner Corp. Reg/Div Bridge No 710.20

Dist/Sub/Branch Coos Bay

Location Beaver Creek (MP 709.0)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age in 25

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GA TR	PP	LIN FT PILING
1	-		-		4" SHIM ON CONC. ABUT.										
2	5	1	8	6											40
		2		D/P	1½	11					13½	X			
		3		D/P	2	7	1	9			15	PX			
3	5	1	14	13	5	8				H2O 366'5	14	PX			70
		CAP		PZ	OK										
		5		3	2½	4½	3								
4	5		15												75
					New Frame Bent					8/9/2005					
										H2O					
5	5	4	14	D/P	1½	10½				H2O	13	X			70
		5		D/P	1	10					13	X			
		CAP		PZ	1	2		Cap-PX		11½x13½x14					
6	5	2	12	P/P	5¼	4									60
		3		P/P	6	2	2	8							
7	5	1	7	D/P	5	1½			3						35
		4		D/P	6	4	5	6½							
8	5	2	1½	D/P	3	5			1	(6"x14"x2' BLOCK (V) SPLIT ~~PX~~ *					7½ *
		3		D/P	½	9½				Frame Out #2	13½	X			357½
		5		D/P	3	9					13	X			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is N S E (W)
(Timetable)

SIGNED KT

BORING RECORD

Date: 11-9 2005 Sheet: 2 of 2

OWNER: CORP BRIDGE #: 710 20

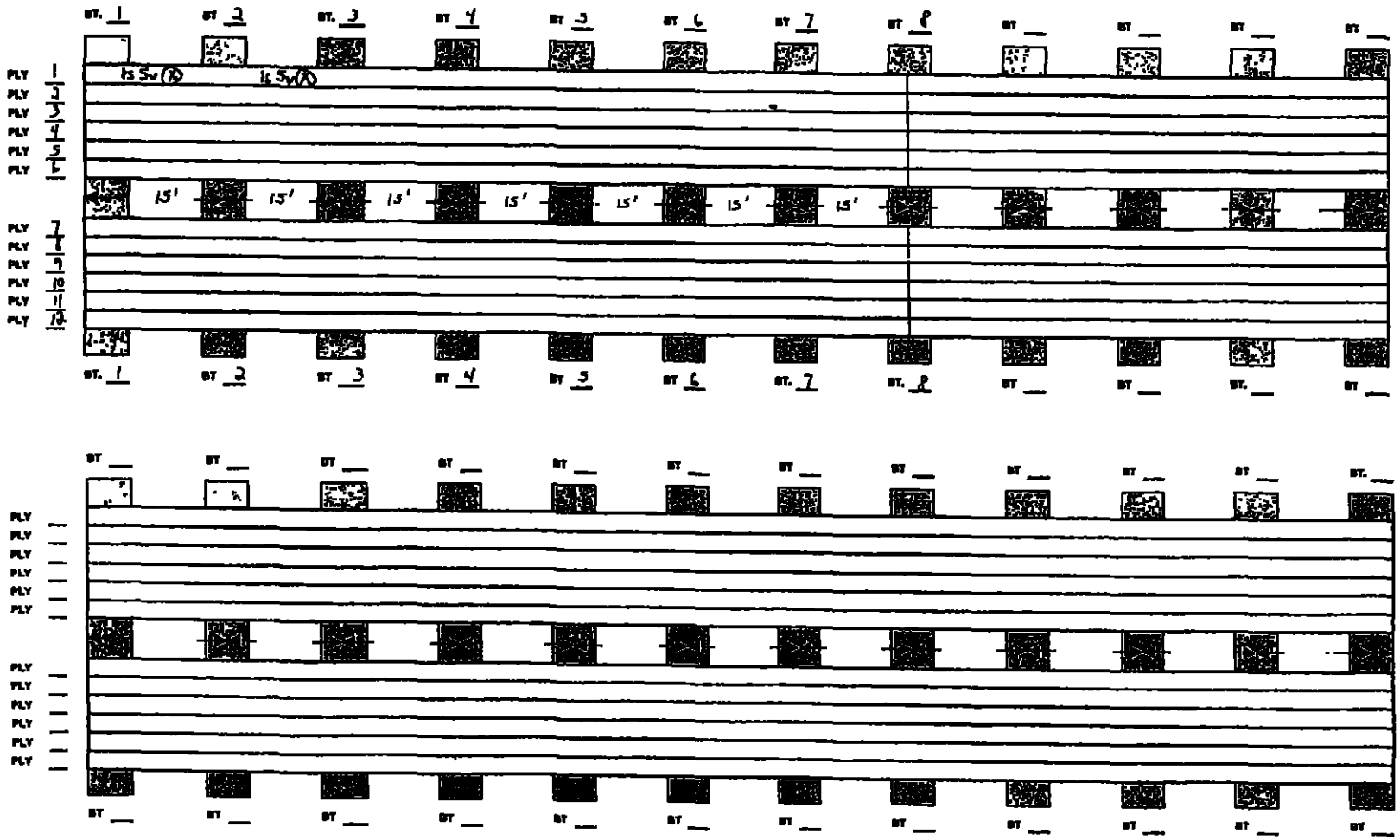
BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR	PP	LIN FT. PILING
										HEADWALLS - OK					
										HAND RAILS - OK					
										WING WALLS - OK					
										APPROACHES - OK					

Osmose Railroad Services, Inc.

710.29 Coor Bag

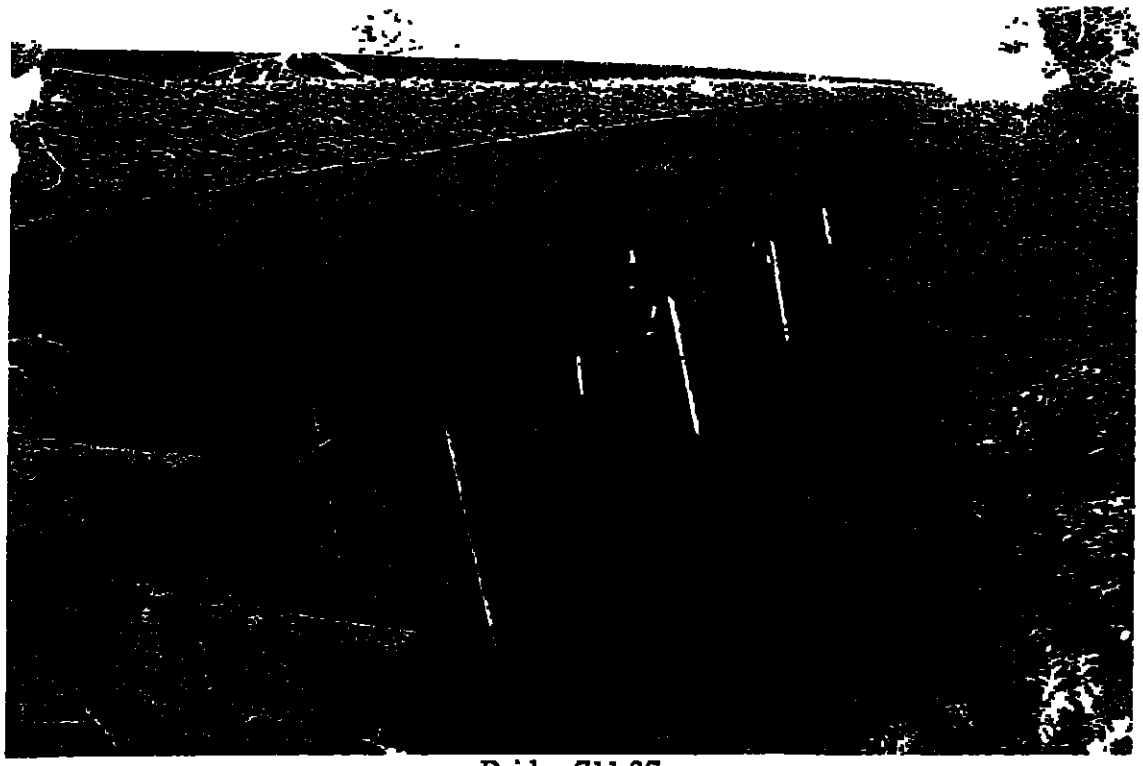
12 stringers

Stringer Schematic



CORP003038

Central Oregon & Pacific Railroad



Bridge 711.37

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 711.37

MILEPOST: 711 37	SECTION# 1
TYPE: BDPT	LOCATION Beck, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR: K Trickle

Findings:

Bent 1
1/2" Tapered Gap over Pile 5

Bent 2
South Sway Brace - Reject

Bent 3
Both Sway Braces - Reject

Span 1
Stringer 1 - Visual Reject

Span 4
Stringer 1 - Visual Reject

Span 5
Stringer 1 - Reject

Ballast Retainers - OK
North Headwall - OK
South Headwall - Fair
Vegetation under bridge

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	3	RAILROAD	Remove vegetation from under bridge.
2	1.8	4	OSMOSE	Shim or Epoxy - Over Pile 5 of Bent 1
3	1 5	4	OSMOSE	Replace. - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5
4	1 3	4	OSMOSE	Replace - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 2		OSMOSE	8/20/2001	Replaced: - Cap on Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005

Owner CORP —Reg/Div— Bridge No 71137

Dist./Sub/Branch Coos Bay

Location BECK, OR (MP 709.0)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5		5				5"	T&G		PS					25
2	5		12				Cap	New		8/00/01 Osmose					60
										S. sway brace ⊗					
3	5	1	14	6	OK					H.O					70
										both sway braces ⊗					
4	5		13							H.O NEWER CAP					65
5	5		11												55
6	5	CMP	4½	PL	OK										22½
															797½
										NORTH HEADWALL - OK					
										SOUTH HEAD WALL - FAIR					
										BALLAST RETAINERS - OK					
										HEAVY VEGETATION					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

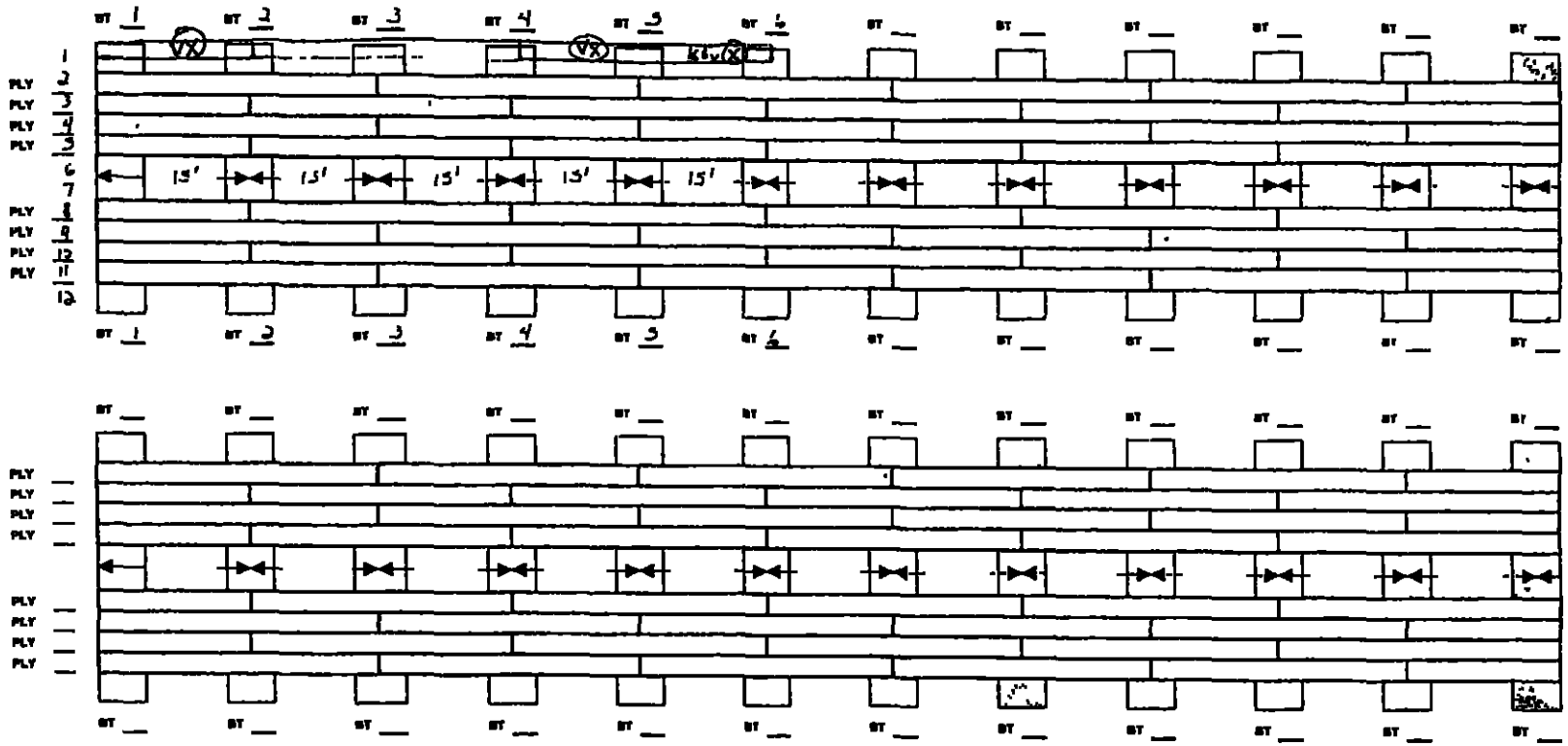
SIGNED KT

CORP003041

* 7/1.37
12 stringers

Coos Bay

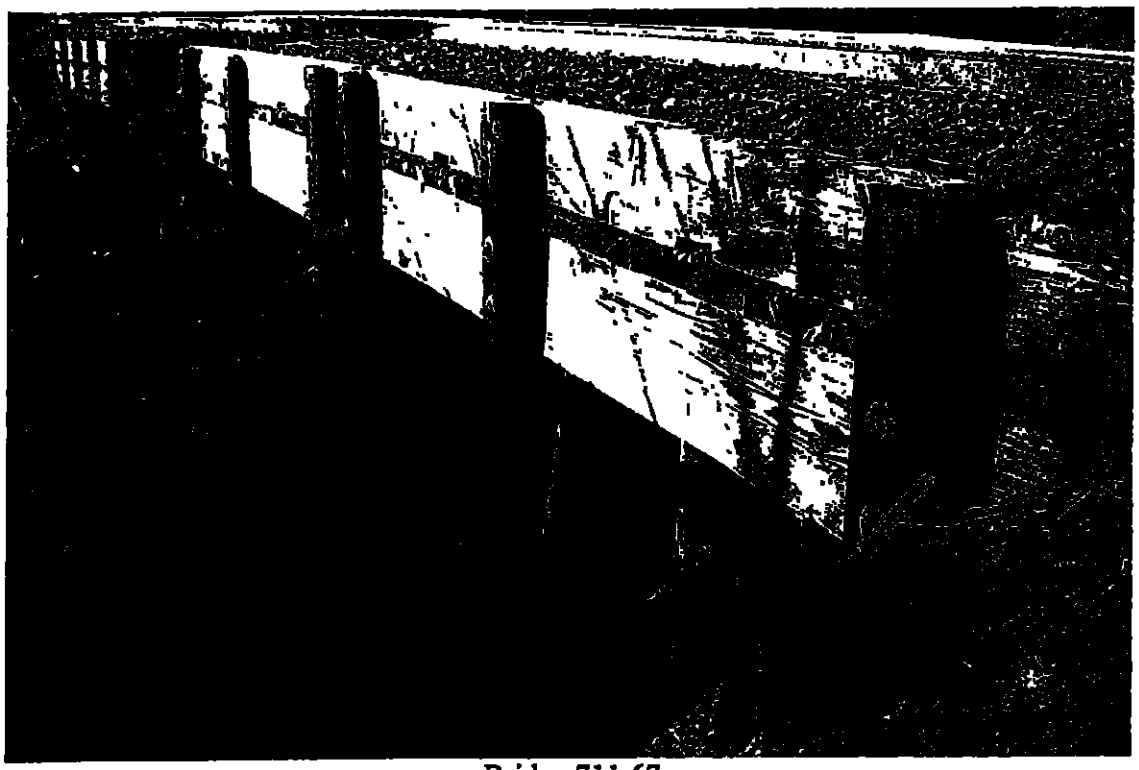
Stringer Schematic



Page 1

CORP003042

Central Oregon & Pacific Railroad



Bridge 711.67

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 711.67

MILEPOST. 711 67 | SECTION# 1

TYPE· BDPT | LOCATION· Beck, OR

INSPECTION DATE. 11/ 9/2005 | INSPECTOR: K Trickle

Findings:

Bent 1
- Pile 1 - Possible Reject
- Pile 2 - Reject
- Pile 5 - Reject

Bent 3
- Pile 2 - Reject

Bent 4
- Pile 1 - Reject
- 1/2" Shim over Pile 3 working out

Span 1
- Stringer 6 - Reject
- Stringer 12 - Visual Reject

Ballast retainers - OK
Headwalls - OK
Approaches - Low
Stringers - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	3	RAILROAD	Add ballast and tamp up both approaches
2	1.4	3	OSMOSE	Post. - Pile 2 of Bent 1 - Pile 5 of Bent 1 (split)
3	1.7	4	OSMOSE	Replace - Stringer 6 in Span 1 - Stringer 12 in Span 1
4	1 6	4	OSMOSE	Shim or Epoxy - Over Pile 3 of Bent 4
5	1 2	4	OSMOSE	Post: - Pile 2 of Bent 3 - Pile 1 of Bent 4
6	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	1 8	5	RAILROAD	Monitor - Pile 1 of Bent 1

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 3		OSMOSE	8/14/2001	Framed out. - Bent 5 - Bent 6

Osmose Railroad Services, Inc.

CORP003044

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005

Owner CORP Reg/Div

Bridge No 711.67

Dist/Sub Branch Coos Bay

Location

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING
1	5	1	4½	P/P	3	7					14	PX			22½
		2		P/P	0	10				INNER BOX? ON H WALL	15	X			
		5		P/P	2	7½		split			14½	X			
2	5		11							NEWER CAP 2002					55
3	5	2	14	P/P	1	7				H&D	13½	X			10
		3		P/P	2½	3½									
		LN		P?	3	1½									
4	5	1	14	S	1½	12				H&D	14	X			10
								Pile 3 - ½" shim working out							
5	5		8												10
							New Frame Bent 8/14/2001 Osmose								
6	5		2												10
							New Frame Bent 8/14/2001 Osmose								26
								HEADWALLS - OK							
								BALLAST RETAINERS - OK							
								APPROACHES - LOW							

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

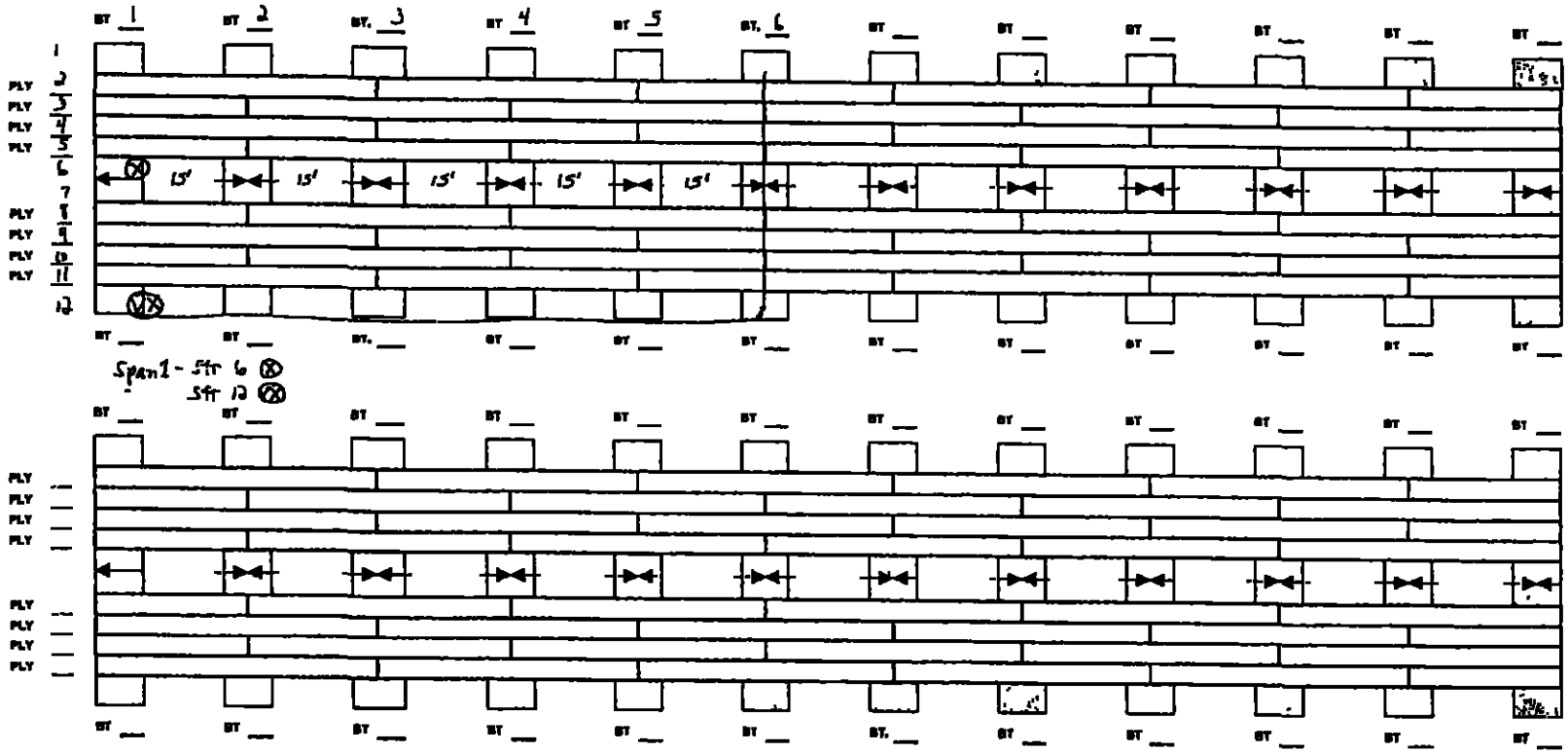
Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 Is N (S) E W
(Timetable)

SIGNED KT

CORP003045

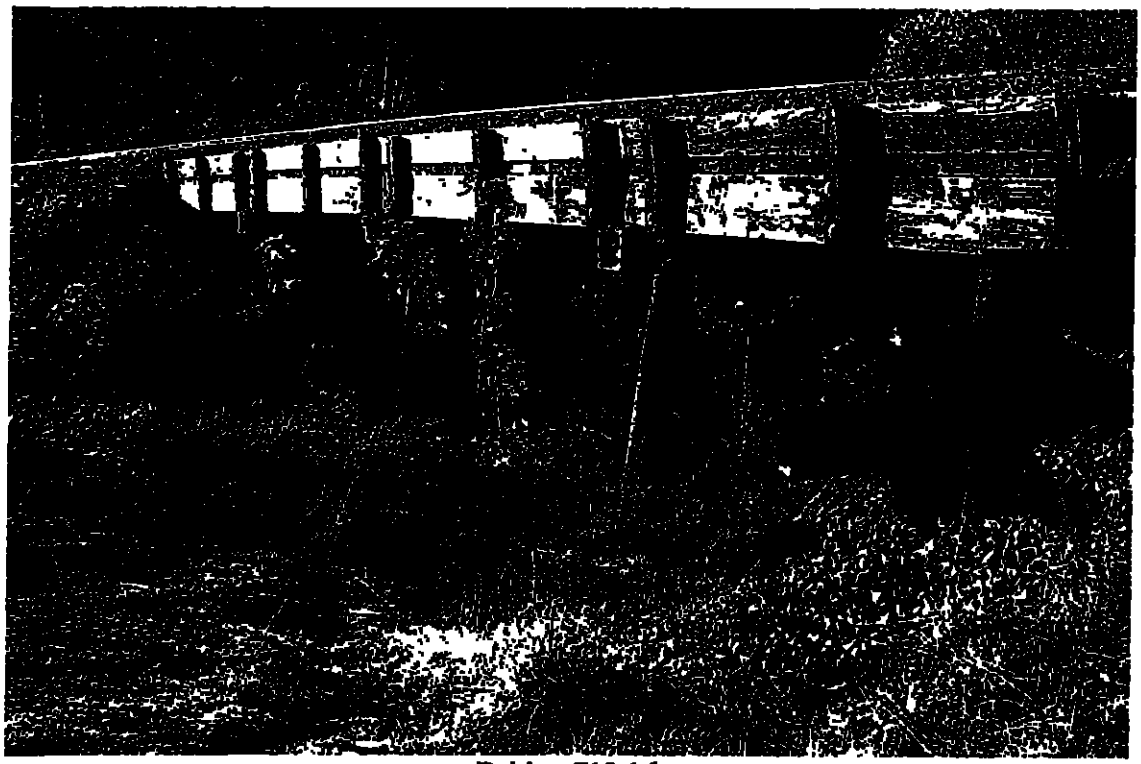
* 711.07
12 stringers

Stringer Schematic



CORP003046

Central Oregon & Pacific Railroad



Bridge 712.16

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 712.16

MILEPOST: 712 16 | SECTION# 1

TYPE BDPT | LOCATION: Wendson, OR

INSPECTION DATE. 11/ 9/2005 | INSPECTOR: K Trickle

Findings:

Bent 1
- Pile 4 - Possible Reject
- Pile 5 - Possible Reject
- Cap - Reject

Bent 5
- Pile 1 - Possible Reject
- Pile 2 - Reject

Span 3
- Stringer 1 - Reject

Span 4
- Stringer 1 - Reject

Ballast Retainers - OK
North Headwall - Undermining
Approaches - Low
Stringers - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	18	3	RAILROAD	Add ballast and tamp up both approaches.
2	11	3	OSMOSE	Replace: - Cap on Bent 1
3	17	4	OSMOSE	Replace: - Stringer 1 in Span 3 - Stringer 1 in Span 4
4	15	4	OSMOSE	Post. - Pile 2 of Bent 5
5	13	4	OSMOSE	Replace: - North headwall (undermining)
6	12	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	16	5	RAILROAD	Monitor: - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 ,19 2005

Owner CoRP Reg./Div. Bridge No. 712.16

Dist./Sub/Branch Coos Bay

Location CUSHMAN, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5	4	6	D/P	4½	6				POWER LINE ATTACHED TO CAP		PX			30
		5		D/P	4½	3	3	7				PX			
		CAP		PI	3	3½		CAP-		REJECT (X)		11½ X13¾ X1 H			
2	5	3	8	D/P	7	1½				BB					10
		5		D/P	4	4									
3	5	3	14	D/P	OK					H30					70
		•													
4	5	1	10	G/L	6	4½									50
		2			6	2½									
		5		7	6	2									
5	5	1	1½	D/P	2	5	1½	7	2			PX			7½
		2		D/P	2	8						X			197½
							PILES 3,4 - POSTED BELOW GROUND							ZB	
		5		D/P	5	6									
							N. H. WALL - UNDER MINING								
							BALLAST RETAINERS - OK								
							APPROACHES - LOW (#3)								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H	— Heart	PP	— Previously Posted
X	— Reject	PX	— Possible Reject
V	— Void	ST	— Shell Thickness
SR	— Shell Rot	P/W	— Heavy Duty Pile Wrap
RS	— Ring Separation	O/W	— OsmoWrap
DP	— Decay Ring	D/P	— Drift Pin
DP	— Decay Pocket	G/L	— Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

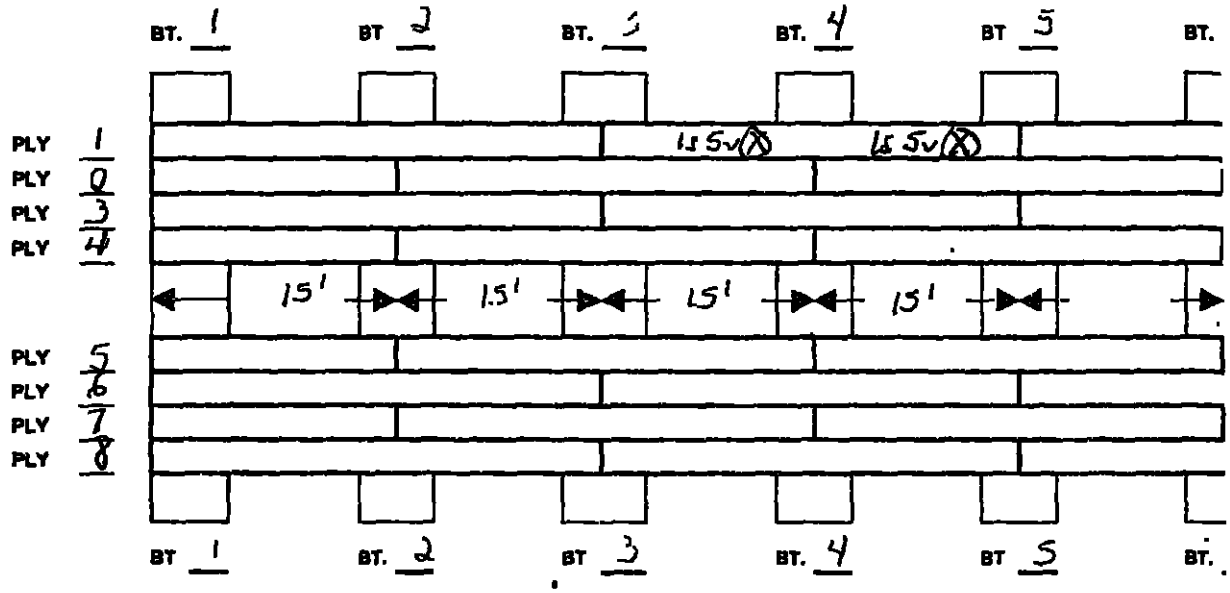
SIGNED KT

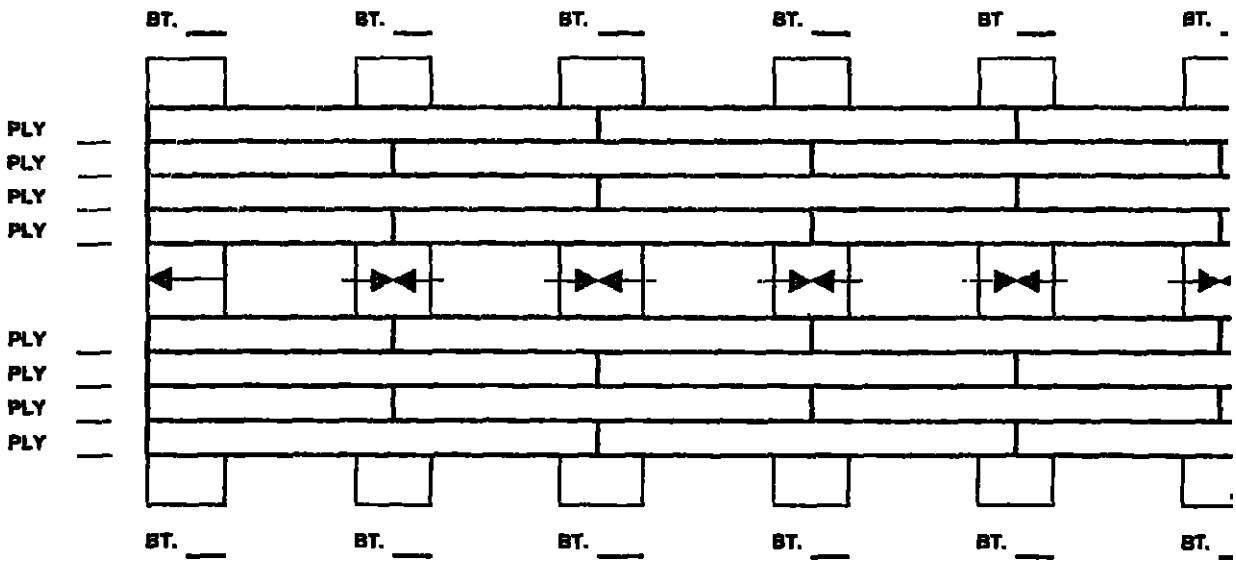
CORP003049

112.15 Coos Bay

13 stringers

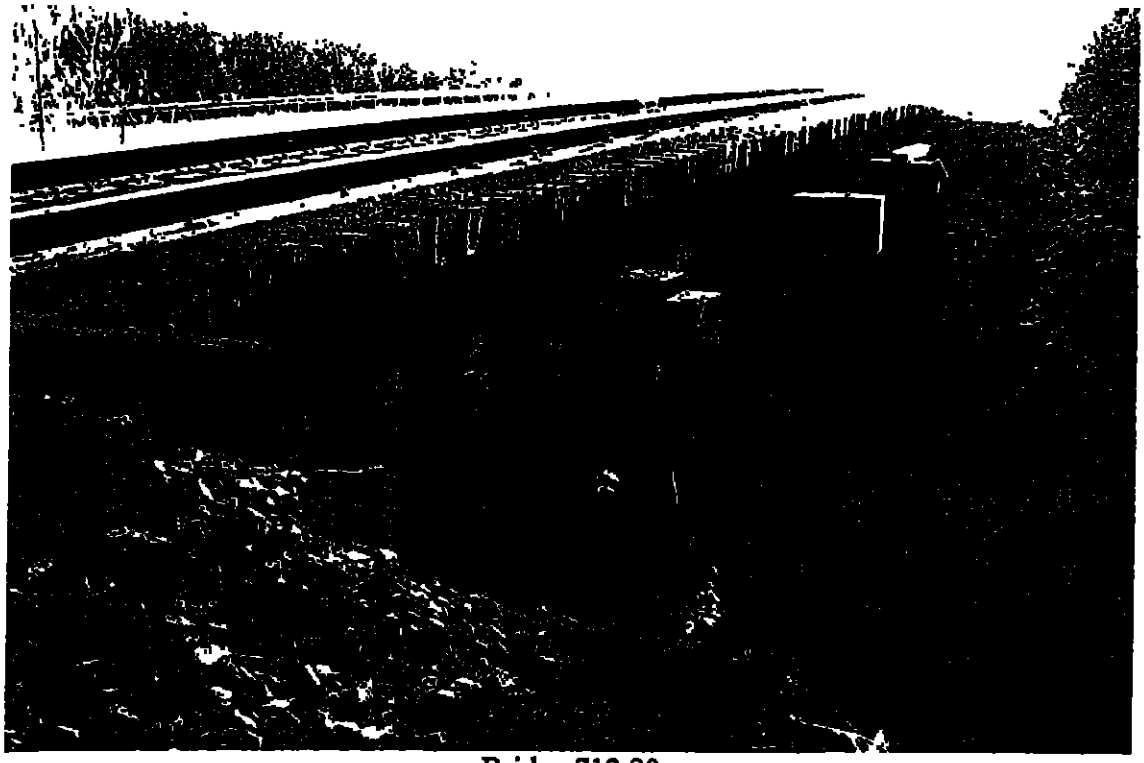
String





P.

Central Oregon & Pacific Railroad



Bridge 712.80

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 712.80

MILEPOST: 712 80	SECTION# 1
TYPE: ODPT	LOCATION: Wendson, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR. K. Trickle

Findings:

Bent 1
Pile 1 - Reject

Bent 2
Pile 1 - Reject

Bent 3
South Sway Brace - Reject

Ties - OK
Guard timber - OK
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 8	3	RAILROAD	Add ballast and tamp up both approaches
2	1 7	4	OSMOSE	Replace. - South sway brace on Bent 3
3	1 5	4	OSMOSE	Post - Pile 1 of Bent 1 - Pile 1 of Bent 2
4	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.8		OSMOSE	8/19/2003	Replaced - Cap & shim on Bent 3 with new cap & subcap Posted - Piles 2 & 4 of Bent 3
2	1 3		OSMOSE	8/30/2001	Framed out: - Bent 4

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 , 19 2005

Owner CORP Reg/Div Bridge No 712.80

~~Dist/Sub~~/Branch Coos BAY

Location CUSHMAN, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	5	1	3	D/P	2	10				9" Sub CAP	15	X			15
		3		D/P	6½	2				RIP RAP					
2	5	1	9	D/P	1	11				RIP RAP		X			45
		3		D/P	5	5				4" subcap					
		5			POSTED @ 3'					HD					
3	5		9		Piles 2 & 4 - PP @ G/L					S. Sway b Tree - X					45
					New Cap & 6" subcap										
4	5		8			New Frame Bent 8/30/2001 Osmose									40
														B	
5	5	2	2	H/L	OK.					Newer Glulam Cap					10
		3		H/L	OK					4" subcap					155
										Ties - OK 61					
										Hdwr - Fair					
										G. timb. - OK					
										Apps - Low (#3)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

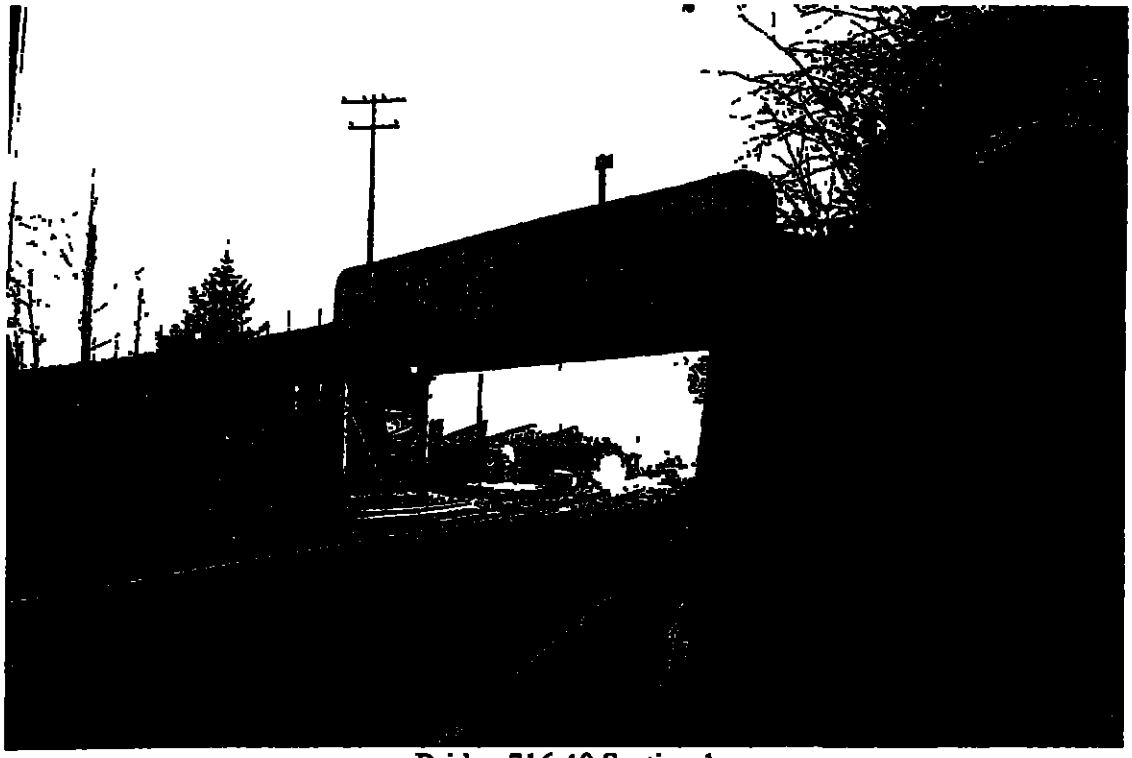
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drill Pile
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003053

Central Oregon & Pacific Railroad



Bridge 716.40 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 1	**BRIDGE # 716.4**
MILEPOST. 716 40	SECTION# 1
TYPE. TPG	LOCATION. Cushman, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR: K. Trickle

Findings:

Walkways - OK

West web at Panel 2 - Bulged out from vehicle impact damage
Vehicle impact damage - East bottom flange of girder (1" tear)

One anchor bolt - Reject on concrete abutment

Recommended Work and Work Accomplished

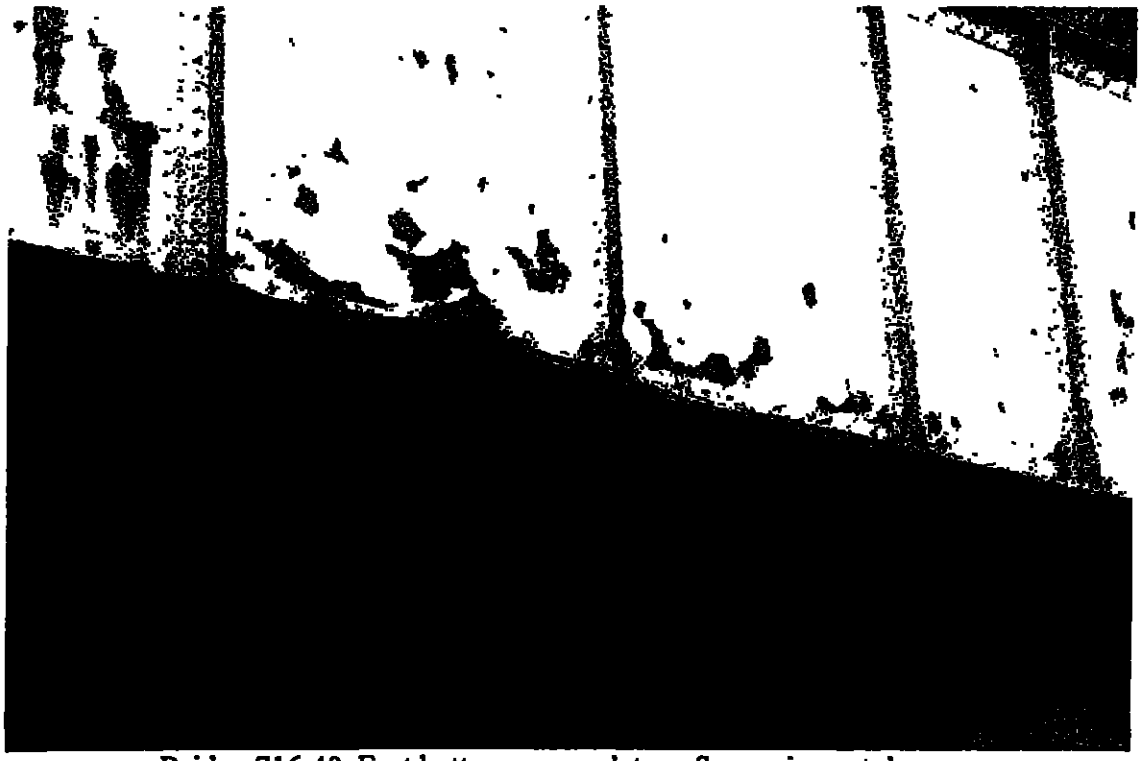
RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	2	OSMOSE	Repair - Vehicle impact damage to East bottom girder (1" tear)
2	16	3	OSMOSE	Replace - 1 Anchor bolt on concrete abutment
3	17	5	RAILROAD	Monitor - West web and bottom cover plates of Panel 2 for additional impact damage
4	11	5	RAILROAD	Monitor - Underside of TPG for additional vehicle impact damage

COMPLETED WORK

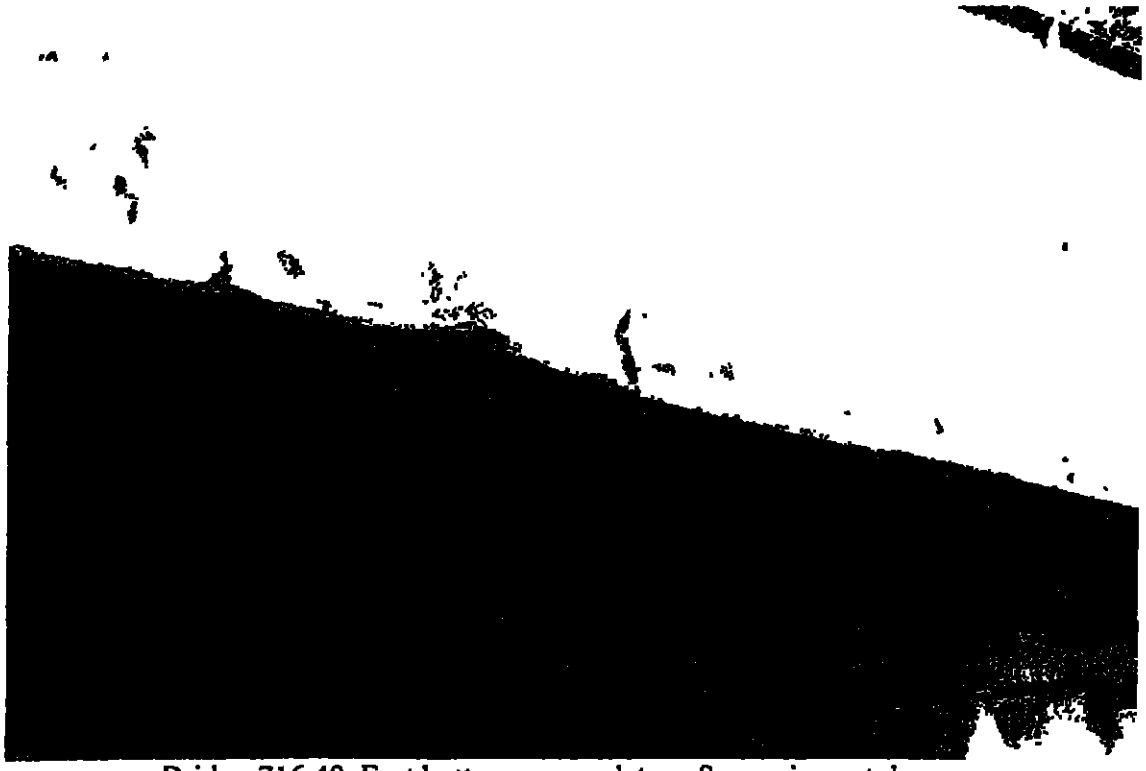
ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	14		OSMOSE	1/24/2000	Replaced: - West Bottom Girder
2	13		OSMOSE	9/25/1999	Steel inspection performed on vehicle impact damage

Central Oregon & Pacific Railroad



Bridge 716.40 East bottom cover plates - Severe impact damage

Central Oregon & Pacific Railroad



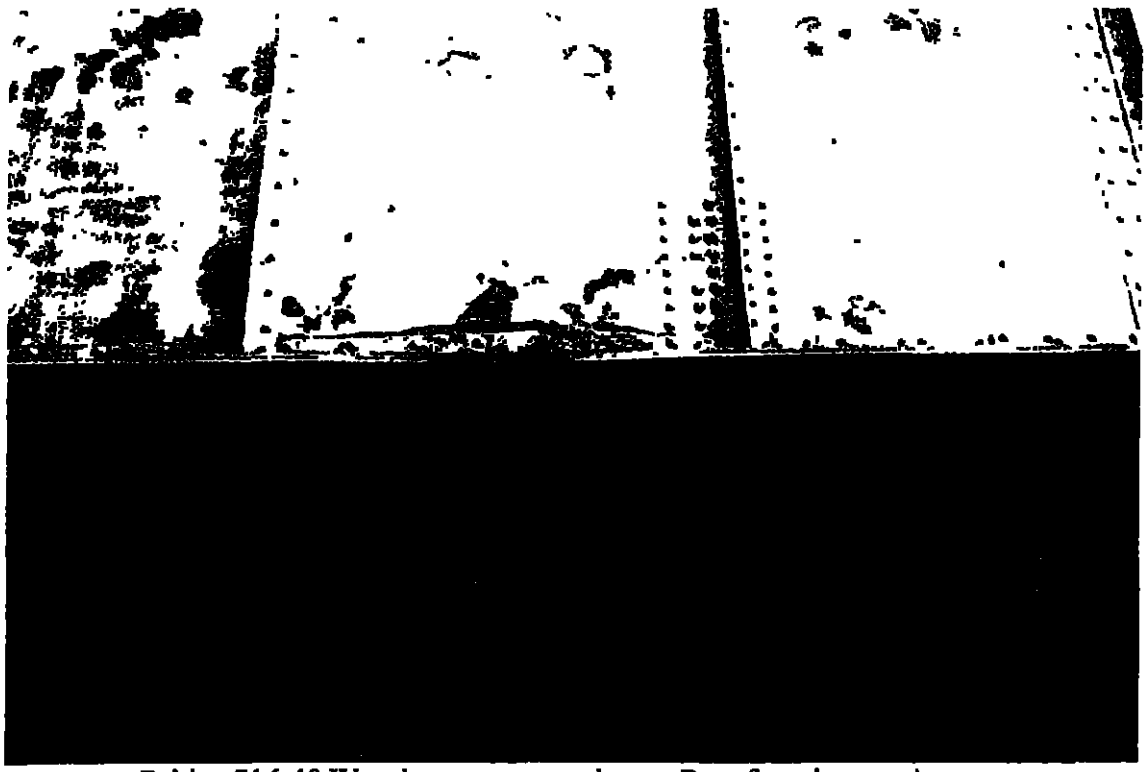
Bridge 716.40 East bottom cover plates - Severe impact damage

Central Oregon & Pacific Railroad



Bridge 716.40 East bottom cover plates torn 1 inch (severe impact damage)

Central Oregon & Pacific Railroad



Bridge 716.40 West bottom cover plates - Bent from impact damage

Central Oregon & Pacific Railroad



Bridge 716.40 West web - Bulging outward (impact damage)

Osmose Railroad Services, Inc **Coos Bay Subdivision**

CORP003060

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-9-05 BY: KT

Bridge No: 716 4 SEC 1

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG •) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

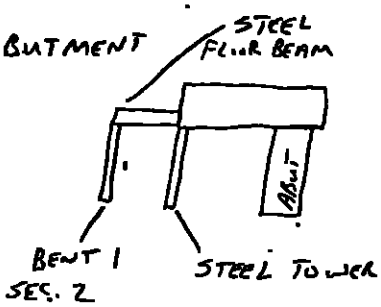
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (ST) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: CUSHMAN, OR

Overall Sketch: (Include span lengths)

1 CONCRETE ABUTMENT
1 STEEL TOWER



Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL •) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE) Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP003061

Bridge No: 716 4 Sec. 1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD •	SIZE: QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAYS:	POOR •	FAIR •	GOOD • (OK)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

WEST BOTTOM GIRDER, PANEL 2 - BULGED OUT BOTTOM COVER PLATES BENT
EAST BOTTOM GIRDER - SEVERE IMPACT DAMAGE 1" TEAR (#2)

SUBSTRUCTURE (Note any defects):

1 ANCHOR BOLT ON CONCRETE ABUTMENT ⊗

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOS

Roll #____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
	#

Central Oregon & Pacific Railroad



Bridge 716.40 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 2	**BRIDGE # 716.4**
MILEPOST: 716.40	SECTION# 2
TYPE: ODPT	LOCATION: Cushman, OR
INSPECTION DATE: 11/9/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
Post 5 - Reject

Bent 3
Pile 1 - Reject

Bent 4
Pile 5 - Possible Reject

Bent 6
Pile 5 - Reject

Bent 7
Pile 5 - Reject

Bent 8
Pile 1 - Possible Reject

Bent 9
Post 1 - Reject
Pile 3 - Reject

Ties - OK
Handrails - OK
Walkways - OK
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	3	OSMOSE	Post: - Post 1 of Bent 9 - Pile 3 of Bent 9
2	2.6	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
3	2.4	4	OSMOSE	Post: - Post 5 of Bent 1 - Pile 1 of Bent 3 - Pile 5 of Bent 6 - Pile 5 of Bent 7
4	2.7	5	RAILROAD	Monitor: - Pile 5 of Bent 4 - Pile 1 of Bent 8

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.6		OSMOSE	9/24/2001	Framed out: - Bent 2

Osmose Railroad Services, Inc.

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005

Owner Corp Reg/Div

Bridge No 716.40 (Sect 2)

Dist/Subdiv Coos Bay

Location Cushman, OR (MP 716.20) ODOT # 156 495 T

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR1976 Age in 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	6	1	16	Posted @ G/L						Steel on Bent				B	96
		5		Posted @ G/L											
		PS		2	3	9½					13½	XP			
2	4		16												64
						New Frame Bent 9/24/2001 Osmose									
3	5	1	15	D/P	2	11					16	X			75
		5		3	2½	7½	6	4½			16				
4	5	5	15	D/P	1½	8					15½	PX			75
5	5	1	15	G/L	1	5½					15½				75
6	5	1	15	Posted @ G/L										B	75
		5		8	3	9					11½	X			
7	5	5	17	D/P	3	10				2BB's	15½	X			85
8	5	1	19	D/P	3½	9½				3BB's	16	PX			95
9	5	1	19	Posted @ G/L										2B	95
		P1		G/L	2	9					13½	XP			735
		3		G/L	2	11					14	X			
		5		Posted	Pile @ G/L										
10	-		-		Cap on Conc Pier										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H	— Heart	PP	— Previously Posted
X	— Reject	PX	— Possible Reject
V	— Void	ST	— Shell Thickness
SR	— Shell Rot	P/W	— Heavy Duty Pile Wrap
RS	— Ring Separation	O/W	— Osmofield
DP	— Decay Ring	D/P	— Drift Pin
DP	— Decay Pocket	G/L	— Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KJF

CORP003065

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140 24b

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

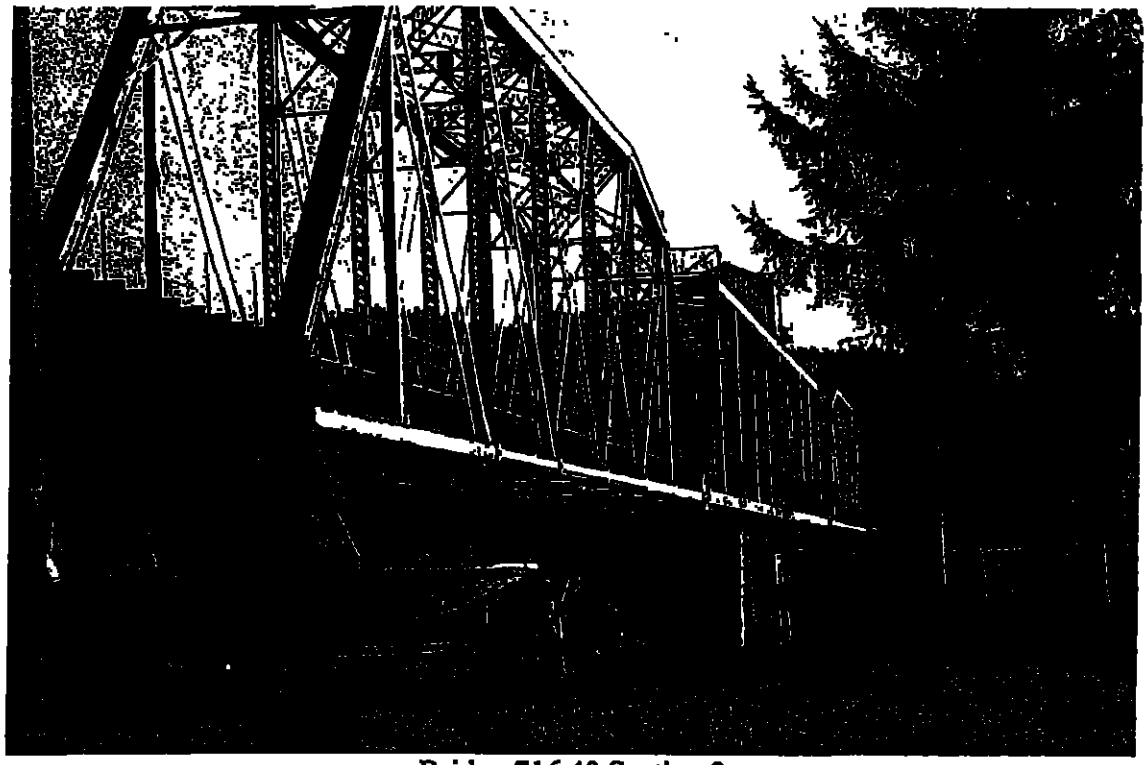
Bridge No 716 40 SEC. 2

Date 11-16, 2004

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
										STRINGERS - OK					
										TIES - OK					
										Handrails - OK					
										Walkways - OK					

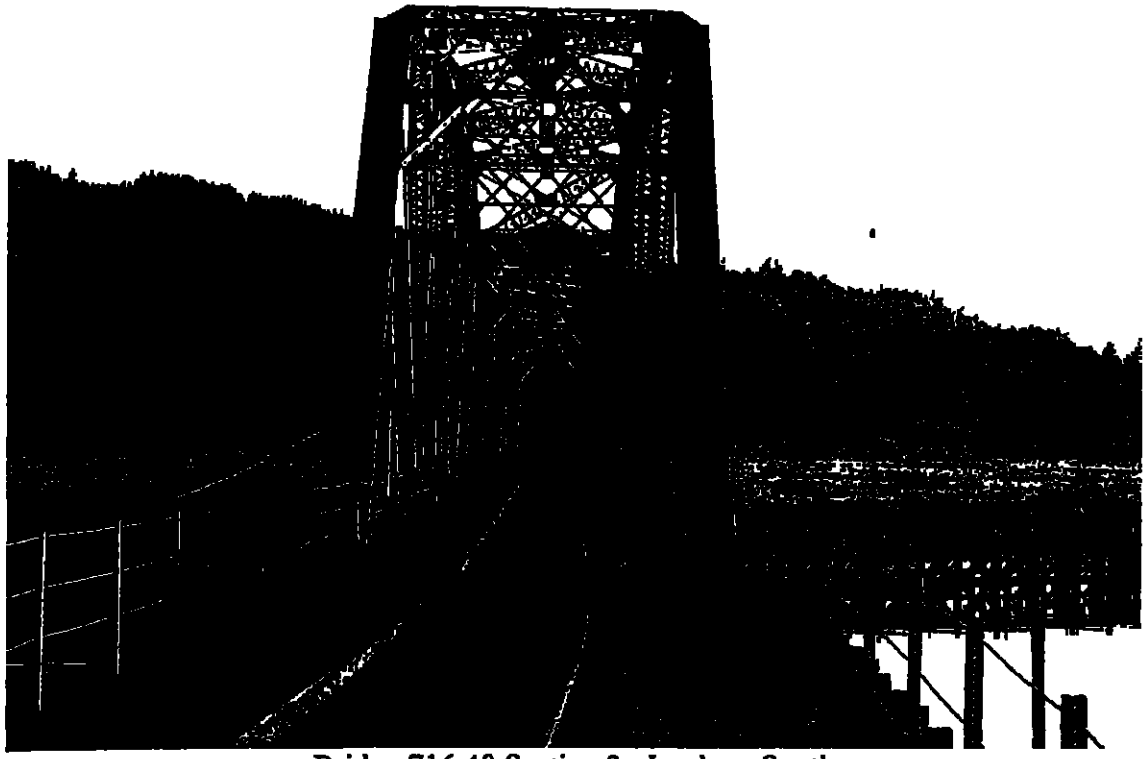
CORP003066

Central Oregon & Pacific Railroad



Bridge 716.40 Section 3

Central Oregon & Pacific Railroad



Bridge 716 40 Section 3 - Looking South

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003068

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST 716.40	SECTION# 3
TYPE: Thru Truss	LOCATION. Cushman, OR
INSPECTION DATE 12/14/2005	INSPECTOR. K Trickle & G. Grumke

Findings:

PIER	PIER NOTES
1	Heavy corrosion on all anchor bolts, bolts are bent over (exp) End of Truss #1 is bearing against concrete backwall
2	Heavy corrosion on fixed bearing anchor bolts
3	OK
4	Heavy corrosion on all anchor bolts
5	Heavy corrosion on all anchor bolts

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 Heavy corrosion (60% section loss) and pitting on top flange angles Light corrosion (20% section loss) on bottom flange angles
1	2	Floor Beam #1 Moderate to heavy corrosion (50% section loss) on top flange angles and cover plate Light corrosion (20% section loss) on bottom flange angles Heavy corrosion (75% section loss) on L1-U1 (west) Moderate corrosion (30% section loss) on L1-U1 (east)
1	3	Floor Beam #2 Heavy corrosion (60% section loss) and pitting on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate corrosion on web at bottom of stringer-to-floor beam connection Severe corrosion on truss-to-floor beam splice plates (west side) Heavy to severe corrosion (60%-70% section loss) L2-U2 (both sides)
1	4	Floor Beam #3 Moderate corrosion (40% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate to heavy corrosion (30% - 50% section loss) L3-U3 (both sides)
1	5	Floor Beam #4 Moderate corrosion (40% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate to heavy corrosion (30% - 50% section loss) L4-U4 (both sides)
1	6	Floor Beam #5 Light to moderate corrosion (30% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Heavy to severe corrosion (80% - 100% section loss) L5-U5 (both sides), web above pin 100% sectio
1	7	Floor Beam #6 Moderate corrosion (40% section loss) on top flange angles Light to moderate corrosion (30% section loss) on bottom flange angles Moderate corrosion (30% - 40% section loss) L6-U6 (east side) Heavy corrosion (50% - 60% section loss) L6-U6 (west side)
1	8	Floor Beam #7 Light corrosion (10% section loss) on top flange angles Moderate corrosion (30% section loss) on portal brace bottom flange angles (both sides) Severe corrosion on portal brace struts and angles
1	9	Panel #1 Heavy corrosion (60% section loss) on L0-U1 on bottom flange angles & top cover plate (both sides) Moderate to heavy corrosion on top struts of portal bracing

Central Oregon & Pacific Railroad

LINE. Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST: 716.40	**SECTION# 3**
TYPE. Thru Truss	**LOCATION: Cushman, OR**
INSPECTION DATE. 12/14/2005	**INSPECTOR. K Trickle & G. Grumke**

Findings:

1	10	Panel #2 Heavy corrosion (60% section loss) on truss bottom chord inboard & outboard channels Heavy corrosion on cover plates at Floor Beam #2 pinned connection (west side) Heavy corrosion on truss bottom chord cover plate at pin location Loose eyebars
1	11	Panel #3 Severe corrosion of truss bottom chord diagonal bracing All eyebars are loose with heavy corrosion (25%-50% section loss) around turnbuckles
1	12	Panel #4 Heavy corrosion (50% section loss) on truss bottom chord diagonal bracing Eyebars L3-U4 are loose with moderate corrosion (25% section loss) throughout Eyebars L4-U3 are loose with heavy corrosion (50% section loss) at turnbuckles Eyebars have moderate corrosion at bottom chord connection
1	13	Panel #5 Heavy corrosion (60% section loss) on truss bottom chord diagonal bracing Eyebars L5-U4 are loose with heavy corrosion (50% section loss) at turnbuckles Remaining eyebars are loose with light corrosion throughout
1	14	Panel #7 Light corrosion (10% section loss) on stringer bottom flange angles Light corrosion (20% section loss) on truss bottom chord channels (both sides)
2	1	Floor Beam #0 Heavy corrosion (60% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate corrosion (30% section loss) on portal column cover plates, webs and bottom flange angles Ladder on east portal non-functioning due to corrosion
2	2	Floor Beam #1 Light corrosion (20% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles Moderate corrosion on L1-U1 east (40% section loss on flange angles and 20% on web) Light corrosion on L1-U1 west (10% section loss on flange angles and 5% on web)
2	3	Floor Beam #2 Moderate corrosion (30% section loss) on top flange angles Moderate corrosion (30% section loss) on bottom flange angles Moderate corrosion on L2-U2 east (40% section loss on web and 20% on lacing bars) Light corrosion on L1-U1 west (20% section loss on web and 20% on lacing bars)
2	4	Floor Beam #3 Moderate to heavy corrosion (50% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles Moderate to heavy corrosion on L3-U3 both (50% section loss on web and 10% on lacing bars) Heavy corrosion of web at stringer connection
2	5	Floor Beam #4 Moderate corrosion (40% section loss) on top flange angles Moderate corrosion (30% section loss) on bottom flange angles Heavy corrosion on L4-U4 east (75% section loss on web at floor beam connection) Moderate to heavy corrosion on L4-U4 west (50% section loss on web at floor beam connection)
2	6	Floor Beam #5 Moderate to heavy corrosion (50% section loss) on L5-U5 lacing bars (both sides) Both ladders non-functional due to heavy corrosion
2	7	Floor Beam #6 Moderate corrosion (20% section loss) on L6-U6 webs and flange angles (both sides)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST: 716 40	**SECTION# 3**
TYPE: Thru Truss	**LOCATION: Cushman, OR**
INSPECTION DATE: 12/14/2005	**INSPECTOR: K. Trickle & G Grumke**

Findings:

2	8	Floor Beam #7 Moderate corrosion (30% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate corrosion (30% section loss) on web at bottom flange angle connection (west) Moderate corrosion on L7-U7 both (40% section loss on channels)
2	9	Floor Beam #8 Moderate corrosion (30% section loss) on top flange angles Moderate corrosion (30% section loss) on bottom flange angles Moderate corrosion (30% section loss) on web at bottom flange angle connection (west) Moderate corrosion on L8-U8 both (30% section loss on channels)
2	10	Floor Beam #9 Moderate corrosion (30% section loss) on top flange angles Light corrosion (20% section loss) on bottom flange angles Moderate corrosion (30% section loss) on web at bottom flange angle connection (west) Light corrosion on L9-U9 both (10% section loss on channels)
2	11	Floor Beam #10 Moderate corrosion (30% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles
2	12	Panel #1 Light corrosion (10% section loss) on stringer bottom flange angles Moderate to heavy corrosion on stringer web at Floor Beam #1 connection (west)
2	13	Panel #2 Light corrosion (20% section loss) on stringer bottom flange angles Moderate to heavy corrosion on L2-U1 both (60% - 70% section loss on webs, 40% on bottom flange angles, 50% on lacing)
2	14	Panel #3 Heavy corrosion on stringer web at Floor Beam #3 connection (west) Moderate to heavy corrosion on L2-U3 both (60% section loss on webs, 20% on lacing)
2	15	Panel #4 Heavy corrosion on stringer web at Floor Beam #4 connection (west) Light to moderate corrosion on L3-U4 both (20% section loss on webs)
2	16	Panel #5 Light to moderate corrosion (20% section loss) on stringer bottom flange angles Heavy corrosion on stringer web at Floor Beam #5 connection (west) Moderate to heavy corrosion on L5-U4 both (50% section loss on lacing)
2	17	Panel #6 Light to moderate corrosion (20% section loss) on stringer bottom flange angles Moderate to heavy corrosion on L5-U6 both (40% section loss on webs, 60% on lacing)
2	18	Panel #7 Moderate corrosion (20% section loss) on stringer web at Floor Beam #7 connection (west) Light corrosion on L7-U6 both
2	19	Panel #8 Light corrosion (10% section loss) on stringer bottom flange angles Moderate to heavy corrosion on L8-U9 both (30% section loss on webs, 60% on lacing)
2	20	Panel #10 Light corrosion (10% section loss) on stringer bottom flange angles Light to moderate corrosion on both portals (10% section loss on webs, 20% on lacing) Rails installed on stringers to balance span

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST: 716 40	**SECTION#** 3
TYPE: Thru Truss	**LOCATION.** Cushman, OR
INSPECTION DATE: 12/14/2005	**INSPECTOR:** K. Trickle & G Grumke

Findings:

3	1	Floor Beam #0 Light corrosion (10% section loss) on web at bottom flange angle connection
3	2	Floor Beam #1 Heavy corrosion (70% section loss) on web of L1-U1 east, lower half
3	3	Floor Beam #2 Heavy corrosion on web of L2-U2 and flange angles (lower half), both sides
3	4	Floor Beam #3 Heavy corrosion (corroded through in spots) in web of both channels, L3-U3 west side Heavy corrosion (75% section loss) on flange angles, L3-U3 west side Moderate corrosion (50% section loss) on webs of both channels, L3-U3 east side *Moderate to heavy corrosion on web, especially at bottom flange angle connection* Heavy corrosion on both bottom chord-to-floor beam web splice plates
3	5	Floor Beam #4 Heavy corrosion (corroded through in spots) in web of both channels, L4-U4 both sides
3	6	Floor Beam #5 Heavy corrosion on web of L5-U5 and flange angles (lower half), both sides Moderate corrosion on bottom flange angles outboard from stringers, both sides
3	7	Floor Beam #6 Light to moderate corrosion (20% section loss) on web and flange angles L6-U6, both sides Heavy corrosion on bottom flange angles outboard from stringers, both sides
3	8	Panel #1 Heavy corrosion (70% section loss) on top cover plate L0-U1 portal, west side Moderate corrosion (50% section loss) on top cover plate & bottom flange angles, L0-U1 portal (east)
3	9	Panel #2 Light corrosion on L2-U1 eyebars, all eyebars are slightly loose
3	10	Panel #3 Loose eyebars, L2-U3 Heavy corrosion (60% section loss below turnbuckle) east side eyebar Slightly loose eyebars with surface rust, L3-U2 Moderate corrosion of west stringer web at Floor Beam #4 connection Light corrosion on truss bottom chord eyebars, west side
3	11	Panel #4 Loose eyebars, L3-U4 and L4-U3 Heavy corrosion at turnbuckle, L4-U3 eyebar west side (corrosion throughout member) Moderate to heavy corrosion, L4-U3 eyebar, east side
3	12	Panel #5 Heavy corrosion L4-U5 eyebar, east side (eyebar is loose) Moderate corrosion L4-U5 eyebar, west side (eyebar is slightly loose) Heavy corrosion L5-U4 eyebars, both sides (eyebars are loose)
3	13	Panel #6 Moderate corrosion L5-U6 eyebars, both sides (eyebars are loose) Moderate to heavy corrosion on truss bottom chord channels, west side
3	14	Panel #7 Moderate to heavy corrosion on truss bottom chord channels, west side Light corrosion on top cover plates & bottom flange angles, L7-U8 portals, both sides

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST: 716 40	**SECTION#** 3
TYPE: Thru Truss	**LOCATION:** Cushman, OR
INSPECTION DATE: 12/14/2005	**INSPECTOR:** K. Trickle & G. Grumke

Findings:

TRUSS #1 (Span 1)
Severe corrosion on stringer top lateral angles and gusset plates, all panels
Severe corrosion on stringer top cover plates and top flange angles, all panels
Heavy corrosion (50% section loss) and pitting of floor beam top cover plates, all floor beams
Moderate corrosion on web of knee braces at panel points
Light to moderate corrosion on truss bottom chord angles, plates and lacing bars, unless noted otherwise
Moderate to heavy corrosion on truss bottom chord batten plates, all panels
Severe corrosion on truss top chord sway bracing diagonals, struts and interior gusset plates, all panels
Severe corrosion (70% section loss) on truss top chord diagonal bracing and gusset plates, all panels
Minor surface rust on truss top chord cover plates

TRUSS #2 (Span 2 and Span 3)
Ties in poor condition
Severe corrosion (80% - 90% section loss) on stringer top flange angles, all panels
Severe corrosion (80% - 90% section loss) on stringer top lateral angles and gusset plates, all panels
Heavy to severe corrosion (60% - 80% section loss) on truss top chord sway bracing diagonals, struts and interior gusset plates, all panels
Heavy to severe corrosion (60% - 80% section loss) on truss top chord diagonal bracing and gusset plates, all panels
Moderate to heavy corrosion on west truss top chord (25% section loss on top flange angles and 50% section loss on top cover plate)
Light to moderate corrosion (20% section loss) on truss bottom chord channels, lacing bars and batten plates (corrosion is heaviest at channel to lacing bar connections), all panels

TRUSS #3 (Span 4)
Severe corrosion on stringer top lateral angles and gusset plates, all panels
Severe corrosion of stringer top flange angles, all panels
Severe corrosion (80% - 90% section loss) on truss bottom chord diagonal bracing and horizontal gusset plates, all panels
Moderate corrosion (20% - 40% section loss) on floor beam top cover plates, all floor beams
Moderate corrosion (30% section loss) on floor beam top flange angles, all panels
Light corrosion (10% section loss) on floor beam bottom flange angles, all floor beams
Moderate corrosion on truss bottom chord channels (30% section loss), lacing (40% section loss), both sides
Moderate to severe corrosion on truss top chord diagonal bracing and gusset plate, all panels
Moderate to severe corrosion on truss top chord sway bracing diagonals, struts and interior gusset plates, all panels
Moderate corrosion on floor beam webs, west side only, all floor beams

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 11	2	OSMOSE	Repair or replace the following diagonal truss members Truss #2, L2-U1 east and west
2	3 9	2	OSMOSE	Replace inspection ladders at the following locations Truss #2, north end east side Truss #2, both ladders in vicinity of Floor Beam #5
3	3 8	2	OSMOSE	Replace truss-to-floor beam splice plates, Truss #1, Floor Beam #2, west
4	3.7	2	OSMOSE	Repair or replace the following vertical truss members. Truss #1, L1-U1 east and west Truss #1, L2-U2 east and west Truss #1, L5-U5 east and west Truss #2, L4-U4 east Truss #2, L5-U5 east and west Truss #3, L1-U1 east Truss #3, L2-U2 east and west Truss #3, L3-U3 west Truss #3, L4-U4 east and west Truss #3, L5-U5 east and west

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST: 716 40	**SECTION# 3**
TYPE: Thru Truss	**LOCATION Cushman, OR**
INSPECTION DATE 12/14/2005	**INSPECTOR: K Trickle & G. Grumke**

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	3 6	2	OSMOSE	Heat shrink all loose eyebars identified in report (subcontract)
6	3 5	2	OSMOSE	Replace truss bottom chord diagonal bracing and horizontal gusset plates, Truss #3, all panels
7	3 4	2	OSMOSE	Replace truss top chord diagonal bracing and gusset plates, all trusses, all panels
8	3 3	2	OSMOSE	Replace truss top chord sway bracing diagonals, struts and interior gusset plates, all trusses, all panels
9	3 2	2	OSMOSE	Replace stringer top flange angles, all trusses, all panels
10	3 1	2	OSMOSE	Replace stringer top lateral angles and gusset plates, all trusses, all panels
11	3 19	3	OSMOSE	Repair floor beams at web-to-bottom flange angle connection at the following locations Truss #3, Floor Beam #3 (including bottom chord splice plates) Truss #3, Floor Beam #8 (outboard from stringers - both sides)
12	3 18	3	OSMOSE	Repair stringer webs at the following locations Truss #2, Panel #3 west (at Floor Beam #3 connection) Truss #2, Panel #4 west (at Floor Beam #4 connection) Truss #2, Panel #5 west (at Floor Beam #5 connection)
13	3 17	3	OSMOSE	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #1, Panel #5
14	3 16	3	OSMOSE	Repair truss bottom chord members at the following locations Truss #1, Panel #2 west side (at Floor Beam #2) Truss #3, Panel #6 west side Truss #3, Panel #7 west side
15	3 15	3	OSMOSE	Replace portal braces at the following locations Truss #1, north and south end Truss #2, south end
16	3 14	3	OSMOSE	Repair or replace the following diagonal truss members Truss #1, L0-U1 east and west (bottom flange angles and top cover plates) Truss #1, L2-U3 eyebars east and west Truss #1, L3-U2 eyebars east and west Truss #1, L3-U4 eyebars east and west Truss #1, L4-U3 eyebars east and west Truss #1, L5-U4 eyebars east and west Truss #2, L2-U3 eyebars east and west Truss #2, L5-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L8-U9 eyebars east and west Truss #3, L0-U1 west (top cover plate) Truss #3, L0-U1 east (top cover plate and bottom flange angles) Truss #3, L2-U3 east eyebar Truss #3, L4-U3 east and west Truss #3, L4-U5 east and west Truss #3, L5-U4 east and west
17	3 13	3	OSMOSE	Repair or replace the following vertical truss members Truss #1, L3-U3 east and west Truss #1, L4-U4 east and west Truss #2, L3-U3 east and west Truss #2, L4-U4 west Truss #2, L7-U7 east and west Truss #2, L8-U8 east and west Truss #3, L3-U3 east

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 716.4**
MILEPOST 716 40	**SECTION#** 3
TYPE: Thru Truss	**LOCATION** Cushman, OR
INSPECTION DATE. 12/14/2005	**INSPECTOR:** K Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
18	3 12	3	OSMOSE	Replace Floor Beam top flange angles & cover plates (if applicable) at the following locations Truss #1, Floor Beam #0 Truss #1, Floor Beam #1 Truss #1, Floor Beam #2 Truss #2, Floor Beam #0 Truss #2, Floor Beam #3
19	3 22	4	OSMOSE	Repair floor beams at the following locations Truss #1, Floor Beam #2 (web at bottom of stringer-to-floor beam connection) Truss #1, Floor Beam #3 (top flange angles) Truss #1, Floor Beam #4 (top flange angles) Truss #1, Floor Beam #5 (top flange angles) Truss #1, Floor Beam #6 (top flange angles) Truss #1, Floor Beam #7 (top flange angles) Truss #2, Floor Beam #2 (top and bottom flange angles) Truss #2, Floor Beam #4 (top and bottom flange angles) Truss #2, Floor Beam #7 (top and bottom flange angles) Truss #2, Floor Beam #8 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #9 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #10 (top flange angles) Truss #3, Floor Beam #5 (bottom flange angles)
20	3.21	4	OSMOSE	Repair the following diagonal truss members Truss #2, L7-U6 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west
21	3 20	4	OSMOSE	Repair the following vertical truss members Truss #1, L1-U1 east Truss #1, L6-U6 east Truss #2, L1-U1 east Truss #2, L2-U2 east Truss #2, L6-U6 east and west

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 12-14-05 BY: KT, GG

Bridge No: 716.40 Sec # 3

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 4 | # OF TRACKS: 1 | YEAR BUILT: 1914

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

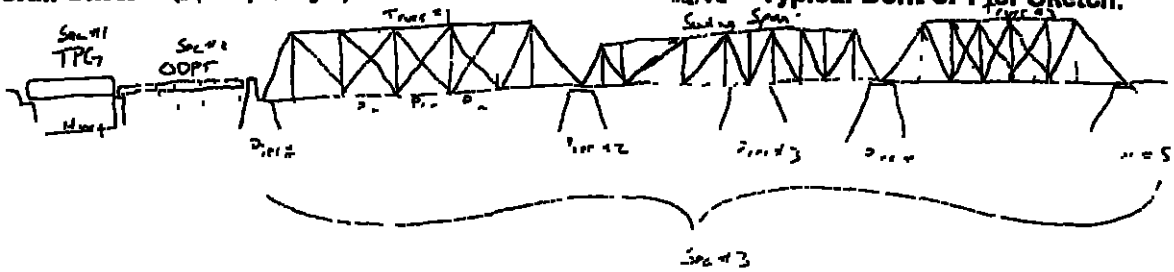
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) *(Railroad Direction)*

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) *(Railroad Direction)*

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) *(Compass)* of the town of: Cushman, OR

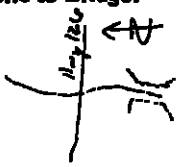
Overall Sketch: *(Include span lengths)*



Typical Bent or Pier Sketch:

ACCESS TRUCK ✓ BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:



Directions:

GPS COORDINATES: Nearest Crossing: 1 mile

BRIDGE: TANGENT ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO ✓ WALKWAY: YES ✓ NO • LOCATION: Both

SKEWED: YES • NO ✓ Type of Walk: Steel Dim: 1' x x long

FIBRE OPTICS: YES • NO ✓ CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 716 40 Sec #1

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS.
TIES:	POOR •	FAIR •	GOOD •	SIZE: QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE

SUPERSTRUCTURE (Note any defects):

SUBSTRUCTURE (Note any defects):

Pier #1
- All anchor bolts are del and bent over
- End of Truss #1 is upagainst concrete
- Exp Bearings

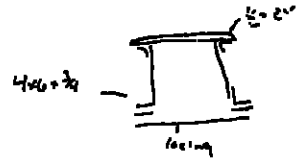
Pier #2
- Fixed bearing overhangs wall, is severely rusted.

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#



Truss #1

- 200' long
- Walkway both sides
- 7 Panels
- 22 Ties/Panel 10'x10'x10'
- Walkway Planks 4"x12"x20'

F.B #0

- TFA has 60% s.l.
- BFA has 20% s.l.

Panel #1

- L_0-U_1 has moderate to severe corr. (Pt #2) on BFA and TCP
- Bottom Plate has holes on BC of Truss
- Bottom end Tie struts have moderate corrosion and partial bracing

F.B. #1

- TCP and TFA have 50% s.l.
- BFA has 20% s.l.
- WL1-U1 has 70% s.l (Pt #2)*
- EL1-U1 has 30% s.l

Hanger Info
3½"x⅝
10#
3'-7½"
⅝"
½"

Panel #2

- W BC of Truss inboard channel has 60% s.l. F.B area
- Loose eye bars
- W BC of Truss outboard channels are with 50% s.l last 4E feet to pier cap - P.
- Corrosion on BC of Truss around U #3 is extended at Pier 2 cap

F.B #2

- Same as #1
- L_2-U_2 Both verticals have moderate to severe corr (Pt #2)* on both channels
- Corr. on web at the cap - bottom
- Truss to F.B splice plate web is severely corroded

Panel #3

- BL TLA are severely det
- Eye bars loose and have 25% to 50% s.l
- L_3-U_3 Both sides have 30% to 50% s.l. on channels

F.B. #3

- TFA has 40% s.l
- BFA has 20% s.l.

Panel #4

- Loose eye bars near 20-40% s.l. in places L_3U_4
- " 50% " "throughout" U_3L_4 @ turn both sides
- BC TLA have 50% s.l
- Corr. is on Top of eye-bars at lower chord

F.B #4

- Same as #3
- L_4 to U_4 both sides same as L_3 U_3

General Notes: (Truss #1)

TCH #GV of Sh severely rot in all panels (Pt #2)

- TCP and TFA of Sh are severely corr. in all panels (Pt #2)
- Ties show deterioration - age (Pt #3)
- GT under - Poor
- BC of T has light surface corr in all panels
- Batten Plates in a few have moderate to severe corr.
- Lacing bars on BC of Truss have light corr.
- TC of Truss vertical bracings struts and angles are severely corroded
- TC of Truss TLA and Sh. are not sh in panels
- TC of Truss is in poor surface cond.
- TCP on F.B have 50% s.l
- Utilities on East side
- Knee brace welds at bottom exit

2½"] 15
2]

Panel #5

- Eye bars are rusted and corroded
- BCTLA have 10% s.l
- U4L5 diagonal eye bars are worn and heavy rust @ upper turnbuckle location

17' c to c vertical post
2 str / Panel

FB #5

- L5-U5 both sides have severe 80% to 90% s.l (Pl #2) - web plate sway pin corr has 10% s.l (Clamp Plate)
- TFA has 30% s.l.
- BFA has 20% s.l

Panel #6

- BCTLA have 10% s.l

F.B #6

- TFA has 40% s.l
- BFA has 30% s.l
- L6-U6 East have 30% to 40% s.l on web. (Pl #3)
- WL6-U6 has 50% to 60% s.l on web (Pl #2)

Panel #7

- BFA has 10% s.l on 'panels'
- BCT channels have 20% s.l, both sides

F.B #7

- TFA - 10% s.l
- Portal post has 30% on BFA both sides
- Portal brace has severe rust on struts and angles

Truss #2 (Swing Span, 1914 ZZC

22 Ties / Panel 10x10x10

10 Panels

W. Truss 4x10x26#

Both sides walkway

F.B #0

- TFA has 60% s.l.
- BFA has 20% s.l
- Portal column has 30% s on CP of Both
- " " 20% s.l on BFA of Both
- " " 10% s.l. on web of Both
- Steel ladder on East Portal

Panel #1

- BFA - 15% s.l. - W. Str web is corr @ FB #1

F.B #1

- TFA has 20% s.l
- BFA has 10% s.l
- L1-U1 East has 40% s.l. on FA and 20% on web
- L1-U1 West has 10% " " 5% " "

Panel #2

- BFA - 20% s.l.
- L2-U1 Both has 60 to 70% s.l on web 40% s.l on BFA and 50% s.l on facing

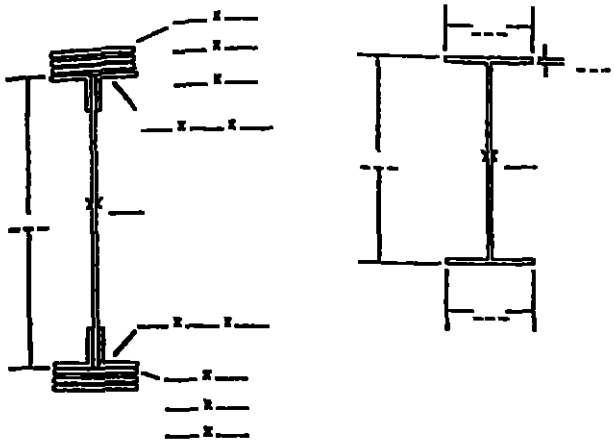
General Notes

- TFA at Str 75% s
- TC of Truss vertical and Laterals (Pl #3) bracing strut and diagonal have 60% to 80% s.l
- TLA/GD at St, have both ends s
- BC of Truss has [illegible] 70% s.l on [illegible] eye bar pins
- Ties - Pl #3
- WQC at Truss rust & [illegible]

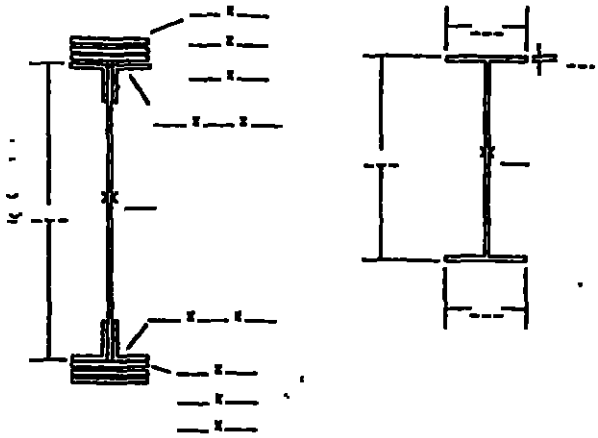
IPG SPAN RATING INFORMATION

SPAN NUMBER_____

Floor Beam Dim.



Stringer Dim.



Floor beam web to floor beam web Panel Length _____

Length of Floor Beam _____

Number of Panels _____

Web to web stringer spacing _____

Number of Stringers in a panel ____

General Tie Size _____

Overall Tie Count per Panel _____

Stringer to Floor Beam Connection Angle Size ___x___x___

Number of Bolts or Rivets on stringer to floor beam connection (Stringer Conn.____)(Floor Beam Conn.____)

Floor Beam to Thru-Girder Connection Angle Size ___x___x___

Additional Information:

Truss #3 Cont

F.B. #5

- BFA corroded out toward web
- L6-U5 - Same as L2-U2

Panel #6

- L5U6 - Eyebars loose moderate corr (East) slightly corr (West)
- Middle heavy BC of Truss channel, on west side

F.B. #6

- BFA has heavy corr stains - at C
- L6-U6 has 10-20 r s l. on web and 20r on FA

Panel #7

- West BC of Truss, same as Panel #6

F.B. #7

- L7 U6 has 10-20 r s l on TCP Bolt
  " 20r s l. -- BFA Bolt

Pier #4

- Anchor Bolts are dob

Span #2 Truss #2 7/16/40 Sec #3

F.B #2

- TFA has 30' s.l
- BFA has 30' s.l
- L_2-U_2 has 40' s.l on web inside and 30' s.l on web East
- " " 20' s.l " 20' " West

Panel #3

- L_2-U_3 has 60' s.l on web and 20' s.l on both
- Str web has heavy corr. at FB #3 conn (West)

F.B. #3

- TFA has 30' s.l
- BFA has 10' s.l
- L_3-U_3 both has 50' s.l on web and 15' s.l on
- Web has heavy corr @ 50' conn

Panel #4

- L_3-U_4 Both have 20' s.l on web
- W Str web is corroded at FB conn

FB #4

- TFA 40' s.l
- BFA 30' s.l
- L_4U_4 East web at FB conn 75' s.l
- L_4U_4 West web 50' s.l at FB conn
- Web has 45' s.l at BFA of FB (west side)

Panel #5

- L_5-U_5 Both have moderate corr lacing bars 50' s.l
- BFA has 20' s.l
- West Str web is corr at FB #5

FB #5

- L_5-U_5 lacing bars have 50' s.l. Both
- Both have many ... section loss ... (Pl. 2

Panel #6

- L_5-U_6 both has 40' s.l. on web and 60' on lacing
- BFA - 20' s.l

F.B #6

- L_6-U_6 web has 20' s.l on FA 20' s.l.

Panel #7

- West Str web has 20' s.l @ FB #7
- L_7-U_6 Both have minor corrosion

F.B. #7

- TFA has 30' s.l
  BFA has 20' s.l
  web has 20' s.l on West side @ BFA
- L_7-U_7 Both 40' s.l on Channels

Panel #8

- L_8-U_8 Both have no corr
- L_8U_8 lacing bars have 40% s.l both
- BFA - 10' s.l

* 33' length of V Rod from BC of Tr

Pier #3

- Ok
- Drain Ok

FB #8

- TFA has 20' s.l
- BFA has 20' s.l
- web is corr @ BFA
- L_8-U_8 both have 30' s.l on channels

Panel #8

- L_8-U_9 - has 30' s.l on webs both sides
- L_8-U_9 - has corr s.l on lacing " "
- BFA has 10'

FB #9

- TFA has 30' s.l
- BFA has 70' s.l
- L_9-U_9 both have minor corr.
- Web is corr at BFA

Panel #9

- BFA has 10' s.l
- Portals Both have 15' s.l on web and 20' lacing
- Rock ... @ E. A of S. ... down

F.B #10

- TFA - 30' s.l
- BFA - 10' s.l

Top Chord Cover Plate

- W (T.S. of TC) has 50' s.l and TFA 75' s.l

CORP003081

Spec. #1 Truss #3

- Same as Truss = Ins

pic 33 –

F.B. #0

- web has (3) 5/8 @ BF's
- Typical L-U, TCP on west side has (3) 5/8
- Typical L-U, TCP on East side of E's: 5/8 c

Panel #1

- Same

F.B #1

- L1-U1 East web 70% s.l @ lower half
- web has minor corr. on west side / All F.B.

Panel #2

- L2-U1 eye bars slightly loose corr on all four

F.B. #2

- L2-U2 Both web has heavy corr and FA @ lower half (Bet B')

Panel #3

L2-U3 Eye bars loose

- East side Eye bar heavy corr below turnbuckle (50% s.l) (Pc #2)
- U2-L3 - Eye bars slightly loose and has rust
- W Str web corroded @ F.B #0'
- P... at BC of Truss eye bars (worst case)

F.B #3

- L3-U3 - West has holes in web at both channels has 75% s.l on FA (Pc #2)
- L3-U3 - East has 50% s.l on channel web
- (web has moderate to heavy corr
- Bet Chord to F.B. web splice plate has heavy corr

Panel #4

- L3-U4 Eye bars slightly loose
- BC eye bars have minor corr
- L4-U3 - Slightly loose West side heavy corr @ turnbuckle (Pc #2) Thru out web
  East side corr (Pc #3)

F.B #4

L4-U4 – Severely rusted thru on both channel side. (Pc #2)

Panel #5

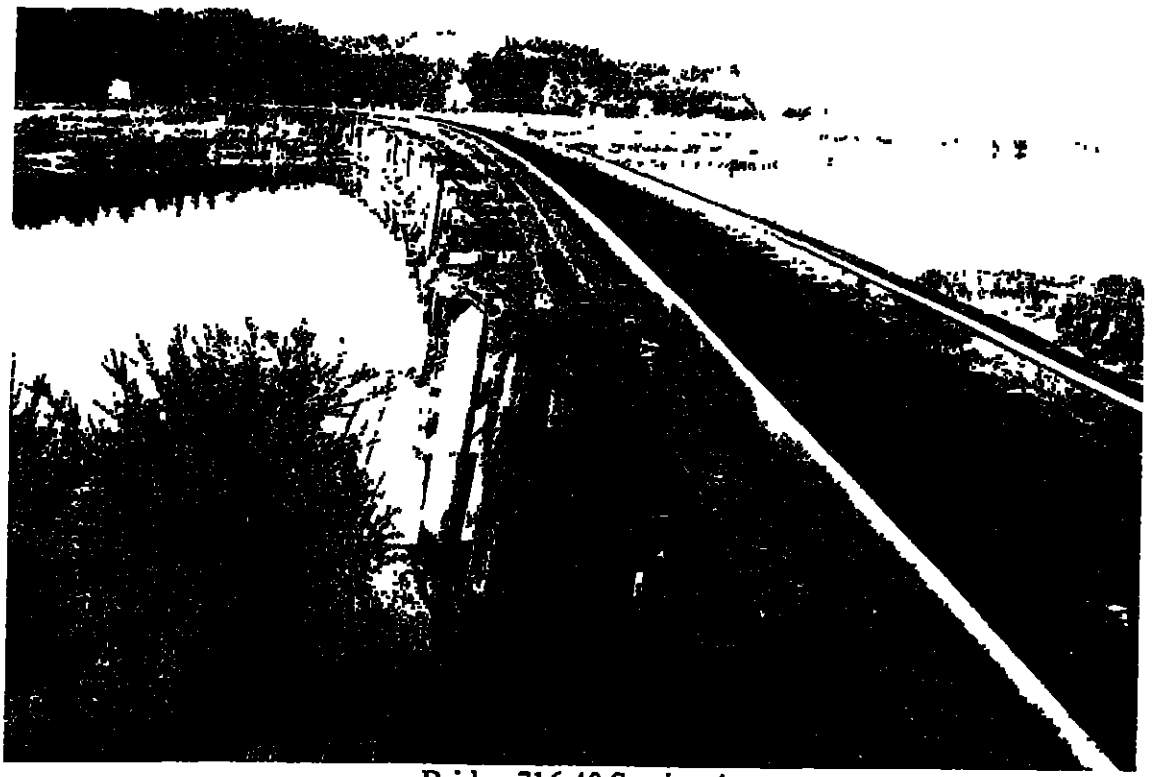
L4-U5 – heavy corr east side (Pc #3)
≤ corr west side
slightly loose

L5-U4 - Eye bars loose heavy corr both - Pc #3)

General Notes

- TLA & GP of Str are severely def (all panels)
- TFA of Str are severely corr (all panels)
- TCP of FB has 20-40% s.l in all panels
- TFA of FB has 25% s.l
- BFA of FB has 10-20%
- BC of Truss bet panels has 20% s.l in corners and 40% s.l at brace
- TC vertical bracing plates and angles have severely to severe s.l
- TCL Braces have light to moderate s.l
- BCTLA have both 40% s.l in all panels

Central Oregon & Pacific Railroad



Bridge 716.40 Section 4

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003083

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

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MILEPOST 716 40	SECTION# 4
TYPE: ODPT/ODFT	LOCATION. Cushman, OR
INSPECTION DATE: 12/14/2005	INSPECTOR: K Trickle & G Grumke

Findings:

Bent 4
Cap - Possible Reject

Bent 5
Post 4 - Visual Reject

Bent 6
Post 3 - Reject

Bent 7
Post 5 - Reject

Bent 9
Cap - Reject
Tower Brace in Span 9 - Reject

Bent 10
Post 5 - Reject

Bent 13
Post 2 - Reject

Bent 14
Post 5 - Reject

Bent 16
Post 5 - Reject

Bent 17
Pile 4 - Visual Reject
Cap - Vertical split
West Tower Brace in Span 17 - Reject

Bent 18
Post 1 - Reject

Bent 19
Post 5 - Reject

Bent 20
Post 1 - Reject

Bent 21
Post 5 - Reject

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Findings:

Bent 24
Both Tower Braces in Span 24 - Reject

Bent 25
Cap - Possible Reject

Bent 26
Cap - Vertical split

Bent 28
Post 1 - Reject
Post 5 - Visual Reject
Cap - Reject

Bent 29
Post 5 - Reject

Bent 37
Cap - Possible Reject

Bent 38
Cap - Possible Reject
East Tower Brace in Span 38 - Reject

Bent 39
East Tower Brace in Span 39 - Reject

Bent 45
Post 5 - Visual Reject
West Tower Brace in Span 45 - Reject

Bent 54
West Tower Brace in Span 54 - Reject

Bent 64
Pile 1 - Reject
Pile 5 - Reject

Bent 66
Cap - Vertical split

Bent 68
Pile 5 - Possible Reject

Central Oregon & Pacific Railroad

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INSPECTION DATE 12/14/2005	INSPECTOR. K. Trickle & G Grumke

Findings:

Bent 70
Cap - Reject

Bent 74
Cap - Vertical split

Bent 86
West Tower Brace in Span 86 - Reject

Bent 87
Cap - Reject

Bent 92
Post 1 - Reject

Bent 93
Post 5 - Reject

Bent 94
Post 5 - Reject

Bent 100
Post 5 - Reject

Bent 102
Both Tower Braces in Span 102 - Reject

Bent 105
Post 5 - Reject

Bent 107
Post 5 - Reject

Bent 109
Post 1 - Reject

Bent 110
Post 5 - Reject

Bent 112
Post 1 - Reject

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Findings:

Bent 114
Post 1 - Reject
Post 5 - Reject

Bent 118
Post 5 - Possible Reject

Bent 119
Post 5 - Reject

Bent 127
Post 5 - Reject

Bent 129
Post 1 - Reject

Bent 135
Cap - Possible Reject

Bent 136
Post 4 - Reject

Bent 149
Post 5 - Reject

Bent 151
Post 7 - Reject

Bent 153
Post 7 - Reject

Bent 166
Post 1 - Possible Reject

Bent 167
Post 1 - Possible Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low
Stringers - OK

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INSPECTION DATE· 12/14/2005	INSPECTOR: K. Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	4.1	2	OSMOSE	Post - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (failing) - Post 1 of Bent 28 - Post 5 of Bent 28 (visual) - Post 5 of Bent 45 (failing)
2	4 10	3	OSMOSE	Post. Pile 1 of Bent 64 - Pile 5 of Bent 64 - Post 1 of Bent 114 - Post 5 of Bent 114
3	4 8	3	OSMOSE	Replace - Cap on Bent 9 - Cap on Bent 28 - Cap on Bent 70 - Cap on Bent 87
4	4 13	4	RAILROAD	Add ballast and tamp up approach
5	4 12	4	OSMOSE	In-place preservatively treat piles, posts, sills and caps
6	4 11	4	OSMOSE	Post. - Post 3 of Bent 6 - Post 5 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 5 of Bent 14 - Post 5 of Bent 16 - Post 1 of Bent 18 - Post 5 of Bent 19 - Post 1 of Bent 20 - Post 5 of Bent 21 - Post 5 of Bent 29 - Post 1 of Bent 92 - Post 5 of Bent 93 - Post 5 of Bent 94 - Post 5 of Bent 100 - Post 5 of Bent 105 - Post 5 of Bent 107 - Post 1 of Bent 109 - Post 5 of Bent 110 - Post 1 of Bent 112 - Post 5 of Bent 119 - Post 5 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 5 of Bent 149 - Post 7 of Bent 151 - Post 7 of Bent 153
7	4.7	4	OSMOSE	Replace· - Cap on Bent 4 - Cap on Bent 25 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 135

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MILEPOST: 716 40	SECTION# 4
TYPE: ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE. 12/14/2005	INSPECTOR: K Trickle & G. Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	4 6	4	OSMOSE	Replace - Tower Brace in Span 9 - West Tower Brace in Span 17 - Both Tower Braces in Span 24 - East Tower Brace in Span 38 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 54 - West Tower Brace in Span 86 - Both Tower Braces in Span 102
9	4 14	5	RAILROAD	Monitor: - Cap on Bent 17 (vertical split) - Cap on Bent 28 (vertical split) - Cap on Bent 66 (vertical split) - Cap on Bent 74 (vertical split)
10	4 3	5	RAILROAD	Monitor - Pile 5 of Bent 68 - Post 5 of Bent 118 - Post 1 of Bent 166 - Post 1 of Bent 167

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	4 9		OSMOSE	9/17/2001	Cut pile tops and Replaced - Cap on Bent 18 - Cap on Bent 124
2	4.2		OSMOSE	8/31/1984	In-place preservatively treated bridge.

Osmose Railroad Services, Inc.

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OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 8 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-14 19 2005

Owner CORP Reg./Div. Bridge No 716.40 (SEC 4)

Dist./Sub/Branch Coos Bay

Location CUSHMAN, OR

Type Pier (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1964 Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	-		-		CAP	ON	CONC.								
2	5	1	17	G/L	5½	4									85
3	5	CAP	17	over PI	3	1½									85
4	5	CAP	17	over PI	2	2				CAP (PX)					85
5	5	CAP	17	over PI	4	1½							-		85
		Post 4		6	1/2	12	Posted 26'			Broom 19	11½x11½	VX			
6	5	3	17	2	1	9					11½x11½	(X)			85
7	5	5	17	G/L	1/2	9					11½x11½	(X)			85
8	5		17												85
9	5	CAP	17	P3	1	4½				CAP (X) 11½x11½x14' Span 9		Hog Jaw (X)			85
10	5	5	17	6	1/2	10					11½x11½	(X)			85
11	5	CAP	17	P1	2½	1/2									85
12	5	1	17	G/L	OK										85
13	5	2	17	3	1/2	10				P5 - ROUND POST	11½x11½	(X)			85
14	5		17							H_2O					85
15	5	2	17	POSTED @ SILL?						H_2O				B	85
		5		4	1	6			3		11½x11½				
		1		6	5	5									
16	5	5	17	3	2	9					11½x11½	(X)			85
17	5	4	17	5	1/2	11½	FAIL	N/A		(West Tower VX)	11½x11½	(VX)			85
										Cap-vertical split		PS			1360

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

BTSZ-61 FRAMED

ALL SILLS BURIED

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is N S E (W)
(Timetable)

SIGNED KT, 66

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 8 SHEETS

Bridge No. 716.40 SEC #4

Date 12-14 ~~-19-~~ 2005

Post

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
18	5	1	17	2	1	8½	1	6	1	288's	11¼×13½	X			85
		CAP	NEW	9/7/2001		Osmose									
19	5	1	17	9½	2	3			3	CAP NEWER, 288's					85
		5		4	1	8½					11¼×15½	X			
20	5	1	17	3	2	9				288's	11¼×13½	X			85
21	5	5	18	8	2	8				H₂O TIMBER FACING 288's	11¼×13½	X			90
22	5	1	17	9½	4	½				TIMBER FACING					85
23	5		17												85
24	5		17							H₂O NEWER CAP E+W. TOWER X					85
25	5	5	17	POSTED		Post	@ Sill ?			H₂O Cap & Pad 3'3½w		X		B	85
26	5	CAP	17	over P5	5	1½				Cap - vert. split		#5			85
27	5	5	17	POSTED		Post	@ Sill ?							B	85
28	5	1	17	1½	1	11					11¼×13½	X			85
		P5		1½	½	13					11¼×13½	X			
*		CAP		P4	½	5	Cap-X			11'4"×13½×14'					
29	5	5	17	1	1	10				288's	11¼×13½	X			85
30	5	"	17							NEWER CAP 288's					85
31	5		17							288's					85
32	5	CAP	17	over P5	7	1½				288's					85
33	5	CAP	17	P1	OK					288's					85
34	5		17							288's					P5
35	5	CAP	17	over P5	2	1½				288's					85
36	5	5	17	2	OK					NEWER CAP 288's					85
* 37	5	CAP	17	P1	7	2				CAP (PX) 288's 11¼×13½×14					85
38	5	CAP	17	over P3	3	2				EAST TOWER X 288's CAP @ 3 NEWER CAP 288's					85
39	5		17							EAST TOWER JAW X 288's					85
40	5		17												85 TRD

CORP003091

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 8 SHEETS

Bridge No 716.40 SEC#4

Date 12-14 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
41	POST 5	CAP	17	OVER 05	3½	1				288'					85
42	POST 5		18							TIMBER FACING					90
43	POST 5		18							TIMBER FACING					90
44	POST 5		17							266'					85
45	POST 5	5	17		V+@	6'				H₂O W. TOWER (X) 188		(X)			85
46	POST 5		17							H₂O 278					85
47	POST 5		17							H₂O 288					85
48	POST 5	CAP	17							H₂O 288'					85
49	POST 5		17							H₂O 268'					85
50	POST 5	CAP	17							H₂O					85
51	POST 5		17							H₂O					85
52	POST 5		17							H₂O					85
53	POST 5	4	17	9	8	3				H₂O					85
54	POST 5		17							H₂O SPANISH W TOWER (X)					85
55	POST 5		16												80
56	POST 5		16												80
57	POST 5		16												80
58	POST 5		16							H₂O					80
59	POST 5		16							H₂O					80
60	POST 5		16							H₂O					80
61	POST 5	5	16	2	5	2				H₂O					80
62	5	CAP	18							H₂O TIMBER FACING					90
63	5	CAP	18							H₂O TIMBER FACING					90
64	5	1	18	½	2	9				H₂O NEWER CAP	15"	(X)			90
		5		D/P	1	12					15½	(X)			
65	5	CAP	18							H₂O					90
66	5		18			Cap-Vertical Split #5									90

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SHEET 4 of 8 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No 716, 40 SEC #4

Date 12-14 19 2005

BTS 62-71 - PILE BENTS

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
67	5		18							H₂O					90
68	5	1	18	2	2	2				H₂O					90
		5		5/8	3	8				H₂O		PX			
69	5		18							H₂O NEW CAP					90
70	5	CAP	18	P1	2	5½				H₂O CAP @ 13½x13½x14'					90
71	5		18							H₂O					90
	END PILE BENTS START FRAME BENTS.				5' SPAN BETWEEN BENTS 71,72										
72	POST 5		17							H₂O SILL @ 5/8					85
73	POST 5		17							H₂O SILL @ 5/8					85
74	POST 5		17		*5 Cap-wet. split					H₂O SILL @ 5/8					85
75	POST 5		17							H₂O SILL @ 5/8					85
76	POST 5		17							H₂O SILL @ 5/8					85
77	POST 5		17							H₂O SILL @ 5/8					85
78	POST 5		17							H₂O SILL @ 5/8					85
79	POST 5	4	17	10						H₂O SILL @ 5/8					85
80	POST 5		17							H₂O SILL @ 5/8					85
81	POST 5	1	17		POSTED	POST				H₂O SILL @ 5/8					85
82	POST 5		17							H₂O SILL @ 5/8 TIMBER FACING					85
83	POST 5	CAP	17							H₂O SILL @ 5/8 TIMBER FACING					85
84	POST 5		17							H₂O					85
85	POST 5		17							H₂O					85
86	POST 5	5	16	10						H₂O SILL @ 5/8 W TOWER -(5)					80
87	POST 5	5	16	8						H₂O SILL @ 5/8					80
		CAP		P2	1	4½				CAP @ 11½ x 13½ x 14					
88	POST 5		16							H₂O SILL @ 5/8					80
89	POST 5	5	16	3	½	4½				H₂O SILL @ 5/8					80
90	POST 5	5	16	7	1	4				H₂O SILL @ 5/8					80

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 5 of 8 SHEETS

Bridge No 416.40 SEC #4 Post

Date 12-14 ,19 2005

BENT	~~BORES~~ PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
91	5	3	15		Posted	Post				H_2O SILL @ H_2O NEWER CAP					75
		5			Posted	Post									
92	5	1	15	5	1	9				H_2O SILL @ $\frac{1}{2}$	11"×11"	X			75
93	5	5	15	10	1½	8½				H_2O SILL @ ½	11½×11½	X			75
94	5	5	15	4	3	10				H_2O SILL @ ½	11½×11½	X			75
95	5		15							H_2O SILL @ ½					75
96	5	1	15	8											75
97	5		15												75
98	5		15												75
99	5		15												75
100	5	5	15	3	2	8				H_2O	11½×11½	X			75
101	5	CAP	15							H_2O					75
102	5		15							H_2O SILL @ ½ SPAN 102 BOTH TOWERS		X			75
103	5	4	15	2	OK					H_2O SILL @ ½					75
104	5		15							H_2O SILL @ ½					75
105	5	5	14	4	1	10				H_2O SILL @ H_2O TIMBER FACING	11½×11½	X			70
106	5		14							H_2O SILL @ H_2O TIMBER FACING					70
107	5	5	14	5	1	11				H_2O SILL @ H_2O	11½×11½	X			70
108	5		14							H_2O NEWER CAP SILL @ H_2O					70
109	5	1	14	4	1	11				H_2O SILL @ H_2O	11½×11½	X			70
110	5	5	14	3	1	12				H_2O SILL @ H_2O		X			70
111	5	CAP	14	Over P3						H_2O SILL UNDER H_2O					70
112	5	1	14	3	½	11				H_2O SILL UNDER H_2O	11½×11½	X			70
		5		Posted	w/	Round	Post								
		CAP		Over P1											70
113	5	2	14	Posted		Post				H_2O Submerged/roll					1680
		5		Posted 2	S.U.										

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RAILROAD BRIDGE DIVISION
BORING RECORD

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SHEET 6 of 8 SHEETS

Bridge No 716 40 SEC #4 Post

Date 12-14 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN. FT PILING
114	5	1	14	4	1	12				H_2O SUBMERGED SILL	11½x15½	X			70
		5		3	1½	9					9"x13"	X			
115	5	4 3	14	9 8	5 1	5 4				H_2O SUBMERGED SILL					70
116	5		14							H_2O SUBMERGED SILL					70
117	5	5	14	2	2½	6½				H_2O SUBMERGED SILL					70
118	5	5	14	2	4	5½	2	8	2	H_2O SUBMERGED SILL		PX			70
119	5	5	14	4½	4	9				H_2O SUBMERGED SILL	11½x15½	X			70
120	5	CAP	13	over P3	5	1				H_2O SILL @ H_2O					65
121	5		13							H_2O SILL @ H_2O NEW CAP					65
122	5		13							H_2O SUBMERGED SILL					65
123	5		13							H_2O SUBMERGED SILL					65
124	5	CAP	13		Cap New		9/17/2001			Osmose H_2O					65
125	5		13							H_2O SUBMERGED SILL					65
126	5		14							H_2O SUBMERGED SILL					70
127	5	1	14	2	6½	2				H_2O SUBMERGED SILL					70
		5		7	1½	9½					11½x13½	X			
1		CAP		P5	OK										
128	5	CAP	14	over P5	4	1½				H_2O SUBMERGED SILL					70
129	5	1	13	2	1	8				H_2O SUBMERGED SILL	11½x13½	X			65
130	5	CAP	13							H_2O					65
131	5		13							H_2O					65
132	5	CAP	13							H_2O					65
133	5	CAP	13	over P5						H_2O					65
134	5		13							H_2O					65
135	5	CAP	13	92	2½	3¼				H_2O CAP PX 15½x15½x14					65
136	5	4	13	4	2	10				H_2O	11½x13½	X			65
137	5		13							H_2O					65 / 160

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SHEET 7 of 8 SHEETS

RAILROAD BRIDGE DIVISION BORING RECORD

Bridge No 716.40 SEC #4

Date 12-14 ,19 2005

Post BTS 141-168 5 POST FRAMES W/ 1 PILE ON EACH END

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS Sill submerged	PILE DIA	PX OR X	G/L TR	PP	LIN. FT PILING
138	5	5	12	2	4	3			3	H.O					60
139	5	4	12	10	2	2				H_2O					60
140	5		12							H_2O					60
141	7	1	12	P/P	0	7				H_2O					84
142	7	7	12	P/P	3	6				H_2O					84
143	7	2	12	10	1	6				H_2O					84
144	7	CAP	12	over P3						H_2O					84
145	7		12							H_2O					84
146	7		12							H_2O					84
147	7	7	12	3	OK					H_2O					84
148	7		12							H_2O					84
149	7	5	12	3	1	11				H_2O		⊗			84
150	7		12							H_2O					84
151	7	7	12	P/P	0	8				H_2O	15	X			84
152	7	7	12							H_2O					84
153	7	7	12	P/P	0	9				H_2O	16	X			84
154	7		12			SPAN 154-(8) 10"x24"				H_2O					84
155	7		11							H_2O					77
156	7	4	11	8	4	4				H_2O					77
157	7	CAP	11							H_2O					77
158	7	7	11	P/P						H_2O NEWER CAP					77
159	7	1	11	POSTED	PILE.					H_2O					77
160	7		11							H_2O					77
161	7	7	11	P/P						H_2O					77
162	7	1	11	10						H_2O					77
163	7	1	11	4	3	5				H_2O					77
164	7	7	11	P/P						H_2O					77

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 8 of 8 SHEETS

Bridge No. 716.40 SEC#4

Date 12-14 ,19~~19~~2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN. FT PILING
165	7	1	11	P/P						H2O					77
		7		P/P											
166	7	1	11	P/P	0	9				H2O	16	PX			77
		7		P/P											
167	7	1	11	3	1	9				H_2O	16	PX			77
168	7	1	11							H_2O					77
		7													
		CAP													
169	5	1	11	P/P						H2O					55
		2		P/P											
170	5	3	7	POSTED PILE @ 9/0										B	35
		CAP													
171	5		1							6" SURCAP					5
															403
							STRS - GOOD VALU'S								
							H.WALLS - OK								
							TIES - NEWLR								
							Longest span — 15'6"								
							APP - LDW								
							G. timb - OK								

CORP003097

Central Oregon & Pacific Railroad



Bridge 718.12

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 718.12

MILEPOST: 718 12	SECTION# 1
TYPE: CONC	LOCATION: Canary, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR: K. Trickle

Findings:

Walkways - OK
Handrails - OK

Abutments - Ballast leaks (Northwest & Southwest rails)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Patch: - Ballast leaks at both headwalls with bags of sacrete and add ballast

Central Oregon & Pacific Railroad



Bridge 718.12 Southwest abutment - Leaking trackbed

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-9-05 BY: KT

Bridge No: 718 12

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

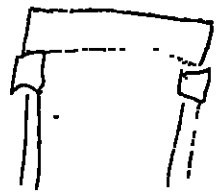
(Show overall picture of bridge)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

Concrete Tub

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (include span lengths)

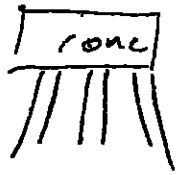


Ballast Deck

2 Bents

1 Span

Typical Bent or Pier Sketch:



3 Pipes

GENERAL

ACCESS TRUCK • BOMB • (RAIL)

Park Work Trailer:

Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N43° 57.873 W124 03.363

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE •

Superelevation is in

GUARD RAIL: YES • (NO) •

WALKWAY: (YES) • NO • LOCATION: Both

SKEWED: YES • (NO) •

Type of Walk: Dim: x x long conc

FIBRE OPTICS: YES • (NO) •

CULVERT: YES • (NO) •

BRIDGE IS OVER Creek

Bents or Piers in Water:

Maximum Bridge Height: 12

Maximum Water Depth:

Requires de-watering Yes No

CORP003101

Bridge No: 718.12

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD •	SIZE: QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	HANDRAILS (OK)
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

No. Defect

SUBSTRUCTURE (Note any defects):

Ballast leak (A)
North
And
South Head walls (3)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

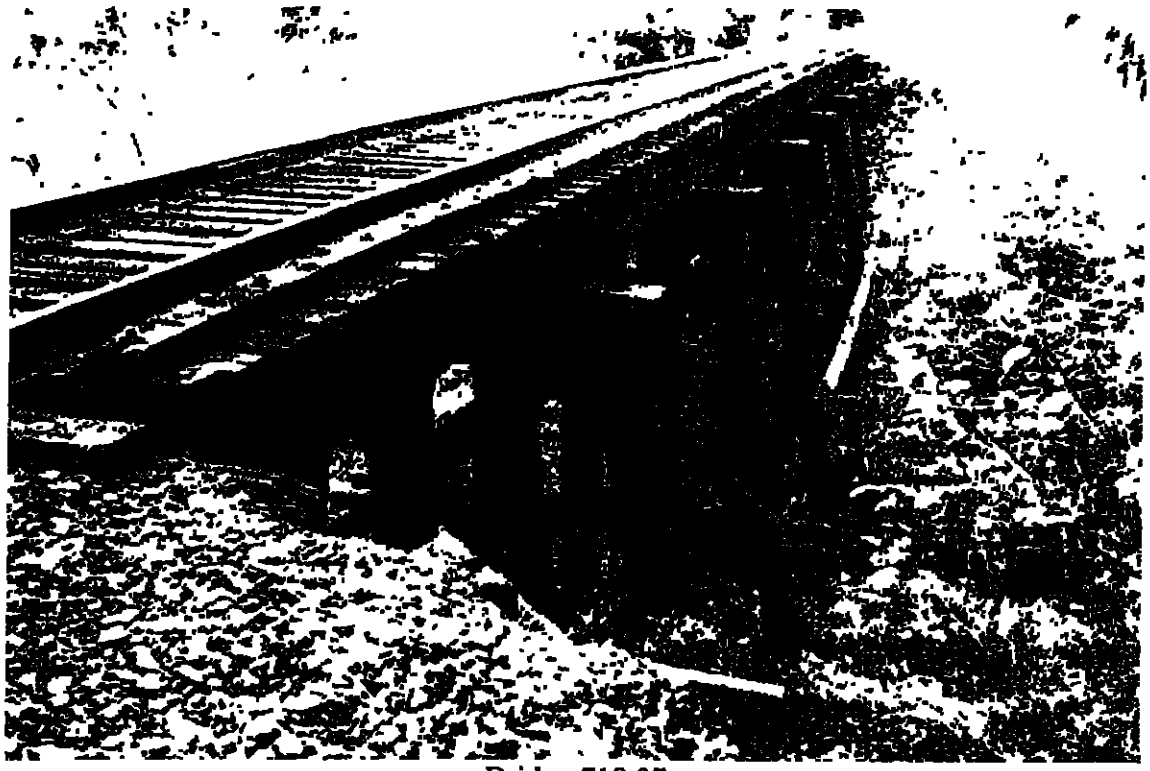
PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP003102

Central Oregon & Pacific Railroad



Bridge 719.07

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.07

MILEPOST: 719 07	SECTION# 1
TYPE: ODPT	LOCATION: Canary, OR
INSPECTION DATE. 11/ 9/2005	INSPECTOR: K Trickle

Findings:

Bent 1
- Cap - Reject

Bent 2
- Pile 1 - Reject
- South Sash Brace - Reject

Bent 3
- Cap - Possible Reject

Bent 4
- Pile 2 - Reject
- Pile 5 - Reject

Bent 5
- Pile 3 - Reject
- Pile 5 - Reject

Bent 6
- Pile 4 - Reject

Bent 7
- Pile 4 - Reject
- Pile 5 - Reject

Ties - Poor (plate cut, 35 reject, approx. 9 at rail joints)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 6	2	OSMOSE	Replace all 106 bridge ties
2	1.8	3	OSMOSE	Replace - Cap on Bent 1
3	1 7	3	RAILROAD	Add ballast and tamp up both approaches.
4	1 2	3	OSMOSE	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 5 of Bent 7

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.07

MILEPOST: 719.07 | SECTION# 1

TYPE: ODPT | LOCATION. Canary, OR

INSPECTION DATE: 11/ 9/2005 | INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1 5	4	OSMOSE	Replace - South Sash Brace on Bent 2
6	1 4	4	OSMOSE	Replace - Cap on Bent 3
7	1 3	4	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 4 of Bent 6
8	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 .19 2005

Owner CORP Reg/Div _____ Bridge No 71907

~~Dist./Sub~~/Branch COOS BAY

Location CANARY, OR (MP 721.20)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 31

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS (12 X 14 X 12)	PILE DIA	PX OR X	G/L TR	PP	UN FT PILING
1	5	2	5	G/L	2	5½		CAP	@	P1 1¾S 4V ⊗	DP	@ 1st H 3rd			25
2	5	1	16	P/P	0	12	W	PH		SOUTH SASH ⊗	13½	⊗			80
3	5	1	18	P/P	3	6				48A's					90
		2		D/P	2	CE									
		4		13	2	9E	5	4							
		CAP		over P3	2	2				CAP (PX)					
4	5	2	24	D/P	1½	10				H10 78B's	14	X			120
"		5		D/P	1½	10					13½	X			
5	5	1	24	D/P	2	9					16				120
"		3		D/P	½	12				11 20	13½	X			
		5		D/P	1½	11					14½	X			
6	5	4	18	P/P	2	11				2 BS	16½	X			90
		3		D/P	0	3									
7	5	1	12	P/P	1¼	6½				48B's	15½				60
		2		POSTED	@	6'									
		4		D/P	2	10					15	X			
		5		G/L	1	10					15	X			
8	5	CAP	4	P3	OK			-							20
		3		D/P	5	6									60S
		(10L)	TIES - POOR 3 ⊗		(PLATE CUT)		(7½x7½x9') 5 ⊗ @				rail joint	right side			
							4X @				rail joint	left side			
		GUARD TIMBER - OK			APPROACHES - Low					HEADWALL - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — DensoWrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003106

Central Oregon & Pacific Railroad



Bridge 719.21

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.21

MILEPOST: 719.21	SECTION# 1
TYPE. ODPT	LOCATION. Canary, OR
INSPECTION DATE 11/ 9/2005	INSPECTOR. K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 3
Pile 5 - Possible Reject
Girts 1, 2 & 3 in Span 3 - Reject

Bent 4
Pile 3 - Possible Reject
Pile 4 - Reject

Bent 5
Pile 5 - Reject

Bent 7
Girt 1 in Span 7 - Reject

Bent 8
Pile 1 - Reject

Bent 9
Pile 1 - Possible Reject

Bent 11
Pile 1 - Reject

Bent 12
Pile 2 - Reject

Bent 13
Pile 3 - Possible Reject
Cap - Possible Reject
2" Shim - Reject (crushing)

Bent 14
2" Shim - Reject (crushing)

Bent 15
Pile 1 - Possible Reject
Pile 5 - Reject

Bent 17
Pile 3 - Possible Reject
Cap - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.21

MILEPOST: 719.21 | SECTION# 1

TYPE: ODPT | LOCATION: Canary, OR

INSPECTION DATE: 11/9/2005 | INSPECTOR: K. Trickle

Findings:

Bent 18
- Pile 1 - Possible Reject
- Pile 5 - Possible Reject

Bent 19
- Sash brace - Reject

Bent 21
- Pile 1 - Reject
- Girt Braces 1 & 2 - Reject

Bent 22
- Shim - Reject

Span 1
- Stringer 8 - Reject

Span 18
- Stringer 3 - Reject

Ties - Fair to poor (22 reject ties at 5 rail joints)
Guard timber - OK
North Headwall - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 14	2	RAILROAD	Add ballast and tamp up both approaches
2	1 13	2	OSMOSE	Replace: - North headwall
3	1 10	2	OSMOSE	Replace - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (crushing)
4	1 12	3	OSMOSE	Spot replace approximately 22 bridge ties at rail joints.
5	1 9	3	OSMOSE	Replace. - Cap on Bent 1
6	1 11	4	OSMOSE	Replace - Stringer 8 in Span 1 - Stringer 3 in Span 18
7	1.7	4	OSMOSE	Replace. - Girt Bracing in Span 3 - Girt Bracing in Span 7 - Girt Bracing in Span 21
8	1 6	4	OSMOSE	Replace - Shim on Bent 22
9	1 5	4	OSMOSE	Replace: - Cap on Bent 13 - Cap on Bent 17
10	1 4	4	OSMOSE	Replace - Sash Brace on Bent 19

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.21

MILEPOST: 719 21	**SECTION# 1**
TYPE: ODPT	**LOCATION: Canary, OR**
INSPECTION DATE: 11/ 9/2005	**INSPECTOR: K Trickle**

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
11	1 2	4	OSMOSE	Post: - Pile 4 of Bent 4 - Pile 5 of Bent 5 - Pile 1 of Bent 8 - Pile 1 of Bent 11 - Pile 2 of Bent 12 - Pile 5 of Bent 15 - Pile 1 of Bent 21
12	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
13	1 3	5	RAILROAD	Monitor - Pile 5 of Bent 3 - Pile 3 of Bent 4 - Pile 1 of Bent 9 - Pile 3 of Bent 13 - Pile 1 of Bent 15 - Pile 3 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 18

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005

Owner CORP Reg/DIV _____ Bridge No 7/921

Dist./Sub/Branch Coos Bay

Location CANARY, OR (MP 721.10)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR 1976 Age 19 42-39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	3	1	P/P	OK					3" S.P.					5
		CAP		PS	1	5				CAP ⊗ 12½"x12¾"x14' 2" SHIM 4885					
2	5	5	13	G/L	4	5									65
3	5	1/5	24	12 G/L	2 3	5 8				SPANS-GIRDERS 1,2,3 ⊗ 1" SHIM	13¾	PX			120
4	5	3	25	G/L	2	7					15	PX			125
		4		3	2½	10					14½	X			
5	5	5	27	2	3	8					14	(X)			135
6	5	4	27	G/L	6½	3					14				135
		5		8	3	6½					14½				
7	5		27	21	3	6				Span 7 Girder 1 ⊗					135
8	5	1	27	22	4½	10					17	(X)			135
		2		22	3	8					18½				
9	5	1	27	12	3	13					19½	PX			135
		3		24	3	7					20				
10	5	1	27	15	2	4½	2½	12			17½				135
		2 3		25 D/P	2 1	10 12	10 8	1 4			19 19				
11	5	1	27	15	2	14				H₂O	17¾	X			135
		4		19	4	8					16				
12	5	2	27	D/P	2	14				H₂O	17	X			135
		3		D/P	2	13	6	7			20				
		5		18	2	13	6	6			19				

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Demolished
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003111

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RAILROAD BRIDGE DIVISION
BORING RECORD

140 24b

SHEET 2 of 3 SHEETS

Bridge No. 719.21

Date 11-9, 19~~8~~2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT. PILING
13	5	1	27	15	2	11	8	4		H2O	20				135
		3		23	2	13				2"X13½"X10' SHIM ⊗ CRUSHING	19	PX			
		5		D/P	½	12					18				
		CAP		over P4	2	2				CAP (PX)					
14	5	1	27	6	3	10	8	4		H2O	17½				135
		2		10	2	8½	9	2		2"X13½"X10' SHIM CRUSHING ⊗	18				
		4		D/P	3	7					17				
		5		9	3	8½					16½				
15	5	1	27	D/P	1½	17	8	5		H2O	18	PX			135
		5		15	2	13					16	X			
16	5	4	27	6	5	7½				H2O	17				135
		5		C/C	3½	6					17				
17	5	1	27	15	1	6½				H2O	16½				135
		2		D/P	1	9	6	6			18				
		3		25	2	15					17½	PX			
		4		D/P	4	8					17				
		5		2	2	15					20½				
		CAP		over P3	3½	2				CAP (PX)					
18	5	1	27	D/P	4	10					17½	PX			135
		5		D/P	2	10					16	PX			
19	5		24							Sash ⊗ 6BB's					120
										4" Shim					
20	5		18							6" Sub CAP					90

CORP003112

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140.24b.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No 719.21
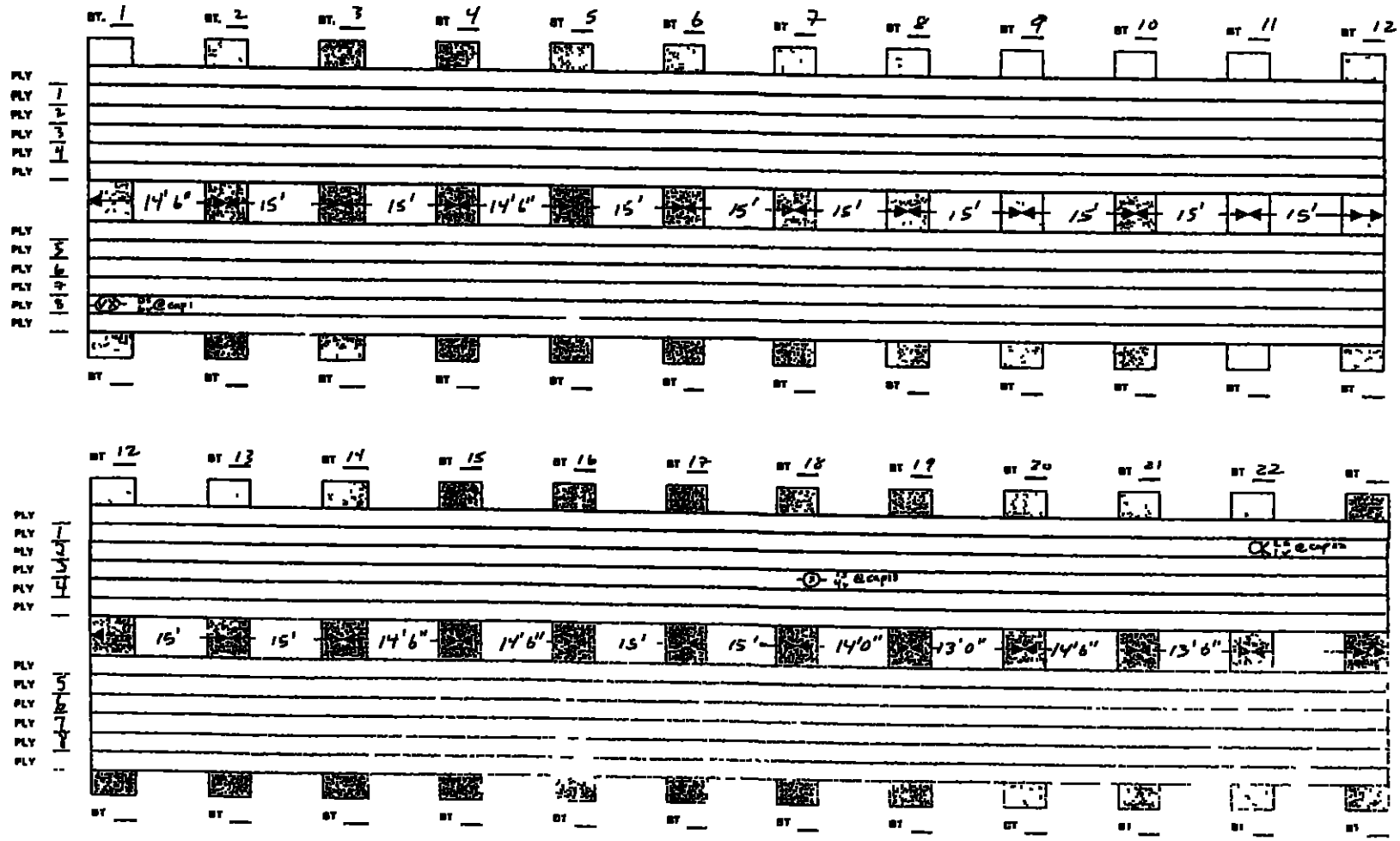
Date 11-9, ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN FT PILING
21	5	1	10	7	2	11				SPAN 21 GIRTH 1 + 2 - ⊗ - 2 BTMS		X			50
22	5	SUB PAP	1	OVER P1		ok				6" SUB CAP					5
										2" SH'N ⊗					247D
										G. TIMB - OK					
										APPR - LOW ⊗ #2					
										N. HDWL. - ⊗ #2					
										VARIOUS 1½" - 2" SHIMS / ALL BENTS					
								•		ALL BMTS 2" SHIM					
							TIES - FAIR TO POOR (75"X 7½"X 9')								
										Span 3 4 reject ties @ rail joint right side					
										Span 4 4 reject ties @ rail joint left side					
										Span 9 3 reject ties @ rail joint right side					
										Span 13 3 reject ties @ rail joint right side					
										Span 17 4 reject ties @ rail joint left side					

CORP003113

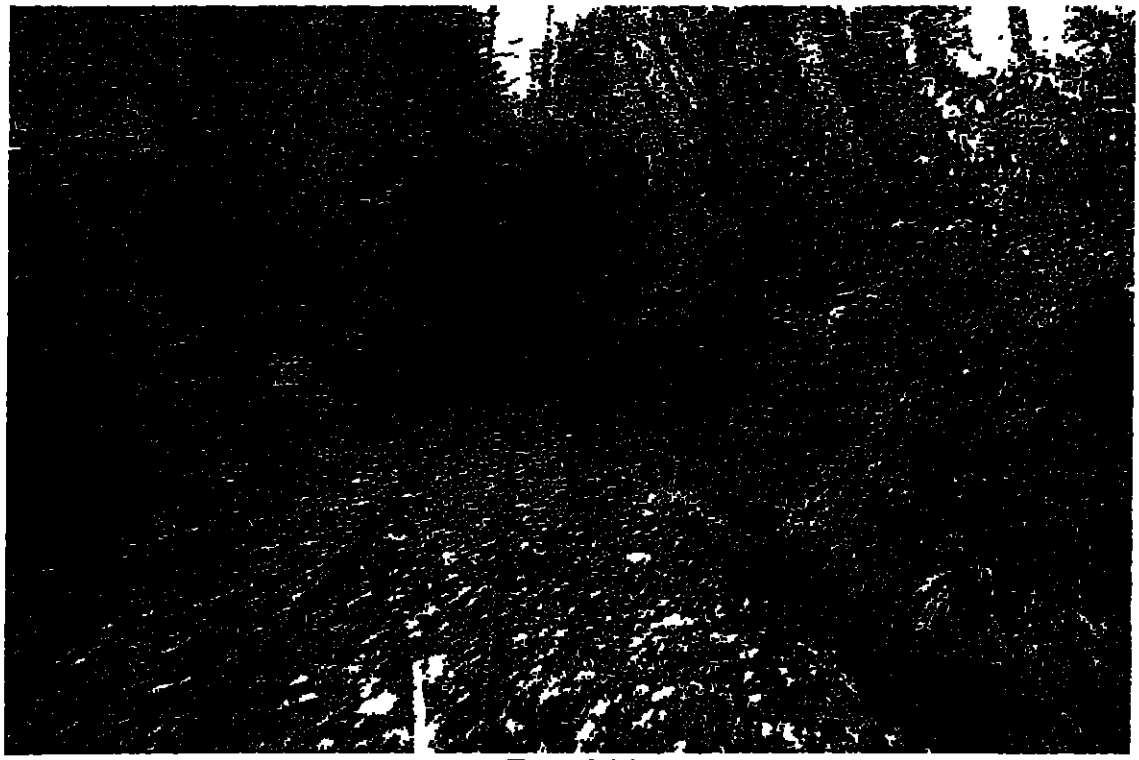
789.21 Coos Bay

Stringer Schematic



CORP003114

Central Oregon & Pacific Railroad



Tunnel 15

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 15

MILEPOST. 720 73	SECTION# 1
TYPE: Tunnel	LOCATION· Canary, OR
INSPECTION DATE. 11/ 9/2005	INSPECTOR. K Tnckle

Findings:

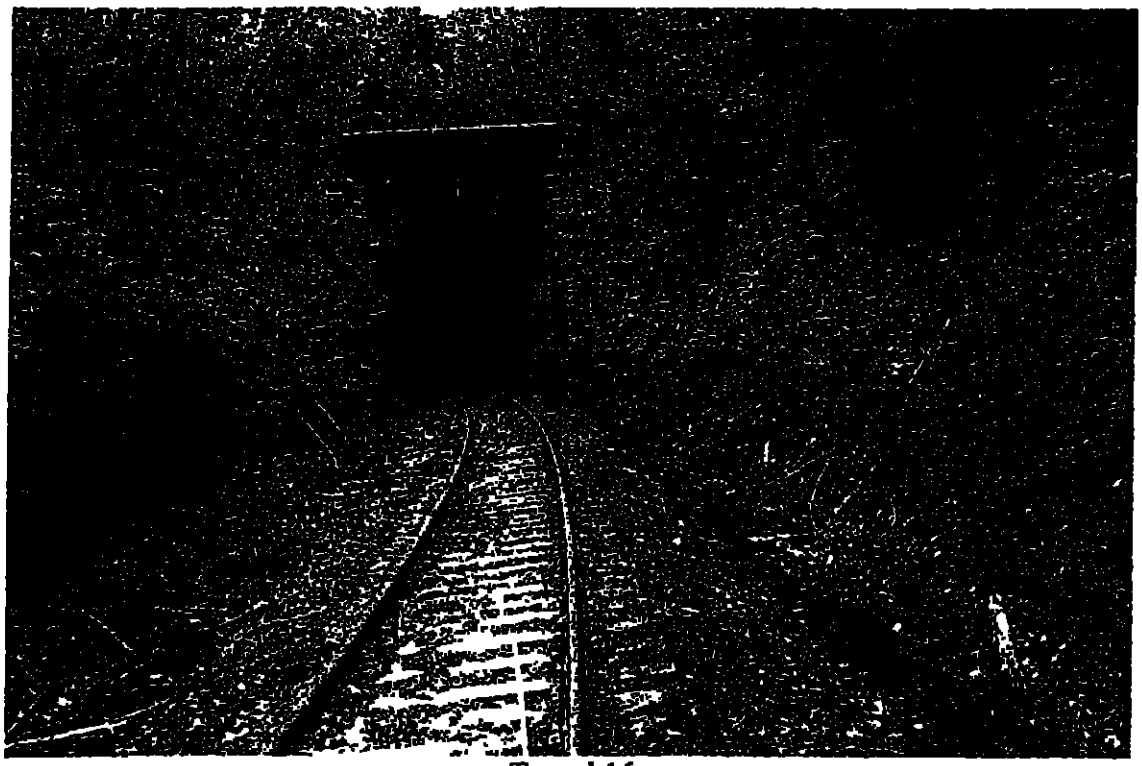
Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	5	RAILROAD	Tunnel not inspected at this time - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad



Tunnel 16

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 16

MILEPOST: 721 52 SECTION# 1

TYPE: Tunnel LOCATION. Canary, OR

INSPECTION DATE 11/ 9/2005 INSPECTOR K Trickle

Findings:

Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	11	5	RAILROAD	Tunnel not inspected at this time. - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad



Bridge 724.22

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 724.22

MILEPOST: 724 22	SECTION# 1
TYPE: Concrete Tub	LOCATION: Kroll, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K. Trickle

Findings:

Headwalls - OK
Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Add ballast and tamp up both approaches

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-10-05 BY: KT

Bridge No: 724 22

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 4 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

Conc Tub

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KRAU, OR

Overall Sketch: (include span lengths)

4 spans

Ballast Deck

5 Bents

Typical Bent or Pier Sketch:



3 pipe.

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 53.703 W124° 03.431

Nearest Crossing:

BRIDGE: TANGENT • CURVE •

Superelevation is in

GUARD RAIL: YES • NO •

WALKWAY: YES • NO • LOCATION: Both

SKEWED: YES • NO •

Type of Walk: Conc Dim: x x long

FIBRE OPTICS: YES • NO •

CULVERT: YES • NO •

BRIDGE IS OVER Crek

Maximum Bridge Height: 15

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 724.22

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD • LOW	EROSION PROBLEMS: (#3)	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD • OK		
WALKWAYS	POOR •	FAIR •	GOOD • OK	HANDRAILS - OK	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

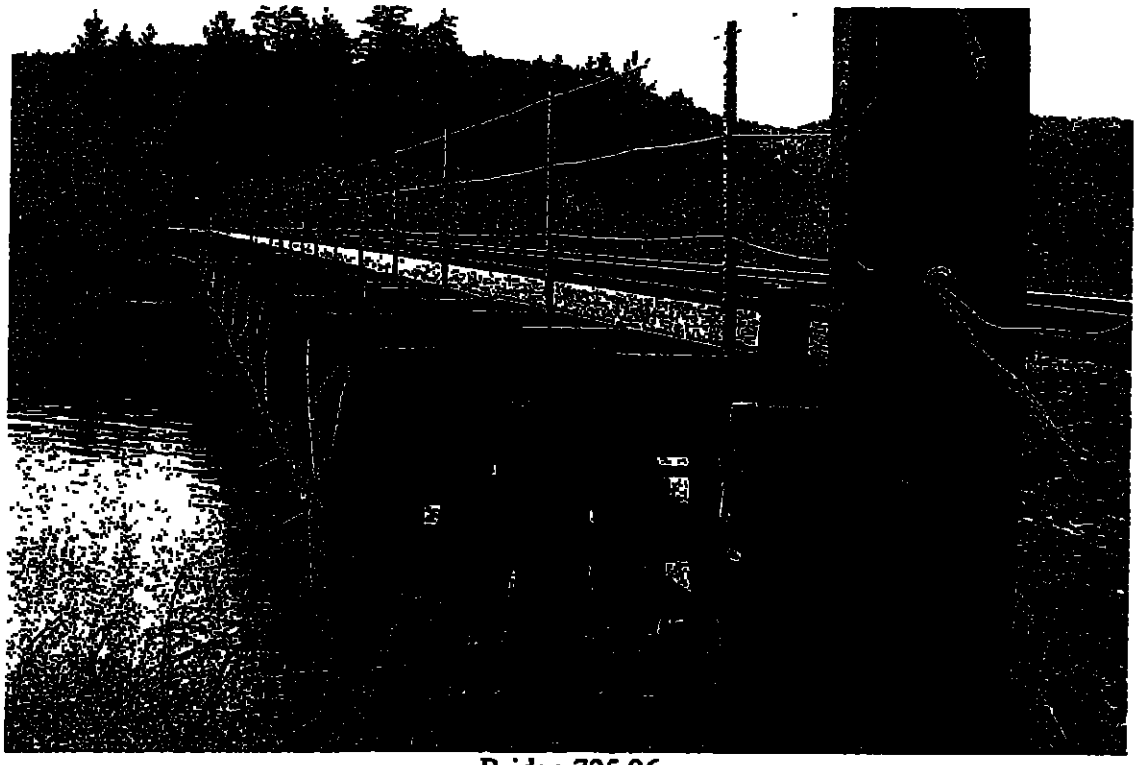
Work designated with an asterisk (*) should be addressed immediately.

Photos

Roll #_____

#	(Overall Picture of Bridge)
#	(Picture of Deck)
#	(Jacking setup)
#	(Close-up of Repair)
#	(Overall view of Repair)
#	(Access and Parking Trailer)
#	
#	
#	

Central Oregon & Pacific Railroad



Bridge 725.96

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003123

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 725.96

MILEPOST: 725.96 | SECTION# 1

TYPE: ODPT | LOCATION Kroll, OR

INSPECTION DATE. 11/10/2005 | INSPECTOR. K. Trickle

Findings:

Bent 3
Pile 5 - Possible Reject

Bent 5
Pile 1 - Possible Reject

Bent 6
Pile 4 - Possible Reject

Bent 10
Pile 1 - Possible Reject
Pile 2 - Possible Reject
Pile 6 - Reject

Bent 11
Pile 6 - Reject

Bent 15
Pile 1 - Possible Reject
Cap - Reject

Bent 20
Span 20 - Stringer 2 (poor parting line only on cap 2 1/2")

Bent 28
Cap - Reject

Bent 29
Cap - Reject

Bent 31
Cap - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Walkways - OK
Handrail - OK

Piles - Avg 18"-30" Diameter

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 725.96

MILEPOST: 725 98	SECTION# 1
TYPE. ODPT	LOCATION Kroll, OR
INSPECTION DATE: 11/10/2005	INSPECTOR· K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	17	2	RAILROAD	Add ballast and tamp up both approaches
2	14	3	OSMOSE	Replace: - Cap on Bent 15 - Cap on Bent 28 - Cap on Bent 29 - Cap on Bent 31
3	13	4	OSMOSE	Post - Pile 6 of Bent 10 - Pile 6 of Bent 11
4	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers
5	16	5	RAILROAD	Monitor - Stringer 2 in Span 20 (partang line on cap 2 1/2")
6	12	5	RAILROAD	Monitor - Pile 5 of Bent 3 - Pile 1 of Bent 5 - Pile 4 of Bent 6 - Pile 1 of Bent 10 - Pile 2 of Bent 10 - Pile 1 of Bent 15

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-10-2005

Owner CORP Reg /Div _____ Bridge No 725.96

Dist./Sub/Branch Coos BAY

Location Kroll, OR (MP 732.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 75

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	Steel 3		2			steel		Bent							—
2	Steel 3		9		"	steel		Bent.							—
3	6	5	10	8	1½	8½					15	PX			60
4	6	cap	10	PI		OK									60
5	6	1	10	3	5	9					15	PX			60
6	6	4	10	6½	2	9½	2½	8			15	PX			60
7	6	6	10	3	7	2½		Cap - OK							60
8	6		10												60
9	6	1	10	1	3	5									60
		4		6	4	5									
10	6	1	10	6	1	14					18½	PX			60
		2		P/P	1	14		Pile 4 @ 6' 7½ DV			17¾	PX			
		6		P/P	1	11½					15½	X			
11	6	2	10	P/P	3	3					19				60
		6		P/P	2	12	2	12			15½	X			
12	6		10												60
13	6	1	10	4	7	5					26				60
14	6	3	10	P/P	2	5					22				60
15	6	1	10	2	4	10		Cap @ PI 4 4U (X)			17½	PX			60
		6		P/P	6	K									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003126

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140.24b.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 725.96

Date 11-10 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN. FT PILING
16	6	1	10	3	4	7					18				60
		5		D/P	6	6					24				
17	6	6	10	D/P	5	3					23				60
18	6	1	10	2	3	1									60
19	6		10												60
20	6	5	10	3	3	9					21				60
21	6	1	10												60
22	6		10												60
23	6		10												60
24	6	1	10	3	2	15					18				60
25	6	1	10	3	0	K									60
26	6		10												60
27	6	1	10	3	4	7					17				60
28	6	6	10	D/P	3	3					30				60
		CAP		over P3	4	4				CAP ⊗ 13½ × 17½ × 16'					-
29	6	CAP	10	over P3	4	4				Cap-⊗					60
	3	5		4	1	6					23				
30	6		10												60
31	6	cap	10	P1	1	5				Cap ⊗					60
32	6		10												60
39	6	CAP	10	over P2	3	1									60
		CAP		over P5	0	K									
										Avg. Span 15'0"					

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RAILROAD BRIDGE DIVISION
BORING RECORD

140 24b

SHEET 3 of 3 SHEETS

Bridge No 725.96

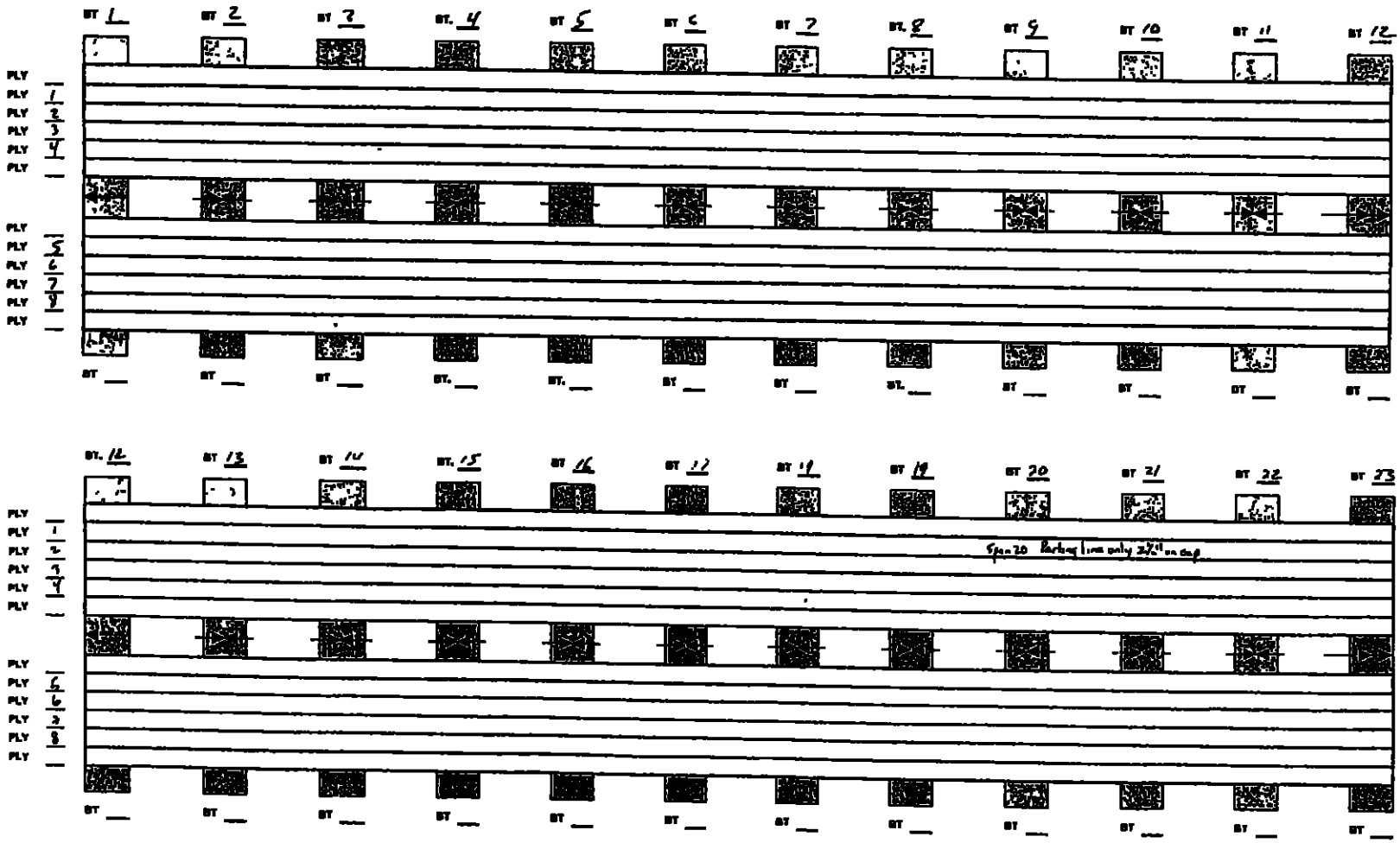
Date 11-10 ,19 200

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN. FT PILING
34	6		10				Sounded								60
35	6		10				Sounded								60
36	6	cap	10	ft		OK									60
37	steel 3		10				—								—
38	steel 3		—				—								—
										Handrail - OK					
										Walkway - OK					
										G. Limb - OK					
										Apps - Low (1)					
										Ties - OK					
										Handrails - OK					
										Headwalls - OK					
										Span 20 - Str. 2 Parting Line (on cap 2½")					
										Huge Piles (16 - 30" dia)					
										Avg. span 15' 0"					

CORP003128

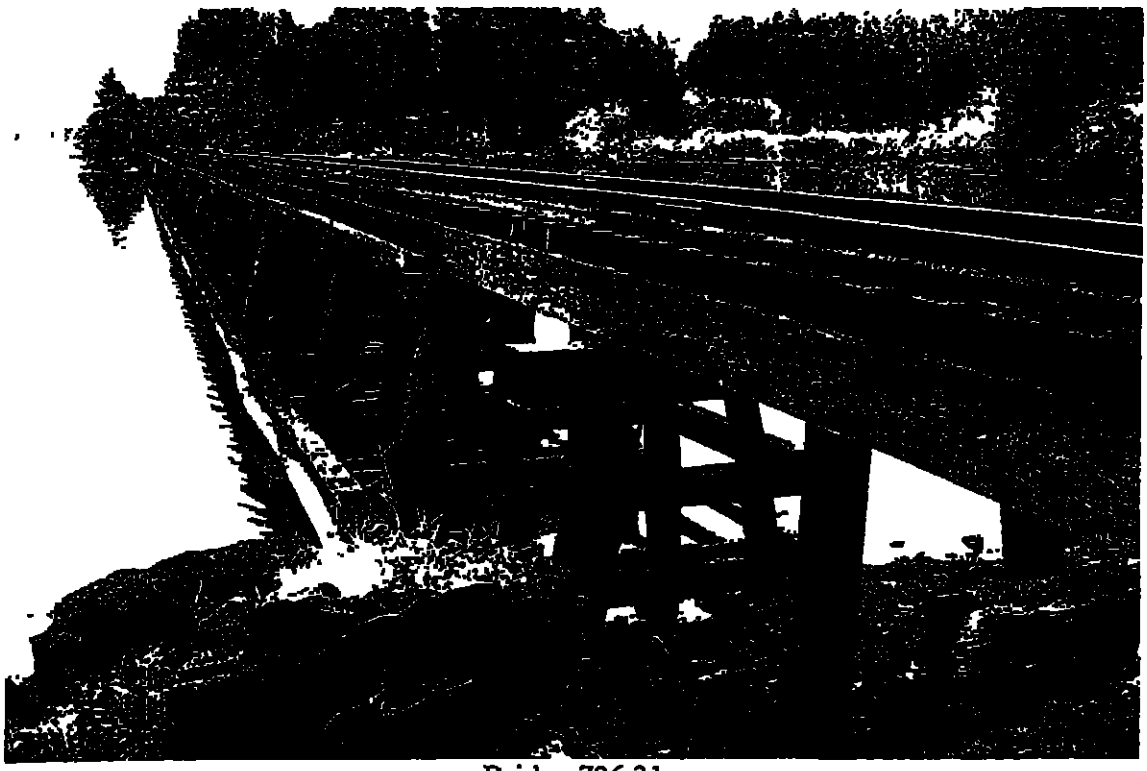
725 96 Average Span 15'0"

Stringer Schematic



CORP003129

Central Oregon & Pacific Railroad



Bridge 726.31

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST. 726 31	SECTION# 1
TYPE: ODFT	LOCATION. Kroll, OR
INSPECTION DATE. 11/10/2005	INSPECTOR: K Trickle

Findings:

Bent 3
Cutoff 1 - Possible Reject

Bent 8
1/4" Gap under Chord 2
Cutoff 1 - Possible Reject

Bent 11
Cutoff 2 - Visual Reject
Cutoff 4 - Visual Reject

Bent 13
Cutoff 1 - Reject
Cutoff 2 - Reject

Bent 14
Cutoff 1 - Reject

Bent 17
Cutoff 2 - Possible Reject
Cutoff 3 - Reject

Bent 23
Post 3 - Possible Reject
Cutoff 2 - Possible Reject
Cutoff 4 - Possible Reject
1/4" Gap under stringers 3 & 4

Bent 28
1/4" Gap under Chord 2
Cutoff 2 - Reject

Bent 33
Post 2 - Reject

Bent 46
Cutoff 2 - Possible Reject

Bent 57
Cutoff 2 - Reject
Cutoff 4 - Reject
Cutoff 5 - Possible Reject

Bent 58
Cap - Very Minor Cornering

Span 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726 31	SECTION# 1
TYPE. ODFT	LOCATION Kroll, OR
INSPECTION DATE: 11/10/2005	INSPECTOR: K Trickle

Findings:

Span 1
- Stringer 3 - Possible Reject
- Stringer 5 - Possible Reject
- Stringer 8 - Reject

Span 3
- Stringer 2 - Visual Reject
- Stringer 4 - Reject

Span 4
- Stringer 2 - Reject
- Stringer 4 - Reject
- Stringer 5 - Reject
- Stringer 6 - Possible Reject
- Stringer 7 - Reject

Span 5
- Stringer 4 - Reject

Span 17
- Stringer 4 - Visual Reject

Span 19
- Stringer 4 - Reject
- Stringer 6 - Reject

Span 20
- Stringer 4 - Reject
- Stringer 5 - Visual Reject
- Stringer 6 - Reject

Span 21
- Stringer 2 - Reject
- Stringer 6 - Possible Reject

Span 22
- Stringer 2 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject

Span 23
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 24
- Stringer 3 - Reject
- Stringer 4 - Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 9 - Possible Reject

Span 25
- Stringer 5 - Reject

Span 27
- Stringer 5 - Possible Reject
- Stringer 6 - Reject

Span 28
- Stringer 4 - Reject
- Stringer 6 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726 31	SECTION# 1
TYPE ODFT	LOCATION: Kroll, OR
INSPECTION DATE. 11/10/2005	INSPECTOR: K. Trickle

Findings:

Span 31
- Stringer 4 - Possible Reject
- Stringer 5 - Possible Reject
- Stringer 7 - Reject
- Stringer 9 - Reject

Span 32
- Stringer 4 - Possible Reject
- Stringer 5 - Possible Reject
- Stringer 6 - Reject
- Stringer 9 - Reject

Span 33
- Stringer 4 - Visual Reject
- Stringer 6 - Possible Reject
- Stringer 8 - Visual Reject

Span 34
- Stringer 4 - Visual Reject
- Stringer 5 - Visual Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 35
- Stringer 7 - Reject

Span 36
- Stringer 7 - Reject

Span 49
- Stringer 2 - Reject

Span 50
- Stringer 2 - Reject

Span 53
- Stringer 8 - Reject

Span 54
- Stringer 6 - Reject

Span 55
- Stringer 6 - Reject

Span 56
- Stringer 3 - Possible Reject
- Stringer 7 - Reject

Span 57
- Stringer 3 - Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 8 - Reject
- Stringer 9 - Reject

Span 58
- Stringer 6 - Possible Reject
- Stringer 7 - Reject
- Stringer 9 - Possible Reject

Span 59
- Stringer 4 - Possible Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 9 - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726.31 | SECTION# 1

TYPE: ODFT | LOCATION: Kroll, OR

INSPECTION DATE: 11/10/2005 | INSPECTOR: K. Trickle

Findings:

Span 60
- Stringer 6 - Possible Reject
- Stringer 9 - Reject

Span 61
- Stringer 9 - Reject

Span 62
- Stringer 2 - Reject
- Stringer 3 - Reject
- Stringer 5 - Possible Reject
- Stringer 7 - Reject

Span 63
- Stringer 2 - Reject
- Stringer 3 - Reject
- Stringer 4 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 64
- Stringer 2 - Reject
- Stringer 3 - Reject
- Stringer 4 - Possible Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 8 - Reject

Span 65
- Stringer 2 - Reject
- Stringer 3 - Reject
- Stringer 4 - Reject
- Stringer 5 - Reject
- Stringer 8 - Reject

Ties - OK
Guard timber - OK
Line and surface - OK
South headwall - Reject (top 3 planks)
Approaches - Low
Stringers - Fair to Poor

Old Span 1 - Not completely filled in

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726 31 | SECTION# 1

TYPE: ODFT | LOCATION: Kroll, OR

INSPECTION DATE: 11/10/2005 | INSPECTOR: K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 20	2	OSMOSE	Replace. - Stringer 2 in Span 4 - Stringer 4 in Span 4 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 5 in Span 23 - Stringer 6 in Span 23 - Stringer 7 in Span 23 - Stringer 8 in Span 23 - Stringer 3 in Span 24 - Stringer 4 in Span 24 - Stringer 5 in Span 24 - Stringer 6 in Span 24 - Stringer 9 in Span 24 - Stringer 4 in Span 34 - Stringer 5 in Span 34 - Stringer 7 in Span 34 - Stringer 8 in Span 34 - Stringer 3 in Span 57 - Stringer 5 in Span 57 - Stringer 6 in Span 57 - Stringer 8 in Span 57 - Stringer 9 in Span 57 - Stringer 2 in Span 63 - Stringer 3 in Span 63 - Stringer 4 in Span 63 - Stringer 6 in Span 63 - Stringer 7 in Span 63 - Stringer 8 in Span 63 - Stringer 2 in Span 64 - Stringer 3 in Span 64 - Stringer 4 in Span 64 - Stringer 5 in Span 64 - Stringer 6 in Span 64 - Stringer 8 in Span 64 - Stringer 2 in Span 65 - Stringer 3 in Span 65 - Stringer 4 in Span 65 - Stringer 5 in Span 65 - Stringer 8 in Span 65
2	1.19	3	OSMOSE	Replace - Stringer 4 in Span 20 - Stringer 5 in Span 20 - Stringer 6 in Span 20 - Stringer 2 in Span 22 - Stringer 6 in Span 22 - Stringer 7 in Span 22 - Stringer 5 in Span 59 - Stringer 6 in Span 59 - Stringer 7 in Span 59 - Stringer 2 in Span 62 - Stringer 3 in Span 62 - Stringer 7 in Span 62

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726 31 | SECTION# 1

TYPE: ODFT | LOCATION: Kroll, OR

INSPECTION DATE: 11/10/2005 | INSPECTOR, K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	1 17	3	OSMOSE	Install Shim under: - Chord 2 on Bent 8 - Stringers 3 & 4 on Bent 23 - Chord 2 on Bent 28
4	1 14	3	RAILROAD	Add ballast and tamp up both approaches
5	1 10	3	OSMOSE	Replace: - Top 3 Planks of South headwall
6	1 1	3	OSMOSE	Cut Cutoffs down - Install a Subsill on Bent 11 - Install a Subsill on Bent 13 - Install a Subsill on Bent 17 - Install a Subsill on Bent 23 - Install a Subsill on Bent 57
7	1 18	4	OSMOSE	Replace - Stringer 8 in Span 1 - Stringer 2 in Span 3 - Stringer 4 in Span 3 - Stringer 4 in Span 5 - Stringer 4 in Span 17 - Stringer 4 in Span 19 - Stringer 6 in Span 19 - Stringer 2 in Span 21 - Stringer 5 in Spas 25 - Stringer 6 in Span 27 - Stringer 4 in Span 28 - Stringer 6 in Span 28 - Stringer 7 in Span 31 - Stringer 9 in Span 31 - Stringer 6 in Span 32 - Stringer 9 in Span 32 - Stringer 4 in Span 33 - Stringer 8 in Span 33 - Stringer 7 in Span 35 - Stringer 7 in Span 36 - Stringer 2 in Span 49 - Stringer 2 in Span 50 - Stringer 6 in Span 53 - Stringer 6 in Span 54 - Stringer 6 in Span 55 - Stringer 7 in Span 56 - Stringer 7 in Span 58 - Stringer 9 in Span 60 - Stringer 9 in Span 61
8	1 16	4	OSMOSE	Replace: - Post 2 of Bent 33
9	1 3	4	OSMOSE	Cut Cutoff down and Install Block over - Cutoff 1 of Bent 3 - Cutoff 1 of Bent 8 - Cutoff 1 of Bent 14 - Cutoff 2 of Bent 28 - Cutoff 2 of Bent 48
10	1.15	5	RAILROAD	Monitor - Post 3 of Bent 23

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 726.31

MILEPOST: 726.31	SECTION# 1
TYPE: ODFT	LOCATION Kroll, OR
INSPECTION DATE: 11/10/2005	INSPECTOR. K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
11	1.9	5	RAILROAD	Monitor - Cap on Bent 58 (very minor cornering)
12	1.2	5	RAILROAD	Monitor - Stringer 3 in Span 1 - Stringer 5 in Span 1 - Stringer 6 in Span 4 - Stringer 6 in Span 21 - Stringer 5 in Span 27 - Stringer 4 in Span 31 - Stringer 5 in Span 31 - Stringer 4 in Span 32 - Stringer 5 in Span 32 - Stringer 6 in Span 33 - Stringer 3 in Span 56 - Stringer 6 in Span 58 - Stringer 9 in Span 58 - Stringer 4 in Span 59 - Stringer 9 in Span 59 - Stringer 6 in Span 60 - Stringer 5 in Span 62

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.8		OSMOSE	9/3/2001	Replaced - Stringers 5 & 7 in Span 65
2	1.7		OSMOSE	10/16/2002	Performed a detailed stringer inspection (64 Spans)

OSMOSE RAILROAD SERVICES, INC.

140 24b

SHEET 1 of 7 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-10 20 05

Owner Corp Reg./Div _____ Bridge No. 736.31

Dist./Sub/Branch Coos Bay

Location Kroll, OR MP 732.8

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 73

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING
old 1										not in service					
1	steel	7								steel bent					
						old span		1-		not completely filled in					
2	5P		5½												
	c/o 5		1½												
3	5P	cap	6	P2		ok									
	c/o	1	½	sill	2	6		under water		c/o 1-PX					
4	5	cap	6	P4		OK									
5	5	cap	6	P2	3	1									
6	5	cap	6	P2		OK									
7	5	P1	6	sill	2	6					13½	PX			
8	5		6					¼" Cap Chord 2							
		c/o 1		sill	3	6		under water			c/o	PX			
9	5	cap	6	P1		ok									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

KT

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RAILROAD BRIDGE DIVISION
BORING RECORD

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SHEET 2 of 7 SHEETS

Bridge No 726.31

Date 11-10, 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN. FT. PILING
10	5	P2	6	sill		ok									
11	5	do2	6		visual	reject				under water	do	VX			
		do4			visual	reject					do	VX			
12	5	P1	6	sill		ok									
13	5	do1	6		visual	reject					do	VX			
		do2			visual	reject				under water	do	VX			
		do5		sill	1	3									
14	5	do1	6	sill	2	10					do	X			
		P2		sill		ok									
		cap		P3		ok									
15	5	do5	6	sill	1	3									
		cap		P4		ok									
16	5		6												
17	5	do2	6	sill	1	7					do	PX			
		do3		sill	1	12		under		water	do	X			
		do1		sill	2	6					16				

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 7 SHEETS

Bridge No. 726.31

Date 11-10 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT. PILING
18	5		6												
19	5		6												
20	5		6												
21	5		6												
22	5	cap	6	P4		ok									
		dbl		sill	1½	5									
23	5	dbl	6	sill	0	6½		¼"		Gap stringers 3+4		PX			
		dbl		sill	0	6½	5	2				PX			
		P3		2	3	7					13	PX			
24	5	cap	6	P3		ok									
25	5		6												
26	5	cap	6	P3		ok									
27	5		6												
28	5	dbl	6	sill	3	10		¼"		Gap Chord 2	dbl	X			
		cap		P4		ok									

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RAILROAD BRIDGE DIVISION
BORING RECORD

140 24b 1

SHEET 4 of 7 SHEETS

Bridge No. 726.31

Date 11-10 ,~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
29	5		6												
30	5		6												
31	5		6												
32	5		6												
33	5	P2	6	15	3	11					13	XP			
34	5		6												
35	5		6												
36	5		6			3 blocks		4"X6"X 9' under HWO							
						1 block		12"X12"X6' under HWO							
37	5		6												
38	5		6												
39	5		6												
40	5		6												
41	5		6												

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 5 of 7 SHEETS

Bridge No. 736.31

Date 11-10 , 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT. PILING
42	5		6												
43	5		6												
44	5		6												
45	5		6												
46	5	d6 J	6	sill	0	4					11 5 90	PX			
47	5		6												
48	5	cap	6	P2		ok									
49	5		6												
50	5		6												
51	5	cap	6	P2		ok									
		cap		P3		ok									
52	5		6												
53	5		6												
54	5	P4	6	J	5	5									

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RAILROAD BRIDGE DIVISION
BORING RECORD

140 24b.1

SHEET 6 of 7 SHEETS

Bridge No 726.31

Date 11-10, 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
55	5		6												
56	5	cap	6	P2		ok									
57	5	db 2	6	sill	½	9					11 db	X			
		db 4		sill	2	7					db	X			
		db 5		sill	½	6					db	PX			
58	5		6			Cap-	minor cracking @ both chords								
														•	
59	5		6												
60	5	cap	6	P4		ok									
61	5		6												
62	5		6												
63	5		6												
64	5		6												
65	steel		6							Steel bent					
66	steel		4							Steel bent					

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RAILROAD BRIDGE DIVISION
BORING RECORD

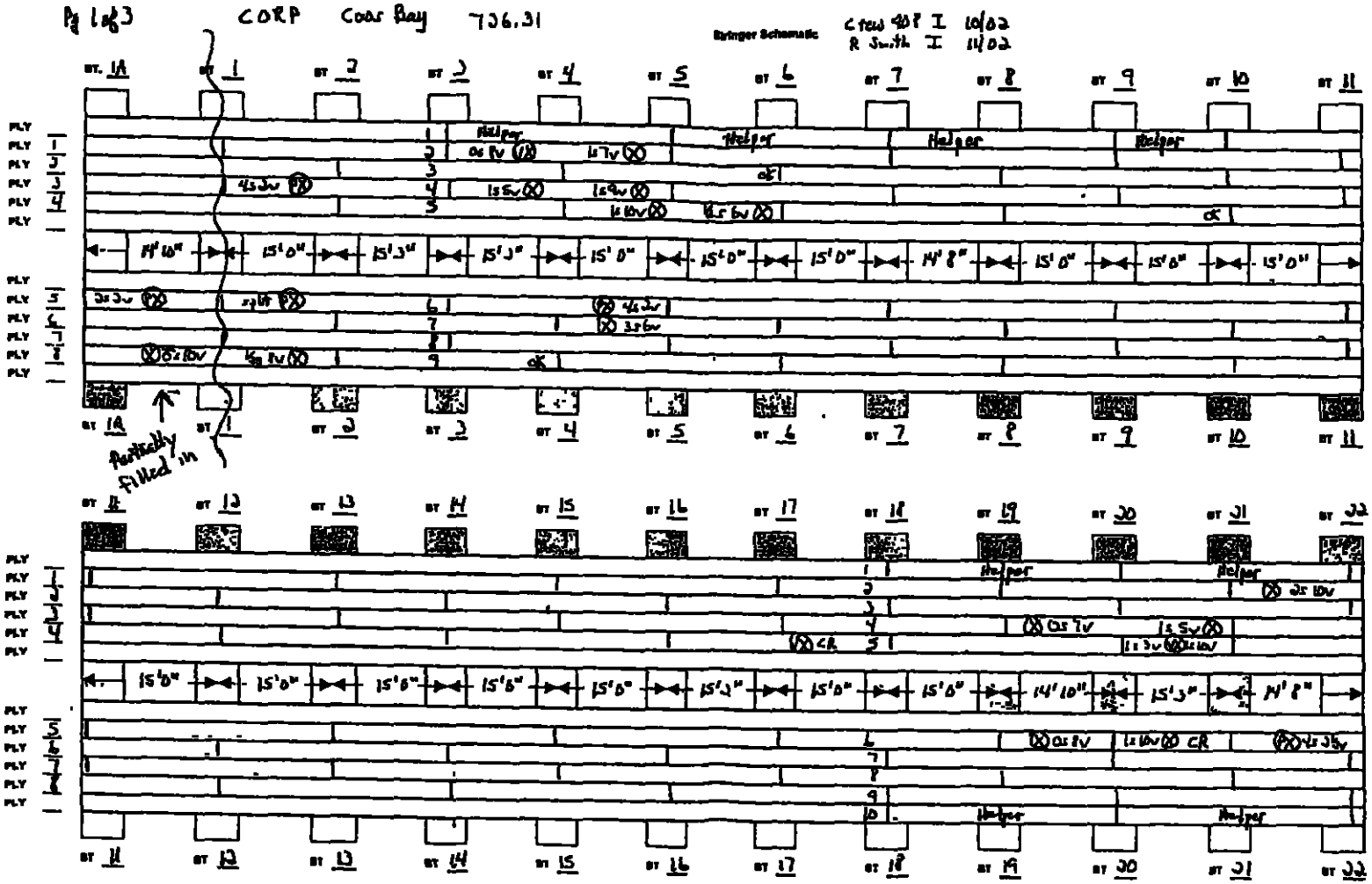
140.24b.1

SHEET 7 of 7 SHEETS

Bridge No 736.31
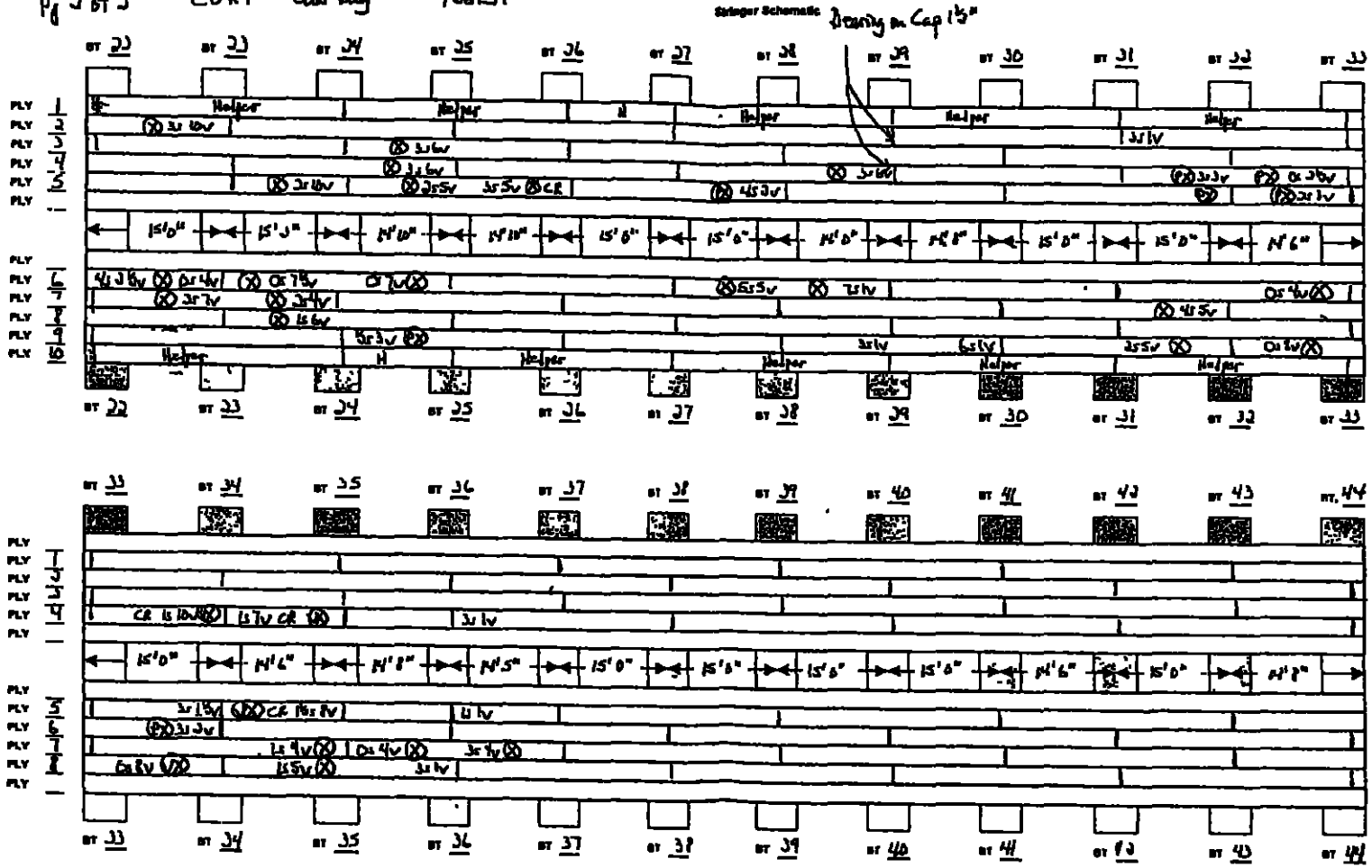
Date 11-10, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
					Frame bents on cutoffs										
					H2O to sill year round										
					Ties - OK										
					Hdwls - OK (Fair)										
					Stringers - Fair										
					S. Hdwl top 3 planks ⊗										
					S. App - Low										
					L & S - OK										
					Gd. Hdwls - OK										
					App - Low #3										


Pg 1 of 3
CORP Coos Bay 706.31
Stringer Schematic
Crew 401 I 10/02
R Smith I 11/02
Helper
ok
CR
partially filled in
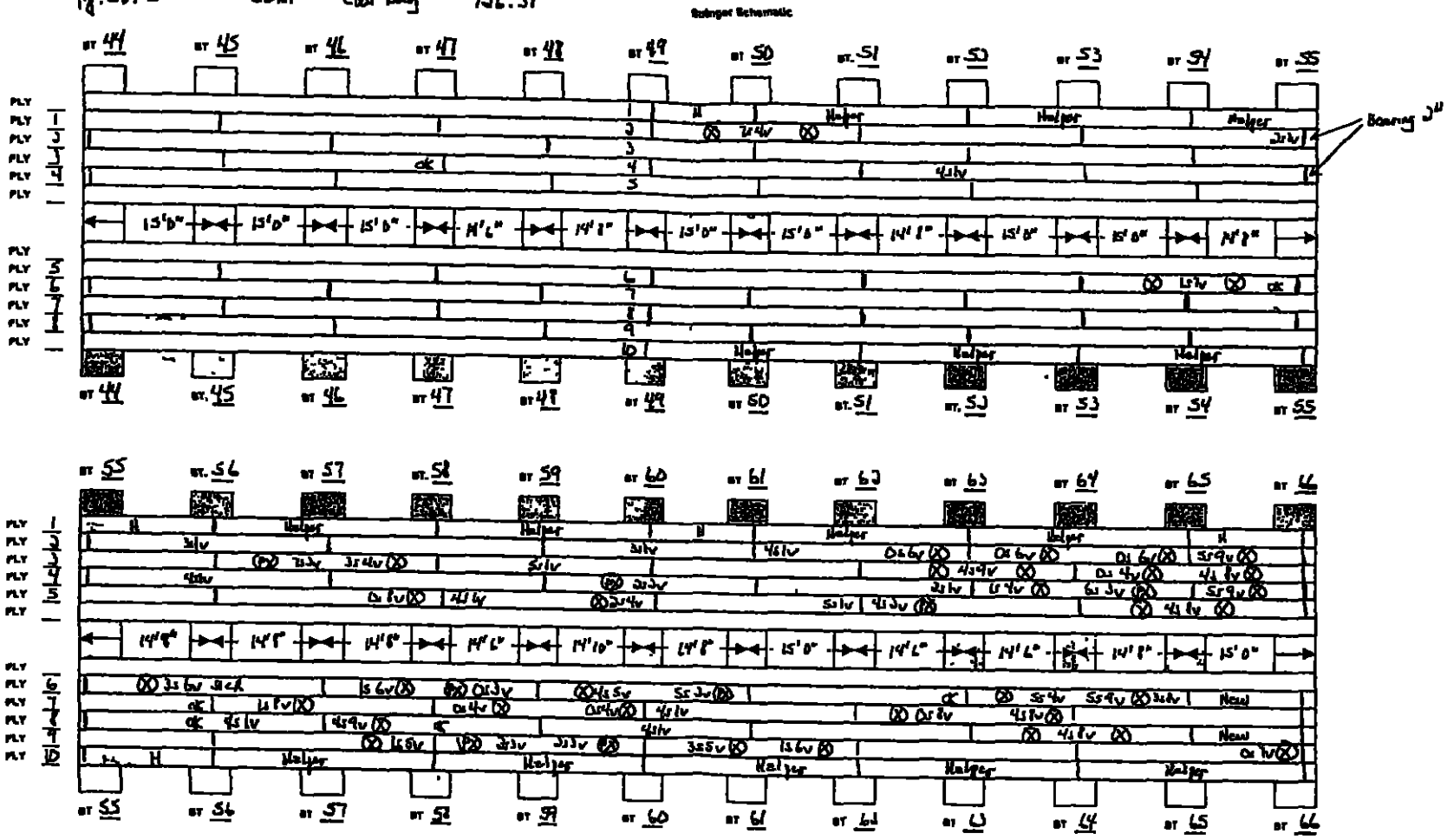
CORP003145

Pg 3 of 3 CORP Coos Bay 736.31



CORP003146

Pg. 3 of 3 CORP Corr Bay 746.31



Pg 1 of 2

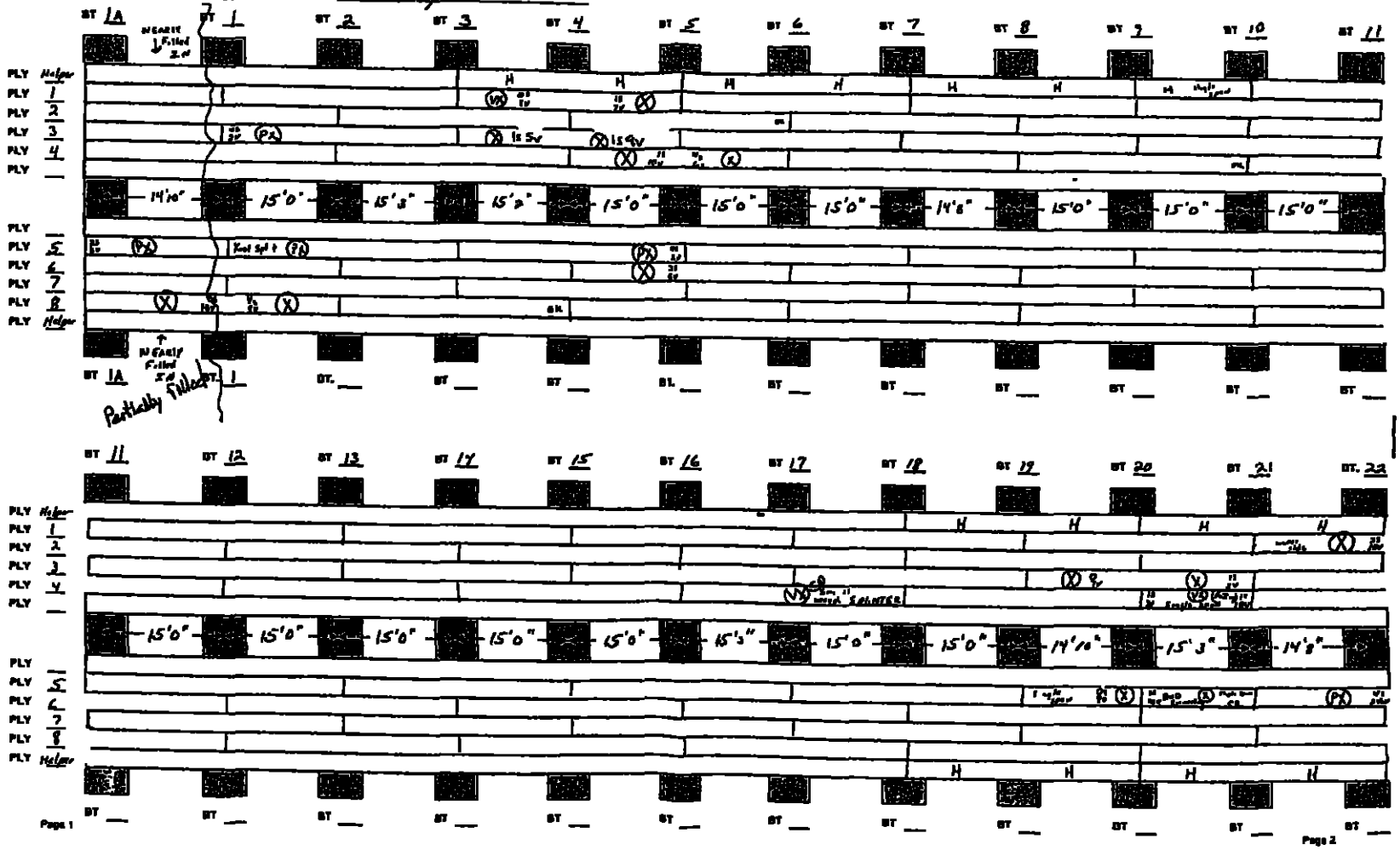
CENTRAL OREGON + Pac. Etc

Bridge # 726.31 Customer Coos Bay Sub

Stringer Schematic

RS - Re-energized - Inspected 11/02

Insert Tippetts from 908 Suspended 10/02



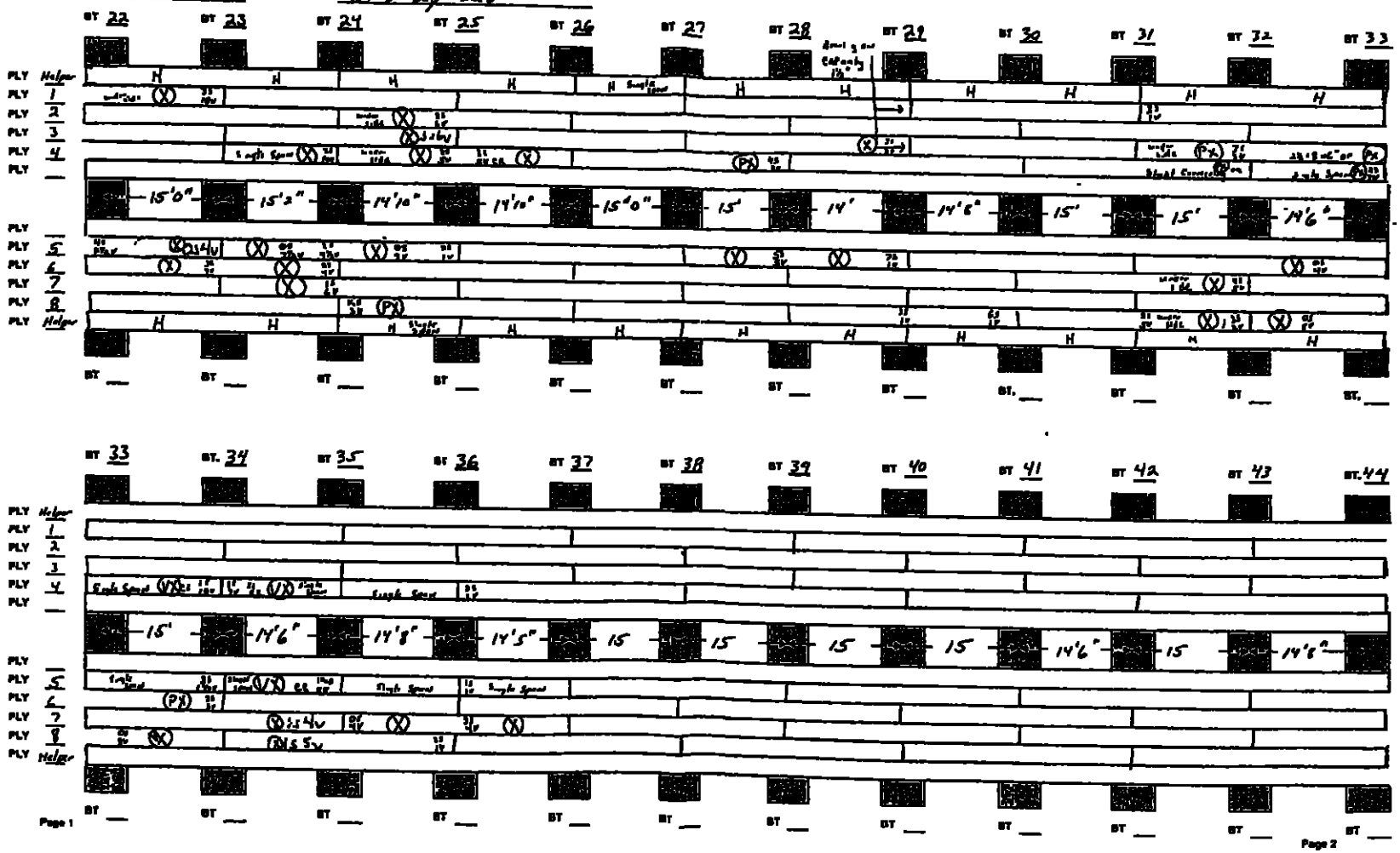
CORP003148

Pg 2 of 3

CENTRAL OREGON • PACIFIC

Bridge # 726.31 Customer Coos Bay Sub

Stringer Schematic



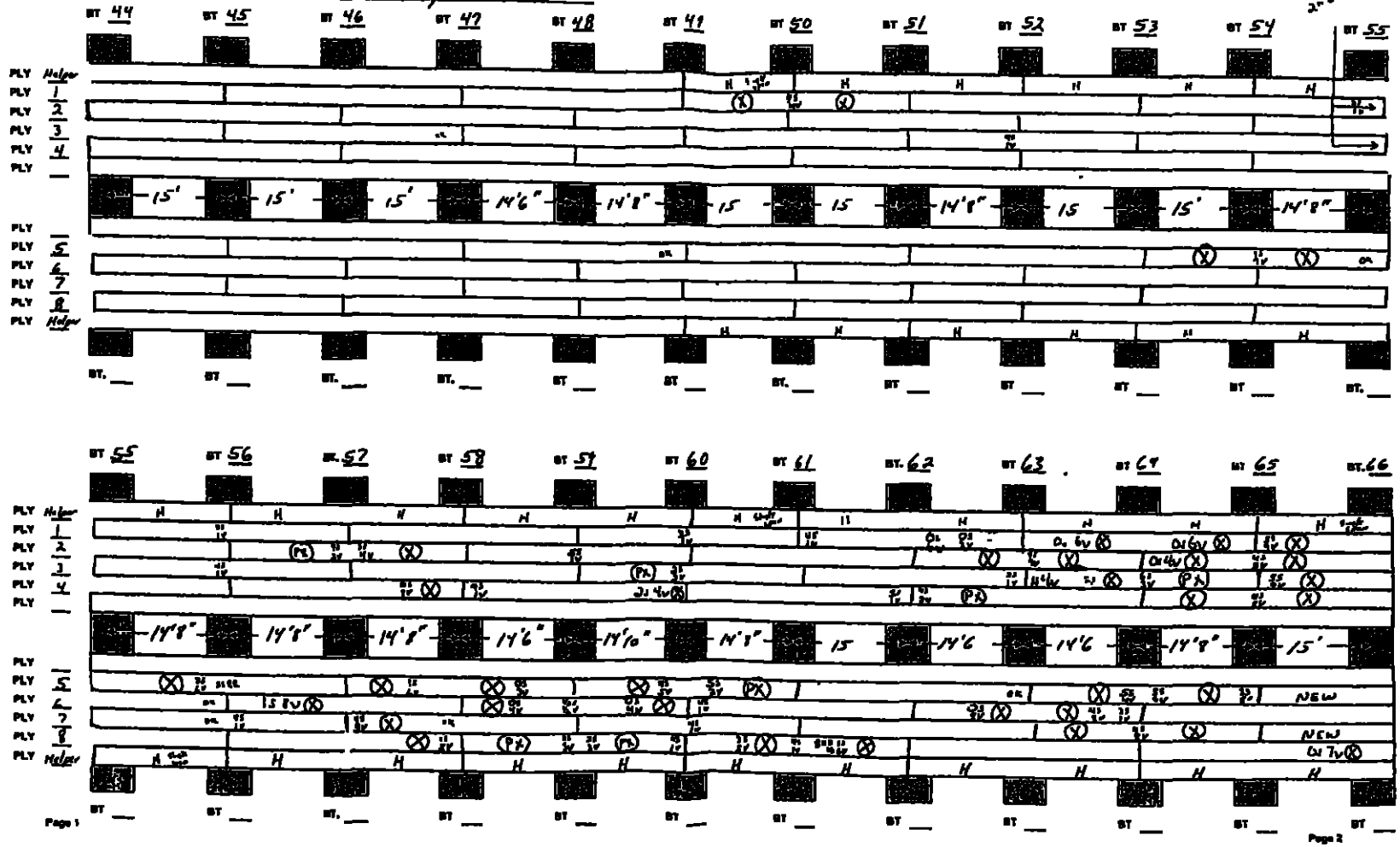
CORP003149

3 of 3

CENTRAL OREGON & Pac. Co.

Bridge # 726.31 Customer Coos Bay Sub

Stringer Schematic



CORP003150

Central Oregon & Pacific Railroad



Bridge 727.35

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 727.35

MILEPOST: 727 35	SECTION# 1
TYPE. CONC	LOCATION: Kroll, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR. K. Trickle

Findings:

Walkways - OK
Handrails - OK
Vegetation at both abutments

Ballast leaks in Spans 6, 10, 11 & 13

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	2	RAILROAD	Patch - Ballast leaks in Spans 2, 6, 10, 11 & 13
2	1.2	3	RAILROAD	Remove vegetation from both abutments.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 727.35 Bent 11 ballast leak - Losing trackbed

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-9-05 BY: KT

Bridge No: 727 35

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: COOS BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 1200 | # OF SPANS: 40 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BOPT • (OTHER) CONCRETE

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KRAUL, OR

Overall Sketch: (Include span lengths)

2 ABUTMENTS
38 BENTS
BALLAST DECK

Typical Bent or Pier Sketch:



4 PIPES

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N43° 51. 602 W124 04.936 Nearest Crossing:

BRIDGE: TANGENT • (CURVE) Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION: BOTH

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP003154

Bridge No: 727 35

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	BOTH SIDES HANDRAILS (OK)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

Ballast leaks DTs 6, 10, 11 & 13 (#2)

SUBSTRUCTURE (Note any defects):

HEAVY VEGETATION AT BOTH ABUTMENTS (#3)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
	#

CORP003155

Central Oregon & Pacific Railroad



Tunnel 17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 17

MILEPOST: 727.70 SECTION# 1

TYPE: Tunnel LOCATION Kroll, OR

INSPECTION DATE: 11/9/2005 INSPECTOR: K. Trickle

Findings:

Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time. - Perform inspection on tunnel when required

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9-2005

Owner CORP Reg /Div _____ Bridge No TUNNEL - 11

Dist./Sub/Branch COOS BAY MP 727,70.

Location KROLL, OR (MP 732.8)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
		Secs	Inside	up	of	Conc,	Steel	(Grout,	Granite,	Timber					
			Tunnel		103	Rings									
					NOT	INSPECTED	IN	2005							

SYMBOLS All Borings in Inches and Fractions to nearest ½

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmolwald
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is N S E W
(Timetable)

SIGNED KT.

CORP003158

Central Oregon & Pacific Railroad



Bridge 728.51

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 728.51

MILEPOST: 728.51 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 11/9/2005 | INSPECTOR: K. Trickle

Findings:

Bent 2A
- 1/4" Gap over Pile 2
- 1/4" Gap over Pile 3
- 1/4" Gap over Pile 4

Bent 3
- Cap - Reject (slight crushing under chord 1)

Bent 4
- Pile 2 - Reject

Bent 5
- Pile 4 - Possible Reject

Bent 6
- Pile 1 - Possible Reject
- Pile 5 - Reject

Bent 7
- Pile 4 - Reject
- Pile 5 - Reject

Bent 8
- Pile 2 - Reject
- Pile 3 - Reject
- Cap - Possible Reject.

Bent 9
- Pile 1 - Reject
- Pile 4 - Reject

Bent 10
- Pile 2 - Reject

Bent 11
- Pile 5 - Possible Reject
- Cap - Reject

Bent 12
- Pile 2 - Reject
- Pile 5 - Possible Reject

Bent 15
- Pile 1 - Reject
- Pile 4 - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 728.51

MILEPOST. 728 51 | SECTION# 1

TYPE ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 11/ 9/2005 | INSPECTOR. K Trickle

Findings:

Bent 16
- Pile 2 - Reject
- Pile 6 - Reject

Bent 17
- Pile 2 - Reject
- Pile 5 - Reject

Bent 18
- Pile 4 - Reject
- Pile 5 - Reject

Span 10
- Stringer 4 - Reject

Ties - Fair to poor (plate cut and derailment damage)
Guard timber - Fair
Headwalls - OK
Wingwalls - OK
Approaches - Low
Walkway Planks - Fair
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 12	2	OSMOSE	Replace - Cap on Bent 3 (slight crushing)
2	1 11	3	OSMOSE	Replace all 216 bridge ties.
3	1 9	3	RAILROAD	Add ballast and tamp up both approaches
4	1 5	3	OSMOSE	Replace: - Cap on Bent 11
5	1 3	3	OSMOSE	Post. - Pile 4 of Bent 7 - Pile 5 of Bent 7 - Pile 2 of Bent 8 - Pile 3 of Bent 8 - Pile 1 of Bent 9 - Pile 4 of Bent 9 - Pile 2 of Bent 16 - Pile 6 of Bent 16 - Pile 2 of Bent 17 - Pile 5 of Bent 17 (split) - Pile 4 of Bent 18 - Pile 5 of Bent 18
6	1 8	4	OSMOSE	Shim or Epoxy - Over Pile 2 in Bent 2A - Over Pile 3 in Bent 2A - Over Pile 4 in Bent 2A
7	1 7	4	OSMOSE	Replace: - Stringer 4 in Span 10

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE. Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 728.51

MILEPOST: 728 51 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 11/ 9/2005 | INSPECTOR. K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1.6	4	OSMOSE	Replace - Cap on Bent 8
9	1.2	4	OSMOSE	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 6 - Pile 2 of Bent 10 - Pile 2 of Bent 12 - Pile 1 of Bent 15
10	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
11	1.4	5	RAILROAD	Monitor - Pile 4 of Bent 5 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 5 of Bent 12 - Pile 4 of Bent 15

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 ~~-19~~ 2005

Owner Corp Reg /Div — Bridge No 728.51

Dist/Sub/Branch Coos BAY

Location Kroll, OR (MP 732.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 30

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1 (1975)	5		6				Sound	Void	ok	2" shim					30
2	5	3	8½	b	1½	b						X			45
2A (1975)	5		9		¼"	GA	P over			Piles 2,3,4 - Helper Bent.					45
3	5	2	10	3	2	7									50
		5		O/P	1	12	0	11							
		CAP		over P2	1	6				Slight crushing - Chord 1 (RP⊗) 13½ x 13½ x 12'					
4	5	2	10	O/P	2	10	1	11			15	X			50
		4		O/P	7	7	2	9			15½				
5	5	CAP	10	outer P3	0	K									50
		CAP		outer P4	0	K									
		4		O/P	2½	10	3½	8			15	PX			
		5		O/P	5	8	1	10			16				
6	6	1	10	O/P	0	8					17½	PX			60
		2		O/P	1	3									
		5		3	1½	12	1½	10½			14½	X			
		CAP		over P4	0	K									
		CAP		outer P5	0	K				3½ x 8 x 10' shim					
7	6	1	10	O/P	3	4									60
		2		3	3	8				3½ x 8 x 10' shim	18				
		4		6	2	13					14½	X			
		5		O/P	3	16					14½	X			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

SIGNED K.T.

CORP003163

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140.24b.1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 728.51

Date 11-9 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
8	5	1	10	D/P	7	8					16				50
		2		D/P	2	8					14½	X			
		3		D/P	0	12	1	13			17½	X			
		4		D/P	2	6					15				
		CAP		over P1	4	2				CAP (PX)					
9	5	1	10	D/P	2	12					16	X			50
		4		D/P	2	12					17	X			
10	5	2	10	4½	2	8					15	X			50
11	5	5	10	4½	1	9					17½	PX			50
		CAP		over P2	2	2½				CAP (X) 13½ x 13½	12'				
12	5	2	10	D/P	2	9					15½	X			50
		5		D/P	3	9					16½	PX			
		5		4½	2	3					16				
13	5	1	10	D/P	3	4									50
		2		D/P	3	3									
		4		D/P	2	4									
		CAP		over P3	1	1									
14	5	2	10	D/P		OK									50
		4			4	4½									
15	5	1	10	D/P	1	11	0	12			14	X			50
		4		D/P	2	7					15	PX			
		5		D/P	3	6½					17				
		5		3	3	7	3½	6½			17				

987 Pole Sprayers, Inc.
Printed in U.S.A

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

140 24b 1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

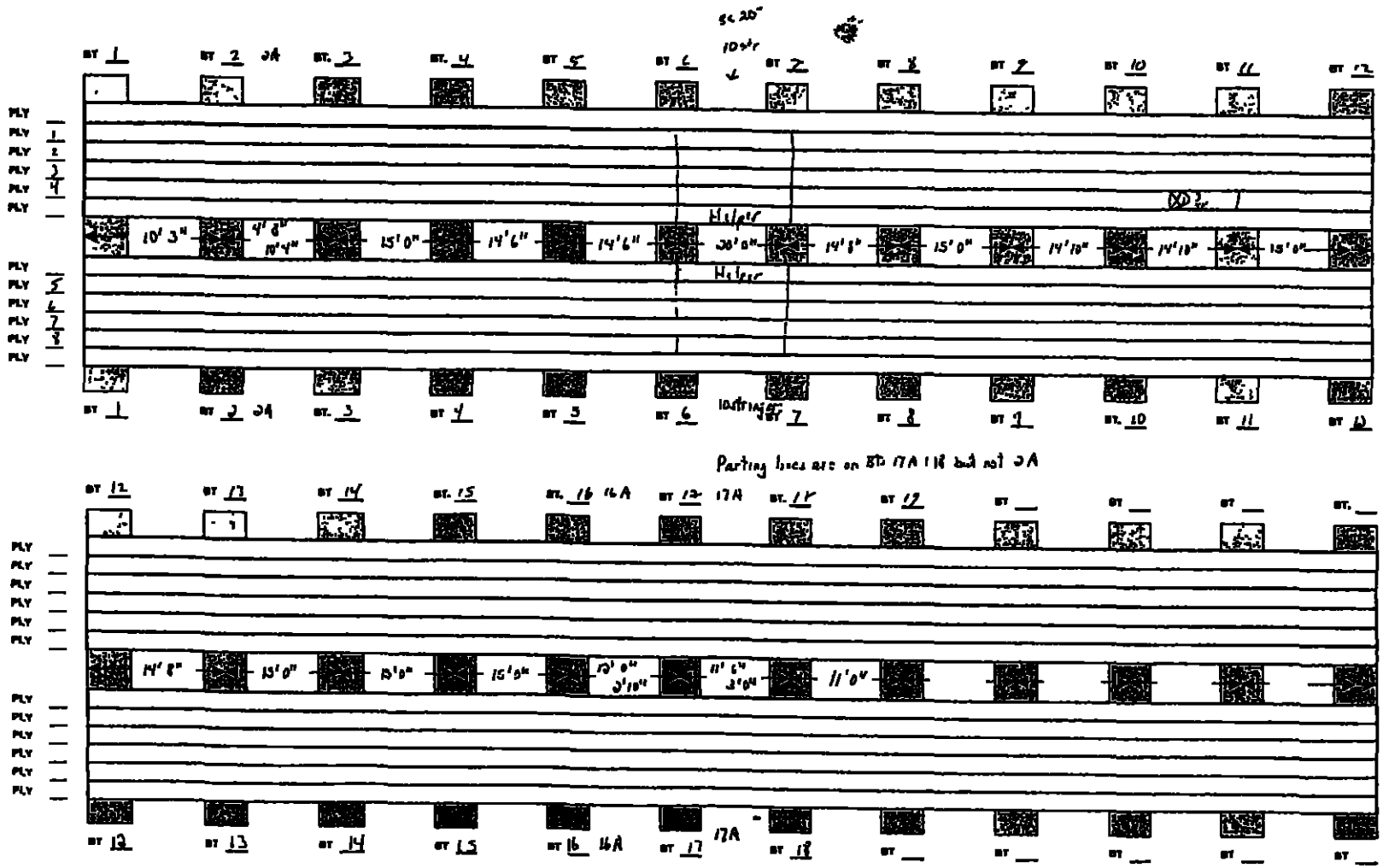
Bridge No. 728.51

Date 11-9 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT. PILING
16	5	2	10	O/P	1	12					14½	X			50
		6		1	3	11					14½	X			
17A	5		9			Helper	Bent.			3" of shims.					45
										(Driven 1975)					
17	5	2	9	4	5	5									45
		2		O/P	2	11					14½	X			
		5		5	1	14	Split				16½	X			
		CAP		over P2	0	K									
18A	5		9			Helper	Bent			2" of shims					45
										(Driven 1975)					
18	5	1	8	O/P	2	1									
		4		O/P	0	16					17½	X			40
		5		1½	2	8					13½	X			
19	5		6½							1⅓" of shims					35
		CAP		over P4	0	K									
										G. timb- Fair					
		W. Walls - OK								Walkway Planks - Fair					
		Handrails - OK								Head Rail - OK					
		Headwalls - OK								Headwalls - OK - Tell					
									(#16)	Tics - Fair to Poor		Plate cut.			
										Girts OK		Derailment Damage			
												7½"x8"x8'			
										Approaches - Low (#3)					

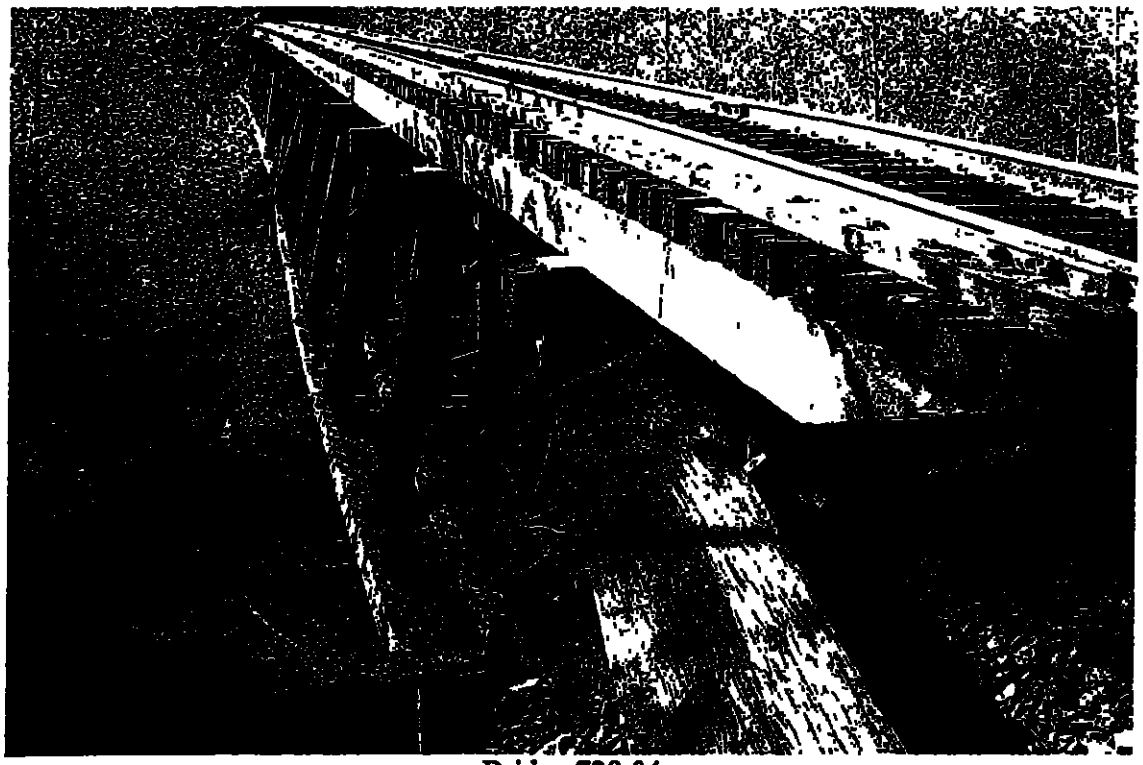
708.51

Stringer Schematic



CORP003166

Central Oregon & Pacific Railroad



Bridge 729.04

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003167

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.04

MILEPOST: 729 04	**SECTION#** 1
TYPE: ODPT	**LOCATION,** Kroll, OR
INSPECTION DATE: 11/ 9/2005	**INSPECTOR:** K. Trickle

Findings:

Bent 1
1 1/2" Shims under Chord 1 - Reject (working out)

Bent 2
1/2" Tapered Gap over Pile 2

Bent 4
Pile 2 - Reject
1/2" Shims - Reject (crushed)

Bent 5
Pile 1 - Reject
Cap - Reject (slight crushing under chord 2)

Bent 7
1/2" Shims - Reject (crushed)

Bent 9
Post 1 - Reject

Bent 10
Post 5 - Visual Reject

Bent 11
Pile 4 - Reject
Tower Brace 3 in Span 11 - Reject

Bent 13
1/2" Shims - Reject (crushed)

Bent 15
1/2" Shims - Reject (crushed)

Bent 17
Pile 1 - Reject
Pile 3 - Reject
Cap - Possible Reject

Bent 18
Pile 5 - Possible Reject

Bent 20
Pile 2 - Reject
Pile 5 - Possible Reject
1/2" Shims - Reject (crushed)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.04

MILEPOST: 729.04 | SECTION# 1

TYPE: ODPT | LOCATION: Kroll, OR

INSPECTION DATE: 11/9/2005 | INSPECTOR: K Trickle

Findings:

Bent 22
- Pile 1 - Reject
- Pile 2 - Possible Reject
- 1/2" Shims - Reject (crushed)
- Girt Brace 4 in Span 22 - Reject

Bent 23
- Pile 5 - Reject

Bent 24
- 1 1/2" Shims - Reject (crushed)

Bent 26
- Post 5 - Reject

Bent 27
- Cap - Reject

Span 1
- Stringer 2 - Visual Reject

Span 2
- Stringer 9 - Visual Reject

Span 3
- Stringer 9 - Reject

Span 4
- Stringer 9 - Reject

Span 5
- Stringer 9 - Visual Reject

Span 6
- Stringer 2 - Visual Reject

Span 7
- Stringer 2 - Visual Reject
- Stringer 6 - Visual Reject
- Stringer 9 - Visual Reject

Span 9
- Stringer 1 - Visual Reject
- Stringer 2 - Visual Reject
- Stringer 9 - Visual Reject

Span 17
- Stringer 2 - Reject
- Stringer 9 - Reject

Span 20
- Stringer 3 - Reject
- Stringer 5 - Reject

Span 21
- Stringer 2 - Reject

Span 23
- Stringer 9 - Reject

Span 24
- Stringer 2 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.04

MILEPOST. 729 04	SECTION# 1
TYPE ODPT	LOCATION Kroll, OR
INSPECTION DATE. 11/ 9/2005	INSPECTOR: K. Trickle

Findings:

Span 25
Stringer 2 - Reject
Span 26
Stringer 7 - Possible Reject

Ties - Poor (plate cut and derailment damage)
Guard timber - OK
Surface - Poor
Approaches - Low
Girt Bracing - Fair

Trees and brush throughout bridge

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 23	2	OSMOSE	Replace all 309 bridge ties
2	1 19	2	OSMOSE	Surface bridge
3	1 14	2	OSMOSE	Replace - 1 1/2" Shims on Bent 1 (working out) - 1/2" Shims on Bent 4 (crushing) - 1/2" Shims on Bent 7 (crushing) - 1/2" Shims on Bent 13 (crushing) - 1/2"Shims on Bent 15 (crushing) - 1/2" Shims on Bent 20 (crushing) - 1/2" Shims on Bent 22 (crushing) - 1 1/2" Shims on Bent 24 (crushing)
4	1 22	3	RAILROAD	Add ballast and tamp up both approaches.
5	1 21	3	OSMOSE	Replace - Cap on Bent 5 (slight crushing under chord 2) - Cap on Bent 27
6	1 18	3	RAILROAD	Remove - Trees & brush from under bridge (fire hazard)
7	1 9	3	OSMOSE	Replace - Stringer 2 in Span 7 - Stringer 8 in Span 7 - Stringer 9 in Span 7 - Stringer 1 in Span 9 - Stringer 2 in Span 9 - Stringer 9 in Span 9 - Stringer 2 in Span 17 - Stringer 9 in Span 17 - Stringer 3 in Span 20 - Stringer 5 in Span 20
8	1 6	3	OSMOSE	Post - Post 5 of Bent 10 (visual) - Pile 1 of Bent 17 - Pile 3 of Bent 17

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.04

MILEPOST: 729 04 | SECTION# 1

TYPE: ODPT | LOCATION. Kroll, OR

INSPECTION DATE 11/ 9/2005 | INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
9	1 17	4	OSMOSE	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 2 - Stringer 9 in Span 3 - Stringer 9 in Span 4 - Stringer 9 in Span 5 - Stringer 2 in Span 6 - Stringer 2 in Span 21 - Stringer 9 in Span 23 - Stringer 2 in Span 24 - Stringer 2 in Span 25
10	1 15	4	OSMOSE	Replace - Tower Bracing in Span 11 - Tower Bracing in Span 22
11	1 10	4	OSMOSE	In-place preservatively treat piles, caps and stringers
12	1 7	4	OSMOSE	Shim or Epoxy - Over Pile 2 of Bent 2
13	1 3	4	OSMOSE	Post - Pile 2 of Bent 4 - Pile 1 of Bent 5 - Post 1 of Bent 9 - Pile 4 of Bent 11 - Pile 2 of Bent 20 - Pile 1 of Bent 22 - Pile 5 of Bent 23 - Post 5 of Bent 26
14	1 2	4	OSMOSE	Replace - Cap on Bent 17
15	1 16	5	RAILROAD	Monitor - Stringer 7 in Span 26
16	1 12	5	RAILROAD	Monitor - Pile 5 of Bent 18 - Pile 5 of Bent 20 - Pile 2 of Bent 22

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 13		OSMOSE	9/12/2001	Repositioned Bent 26 to center parting lines and drift stringers Installed Cap scab on Bent 26
2	1.1		OSMOSE	7/19/1999	Replaced - Cap on Bent 10

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 ~~-19~~-2005

Owner CORP Reg./Div _____ Bridge No 729.04

Dist./Sub/Branch Coos BAY

Location Kroll, OR (MP 732.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 36

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LIN FT PILING
1	5	2/3	4		Posted on 14 x 13 x 6					Block				26	20
		5		D/P	1	3½									
		CAP		1st P2	7	1									
										1½" of shims under Cap load 1-⊗- Working on					
2	5		9		½" Gap	over	1' - 2			½" SHIM CHORD #1					40
3	5		15				5-ok			½" SHIMS BOTH CHORDS					75
4	5	2	17½	6	2	10				½" SHIMS -⊗- crushed	15"	X			90
		5		6	2	3									
5	5	1	17½	5	2	11	2	10		½" SHIMS BOTH CHORDS H_2O	15	X			90
		CAP		over P4	3	2	sl. CR cracked			Cap -⊗- 13½ x 13½ x 12'					
6	5		17½				Sounded			½" SHIMS BOTH CHORDS H_2O					90
7	5	2	17½	D/P	0	K				½" SHIMS -⊗- BOTH CRUSHED H_2O					90
8	5	4	17½	D/P	0	K				½" SHIMS BOTH CHORDS					90
													1		
9	Pst 5		15½				Framed	Below G/L						—	80
		Pst 1		6	1	9			1	Hco	17x13	X			
										No shims					
								Gravel		Rd					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
OP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003172

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140.24b 1

RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No 729.04

SHEET 2 of 3 SHEETS

Date 11-9 ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
10	Post 5		15½			Framed		Below G/L		H₂O				–	80
		1			Posted with			splice							
		Post 5		1	0	11		usual (F)				VK			
		CAP	New	7/19/1999		Osmose				No shims					
11	5	4	17½	6	2	12		(X) Tower		brace #3 - Reject	15	X			90
										½" SHIMS BOTH CHORDS					
12	5	5	17½	6	ok					½" SHIMS BOTH CHORDS 5 BB's H₂0					90
13	5	4	17½		6	4				5 BB's H₂0					90
										½" SHIMS (X) BOTH crushed					
14	5		17				5 -	ok		½" SHIMS-BOTH H₂0					85
15	5	5	17	5½	ok					½" SHIMS-(X) BOTH crushed H₂0					85
16	5		17				5 -	ok		1" SHIMS-BOTH H₂0					85
17	5	1	17½	6	2½	9	2½	9		1" SHIMS-BOTH H₂0	14½	X			90
		3		1½	2½	9					14½	X			
		CAP		over P1	6	2				CAP (P1)					
18	5	2	17½	2½	5	3				1" SHIMS-BOTH H₂0					90
		5		6	5	8					15½	PX			
19	5		17½							3"-4" SHIMS H₂0					90
20	5	2	17½	2	1	11	1	11½		½" SHIMS-(X) BOTH CRUSHED H₂0	15	X			90
		5		6½	5	9					15½	PX			
21	5		17½				5 -	ok		½" SHIMS-BOTH H₂0					90
22	5	1	17½	5	2	11				H₂0	15	X			90
		2		3	4	9				½" SHIMS-(X) BOTH CRUSHING	15	PX			
		cap		PS					First	brace #4 - (X)					

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 5 SHEETS

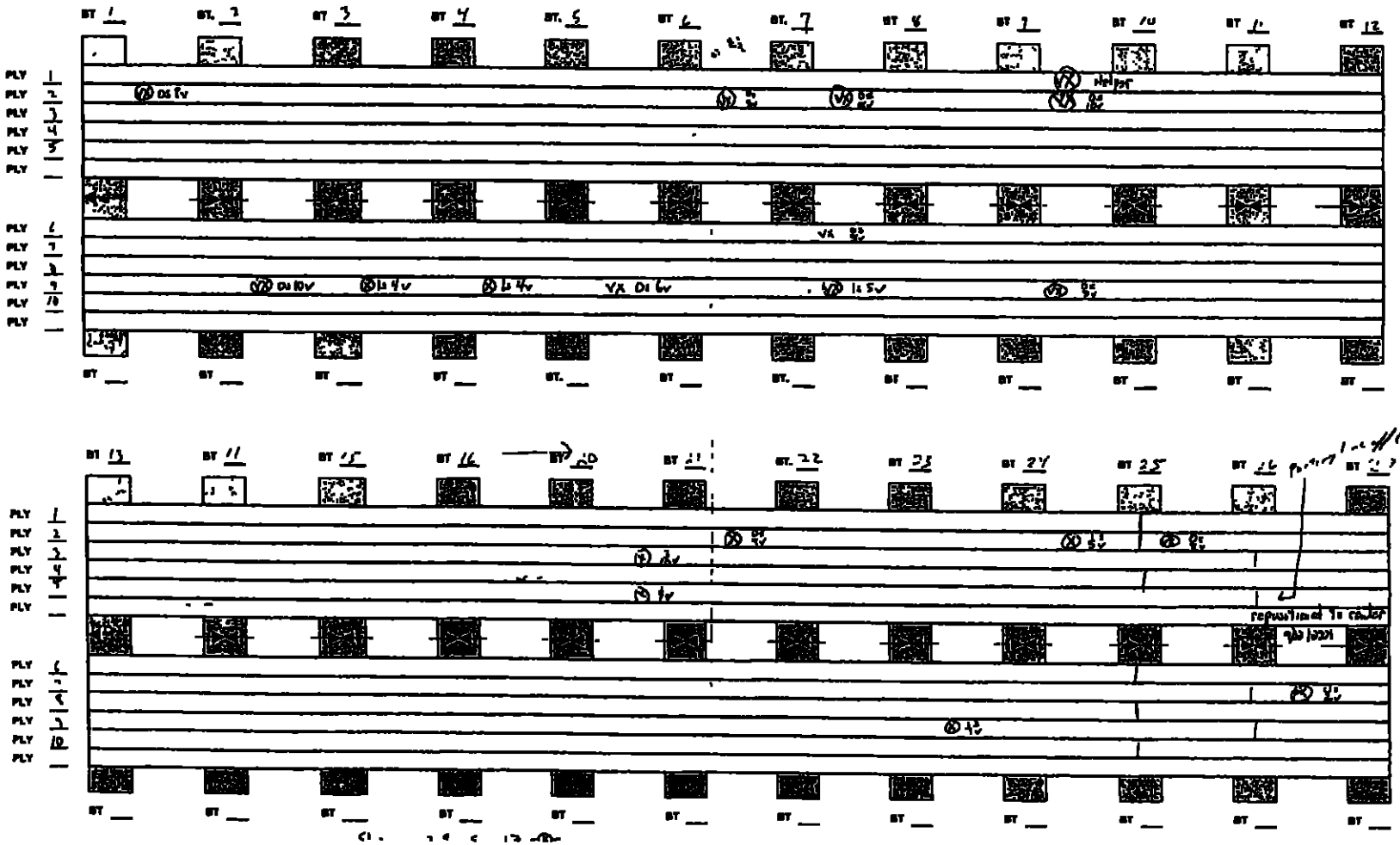
Bridge No 729.04

Date 11-9, 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
23	5	5	17	1	3	7½				1" SHIMS - BOTH H2O	14	X			85
		cap		P1		ok									
24	5	CAP	16½	P1	3	1				2 BB's H2O					85
										1½" SHIMS - (X) - BOTH CRUSHING					
25	5		15½			5 - ok				4 BB's					80
										1" SHIMS - BOTH					
26	5	5	8		Post rod		C/L			No shims				B	40
		Post 5		P/P	1	9				3" shim	13x13	X			
				Repositioned to center parting lines 9/12/2001											
27	5		3½						3"-4" shim						20
		cap		P5	6½	4		Cap - (X)		13½ x 13½ x 1'					
										Remove trees/brush from bridge					
										Headwalls - OK					
				(304)	7½ x 8 x 9'		(12)			Ties - Poor (Plate cut derail damage)					
										Apps - Low (13)					
										Gnats - Fair					

7/9/04 Case Ray

Stringer Schematic



CORP003175

Central Oregon & Pacific Railroad



Bridge 729.17

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003176

Central Oregon & Pacific Railroad

LINE. Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 729.17

MILEPOST. 730 17 | SECTION# 1

TYPE: Concrete Slab | LOCATION Kroll, OR

INSPECTION DATE. 11/ 9/2005 | INSPECTOR K Trickle

Findings:

Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Add ballast and tamp up both approaches

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-9-05 BY: KT

Bridge No: 729 12

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 17 | # OF TRACKS: 1 | YEAR BUILT: 1981

TYPE: DPG • TPG • TRUSS • (SLAB) • ARCH • TRESTLE • ODPT • BEAM SPAN • BOPT • (OTHER) CONCRETE

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KROLL, OR

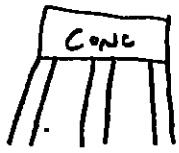
Overall Sketch: (Include span lengths)

16 BENTS

2 ABUTMENTS

BALLAST DECK

Typical Bent or Pier Sketch:



3 H-PILE

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N43 49 47H W124 06.525 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION: BOTH

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP003178

Bridge No: 729 12

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	LOW EROSION PROBLEMS	(#3)
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAYS	POOR •	FAIR •	GOOD •	(OK) HANDRAILS - (OK)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

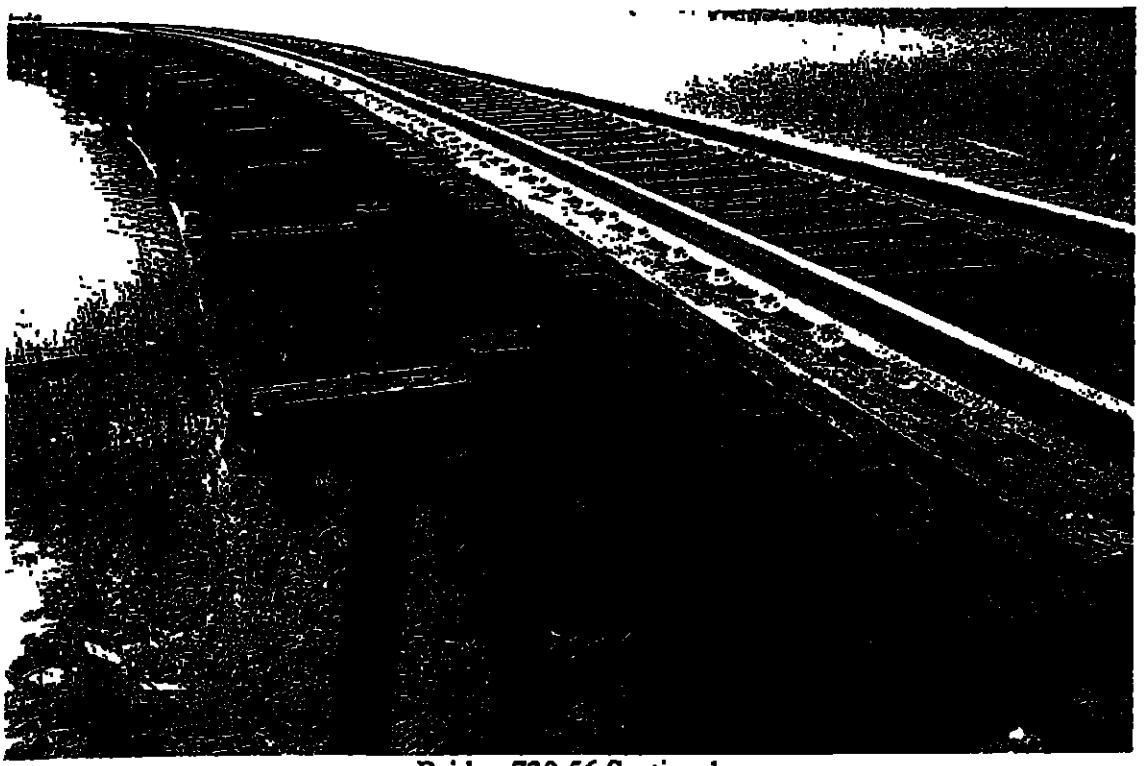
Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 730.56 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 1	BRIDGE # 730.56
MILEPOST: 730 56	SECTION# 1
TYPE ODPT	LOCATION Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K Trickle & G. Grumke

Findings:

Bent 2
Pile 1 - Reject

Bent 3
Pile 4 - Possible Reject
Pile 5 - Possible Reject

Bent 4
Pile 1 - Reject
Pile 5 - Reject

Bent 8
Pile 6 - Reject

Bent 10
Pile 1 - Reject

Bent 11
Pile 6 - Reject

Bent 12
Pile 1 - Reject
Pile 3 - Reject

Bent 13
Pile 1 - Reject

Ties - OK
Guard timber - OK
Line and surface - OK
Headwall - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	16	3	RAILROAD	Add ballast and tamp up approach
2	14	3	OSMOSE	Post - Pile 1 of Bent 4 - Pile 5 of Bent 4 - Pile 1 of Bent 12 - Pile 3 of Bent 12

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 1	BRIDGE # 730.56
MILEPOST: 730 56	SECTION# 1
TYPE: ODPT	LOCATION Kroll, OR
INSPECTION DATE. 12/13/2005	INSPECTOR: K. Trickle & G. Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
3	1 2	4	OSMOSE	Post: Pile 1 of Bent 2 Pile 6 of Bent 6 Pile 1 of Bent 10 Pile 6 of Bent 11 Pile 1 of Bent 13
4	1 1	4	OSMOSE	In-place preservatively treat piles and caps
5	1 3	5	RAILROAD	Monitor - Pile 4 of Bent 3 - Pile 5 of Bent 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.5		OSMOSE	9/24/2001	Framed out: - Bent 7

OSMOSE RAILROAD SERVICES, INC.

140 240

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-13 20 05

Owner CORP Reg /Div _____ Bridge No 730 56

Dist./Sub/Branch Coos Bay Section 1

Location Kroll, OR MP 730.8

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	30" SHELL	30" VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
1	6		9½												
2	6	1	8	2	1	9½				(HD)	12½	X			
3	6	4	9½	2	2	7					H	PX			
		5		2	2	6½				(HD)	13½	PX			
4	6	1	9½	2	1½	8½				(HD)		X			
		5		3	1½	11						X			
		4		3	5½	2				SPLIT @ 3'					
5	6		9½							(HD)					
6	6	6	9½	2	2	11				(HD)		X			
7	6		9½							Framed 9/24/01 (DS)					
8	6	6	9½	2	2	4				(HD)					
9	6		9½							(HD)					

SYMBOLS All Borings to Inches and Fractions to nearest ½"

N — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DF — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
G/W — Gunnelweld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, 66

CORP003183

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

140 24b 1

SHEET 2 of 2 SHEETS

Bridge No. 73056 Sect. 1

Date 12-13, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
10	6	1	9½	1	2½	11½				(Hd)	15½	X			
		5		1	1½	6½					14½				
11	6	6	9½	1	1½	11½				(Hd)	14½	X			
12	6	1	9½	1	2	12				(Hd)	15	X			
		2		4	1	2									
		3		5½	2	12						X			
13	6	1	9½	1½	2	10				(Hd)	14½	X			
										all bents have 6" subcaps					
										longest span 15'					
					Ties - OK										
					Line & Surface - OK										
					Approach - Low					(#3)					
					Wbwl - OK										
					S timb - OK										

CORP003184

Central Oregon & Pacific Railroad



Bridge 730.56 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 2	**BRIDGE # 730.56**
MILEPOST. 730.56	SECTION# 2
TYPE. CONC	LOCATION. Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR K Trickle & G Grumke

Findings:

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	21	5	RAILROAD	Continue to inspect bridge on a regular railroad inspection schedule

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 12-13-05 BY: KT, 66

Bridge No: 73.56 Sec 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 4 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • (OTHER)

(Show overall picture of bridge) Concrete Tubs

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

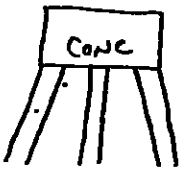
APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KROLL, OR

Overall Sketch: (include span lengths)

BALLAST DECK

5 BENTS

Typical Bent or Pier Sketch:



3 PIPES

GENERAL

ACCESS TRUCK • BOMB • (RAIL) •

Park Work Trailer:

Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: TANGENT • (CURVE) •

Superelevation is in _____

GUARD RAIL: YES • NO •

WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO •

Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO •

CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

CORP003187

Bridge No: 730 SL SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

No DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 730.56 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	**BRIDGE # 730.56**
MILEPOST: 730 56	**SECTION# 3**
TYPE: ODPT	**LOCATION: Krall, OR**
INSPECTION DATE: 12/13/2005	**INSPECTOR: K Trickle & G Grumke**

Findings:

Bent 5
- Pile 1 - Reject
- Pile 6 - Reject

Bent 6
- Pile 1 - Reject

Bent 8
- Pile 1 - Possible Reject
- Pile 6 - Reject

Bent 9
- Pile 1 - Reject

Bent 10
- Pile 1 - Reject
- Pile 3 - Reject

Bent 17
- Pile 6 - Reject

Bent 18
- Pile 2 - Reject

Bent 19
- Subcap - Split

Ties - OK
Line & Surface - OK
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 2	3	OSMOSE	Post: - Pile 1 of Bent 5 - Pile 6 of Bent 5 - Pile 1 of Bent 10 - Pile 3 of Bent 10
2	3 5	4	OSMOSE	Post - Pile 1 of Bent 6 - Pile 6 of Bent 8 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 18
3	3.1	4	OSMOSE	In-place preservatively treat piles and caps

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3	BRIDGE # 730.56
MILEPOST: 730 56	SECTION# 3
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	3 6	5	RAILROAD	Monitor. - Subcap on Bent 19 (split)
5	3 4	5	RAILROAD	Monitor - Pile 1 of Bent 8

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 7		OSMOSE	2/18/2005	Framed out. - Bent 7

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-13, 19 2005

Owner CORP Reg./Div. Bridge No 73056

~~Dist./Sub~~/Branch COOS BAY (Sect 3)

Location KROLL, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	-		-		CAP	ON STILL				PILE BENT					
2	6		9½							H2O					57
3	6		9½							H2O					57
4	6		9½												57
5	6	4	9½	3	2¼	10				H2O	17				57
		6		3	2½	9					19½	X			
				1	1¼	11½						X			
6	6	4	9½	1	2¾	7				H2O	18				57
					2	10					14½	X			
7	6		9½							H2O					57
						Framed 2/18/05 Dropie									
8	6	1	9½	2	2	8					15½	PX			
		6		2	1	11				H2O	15	X			57
9	6	1	9½	1	2	10½				H2O	16	X			57
10	6	5	9½	3	3	3				H2O					57
		1		2	1¾	16					14	X			
		3		2	2	9					14	X			
11	6		9½		S-OK										57

SYMBOLS All Borings in Inches and Fractions to nearest ½

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is N S E (W)
(Timetable)

SIGNED KT, 66

CORP003192

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RAILROAD BRIDGE DIVISION
BORING RECORD

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SHEET 2 of 2 SHEETS

Bridge No 730.5 Sec 43

Date 12-13 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
13	6	4	9½	1	6½	3				H20					57
14	6		9½		S-ok					H20					57
	6		9½		S-ok					H20					57
15	6		9½		S-ok					H20					57
16	6		9½		S-ok					H20					57
17	6	C	9½	2	1½	12					15	X			57
18	6	2	9½	1½	1½	9½		Cap @		P3-ok	14	X			57
19	-		-							2# SURF. CAP ON CONC. PIER. - (Chord) Split - Monitor					969
										TIES - OK -					
										LINE & SURFACE - OK -					
										Longest span IS 1					

CORP003193

Central Oregon & Pacific Railroad



Bridge 730.56 Section 4

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 730.56
MILEPOST 730 56	SECTION# 4
TYPE- STL	LOCATION- Kroll, OR
INSPECTION DATE. 12/13/2005	INSPECTOR. K Trickle & G Grumke

Findings:

Ties - Poor (20 reject in a row)
Surface - Poor (ties are a direct factor)

Upper laterals, gusset plates and cross bracing - 40% section loss

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	4 1	2	OSMOSE	Replace all bridge ties
2	4 2	3	OSMOSE	Replace - All lateral bracing - All upper gusset plates and cross bracing

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 730.56 Section 4 - Turn span pier

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003196

Central Oregon & Pacific Railroad



Bridge 730.56 Section 4 Upper lateral bracing - 40% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 12-13-05 BY: KT, CC

Bridge No: 730 56 SEC 4

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION: | DIVISION: COOS BAY SUB | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 2 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KRAL, OR

Overall Sketch: (include span lengths)

2 CONCRETE PIERS

1 CENTER DRUM PIER (TURN SPAN)

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) •

Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 730 56 SEC. 4

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD •	SIZE: 20 (X) IN A ROW QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

UPPER LATERALS, UPPER GUSSET PLATES & CROSS BRACING
40% SECTION LOSS

SURFACE - POOR (TIES DIRECT FACTOR)

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	(Overall Picture of Bridge)
#	(Picture of Deck)
#	(Jacking setup)
#	(Close-up of Repair)
#	(Overall view of Repair)
#	(Access and Parking Trailer)
#	
#	
#	

CORP003199

Central Oregon & Pacific Railroad



Bridge 730.56 Section 5

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	BRIDGE # 730.56
MILEPOST: 730.56	SECTION# 5
TYPE ODPT/ODFT	LOCATION Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR K. Trickle & G Grumke

Findings:

Bent 2
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 3
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 4
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 5
- Pile 1 - Visual Reject
- Post 4 - Reject
- Pile 7 - Visual Reject

Bent 7
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 8
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Visual Reject
- Cap - Possible Reject

Bent 9
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 10
- Pile 1 - Visual Reject
- Post 3 - Reject
- Pile 7 - Visual Reject

Bent 11
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 12
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Visual Reject

Bent 13
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	BRIDGE # 730.56
MILEPOST: 730 56	SECTION# 5
TYPE ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K Trickle & G Grumke

Findings:

Bent 14
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 15
- Pile 1 - Visual Reject
- Post 5 - Reject
- Pile 7 - Visual Reject

Bent 16
- Pile 1 - Visual Reject

Bent 17
- Pile 1 - Visual Reject
- Post 2 - Reject
- Pile 7 - Visual Reject

Bent 18
- Pile 1 - Visual Reject
- Post 4 - Reject
- Pile 7 - Visual Reject

Bent 19
- Pile 1 - Visual Reject
- Post 3 - Reject
- Pile 7 - Visual Reject

Bent 20
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 21
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 23
- Pile 1 - Visual Reject
- Pile 7 - Visual Reject

Bent 24
- Pile 1 - Visual Reject
- Post 3 - Reject
- Pile 7 - Visual Reject

Bent 25
- Pile 1 - Visual Reject
- Post 3 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	**BRIDGE # 730.56**
MILEPOST 730 56	SECTION# 5
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR K Trickle & G Grumke

Findings:

Bent 26
- Pile 1 - Visual Reject
- Post 5 - Reject

Bent 28
- Post 5 - Reject

Bent 29
- Pile 1 - Visual Reject
- Post 3 - Reject

Bent 30
- Post 3 - Possible Reject
- Post 5 - Reject
- Pile 7 - Visual Reject

Bent 32
- Post 4 - Reject
- Pile 7 - Visual Reject

Bent 33
- Post 3 - Reject
- Post 5 - Reject

Bent 34
- Pile 6 - Reject

Ties - OK (25 reject)
Line and surface - OK
Headwall - Fair to poor
Approach - Low
Stringers - OK (newer)

Bents 2 - 33 are 5 post frame bents with piles 1 & 7 driven on each side

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	5.9	3	OSMOSE	Replace: - Headwall

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	**BRIDGE # 730.56**
MILEPOST: 730.56	SECTION# 5
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR K. Trickle & G. Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
2	5.4	3	OSMOSE	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 5 - Post 4 of Bent 5 - Piles 1 & 7 of Bent 8 - Post 5 of Bent 8 - Piles 1 & 7 of Bent 10 - Post 3 of Bent 10 - Piles 1 & 7 of Bent 12 - Post 5 of Bent 12 - Piles 1 & 7 of Bent 15 - Post 5 of Bent 15 - Piles 1 & 7 of Bent 17 - Post 2 of Bent 17 - Piles 1 & 7 of Bent 18 - Post 4 of Bent 18 - Piles 1 & 7 of Bent 19 - Post 3 of Bent 19 - Piles 1 & 7 of Bent 24 - Post 3 of Bent 24
3	5.8	4	RAILROAD	Add ballast and tamp up approach.
4	5.7	4	OSMOSE	Spot replace 25 bridge ties.
5	5.6	4	OSMOSE	Replace - Cap on Bent 8
6	5.3	4	OSMOSE	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 2 - Piles 1 & 7 of Bent 3 - Piles 1 & 7 of Bent 4 - Piles 1 & 7 of Bent 7 - Piles 1 & 7 of Bent 9 - Piles 1 & 7 of Bent 11 - Piles 1 & 7 of Bent 13 - Piles 1 & 7 of Bent 14 - Pile 1 of Bent 16 - Piles 1 & 7 of Bent 20 - Piles 1 & 7 of Bent 21 - Piles 1 & 7 of Bent 23 - Pile 1 of Bent 25 - Post 3 of Bent 25 - Pile 1 of Bent 26 - Post 5 of Bent 26 - Post 5 of Bent 28 - Pile 1 of Bent 29 - Post 3 of Bent 29 - Posts 3 & 5 of Bent 30 - Pile 7 of Bent 30 - Post 4 of Bent 32 - Pile 7 of Bent 32 - Post 3 of Bent 33 - Post 5 of Bent 33 - Pile 6 of Bent 34
7	5.2	4	OSMOSE	In-place preservatively treat the piles and caps

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 5	BRIDGE # 730.56
MILEPOST. 730.56	SECTION# 5
TYPE. ODPT/ODFT	LOCATION Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K. Trickle & G Grumke

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	5.5		OSMOSE	2/11/2005	Posted: - Piles 1 & 7/ and Posts 3 & 4 of Bent 6 - Posts 4 & 5/ and Pile 7 of Bent 31

Osmose Railroad Services, Inc.

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OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 4 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-13-2005

Owner CORP Reg./Div _____ Bridge No 7305E (Sec#5)

Dist./Sub/Branch Coos BAY

Location KROLL, OR (MP 732.8)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 30

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	—		—							3" Sub cap/on cone pile					
2	7	1	9½	P/P	0	10	VISUAL REJECT					VX			57
		7		P/P	0	10	VISUAL	REJECT				VX			
3	7	1	9½	P/P		VISUAL	REJECT					VX			
		7		P/P		VISUAL	REJECT					VX			
4	7	1	9½	P/P		VISUAL	REJECT					VX			
		7		P/P		VISUAL	REJECT					VX			
5	7	4	9½	3	2	8				11½	11½"	X			
		3		4	1½	3½									
		1			VX	@	P/P					VX			
		7			VX	@	P/P					VX			
6	7		9½			Piles 1, 3, 4, 7 - Patted 2/11/05					Osmose				
						Piles 2, 5, 6 - Sounded ok									
7	7	5	9½	3	8	4									
		1			VX	@	P/P					VX			
		7			VX	@	P/P					VX			
8	7	5	9½	2	1	8		Cap @ P3 W S 3V			11½"	X			
		1			VX	@	P/P			Cap - PX		VX			
		7			VX	@	P/P					VX			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Dogwhold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, GG

CORP003206

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 4 SHEETS

Bridge No 730.56 Sec# 5

Date 12-13 ,19~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN. FT. PILING
9	7	1	9½		(VX) @ D/P					H_2O		VX			
		7			(VX) @ D/P							VX			
10	7	3	9½	1½	1	10				H_2O	11½x13½	(X)			
		1			(VX) @ D/P							VX			
1		7			(VX) @ D/P							VX			
11	7	4	9½	2	2½	4½				H_2O					
		1			(VX) @ D/P							VX			
		7			(VX) @ D/P							VX			
12	7	5	9½	1	2	9				H_2O	11½x13½	(X)			
		1			(VX) @ D/P							VX			
		7			(VX) @ D/P							VX			
13	7	1	9½		(VX) @ D/P					H_2O 2" SHIM		VX			
		7			(VX) @ D/P							VX			
14	7	1	9½		(VX) @ D/P					H_2O 2" SHIM		VX			
		7			(VX) @ D/P							VX			
15	7	5	9½	3	2½	7½				H_2O 2" SHIM	11½x13½	(X)			
		1			(VX) @ D/P							VX			
		7			(VX) @ D/P							VX			
16	7	4	9½	1	1	4			3	H_2O 2" SHIM					
		1			(VX) @ D/P					Cap @ P1 - OK		VX			
		cap		P1		OK									
17	7	2	9½	6	1	10½				2" SHIM	11½x13½	(X)			
		1			(VX) @ D/P							VX			
		7			(VX) @ D/P							VX			
18	7	4	9½	1	2½	9				2" SHIM	11½x13½	(X)			
		1			(VX) @ D/P							VX			
		7			(VX) @ D/P							VX			

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 4 SHEETS

Bridge No 730.56 Sec 15

Date 12-13, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
19	7	3	9½	1	1½	10½				H₂O 2" SHIM		X			
		1			VX	A	D/P					VX			
		7			VX	A	D/P					VX			
20	7	1	9½		VX	A	D/P			H₂O 2" SHIM		VX			
		7			VX	A	D/P					VX			
21	7	1	9½		VX	A	D/P			H₂O 2" SHIM		VX			
		7			VX	A	D/P					VX			
22	7		9½							H₂O 2" SHIM					
23	7	P1 P7	9½	DP DP						H₂O 2" SHIM		VX VX			
24	7	3	9½	1	1	12				H₂O 2" SHIM		X			
		1			VX	@	D/P					VX			
		7			VX	@	D/P					VX			
25	7	3	9½	1	2	11½				H₂O 2" SHIM		X			
		1		JX	@	D/P						VX			
26	7	5	9½	1	1½	10				H₂O 2" SHIM	11"x11"	X			
		1		VX	@	D/P						VX			
27	7		9½							H₂O 2" SHIM					
28	7	5	9½	1	1	11				H₂O 2" SHIM	11½x11½	X			
29	7	3	9½		2	10				H₂O 2" SHIM	11½x11½	X			
		1			VX	@	D/P					VX			
30	7	3	9½	½	1½	6½			2	H₂O 2" SHIM	11½x13½	PX			
		5		1	1	12					11½x13½	X			
		7			VX	@	D/P					VX			

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RAILROAD BRIDGE DIVISION BORING RECORD

SHEET 4 of 4 SHEETS

Bridge No. 730.5C Sec H 5

Date 12-13, ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT. PILING
31	7P		9½							H₂O 2" SHIM	11				
					Piles 4, 5 & 7 - Posted 2/11/05 Armare										
32	7P	4	9½	1	2	B				H₂O 2" SHIM	11"x11½"	X			
		7			VX @ 9½							VX			
33	7P	5	9½	1	1	11				H₂O 2" SHIM	11"x11½"	X			
		3		1	1	11					11"x11½"	X			
34	6	6	9½	1	2	12				H₂O 5" SHRINK		X			57
		cap		P1	OK										
35	6		6							H₂O 6" SHRINK					36
36	6		1							6" SOBCAT					6
						App - Low									1923
						STRS - NEWER GLULAM									
						H.WALL - Fair/poor #3									
						TIES - OK (25 X)									
						LINE + SURFACE - OK -									
							BTS	2 - 3	4	Post 2 - 6 Posts on sills under H₂O					
										Piles 1 & 7 Driven					
						Longest span 15'3"									

CORP003209

Central Oregon & Pacific Railroad



Bridge 731.65 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 1
TYPE: ODPT	LOCATION Kroll OR
INSPECTION DATE. 12/13/2005	INSPECTOR: K Trickle & G Grumke

Findings:

Bent 6
Cap - Reject (crushing)

Bent 9
Cap - Cornering under Chord 2

Bent 16
Tower Brace 1 - Reject

Bent 40
Cap - Possible Reject

Bent 43
Cap - Reject (slight crushing under chord 1)

Bent 44
May have settled

Bent 45
May have settled

Bent 46
May have settled

Bent 48
Cap - Possible Reject

Bent 51
Cap - Reject

Bent 59
Cap - Reject (slight crushing under chord 2)

Bent 63
Cap - Possible Reject (slight crushing)

Span 14
Stringer 5 - Possible Reject

Span 35
Stringer 8 - Possible Reject

Span 38
Stringer 4 - Reject

Span 39
Stringer 4 - Reject

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 731.65
MILEPOST: 731 85	SECTION# 1
TYPE: ODPT	LOCATION Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K Trickle & G Grumke

Findings:

Span 49
Stringer 2 - Visual Reject
Stringer 7 - Visual Reject

Span 50
Stringer 7 - Visual Reject

Span 51
Stringer 7 - Visual Reject

Span 62
Stringer 4 - Possible Reject

Ties - OK (7 reject)
Guard timber - Fair
Line and surface - Poor
Stringers - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 7	2	OSMOSE	Replace - Cap on Bent 6 (crushing) - Cap on Bent 51
2	1 13	3	OSMOSE	Replace: - Stringer 2 in Span 49 (broke) - Stringer 7 in Span 49 (breaking)
3	1.8	3	OSMOSE	Replace - Cap on Bent 43 (slight crushing under chord 1) - Cap on Bent 59 (slight crushing under chord 2)
4	1 5	3	OSMOSE	Line and surface bridge
5	1 14	4	OSMOSE	Replace - Tower brace 1 in Span 16
6	1 10	4	OSMOSE	Replace - Stringer 4 in Span 38 - Stringer 4 in Span 39 - Stringer 7 in Spans 50 & 51 (broken)
7	1 6	4	OSMOSE	Replace - Cap on Bent 40 - Cap on Bent 48 - Cap on Bent 63 (slight crushing)
8	1 12	5	RAILROAD	Monitor - Cap on Bent 9 (comering under chord 2)
9	1 9	5	OSMOSE	Monitor - Stringer 5 in Span 14 - Stringer 8 in Span 35 - Stringer 4 in Span 62
10	1 4	5	RAILROAD	Monitor: - Bent 10 for additional settlement - Bent 44 for additional settlement - Bent 45 for additional settlement - Bent 46 for additional settlement

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 731.65
MILEPOST: 731.65	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K. Trickle & G. Grumke

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 3		OSMOSE	8/29/2001	Installed - 2 1/2" Shims on Bent 10 (West side)

Osmose Railroad Services, Inc.

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OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-13-2005

Owner CCKP Reg /Div. _____ Bridge No 731.65 N/A (SEC 1)

Dist./Sub/Branch COOS BAY

Location KROLL, OR (MP 732.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING
1	5		4½							H₂O 2" SHIM					
2	5		9							H₂O 2" SHIM					45
3	5		9							H₂O 2" SHIM					
4	5		9							H₂O 2" SHIM					
5	5		9							H₂O 2" SHIM					
6	5	cap	9	P3	8	4	CR	⊗	#	2 · 13½	13½	X12'	W/	J	3¼" SH
7	5		9							H₂O 3" SHIM					
8	5		9							H₂O 3" SHIM					
9	5		9		(Cap-corroding @ cl.)					4½" shim					
10	5		9			7" subcap				2½" shims Bent settled 05 added shim					(800
11	5		9							H₂O 4" SUB CAP					
12	5		9							H₂O 3¼ SHIM					
13	5		9							H₂O 2¼" SHIM					
14	5		9							H₂O 4¼" SHIM					
15	5		9							H₂O 4½" SHIM					
16	5		9		T. B- #1		⊗			H₂O 5½" SHIM					
17	5		9							H₂O 3½" SHIM					
18	5		9							H₂O 3½" SHIM					
19	5		9							H₂O 3¼ SHIM					
20	5		9							H₂O 3" SHIM TIMBER FACING					
21	5		9							H₂O TIMBER FACING					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

922½

SIGNED KT, GG

CORP003214

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140 24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 731.65 NA (SEC 1)

SHEET 2 of 3 SHEETS

Date 12-13, 19~~19~~2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
22	5		9							H_2O 3" SHIM					45
23	5		9							H_2O 3" SHIM					
24	5		9							H_2O 3" SHIM					
25	5		9							H_2O 3" SHIM					
26	5	cap	9	P1		OK				H_2O 2" SHIM					
27	5		9							H_2O 1" SHIM					
28	5		9							H_2O 1½" SHIM					
29	5		9							H_2O 1½" SHIM					
30	5		9							H_2O ½" SHIM					
31	5		9							H_2O					
32	5		9							H_2O					
33	5		9							H_2O					
34	5		9							H_2O					
35	5	cap	9	P3		OK				H_2O					
36	5		9							H_2O					
37	5		9							H_2O					
38	5		9							H_2O					
39	5		9							H_2O					
40	5	cap	9	P3	6	J		Cap-	(PX)	H_2O					
41	5	cap	9	P3		OK				H_2O					
42	5		9							H_2O					
43	5	cap	9	P1	1	J	sl. CR	CR		H_2O Cap- ⊗ #3					
44	5		9							H_2O may have settled					
45	5		9							H_2O may have settled					
46	5		9							H_2O may have settled					
47	5		9							H_2O					
48	5	cap	9	P3	5	J				H_2O Cap- PX					1215'

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140 24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

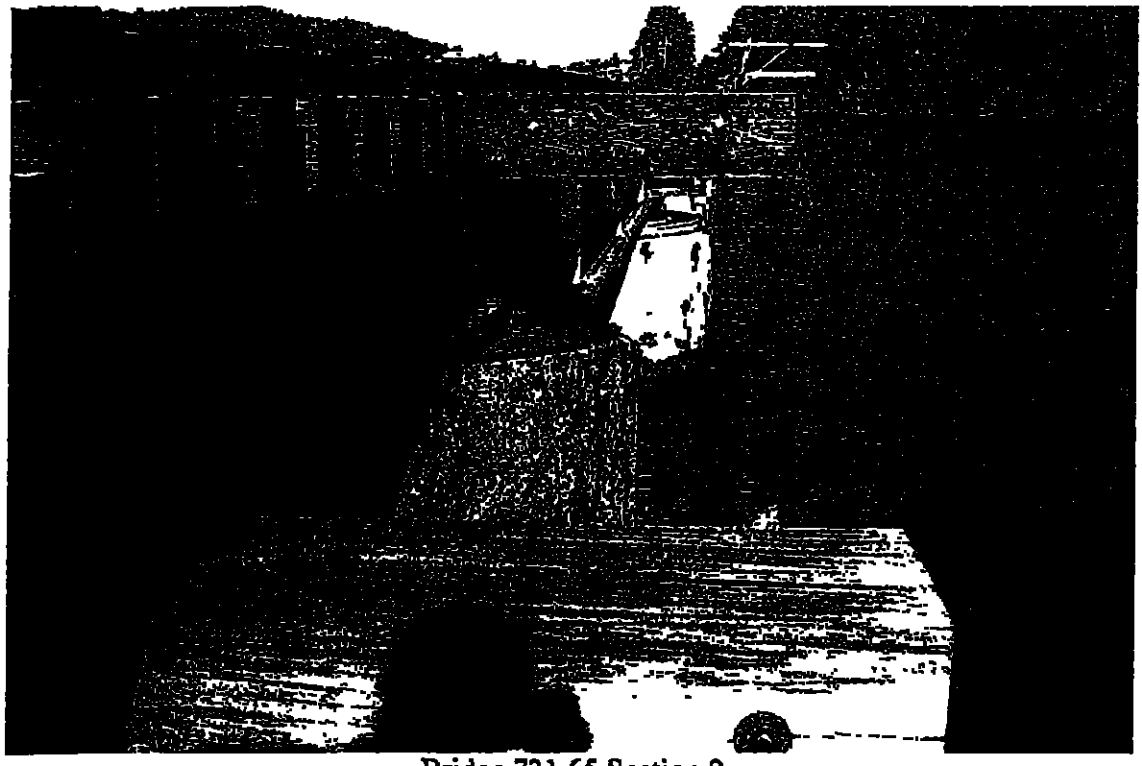
Bridge No. 731.65 NA (SEC 1)

Date 12-13, ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
49	5	5	9	w/L	OK					H₂O					
50	5		9							H₂O					
51	5	cap	9	P4	5	4				H₂O Cap-⊗ (#2)					
52	5		9							H₂O					
53	5		9							H₂O					
54	5		9							H₂O					
55	5		9							H₂O					
56	5	4	9	1	3	5½				H₂O					
57	5		9							H₂O					
58	5	4	9	1	OK.			cap ⊗		H₂O 1 - OK					
59	5	cap	9	P4	4	4				H₂O Cap-⊗ sh ok @ Br. 2					
60	5		9							H₂O					
61	5		9							H₂O					
62	5		9							H₂O					
63	5	CAP	9	P3	OK		CAP shelling			@ Chord 1					135
64	–		–		3" SUBCAP ON CONCRETE.					H₂O Span 34 - Str 5 Os 3v (P⊗)					
					Span 35 - Str 8 Os 3v (P⊗)										
					Span 38 - Str 4 Os 5v ⊗										
					Span 50 & 51 - Stringer 7 Broken (V⊗)										2272
			Span 39 - Str 4 Os 5v ⊗							Ties OK (7x)					
			Span 63 - Str 4				Os 3v (P⊗)			Line & Surface - Poor					
							At Bt. 10 & Bts. 44-46 - May have settled								
			Span 49 - Str 2 (V⊗) broke							Avg. Long span 15'					
					Str 7 (V⊗) breaking					G. Hmb. - Fair					

CORP003216

Central Oregon & Pacific Railroad



Bridge 731.65 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 731.65**
MILEPOST: 731 65	SECTION# 2
TYPE: STL	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR. K. Trickle & G Grumke

Findings:

Ties - Poor (35% reject, plate cut)

Upper laterals and cross bracing - Pitted and 10% section loss
Upper Gusset plates - 25% section loss

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 1	2	OSMOSE	Replace all 85 bridge ties
2	2 3	4	OSMOSE	Replace - Upper Gusset plates
3	2 2	5	RAILROAD	Monitor - Upper laterals and cross bracing for additional pitting and section loss

Osmose Railroad Services, Inc.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 12-13-05 BY: KT, 66

Bridge No: 731 65 SEC 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: DIVISION: Coos BAY SUB DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: # OF SPANS: 2 # OF TRACKS: 1 YEAR BUILT: 1917

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (Include span lengths)

2 CONCRETE PIERS

1 CONCRETE TURN SPAN DRUM

OPEN DECK

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • (RAIL) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is In _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP003219

Bridge No: 731 65 SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD •	SIZE: 350 PLATE CUT QUANTITY: 85
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

UPPER GUSSET PLATES - 25% SECTION LOSS (#4).

UPPER LATERALS & CROSS BRACING - PITTED & 10% SECTION LOSS (#5)

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

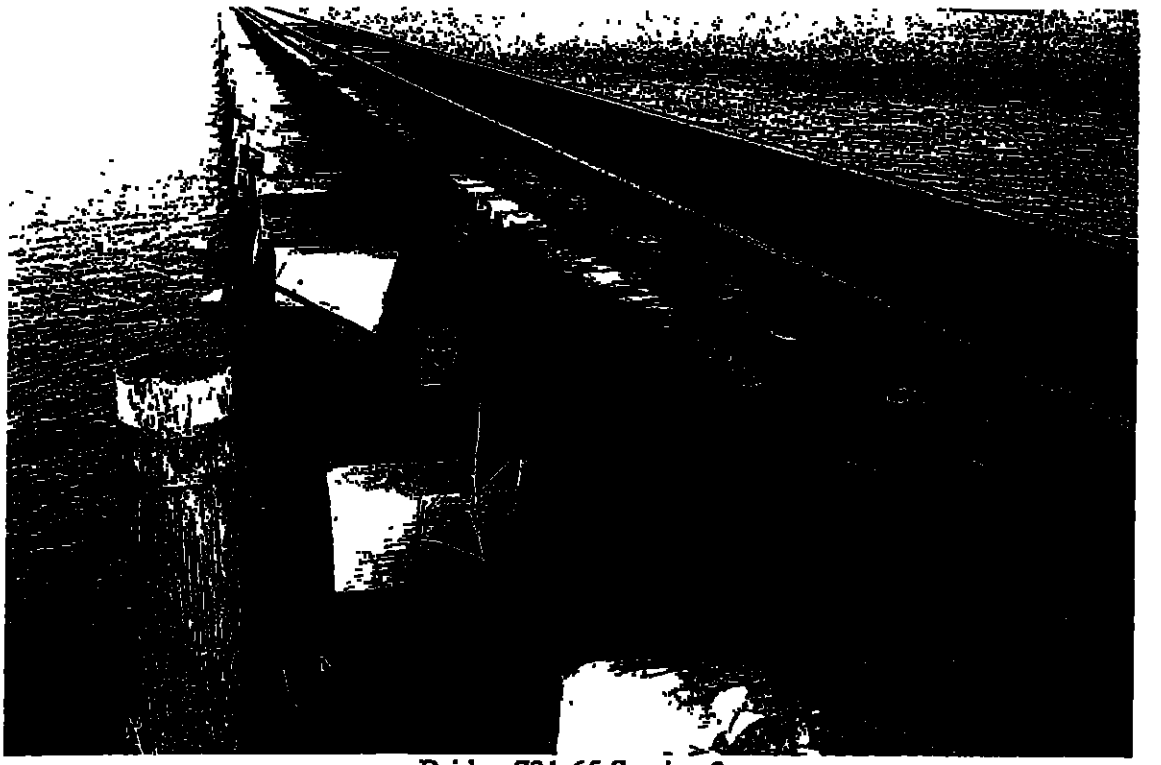
PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP003220

Central Oregon & Pacific Railroad



Bridge 731.65 Section 3

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003221

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 731.65**
MILEPOST: 731 65	SECTION# 3
TYPE. ODPT/ODFT	LOCATION Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K Trickle & G Grumks

Findings:

Bent 8
- Pile 4 - Reject

Bent 13
- Cap - Possible Reject

Bent 15
- Post 6 - Reject
- Cap - Reject (crushing)

Bent 19
- Post 2 - Reject
- Pile 7 - Reject

Bent 21
- Post 2 - Reject
- Post 3 - Reject
- Post 5 - Reject

Bent 23
- Pile 1 - Reject
- Post 3 - Reject
- Post 6 - Reject

Bent 27
- Pile 1 - Reject
- Post 5 - Reject
- Pile 7 - Reject

Bent 29
- Pile 1 - Reject
- Post 5 - Reject

Bent 31
- Pile 7 - Reject

Bent 35
- Post 5 - Visual Reject
- Pile 7 - Reject
- Cap - Reject (crushing under chord 2)

Bent 39
- Pile 1 - Reject
- Post 5 - Reject
- Pile 7 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST 731 65	SECTION# 3
TYPE. ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE. 12/13/2005	INSPECTOR: K. Trickle & G Grumke

Findings:

Bent 41
Pile 7 - Reject
Cap - Possible Reject (slight crushing under chord 1)

Bent 43
Pile 1 - Reject

Bent 44
1" Plywood shims - Reject (working out)

Bent 45
Post 3 - Reject
Post 5 - Possible Reject

Bent 47
Pile 7 - Visual Reject

Bent 49
Pile 7 - Reject

Bent 51
Post 4 - Reject

Bent 53
Pile 1 - Reject

Bent 55
Post 2 - Reject
Post 4 - Reject
Post 6 - Reject

Bent 59
Pile 7 - Reject

Bent 61
Pile 7 - Reject

Bent 62
Plywood shims - Reject

Bent 63
Cap - Reject (crushing)

Bent 64
Plywood shims - Reject

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K. Trickle & G. Grumke

Findings:

Bent 65
Cap - Slight cornering under Chord 1

Bent 75
1/2" gap over Post 6

Bent 79
Cap - Split at right end

Bent 81
Cap - Slight crushing under Chord 1

Bent 83
Pile 7 - Reject

Bent 89
Post 5 - Reject

Bent 93
Pile 1 - Possible Reject

Bent 95
Pile 1 - Reject
Pile 7 - Reject

Bent 97
Cap - Minor cornering under Chord 2

Bent 99
Post 4 - Reject
Post 5 - Reject

Bent 109
Pile 1 - Reject

Bent 111
Post 2 - Reject

Bent 116
Pile 3 - Reject

Bent 117
Pile 7 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 731.65**
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K Trickle & G. Grumke

Findings:

Bent 119
- Post 5 - Reject

Bent 121
- Post 3 - Reject
- Post 4 - Reject

Bent 123
- Post 2 - Reject
- Post 5 - Reject
- Post 6 - Reject

Bent 125
- Post 4 - Reject
- Post 6 - Reject

Bent 129
- Pile 1 - Possible Reject

Bent 131
- Post 3 - Reject
- Post 4 - Reject
- Post 5 - Reject

Bent 133
- Pile 1 - Reject
- Post 5 - Reject
- 1/2" gap over Post 6

Bent 137
- Post 2 - Reject
- Post 4 - Reject
- Post 6 - Reject

Bent 139
- Post 3 - Reject
- Post 5 - Reject
- Pile 7 - Reject

Bent 141
- Post 3 - Visual Reject
- Post 4 - Reject

Bent 143
- Post 6 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR. K Trickle & G. Grumke

Findings:

Bent 149
- Post 5 - Reject
- Post 6 - Reject
- Pile 7 - Reject

Bent 151
- Post 4 - Reject
- Pile 7 - Reject
- Cap - Vertical split

Bent 153
- Post 3 - Reject
- Post 5 - Reject

Bent 159
- Post 4 - Reject
- Post 5 - Reject
- Post 6 - Reject
- 1/2" gap over Pile 7

Bent 161
- Post 4 - Reject

Bent 163
- Pile 5 - Reject

Bent 165
- Pile 5 - Reject

Span 4
- Stringer 2 - Reject

Span 5
- Stringer 2 - Reject

Span 9
- Stringer 2 - Reject

Span 10
- Stringer 2 - Reject

Span 12
- Stringer 2 - Visual Reject

Span 16
- Stringer 2 - Reject

Span 19
- Stringer 2 - Reject
- Stringer 8 - Reject

Span 26
- Stringer 2 - Reject

Span 31
- Stringer 10 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 731.65**
MILEPOST: 731 65	**SECTION# 3**
TYPE: ODPT/ODFT	**LOCATION: Kroll, OR**
INSPECTION DATE. 12/13/2005	**INSPECTOR. K. Trickle & G. Grumke**

Findings:

Span 32
Stringer 10 - Reject

Span 35
Stringer 5 - Reject

Span 36
Stringer 5 - Reject

Span 37
Stringer 2 - Reject

Span 38
Stringer 2 - Reject

Span 59
Stringer 9 - Visual Reject

Span 61
Stringer 6 - Reject

Span 135
Stringer 2 - Reject

Span 136
Stringer 2 - Reject

Span 137
Stringer 2 - Reject

Span 138
Stringer 2 - Reject

Span 147
Stringer 9 - Reject

Ties - Fair to poor (35% reject)
Guard timber - Fair to poor (35% reject)
Line and surface - Fair

Every other bent from 3 thru 161 are frame bents w/ 5 posts + piles 1 & 7 on outside
The other bent is a newer driven w/ 4 piles (these bents avg 8' apart)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 4	2	OSMOSE	Cut Pile tops down and. - Replace cap on Bent 15 (crushing)
2	3.21	3	OSMOSE	Replace all bridge ties.
3	3.20	3	OSMOSE	Perform - Detailed Stringer inspection
4	3.19	3	OSMOSE	Replace - Cap on Bent 35 (crushing under chord 2) - Cap on Bent 63 (crushing)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 3
TYPE. ODPT/ODFT	LOCATION· Kroll, OR
INSPECTION DATE. 12/13/2005	INSPECTOR· K. Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	3 12	3	OSMOSE	Post (frame bents w/ 5 posts + piles 1 & 7 on outside)·
				- Post 2 of Bent 21
				- Post 3 of Bent 21
				- Post 5 of Bent 21
				- Pile 1 of Bent 23
				- Post 3 of Bent 23
				- Post 6 of Bent 23
				- Pile 1 of Bent 27
				- Post 5 of Bent 27
				- Pile 7 of Bent 27
				- Pile 1 of Bent 39
				- Post 5 of Bent 39
				- Pile 7 of Bent 39
				- Post 2 of Bent 55
				- Post 4 of Bent 55
				- Post 6 of Bent 55
				- Post 2 of Bent 123
				- Post 5 of Bent 123
				- Post 6 of Bent 123
				- Post 3 of Bent 131
				- Post 4 of Bent 131
				- Post 5 of Bent 131
				- Post 2 of Bent 137
				- Post 4 of Bent 137
				- Post 6 of Bent 137
				- Post 3 of Bent 139
				- Post 5 of Bent 139
				- Pile 7 of Bent 139
				- Post 5 of Bent 149
				- Post 6 of Bent 149
				- Pile 7 of Bent 149
				- Post 4 of Bent 159
				- Post 5 of Bent 159
				- Post 6 of Bent 159
6	3 10	3	OSMOSE	Replace.
				- Stringer to Cap plywood Shims on Bent 44
				- Stringer to Cap plywood Shims on Bent 62
				- Stringer to Cap plywood Shims on Bent 64
7	3.16	4	OSMOSE	Replace
				- Cap on Bent 13
				- Cap on Bent 41 (slight crushing under chord 1)
				- Cap on Bent 81 (slight crushing under chord 1)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 731.65**
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR K Trickle & G. Grumka

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	3 15	4	OSMOSE	Replace - Stringer 2 in Span 4 - Stringer 2 in Span 5 - Stringer 2 in Span 9 - Stringer 2 in Span 10 - Stringer 2 in Span 12 - Stringer 2 in Span 16 - Stringer 2 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 26 - Stringer 10 in Spans 31 and 32 - Stringer 5 in Span 35 - Stringer 5 in Span 36 - Stringer 2 in Spans 37 and 38 - Stringer 9 in Span 59 - Stringer 6 in Span 61 - Stringer 2 in Span 135 - Stringer 2 in Span 136 - Stringer 2 in Span 137 - Stringer 2 in Span 138 - Stringer 9 in Span 147

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 3
TYPE. ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE. 12/13/2005	INSPECTOR: K Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
9	3 7	4	OSMOSE	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Pile 4 of Bent 8 - Post 6 of Bent 15 - Post 2 of Bent 19 - Pile 7 of Bent 19 - Pile 1 of Bent 29 - Post 5 of Bent 29 - Pile 7 of Bent 31 - Post 5 of Bent 35 - Pile 7 of Bent 35 - Pile 7 of Bent 41 - Pile 1 of Bent 43 - Post 3 of Bent 45 - Pile 7 of Bent 47 - Pile 7 of Bent 49 - Post 4 of Bent 51 - Pile 1 of Bent 53 - Pile 7 of Bent 59 - Pile 7 of Bent 61 - Pile 7 of Bent 83 - Post 5 of Bent 89 - Pile 1 of Bent 95 - Pile 7 of Bent 95 - Post 4 of Bent 99 - Post 5 of Bent 99 - Pile 1 of Bent 109 - Post 2 of Bent 111 - Pile 3 of Bent 116 - Pile 7 of Bent 117 - Post 5 of Bent 119 - Post 3 of Bent 121 - Post 4 of Bent 121 - Post 4 of Bent 125 - Post 6 of Bent 125 - Pile 1 of Bent 133 - Post 5 of Bent 133 - Post 3 of Bent 141 - Post 4 of Bent 141 - Post 6 of Bent 143 - Post 5 of Bent 147 - Post 4 of Bent 151 - Pile 7 of Bent 151 - Post 3 of Bent 153 - Post 5 of Bent 153 - Post 4 of Bent 161 - Pile 5 of Bent 163 - Pile 5 of Bent 165
10	3 3	4	OSMOSE	Shim or Epoxy - Over Post 6 of Bent 75 - Over Post 6 of Bent 133 - Over Pile 7 of Bent 159
11	3 1	4	OSMOSE	In-place preservatively treat piles, posts, sills and caps

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 731.65
MILEPOST: 731 65	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K. Trickle & G. Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
12	3 5	5	RAILROAD	Monitor - Post 5 of Bent 45 - Pile 1 of Bent 93 - Pile 1 of Bent 129
13	3 2	5	RAILROAD	Monitor - Cap on Bent 85 (slight cornering under chord 1) - Cap on Bent 79 (split at right end) - Cap on Bent 97 (minor cornering under chord 2) - Cap on Bent 151 (vertical split)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 18		OSMOSE	2/25/2005	Replaced Caps on Bents 7, 39 & 99 Posted - Pile 1, Posts 5, 6 & Pile 7 of Bent 157
2	3 6		OSMOSE	8/27/2001	Posted - Pile 2 of Bent 10 Posted Piles 1 & 7/ and Posts 3, 4, 5 & 6 of Bent 37 Replaced Cap on Bent 37 w/ cuts Posted Piles 1 & 7/ and Posts 3 & 4 of Bent 103 Replaced Cap on bent 103 w/ cuts Installed Shims and drift pins on Bent 138 Posted Pile 7/ and Posts 2, 3 & 6 of Bent 147 Replaced Cap on Bent 147 w/ cuts

140,24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 10 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 1/4-13-~~19~~2005

Owner CORP Reg./Div _____ Bridge No. 731.62 SA (Sec 3)

Dist./Sub/Branch COOS BAY

Location [illegible] (MP 732.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	–		–												
2	4		9							H₂O					36
3	7		9							H₂O					63
4	4		9							H₂O 2" SHIMS per week					36
5	7		9							H₂O					63
6	4		9							H₂O ½" SHIMS					36
7	7		9			Cap	New 2/25/05			Driven					63
8	4	4	9	2	1	12½				1 SHIM	14	⊗			36
9	7	1	9	½	OK										63
10	4	2	9		Posted	New	8/27/2001			Driven					36
11	7		9												63
12	4		9												36
13	7	cap	9	PI	1	2				Cap-⊗					63
14	4		9							Never driven					36
15	7	3	9		7	2				Cap-⊗ CR #2 (Colder heart)					63
		6		1	½	13					14 PILES	⊗			
16	4		9							½" SHIMS Never driven					36
17	7		9												63
18	4		9							½" SHIMS Never driven					36
19	7	3	9	4½	3	4									63
		7		1	2	11						X			

SYMBOLS All Borings in Inches and Fractions to nearest ¼"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

7 PILE BTS
5 POST BT w/ 1 PILE ON OUTSIDE
7½' SPANS

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, 66

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 10 SHEETS

Bridge No. 731.65 SA (Str. 4)

Date 12-13 ,~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
19	CONT	2	–		1/2	8½					11½x13½	⊗			
20	4		9							PLYWOOD SHIMS					36
21	7	5	9	1½	1	9					11½x13½	⊗			63
		2		1	1/2	12½					11½x13½	⊗			
		3		1	1/2	12½					11½x13½	⊗			
22	4		9												36
23	7	5	9	1½	7	3									63
		6		1½	1	12					11½x13½	⊗			
		1		2	1½	9½					12½	⊗			
		3		1	1/2	13					11½x13½	⊗			
24	4		9												36
25	7		9												63
26	4		9								12½				36
27	7	5	9	2	2	8					11½x13½	⊗			63
		7		1	1½	8½					12	⊗			
		1		1	2	9						X			
28	4		9												36
29	7	1	9	1½	2½	9½					13½	⊗			63
		5		3	2½	7½					11½x13½	X			
30	4		9												36
31	7	7	9	1	2	9				STR ID - SPANS 31,32 PAINTED OUT	13½	⊗			63
32	4		9												36
33	7		9							TIMBER FACING					63
34	4		9												36
35	7	5	9		VISUAL	Refuse @	1'			TIMBER FACING	11½x13½	⊗			63
		7		1	2	13	BIRDS #3	Cap - CR Ch. 3	⊗		15½	⊗			
36	4		9												36

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RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 731.65 (Sec. 3)

SHEET 3 of 10 SHEETS

Date 12-13, ~~19~~2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT. PILING
37	7	1	9			Cap	New	8/27/2001		Osmose					63
		3													
		4			Pa.ted	New		8/27/2001		Osmose					
		5													
		6				Pile bi-7 / Posts 3, 4, 5 & 6 new									
		7													
38	4		9							PLYWOOD SHIMS					36
39	7	1	9	4½	2	11					14	(X)			63
		5		w/l	1	10		Cap-New 3/25/05 (Os)			11½x13½	(X)			
		7		2	2	9					15	(X)			
40	4		9							PLYWOOD SHIMS					36
41	7	4	9	w/l	ok			Cap-(PX) sl. cr @ Ch. 1		#4					63
		7		4	2	8					12	(X)			
42	4		9							PLYWOOD SHIMS					36
43	7	1	9	2	2	11					14	(X)			63
44	4		9			1" plywood shims under both chords					working out	(X)			36
45	7	2	9	3	2½	3½									63
		5		w/l	3	6					11½x13½	PX			
		3		1½	½	12					11½x13½	X			
46	4		9							PLYWOOD SHIMS					36
47	7	7	9		(VX)	@ D/p						(VX)			63
48	4		9							PLYWOOD SHIMS					36
49	7	7	9	w/l	2	9					12	(X)			63
50	4		9							PLYWOOD SHIMS					36
51	7	1	9	2½	2	4									63
		4		3	2	8					11½x13½	(X)			
		5		1	3	5									

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RAILROAD BRIDGE DIVISION
BORING RECORD

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SHEET 4 of 10 SHEETS

Bridge No. 731 65 SA (Sp. 5)

Date 12-13 ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN. FT PILING
52	4		9							H₂O PLYWOOD SHIMS					36
53	7	1	9	2	1½	12				H₂O	14	⊗			63
54	4	1		6	3	5				PLY WOOD SHIMS					36
55	7	4	9	W/L	½	12½				H₂O	13½	⊗			63
		6		W/L	2	11					11½	⊗			
		2		1	1½	12					11½	⊗			
56	4		9							H₂O PLYWOOD SHIMS					36
57	7	4	9	W/L	OK					H₂O					63
58	4		9							PLYWOOD SHIMS					36
59	7	7	9	1	2	9					13	⊗			63
60	4		9							H₂O PLY WOOD SHIMS					36
61	7	7	9	1	2	10					13	⊗			63
62	4		9							PLYWOOD SHIMS ⊗					36
63	7	4	9	W/L	OK										63
		CAP				Reject. Crushing				⊗ #3 PLYWOOD SHIMS - POOR ⊗					
64	4		9												36
65	7		9			Cap - Sh. Concrete @ Ch. 1				PLYWOOD SHIMS					63
66	4		9												36
67	7	4	9	W/L	2	8									63
68	4		9							PLY					36
69	7	4	9	3	3	4			3						63
		5		1	2	3									
		7													
70	4		9							PLYWOOD SHIMS					36
71	7		9												63
72	4		9							PLYWOOD SHIMS					36
73	7		9												63

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RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 731 WS SA (Sol 1)

SHEET 5 of 10 SHEETS

Date 12-13 ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT. PILING
74	4		9							PLYWOOD SHIMS					36
75	7	POST 6	9		½ gap										B3
76	4		9							PLYWOOD SHIMS					36
77	7		9												B3
78	4		9							PLYWOOD SHIMS					36
79	7	CAP	9		Split @ Pt. End										B3
80	4		9							PLYWOOD SHIMS					36
81	7	CAP	9	P6	(PX)	SL	CR @ CH		1	TIMBER FACING CAP-(PX)					B3
82	4		9							PLY WOOD SHIMS					36
83	7	3	9	½	OK					TIMBER FACING					B3
		7			2	9					12	(X)			
84	4		9							PLY WOOD SHIMS					36
85	7	4	9	½	OK										B3
86	4		9							PLYWOOD SHIMS					36
87	7		9												B3
88	4		9							PLYWOOD SHIMS					36
89	7	5	9	1	2	9				P7 - SHIMMED 1½" PLYWOOD SHIMS		X			B3
90	4		9												36
91	7		9												B3
92	4		9							PLYWOOD SHIMS					36
93	7	1	9	5½	1½	6½					14	PX			B3
94	4		9							PLY WOOD SHIMS					36
95	7	7	9	2	1½	9½		Pile 1 - (X) @ D/P			12	(X)			B3
96	4		9							PLY WOOD SHIMS					36
97	7	CAP	9	5	OK minor	Corroding under				Chord 2 (monitor)					B3
98	4		9							PLY WOOD SHIMS					36
99	7	4	9	3	1	9					11½-B½	(X)			B3

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RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 731.65 SA (SEC 3)

SHEET 6 of 10 SHEETS

Date 12-13, 19~~-~~2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
99 CONT	-	5	-	1	1	12	FAIL	NG			11½x19½	VX			
					Cap New - 2/25/05 Osmose										
100	4		9							PLYWOOD SHIMS					36
101	7	1	9	3	OK										63
102	4		9							PLYWOOD SHIMS					36
103	7	4	9	}		New Cap 8/27/2001 Osmose									63
		7		}	Posted New 8/27/2001 Osmose										
		3		}											
		1		}											
104	4		9							PLYWOOD SHIMS					36
105	7		9												63
106	4		9							PLYWOOD SHIMS					36
107	7	4	9	W/L	OK										63
108	4		9							PLYWOOD SHIMS					36
109	7	1	9	1½	1½	9					13	⊗			63
110	4		9							PLYWOOD SHIMS					36
111	7	5	9	1	6	2									63
		2	*	1	1	12					11½x9½	⊗			
		3		4	2	1									
112	4		9							PLYWOOD SHIMS					36
113	7		9												63
114	4		9							PLYWOOD SHIMS					36
115	7		9												63
116	4	3	9	1	1	12				PLYWOOD SHIMS	14	⊗			36
117	7	7	9	2	1	12						X			63
118	4		9							PLYWOOD SHIMS					36
119	7	4	9	W/L	OK										63

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 7 of 10 SHEETS

Bridge No. 73165 SA (Sec 1)

Date 12-13, 19 2006

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	UN FT PILING
119 cont	-	5	-	1	2	11					11½x15½	⊗			
120	4		9							PLYWOOD SHIMS					36
121	7	3	9	w/L	1	12					11½x17½	⊗			63
		4		w/L	½	13					11½x19½	⊗			
		5		1	3½	5½					11½x13½				
122	4		9							PLYWOOD SHIMS					36
123	7	2	9	w/L	1	12½					11½x15½	⊗			63
		5 6		w/L 1	1 1	9 12					11½x13½	⊗			
124	4		9							PLYWOOD SHIMS					36
125	7	4	9	w/L	1	12					11½x15½	⊗			63
		6		w/L	1	9						⊗			
126	4		9							PLYWOOD SHIMS					36
127	7		9												63
128	4		9							PLYWOOD SHIMS					36
129	7	1	9	3	5½	1	SPLIT					PX			63
130	4		9							PLYWOOD SHIMS					36
131	7	3		w/L	½	12					11½x13½	⊗			63
		4		w/L	1	10					11½x15½	⊗			
		5		w/L	1	11					11½x15½	⊗			
132	4		9							PLYWOOD SHIMS					36
133	7	1	9	3	1	11½				½" Gap over PL6	11½x15½	⊗			63
		5		1	1	11					11½x13½	⊗			
134	4		9							PLYWOOD SHIMS					36
135	7		9												63
136	4		9							PLYWOOD SHIMS					36
137	7	2		w/L	½	13					11½x13½	⊗			63
		4		w/L	6	7					11½x15½	⊗			

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RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 73/65 SA (Sec ...)

SHEET 8 of 10 SHEETS

Date 12-13 ~~,49~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
137	–	6	–	w/c	1	10						X			
138	4		9		Shims & Drift		Pins	added 8/27/2001 Q'man.							36
										STR 2-⊗ Spans 136-138					
139	7	3	9	1	1	12				H.O	11½x13½	X			63
		5		1	1	11					11½x13½	X			
		7		2	1	10					11½x13½	X			
140	4		9							H.O PLYWOOD SHIMS					36
141	7	3	9	½	0	13	Visual Reject				11½x13	VX			63
		4		½	1	11½					11½x13½	X			
		5		1	5	4									
142	4		9							PLYWOOD SHIMS					36
143	7	6	9	½	1	10					11½x13½	X			63
144	4		9							PLYWOOD SHIMS					36
145	7		9												63
146	4		9							PLYWOOD SHIMS					36
147	7	1/2	9	}						STR 9-⊗ over BT.					63
		3			Posted New 8/27/2001										
		6						Cap new 8/27/01							
		7													
148	4		9							PLYWOOD SHIMS					36
										H.O					
149	7	5	9	1	4	8				H.O	11½-11½	X			63
		6		1	1½	11					11½-11½	X			
		7		1	2	10½					13	⊗			
150	4		9												36
151	7	4	9	w/c	1	12		Cap- Vert. split #5			11½x11½	X			63
		6		w/c	6	2½					11½x13½				

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RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 7316 SA (Sec 3)

SHEET 9 of 10 SHEETS

Date 12-13, 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
Begin	-	7	-	1	2½	9						X			
152	4		9							PLYWOOD SHIMS					36
153	7	3	9	4½	1	8½					11½x11½	X			63
		4		w/c	OK										
		5		1	1	8½					11½x11½	X			
154	4		9							PLY WOOD SHIMS					36
155	7		9												63
156	4		9							PLY WOOD SHIMS					36
157	7		9												63
			REPLACED PILES 1 & 7 POSTS 5 & 6 (05 2005)												
158	4		9							PLY WOOD SHIMS					36
159	7	3	9	4	1	1				½" Gap over P7					63
		4		w/c	1	9					11½x11½	X			
		5		1	1	12					11½x11½	X			
		6		w/c	1½	9½					Never	X			
160	4		9												36
161	7	4	9	w/c	1	8					11½x11½	X			63
162	4		9												36
163	5	5	9	2	1½	9					13	X			45
164	6		9												54
165	5	5	9	3	2	11				11½"		X			45
166	6		6												36
167	5	3	3		2	5									15
	Avg. span 8' between old/new Bts.									Wear Surface - Fair Ties - Fair 25% - Reject					
	Avg. Span 15' between new/new old/old									Guard Timber Fair to Poor 1/4 Reject		X			

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 10 of 10 SHEETS

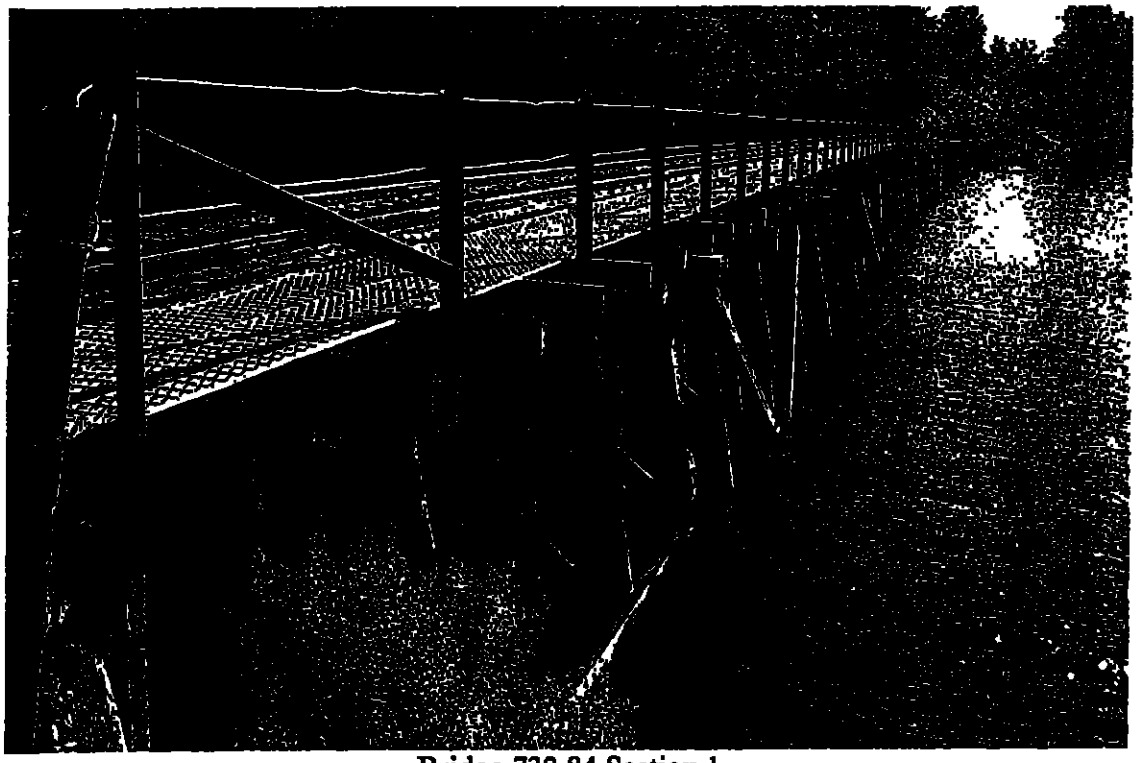
Bridge No. 731.65 SA Sect. 3

Date 12-13, 19~~-~~2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
					Span 4	Str 2			Os 6v ⊗						
					Span 5	Str 2			Os 6v ⊗						
					Span 9	Str 2			Os 6v ⊗						
					Span 10	Str 2			Os 6v ⊗						
					Span 16	Str 2			Os 7v ⊗						
					Span 19	Str 2			Ls 6v ⊗						
						Str 8			Os 7v ⊗						
					Span 26	Str 2			Ls 9v ⊗						
					Span 31	Str 10			moved out ⊗						
					Span 30	Str 10			moved out ⊗	Str 2, Span 10 - VX, broken					
					Span 35	Str 5			Os 6v ⊗						
					Span 36	Str 5			Os 6v ⊗						
					Span 37	Str 2			Ls 8v ⊗						
					Span 38	Str 2			Ls 8v ⊗						
					Span 59	Str 9			Os 7v cracked VX ⊗						
					Span 61	Str 6			Os 4v ⊗						
					Span 135	Str 2			⊗						
					Span 136	Str 2			⊗						
					Span 137	Str 2			⊗						
					Span 138	Str 2			⊗						
					Span 147	Str 9			⊗						

CORP003241

Central Oregon & Pacific Railroad



Bridge 732.84 Section 1

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003242

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 732.84**
MILEPOST: 732 84	SECTION# 1
TYPE. ODPT/ODFT	LOCATION Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR. K. Trickle & G. Grumke

Findings:

Bent 2
- Pile 1 - Reject
- Pile 3 - Reject

Bent 3
- Pile 5 - Reject

Bent 5
- Post 3 - Possible Reject
- Post 5 - Reject

Bent 6
- Post 4 - Reject

Bent 7
- Post 3 - Possible Reject
- Post 4 - Reject
- Post 5 - Reject
- Pile 7 - Possible Reject
- Bent Skewed

Bent 8
- Post 5 - Reject

Bent 9
- Post 5 - Possible Reject

Bent 10
- Pile 1 - Reject
- Post 3 - Reject

Bent 11
- Pile 7 - Reject
- 1/2" Shims over Pile 1 - Reject (working out)

Bent 12
- Post 3 - Reject
- Post 5 - Reject

Bent 13
- Post 3 - Reject
- Pile 7 - Reject

Bent 14
- Post 3 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 732.84**
MILEPOST: 732 84	**SECTION# 1**
TYPE: ODPT/ODFT	**LOCATION: Kroll, OR**
INSPECTION DATE: 12/13/2005	**INSPECTOR: K. Trickle & G Grumke**

Findings:

Bent 15

Post 4 - Possible Reject

Cap - Possible Reject
1 1/2" Shim - Reject (crushing under both chords)

Bent 16

Post 4 - Reject
Post 6 - Reject
Pile 7 - Visual Reject

Cap - Reject (crushing under chord 2)
1/2" Shims - Reject (crushing)

Bent 17

Pile 1 - Visual Reject
Post 5 - Reject
Pile 7 - Visual Reject

Bent 18

Pile 1 - Visual Reject
Post 5 - Reject
Pile 7 - Possible Reject

Bent 19

Post 3 - Reject
Post 5 - Possible Reject
Pile 7 - Visual Reject

Bent 20

Pile 1 - Reject
Post 3 - Reject
Pile 7 - Visual Reject

Bent 22

Post 3 - Reject

Cap - Possible Reject (minor crushing under chord 2)

Bent 23

Pile 1 - Visual Reject
Post 5 - Reject
Pile 7 - Visual Reject

Cap - Minor crushing under Chord 2

Bent 24

Post 5 - Possible Reject

Bent 25

Post 3 - Reject
Pile 7 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 732.84**
MILEPOST: 732 84	SECTION# 1
TYPE: ODPT/ODFT	LOCATION. Kroll, OR
INSPECTION DATE 12/13/2005	INSPECTOR· K. Trickle & G Grumke

Findings:

Ties - OK
Guard timber - OK
Headwall - Poor
Approach - Low
Walkway - OK
Handrail - OK

All bents are frame bents w/ 5 posts + piles 1 & 7 on outside

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 14	2	OSMOSE	Cut Pile tops down and. - Replace Cap on Bent 16 with an oversize cap (crushing under chord 2)
2	1 12	3	RAILROAD	Add ballast and tamp up approach
3	1.8	3	OSMOSE	Replace - North headwall
4	1 7	3	OSMOSE	Post. - Post 4 of Bent 16 (saven pile/post bent) - Post 6 of Bent 16 - Pile 7 of Bent 16 - Pile 1 of Bent 17 (seven pile/post bent) - Post 5 of Bent 17 - Pile 7 of Bent 17 - Pile 1 of Bent 20 (saven pile/post bent) - Post 3 of Bent 20 - Pile 7 of Bent 20 - Pile 1 of Bent 23 (seven pile/post bent) - Post 5 of Bent 23 - Pile 7 of Bent 23
5	1 13	4	OSMOSE	Replace - Cap on Bent 22 (minor crushing under chord 2)
6	1 11	4	OSMOSE	Shim or Epoxy - Over Pile 1 of Bent 11
7	1 10	4	OSMOSE	Cut Pile tops down and. - Replace cap on Bent 15 with an oversize cap

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 732.84
MILEPOST: 732.84	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Kroll, OR
INSPECTION DATE: 12/13/2005	INSPECTOR: K. Trickle & G. Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1 4	4	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Post 5 of Bent 5 - Post 4 of Bent 6 - Post 4 of Bent 7 - Post 5 of Bent 7 - Post 5 of Bent 8 - Pile 1 of Bent 10 - Post 3 of Bent 10 - Pile 7 of Bent 11 - Post 3 of Bent 12 - Post 5 of Bent 12 - Post 3 of Bent 13 - Pile 7 of Bent 13 - Post 3 of Bent 14 - Pile 1 of Bent 18 - Post 5 of Bent 18 - Post 3 of Bent 19 - Pile 7 of Bent 19 - Post 3 of Bent 22 - Post 3 of Bent 25 - Pile 7 of Bent 25
9	1 1	4	OSMOSE	In-place preservatively treat piles, posts, sills, caps and stringers.
10	1 15	5	RAILROAD	Monitor - Cap on Bent 23 (minor crushing under chord 2)
11	1 5	5	RAILROAD	Monitor - Post 3 of Bent 5 - Post 3 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 9 - Post 4 of Bent 15 - Pile 7 of Bent 18 - Post 5 of Bent 19 - Post 5 of Bent 24

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.9		OSMOSE	2/ 4/2005	Cut Pile tops down & replaced Cap and Subcap on - Bent 1 - Bent 6 Reposted. - Post 2 thru 6 of Bent 21 Posted - Piles 1 & 7 of Bent 21 Replaced. - Cap on Bent 21 Installed - New Sway Braces on Bent 21

Osmose Railroad Services, Inc.

OSMOSE RAILROAD SERVICES, INC.

140.24b

SHEET 1 of 4 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-13 2005

Owner CORP Reg./Div. Bridge No 732 84 Sat 1

Dist./Sub/Branch Coos Bay

Location Kroll, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	CAL TR	PP	LIN FT PILING
1	5		8												
					Cap + Subcap New - 2/04/05 Osmose										
2	5	1	8	2	1½	10½				HAD	13½	X			
		3		D/P	2	11	1	12		2" Shim		X			
3	5	5	8	D/P	3	10	4	8		2" Shim HAD		X			
4.	7	1	8	D/P	0	5									
		4		1½	4½	3½				HAD					
5	7	3	8	3	2	7				HAD 11½x13½		PX			
		5		1	2	8						X			
		6		w/L	4	5									
6	7	4	8	w/L	1	11						X			
					Cap + sub cap New 2/04/05 Osmose										

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

- H — Heart
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DR — Decay Ring
- DP — Decay Pocket
- PP — Previously Passed
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- D/W — Demolished
- D/P — Drift Pin
- G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, CC

CORP003247

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

140.24b 1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 4 SHEETS

Bridge No. 730 84 Sect 1

Date 12-13, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
7	7	3	8	1	8	6				Bent skewed		PX			
		4		D/P	1	12	1	11		(Hd) 11½ x13½		X			
		5		1	1	12						X			
		7		D/P	3	6						PX			
8	7	5	8	1	1	7				1" shim		X			
		7		D/P	4	5½				(Hd) 11½ x13½					
9	7	5	8	1	1	6				1" shim (Hd)		PX			
10	7	1	8	D/P	0	12				1" shim (Hd)	14	X			
		3		wk	J	11					11½ x13½	X			
11	7	5	8	1	5	4½				½" shim @ pile 1 - working out			⊗		
		7		1	3½	13					16	X			
12	7	3	8	1	1	12				(Hd) 11½ x13½		X			
		5		½	1	8						X			
13	7	3	8	1	1	12				(Hd)		X			
		7		D/P	1	10						X			

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RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 733 84 Sect. 1

SHEET 3 of 4 SHEETS

Date 12-13-2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GVL TR.	PP	LIN FT PILING
14	7	3	8	w/L	5	9½				(H2O)		X			
15	7	4	8	w/L	2½	6				(H2O)		PX			
		cap		PI	5½	3				Cap - PX					
							1½" shim crushing ⊗ @ both chords								
16	7	4	8	4	3	11						X			
		6		w/L	3	9				(H2O)		X			
		7		D/P	0	17	1	10			18	VX			
		cap		crushing @ chord 2 ⊗ (#2)											
							½" shims crushing ⊗								
17	7	1	8	D/P	1½	10				(H2O)	16	VX			
		5		1	1	10					11½x13½	X			
		7		D/P	3	10				3/4" shim	18	VX			
		cap		PI	1	1½									
18	7	1	8	D/P	2½	10				3/4" shim	17	VX			
		5		1	2½	11					11½x13½	X			
		7		D/P	3	7				(H2O)	19	PX			
19	7	3	8	1	1½	12						X			
		5		½	2	7½				3/4" shim (H2O)		PX			
		7		D/P		visual reject					20	VX			

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RAILROAD BRIDGE DIVISION
BORING RECORD

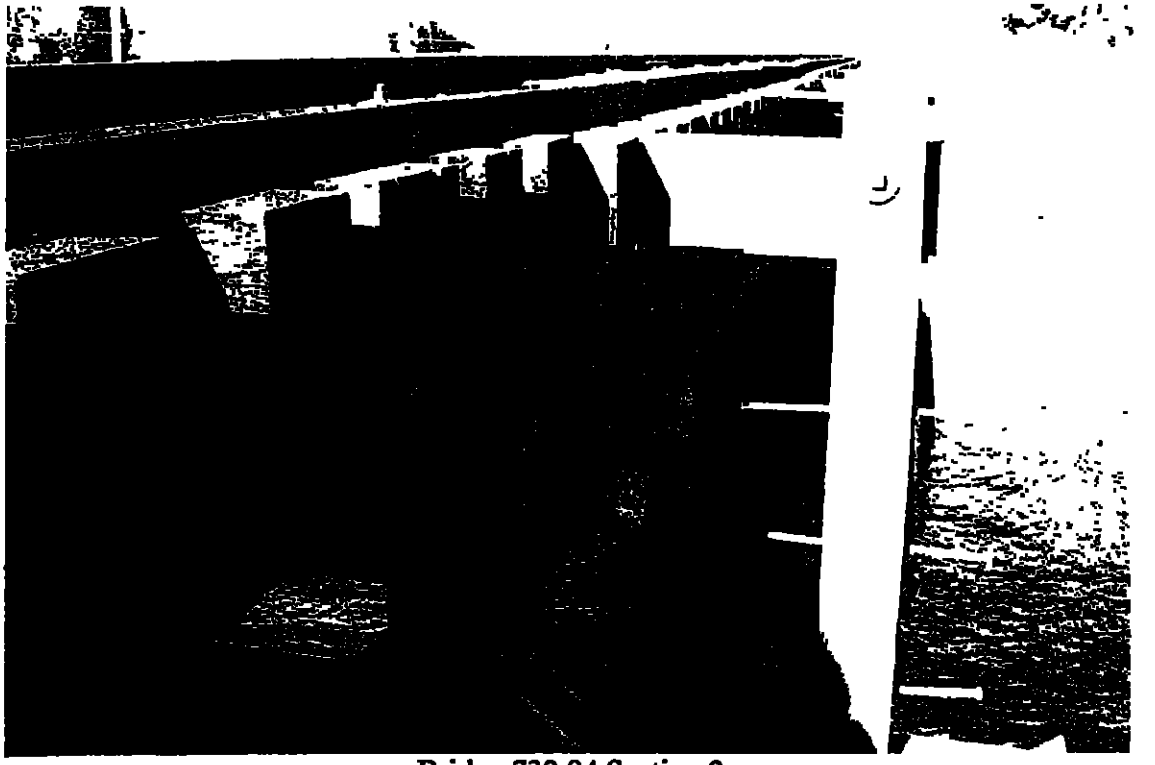
SHEET 4 of 4 SHEETS

Bridge No. 732 84 Sect. 1

Date 12-13 -19 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
30	7	1	8	1	1½	12						X			
		3		1	½	9				3½" shim.		X			
		5		½	3	5				(Had)					
		7		2	2	8					16	VX			
31	7		8												
					REPLACED CAP, POSTS 2 THRU 6 & PILES 1 & 7										
					NEW SWAY BRACES (OS 2005)										
32	7	3	8	wk	1	11						X			
		cap			minor crushing under					Chord 2 (PX) (Had)					
33	7	1	8	D/P		visual reject						VX			
		5		wk	3	11				(Had)		X			
		7		D/P		visual reject						VX			
										Cap - minor CR @ Ch. 3 (HS)					
34	7	5	8	wk	3½	6				(Had)		PX			
35	7	3	8	2	1	12				(Had)		X			
		7		1	2	14					17	X			
36	8		6				Approach - Low			Ties - OK					
				Handrail OK			Walkway - OK			Hdwd - Rdbd			(Fall 7')		
							G. timb. - OK			Longest span			15' 4"		

Central Oregon & Pacific Railroad



Bridge 732.84 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span — BRIDGE # 732.84

MILEPOST: 732.84 — SECTION# 2

TYPE: DPG — LOCATION: Kroll, OR

INSPECTION DATE: 12/13/2005 — INSPECTOR: K. Tackle & G. Grumke

Findings:

SPAN #	FINDING #	NOTES
1	1	Moderate to heavy section loss to laterals Moderate to heavy section loss to gusset plates

Ties - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	23	3	OSMOSE	Replace - Cap on Row 1 of Pier 2
2	22	3	OSMOSE	Replace - All laterals and gusset plates
3	25	4	OSMOSE	Post. - Pile 2 in Row 1 of Pier 1 - Pile 3 in Row 1 of Pier 1 - Pile 2 in Row 2 of Pier 1
4	24	4	OSMOSE	In place preservatively treat piles, ails and caps.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 12-13-05 BY: KT, 66

Bridge No: 732 84 Sec 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: 28 | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: KRAL, OR

Overall Sketch: (Include span lengths)

2 TIMBER PIERS
OPEN DECK

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOAT • (RAIL) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: TANGENT • (CURVE) • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height: 7

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP003253

Bridge No: 732 84 SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD • (OK)	SIZE: QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

MODERATE TO HEAVY SECTION LOSS TO LATERALS & GUSSET PLATES

SUBSTRUCTURE (Note any defects):

SEE TIMBER PIER INSPECTION

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll # ____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP003254

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-13-~~18~~2005

Owner CORP Beg/Div Bridge No 732.84 MS (Sec 2)

Dist/Sub/Branch COOS BAY

Location KROLL, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) DPG Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
PIER		1		No	BLOCKING - 1 ROW										
ROW 1	9	2	7	2	1½	13					18	X			63
		3		1	1½	12					11½x18	X			
				STEEL	DPG	-OK									
		7		D/P	-OK-										
PIER		2													
ROW 1	9	2	7	W/L	3	11					17	X			63
		3		W/L	3	4					11½x18				
		CAP		P3/P1	1½	4V	1H	X		13½x16x18' Reject					
				BENT LAYOUT: POST 1 PILE 5 POST PILE 1 POST											
		8		W/L	5	8					21"				
										Ties-OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, CG

CORP003255

Central Oregon & Pacific Railroad



Bridge 732.84 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 732.84**
MILEPOST 732 84	SECTION# 3
TYPE ODPT/ODFT	LOCATION Kroll, OR
INSPECTION DATE. 12/13/2005	INSPECTOR: K. Trickle & G. Grumke

Findings:

Bent 4

Cap - Cornering under Chord 2

Bent 8

Cap - Minor decay at right end

Bent 10

Pile 2 - Reject
Pile 3 - Reject
Pile 7 - Reject
Bent Settling
Cap - Reject (crushing under chord 2)

Bent 11

1" Gap over Pile 1
3/4" Gap over Pile 2
1" Gap over Pile 3
Bent Settling

Bent 12

Pile 3 - Reject
Bent Settling

Bent 14

Pile 3 - Possible Reject
Pile 5 - Possible Reject

Ties - OK
Line and surface - Fair
Approach - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 12	2	OSMOSE	Replace - Cap on Bent 10 (crushing under chord 2)
2	3 4	3	RAILROAD	Add ballast and tamp up approach.
3	3 3	3	OSMOSE	Post - Pile 2 of Bent 10 (7 pile bent) - Pile 3 of bent 10 - Pile 7 of Bent 10
4	3 2	3	OSMOSE	Cut Pile tops down and: - Install an 8" Subcap on existing Cap of Bent 11
5	3 7	4	OSMOSE	In-place preservatively treat piles, caps and stringers
6	3 5	4	OSMOSE	Post. - Pile 3 of Bent 12

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 732.84**
MILEPOST: 732 84	**SECTION# 3**
TYPE ODPT/ODFT	**LOCATION Kroll, OR**
INSPECTION DATE: 12/13/2005	**INSPECTOR: K. Trickle & G Grumke**

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	3 10	5	RAILROAD	Monitor: - Pile 3 of Bent 14 - Pile 5 of Bent 14
8	3 9	5	RAILROAD	Monitor - Cap on Bent 4 (cornering under chord 2) - Cap on Bent 8 (minor decay at right end)
9	3 6	5	RAILROAD	Monitor: - Bent 10 for additional settlement - Bent 11 for additional settlement - Bent 12 for additional settlement

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 11		OSMOSE	7/21/1999	Replaced: - Cap & Subcap on Bent 11
2	3 1		OSMOSE	3/ 7/2005	Replaced. - Cap with an Oversized Cap on Bent 5

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION BORING RECORD

Date 12-13-10 2005

Owner CORP Reg /Div _____ Bridge No 732.84 SA (Sp. 3)

Dist./Sub/Branch COOS BAY

Location KROLL, OR (MP 732.8)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	8		6		STRS	ON	STEEL			H_2O P2 & P7 cedar					
2	5		9							H_2O					45
3	5		9							H_2O					
4	5	CAP	9	P4	OK		Cornering @ Ch 2 #3								
5	5		9				Cap (as 2005)								
6	5		9												
7	5	4	9	D/P	0	5	Wood Packer			H_2O	12				
8	5		9							H_2O Cap- End decay right end					315'
9	3		8½							H_2O 6" SUBCAP					25½
10	7	2	9	4	1	11				H_2O	13½	X			63
		3		3	2	11				(span 9-10 7'3,4".)	13½	X			
		5		5½	2½	6				(SHORT SPAN 7')					
		7		5	1	9½					14	X			
		CAP		P6	7½	1	CR @ Chord 2 (X) #2								25½
										BENT SETTLED					
11	3	1	8½		1" gap					6" SUBCAP (as 1999)					
		2			¾" gap										
		3			1" gap										
										BENT SETTLED					

SYMBOLS All Sawings in Inches and Fractions to nearest ¼"

H — Hewn
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT, GG

CORP003259

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 2 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 12-13, 2005

Owner CORP Reg./Div _____ Bridge No 732.84 SA (Sec. 3)

Dist./Sub/Branch COOS BAY

Location KROLL, OR (MP 732.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
12	10	3	6	1	1	11				DBL. CAP + 6" SUB BENT SETTLED	13	X			60
13	3		8½							6" SUBCAP					25½
14	7	3	9	3	3	7½				½" SHIM	13½	PX			63
		5		3	2	7½					13½	PX			
15	3		8½							6" SUBCAP					25½
16	5		9							1" SHIM					45
17	5	5	9	W/L	-OK-					H_2O ½" SHIM					45
										H_2O ½" SHIM					
18	5	1	9	D/P	-OK-					↗					45
		4		D/P	-OK										
		5		D/P	-OK-										
19	5		9							H_2O					45
20	5	CAP	1	P3	-OK-										5
															473
										STRS - OK -					
										H. WALL - OK -					
										STEEL GRATE WALKWAY W. SIDE					
										S. APP. - LOW					
										LINE + SURFACE - OK					
										TIES - OK					
										WALKWAY - OK Handrail - OK					

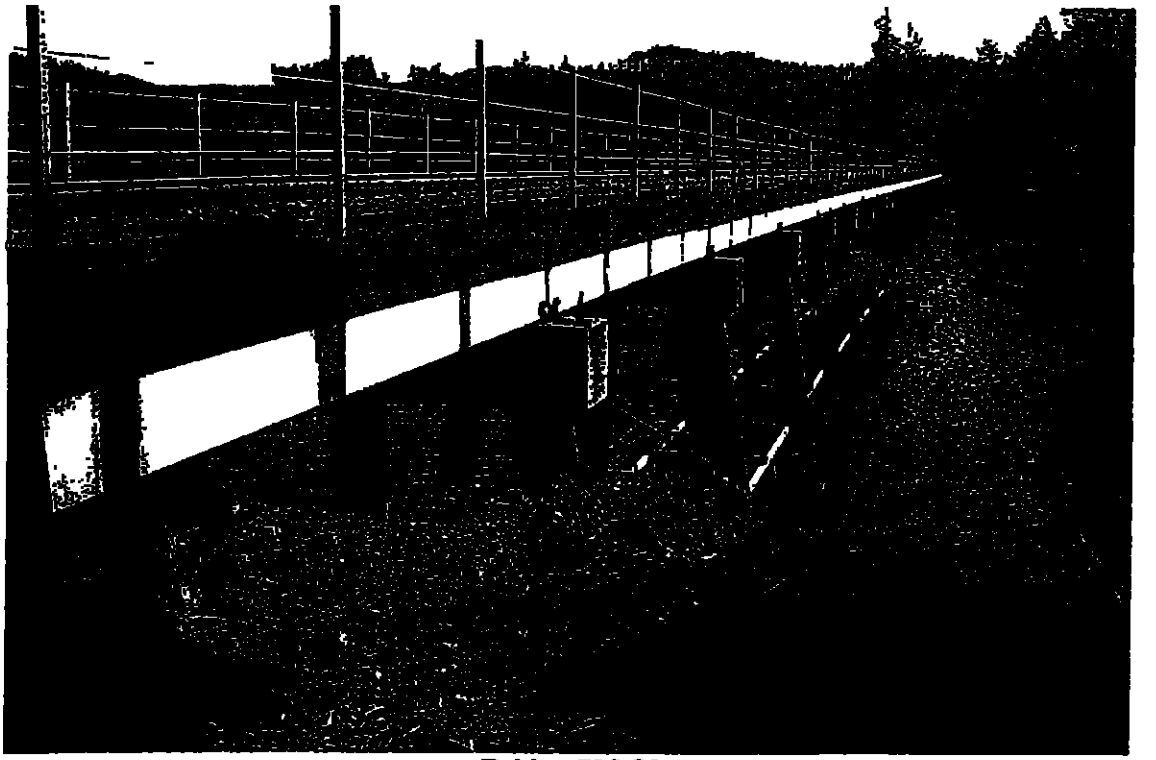
SYMBOLS All Borings in Inches and Fractions to nearest ¼"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DF — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT, GG

CORP003260

Central Oregon & Pacific Railroad



Bridge 733.88

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003261

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 733.88

MILEPOST 733.88 | SECTION# 1

TYPE: CONC | LOCATION: Kroll, OR

INSPECTION DATE: 11/ 9/2005 | INSPECTOR K. Trickle

Findings:

Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	3	RAILROAD	Add ballast and tamp up both approaches.

Osmose Railroad Services, Inc.

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 11-9-05 BY: KT

Bridge No: 733.88

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 35 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER • Conc. slab

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Krdll, OR

Overall Sketch: (Include span lengths)

2 abut

34 bts

ballast deck

Typical Bent or Pier Sketch:

CONC

3 pipe

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N43° 46.694 W124° 07.536' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is In_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 733.88

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	(3)	
APPROACHES:	POOR •	FAIR •	GOOD LOW	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD (OK)	HAND RAILS - (OK)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE: (Note any defects):

No DEFECTS Located

SUBSTRUCTURE: (Note any defects):

No DEFECTS Located

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	#	(Overall Picture of Bridge)
#	#	(Picture of Deck)
#	#	(Jacking setup)
#	#	(Close-up of Repair)
#	#	(Overall view of Repair)
#	#	(Access and Parking Trailer)
#	#	
#	#	
#	#	

Central Oregon & Pacific Railroad



Bridge 733.95

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 733.95

MILEPOST: 733 95	SECTION# 1
TYPE. CONC	LOCATION: Kroll, OR
INSPECTION DATE. 11/ 9/2005	INSPECTOR: K. Trickle

Findings:

West walkway - Cracked and spalled (trip hazard)
Handrails - OK

Ballast leaks - Bents 2, 6, 7, 9, 12, 13, 14, 16, 20, 21, 24 26, 27, 29, 30, 31, 33 and 34

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 2	3	RAILROAD	Patch - Approximately 17 ballast leaks throughout deck where concrete tubs join
2	1 1	3	RAILROAD	Chip out. - Cracked and spalled concrete on West walkway - Patch to original lines

Osmose

BID SHOWING/ INSPECTION REPORT

DATE: 11-9-05 BY: KT

Bridge No: 733.95

CUSTOMER INFORMATION:

CUSTOMER NAME: Corp

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 38 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • (OTHER •) conc slab

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Kroll, OR

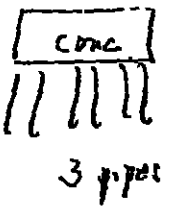
Overall Sketch: (Include span lengths)

2 abut

37 bents

ballast deck

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL •) Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N43 46.441' W124 07.422 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is In_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

CORP003267

Bridge No: 733.95

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	CRACKED & SPALLED (TRIP HAZARD) (#3)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE: HANDRAILS (OK)	

WEST→

SUPERSTRUCTURE (Note any defects):

West walkway - cracked & spalled, trip hazard #3

BALLAST LEAKS AT BENTS 2, 6, 7, 9, 13, 14, 16, 20, 21, 24, 26, 27, 29, 30, 31, 33 & 34 ↗12

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOGRAPHS / NOTES

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Tunnel 18

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 18

MILEPOST: 734 48	SECTION# 1
TYPE Tunnel	LOCATION Kroll, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR: K. Trickle

Findings:

Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	5	RAILROAD	Tunnel not inspected at this time - Perform inspection on tunnel when required

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 ~~19~~ 2005

Owner CORP Reg /Div _____ Bridge No Tunnel 18

Dist /Sub/Branch COOS BAY MP 734.48

Location Kroll, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Tunnel Age 19 ____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR . X	G/L TR	PP	LIN FT PILING
			Concrete, Gunite, Timber												
						152	Timber Rings								
						NOT INSPECTED 2005									

SYMBOLS All Borings to Inches and Fractions to nearest ¼

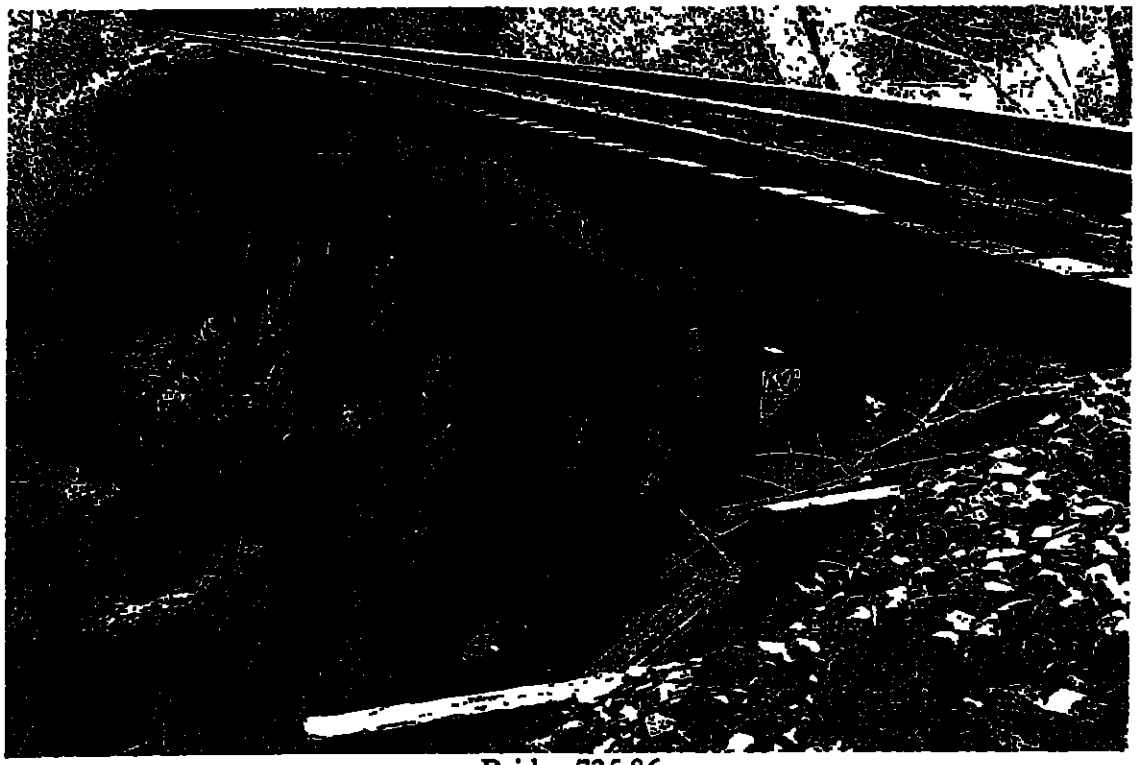
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003271

Central Oregon & Pacific Railroad



Bridge 735.86

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003272

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 735.86

MILEPOST: 735.88	SECTION# 1
TYPE: ODPT	LOCATION: Kroll, OR
INSPECTION DATE: 11/9/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
1/4" Gap over Pile 2

Bent 2
Pile 3 - Reject

Bent 3
Pile 1 - Reject
Cap - Possible Reject

Bent 4
Pile 5 - Reject
Pile 6 - Reject

Bent 5
Pile 5 - Reject

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject

Ties - Poor (plate cut)
Guard timber - (25' reject)
Line - Poor (to condition)
Headwalls - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 13	2	OSMOSE	Replace - Both headwalls
2	1 3	2	OSMOSE	Replace all 81 bridge ties
3	1 12	3	RAILROAD	Add ballast and tamp up both approaches
4	1 5	3	OSMOSE	Post - Pile 5 of Bent 4 - Pile 6 of Bent 4
5	1 10	4	OSMOSE	Replace - Stringer 1 in Span 1 (horizontal shear) - Stringer 1 in Span 2 (horizontal shear)
6	1 7	4	OSMOSE	Shim or Epoxy - Over Pile 2 of Bent 1
7	1 6	4	OSMOSE	Post: - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5
8	1 4	4	OSMOSE	In-place preservatively treat piles, caps and stringers
9	1 2	4	OSMOSE	Replace - Cap on Bent 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 735.86

MILEPOST 735.86	SECTION# 1
TYPE ODPT	LOCATION: Kroll, OR
INSPECTION DATE. 11/ 9/2005	INSPECTOR: K Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 14		OSMOSE	1/21/2005	Replaced - Cap on Bent 6 with a Double Cap
2	1 9		OSMOSE	3/ 7/2005	Replaced. - Cap on Bent 2 with a new Cap & 8" Subcap - Cap on Bent 4 with a new Cap & 8" Subcap - Cap on Bent 5 with a new Cap & 8" Subcap

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9-2005

Owner CORP Reg /Div _____ Bridge No 735.86

Dist/Sub/Branch COOS BAY

Location KROLL, OR (732.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 31

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5	3	2		12+	12+	1'	Block over Pile							10
										1/4" Gap P2					
2	5	1	11½	D/P	1	2½									60
		3		D/P	1½	11	D	H				X			
							New Cap & 8" Subcap (05 2005)								
3	6	1	13½	D/P	1½	12				H-20	15	X			84
										4" shim					
		2 P		over P4	4	2				CAP (05)					
4	6	5	13½	D/P	2	11						X			84
		6		D/P	2	11						X			
							New Cap & 8" Subcap (05 2005)								
5	5	3	11½	D/P	4	6½									60
							New Cap & 8" Subcap (05 2005)								
		5		D/P	2	9					13	X			
6	5		4												20
					Double Capped (05 2005)										
								App:- Low - LINE - Poor							
								Abut:- Poor							
				(81) 7½ X 9 X 9'				Ties - Poor Skewed (8') N. end							
								G. timb - 25' (X)							

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

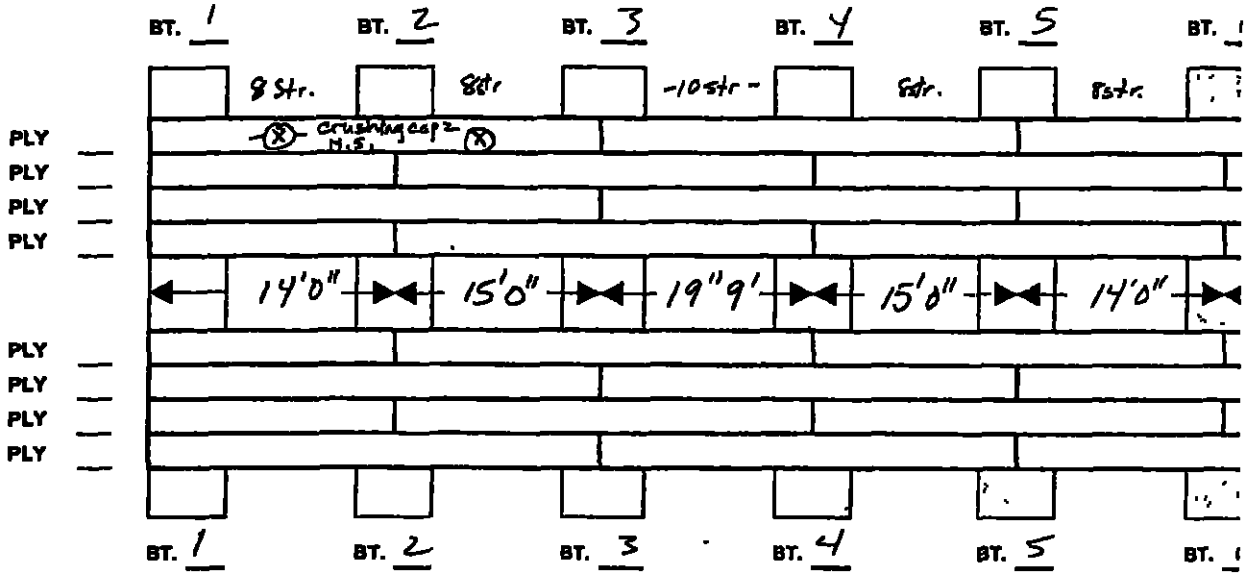
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

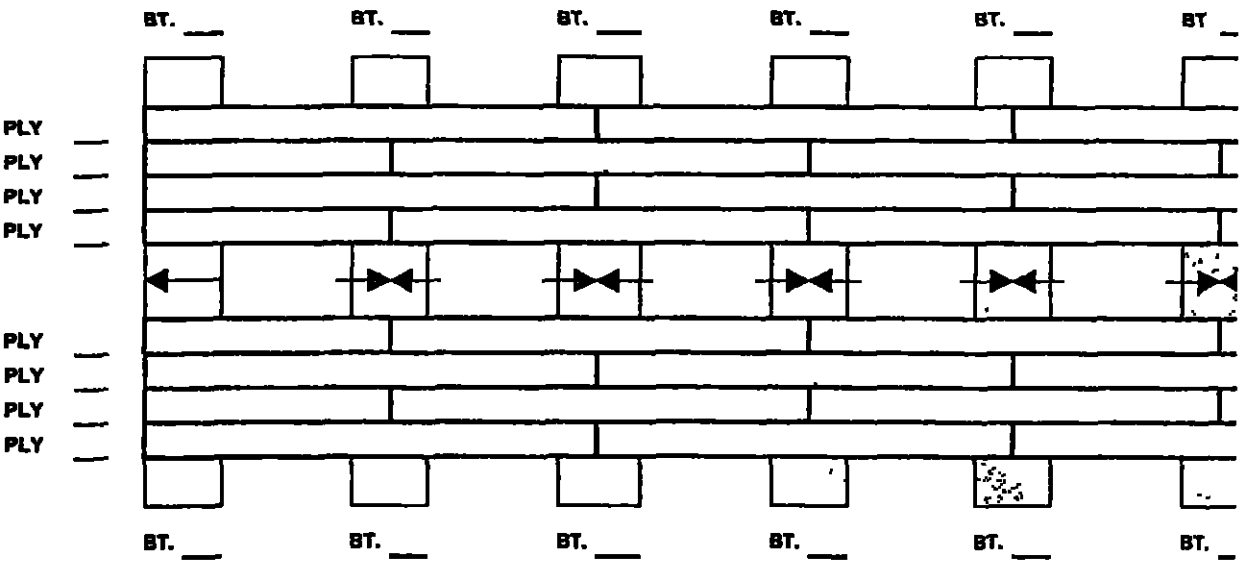
SIGNED KT

CORP003275

Br# 735. Pk Coos Bay

Stringer





P1

Central Oregon & Pacific Railroad



Bridge 736.03

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003277

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 736.03

MILEPOST: 736.03	SECTION# 1
TYPE: ODPT	LOCATION Gardiner Jct., OK
INSPECTION DATE: 11/9/2005	INSPECTOR: K Trickle

Findings:

Bent 1
- Pile 2 - Reject
- Pile 4 - Reject

Bent 2
- Pile 2 - Possible Reject

Bent 3
- Pile 7 - Reject

Bent 4
- Pile 1 - Reject
- Pile 7 - Reject

Bent 5
- Pile 2 - Reject
- 2" Shims - Reject (crushing under chord 1)

Ties - Poor (plate cut, 6 reject at rail joints)
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 10	2	OSMOSE	Replace - 2" Shims under chord 1 on Bent 5 (crushing)
2	1 5	2	OSMOSE	Replace all 81 bridge ties
3	1 9	3	RAILROAD	Add ballast and tamp up both approaches
4	1 3	3	OSMOSE	Post - Pile 2 of Bent 1 - Pile 4 of Bent 1 - Pile 1 of Bent 4 - Pile 7 of Bent 4
5	1 7	4	OSMOSE	In-place preservatively treat piles, caps and stringers
6	1 4	4	OSMOSE	Post - Pile 7 of Bent 3 - Pile 2 of Bent 5
7	1 8	5	RAILROAD	Monitor - Pile 2 of Bent 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	3/ 7/2005	Replaced - Cap & Shim on Bent 4 - Cap on Bent 6 with a Double Cap

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 736.03 Bent 5 Chord 1 shims - Reject (crushing)

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005

Owner CORP Reg /Div _____ Bridge No 736.23

Dist./Sub/Branch COOS BAY

Location GARDINER O.P. (MP 738.9)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 26

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GIL TR	PP	LIN FT PILING
1	5	2	2½	D/P	3	9					14	X			15
		4		D/P	2	10				3" shim	14	X			
		CAP		OVER P 3	0	K									
2	5	2	10	D/P	2	7					13	1'K			50
										2½" shim under Chord 1					
3	7	1	13½	D/P	2	10				H2O					98
		7		D/P	3	9					14	X			
								4"	8"	10' shim					
4	7	1	13½	D/P	1	10				H2O	13	X			98
		7		5	2	10					13½	X			
								REPLACED CAP & SHIM (OS 2005)							
5	5	2	10½	D/P	1	8						X			55
		5		D/P	1	5			4						
										2½" shim @ Chord 1 CR					
6	5		2½												15
										DOUBLE CAPPED (OS 2005)					
					Approx. Low					Ties - Poor, plate cut					
					Wall - OK					6 x ties @ 2 joints Sea. left side					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KJ

CORP003280

Central Oregon & Pacific Railroad



Bridge 736.51

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003281

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 736.51

MILEPOST: 736.51	SECTION# 1
TYPE: ODPT	LOCATION: Gardiner, OR
INSPECTION DATE 11/ 9/2005	INSPECTOR: K Trickle

Findings:

Bent 1
Pile 1 - Visual Reject
Cap - Reject

Bent 2
1/4" gap @ chord 1

Bent 3
Cap - Minor cornering under Chord 1

Bent 4
Pile 5 - Reject

Span 1
Stringer 1 - Possible Reject
Stringer 8 - Visual Reject

Span 2
Stringer 1 - Possible Reject
Stringer 8 - Reject

Span 3
Stringer 5 - Possible Reject

Ties - Fair (plate cut)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	3	OSMOSE	Post: - Pile 1 of Bent 1(visual)
2	1 8	3	OSMOSE	Shim - Under chord 1 of Bent 2
3	1 7	3	RAILROAD	Add ballast and tamp up both approaches
4	1 2	3	OSMOSE	Replace: - Cap on Bent 1
5	1 10	4	OSMOSE	Replace all 40 bridge ties
6	1.4	4	OSMOSE	Replace. - Stringer 8 in Spans 1 & 2
7	1.3	4	OSMOSE	Post - Pile 5 of Bent 4
8	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
9	1 11	5	RAILROAD	Monitor - Cap on Bent 3 (minor cornering under chord 1)
10	1 5	5	RAILROAD	Monitor - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 5 in Span 3

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 1 SHEETS

Date 11-9 19 2005

Owner CORP Reg /Dw Bridge No. 736.51

Dist /Sub/Branch COOS BAY

Location Gardiner, OR (MP 738.8)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 26

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	5	1	1½		0	9					14½	VX			10
		CAP		over P5	½	3				CAP @ 11½ x 13	12'				
2	6	1	8		Pos	Fed	@2'			H2O					48
		4		D/P	3	1			X4"	Gap Chord 1					
3	6	5	8½		Pos	Fed	@3'	½		H2O				–	54
		cap		P3		OK	minor cornering ch. 1 (5)								
4	5	4	1½	D/P	2	2									10
		5		D/P	1	12					14	X			
										Ties - Fair (40)		plate 4ct			
										Headwalls - OK					
										G. timb. - OK					
										Appr - Low (3)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Overwater
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

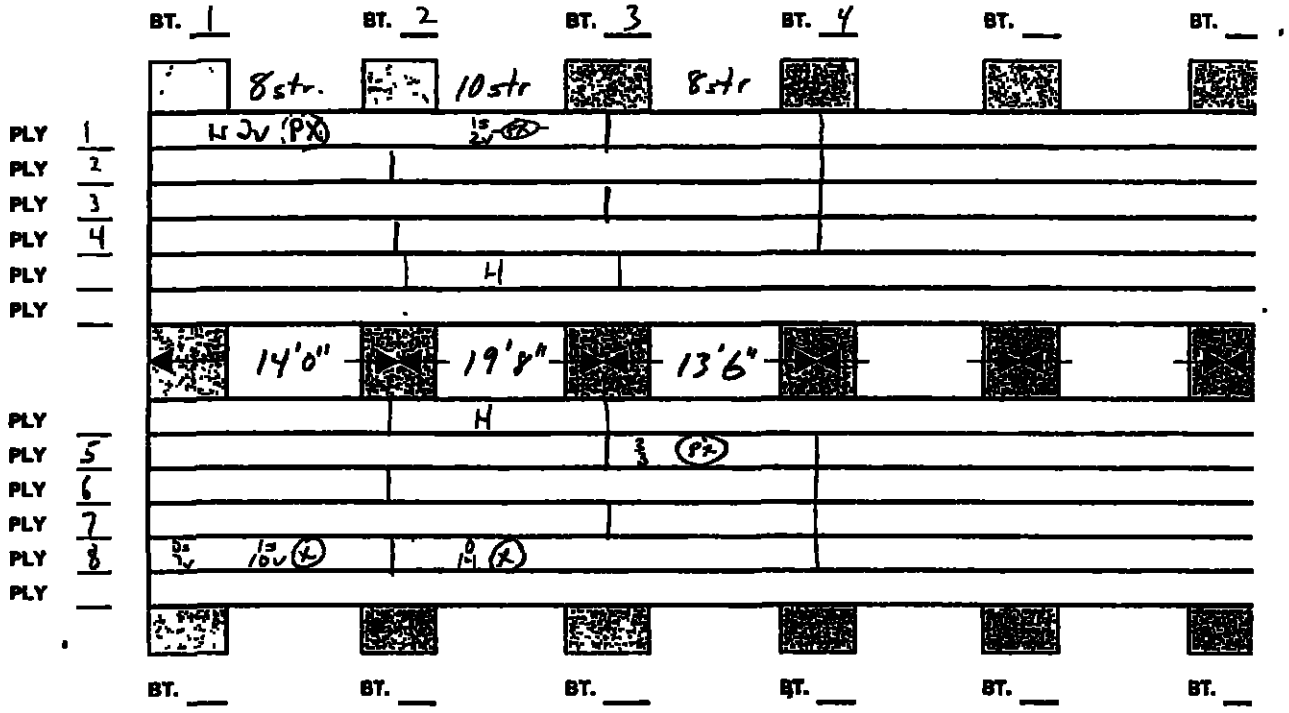
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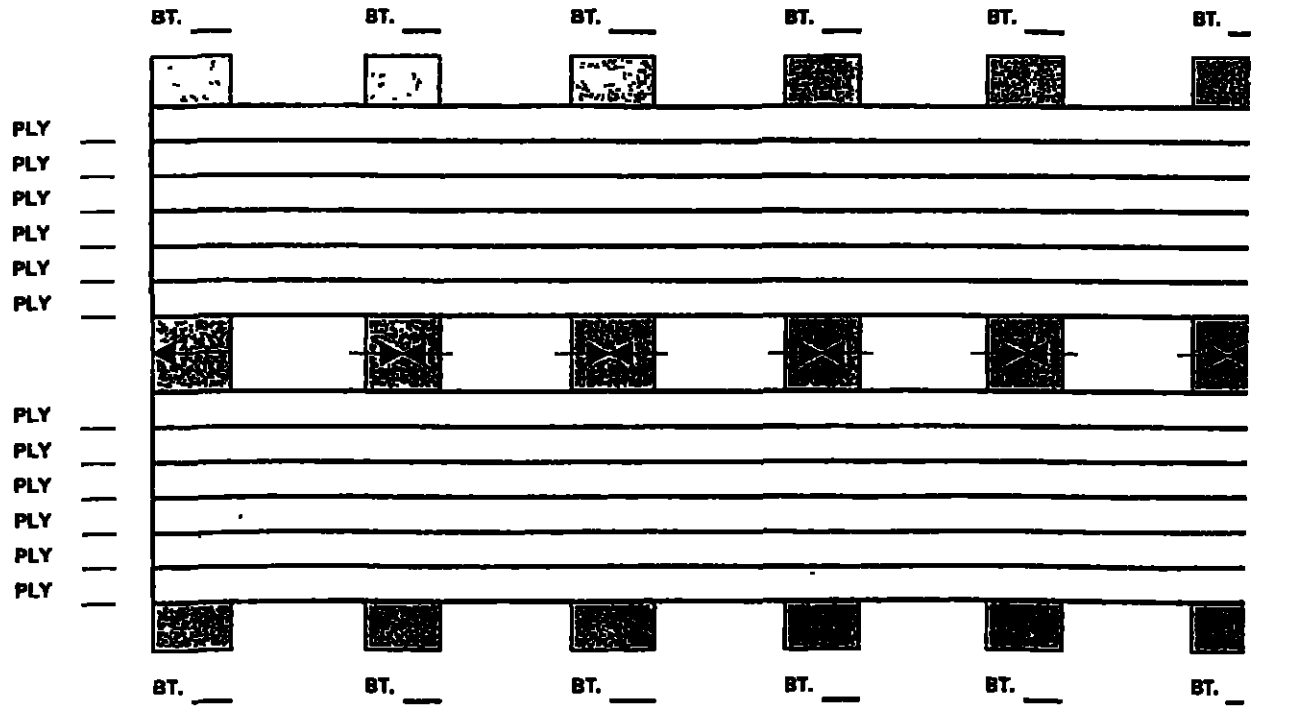
CORP003283

736.51 Coos Bay

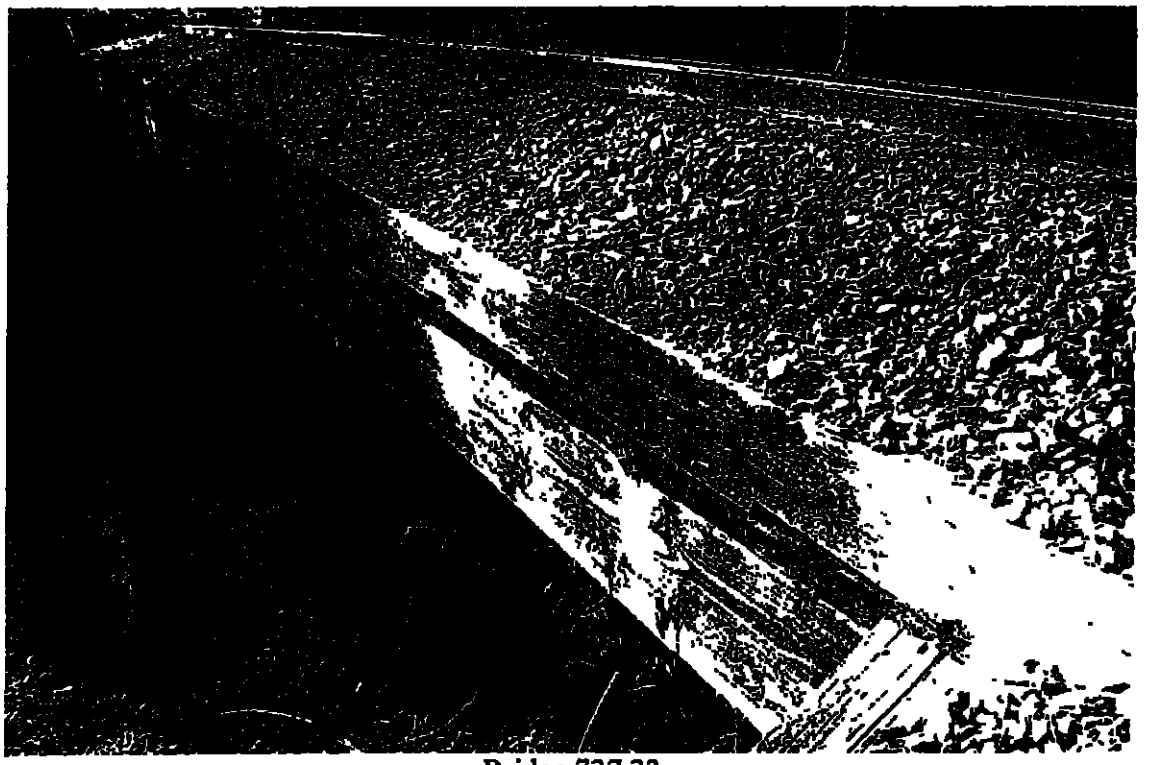
String

Str 8 + 22





Central Oregon & Pacific Railroad



Bridge 737.33

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 737.33

MILEPOST: 737 33 | SECTION# 1

TYPE: BDPT | LOCATION: Gardiner, OR

INSPECTION DATE: 11/ 8/2005 | INSPECTOR K. Trickle

Findings:

Bent 2
Pile 6 - Reject
Cap - Possible Reject

Bent 6
Cap - Reject (crushing)

Bent 7
Cap - Reject (slight bulge)

Span 1
Stringer 12 - Reject

Span 3
Stringer 12 - Reject

Span 5
Stringer 12 - Reject

Ballast Retainers - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	2	OSMOSE	Replace - Cap on Bent 6 (crushing) - Cap on Bent 7 (slight bulge)
2	1 5	4	OSMOSE	Replace - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5
3	1 4	4	OSMOSE	In-place preservatively treat piles, caps and stringers
4	1 3	4	OSMOSE	Post - Pile 6 of Bent 2
5	1 2	4	OSMOSE	Replace - Cap on Bent 2

Central Oregon & Pacific Railroad



Bridge 737.33 Bent 6 Cap - Reject (slight bulging, crushing)

Central Oregon & Pacific Railroad



Bridge 737.33 Bent 7 Cap - Reject (slight bulging)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005

Owner CORP Reg /Div _____ Bridge No 737.33

Dist /Sub/Branch COOS BAY

Location Gardiner, OR (mp 738.8)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	6	2	3½	D/P	ok										24
		4		D/P	2	2									
2	6	3	8½	D/P	5	1				1313					54
		6		1½	2	10						X			
		CAP		over P3	4½	2½			2	CAP (PX) 13½ x 13½ x 16'					
3	6		12							H20					72
4	6		13							H20					78
5	6		10							2 BBIs					60
6	6	CAP	2½	over P3	6	4	(CRUSHING)			CAP (X) 13½ x 13½ x 16					18
7	6	1	½												6
		CAP		over P4	1	5	slight Bulge		1	CAP (V) (13½ x 13½ x 16)					
										Headwalls- ok					
										CURVE					
										bull. rail. - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowield
D/P — Drift Pin
G/L — Groundline Area

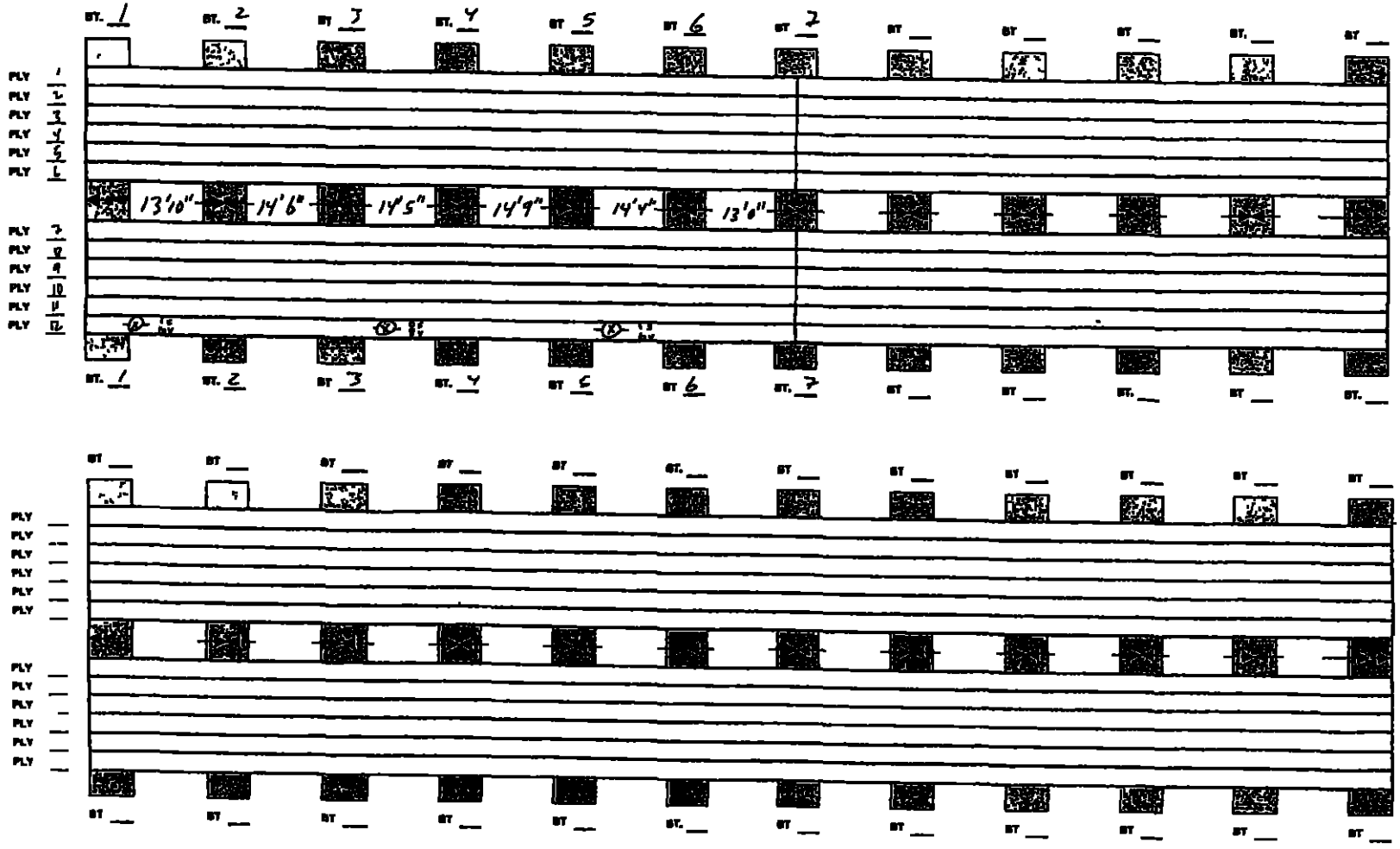
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KJ

CORP003289

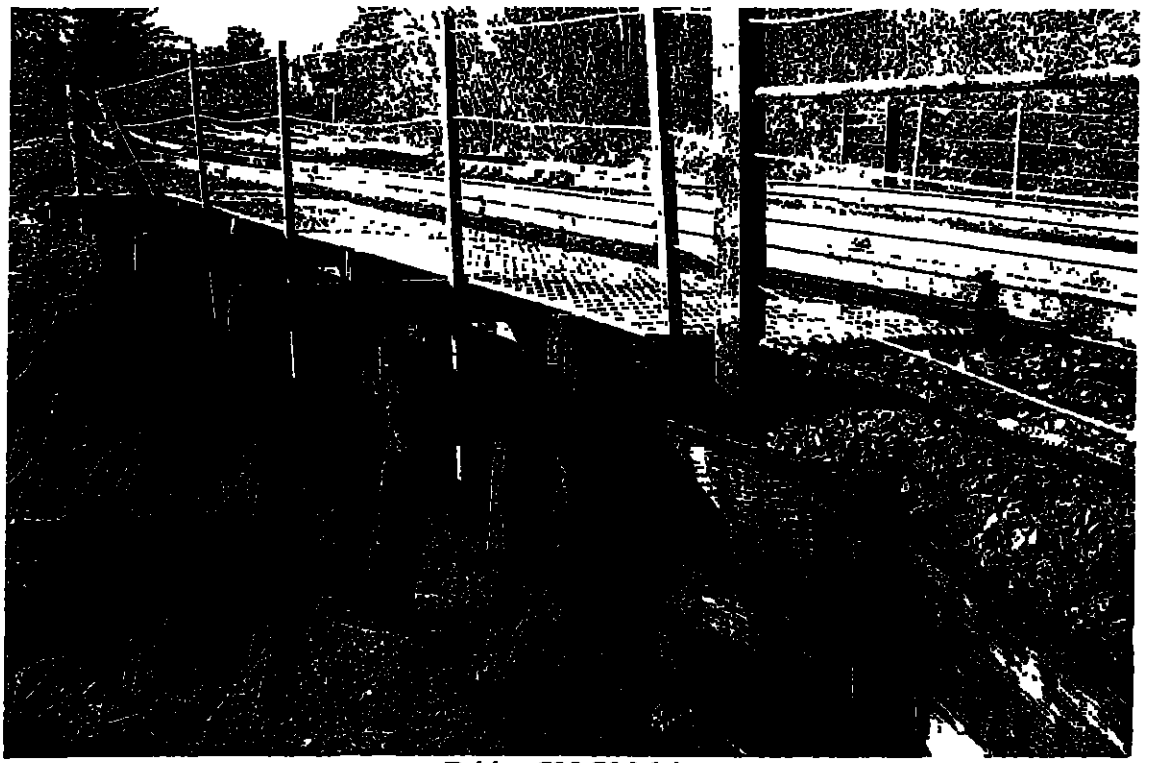
737.33

Stringer Schematic



CORP003290

Central Oregon & Pacific Railroad



Bridge 738.70 Main

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003291

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main line	BRIDGE # 738.70 Main
MILEPOST 738 70	SECTION# 1
TYPE ODPT	LOCATION. Reedsport, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR. K. Trickle

Findings:

Bent 2
Pile 1 - Reject
Pile 2 - Reject

Span 1
Stringer 8 - Reject

Span 2
Stringer 8 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 2	3	OSMOSE	Post. - Pile 1 of Bent 2 - Pile 2 of Bent 2
2	1.4	4	RAILROAD	Add ballast and tamp up both approaches
3	1 3	4	OSMOSE	Replace - Stringer 8 in Spans 1 & 2 (horizontal shear)
4	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9-~~19~~2005

Owner CORP Reg/Div Bridge No 738.70 MAIN

~~Dist./Sub~~/Branch Coos BAY

Location REEDSPORT, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	2	6	D/P	1	5½				3" TAP SHIM					30
								Glulam CAP							
2	5	1	7½	D/P	2	11½				H2O 3¼" TAP SHIM	⊗	14			37½
		2		D/P	1½	11					⊗	13½			
		CUTOFF 5		POST	OK										
		5			Posted @		1½								
3	5	4	3½	D/P	5	5									17½
															85
						WALK - OK									
						Handrails OK									
						H. WALLS OK									
						TIES - NEW DECK (railroad) OK									
						Abut - LOW									
						G. Timb. - OK									

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

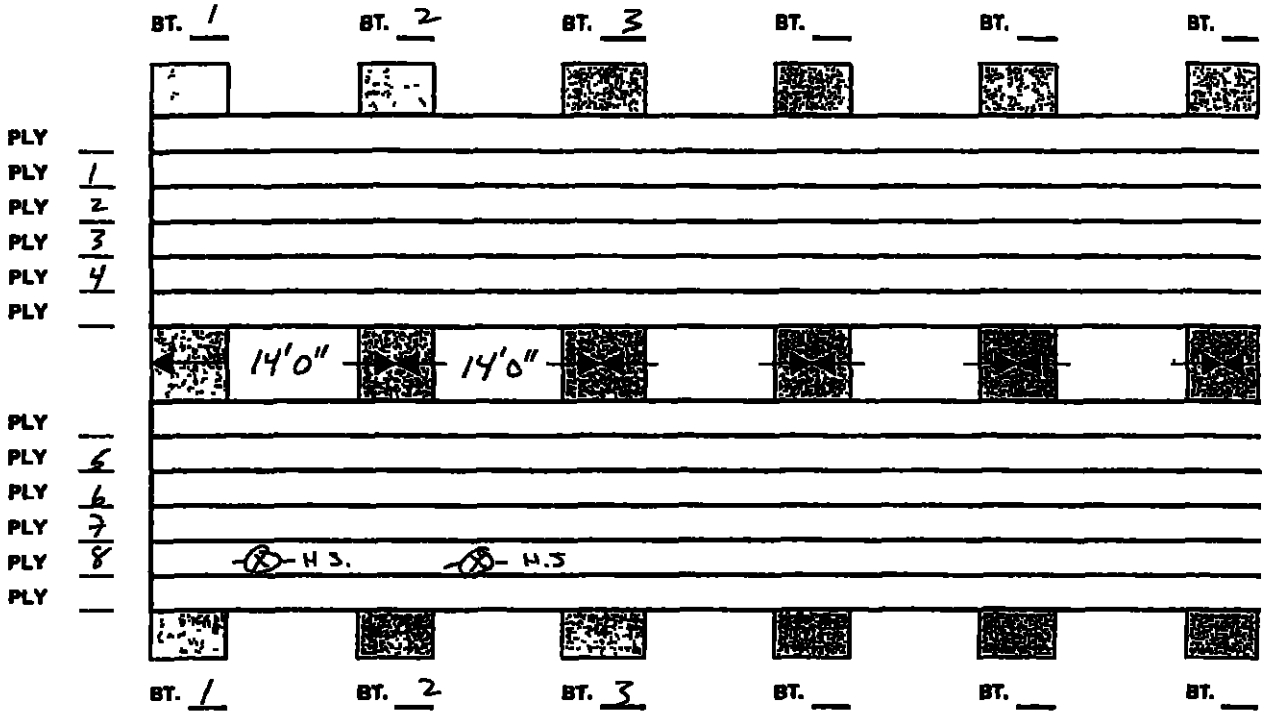
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

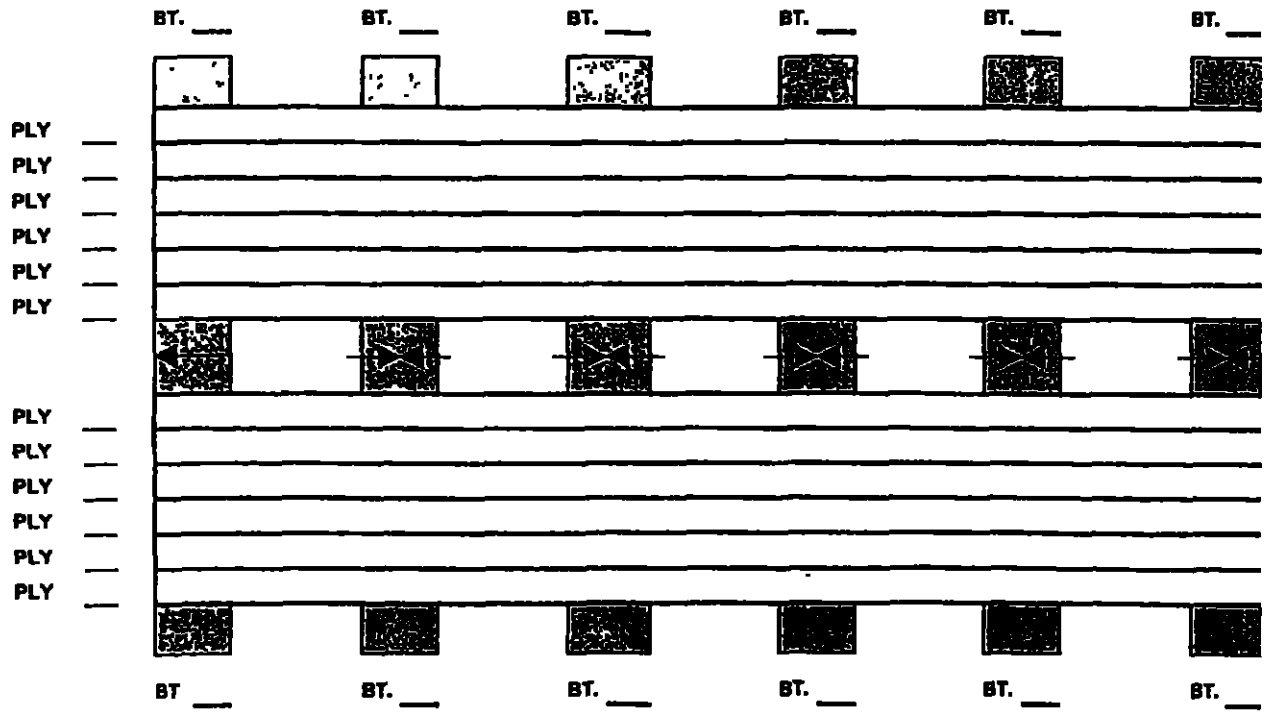
SIGNED KT

CORP003293

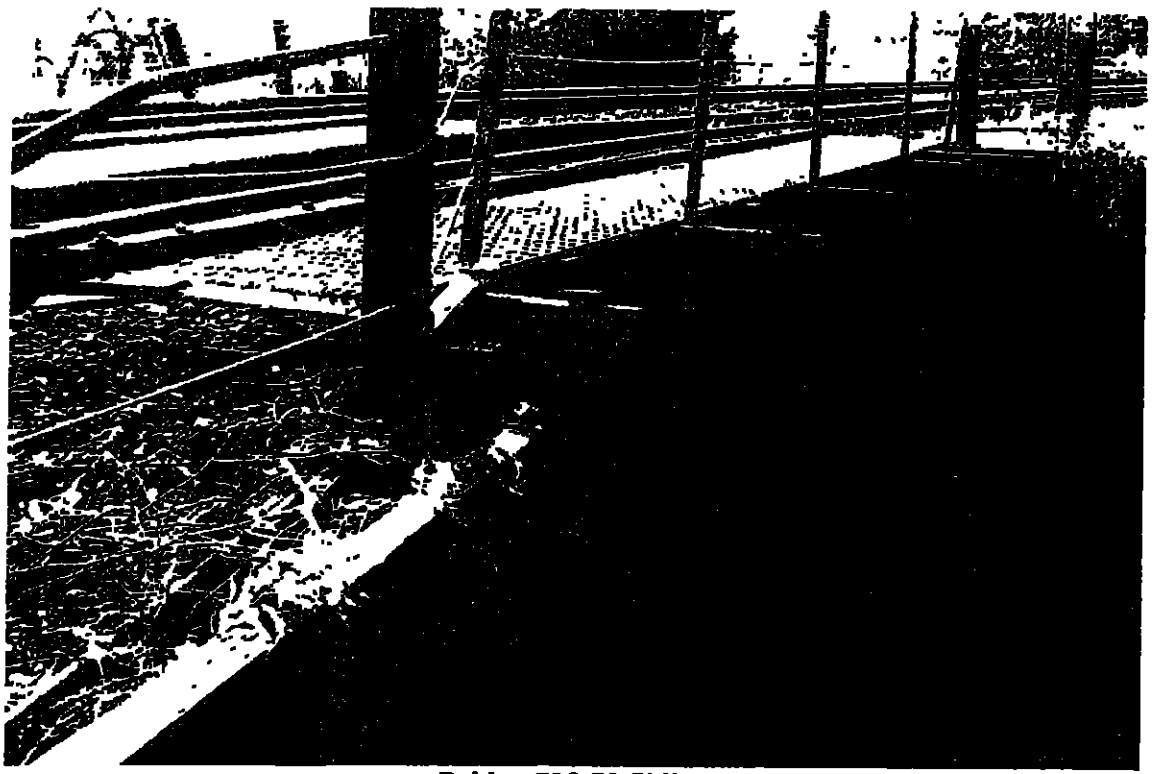
#738.70 Main

String





Central Oregon & Pacific Railroad



Bridge 738.70 Siding

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003295

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Siding	BRIDGE # 738.70 Siding
MILEPOST: 738.70	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
- Post 3 - Reject
- Post 5 - Visual Reject

Bent 2
- Pile 3 - Reject
- Cap - Reject (minor crushing)
- South Sway Brace - Reject

Span 1
- Stringer 1 - Reject
- Stringer 5 - Reject

Span 2
- Stringer 1 - Reject
- Stringer 4 - Reject
- Stringer 5 - Reject

Ties - Poor
Guard timber - OK
Headwalls - Fair
Approaches - Low
Walkway - OK
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	2	OSMOSE	Replace - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2
2	1.6	2	OSMOSE	Replace all bridge ties
3	1 3	2	OSMOSE	Replace: - Cap on Bent 2 (minor crushing)
4	1.2	2	OSMOSE	Post: - Post 3 of Bent 1 - Post 5 of Bent 1 (failed)
5	1 10	3	RAILROAD	Add ballast and tamp up both approaches.
6	1 8	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 5 in Span 1
7	1 7	4	OSMOSE	Replace - South Sway Brace on Bent 2
8	1 5	4	OSMOSE	Post: - Pile 3 of Bent 2
9	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 1 SHEETS

Date 11-9 19-2005

Owner CORP Reg/Div _____ Bridge No 738.70 SIPIW

Dist./Sub/Branch Coos Bay

Location Reedsport, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L YR	PP	LIN FT PILING
1	5	Post 3	5	1	1	10½	Post ⊗					X		2B	25
		Post 5		Post	Visual		Reject			- FAILED		XX			
2	5	3	7½	7	2	12				(H2O)	15	X			37½
		5		Posted	@	1'									
		cap		P2	4	6	Minor Crush			Reject ⊗ 12" X 14" X 16'					
										S. Sway Brace - Reject ⊗					
3	5	2	3½	1	OK										17½
		4		D/F	7	5									80
							WALK - OK								
							H. WALLS - Fair								
							TIES - Poor								
							G. Timb - OK								
							Apps. - Low (#3)								
							Handrail - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Weld
D/P — Drift Pin
G/L — Groundline Area

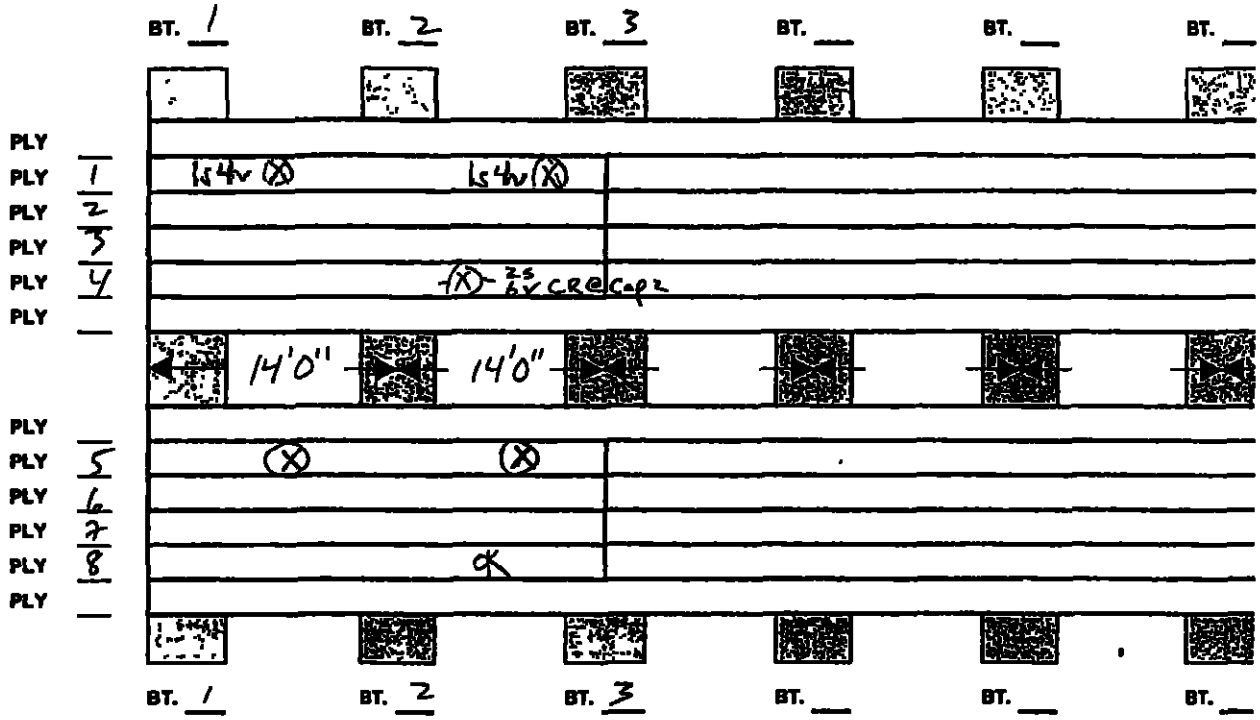
Bents Numbered From (1) S E W
Piling Numbered From N S E W
Bent # 1 is N S E W
(Timetable)

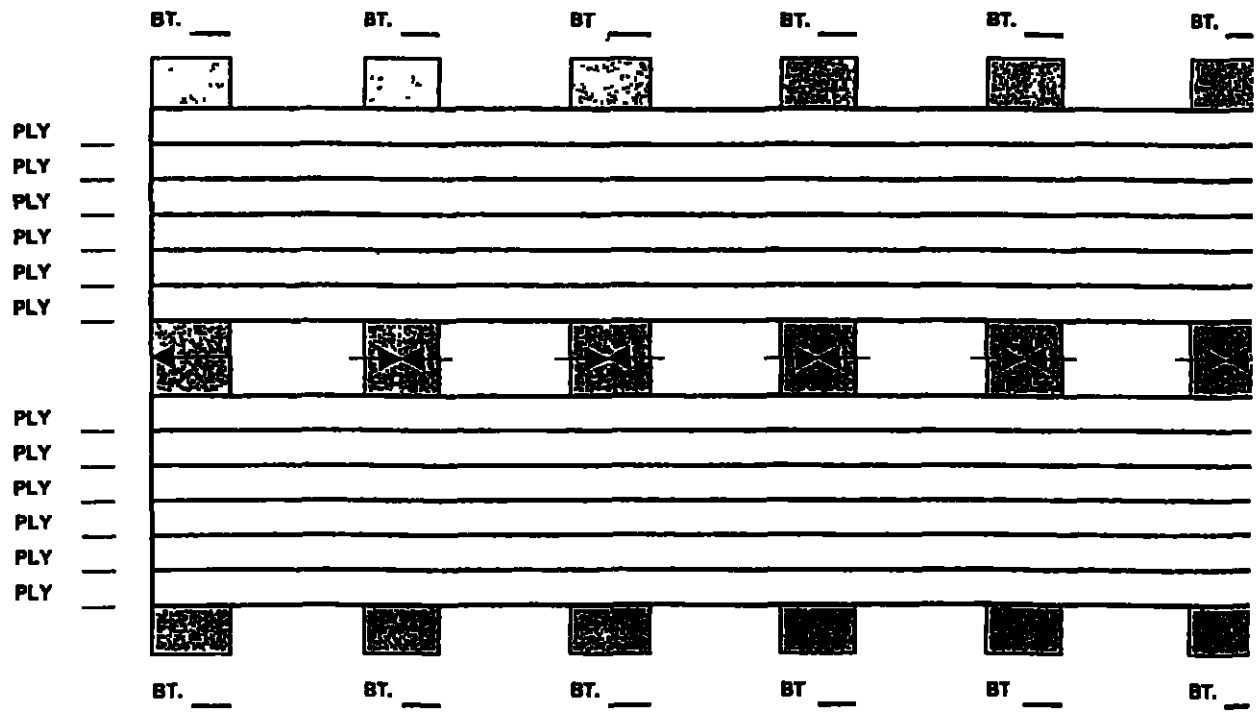
SIGNED KT

CORP003297

738.70 Siding Coos Bay

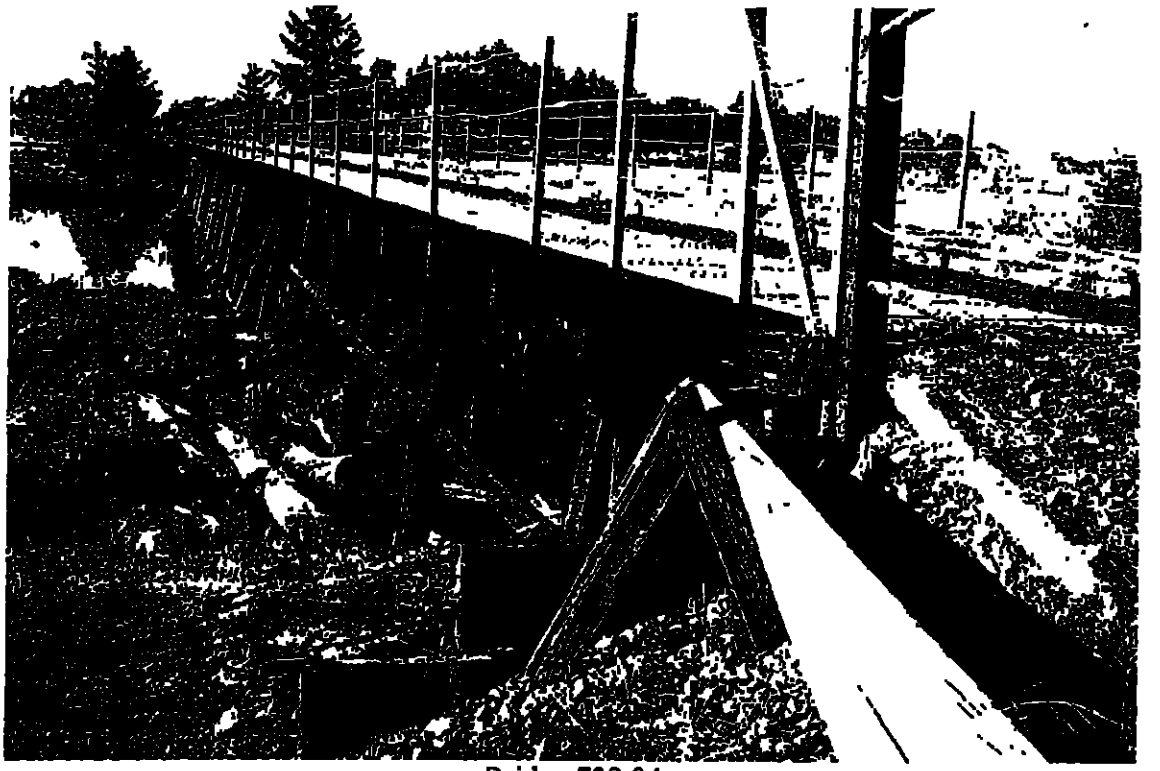
String





CORP003298

Central Oregon & Pacific Railroad



Bridge 738.94

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003299

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 738.94

MILEPOST: 738.94 SECTION# 1

TYPE: ODPT/ODFT LOCATION. Gardiner JCT , OR

INSPECTION DATE: 11/ 9/2005 INSPECTOR: K. Trickle

Findings:

Bent 3
North Sway Brace - Reject

Bent 4
Post 3 - Reject

Bent 8
Tower Braces 1 & 4 - Reject in Span 8

Bent 13
Pile 1 - Reject

Bent 14
Pile 5 - Reject
Cap - Reject (slight crushing)
Sash Brace - Reject

Bent 15
Sash Brace - Reject

Bent 16
Pile 3 - Reject
North Sway Brace - Reject
Sash Brace - Reject

Bent 17
Pile 5 - Reject

Bent 19
Cap - Reject (slight crushing)

Bent 21
Cap - Reject

Bent 22
Pile 5 - Reject
Cap - Reject

Bent 24
Post 1 - Reject

Bent 25
2 Girt Braces in Span 25 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 738.94

MILEPOST: 738 94	SECTION# 1
TYPE: ODPT/ODFT	LOCATION Gardiner JCT , OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR: K Trickle

Findings:

Bent 26

2 Girt Braces in Span 26 - Reject

Bent 27

Pile 2 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Walkway - Steel (1 grating broken and low at Southwest)
Handrail - OK
Drift - Spans 14 thru 18

Walkway Inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.11	2	RAILROAD	Reweld: - Southwest & Southeast steel walkway grating at 4 sections - Northeast steel walkway grating 35° and 45° from approach at 2 sections
2	1 13	3	OSMOSE	Replace - Walkway Inspection planks & install hand cable
3	1 12	3	RAILROAD	Remove drift from bridge as necessary.
4	1 6	3	OSMOSE	Replace - Cap on Bent 14 (slight crushing) - Cap on Bent 19 (slight crushing) - Cap on Bent 21 - Cap on Bent 22
5	1 10	4	RAILROAD	Add ballast and tamp up both approaches
6	1 8	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	1 5	4	OSMOSE	Replace - North Sway Brace on Bent 3 - Tower Braces 1 & 4 in Span 8 - Sash Brace on Bent 14 - Sash Brace on Bent 15 - Sash Brace on Bent 18 - North Sway Brace on Bent 16 - 2 Girt Braces in Span 25 - 2 Girt Braces in Span 26
8	1.4	4	OSMOSE	Post: - Post 3 of Bent 4 - Pile 1 of Bent 13 - Pile 5 of Bent 14 - Pile 3 of Bent 16 - Pile 5 of Bent 17 - Pile 5 of Bent 22 - Post 1 of Bent 24 - Pile 2 of Bent 27

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 738.94

MILEPOST: 738 94 | SECTION# 1

TYPE: ODPT/ODFT | LOCATION: Gardiner JCT , OR

INSPECTION DATE. 11/ 9/2005 | INSPECTOR: K Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 9		OSMOSE	10/16/2003	Framed out - Bent 28 Replaced - Cap on Bent 3 - Cap on Bent 4 - Cap on Bent 27
2	1 2		OSMOSE	7/21/1999	Framed out - Bent 2

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 2 SHEETS

Date 11-9-94 2005

Owner CORP Reg./Div _____ Bridge No 738

Dist./Sub/Branch COOS BAY.

Location REEDSPORT, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5		½		BURIED IN BALLAST					½" SHIM CH 2					2½
FRAME 2	POST 5	-	4½												22½
						New Frame Bent 7/21/1999 Dimasc									
3	5	3	10	3	7	2				N. Sw. Brace - ⊗					50
										Cap new 10/16/03					
FRAME 4	POST 5	3	11	5	1	12				Cap new 10/16/03		XP			55
5	5	5	11	D/P	2	6½									55
6	POST 5	4	11	SILL	OK					16" DEEP SILL @ ⊗					55
FRAME 7	POST 5		12		S-OK					(H₂O) BURIED SILL					60
FRAME 8	POST 5		12		S-OK					(H₂O) BURIED SILL TOWER BRACES 1b 4 ⊗					60
FRAME 9	POST 5		12		S-OK					H₂O					60
10	5		13		S-OK					H₂O					65
11	5		13		S-OK					H₂O					65
12	5		13		S-OK					H₂O					65
13	5	1	13	D/P	1½	12½				H₂O	15	⊗			65
14	5	5	13	5	2	12	Cap @ P3 2-3U			SASH - ⊗	15	⊗			65
15	5		13							H₂O SASH - ⊗					65
16	5	3	13	7	1	11½				H₂O N. SWAY - ⊗ SASH - ⊗	14	⊗			65
17	5	5	13	6	2½	10					14	⊗			65

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Camelfield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is N S E (W)
(Timetable)

SIGNED KT

CORP003303

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140 24b 1

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

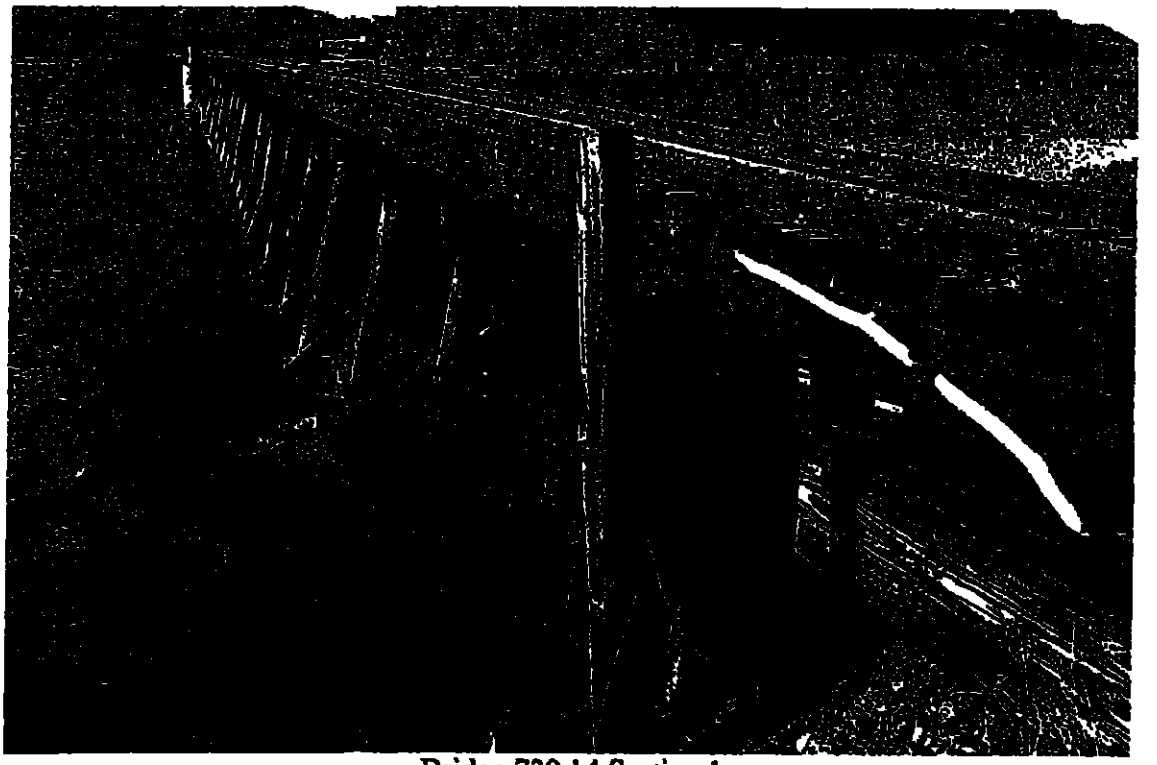
SHEET 2 of 2 SHEETS

Bridge No. 738.94

Date 11-9, 49 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
18	5		13												65
19	5	CAP	13	P3	7	3	sl. CR		⊗	#3					65
20	5	CAP	13	P3	2	1									65
21	5	CAP	13	P3	2	4		Cap	⊗	13½x13½x14'					65
22	5	5	13	4	2	10½				H₂O	14½	⊗			65
		CAP		P3	1	4½				CAP ⊗ 13½x13½x4'					
23	5	cap	13	P3	1½	1½				H₂O 5' BETWEEN BTS 23&24					65
24	POST 5	1	13	6	1	12½				H₂O FRAME BENT		⊗			65
25	POST 5	3	13	G/L						3 Gifts - ⊗					65
		4		G/L		Sill @ P4 - OK									
26	POST 5		10							2 Gifts - ⊗					50
27	POST 5	2	6	N/P	6½	6	6½ & 6					X			30
							Cap new 10/16/03								
28	SP		2				New Frame Bent 10/16/03								10
															1515
							Spans 14-18 Drift								
							Span 8 - both outside tower braces 1 & 4					⊗			
							Appr - Low								
							G. Hmb - OK								
							Tiew - OK								
							Hauls - OK								
							Walkway - Steel (7 SECTIONS WELDS HAVE BROKEN)								#2
							Handrail - OK								
							Replace walkway inspection boards & install cable								#3

Central Oregon & Pacific Railroad



Bridge 739.14 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 739.14**
MILEPOST: 739 14	SECTION# 1
TYPE. ODPT	LOCATION. Gardiner, OR
INSPECTION DATE 11/ 9/2005	INSPECTOR. K. Trickle

Findings:

Bent 2
Pile 4 - Possible Reject

Bent 3
Pile 2 - Reject
Pile 4 - Reject

Bent 4
Pile 3 - Reject

Bent 5
Cap - Possible Reject

Bent 6
Pile 1 - Reject

Bent 8
Pile 1 - Reject
Pile 4 - Reject
South Sash Brace - Reject

Bent 9
Pile 4 - Possible Reject

Bent 10
Pile 1 - Possible Reject

Bent 11
Pile 5 - Reject

Bent 14
Cap - Possible Reject
North Sway Brace - Reject

Bent 15
Pile 1 - Reject

Bent 17
Pile 1 - Reject
Pile 3 - Reject

Bent 18
Pile 3 - Reject
1/4" Gap over Pile 3

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 739.14**
MILEPOST 739 14	SECTION# 1
TYPE: ODPT	LOCATION: Gardiner, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR. K. Trickle

Findings:

Bent 19
- Pile 3 - Reject
- North Sash Brace - Reject

Bent 20
- North Sash Brace - Reject

Bent 21
- Cap - Reject (crushing under chord 2)
- North Sash Brace - Reject

Bent 22
- Cap - Reject (vertical split at right end)

Bent 23
- Pile 2 - Reject
- Pile 4 - Reject
- East Tower Brace - Reject

Bent 24
- Cap - Reject

Bent 25
- Pile 5 - Reject

Ties - Fair (plate cut)
Headwalls - OK
Approach - Low

Walkway Inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 11	2	OSMOSE	Replace - Cap on Bent 21 (crushing under chord 2)
2	1 13	3	OSMOSE	Replace - Walkway Inspection planks & Install hand cable
3	1 12	3	RAILROAD	Add ballast and tamp up approach
4	1 5	3	OSMOSE	Replace - Cap on Bent 22 (vertical split at right end) - Cap on Bent 24

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 739.14**
MILEPOST: 739 14	SECTION# 1
TYPE: ODPT	LOCATION Gardiner, OR
INSPECTION DATE 11/ 9/2005	INSPECTOR: K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1 3	3	OSMOSE	Post. - Pile 2 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 8 - Pile 4 of Bent 8 - Pile 1 of Bent 17 - Pile 3 of Bent 17 - Pile 2 of Bent 23 - Pile 4 of Bent 23
6	1 8	4	OSMOSE	Replace - East tower brace in Span 23
7	1 7	4	OSMOSE	Replace - South Sash Brace on Bent 8 - North Sway Brace on Bent 14 - North Sash Brace on Bent 19 - North Sash Brace on Bent 20 - North Sash Brace on Bent 21
8	1 6	4	OSMOSE	Replace - Cap on Bent 5 - Cap on Bent 14
9	1 2	4	OSMOSE	Post - Pile 3 of Bent 4 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 1 of Bent 15 - Pile 3 of Bent 18 - Pile 3 of Bent 19 - Pile 5 of Bent 25
10	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
11	1.4	5	RAILROAD	Monitor - Pile 4 of Bent 2 - Pile 4 of Bent 9 - Pile 1 of Bent 10

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005.

Owner CORP Reg /Div _____ Bridge No 739.14 N. APP (Sect)

Dist /Sub/Branch COOS BAY

Location Gardiner, OR (MP 738.8)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	5		1½				S-ok								10
2	5	4	8	O/P	2	7					13½	PX			40
3	5	2	11	O/P	2⅓	9				H20	14½	X			55
		4		O/P	2¼	11					15	X			
4	5	3	11	4	2	9				H20	14	X			55
5	5	cap	11	PJ	2	2				Cap-(PX)					55
6	5	1	11	3'	1	12	1	12		H20	14	X			55
		CAP		PJ		OK									
7	5		11				S-ok			H20					55
8	5	1	11	2'	2	11				H20	14½	X			55
		4		2	2	11				South sash (X)	14½	X			
9	5	4	11	3	3	7				H20	14	PX			55
10	5	1	11	1	4	6				H20	14	PX			55
11	5	5	11	O/P	2	8				H20	14½	X			55
		cap		PJ		OK									
12	5	3	11	8	O	K				H20					55
13	5	5	11	1½	8	3				H20					55

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

- H — Heart
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DP — Decay Ring
- DP — Decay Pocket
- PP — Previously Posted
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- O/W — OsmoWrap
- D/P — Drift Pin
- G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003309

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

140.24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

Bridge No. 739.14 NA (Sec 1)

Date 11-9, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR. TR.	PP	LIN FT PILING
14	5	5	11	D/P	6	1				H2O					55
		cap		P1	5	3	Cap - PX			N. Swing (7)					
15	5	1	11	4	2	1				H2O	13½	X			55
		cap		P3		ok									
16	5		11							H2O					55
17	5	1	11	2	1	9				H2O	13½	X			55
		3		2	2	12					14	X			
18	5	3	11	4	1½	10	1	.0		H2O	13	X			55
				¼"	CAP	over	P.L.	P3							
19	5	3	11	3	1	10½				H2O	13	X			55
		3		D/P	1	12						-			
		CAP		10" Rock	6	1									
										N. Sash (6)					
20	5		11							N. Sash (6) H2O					55
21	5	3	11	4		ok				H2O					55
		CAP		over P4	1	4	Chord 2 - Cracking			CAP (7) 13½ x 13½ x 12'					
										N. Sash (8)					
22	5	CAP	11	over P2	6	2½	Vert. Split @ Hdl and Cap - X								55
23	5	2	11	4	2	10½	2	10			14	X			55
		4		2	½	12				Spec 23 Fest Tower (6)	13	X			
24	5	CAP	11	over P2	4½	5			1	CAP (8) H2O					55
		CAP		over P4	5½	1									
25	5	5	11	3	2	10½				H2O	13	X			55
26	-	-		-		CAP ON		Steel		tube Pier #1 4 tv					
Approach	Low	Trestle		Fest P						Headwalls - OK	Wilkinson Bridge Pier				

Central Oregon & Pacific Railroad



Bridge 739.14 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.14**
MILEPOST: 739 14	SECTION# 2
TYPE TPG	LOCATION: Gardiner, OR
INSPECTION DATE. 11/ 9/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK

General corrosion and delamination of entire steel structure
Floor Beam 0 - 90 to 100% section loss under both sides of Guard timber (4 quarter sized holes in web)
Floor Beam 1 thru 4 - 20% section loss under both sides of Guard timber
Floor Beam 5 - 30% section loss under both sides of Guard timber
Floor Beam 5 lower Flange angles - 90 to 100% section loss
Gusset plates - 40% section loss
Diagonal Braces - Minor section loss

Heavy pack rust on bottom flange angles, cover plates & gusset plates

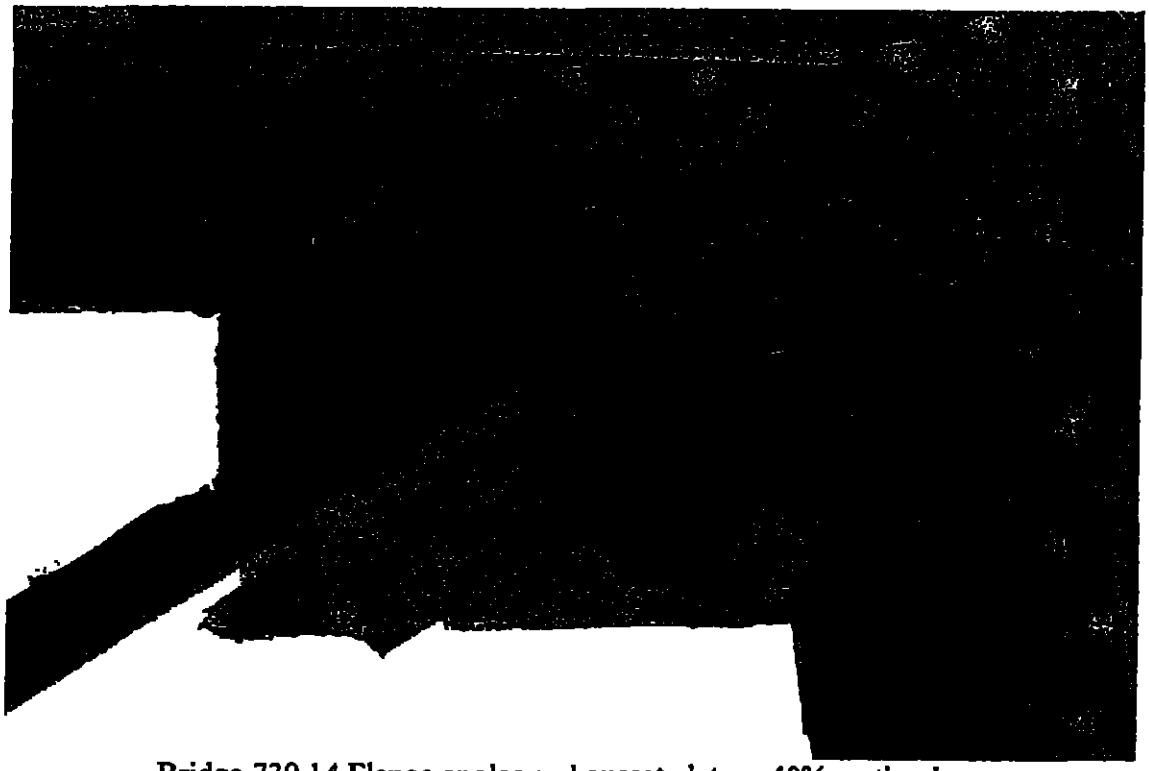
Pier Caissons - Minor corrosion and paint peeling

Recommended Work and Work Accomplished

RECOMMENDED WORK

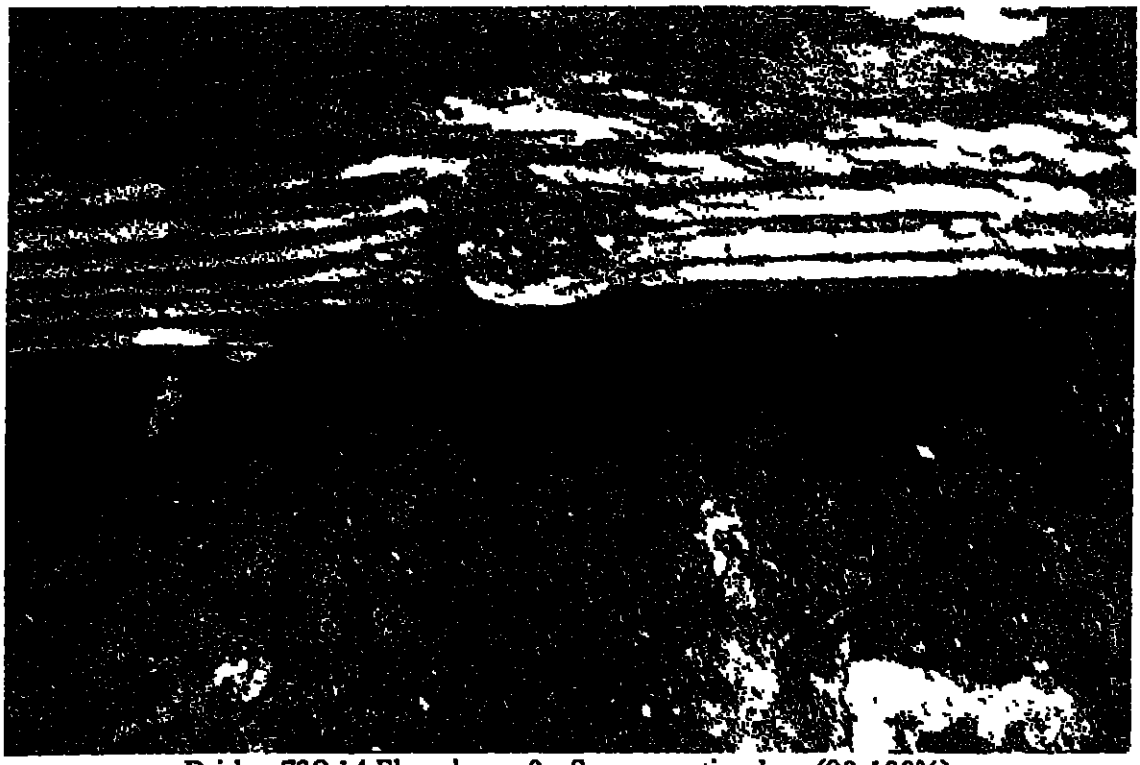
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 7	2	OSMOSE	Replace - Lower Flange angles of Floor beam 5
2	2 3	2	OSMOSE	Replace. - Floor beam 0
3	2 4	3	OSMOSE	Replace - All Gusset plates
4	2.2	3	RAILROAD	Remove - Pack rust and debris from Flange angles, Cover plates and Gusset plates
5	2 9	4	OSMOSE	Replace: - Upper Flange angles of floor beam 5
6	2 8	5	RAILROAD	Monitor - Pier caissons for additional corrosion
7	2 6	5	RAILROAD	Monitor - Floor beams 1 thru 4 for additional corrosion
8	2 5	5	RAILROAD	Monitor - Diagonal braces for additional section loss

Central Oregon & Pacific Railroad



Bridge 739.14 Flange angles and gusset plates - 40% section loss

Central Oregon & Pacific Railroad



Bridge 739.14 Floor beam 0 - Severe section loss (90-100%)

Central Oregon & Pacific Railroad



Bridge 739.14 Floor beam 5 Flange angle - 90-100% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-9-05 BY: KT

Bridge No: 739.14 Sect 2

CUSTOMER INFORMATION:

CUSTOMER NAME: Corp

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • (TPG) TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

(Show overall picture of bridge)

MILEAGE INCREASES FROM (E) (W) (N) (S) (Railroad Direction) to (E) (W) (N) (S)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: GARDINER, OR

Overall Sketch: (Include span lengths)

1 span
Open deck
5 panels
8 TIES PER SPAN
6 FLOOR BEAMS

Typical Bent or Pier Sketch:

ACCESS GENERATED

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43 42.921 W 124 05.237

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in_____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 739.14 Sect 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	**EROSION PROBLEMS:**
TIES:	POOR •	FAIR •	GOOD • (OK)	**SIZE:** **QUANTITY:**
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD •	
GUARDTIMBER	POOR •	FAIR •	GOOD (OK)	**SIZE:**

SUPERSTRUCTURE (Note any defects):
GENERAL CORROSION OF ENTIRE STEEL STRUCTURE
FLOOR BEAM 0 - 90-100% SECTION LOSS UNDER BOTH SIDES OF GUARD TIMBER
FLOOR BEAMS 1 THRU 4 - 20% SECTION LOSS UNDER BOTH SIDES OF GUARD TIMBER
FLOOR BEAMS - 90-100% SECTION LOSS OF BOTTOM FLANGE ANGLES/30% @ GUARD TIMBER
GUSSET PLATES 40% SECTION LOSS/DIAGONAL RAKES - MINOR SECTION LOSS
HEAVY PACK RUST OF BOTTOM FLANGE ANGLES COVER PLATES & GUSSET PLATES

SUBSTRUCTURE (Note any defects):
PIER CAISSONS - MINOR CORROSION & PAINT PEELING

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

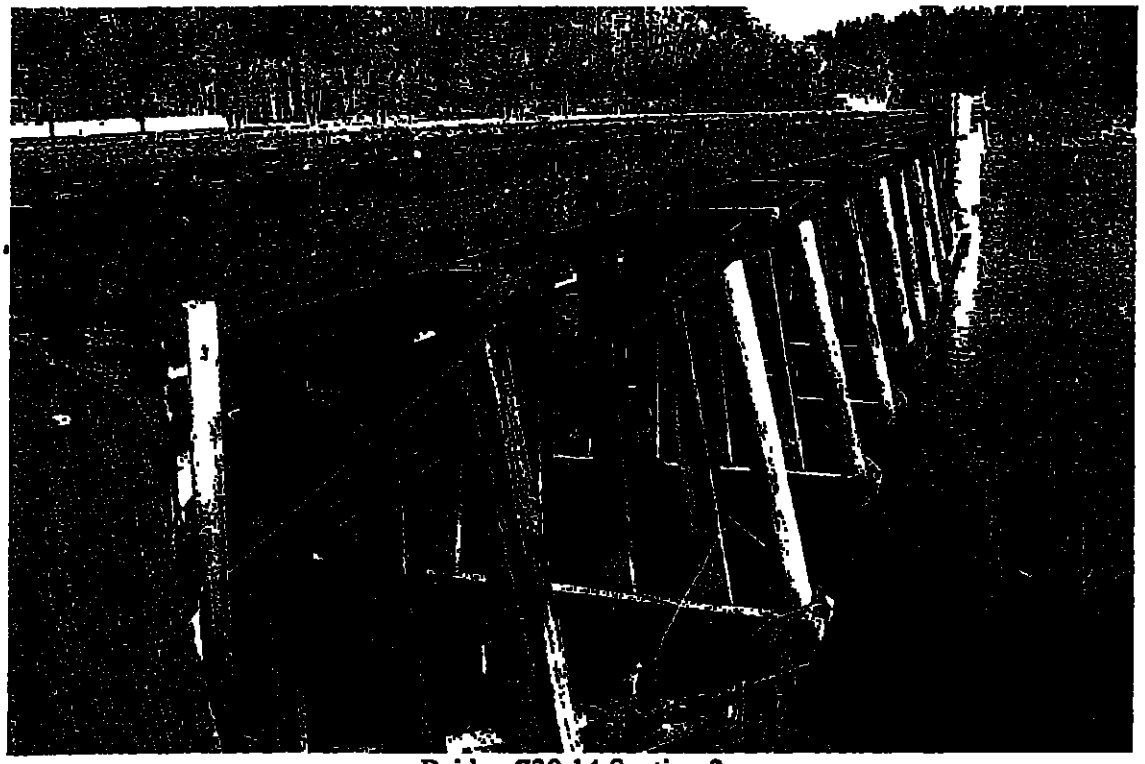
PHOTOS

Roll # ____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Decking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

CORP003317

Central Oregon & Pacific Railroad



Bridge 739.14 Section 3

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003318

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.14
MILEPOST: 739 14	SECTION# 3
TYPE. ODPT/ODPT	LOCATION: Gardiner, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR. K Trickle

Findings:

Bent 2
- 1" Gap between Cutoff 2 and Sill
- Cap - Reject (crushing)

Bent 3
- Cutoff 1 - Visual Reject
- 1/2"-1" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Reject (slight crushing under chord 2)

Bent 4
- Post 2 - Possible Reject
- Post 6 - Reject
- Cutoff 2 - Visual Reject
- Cutoff 3 - Visual Reject
- 1/2"-1" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Possible Reject

Bent 5
- 1" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs

Bent 6
- 1"-2" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Vertical split

Bent 7
- Post 3 - Reject
- 1/2"-1" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Reject (crushing under chord 2)

Bent 8
- Post 3 - Reject
- Post 5 - Possible Reject
- 1"-1 1/2" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Reject (breaking over posts 5 & 6)

Bent 9
- Post 5 - Reject
- Post 6 - Reject
- 1/2" Gaps between Cutoffs and Sill
- Very poor Bearing over Cutoffs
- Cap - Possible Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.14
MILEPOST: 739 14	SECTION# 3
TYPE. ODPT/ODFT	LOCATION: Gardiner, OR
INSPECTION DATE 11/ 9/2005	INSPECTOR K. Trickle

Findings:

Bent 10

Post 3 - Reject
Very poor bearing over Cutoffs
Cap - Possible Reject (broken over pile 5)
Sill - Possible Reject

Bent 12

Cap - Reject (very slight crushing)

Ties - Fair (6 reject)
Headwall - OK
Wingwalls - OK
Approaches - Low
Bracing - Fair

Bents 2 thru 10 are 4 or 5 post frame bents with piles 1 & 6 on outside

Walkway inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 9	2	OSMOSE	Replace - Cap on Bent 2 (crushing) - Cap on Bent 7 (crushing under chord 2) - Cap on Bent 12 (very slight crushing)
2	3 7	2	OSMOSE	Reframe (4 & 5 post frame bents with piles 1 & 6 or 7 driven on each side) - Existing frame bent in bent 4 (cutting cutoffs down 1-2') - Existing frame bent in bent 9 (cutting cutoffs down 1-2')
3	3.5	2	OSMOSE	Cut down cutoffs - Replace sill with an oversized sill in Bent 2 - Replace sill with an oversized sill in Bent 3 - Replace sill with an oversized sill in Bent 5 - Replace sill with an oversized sill in Bent 6 - Replace sill with an oversized sill in Bent 7 - Replace sill with an oversized sill in Bent 8
4	3.15	3	OSMOSE	Replace. - Cap on Bent 3 (slight crushing under chord 2) - Cap on Bent 6 (breaking over Posts 5 & 6)
5	3 14	3	RAILROAD	Add ballast and tamp up approach.
6	3 13	3	OSMOSE	Replace - Walkway inspection planks & install hand cable
7	3 10	3	OSMOSE	Reframe (5 post frame bent with piles 1 & 7 driven on each side) - Existing frame bent in bent 10 (cutting cutoffs down 1-2')
8	3 16	4	OSMOSE	Spot replace 6 bridge ties
9	3 3	4	OSMOSE	Post - Post 3 of Bent 7 - Post 3 of Bent 8
10	3.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
11	3 12	5	RAILROAD	Monitor - Post 5 of Bent 8
12	3 11	5	RAILROAD	Monitor - Cap on Bent 6 (vertical split)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 739.14 Section 3 Bent 2 Cap - Reject (crushing)

140 240

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005

Owner CORP Reg./Div — Bridge No 739.14 S. App. (Sec 3)

Dist /Sub/Branch COOS BAY

Location Gardiner, OR (MP 739.8)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING	
		N. App			26	Timber Bents										
						TPG on Steel Tubes Piers										
1	—		—			CAP on Steel Tube Pier					~~11~~	H_2O				
2	Post 4		13							H_2O					-	52
	Cutoffs 5		6			In Tidal Zone									—	
	Piles 2		12												24	
		CAP		over P5	2	5	Crushing			CAP ⓧ 13x13x16'						
	Cutoffs 2				1" Gap Between		Cutoff			& Sill under water						
3	Post 4		13							Cap - ⓧ sh CR ⓑ chord 2 (3)					24	52
	Cutoffs 5		6			In Tidal Zone				½-1" Gaps over Cutoffs					—	
	Piles 2		12				Very	Poor	Bearing	over Cutoffs - Rec Double		s.ll	under water			
	ⓔ	Cutoff			VISUAL REJECT - ⓥⓧ						11	VX				
4	Post 4		13							H_2O						52
	Cutoffs 5		6			In Tidal Zone				½-1" Gaps over Cutoffs					—	
	Piles 2		12				Very	Poor	Bearing	over Cutoffs	Rec Double		s.ll		24	
		Post 2		7	2	8					15½	PX				
		Pile 6		D/P	3	11					15¼	X				
		CAP		over P2	7	1	Cap	ⓑ		P2 35 2v ⓅⓍ						
		Cutoff 2		sill	½	8					14½	VX				
		Cutoff 3		s.ll	½	8½					13	VX				

SYMBOLS All Borings to Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N.S E W
Piling Numbered From N S E W
Bent # 1 Is N S E W
(Timetable)

SIGNED KT

CORP003322

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140.24b 1

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 139.14 S. App (Sec 3)

Date 7-9 ,49 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
5	Post 4		13							H2O					5
	Cutoffs 5		6		In Tidal Zone					1" Gaps over Cutoffs					54
	Piles 2		12					Very Poor Bearing over Cutoffs - Rec			Double	Sill	under	water	
		Cap		P4	2	1									
6	Post 4		13							H2O					5
	Cutoffs 5		6		In Tidal Zone					1-2" Gaps over Cutoffs					54
	Piles 2		12					Very Very Poor Bearing over Cutoffs - Rec			Double	Sill	under	water	
		CAP		over P5	OK										
					Cap - vertical split					Monitor #5					
7	Post 4		13							H2O					5
	Cutoffs 5		6		In Tidal Zone					1/2 1" Gaps over Cutoffs					54
	Piles 2		12					Very Poor Bearing over Cutoffs			Rec	Double	Sill	under h	
		Post 3		2	1	11					13x13	XP			
		CAP		over P2	5	2				Corner #1					
		CAP		over P4	2	5				CAP @ 13x13x16'	CR @ Ca.)			#2	
8	Post 5		13							H2O					5
	Cutoffs 5		6		In Tidal Zone					1-1½" Gaps over Cutoffs					—
	Piles 2		12					Very Poor		Bearings over Cutoffs		Rec	Double	Sill	
		Post 3		3½	1	9					13x13	X			24
		Post 5		2	5	7						PX			
		Cap			breaking @ Posts 5-6 @					#3					

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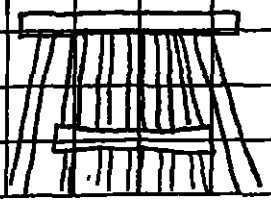
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SHEET 3 of 3 SHEETS

Bridge No. 739.14 S APP (Sec 3) RAILROAD BRIDGE DIVISION BORING RECORD

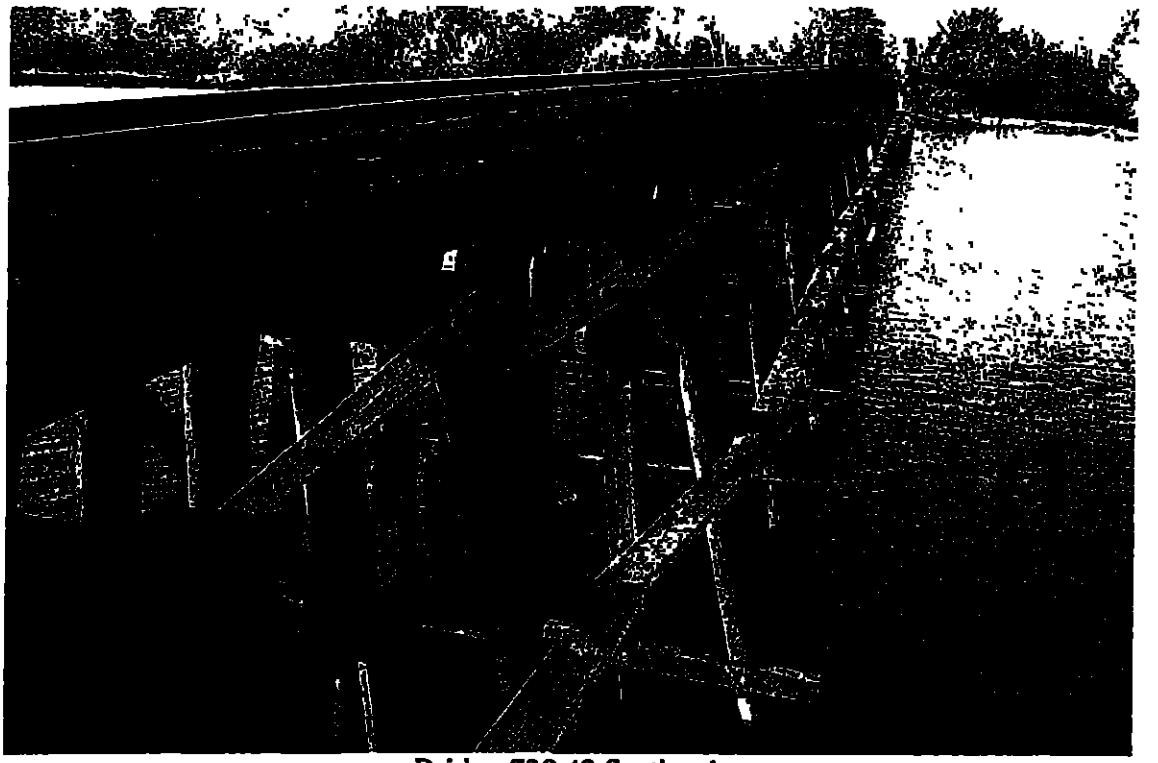
Date 7-1-9, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	UN FT PILING
9	Post 5		13							H2O					5
	Cutoffs 5		5		In Tidal Zone					½" Gaps over Cutoffs					24
	Piles 2		12				Very Poor			Bearing over Cutoffs - Rec Double sill - under H					
		Post 5		2	2'	7					13 x 12	XP			
		Post 6		4	1	12					13 x 12	XP			
		CAP		over #6	8	2				CAP - POSSIBLE REJECT (X)					
10	Post 5		13							H2O					5
	Cutoffs 5		3		In	Tidal	Zone								—
	Piles 2		12							Poor Bearing over Cutoffs.					24
		Sill			Main	Body	-	Three	Bolted	sill (PX) - Replace with 16' deep sill					
		Post 3		3	½	11					13 x 13	XP			
		CAP		Broken over	#5 -	(X) -	Dapped	POSSIBLE REJECT							
11	Posts 5		10½		Framed		or	Barred	Cutoffs.	H2O				SB	5
		1		1	1	3									
12	Post 5		5½		Framed	-	Sill	Barred		1-2'				—	3
		CAP		over #3	7	5	(14" x 12" x 12")			CAP (X) Slight Cracking - Both Chords					
				Pier 3	Rec	Double sill	long			Bents 2, 3, 5, 6, 7, 8					
										Ties - Fair (6X)					
										Stringers - OK					
	typical	Bents	Spans 1 or 4							Bracing - Fair					
										Headwall - OK					
										App - Low #3 W wall - OK					
										Tidal water 6-7'					
										inspection boards - poor					



CORP003324

Central Oregon & Pacific Railroad



Bridge 739.43 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.43
MILEPOST: 739.43	SECTION# 1
TYPE ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/09/05	INSPECTOR: K Trickle

Findings:

Bent 2
- Pile 5 - Reject
- Cap - Reject (slight crushing)

Bent 3
- Cap - Possible Reject (breaking at dap)

Bent 4
- Pile 6 - Reject
- Sill - Possible Reject (split)

Bent 6
- Cap - Vertical split

Bent 7
- Post 2 - Reject
- Post 4 - Reject
- Pile 7 - Reject
- Cap - Reject (cornering, bulging)

Bent 8
- Post 5 - Reject
- Cap - Reject

Bent 9
- Post 3 - Reject
- Post 5 - Reject

Bent 10
- Pile 7 - Reject

Bent 12
- Post 4 - Reject
- Pile 7 - Reject

Bent 14
- Post 4 - Reject

Bent 16
- Cap - Slight punching over pile 2

Bent 17
- Pile 7 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 739.43**
MILEPOST: 739 43	SECTION# 1
TYPE. ODPT	LOCATION Reedsport, OR
INSPECTION DATE 11/09/05	INSPECTOR: K. Trickle

Findings:

Bent 18
Pile 7 - Reject

Ties - Fair (plate cut)
Headwall - OK
Approach - Low
Stringers - OK

Bents 3 thru 19 are 5 post frame bents with piles 1 & 7 on outside

Walkway Inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 14	2	RAILROAD	Add ballast and tamp up approach
2	1 9	2	OSMOSE	Post. -Post 2 of Bent 7 -Post 4 of Bent 7 - Pile 7 of Bent 7
3	1 1	2	OSMOSE	Replace - Cap on Bent 2 (slight crushing) - Cap on Bent 7 (cornering, bulging)
4	1 16	3	OSMOSE	Replace - Walkway Inspection planks & Install hand cable
5	1 *5	3	OSMOSE	Post. - Post 3 of Bent 9 - Post 5 of Bent 9 - Post 4 of Bent 12 - Pile 7 of Bent 12
6	1 13	3	OSMOSE	Replace - Cap on Bent 8
7	1 11	4	OSMOSE	Replace - Cap on Bent 3
8	1 10	4	RAILROAD	Inspect for Manna Borer
9	1 8	4	OSMOSE	Post - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 5 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18
10	1 5	4	OSMOSE	In-place preservatively treat piles and caps
11	1 3	4	OSMOSE	Replace - Sill in Bent 4 (split)
12	1 12	5	RAILROAD	Monitor - Cap on Bent 6 (vertical split) - Cap on Bent 16 (pile 2 slightly punching)

OSMOSE RAILROAD SERVICES, INC.

140 24b

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 20 05

Owner CORP Reg /Div _____ Bridge No. 739.43 Sect.1

Dist./Sub/Branch Coos Bay

Location Reedsport, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 37

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR. TR.	PP	LIN FT PILING
1	5	2	5	D/P		ok									
2	5	5	B	4	1½	11½					14	X			
		cap		P2	3½	4	sh crushing			Cap-(X)					
										13½ x 13½ x14'					
				Pile 4-PP @ 3'						(H2O)					
3	6	4	15	4½		ok				(Hit)					
		Cap		P2-3		breaking @ dap				Cap-(PX)					
4	6	6	15	D/P	2½	11				(Hit)		X			
		sill			split				Sill	(PX) under water					
										11½ x 13½ x16'					
5	7	2	15	sill		ok				(H2O)					
6	7	7	15	13	3½	5									
		cap		P2		ok			Vert	split (5)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Hoist
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DF — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
C/C — Camelback
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No 739.43 Sect. 1

Date 11-9, 48 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
7	7	2	15	3½	1	12				(Hard)		X			
		4		4½	1½	11½						X			
		7		7	1½	10½					13½	X			
		cap		P6	2	4½		corroding/bulging (X)							
										13½ X 13 X 16'					
8	7	5	15	4½	1	12				(Hard)		X			
		cap		P5	2	4				Cap - (X)					
9	7	3	15	4	2	11½						X			
		5		5	1	12½				(Hard)		X			
		cap		P2		ok									
10	7	7	15	6	1	12				(Hard)		X			
11	7		15							(Hard)					
12	7	4	15	5	1	12½				(Hard)		X			
		7		5	1	13					15	X			
13	7	cap	15	P2	2	1				(Hard)					
14	7	4	15	5	1½	8½				(Hard)		X			

CORP003329

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140 24b 1

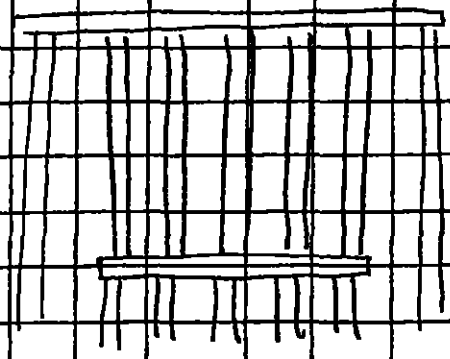
RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

Bridge No. 739 43 Jedl

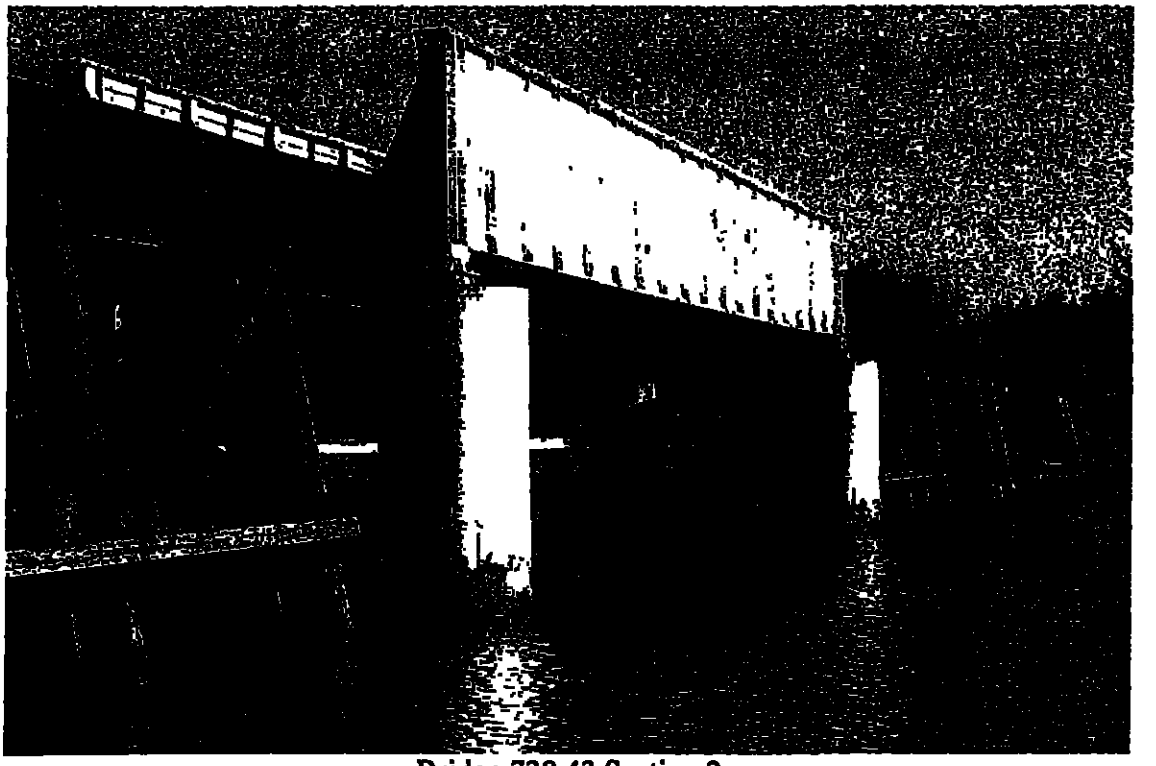
Date 11-7, ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT. PILING
15	7		15							Glulam Cap					
										(HD)					
16	7	cap	15	PJ		ok				slight punching #5					
17	7	7	15	12	13	13				(HD)		X			
18	7	7	15	N/P	13	13				(HD)		X			
		cap		PS		ok									
19	7		15							(HD)					
										Glulam stringers					
										Ties - fair, plate cut					
										Wall - ok					
										Apps - Low (#2)					
										WALKWAY INSPECTION BOARDS - POOR					



CORP003330

Central Oregon & Pacific Railroad



Bridge 739.43 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.43**
MILEPOST 739 43	**SECTION# 2**
TYPE: TPG	**LOCATION: Reedsport, OR**
INSPECTION DATE: 11/ 9/2005	**INSPECTOR K. Trickle**

Findings:

Bearings covered in pack rust, debris
Lower gusset and flange angles have pack rust, debris
Floor beams have some pin holes
Floor beams delaminated at lower flange angles
Stringer shelf bracket on outside floor beams - 35% section loss

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 3	3	OSMOSE	Replace: - Stringer shelf brackets on all TPG floor beams
2	2 1	4	RAILROAD	Clean: - Pier bearings - All steel members
3	2 2	5	RAILROAD	Monitor - All steel members for additional corrosion - Floor beams for additional web pin holes

Osmose Railroad Services, Inc.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-9-05 BY: KT

Bridge No: 739.43 Sect. 2

CUSTOMER INFORMATION:

CUSTOMER NAME: Corp

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 1 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • (TPG) • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Reedsport, OR

Overall Sketch: (Include span lengths)

1 span
Open deck
9 panels

Typical Bent or Pier Sketch:

GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 739.43 Sect. 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS	
TIES:	POOR •	FAIR •	GOOD •	SIZE	QUANTITY
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

LOWER GUSSET PLATES & FLANGE ANGLES HAVE PACK RUST, DEBRIS
FLOOR BEAMS HAVE SOME PIN HOLES & DELAMINATED AT LOWER FLANGE ANGLES
STRINGER SHELF BRACKET ON OUT SIDE FLOOR BEAMS -35% SECTION LOSS

SUBSTRUCTURE (Note any defects):

BEARINGS COVERED IN PACK RUST & DEBRIS

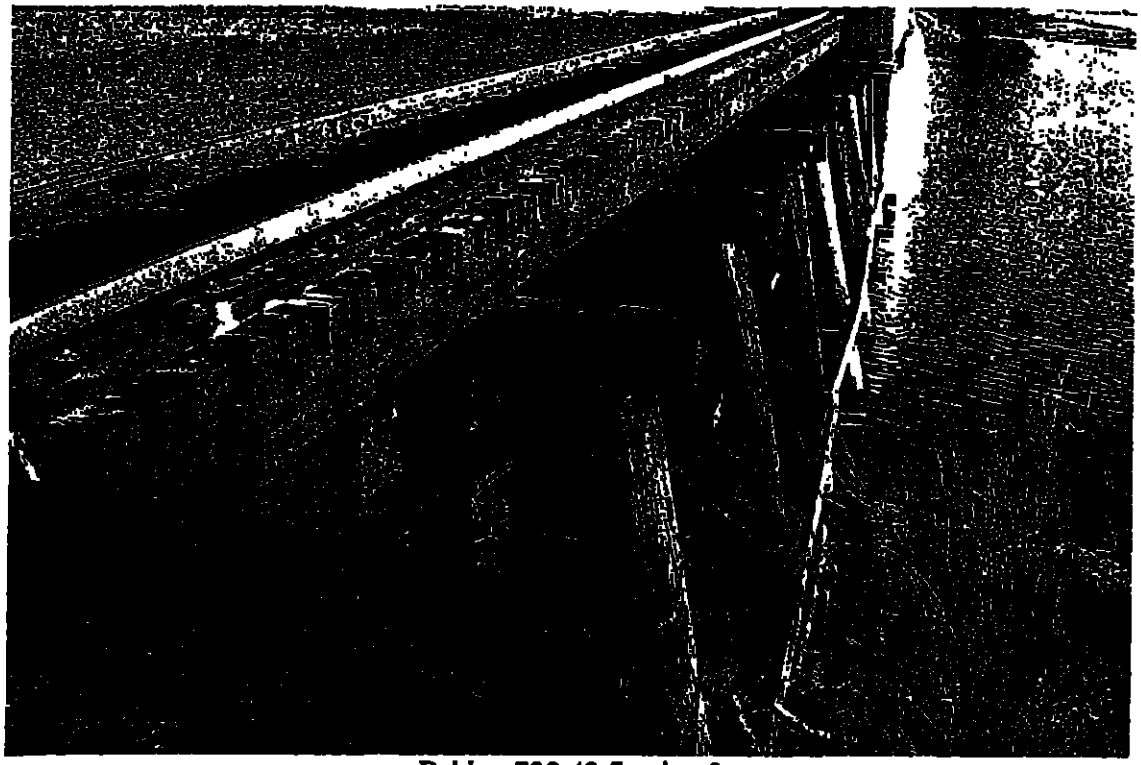
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 739.43 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 739.43**
MILEPOST: 739 43	SECTION# 3
TYPE: ODPT/ODFT	LOCATION. Reedsport, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR: K Trickle

Findings:

Bent 1
- Pile 1 - Reject
- Cap - Reject (broken)

Bent 2
- Pile 1 - Reject
- Post 5 - Reject

Bent 3
- Cap - Slight crushing under chord 1

Bent 5
- Cap - Possible Reject (breaking)

Bent 6
- Pile 1 - Reject
- Cap - Possible Reject (breaking)

Bent 7
- Pile 7 - Reject

Bent 8
- Pile 1 - Reject

Ties - Fair
Guard timber - Fair to poor
Headwall - OK
Approach - Low
Stringers - OK

Walkway inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	*REF #*	*PRIORITY*	*WHO FIXES*	*RECOMMENDED WORK*
1	3 1	2	OSMOSE	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 1 (broken)
2	3 12	3	OSMOSE	Replace - Walkway inspection planks & install hand cable
3	3 11	3	OSMOSE	Replace. - Guard timber
4	3.9	3	OSMOSE	Post: - Pile 1 of Bent 2 - Post 5 of Bent 2
5	3 7	3	RAILROAD	Add ballast and tamp up approach
6	3.2	3	OSMOSE	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 5 (breaking) - Replace Cap with an oversized cap on Bent 6 (breaking)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.43
MILEPOST: 739.43	SECTION# 3
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR. K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	3.10	4	OSMOSE	Replace all bridge ties
8	3.6	4	OSMOSE	In-place preservatively treat piles and caps.
9	3.5	4	OSMOSE	Post: - Pile 1 of Bent 1 - Pile 1 of Bent 6 - Pile 7 of Bent 7 - Pile 1 of Bent 8
10	3.8	5	RAILROAD	Monitor: - Cap on Bent 3 (slight crushing)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 739.43 Section 3 Bent 1 Cap - Reject (broken)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9-2005

Owner CORP Reg/Div

Bridge No 739 43 SH (Sec 3)

Dist/Sub/Branch COOS BAY

Location REEDSPORT, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	7	1	15	6	2	12				H₂O	15	(X)			105
		6		P/P	OK				(X)	13½" x 15½" CAP @ P5 - BROKEN - 1" SHIMS					
		7		12	8	5									
2	7	1	15	3	2	11				H₂O	15	(X)			105
		Post 5		4	1	12	1" SHIMS			1" shims		(X)			
3	7	CAP	15	CHORD	SLIGHT	CRUSHING				H₂O					105
4	7	3	15	5	OK					H₂O					105
5	7	1	15	3	4	6				H₂O CAP @ P10 - BREAKING -	(PX)				105
6	7	1	15	12	1½	12				H₂O BUILT UP SILL	14	(X)			105
										CAP @ P5 - BREAKING	(PX)				
7	7	1	10	D/P	0	6									70
		7		9	1½	12½					15	(X)			
		Post 5													
8	5	1	4½	2	3	11					15½	(X)			22½
					Gd timber - F/ POOR #3										722½
					STRS - Good					GUYLAM STRS					
					TIES - FAIR					walkway repaired - boards - POOR					
					H.WALL - OK										
					Undivided					Typical Bent					
			5 posts		Piles 1-7		Drive								

SYMBOLS All Borings in Inches and Fractions to nearest ¼" ALL SILL SUBMERGED @ HIGH TIDE

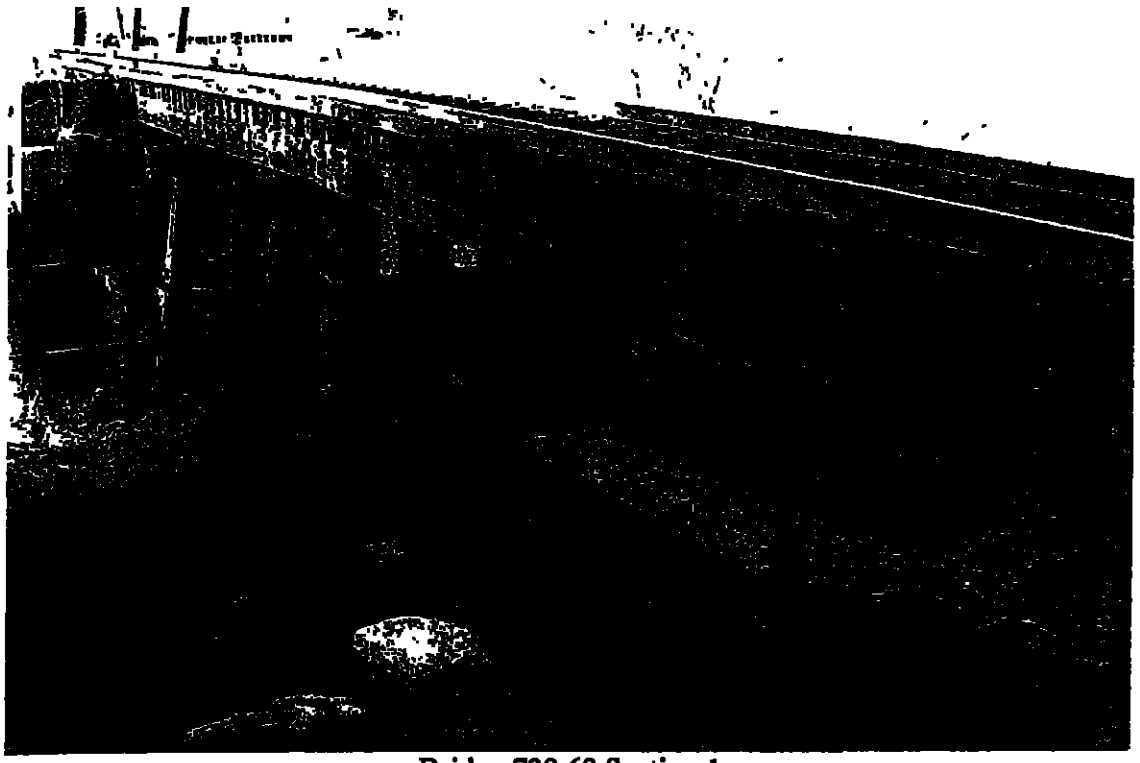
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KJ -

CORP003339

Central Oregon & Pacific Railroad



Bridge 739.68 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.68
MILEPOST: 739 68	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR. K. Trickle

Findings:

Bent 2
1" Gap under Chord 2

Bent 3
Cap - Very minor crushing under both chords

Bent 4
1/2" Gap over Post 4

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject

Ties - OK
Headwall - OK
Guard timber - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	19	2	OSMOSE	Shim - Under Chord 2 on Bent 2 (warranty work)
2	18	4	RAILROAD	Add ballast and lamp up approach
3	16	4	OSMOSE	Replace - Stringer 1 in Spans 1 & 2 (horizontal shear)
4	14	4	OSMOSE	Shim. - Over Post 4 of Bent 4
5	12	4	OSMOSE	In-place preservatively treat piles, caps and stringers
6	15	5	RAILROAD	Monitor: - Cap on Bent 3 (very minor crushing under both chords)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.7		OSMOSE	8/19/2003	Replaced: - Cap on Bent 2 with an oversized cap Posted: - Post 1 of Bent 2

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 ~~19~~ 2005

Owner CORP Reg/Div Bridge No 739.68 NA (Sec A)

~~Dist./Sub/Branch~~ Coos Bay

Location REEDSPORT, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR. TR.	PP	LIN FT PILING
1	5	2	2	D/P	1½	4½				2BB's					10
		5		1	1	6									
2	5	3	8	D/P	4	2				Sill buried					40
					Pile 1 - Posted New 8/19/2003										
					Cap - New					1" Gap @ Chord 2 8/19/2003					
3	5	CAP	13		VERY MINOR MECHANICAL CRUSHING - BOTH CHORDS										65
4	5	P4	16		5" gap					2" SHIM					80
5	-		-		CAP on Conc.										
															195
						Ties - OK									
						H WALL - OK									
						6. timb. - OK									
						App - LOW									

SYMBOLS All Bearings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWold
D/P — Drift Pin
G/L — Groundline Area

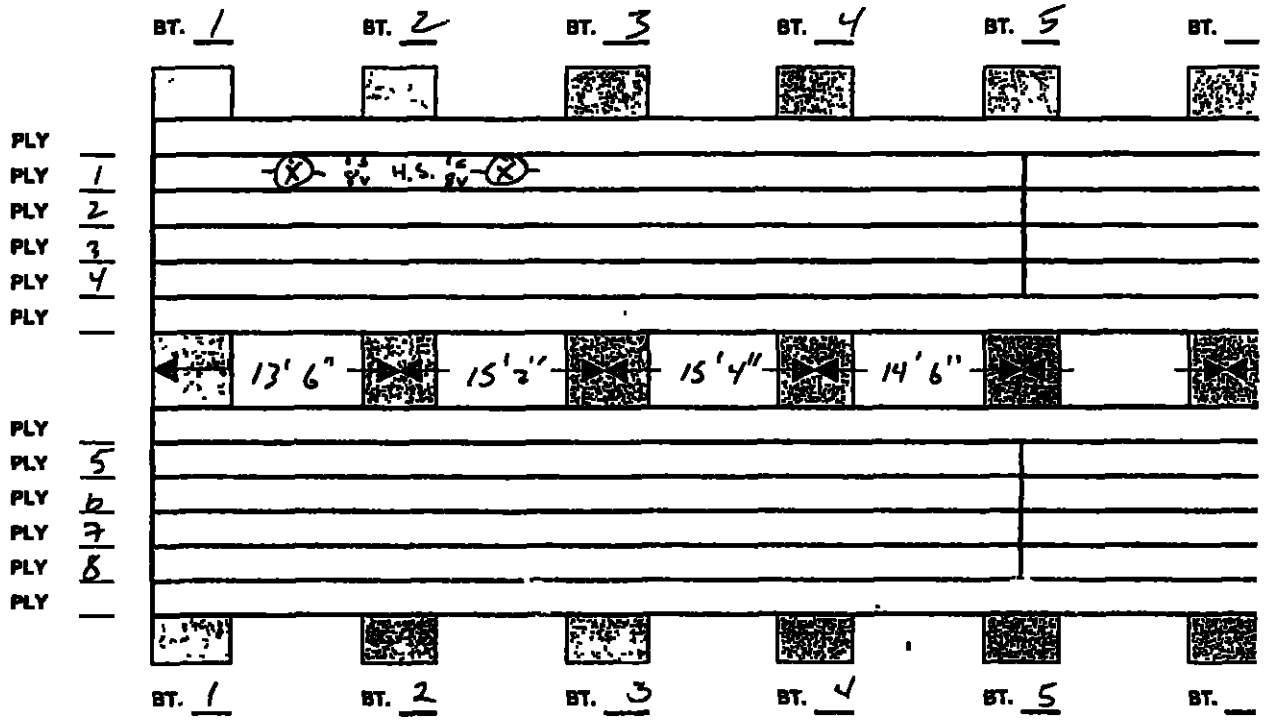
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

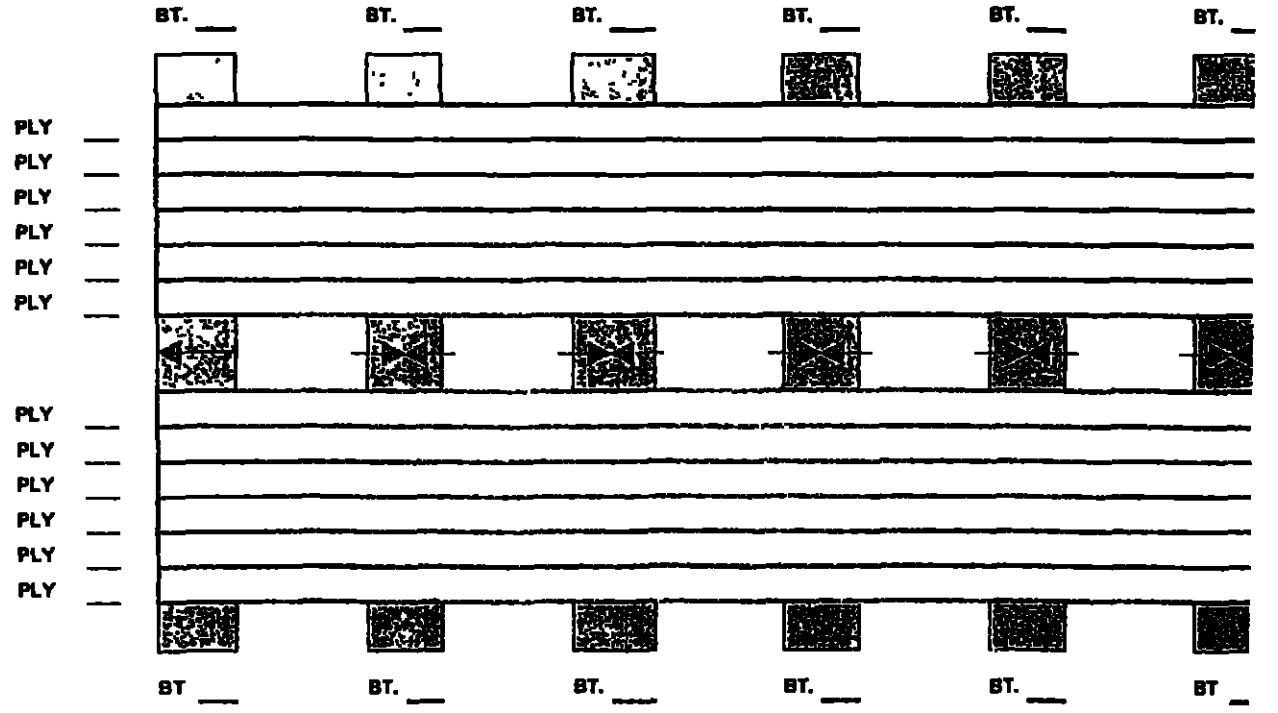
SIGNED KT

CORP003342

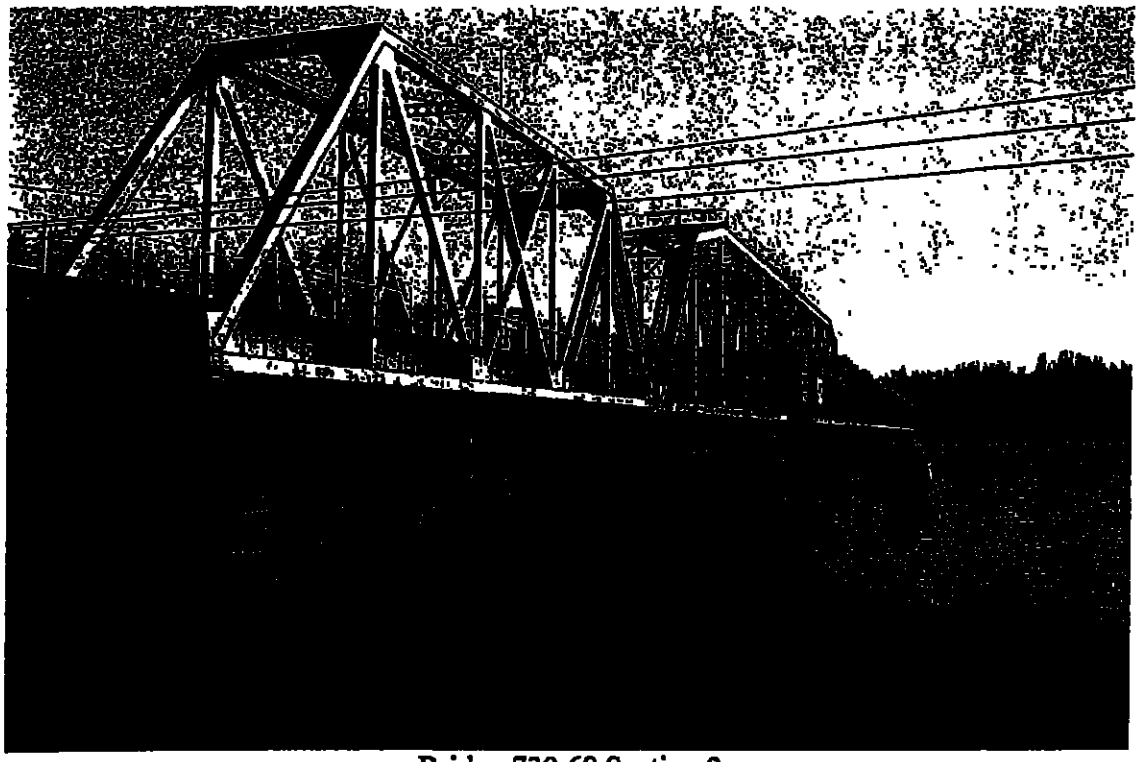
BR# 739 68 NA (Sec 1) Cow Bay

String





Central Oregon & Pacific Railroad



Bridge 739.68 Section 2

Osmose Railroad Services, Inc **Coos Bay Subdivision**

CORP003344

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.68
MILEPOST: 739 68	SECTION# 2
TYPE. Thru Truss	LOCATION Reedsport, OR
INSPECTION DATE. 12/14/2005	INSPECTOR. K. Trickle & G Grunke

Findings:

PIER	PIER NOTES
2	Heavy to severe corrosion on expansion bearing bolsters Severe corrosion on all bearing anchor bolts (corroded through) Heavy corrosion on masonary plates, all bearings
3	Heavy to severe corrosion on expansion bearing bolsters Severe corrosion on all bearing anchor bolts (corroded through) Heavy corrosion on masonary plates, all bearings
4	Severe corrosion on all bearing anchor bolts (corroded through)
5	Heavy corrosion on expansion bearing bolsters Heavy to severe corrosion (50% - 90% section loss) on all bearing anchor bolts
6	Severe corrosion on expansion bearing bolsters (bearings are falling out) Heavy corrosion (50% section loss) on all bearing anchor bolts
7	Severe corrosion on expansion bearing bolsters Severe corrosion (corroded through) on all bearing anchor bolts
8	Severe corrosion on expansion bearing bolsters
9	Severe corrosion (corroded through) on all bearing anchor bolts
10	Inspection limited due to poor condition of timber walkway decking
11	Heavy corrosion on all bearing anchor bolts
12	Heavy corrosion on all bearing anchor bolts

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 Minor pitting on top flange angles Moderate corrosion on truss bottom chord horizontal gusset plates
1	2	Floor Beam #1 Minor corrosion on L1-U1 (west) Moderate web corrosion (50% - 75% section loss) L1-U1 (east)
1	3	Floor Beam #2 Moderate corrosion (50% section loss) on web outboard from stringer connections Moderate corrosion (50% section loss) on truss bottom chord horizontal gusset plate (west) Light corrosion (25% section loss) on truss bottom chord horizontal gusset plate (east) Surface rust on L2-U2 (both sides) Minor corrosion on top cover plate
1	4	Floor Beam #3 Heavy corrosion (70% section loss) on top flange angles Corrosion developing in webs L3-U3 (both sides) Surface rust developing on top cover plate
1	5	Floor Beam #4 Heavy corrosion on truss bottom chord horizontal gusset plate (west)
1	6	Floor Beam #5 Heavy corrosion (75% - 85% section loss) on truss bottom chord horizontal gusset plates (both sides) Heavy pack rust on stringer shelf angles
1	7	Panel #1 Heavy corrosion (80% section loss) on top portal brace bottom strut Surface rust developing on portals Heavy corrosion on stringer top & bottom flange angles, last 12" from FB connection (both sides)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 12/14/2005	INSPECTOR: K. Trickle & G. Grumko

Findings:

1	8	Panel #2 Moderate corrosion on truss bottom chord channels Moderate corrosion on L2-U1 - 10%-15% of rivets corroded (both sides) Heavy corrosion on stringer top & bottom flange angles, last 12" from FB connection (both sides)
1	9	Panel #3 Moderate corrosion (25% section loss) on top lacing bars of bottom truss chord Heavy corrosion on truss bottom chord diagonal bracing Moderate corrosion (30% section loss) on stringer top flange angles Heavy corrosion on stringer top & bottom flange angles, last 12" from FB connection (both sides)
1	10	Panel #4 Heavy corrosion in bottom 10" of web, L3-U4 (west) Heavy corrosion of stringer top and bottom flange angles at floor beam connections Heavy corrosion of stringer shelf angles at Floor Beam #3 Moderate corrosion (25% section loss) on truss bottom chord horizontal gusset plate (east) Moderate corrosion on vertical gusset plates at bottom connection of L3-U4 (both sides) Severe corrosion of truss bottom chord diagonal bracing Heavy corrosion on bottom flange of truss bottom chord channels
1	11	Panel #5 Moderate corrosion (50% section loss) on stringer top flange angles Moderate corrosion on bottom flange of truss bottom chord channels (west)
2	1	Floor Beam #0 Heavy corrosion of bottom flange angles at horizontal gusset plate connections Moderate to heavy corrosion of web at bottom flange angle connection outboard from stringers
2	2	Floor Beam #1 Heavy corrosion of truss bottom chord horizontal gusset plate (west) Moderate corrosion of truss bottom chord horizontal gusset plate (east) Surface rust developing on L1-U1 (both sides)
2	3	Floor Beam #2 Heavy corrosion of web at stringer-to-floor beam connection angles Moderate corrosion of bottom flange angles at web connection outboard from stringers Heavy corrosion (75% section loss) of truss bottom chord horizontal gusset plates (both sides)
2	4	Floor Beam #3 Moderate corroson (50% section loss) on top flange angles Severe corrosion on truss bottom chord horizontal gusset plate (west)
2	5	Floor Beam #4 Moderate corrosion on truss bottom chord horizontal gusset plates (both sides)
2	6	Floor Beam #5 Minor corrosion on web Moderate corrosion on truss bottom chord horizontal gusset plates, both sides
2	7	Panel #1 Minor corrosion on portal inboard channel (east) Moderate corrosion (50% section loss) on stringer top lateral angles and gusset plates Moderate to heavy corrosion on truss bottom chord channels at floor beam connections (both sides) Heavy corrosion on stringer top & bottom flange angles, last 12" from FB #0 & #1 connections Heavy corrosion on truss bottom chord top batten plates at Floor Beam #1 connections

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	SECTION# 2
TYPE: Thru Truss	LOCATION. Reedsport, OR
INSPECTION DATE. 12/14/2005	INSPECTOR. K. Trickle & G. Grumke

Findings:

2	8	Panel #2 Severe corrosion of truss bottom chord diagonal bracing Moderate corrosion on truss bottom chord flanges and webs (both sides) Light to moderate corrosion (20% section loss) on stringer top flange angles Heavy corrosion on stringer top & bottom flange angles, last 12" from FB #1 & #2 connections Surface rust developing on flange angles, L2-U1 (both sides) Heavy corrosion on web, bottom 12', L2-U1 (west)
2	9	Panel #3 Severe impact damage on truss bottom chord (east) Heavy corrosion on stringer top & bottom flange angles, last 12" from FB #3 & #4 connections Heavy corrosion of truss bottom chord diagonal bracing
2	10	Panel #4 Severe corrosion on stringer top lateral angles and gusset plates Severe corrosion on truss bottom chord diagonal bracing Surface rust developing on truss bottom chord channels
2	11	Panel #5 Heavy corrosion on flange angles of truss bottom chord channels, 5' out from floor beam connections corrosion throughout Moderate corrosion (30% section loss) on stringer top flange angles Heavy to severe corrosion (80% section loss) on portal top flange angles Moderate to heavy corrosion (60% section loss) on portal bottom flange angles
3	1	Floor Beam #0 Minor surface corrosion throughout Minor corrosion (10% section loss) on bottom flange angles Moderate to heavy corrosion on truss bottom chord horizontal gusset plates (both sides)
3	2	Floor Beam #1 Severe corrosion on truss bottom chord horizontal gusset plate, west Heavy corrosion on web at bottom flange angle connection, outboard from stringers Moderate corrosion on web at flange angle connection, L1-U1 (west)
3	3	Floor Beam #2 Heavy corrosion on truss bottom chord horizontal gusset plate, west Light to moderate corrosion (20% section loss) on top flange angles Heavy corrosion on web at bottom flange angle connection, outboard from stringers Heavy corrosion (60% section loss) on bottom flange angles, outboard from stringers
3	4	Floor Beam #3 Heavy corrosion on truss bottom chord horizontal gusset plate, west Light to moderate corrosion (20% section loss) on top flange angles Heavy corrosion on web at bottom flange angle connection, outboard from stringers, west Heavy corrosion (60% section loss) on bottom flange angles, outboard from stringers, west Moderate corrosion on web and inboard flange angles, L3-U4 (both sides)
3	5	Floor Beam #4 Minor corrosion on top flange angles Moderate corrosion on bottom flange angles outboard from stringers (west) Corrosion developing on webs, L4-U3 (both sides) Moderate to heavy corrosion on truss bottom chord horizontal gusset plates, (both sides)
3	6	Floor Beam #5 Minor corrosion on top flange angles Minor corrosion on bottom flange angles and web, (east) Corrosion on rivets, bottom 10' of west portal

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	**SECTION# 2**
TYPE: Thru Truss	**LOCATION: Reedsport, OR**
INSPECTION DATE: 12/14/2005	**INSPECTOR: K Trickle & G Grumke**

Findings:

3	7	Panel #1 Moderate corrosion on stringer web at bottom flange angle connection Heavy corrosion on stringer top flange angles, 24" out from floor beam connections Heavy corrosion on stringer top lateral angles and gusset plates
3	8	Panel #2 Heavy corrosion on lacing bars and channel web, truss bottom chord (west) Moderate to heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on stringer top and bottom flange angles, 24" out from floor beam connections Moderate corrosion on stringer web at bottom flange angle connection (west)
3	9	Panel #3 Heavy corrosion on truss bottom chord diagonal bracing Moderate to heavy corrosion (40% - 50% section loss) on truss bottom chord lacing bars and channel Moderate corrosion on stringer top flange angles
3	10	Panel #4 Heavy corrosion on stringer top flange angles, 12" out from floor beam connections Heavy pack rust on stringer bottom flange angles at floor beam shelf angle connections Light corrosion (10% section loss) on stringer bottom flange angles Moderate corrosion on stringer webs at bottom flange angle connection (both sides) Heavy corrosion (70% section loss) on truss bottom chord lacing bars (both sides) Heavy corrosion on truss bottom chord diagonal bracing
3	11	Panel #5 Heavy corrosion on stringer top flange angles, 12" out from floor beam connections Severe corrosion (up to 100% section loss) on stringer top lateral angles and gusset plates Heavy corrosion on channel webs and lacing bars, truss bottom chord (both sides)
4	1	Floor Beam #0 Heavy corrosion on web outboard from stringers (particularly west side) Heavy corrosion (75% section loss) on truss bottom chord horizontal gusset plates, both sides Moderate to heavy corrosion on bottom flange angles at gusset plate connections
4	2	Floor Beam #1 Moderate corrosion (30% section loss) on truss bottom chord horizontal gusset plate (west) Light corrosion on web, L1-U1 (both sides)
4	3	Floor Beam #2 Severe corrosion (rusted through) on vertical gusset plates, L2-U1 (west) Severe corrosion (rusted through) on vertical gusset plates, L2-U3 (west) Moderate to heavy corrosion (50% section loss) on truss bottom chord horizontal gusset plate (west) Minor corrosion on web, L2-U2 (both sides)
4	4	Floor Beam #3 Heavy corrosion on bottom flange angles Severe corrosion (rusted through) on web outboard from west stringer Moderate to heavy corrosion on truss bottom chord horizontal gusset plates (both sides) Moderate corrosion (20% section loss) on top cover plate Severe corrosion (rusted through) on bottom vertical gusset plates, L3-U4 (both sides)
4	5	Floor Beam #4 Minor corrosion on web Minor corrosion on truss bottom chord horizontal gusset plate (west) Minor corrosion on top cover plate Moderate corrosion (25% section loss) on web, L4-U4 (east)
4	6	Floor Beam #5 Moderate corrosion (40% section loss) on top flange angles (both sides) Moderate to heavy corrosion on truss bottom chord horizontal gusset plates (both sides)

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INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739.68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 12/14/2005	INSPECTOR: K. Trickle & G. Grumke

Findings:

4	7	Panel #1 Moderate corrosion on stringer web at bottom flange angle connection (west) Moderate corrosion (30% - 40% section loss) on stringer bottom flange angles (both sides) Moderate corrosion (40% section loss) on truss bottom chord channel web and lacing bars (west) Moderate corrosion (20% section loss) on truss bottom chord diagonal bracing
4	8	Panel #2 Moderate corrosion (50% section loss) on truss bottom chord channel web and lacing bars (west) Moderate corrosion (20 % section loss) on truss bottom chord diagonal bracing
4	9	Panel #3 Moderate corrosion (20 % section loss) on truss bottom chord diagonal bracing Light corrosion on truss bottom chord channel and lacing bars (west) Severe corrosion on rivet heads, bottom chord lacing bars (west)
4	10	Panel #4 Surface corrosion developing on L3-U4 (west) Heavy corrosion on truss bottom chord lacing bars (west)
4	11	Panel #5 Heavy corrosion on web and bottom flange of stringer at connection (west) Moderate corrosion on top flange angles of portal Heavy corrosion on stringer top flange angles, 12" out from floor beam connections
5	1	Floor Beam #0 Heavy corrosion of web outboard from stringers, particularly west side Moderate corrosion on top flange angles Corrosion developing on truss bottom chord horizontal gusset plates, both sides
5	2	Floor Beam #1 Corrosion developing on web, L1-U1 (both sides)
5	3	Floor Beam #2 Corrosion developing on web, L2-U2 (both sides) Moderate corrosion on bottom flange angles outboard from stringer (west) Moderate corrosion on web at bottom flange angle connection
5	4	Floor Beam #3 Moderate corrosion on truss bottom chord horizontal gusset plates (both sides) Moderate to heavy corrosion (50% section loss) on vertical gusset plates, L3-U4 (both sides) Moderate corrosion on bottom flange angles outboard from stringer (west) Moderate corrosion on web at bottom flange angle connection outboard from stringer (west)
5	5	Floor Beam #4 Moderate corrosion throughout on web L4-U4 (both sides)
5	6	Floor Beam #5 Light to moderate corrosion (20% section loss) on top flange angles Moderate corrosion on bottom flange angles outboard from stringer (east) Moderate corrosion on truss bottom chord horizontal gusset plates (both sides)
5	7	Panel #1 Light to moderate corrosion (10% - 20% section loss) on stringer top flange angles
5	8	Panel #2 Moderate corrosion on stringer bottom flange angles at floor beam connection (west) Heavy corrosion on vertical gusset plates and flange angles, L2-U1 (both sides)
5	9	Panel #3 Heavy corrosion on truss bottom chord diagonal bracing Heavy corrosion on stringer web at bottom flange angle connection (west)

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INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	SECTION# 2
TYPE Thru Truss	LOCATION Reedsport, OR
INSPECTION DATE. 12/14/2005	INSPECTOR. K Trickle & G. Grumke

Findings:

5	10	Panel #4 Moderate corrosion on web and flange angles, L3-U4 (both sides) Heavy corrosion on bottom truss chord channel at Floor Beam #4 connection (west) Light corrosion on truss bottom chord channels throughout
5	11	Panel #5 Heavy corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on bottom truss chord channel at Floor Beam #4 and #5 connection (west)
6	1	Floor Beam #0 Heavy corrosion (70% section loss) on top and bottom flange angles
6	2	Floor Beam #1 Light to moderate corrosion (20% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles
6	3	Floor Beam #2 Heavy corrosion on web and bottom flange at web-to-bottom flange connection
6	4	Floor Beam #3 Severe corrosion (90% section loss) on web outboard from stringer (west) Severe corrosion on bottom flange outboard from stringer (west) Heavy corrosion on vertical gusset plate, L3-U2 (both sides) Light corrosion (10% section loss) on top flange angles
6	5	Floor Beam #4 Heavy corrosion on web outboard from stringer (west) Severe corrosion on truss bottom chord channels at FB #4 connection (west side, both panels) Severe corrosion on truss bottom chord diagonal bracing
6	6	Floor Beam #5 Light corrosion (10% section loss) on top flange angles
6	7	Panel #1 Moderate corrosion (30% - 40% section loss) on portal channels Heavy corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion (60% section loss) on truss bottom chord channel and lacing bars (west) Moderate to heavy corrosion on web and flange angles, L2-U1 (both sides)
6	8	Panel #2 Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion (50% section loss) on stringer bottom flange angles (both sides) Moderate to heavy corrosion on flange angles and rivets, L2-U3 (both sides) Moderate to heavy corrosion on flange angles and rivets, L3-U2 (both sides)
6	9	Panel #3 Heavy corrosion on truss bottom chord diagonal bracing Heavy corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on lacing bars of truss bottom chord (both sides)
6	10	Panel #4 Minor corrosion on stringer web (west) Moderate corrosion on web, L4-U3 (both sides) Moderate corrosion on truss bottom chord outboard web (west)
6	11	Panel #5 Minor corrosion on stringer web (west) Surface rust developing on portals Moderate corrosion on truss bottom chord at Floor Beam #5 connection (west) Moderate corrosion on truss bottom chord outboard web (west)

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Findings:

7	1	Floor Beam #0 Moderate to heavy corrosion (50% section loss) on bottom flange angles Light corrosion (10% section loss) on top flange angles Moderate to heavy corrosion on web outboard from west stringer Severe corrosion (80% section loss) on truss bottom chord horizontal gusset plate (west) Surface rust developing on portals
7	2	Floor Beam #1 Severe corrosion on web and flange angles, L1-U1 (west) Heavy corrosion on web and flange angles, L1-U1 (east) Heavy corrosion on truss bottom chord horizontal gusset plate (west) Moderate corrosion on web at bottom flange angle connection
7	3	Floor Beam #2 Severe corrosion on bottom vertical gusset plate, L2-U1 (both sides) Light corrosion on web at bottom flange angle connection
7	4	Floor Beam #3 Moderate to heavy corrosion on web outboard from west stringer Heavy corrosion on truss bottom chord horizontal gusset plate (west) Heavy corrosion on bottom vertical gusset plate, L3-U4 (both sides) Light corrosion on web, L3-U3 (both sides)
7	5	Floor Beam #4 Severe corrosion on web and flange angles, L4-U4 (east) Heavy corrosion on web and flange angles, L4-U4 (west) Moderate to heavy corrosion on web outboard from west stringer Surface rust developing on portal
7	6	Floor Beam #5 Heavy corrosion on truss bottom chord horizontal gusset plate (both sides) Light corrosion on bottom flange angles
7	7	Panel #1 Moderate to heavy corrosion on stringer top lateral gusset plates Moderate corrosion (30% section loss) on stringer top flange angles (east)
7	8	Panel #2 Moderate to heavy corrosion on stringer top lateral gusset plates Severe corrosion (corroded-through in places), L2-U1 throughout member (both sides) Moderate corrosion (30% - 50% section loss) on truss bottom chord throughout (both sides)
7	9	Panel #3 Moderate corrosion on truss bottom chord diagonal bracing Moderate to heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on truss bottom chord at Floor Beam #3 connection (both sides) Moderate corrosion on flange angles, L2-U3 (both sides) Moderate corrosion on flange angles, L3-U2 (both sides)
7	10	Panel #4 Light to moderate corrosion (20% section loss) on stringer top flange angles Heavy corrosion on truss bottom chord at Floor Beam #4 connection (west) Heavy corrosion on web and flange angles, L3-U4 (both sides)
7	11	Panel #5 Severe corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on stringer top lateral gusset plates
8	1	Floor Beam #0 Moderate corrosion on top and bottom flange angles Moderate to heavy corrosion on web outboard from west stringer Severe corrosion (corroded-through in places) on truss bottom chord horizontal gusset plate (west)

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INSPECTION DATE: 12/14/2005	INSPECTOR· K Trickle & G. Grumke

Findings:

8	2	Floor Beam #1 Moderate corrosion on top (40% section loss) and bottom (25% section loss) flange angles Moderate to heavy corrosion on web outboard from west stringer Moderate corrosion on web, L1-U1 (both sides)
8	3	Floor Beam #2 Heavy corrosion (50% - 60% section loss) on top and bottom flange angles Moderate to heavy corrosion on web outboard from west stringer Heavy to severe corrosion on web, L2-U2 (both sides) Heavy corrosion on bottom vertical gusset plate, L2-U1 (both sides)
8	4	Floor Beam #3 Heavy corrosion (50% - 60% section loss) on top and bottom flange angles (west side) Moderate to heavy corrosion on web outboard from west stringer Heavy to severe corrosion on web and flange angles, L3-U3 (both sides) Heavy corrosion on bottom vertical gusset plate, L3-U4 (west) Severe corrosion on floor beam-to-L3-U4 connection angle (west)
8	5	Floor Beam #4 Light ot moderate corrosion (10% - 20% section loss) on top flange angles Moderate to heavy corrosion on truss bottom chord horizontal gusset plate (both sides) Moderate to heavy corrosion on web outboard from west stringer
8	6	Floor Beam #5 Heavy to severe corrosion on top flange angles Moderate corrosion (30% section loss) on bottom flange angles
8	7	Panel #1 Surface rust on portals Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion on stringer top lateral gusset plates
8	8	Panel #2 Moderate corrosion (25% section loss) on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion on truss bottom chord diagonal bracing Moderate to heavy corrosion on web and flange angles, L2-U1 (both sides)
8	9	Panel #3 Moderate to heavy corrosion on truss bottom chord diagonal bracing Moderate to heavy corrosion on web and flange angles, L3-U2 (both sides) Heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on stringer top and bottom flange angles at Floor Beam #3 connection (both sides)
8	10	Panel #4 Heavy corrosion on stringer bottom flange angles (both sides) Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion on web and flange angles, L3-U4 (both sides) Minor corrosion on truss bottom chord
8	11	Panel #5 Surface rust on portals Heavy corrosion on stringer top lateral angles and gusset plates Moderate to heavy corrosion (60% section loss) on stringer top flange angles Minor corrosion on truss top chord bracing
9	1	Floor Beam #0 Heavy to severe corrosion (70% - 80% section loss) on top flange angles
9	2	Floor Beam #1 Minor corrosion on web at bottom flange angle connection Minor corrosion on web and flange angles, L1-U1 (west)

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INSPECTION DATE: 12/14/2005	INSPECTOR: K. Trickle & G Grumke

Findings:

9	3	Floor Beam #2 Light to moderate corrosion (20% section loss) on top flange angles Moderate corrosion (40% section loss) on bottom flange angles Moderate corrosion on web at bottom flange angle connection Heavy corrosion on channels, L2-U2 (both sides)
9	4	Floor Beam #3 Minor corrosion on top flange angles Minor corrosion on web outboard from west stringer Moderate corrosion on web and flange angles, L3-U3 (both sides)
9	5	Floor Beam #4 Moderate corrosion (40% section loss) on bottom flange angles Moderate corrosion on web outboard from west stringer Heavy to severe corrosion on channels, L4-U4 (both sides) Heavy corrosion on bottom vertical gusset plate, L4-U5 (west)
9	6	Floor Beam #5 Moderate corrosion (25% section loss) on bottom flange angles Minor corrosion (10% section loss) on top flange angles Moderate corrosion on web outboard from west stringer at bottom flange angle Moderate corrosion (25% section loss) on web and flange angles, L5-U5 (both sides)
9	7	Floor Beam #6 Severe corrosion on access ladder (out of service) Moderate corrosion on channels, L6-U6 (both sides)
9	8	Floor Beam #7 Severe corrosion (corroded through) on web outboard from west stringer at bottom flange angle Moderate corrosion (40% section loss) on bottom flange angles Light to moderate corrosion (20% - 30% section loss), L7-U7 (both sides)
9	9	Floor Beam #8 Severe corrosion (corroded through) on web outboard from west stringer at bottom flange angle Moderate corrosion (40% section loss) on bottom flange angles Severe corrosion (60% - 80% section loss), L8-U8 (east) Moderate corrosion (30% section loss), L8-U8 (west) Heavy corrosion on bottom vertical gusset plate, L8-U8 (both sides)
9	10	Floor Beam #9 Severe corrosion (corroded through) on web outboard from both stringers at bottom flange angle Heavy corrosion (70% section loss) on bottom flange angles Moderate corrosion (20% section loss) on top flange angles Moderate corrosion on web and flange angles, L9-U9 (both sides)
9	11	Floor Beam #10 Heavy corrosion on web, particularly on west side Minor corrosion (10% section loss) on top and bottom flange angles Moderate corrosion on channels, L10-U10 (east)
9	12	Floor Beam #11 Severe corrosion (corroded through) on web outboard from both stringers at bottom flange angle Moderate corrosion (30% section loss) on bottom flange angles Severe corrosion on web and flange angles, L11-U11 (both sides)
9	13	Floor Beam #12 Moderate corrosion (40% section loss) on top flange angles

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TYPE: Thru Truss	**LOCATION:** Reedsport, OR
INSPECTION DATE: 12/14/2005	**INSPECTOR.** K. Trickle & G. Grumke

Findings:

9	14	Panel #1 Rails placed on panel to balance span *Moderate corrosion (20% - 30% section loss) on portal top cover plates and channels* Light to moderate corrosion on truss bottom chord (both sides)
9	15	Panel #2 Moderate to heavy corrosion (50% section loss) on top flange angles Heavy to severe corrosion (rusted through in spots) on web, L2-U1 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	16	Panel #3 *Heavy to severe corrosion on stringer bottom flange angles (west)* Moderate to heavy corrosion on stringer bottom flange angles (east) Heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on plates, L2-U3 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	17	Panel #4 Heavy to severe corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion on stringer web at bottom flange angle connection (east) *Heavy corrosion on stringer bottom flange angles (both sides)* Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on plates and lacing bars, L4-U3 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	18	Panel #5 Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate corrosion on truss bottom chord diagonal bracing Heavy corrosion on plates and lacing bars, L4-U5 (east) *Moderate corrosion on plates and lacing bars L4-U5 (west)* Light to moderate corrosion on truss bottom chord (both sides)
9	19	Panel #6 Heavy corrosion on stringer top lateral angles and gusset plates Heavy corrosion on top chord bracing Heavy corrosion on web and lacing bars, L6-U5 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	20	*Panel #7* Moderate corrosion on L6-U5 (both sides) Floor system could not be inspected due to deck boards
9	21	Panel #8 Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on stringer bottom flange angles (west) Light to moderate corrosion on L8-U7 (both sides) Light to moderate corrosion on truss bottom chord (both sides)
9	22	Panel #9 Light corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on web plate, L8-U9 (both sides) Heavy corrosion on top chord bracing Light to moderate corrosion on truss bottom chord (both sides)
9	23	Panel #10 *Moderate to heavy corrosion on stringer web at bottom flange angle connection (both sides)* Moderate corrosion (25% section loss) on plate and lacing bars, L10-U9 (both sides) Heavy corrosion on top chord bracing Light to moderate corrosion on truss bottom chord (both sides)

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Findings:

9	24	Panel #11 Moderate to heavy corrosion on stringer web at bottom flange angle connection (both sides) Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on truss bottom chord web plate (east) Light to moderate corrosion on truss bottom chord (both sides) Heavy to severe corrosion on flange angles, webs and lacing bars, L10-U11 (both sides) Heavy corrosion on top chord bracing
9	25	Panel #12 Moderate corrosion on truss bottom chord web plate (both sides) Light to moderate corrosion on truss bottom chord (both sides) Heavy corrosion on stringer top lateral gusset plates Heavy corrosion on flange angles and web, L12-U11 (both sides)
10	2	Floor Beam #1 Minor pitting on top flange angles
10	5	Floor Beam #4 Minor corrosion on top cover plate
10	7	Panel #1 Moderate corrosion on stringer top lateral gusset plates Surface rust developing on L0-U1 (both sides) Heavy corrosion on top chord bracing
10	9	Panel #3 Moderate corrosion on stringer top lateral angles and gusset plates Minor corrosion on L3-U2, both sides Moderate corrosion on truss bottom chord diagonal bracing
10	10	Panel #4 Moderate corrosion on stringer top lateral angles and gusset plates Moderate corrosion on top chord bracing

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Findings:

GENERAL
No inner guardrail on bridge

TRUSS #1
Moderate to severe corrosion (40% - 80% section loss) on stringer top lateral angles and gusset plates, all panels
Moderate corrosion (30% - 40% section loss, heaviest on horizontal leg) on stringer top flange angles, all panels
Heavy corrosion on truss bottom chord lacing bars at connection to channels
Moderate to heavy corrosion (50% - 75% section loss) on truss bottom chord diagonal bracing, all panels
Heavy corrosion on stringer shelf angles at floor beam connection
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #2
Paint peeling and surface rust developing on truss top chord, all panels
Heavy corrosion on truss bottom chord lacing bars at connection to channels
Moderate to heavy corrosion (50% - 75% section loss) on truss bottom chord diagonal bracing, all panels
Heavy corrosion on stringer shelf angles at floor beam connection
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #3
Moderate corrosion (40% section loss) on stringer top flange angles, all panels
Heavy corrosion on stringer shelf angles at floor beam connection
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #4
Ties in poor condition
All timber platforms in unusable condition
Heavy corrosion on stringer top lateral angles and gusset plates, all panels
Moderate to heavy corrosion (50% section loss) on stringer top flange angles, all panels
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #5
Ties in poor condition
All timber platforms in unusable condition
Moderate to heavy corrosion (up to 50% section loss) on truss bottom chord channels and lacing bars (west)
Light to moderate corrosion (up to 25% section loss) on truss bottom chord channels and lacing bars (east)
Severe corrosion on stringer top lateral angles and gusset plates, all panels
Corrosion developing on webs of all vertical truss members
Moderate to heavy corrosion on truss top chord channels, cover plates and rivets

TRUSS #6
Ties in poor condition
Heavy corrosion on stringer top lateral angles and gusset plates, all panels
Moderate corrosion (30% section loss) on stringer top flange angles, all panels
Moderate corrosion (20% - 40% section loss) on truss bottom chord, all panels
Corrosion developing on webs of all vertical truss members
Heavy corrosion on truss top chord channels and cover plates, severe corrosion on rivets

TRUSS #7
Ties in poor condition
Moderate to heavy corrosion (50% section loss) on truss bottom chord, all panels (west)
Moderate corrosion (30% section loss) on truss bottom chord, all panels (east)
Heavy corrosion on truss bottom chord channels at floor beam connections throughout truss

TRUSS #8
Ties in poor condition
Moderate to heavy corrosion on truss top chord channels and cover plates, severe corrosion on rivets

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Findings:

Moderate to heavy corrosion (30% - 50% section loss) on stringer top flange angles
Heavy to severe corrosion on truss bottom chords at floor beam connections all panel points, both chords
Moderate corrosion on truss bottom chords (25% - 40% section loss) on channels and lacing bars throughout

TRUSS #9 (Spans 9 and 10)
Severe corrosion on all access ladders and top chord walkways (out of service)
Severe deterioration of timber access stairway and deck planking, bottom chord around drum pier
LIMITED INSPECTION OF DRUM PIER DUE TO DIFFICULTY OF ACCESS
Severe deterioration of all timber walkways and walkway supports at deck level
Surface rust on truss chords throughout
Moderate to heavy corrosion (30% - 60% section loss) on stringer top flange angles, all panels
Moderate corrosion on truss top chord bracing all bracing, all panels

TRUSS #10 (Span 11)
Moderate corrosion (30% section loss) on stringer top flange angles, all panels
Minor surface rust on portals, both ends

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2 13	2	OSMOSE	Perform miscellaneous repairs at the following locations Replace bottom chord lacing bars, Truss #4, Panel #3 (west) Repair/replace truss bottom chord channels, Truss #6, Floor Beam #4 (west side, both panels) Repair/replace stringer web at bottom flange angle connection, Truss #7, panel #5 (west)
2	2 12	2	OSMOSE	Replace stringer top lateral angles and gusset plates at the following locations Truss #2, Panel #4 Truss #3, Panel #5
3	2 11	2	OSMOSE	Repair floor beams at the following locations Truss #4, Floor Beam #3 (web outboard from west stringer) Truss #6, Floor Beam #3 (web and bottom flange angles outboard from west stringer) Truss #9, Floor Beam #7 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #8 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #9 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #11 (web outboard from both stringers at bottom flange angle connection)
4	2 10	2	OSMOSE	Repair or replace the following truss members and/or vertical gusset plates Truss #4 vertical gusset plates at Floor Beam #2, L2-U1 and L2-U3 (west) Truss #4, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, vertical gusset plates at Floor Beam #2, L2-U1 (both sides) Truss #8, connection angle at Floor Beam #3, FB-to-L3-U4 (west) Truss #7, vertical truss member L1-U1 (west) Truss #7, diagonal truss members L2-U1 (both sides) Truss #7, vertical truss member L4-U4 (east) Truss #9, vertical truss member L8-U8 (east) Truss #9, vertical truss member L11-U11 (both sides)
6	2.9	2	OSMOSE	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #2, Panel #2 Truss #2, Panel #4 Truss #6, Panel #4

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Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	2 8	2	OSMOSE	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #5 (both sides) Truss #2, Floor Beam #3 (west) Truss #3, Floor Beam #1 (west) Truss #7, Floor Beam #0 (west) Truss #8, Floor Beam #0 (west)
7	2 7	2	OSMOSE	Replace stringer top lateral angles and gusset plates, Truss #5 (all panels)
8	2 6	2	OSMOSE	Install inner guardrail across bridge
9	2 5	2	OSMOSE	Replace ties on the following trusses Truss #4 Truss #5 Truss #6 Truss #7 Truss #8
10	2.4	2	OSMOSE	Replace all anchor bolts, all piers
11	2 3	2	OSMOSE	Replace expansion bearings and masonary plates at the following piers Pier 2 Pier 3 Pier 5 Pier 6 Pier 7 Pier 8
12	2.2	2	OSMOSE	Replace access stairway and all timber decking around drum pier Replace all access ladders and walkways, all trusses
13	2.1	2	OSMOSE	Repair impact damage on bottom chord, Truss #2, Panel #3 (east) THIS IS A HIGH PRIORITY 2!
14	2.28	3	OSMOSE	Repair truss top chords at the following locations Truss #1, Panel #1, top portal brace bottom strut Truss #1, Panel #5, top portal top and bottom flange angles Truss #9, Panel #8, top chord bracing Truss #9, Panel #9, top chord bracing Truss #9, Panel #10, top chord bracing Truss #9, Panel #11, top chord bracing Truss #10, Panel #1, top chord bracing
15	2.25	3	OSMOSE	Repair truss bottom chords at the following locations Truss #1, Panel #4, bottom flange on channels (both sides) Truss #2, Panel #1, top battem plates at Floor Beam #1 connections (both sides) Truss #2, Panel #5, heavy on channels at floor beams, corrosion throughout (both sides) Truss #3, Panel #2, corrosion on channel webs and lacing bars (west) Truss #3, Panel #4, corrosion on lacing bars (both sides) Truss #3, Panel #5, corrosion on webs and lacing bars (both sides) Truss #4, Panel #4, corrosion on lacing bars (west) Truss #5, Panel #4, corrosion on channels at FB#4 connection (west) Truss #5, Panel #5, corrosion on channels at FB#4 & FB#5 connection (west) Truss #6, Panel #1, corrosion on channels and lacing bars (west) Truss #6, Panel #3, corrosion on lacing bars (both sides) Truss #7, Panel #3, corrosion on channels at FB#3 connection (both sides) Truss #7, Panel #4, corrosion on channels at FB#4 connection (west) Truss #9, Panel #11, corrosion on web plate (east)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	**SECTION# 2**
TYPE: Thru Truss	**LOCATION: Reedsport, OR**
INSPECTION DATE: 12/14/2005	**INSPECTOR. K. Trickle & G. Grumke**

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
16	2 24	3	OSMOSE	Repair stringers at the following locations Truss #4, Panel #5, corroded web and bottom flange angles at connection (west) Truss #5, Panel #3, corroded web and bottom flange angles at connection (west) Truss #5, Panel #5, corroded web and bottom flange angles at connection (west) Truss #6, Panel #1, corroded web and bottom flange angles at connection (west) Truss #6, Panel #2, corroded web and bottom flange angles at connection (west) Truss #6, Panel #3, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #4, corroded web and bottom flange angles at connection (both sides) Truss #9, Panel #3, corroded bottom flange angles (west) Truss #9, Panel #4, corroded bottom flange angles (both sides) Truss #9, Panel #5, corroded web and bottom flange angles at connection (west) Truss #9, Panel #8, corroded bottom flange angles (west)
17	2 23	3	OSMOSE	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #3, Panel #1, angles and gussets Truss #3, Panel #2, angles and gussets Truss #7, Panel #5, gussets Truss #8, Panel #3, angles and gussets Truss #8, Panel #5, angles and gussets Truss #9, Panel #3, angles and gussets Truss #9, Panel #4, gussets Truss #9, Panel #6, angles and gussets Truss #9, Panel #8, gussets Truss #9, Panel #9, gussets Truss #9, Panel #11, gussets Truss #9, Panel #12, gussets
18	2 22	3	OSMOSE	Repair stringer-to-floor beam connectors at the following locations Truss #1, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #1, stringer top flange angles (both sides) 24" from FB connections Truss #3, Panel #2, stringer top & bottom flange angles (both sides) 24" from FB connections Truss #3, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #4, Panel #6, stringer top flange angles (both sides) 12" from FB connections Truss #9, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.68
MILEPOST: 739 68	SECTION# 2
TYPE, Thru Truss	LOCATION· Reedsport, OR
INSPECTION DATE· 12/14/2005	INSPECTOR: K. Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
19	2 21	3	OSMOSE	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L3-U4 (west) corrosion on bottom 10' of web Truss #2, L2-U1 (west) corrosion on bottom 12' of web Truss #5, vertical gusset plates and flange angles, L2-U1 (both sides) Truss #6, vertical gusset plates at Floor Beam #3, L3-U2 (boh sides) Truss #7, L1-U1 (east) web and flange angles Truss #7, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, L4-U4 (west) web and flange angles Truss #7, L3-U4 (both sides) web and flange angles Truss #8, L2-U2 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #2, L2-U1 (both sides) Truss #8, L3-U3 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #3, L3-U4 (west) Truss #8, L2-U1 (both sides) heavy corrosion on web Truss #9, L2-U2 (both sides) corrosion on web Truss #9, L2-U3 (both sides) heavy corrosion on plates Truss #9, L4-U3 (both sides) heavy corrosion on plates and lacing bars Truss #9, L4-U4 (both sides) corrosion on channels Truss #9, L4-U5 (east) heavy corrosion on plates and lacing bars Truss #9, vertical gusset plate at Floor Beam #4, L4-U5 (west) Truss #9, L8-U5 (both sides) heavy corrosion on web and lacing bars Truss #9, L8-U8 (both sides) bottom vertical gusset plates Truss #9, L8-U9 (both sides) heavy corrosion on web plates Truss #9, L10-U11 (both sides) heavy corrosion on flange angles, webs and lacing bars Truss #9, L12-U11 (both sides) heavy corrosion on flange angles and webs
20	2 20	3	OSMOSE	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #3 Truss #2, Panel #3 Truss #3, Panel #3 Truss #3, Panel #4 Truss #5, Panel #3 Truss #6, Panel #3
21	2.19	3	OSMOSE	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #4 (west) Truss #2, Floor Beam #1 (west) Truss #2, Floor Beam #2 (both sides) Truss #3, Floor Beam #2 (west) Truss #3, Floor Beam #3 (west) Truss #4, Floor Beam #0 (both sides) Truss #7, Floor Beam #1 (west) Truss #7, Floor Beam #3 (west) Truss #7, Floor Beam #5 (both sides)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 12/14/2005	INSPECTOR: K Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
22	2 18	3	OSMOSE	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #3, top flange angles Truss #2, Floor Beam #0, bottom flange angles & web at horizontal gusset plate connections Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #1, web at bottom flange angle connection, outboard from stringers Truss #3, Floor Beam #2, web and bottom flange angles, outboard from stringers Truss #3, Floor Beam #3, web and bottom flange angles, outboard from west stringer Truss #4, Floor Beam #0, web, outboard from west stringer Truss #4, Floor Beam #3, bottom flange angles Truss #5, Floor Beam #0, web outboard from stringers (particularly west) Truss #6, Floor Beam #0, top and bottom flange angles Truss #6, Floor Beam #2, web and bottom flange angles (at connection) Truss #6, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #2, top and bottom flange angles Truss #8, Floor Beam #3, top and bottom flange angles Truss #8, Floor Beam #5, top flange angles Truss #9, Floor Beam #0, top flange angles Truss #9, Floor Beam #9, bottom flange angles Truss #9, Floor Beam #10, particularly on west side
23	2 17	3	OSMOSE	Repair or replace top chord channels and cover plates at the following locations Truss #6, all panels
24	2 16	3	OSMOSE	Replace stringer shelf angles at floor beam connection at the following locations Truss #1, all floor beams Truss #2, all floor beams Truss #3, all floor beams
25	2 15	3	OSMOSE	Replace truss bottom chord lacing bars and repair channels as required at the following locations Truss #1, all panels Truss #2, all panels Truss #7, all panels Truss #8, all panels
26	2 14	3	OSMOSE	Replace stringer top lateral angles and gusset plates at the following locations (unless prioritized at a higher level elsewhere) Truss #1, all panels Truss #4, all panels Truss #6, all panels
27	2.34	4	OSMOSE	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #2, Panel #1, angles and gussets Truss #7, Panel #1, gussets Truss #7, Panel #2, gussets Truss #7, Panel #3, angles and gussets Truss #8, Panel #1, gussets Truss #10, Panel #1, gussets Truss #10, Panel #3, angles and gussets Truss #10, Panel #4, angles and gussets

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 12/14/2005	INSPECTOR: K Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
28	2 33	4	OSMOSE	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #2, web outboard from stringers Truss #2, Floor Beam #3, top flange angles Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #2, top flange angles Truss #3, Floor Beam #3, top flange angles Truss #3, Floor Beam #4, bottom flange angles outboard from west stringers Truss #4, Floor Beam #0, bottom flange angles at gusset plate connections Truss #4, Floor Beam #3, top cover plate Truss #4, Floor Beam #5, top flange angles Truss #5, Floor Beam #0, top flange angles Truss #5, Floor Beam #2, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #3, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #5, bottom flange angles outboard from east stringer Truss #7, Floor Beam #0, bottom flange angles and web outboard from west stringer Truss #7, Floor Beam #1, web at bottom flange connection Truss #7, Floor Beam #3, web outboard from west stringer Truss #7, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #0, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #1, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #2, web outboard from west stringer Truss #8, Floor Beam #3, web outboard from west stringer Truss #8, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #5, top and bottom flange angles Truss #9, Floor Beam #2, bottom flange angles, web at bottom flange angle connection Truss #9, Floor Beam #4, bottom flange angles, web outboard from west stringer Truss #9 Floor Beam #5, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #8, bottom flange angles Truss #9, Floor Beam #9, top flange angles Truss #9, Floor Beam #11, bottom flange angles Truss #9, Floor Beam #12, top flange angles

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INSPECTION SUMMARY

Main Span	BRIDGE # 739.68
MILEPOST. 739 68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE. 12/14/2005	INSPECTOR· K Trickle & G. Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
29	2 32	4	OSMOSE	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L1-U1 (east) corrosion on web Truss #1, L2-U1 (both sides) corrosion on rivet heads throughout Truss #1, vertical gusset plates, L3-U4 (both sides) Truss #3, L1-U1 (west) web at flange angle connection Truss #3, L3-U4 (both sides) web and inboard flange angles Truss #4, L4-U4 (east) corrosion on web Truss #5, vertical gusset plates, L3-U4 (both sides) Truss #5, L4-U4 (both sides) web corrosion Truss #5, L3-U4 (both sides) corrosion on webs and flange angles Truss #6, L2-U1 (both sides) corrosion on webs and flange angles Truss #6, L2-U3 (both sides) corrosion on flange angles and rivets Truss #6, L3-U2 (both sides) corrosion on flange angles and rivets Truss #6, L4-U3 (both sides) corrosion on webs Truss #7, L2-U3 (both sides) corrosion on flange angles Truss #7, L3-U2 (both sides) corrosion on flange angles Truss #8, L1-U1 (both sides) corrosion on web Truss #8, L2-U1 (both sides) corrosion on webs and flange angles Truss #8, L3-U2 (both sides) corrosion on webs and flange angles Truss #8, L3-U4 (both sides) corrosion on webs and flange angles Truss #9, L3-U3 (both sides) corrosion on webs and flange angles Truss #9, L4-U5 (west) corrosion on plates and lacing bars Truss #9, L5-U5 (both sides) corrosion on webs and flange angles Truss #9, L6-U5 (both sides) corrosion throughout Truss #9, L8-U8 (both sides) corrosion on channels Truss #9, L8-U8 (west) corrosion throughout Truss #9, L9-U9 (both sides) corrosion on webs and flange angles Truss #9, L10-U9 (both sides) corrosion on plates and lacing bars Truss #9, L10-U10 (east) corrosion on channels
30	2 31	4	OSMOSE	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #0 (both sides) Truss #1, Floor Beam #2 (west) Truss #2, Floor Beam #1 (east) Truss #2, Floor Beam #4 (both sides) Truss #2, Floor Beam #5 (both sides) Truss #3, Floor Beam #0 (both sides) Truss #3, Floor Beam #4 (both sides) Truss #4, Floor Beam #1 (west) Truss #4, Floor Beam #2 (west) Truss #4, Floor Beam #3 (both sides) Truss #4, Floor Beam #5 (both sides) Truss #5, Floor Beam #3 (both sides) Truss #5, Floor Beam #5 (both sides) Truss #6, Floor Beam #4 (both sides)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 739.68**
MILEPOST: 739 68	SECTION# 2
TYPE. Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE. 12/14/2005	INSPECTOR: K. Trickle & G Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
31	2.30	4	OSMOSE	Replace truss bottom chord members at the following locations Truss #2, Panel #1, bottom chord channels at floor beam connections (both sides) Truss #2, Panel #2, bottom chord flanges and webs (both sides) Truss #3, Panel #3, bottom chord lacing bars and channels (both sides) Truss #4, Panel #1, bottom chord channel web and lacing bars (west) Truss #4, Panel #2, bottom chord channel web and lacing bars (west) Truss #5, all panels (west only) Truss #6, all panels Truss #7, all panels Truss #8, all panels Truss #9, Panel #12, bottom chord web plate (both sides)
32	2 29	4	OSMOSE	Replace truss top chord channels and cover plates or miscellaneous top chord repairs at the following locations Truss #1, all panels Truss #2, all panels Truss #3, all panels Truss #4 all panels Truss #4, Panel #5, top flange angles of portal Truss #5, all panels Truss #6, Panel #1, top channel of portal Truss #8, all panels Truss #9, all panels Truss #10, panel #4, top chord bracing
33	2 28	4	OSMOSE	Replace truss bottom chord diagonal bracing at the following locations Truss #1, all panels Truss #2, all panels Truss #4, Panel #1 Truss #4, Panel #2 Truss #4, Panel #3 Truss #7, Panel #3 Truss #8, Panel #2 Truss #8, Panel #3 Truss #9, Panel #5 Truss #10, Panel #3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.68
MILEPOST 739 68	SECTION# 2
TYPE: Thru Truss	LOCATION: Reedsport, OR
INSPECTION DATE: 12/14/2005	INSPECTOR: K. Trickle & G. Grumke

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
34	2 27	4	OSMOSE	Repair/Replace stringers at the following locations Truss #1, all panels, top flange angles Truss #2, Panel #2, top flange angles Truss #2, Panel #5, top flange angles Truss #3, all panels, top flange angles Truss #3, Panel #1, web at bottom flange angle connection (west) Truss #3, Panel #2, web at bottom flange angle connection (west) Truss #3, Panel #4, webs at bottom flange angle connection (both sides) Truss #4, all panels, top flange angles Truss #4, Panel #1, bottom flange angles (both sides) web at BFA connection (west) Truss #6, all panels, top flange angles Truss #5, panel #2, bottom flange angles at floor beam connections (west) Truss #6, Panel #2, bottom flange angles (both sides) Truss #7, Panel #1, top flange angles (east) Truss #8, all panels, top flange angles Truss #8, Panel #2, web at bottom flange angle connection (west) Truss #9, all panels, top flange angles Truss #9, Panel #3, bottom flange angles (east) Truss #9, Panel #4, web at bottom flange angle connection (east) Truss #9, Panel #10, web at bottom flange angle connection (both sides) Truss #9, Panel #11, web at bottom flange angle connection (both sides) Truss #10, all panels, top flange angles

Osmose Railroad Services, Inc.

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 12-14-05 BY: KT, GG

Bridge No: 739.68 Sec 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay Sub | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS ✓ SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

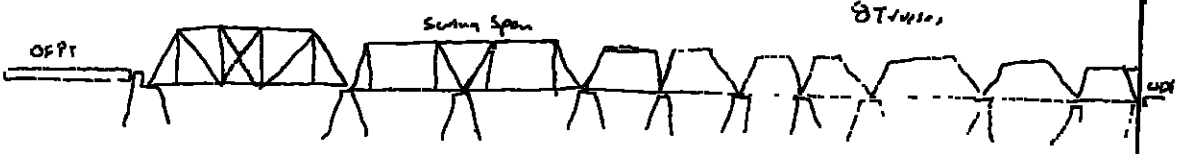
(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: 1 miles (E) (W) (N) (S) (Compass) of the town of: Reedsport, OR

Overall Sketch: (include span lengths)



Typical Bent or Pier Sketch:

ACCESS TRUCK • ✓ BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing: 1 mile

BRIDGE: TANGENT • ✓ CURVE • Superelevation is in

GUARD RAIL: YES • NO • WALKWAY: YES ✓ NO • LOCATION:

SKEWED: YES • NO • ✓ Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • ✓ CULVERT: YES • NO •

BRIDGE IS OVER Canal

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

CORP003366

		Bridge No: 739.03 Sec #2

CONDITION

LINE & SURFACE:	POOR •	FAIR ✓	GOOD •				
APPROACHES:	POOR ✓	FAIR •	GOOD •	bw	EROSION PROBLEMS:		
TIES:	POOR •	FAIR ✓	GOOD •		SIZE.		QUANTITY.
HEADWALLS:	POOR •	FAIR •	GOOD ✓				
WALKWAY:	POOR •	FAIR •	GOOD •	N/A			
GUARDTIMBER	POOR •	FAIR •	GOOD ✓		SIZE: 6 x 8		

SUPERSTRUCTURE (Note any defects):

SUBSTRUCTURE (Note any defects):

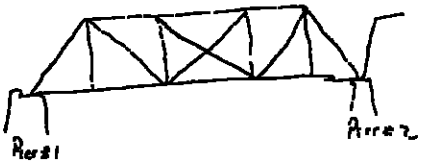
RECOMMENDED WORKS AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Truss #1



125' length 1911 16-6" c to c
24 Tie / Panel 9x8x10'
5 Panels
2 Built-up Str. / Panel
Wire on West Side

Pier #1
- OK

F.B #0
- Minor pitting on TFA
- BC T&B bolt under have moderate corr
Panel #1
- Paint gone on corner stay, rust 50% s.l.
- Surface rust on both portals

F.B #1
- Minor corr on L-U₁ both sides angles
- CP dia 12 x ½
- Minor corr at rivet heads outboard of CP timbers
- Web is corroded on East L-U₁ 60% to 75% s.l. in spots (bott 10')

Panel #2
- Moderate corr in BC channels and L₂-U₂ Angles
- L₂-U₂ corr + rivet heads (15% s.l.)

F.B #2
- Mod. s.l. of FB web outboard of Str corner
- L₂-U₁ and L₂-U₂ are same as L₁-U₁ Diag
- Minor corr on TC of F B
- L₁-U₁ spots of surface rust in outstanding leg of FA (Both) 10% rivet heads corr
- West BC T&B has 50% s.l. all corner.
- East " " 25% "

Panel #3
- TFA has 30% s.l. - 25% s.l. in Top boring of BC
- BC T&B have heavy corr.

F.B #3
- Surface rust on TP of F.B - L₂-U₂ corr develop in web - TFA of F B has 70% s.l. (South)
- Minor corr of TFA at Str @ FB corner. - East last 12" TFA of Str are corr @ FA

Panel #4
- L₂-U₂ corr heavy corr in web's bott 10'
- STA of Str is corr. at FB
- BFA "
- heavy corr on shelf L at F.B #3
- BC T&B on East has 20% s.l.

Rot → Vert CP corner L₂-U₂ Both sides corr
- BC T&B + Seams corr
- BC channels have corr on BF

F.B #4
- W. BC T&B has heavy corr

Panel #5
- W BC Channels have moderate corr on BF
- TFA of Str has 50% s.l.

IWW
F.B
- 7/8" (corner)
53½ 7/8 ¾
- L

Str - 6x6 ⅜
- 7/8"
40" ½ clk
- ½ — 7" — ½

Str & F.B corner
4x6 ½ — F.B Rivet total is similar on FB leg
5/8 clk
(1) ½ Rivet on Str leg

Rotor (Chord of Truss)
½ 5/8
3½ Bolting
1 1/16"

Hanger
10"
¾ clk
- 3½ x 5 x ½

General Notes
- rec walkway
- rec 3 over guardrail
- TLA of Str are det. at panel points - 80% s.l.
- F B #3, 5 thru
- TFA of Str has 30% s.l. (43% s.l. one hour @ 1/16 per log)
- Loosing bar corr on bottom chan & corr at corner
- Rotting at leg corr on outboard 50% s.l.
- BC T&B have 5% s.l. to 75% s.l.
- Pier #2 - Rust & flaking at base of leg
- Str F.B and BFA (Pier #2) - Str F.B str are corr @ F.B

L₂-U₁
½ B
18" 1
clk
¾"
D
⅝ x 2½"
4 rivets

- Heavy corrosion on BC-up at connection
- T&B of Str have 20-50% s.l.

F.B #5
Both BC T&B have 75-80% s.l.
- Rust rust on BFA of Str and shelf L
- 12" heavy corr on BFA of Str

Pier #2
- Fixed Anchor bolts rusted thru
Exp bearing lower girder is bound and failing (Pier #2)
- All Pedestals have heavy corr at all bearings

CORP003368

Truss #2

Same dim as Truss #
30' length of Varren post

FB #3
- BFA is corr at GP conn
- Web is corr at bottom FB conn outboard of Str

Panel #1
- East partial inboard channel has some corr
- TFA of Str has 50% s
- BC channels have moderate to heavy corr at GP conn
- TFA str 12" outer @ FB #3
- Batten plate, heavy 75% s @ FB #3

FB #1
- W BCTLGP has heavy corr.
- E " " mod corr
- L-U. Surface rust both sides

Panel #2
- BCTLA has inlay at FB #1
- Splice plate on EBC
- WBC channel has corr on BF and inboard web.
- E "
- TFN - 20% s
- Bolt Usha Spot rust on FA
- heavy corr in web below 12' west Usha

FB #2
- BCTLGP Both sides have 75% s.
- SC TFA of Str is deter @ FB
- web of FB at St. conn is corr
- BFA is corr outboard of Str

Panel #3
- 12 TFA of Str is corr
- EBC of Truss has bad impact damage 6 long in channels (FB #2)
  BFA is deteriorated 45' E+W (Panel #1, 2, 3) - Neh.
- BC of Truss BLA is deteriorated

FB #3
- South TFA has 50% s
- West BCTLGP is severely corr
-

Panel #4
- TLA of Str. are severely deter.
- Surface rust on BC channels
- BCTLA are severely deter.

FB #1
- Bolt BCTLGP are moderate corr.

Panel #5
- Minor corr on BC both sides
- TFA of Str. has 30% s
- WBC TFA and BFA of channels have heavy corr 2' extend to 5' (outboard channel)

FB #5
- Minor corr on FB web
- Top FA of partial brace 8 80% s
- Bot " " 60% s
- BCTLGP are deter 50% s.

Pier #3
- Fixed anchor bolts 30% s
- Exp bearing - corr bolt
- U Exp has severe det in M Plate and grout
- Fix Bearing has M Plate rust.

CORP003369

General Note
- TFA at Str 10 - 46V 1 1

Truss #1

Core at Truss #1

F.B. 1
- Minor surface corr
- BFA is 10V s.l
- BCTLGP is taken
- Str shelf L are det

Panel #1
- Str web is corr at BFA conn
- TFA EA is determined
- TLA & GP are deter
-

F.B. #1
- E.L.-U. has web corr at FA conn.
- WBC TLGP is severely det.
- Stub of FB corr @ BCFA outboard of Str

Panel #2
- WBC - E Truss heavy corr in facing bars and web at corrod
- TLA & GP of Str are deter
- 24" BFA is deter. and TFA both sides
- Str'l angle has heavy pack rust
- Str web has moderate corr at BFA

FB #2
- WBC GP is corr.
- TFA has corr. s.l
- Web of FB corr @ BFA outboard of Str. (heavy)
- BFA has 60/ s.l outboard of Str

Panel #3
- BC TLA is corroded
- WBC has heavy corr @ str' and pitting ends 46/ s.l
- TLA at Str are corr

F.B #3
- WBC Lat is corroded
- web corr same as FB #2 (west side only)
- Elg-Uy corr in web one inboard FA.
- WLg Uy " ".

Panel #4
- 12" TFA deter corroded
- BFA pack rust @ shelf
- EBC facing bars 70/ s.l (And West)
- ACTLA is deter.
- Web corr devel @ BFA at Str.
- BFA has 10" s.l

F.B. #4
- TFA minor corr
- BFA corr @ web/end
- Both LG Uy corr devel. on web
- BCTLGP is corroded

Panel #5
- TLA of Str is broke
- 12" TFA at Str is corr
- Both BC of Truss has heavy corr on channel web
- and lacing

F.B. #5
- M nut corr on TFA
- WPortal rivets are corroded at bottom s'
- BFA and web corroded on east side

Pier #4
- Fix Anchor bolts decent (30/ s.l)

CORP003370

Truss #4

Same as Truss #1

Pier #1
- Exp bearing, [illegible]

F.B #10
- Web corr outboard ctr
- Both BCLGP has 75% s.l.
- BFA & corr at GP conn
- Portal has 10 to 20% s.l.

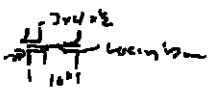
Panel #1
- W Str. web corr @ BFA
- BFA is corroded 25% to 40% s.l.
- WBC has 40% to 50% s.l. on channel web and lacing

F.B #1
- WBCLGP has 25% s.l.
- L_1-U_1 has slight corroded web

Panel #2
- WBC has 50% section loss on [illegible]
- BCTLP has 7 1/2% s.l.
  - same as Panel #1

F.B #2
- W. Vert GP on L_2-U_1 are rusted thru.
- " " L_2-U_3 are rusted thru
- WBCLGP has 50% s.l.
- Minor web corr on L_2-U_2

Panel #3
- BCTLA are corr
- WBC [illegible] are lacing bars are slightly corr.
- R sets on inner lacing are severely corr
- L_2-U_4 [illegible]



F.B #3
- BFA [illegible] has heavy corr
- Web is heavy corr @ outboard sd. (Almost Thru) (Pr #2)
- Both BCTLGP are corroded
- TLP of F.B. has 20% s.l.
- Both Vert BGP L_3-U_4 are corr. thru

Panel #4
- L_2-U_4 - surface corrosion
- lacing bars on WBC are corroded

F.B #4
- web corr (Minor)
- W BCLGP is corr (Minor)
- TLP of F.B is corr.
- BL_4-U_4 - Corr devel in web (25% s.l.)

General Notes
- TLA HGP on corr CRH panel
- Ties on Pr. #2 9x8x⅜
- TFA & Str 50% s.l.
- All weldout plate[illegible]

Panel #5
- W Str BTA corr @ BFA conn
- TFA at portal access [illegible]
- 12" TFA is corr @ F.B both sides

F.B. #5
- TFA has 40% s.l.
- Both BCTLGP are corr.

Pier #5
- Fix Anchor bolts have 40% Pr ≤ 1
- Exp bearing are corroded

Truss #5

Same as Truss #1

F.B. #0

- Web outboard of Str has heavy corr
- TFA has moderate corr
- Both BCTLGP has corr devel

Panel #1

- TFA of Str have 10-20% s.l

F.B. #1

- L_1-U_1 has web corr. devel. both

Panel #2

- L_2-U_1 LGP and FA has heavy corr (Both)

F.B. #2

- L_2-U_2 corr in web devel
- BFA is corr (moderate) from W Str to W BC
- W. Str has web corr @ bot FA conn

Panel #3

- BCTLA is deb
- W. Str has web corr @ BFA conn

F.B. #3

- Both BCTLGP are corroded
- Both L_2U_2NV GP have 50% s.l.
- web corr on outboard of str.
- BFA corr on wash side

Panel #4

- L_3U_4 have moderate corr in web and FA (Both)
- light corr in BC channels
- WBC channel @ F.B.4 has heavy corr

F.B. #4

- Both L_4-U_4 corr in web in various loc

Panel #5

- W. Str web corr @ BFA conn
- W BC is corr @ F.B. #4 and #5

F.B. #5

- TFA has 20%
- BFA corr- outboard of E. Str
- Both BCLGP have moderate corr.

General Notes:

- All Ties are Pr #2
  Trusses 4 - 8
- WBC has 25% to 50% s.l on channels and lacing
- EBC has 25% [illegible]
- TLA #GP of Str are severely deb.
- All vert cal post have corr in web devel

Pier #6

- Fix Anchor both 50% s.l.
- Exp Bearings heavy corr
- W. Exp Beam, sev. corr to bottom flg

Truss #6

Same as Truss #1

F.B #0
- RFA has 70 1/2 s.l.
- TFA has 70 1/2 s.l.

Panel #1
- Panel has 20% to 40% s.l. on channels
- W Str web is corr. @ BFA conn
- W BC has 60% s.l on channels and lacing bars

F.B #1
- TFA has 20% s.l
- BFA has 15% s.l

Panel #2
- W. Str web is corr @ BFA conn
- BFA is corr. w/ Str s.l.

F.B #2
- L_2-U_1 have corr web and FA (Both sides)
- L_2-U_3 have corr FA and rivets (Both sides)
- BFA corr devel heavy @ BFA conn.

Panel #3
- BTLA is corr
- W. Str. web is corr. @ BLA conn.
- lacing bars corroded on Both BC

F.B. #3
- Heavy corr at web west of Str. (90% s.l.)
- L_3U_2BVGP is corr (Both
- TFA has 10% s.l
- BFA is corroded There out is outboard of Str
- L_3-U_2 has corr on rivets, Both

Panel #4
- W Str. web has minor corr.
- U_3-L_4 has corr in web (Both sides)
- WBC outboard channel web is corr.

F.B #4
- Web corr West of W Str
- W BC Channels are severely delam @ conn (both panel 4 and 5) @ FB.4
- WBCTLGP is severely corr

General: N/A - ,
- TLA & GP are det.
- BC has 20-11% s.l
- Web corr devel in vert. splices
- TFA at Str, incr 20% b

Panel #5
- W Str web minor corr.
- Surface rust on pockets
- BC have deter. @ FB #5 conn
- WBC out channel corr on chan web

FB #5
- TFA 10% s.l

Pier #7
- Fix anchors are gone

Truss #7
- Same as #1

Pier #7
- Exp bearings are heavy corr.

F.B #0
- BFA has 50% s.l.
- TFA has 10% s.l.
- Web corr. west of W Str
- W BCLGP has 80% s.l.
- Surface rust on portals

Panel #1
- TLGP of Str are det.
- ETFA of Str. have 30% s.l.

F.B. #1
- L_1-U_1 has moderate to heavy corr. in web and FA (W L_1-U_1 is Pr #2)
- WBCLGP has heavy corr.
- Web has corr devel @ BFA conn and TC conn

Panel #2
- TLGP of Str is deter.
- L_2-U_1 has 60% to 95% s.l. (Both L_2-U_1 is marked there) (Pr #2)
- BC has 30 to 50% s.l

F.B #2
- L_2-U_1 BVGP are severely corr. (Both)
- web is slightly corr @ BFA

Panel #3
- L_2-U_3 moderate corr on FA (Same For L_2U_2) @ GP in middle
- BCTLA is deter
- TLA & GP are deter.
- BC is corroded @ F.B #3 (Both)

F.B. #3
- web corroded out west Str. - L_2U_3 - web corr devel
- WBCLGP is corroded
- L_3 U_4BVGP are deter (Both)
- L_3-U_4 has heavy corr. in web and FA

Panel #4
- TPA - 20% s.l.
- BWBC bearing bars are deter. and channel @ F.B.4 conn

F.B. #4
- L_4-U_4 - has corr on web (Both) (Pr #3) (L_4-U_4 is Pr #2)
- Web is corroded @ outboard of Str
- Portal has spot rust

General Notes.
(Pr #2)
Trusses 6,7 only truss #6 has #2
- End ties are 9"
- WBC channels out to - bars have 50 - 30's l.
- EBC
- TC Channels and CP are heavily corroded Both sides (Some inaccessible) 1-5 Top Chord 50% losses outside in Channels)
- TC rivets in 2 Cm size or more affected in panel #2
- Both BC Channels are corroded at F.B. locations

Panel #5
- W St Web is corr devel @ BFA
- TLGP of Str are corr

F.B. #5
- Both BCTLGP are deter.
- Slight corr BFA

Pier #8
- Fix anchors are poor

CORP003374

Truss #8 (Same as Truss #1)

Pier #8
- Exp bearings are corroded (heavy)

FB #0
- BFA has moderate corr
- TFA " "
- web is devel corr outboard of str
- WBCLGP has severe s.l.

Panel #1
- Spot rust on Portall
- W. str web has corr @ BFA conn
- TLGP of str is corr.

F.B #1
- BFA has par s.l.
- TFA moderate s.l.
- web corr + outboard of str
- L_1-U_1 web corr devel.

Panel #2
- W. str. web @ BFA conn (25-50% s.l.)
- BCTLA are corroded
-

FB #2
Both L_2-U_2 corr on web and FA
- L_2-U_2 BVGP is heavy corr. (Both)
- BFA has 50-60% s.l.
- TFA has mod. s.l.
- web is corr just at w. str
- L_2-U_2 has web corrosion (both) (East L_2-U_2 heavy Top 20") (Pt #2)

Panel #3
- BCTLA is deter - L_3-U_2 has moderate corr.
- TLA LGP is corr. - BFA and TFA is corr. @ FB #3

FB #3
- L_3-U_3 has moderate to severe corr on web and FA (west side Pt #2) (East side Pt #1)
- web is corr. heavy outboard w. str
- TFA is corroded west side
- BFA "
- West → W.F.B to L_3-U_3 conn Δ is severely det. (South side) Pt #4
- L_3-U_4 BVGP is corroded

Panel #4
- BC Chords are moderate (Minor)
- BFA is heavy corr
- web of str corr @ BFA conn (worst)
- L_3-U_4 corroded web and angles (various locations)

General Notes
- TC at Truss rivets are severely deter on TCP and adjacent's
- TFA of Str 2W-54 s.l.
- Both BC Chords are moderate to severe corroded at F.B conn
- Both BC has 25 - 30 % of web Chords are losing mass

FB #4
- TFA 20% s.l.
- Both BCTLGP are deter.
- Web has corr on west side outboard of str @ BFA

Panel #5
- Hanger #4
- TFA & GP of str are corr.
- TFA other str are 60% s.l.
- Minor corrosion on TC bearing

FB #5
- Heavy corr on TFA (Pt #7)
- BFA has 30% s.l.
- Surface rust on portals

Pier #9
- Piv Anchors are deter.

3

Truss #9 (2 Spans) Swing span

20 Ties / Panel
2 Built-up Mbr / Panel
12 Panels

-17'-4½"
c to c Portal Chord
c to c Str 17'

Rods 1-6 = 24 ½" ø.

General Notes

- Surface rust on BC
- TFA at Str 30 to 50% s.l.
- Utility pipes on WBL
- Moderate corr bracing to TC

F.B #0

- TFA has 70-80% s.l
- TC of Portals has 20 to 30% s.l
- Channels of portals has 20% s.l

Panel #1

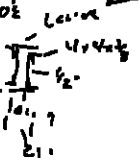
- Rail on Both sides BGTLA (7 pieces on E. 6 pieces on W)
- Both BC channels have moderate to heavy corr. (All panels)

F.B #1

- W L1-U1 has corr on web and ext / Minor
- web has corr @ BFA (Minor)
- U1-L2 Both side lacing bars are severely corroded.

Panel #2

- TFA has 30% s.l both sides
- West U1-L2 has holes in web plate (Pl. #2)
- East U1-L2 has heavy corr. in web plate



F.B #2

- TFA - 20% s.l
- web & corr @ BFA conn
- BFA is 40% s.l.
- L2-U2 heavy corr on channels

Panel #3

- Both Str BFA corrosion (heavy in west)
- TLA & GP are deter.
- L2-U2 has heavy corr on plates (Both)
- BC - ok

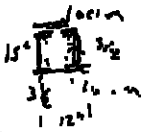
F.B #3

- web corr outboard of Str. (Minor)
- L3-U3 - Min surf rust, moderate web & FN corr
- TFA - All ave corr.

Panel #4

- Heavy corr of web of ws. Str. @ BFP conn (East Str. some not as bad)
- BFA 1, corr.
- TLA & GP of Str corr.
- L1-U2 - web plate is heavy corr, & lacing bar corr deter

F.B #4



Both
- L4-U4 - heavy s.l. on channels (Pl. #2)
- BFA is 40% @ BFA conn
- WL4-U5 BVGP is deter.
- web of F.B is devd corr

Panel #5

- EL4-U5 has heavy corr on web plate and lac bars
- [illegible]
- W Str. web is corr @ BFA conn
- BCTLA has some corr.
- BC has surface rust

F.B #5

- web corr outboard at Str @ BFA
- BFA has 25% s.l.
- TFA has 10% s.l.
- EL5-U5 FA corr 25% s.l.
- WL5-U5 FA and web corr 25% s.l

Panel #6

- Housing
- TLA & GP are deter.
- L5-U5 has web plate corr and deter lacing bars
- TC brace from L5-U5 is heavy corr

Pier #10

CORP003376

General

outside
- Top chord hc-drail = deck-(Pr #2)
  ⇒ Drum had diff to inspect due to excess ladders and handrail,
- Replace all hc-drail with new pipe
- Poor Walkway Planks and support beams (Pr #2)

F.B #6
- L_6-U_6 - light to moderate corr on channels;
- Ladder 71 severely deter.
- L_6-U_7 Both have moderate corr

Panel #7
- Can't view deck boards

F.B #7
- Hole in web on west side outboard of Str @ BFA. (Pr #2)
- BFA has 40% s.l.
- L_7-U_7 - Both have 20 to 30% s.l

Panel #8
- TLGP at Str a corr
- U_7-L_8 - Light to moderate corr
- W Str BFA has heavy corr

F.B. #8
- Web rust thru on west side outboard of Str (Pr #2)
- E L_8-U_8 - has severe s.l. (Pr. #2) Bot. s.l. to top
- W L_8-U_8 has 30% s.l
- L_8-U_9 - has heavy corr. in web plate
- L_8-U_9 BVGP Both sides have heavy corr.

Panel 9
- W. Str web light corr @ BFA conn
- TLGP at Str are deter.

FB #9
- Web is rusted thru (Pr. #2) (Both sides)
- BFA has 30% s.l on East side
- TFA has 20% s.l.
- L_9-U_9 - corr level Both sides on FA and gusset
- Upper TCL braces are corr. (Same for F.B.)

Panel #10
- W Str web corr level @ BFA (Both sides)
- L_{10}-U_9 - corr on plate and facing bars 25%
- TCL A and struts are corroded in panels 9, 10, and 11

F.B #10
- Heavy corr at web on W. side
- E L_{10}-U_{10} Channels are corroded
- TFA & BFA have 10% s.l

Panel #11
- L_{10}-U_{11} - Both have moderate to severe corr on FA and web plate and facing bars
- W Str web corr @ BFA conn
- E "
- TLGP at Str. are corr
- E BC has heavy corr on web plate

FB #11
- E L_{11}-U_{11} FA have severe s.l. (Pr #2) and web plate
- W L_{11}-U_{11} " " rate to severe (Pr #2)
- web is severely deter @ BFA outboard of Str, both sides
- BFA has 30% s.l.

Panel #12
- TLGP at Str. are deter
- Both BC has moderate corr on web plate

FB #12
- L_{12}-U_{11} - Some w rest moderate to heavy corr. on FA and web plate
- TFA has incr. s.l.

Pier #12
- OK

Truss #10

- Same as Truss #1

Pier #10

- F.I. exterior bolts rusted thru

F.B. #10

- OK
- BFA on Partial Brace is deter.

Panel #1

- TL GP at Str. via cell
- L_0 - U_1 has surface rust
- TC LA brace has rot ≤ 1

F.B. #1

- TFA not painted

Panel #2

- OK

F.B. #2

- OK

Panel #3

- TL Actual GP at Str. cracked
- L_3 - U_2 - has light corr
- BC LA is delam

F.B. #3

- OK

Panel #4

- TC EL A on deter.
- TL A & GP are corr

F.B. #4

- TCP is slightly delam

Panel #5

- OK

F.B. #5

General Notes

- TFA at Str. 30% S.L.
- Minor surface rust
- Partials both sides

Pier #11

- Anchors deter

Central Oregon & Pacific Railroad



Bridge 739.68 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 739.68
MILEPOST: 739 68	SECTION# 3
TYPE: ODPT	LOCATION. Reedsport, OR
INSPECTION DATE. 11/ 9/2005	INSPECTOR: K. Trickle

Findings:

Bent 3
Pile 5 - Reject

Span 3
Stringer 1 - Reject
Stringer 2 - Possible Reject
Stringer 3 - Possible Reject
Stringer 4 - Possible Reject
Stringer 5 - Possible Reject
Stringer 6 - Possible Reject
Stringer 7 - Possible Reject
Stringer 8 - Possible Reject

Ties - Fair (plate cut)
Guard timber - OK
Headwall - OK
Approach - Low
Walkways - OK
Handrails - OK

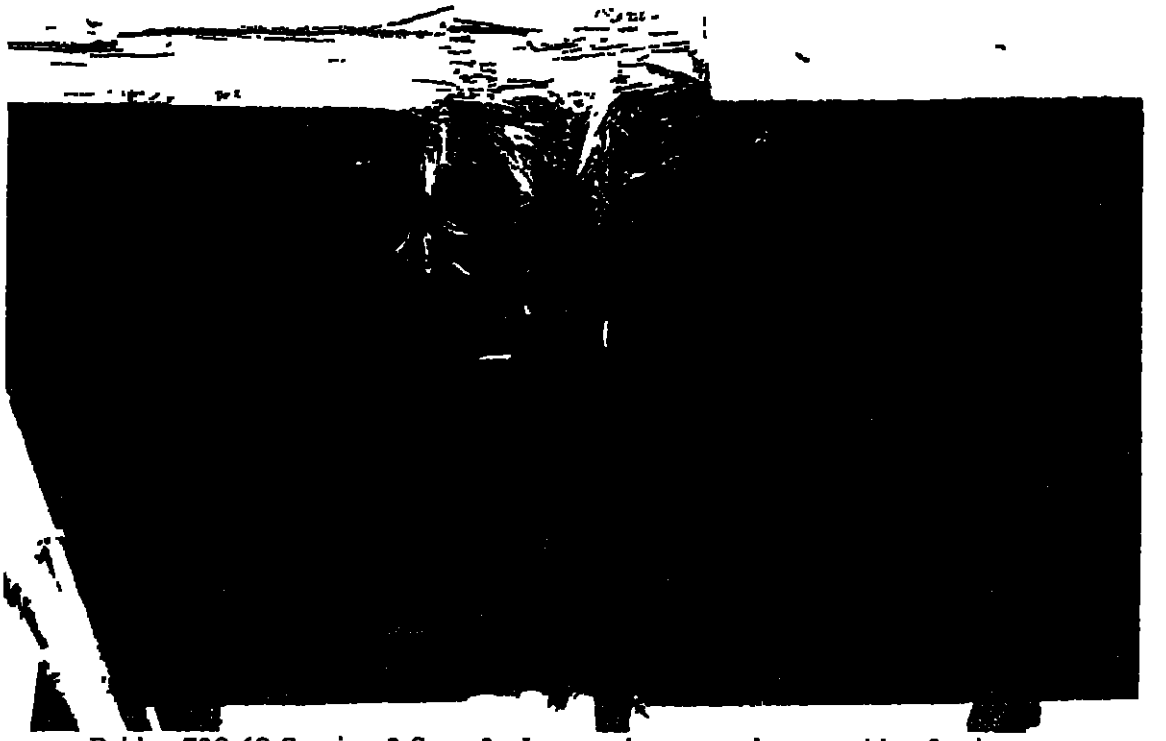
Clearance Signs - Poor
Stringers - Impact Damage at Span 3 (roadway)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.1	2	RAILROAD	Install: - New roadway clearance signs
2	3 6	4	OSMOSE	Replace - Stringer 1 in Span 3
3	3 5	4	RAILROAD	Add ballast and tamp up approach
4	3 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
5	3 2	4	OSMOSE	Post: - Pile 5 of Bent 3
6	3 7	5	RAILROAD	Monitor: - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 6 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3
7	3 4	5	RAILROAD	Monitor - Stringers in Span 3 for additional impact damage

Central Oregon & Pacific Railroad



Bridge 739 68 Section 3 Span 3 - Impact damage to bottom side of stringers

140 249

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-9 19 2005

Owner CORP Reg./Div. Bridge No 739 68 SA Sec. 3

Dist./Sub/Branch COOS BAY

Location REEDSPORT, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	–		–		CAP ON CONCRETE PIER										
2	5	4	16	P/P	OK										80
3	5	5	12	G/L	½	7				TIMBER FACING POWER LINE ATTACHED TO CAP	13½18½	X			60
		3		G/L	-OK-										
4	5	1	12	G/L	OK.					TIMBER FACING					60
		2		G/L	10	1½				CAP@P3-OK-					
		3		P/P	3	2									
5	3		6		STEEL		BENT								–
															200
										STRS - MID SPAN 3 - POOR CLEARANCE SIGNS					
										H. WALLS - OK					
										TIES - FAIR (plate out)					
										WALK - OK hand rails - OK					
										Wbwl - OK					
										App - LOW					
		÷								G. Hab - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

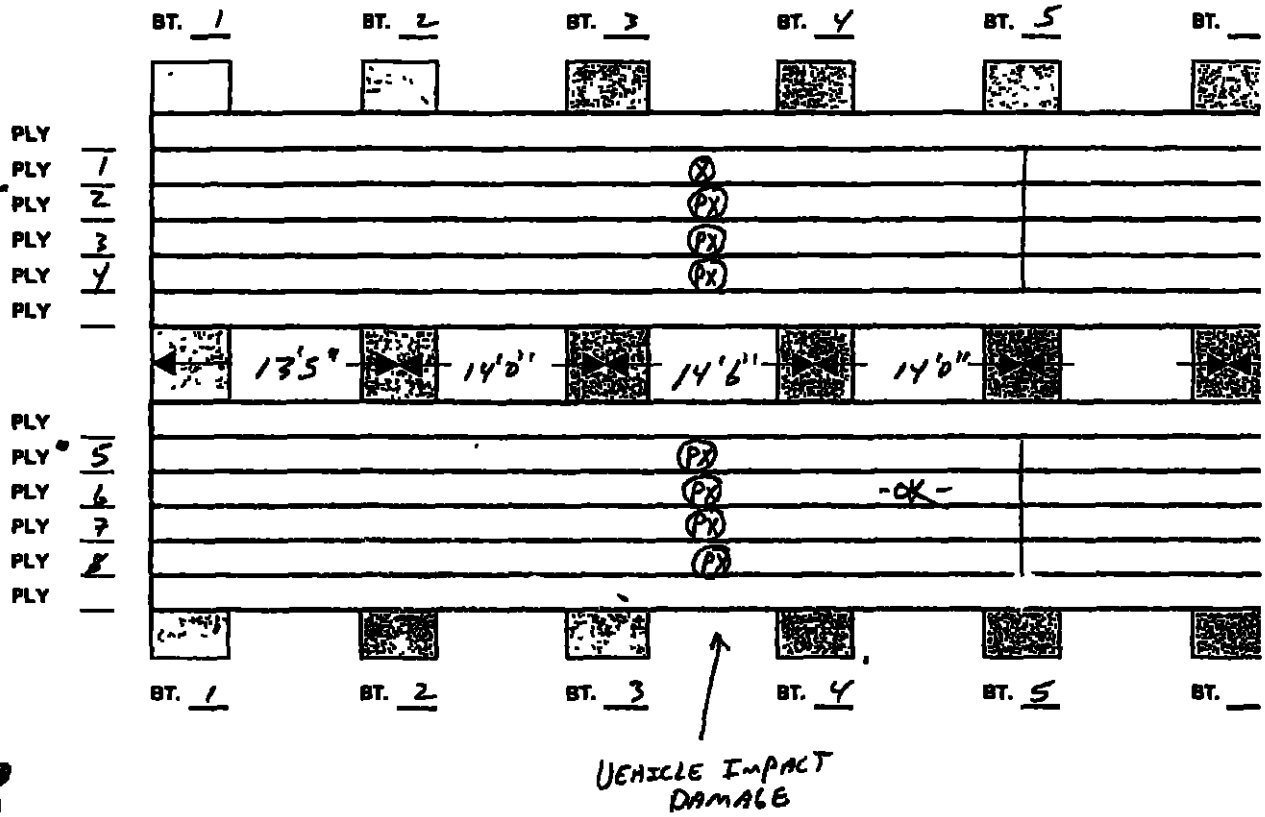
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (1) S E W
Piling Numbered From N S (1) W
Bent # 1 is (N) S E W
(Timetable)

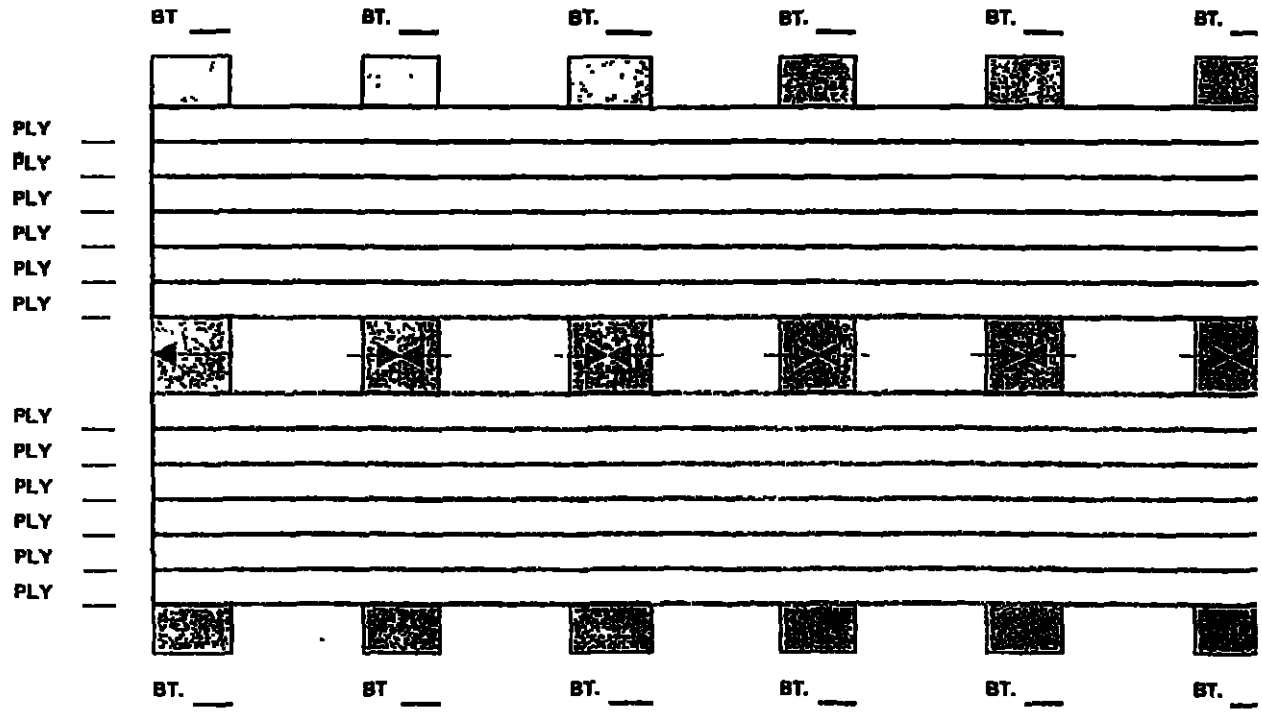
SIGNED KT

BR# 739.67 SA (Sec 3)

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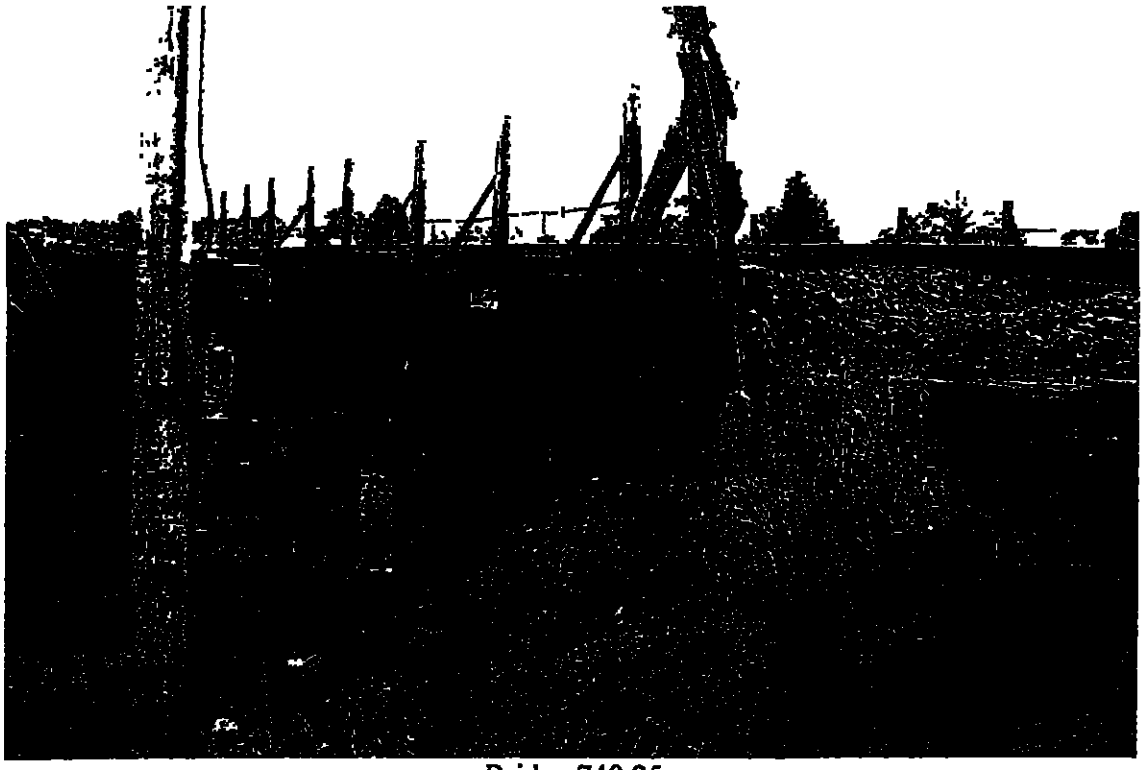


VEHICLE IMPACT DAMAGE



CORP003383

Central Oregon & Pacific Railroad



Bridge 740.25

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003384

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 740.25 Main

MILEPOST: 740 25 | SECTION# 1

TYPE. ODPT | LOCATION: Reedsport, OR

INSPECTION DATE: 11/ 8/2005 | INSPECTOR. K Trickle

Findings:

Bent 2
Post 5 - Reject

Bent 4
Post 1 - Reject

Ties - OK
North headwall - Failing
North approach - Low
Walkway - Fair
Handrails - OK

Bents 2, 3 & 4 - Slightly leaning South

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	2	OSMOSE	Replace - North Headwall
2	1 11	4	OSMOSE	Install - Hog jaw bracing From Bent 2 to Bent 3
3	1 9	4	RAILROAD	Add ballast and tamp up North approach
4	1 4	4	OSMOSE	Post. - Post 5 of Bent 2 - Post 1 of Bent 4
5	1 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
6	1 12	5	RAILROAD	Monitor - Bent 2 for additional leaning to the South - Bent 3 for additional leaning to the South - Bent 4 for additional leaning to the South

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 10		OSMOSE	7/21/1999	Replaced - Cap on Bent 2 Framed out - Bent 1

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8-~~98~~ 2005

Owner CORP Reg/Div _____ Bridge No 740.25 MAIN

~~Dist/Sub~~/Branch COOS BAY

Location REEDSPORT, OR (MP 740.40)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	Post PER BENT	Post Insp	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	5		FRAMED			OS									20 *
															*
2	5	5		D/P	2½	9	1	10				⊗			35
		3		D/P	3½	1½									
-		1		G/L	-OK-					CAP REPLACED	OS				
										sl. leaning to south					
3	5		7												35
										sl. leaning south					
4	5	1	7	1	1	9½				sl. leaning south	12×13¼	⊗			35
5	5	2	4	G/L	4	2									20
		3		D/P	½	3½									195
		4		D/P											
		5		D/P						ROAD HAS BEEN VACATED -					
										WALK - FAIR Handrail - OK					
										H WALL - N. IS FAILING ⊗					
										DECK - FAIR					
										N. APPR - LOW					
										TIES - OK SILLS - BURIED					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

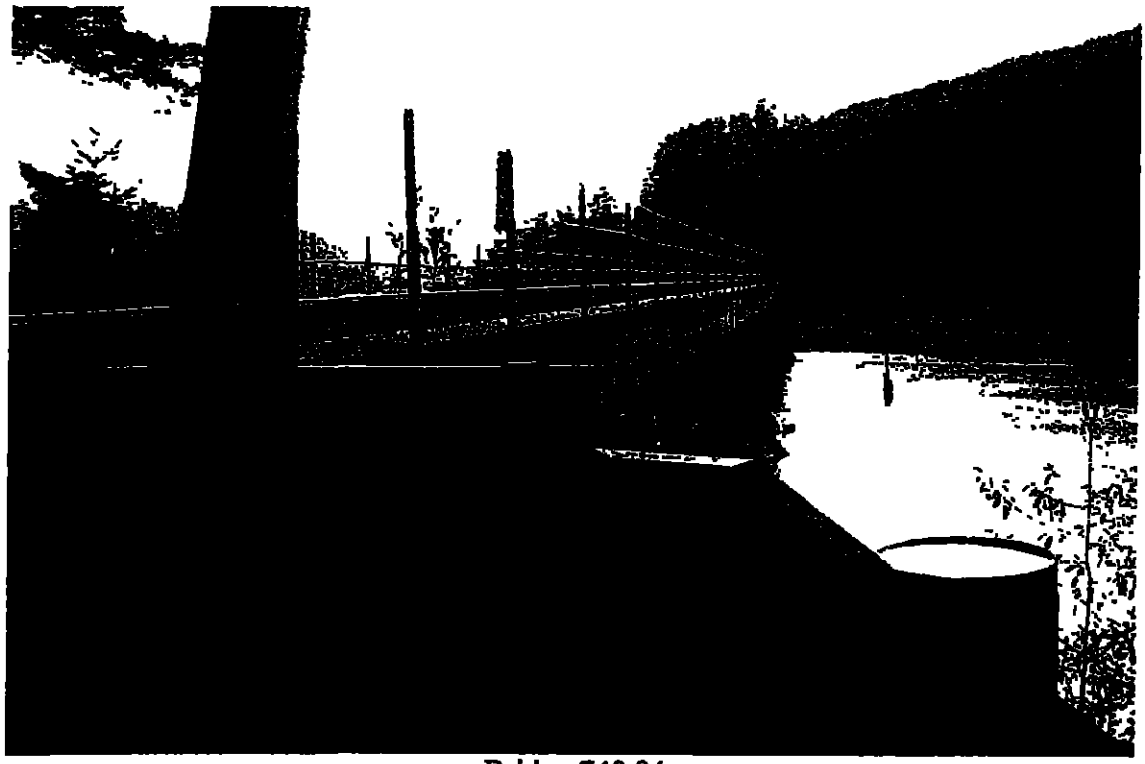
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
G/W — Gunite/Wet
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003386

Central Oregon & Pacific Railroad



Bridge 740.84

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 740.84

MILEPOST: 740.84 | SECTION# 1

TYPE: CONC | LOCATION: Reedsport, OR

INSPECTION DATE: 11/ 8/2005 | INSPECTOR: K. Trickle

Findings:

Walkways - OK
Handrails - OK
Approaches - OK

No significant defects located at the time of this inspection

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Continue to inspect bridge on a regular railroad inspection schedule

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-8-05 BY: KT

Bridge No: 740.94

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 16 | # OF TRACKS: 1 | YEAR BUILT: 1910

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER • Conc. Tub

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Reedsport, OR

Overall Sketch: (Include span lengths)

Ballast deck
2 abut.
15 bents

Typical Bent or Pier Sketch:

Conc

3 piles

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 41.693' W124° 05.816 Nearest Crossing:

BRIDGE: (TANGENT) • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION: both

SKEWED: YES • NO • Type of Walk: conc. Dim x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 740.84

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	(OK)	EROSION PROBLEMS	
TIES:	POOR •	FAIR •	GOOD •		SIZE-	QUANTITY
HEADWALLS.	POOR •	FAIR •	GOOD •			
WALKWAY: S	POOR •	FAIR •	GOOD •	(OK)	Handrails - OK	
GUARDTIMBER	POOR •	FAIR •	GOOD •		SIZE.	

SUPERSTRUCTURE (Note any defects):

No DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

No DEFECTS LOCATED

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOGRAPHS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 741.35

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.35

MILEPOST 741 35	SECTION# 1
TYPE. ODPT/ODFT	LOCATION. Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 1

Pile 4 - Reject

4" Shim under Chord 1 - Reject
2 1/2" Shim - Reject

Bent 2

3/4" Shim under both Chords - Reject (crushing)
Sill - Reject (vertical split, crushing under post 4)

Bent 3

1/2" Gap under Stringers 2, 4 & 6
Sill - Cornering and crushing

Bent 4

Cap - Reject (crushing under chord 2)

Bent 5

Post 2 - Visual Reject
Post 5 - Reject
1/2" Gap under Stringer 4
2" Shim - Reject (crushing)

Span 3

Stringer 8 - Reject

Span 4

Stringer 8 - Reject

Ties - Fair (11reject)
Guard timber - OK
South Headwall - Top plank reject, losing ballast
North Headwall - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 14	2	OSMOSE	Replace - Cap on Bent 4 (crushing under chord 2)
2	1 7	2	OSMOSE	Replace - 3/4" Shim under both chords on Bent 2 (crushing)
3	1.15	3	OSMOSE	Replace - Top plank on South headwall
4	1 13	3	OSMOSE	Replace - Sill in Bent 2 (vertical split, crushing under post 4)
5	1.12	3	OSMOSE	Replace. - 6 1/2" of Shims on Bent 1 - 2" of shims on Bent 3 (crushing)
6	1 10	3	RAILROAD	Add ballast and tamp up both approaches.
7	1 9	3	OSMOSE	Shim - Under Stringer 2, 4 & 6 of Bent 3 - Under Stringer 4 of Bent 5

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE. Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.35

MILEPOST: 741 35 | SECTION# 1

TYPE: ODPT/ODFT | LOCATION: Reedsport, OR

INSPECTION DATE 11/ 8/2005 | INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	1 3	3	OSMOSE	Post - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5
9	1 16	4	OSMOSE	Spot replace 11 bridge ties
10	1 8	4	OSMOSE	Replace- - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)
11	1 4	4	OSMOSE	Spot replace 11 bridge ties
12	1 2	4	OSMOSE	Post. - Pile 4 of Bent 1
13	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
14	1 11	5	RAILROAD	Monitor - Sill in Bent 3 (cornering, crushing)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 741.35 Bent 1 shims - Reject

Central Oregon & Pacific Railroad



Bridge 741.35 Bent 3 - Overall (sill reject)

Central Oregon & Pacific Railroad



Bridge 741.35 Bent 3 Sill - Reject (vertical split, crushing under post 4)

Central Oregon & Pacific Railroad



Bridge 741.35 Bent 4 Cap - Reject (crushing under chord 2)

Central Oregon & Pacific Railroad



Bridge 741.35 South headwall, top plank - Reject (losing trackbed)

BORING RECORD

Date: 11/8 20 05 Sheet: 1 of 2

OWNER: CORP BRIDGE #. 741.35

Sub / District / Branch: Coos Bay

Location: Reedsport, OR MP 740.40 Region / Division:

Type ☐ Pile ☑ Frame ☑ Open Deck ☐ Ballast Deck ☐ Other _____ Age: _____

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	GAL TR.	PP	LIN FT PILING
1	5	4	3½	D/P	1	10					13½	X			
	4" Shim				4	8	⊗	Chord 1	⊗	(#3)					
	3½" Shim				8	4				⊗					
		cap		P4	OK										
							bts 3-5			Framed					
2	5		8			3/4" Shim	⊗			CR @ both chords					
		sill			V. split / sl. CR		@			Part 4 under water		⊗			
		5		3	0	4									
3	5		9		5" Gap under stringers 3, 4 & 6										
		sill			under 3½ water		crushing / corroding								
4	5	cap	7		CR under Chord 3		⊗			12½ x 14½ x 14' dapped (#2)					
							Buried sill								
5	5	1	3	1	1	4									
		2			VX - Bees						12½	VX			
					2" Shims - ⊗ CR					(#3)					
					½" GAP UNDER STRINGER 4										

SYMBOLS

PP - Previously Posted	H - Heart
X - Reject	S - Shell Thickness
PX - Possible Reject	SR - Shell Rot
V - Void	RS - Ring Separation
DR - Decay Ring	D/P - Drift Pin
DP - Decay Pocket	G/L - Groundline Area

Bents Numbered From:	(N)	S	E	W
Piling Numbered From:	N	S	(E)	W
Bent # 1 is.	(N)	S	E	W

(Timetable)

Signed: KT

Osmose Railroad Services, Inc.

CORP003399

BORING RECORD

Date: 11-8 20 05 Sheet: 2 of 2

OWNER: CORP BRIDGE #: 741 35

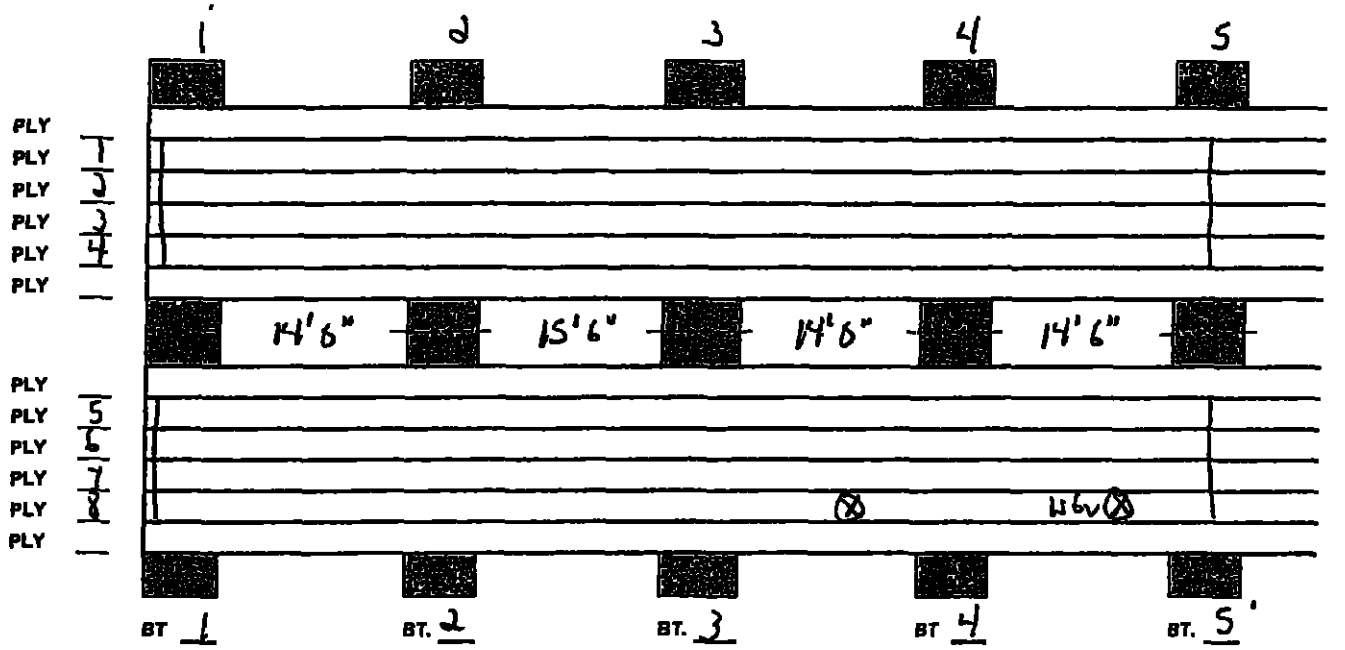
BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90° VOID	H	REMARKS	PILE DIA	PX or X	GAL TR	PP	LIN FT PILING
										S. HEADWALL TOP PLANK ⊗ LOSING BALLAST					
						(6.1)				TIES - FAIR					
										GUARD TIMBER - OK					
										HEADWALLS - FAIR					
										APPROACHES - LOW					

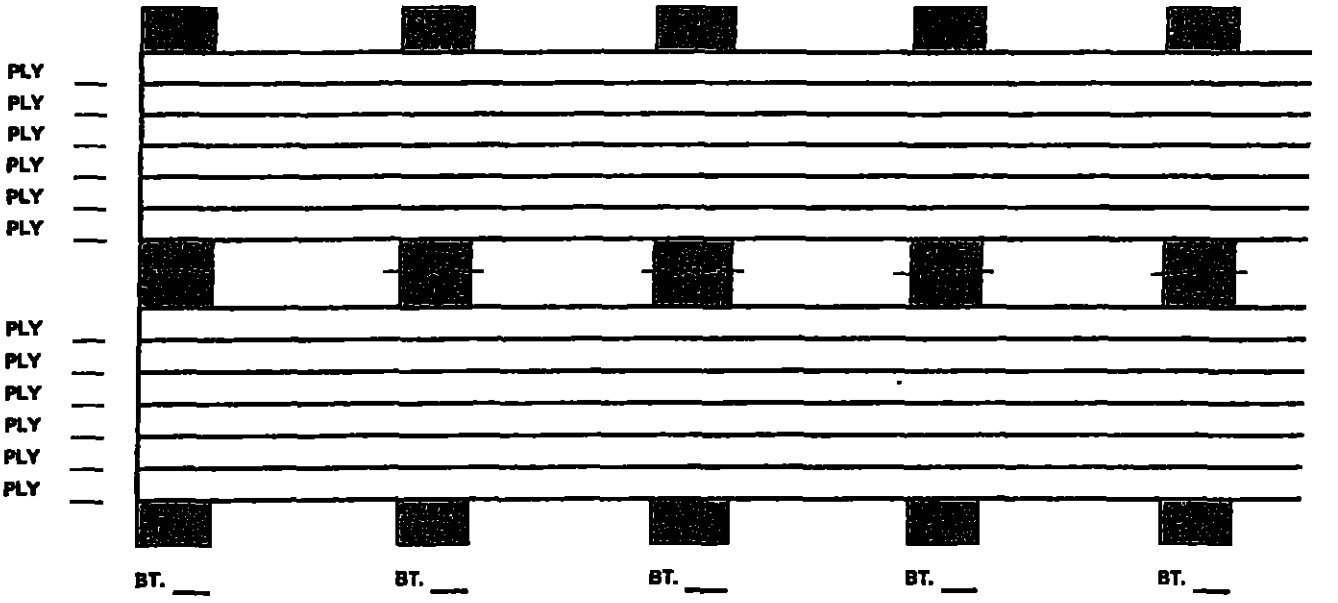
Osmose Railroad Services, Inc.

Stringer

BRIDGE NO: 7413 5 OWNER: CORP

Sub / Dist / Branch: Coos Bay Bridge Type: 00 FT Stri

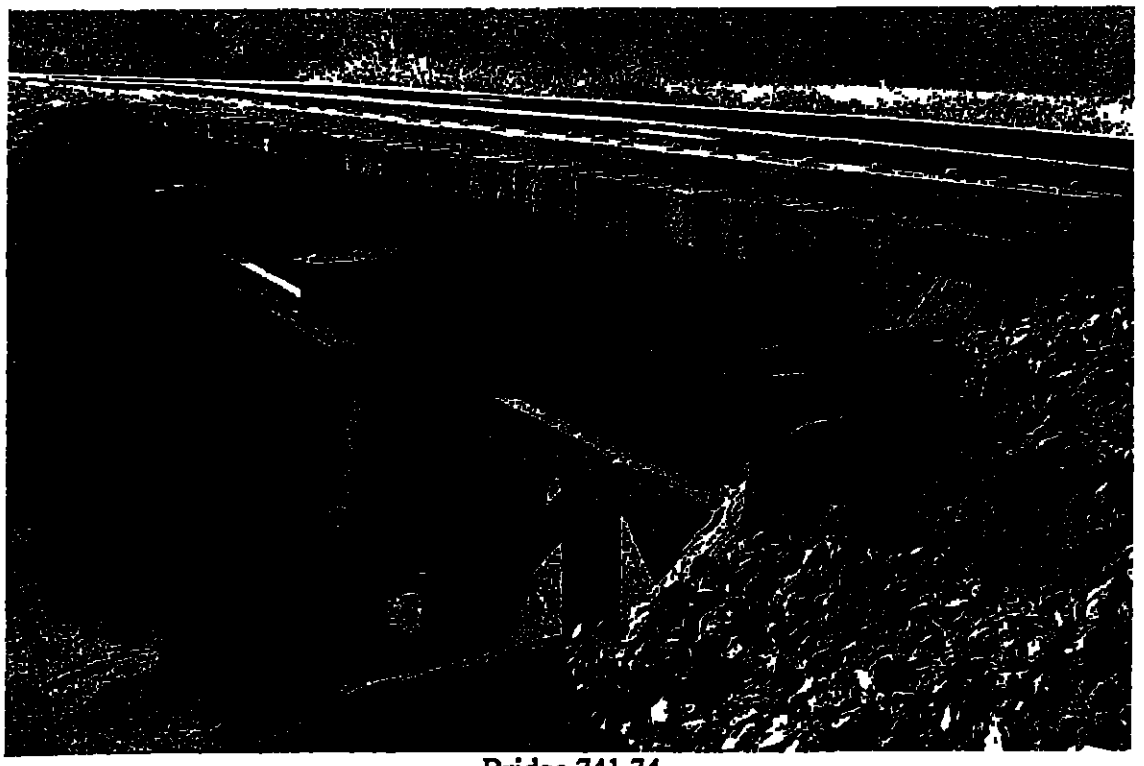




Oregon Railroad Services Inc

CORP003401

Central Oregon & Pacific Railroad



Bridge 741.74

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.74

MILEPOST: 741 74	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Tnckle

Findings:

Bent 1
Pile 4 - Reject

Bent 2
Bent Leaning South
Sill - Reject (crushing)

Bent 3
Bent Leaning South

Bent 4
Cap - Reject (crushing, piles 3 & 4 punching into cap)

Span 2
Stringer 8 - Reject

Span 3
Stringer 4 - Reject
Stringer 8 - Reject

Ties - Poor
Guard timber - OK
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 4	2	OSMOSE	Replace all 46 bridge ties
2	1 2	2	OSMOSE	Replace. - Sill in Bent 2 (crushing)
3	1.1	2	OSMOSE	Replace - Cap on Bent 4 (crushing, piles 3 & 4 punching into cap)
4	1 11	3	OSMOSE	Replace. - Stringer 4 in Span 3 - Stringer 8 in Span 3 (horizontal shear)
5	1.9	3	OSMOSE	Re-straighten and Brace - Bent 2 - Bent 3
6	1.10	4	RAILROAD	Add ballast and tamp up both approaches
7	1 7	4	OSMOSE	In-place preservatively treat piles, caps and stringers
8	1 6	4	OSMOSE	Replace - Stringer 8 in Span 2 (horizontal shear)
9	1 3	4	OSMOSE	Post - Pile 4 of Bent 1

Central Oregon & Pacific Railroad



Bridge 741.74 Bent 2 - Overall (sill reject)

Central Oregon & Pacific Railroad



Bridge 741.74 Bent 4 - Overall (cap reject)

Central Oregon & Pacific Railroad



Bridge 741.74 Bent 4 Cap - Reject (crushing, piles 3 & 4 punching)

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 2005

Owner CORP Reg/Div _____ Bridge No 741.74

Dist/Sub/Branch COOS BAY

Location REEDSPORT, OR (MP 740.40)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	4	4	P/P	1	10				7BBS	13	⊗			20
		CAP		P1	2½	½									
2	5	SILL	9	P1	0	G½	CRUSHING			SILL ⊗ PAPER 11½ x 13½ x 18	-UNDER 3½' H_2O				45
					Framed					- LEANING SOUTH					
3	5		9		Framed					- LEANING SOUTH					45
4	5	CAP	4	P3	3	10	CRUSHING			CAP ⊗ 11½ x 13½ x 14' P3+4 PUNCHING					20
															130
						TIES - POOR (46 TOTAL) 7½ x 8 x 9'									
						H. WALLS - FAIR.									
						APP - LOW									
						G. Timb - OK									

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

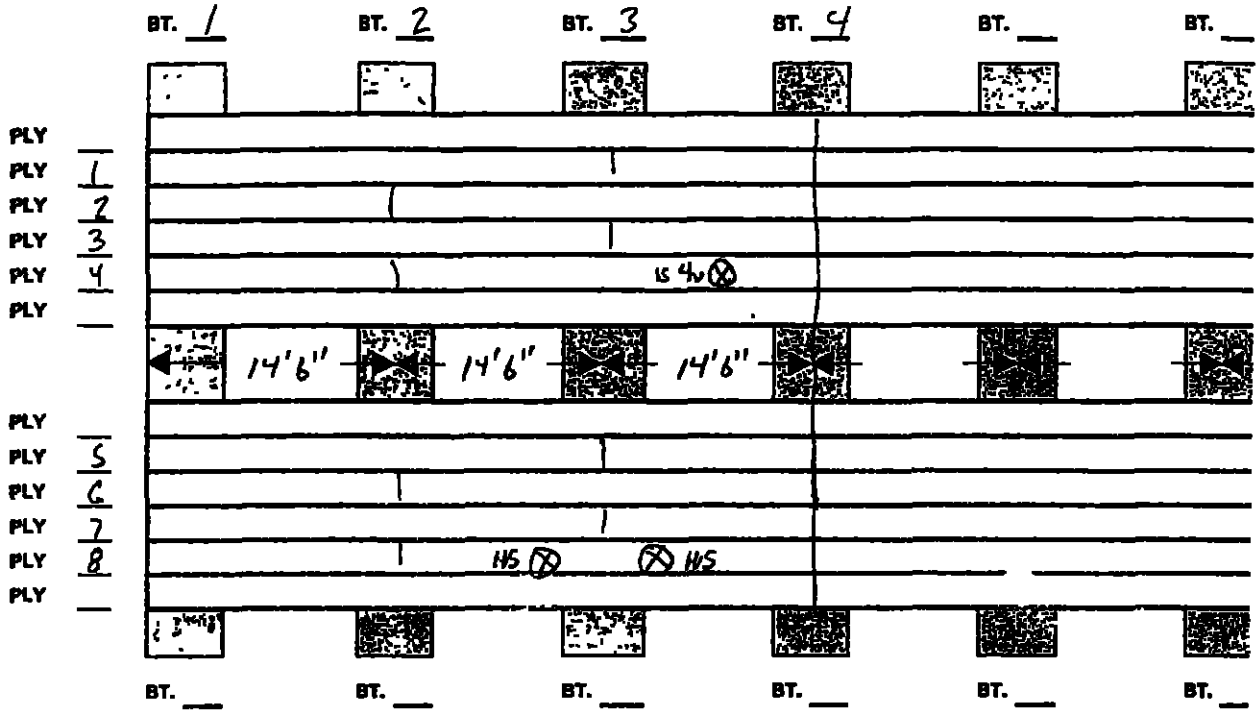
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

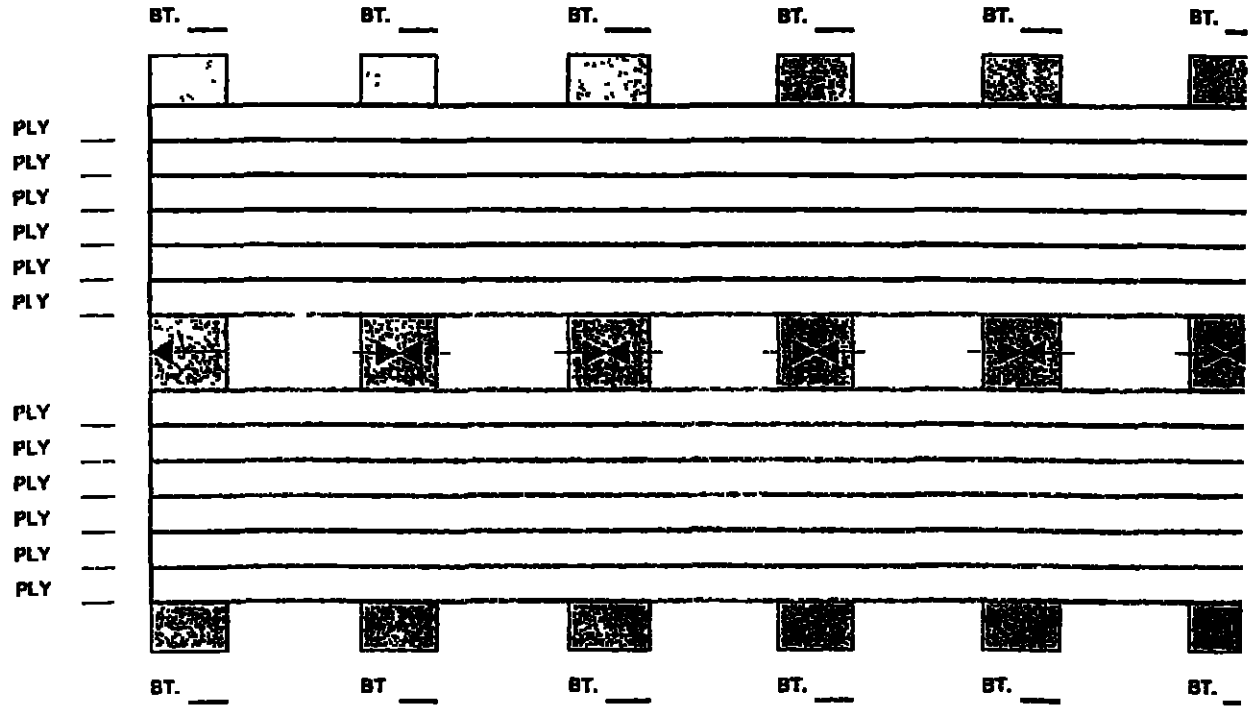
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CORP003407

74174 Coos Bay

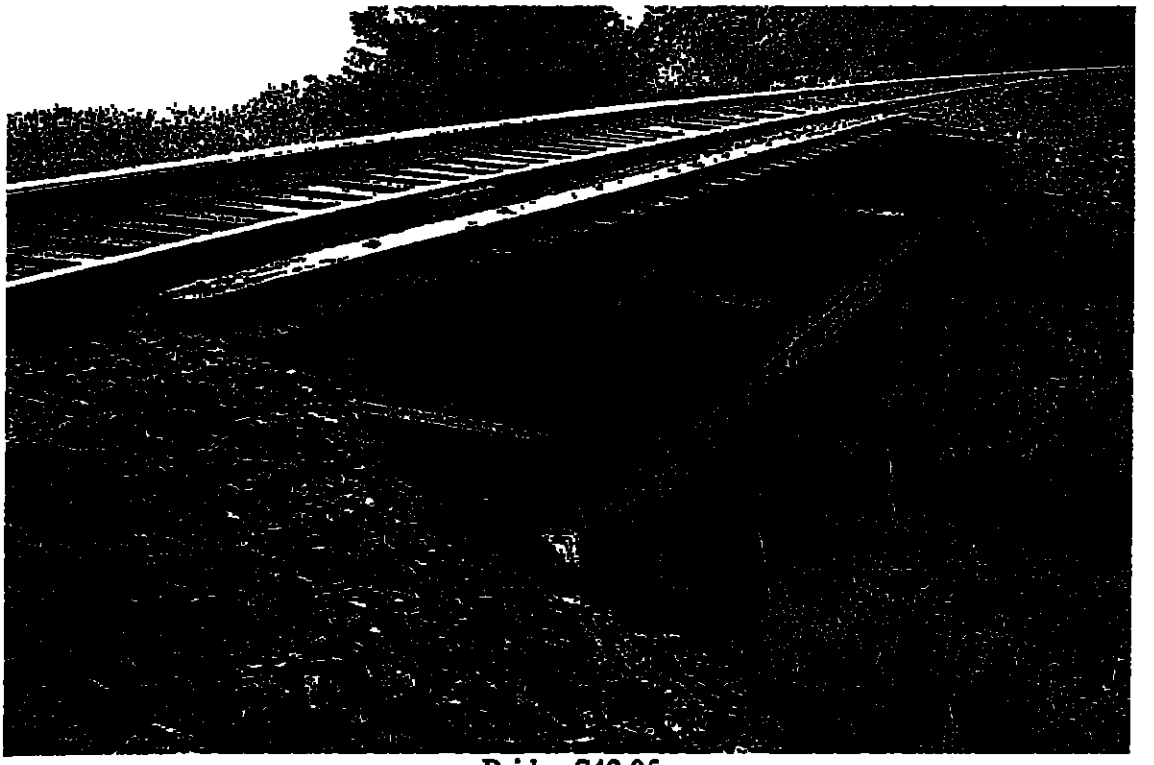
String





CORP003408

Central Oregon & Pacific Railroad



Bridge 742.05

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003409

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.05

MILEPOST 742 05	SECTION# 1
TYPE. ODFT	LOCATION: Reedsport, OR
INSPECTION DATE. 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 3
Post 5 - Reject
1/4" Gap over Pile 3

Span 1
Stringer 1 - Reject
Stringer 8 - Reject

Span 2
Stringer 8 - Reject

Span 3
Stringer 1 - Reject
Stringer 8 - Reject

Ties - Fair to poor (10 reject, plate cut on low side of elevation)
Guard timber - Fair (1, 15' section reject)
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	3	OSMOSE	Replace all 36 bridge ties.
2	1 1	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3
3	1 10	4	OSMOSE	Post - Post 5 of Bent 3
4	1 9	4	RAILROAD	Add ballast and tamp up both approaches
5	1 4	4	OSMOSE	Slm or Epoxy: - Over Pile 3 of Bent 3

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8-~~19~~2005

Owner CORP Reg/Div _____ Bridge No. 742.05

Dist/Subdiv/Branch COOS BAY

Location REEDSPORT, OR (MP 740.40)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GIL TR	PP	LIN FT PILING
1	5		3½		S-OK					BURIED SILL					17½
2	5		8		S-OK					BURIED SILL H₂O BT. PUMPING					40
3	5	P3	8½		¼" gap					Buried sill H2O					40
		P5		2	1	10	1	10				XP			
4	5		5		S-OK					BURIED SILL					25
		cap		#4-5		OK									122½
		(plate cut on low side)					TIES - FAIR / PADS #3 (36) 7½ x 8½ (1-8)								
							H WALLS - OK								
							1-15' SEC. OF G. TIMBER - OK								
							APPS - LOG								

SYMBOLS All Borings in inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

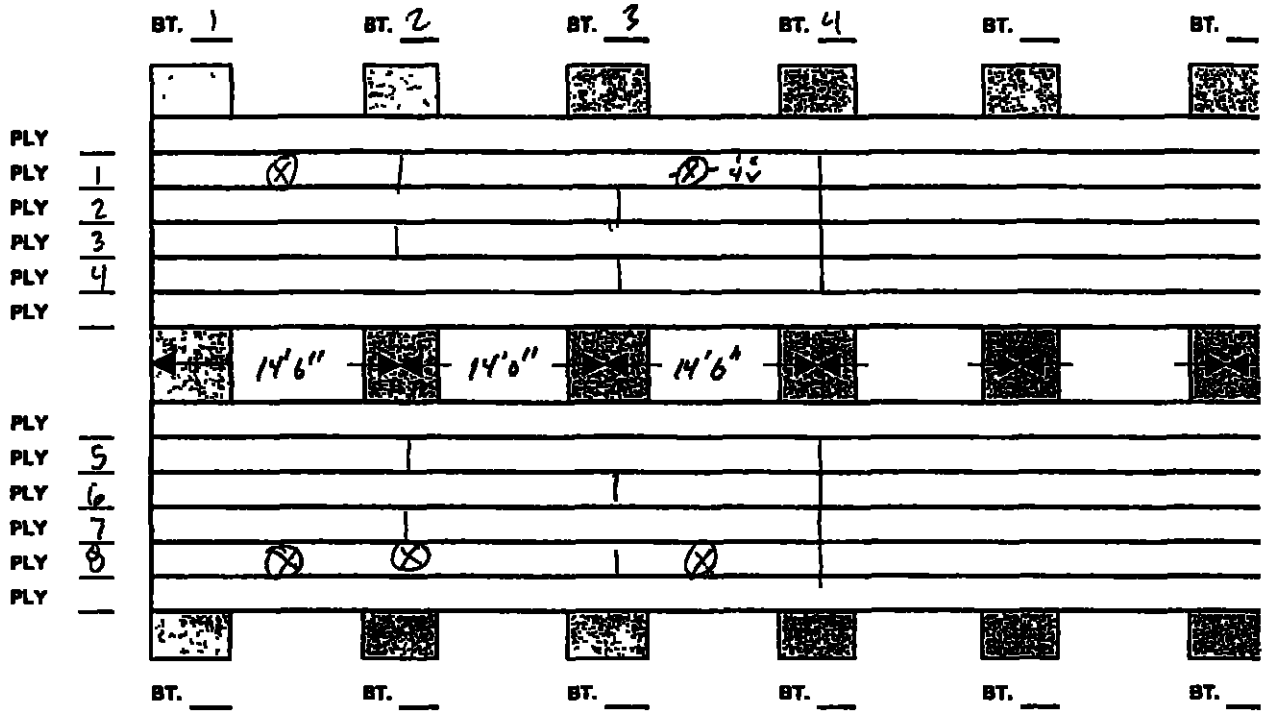
Bents Numbered From (N) S E W
Piling Numbered From N S (W)
Bent # 1 Is (N) S E W
(Timetable)

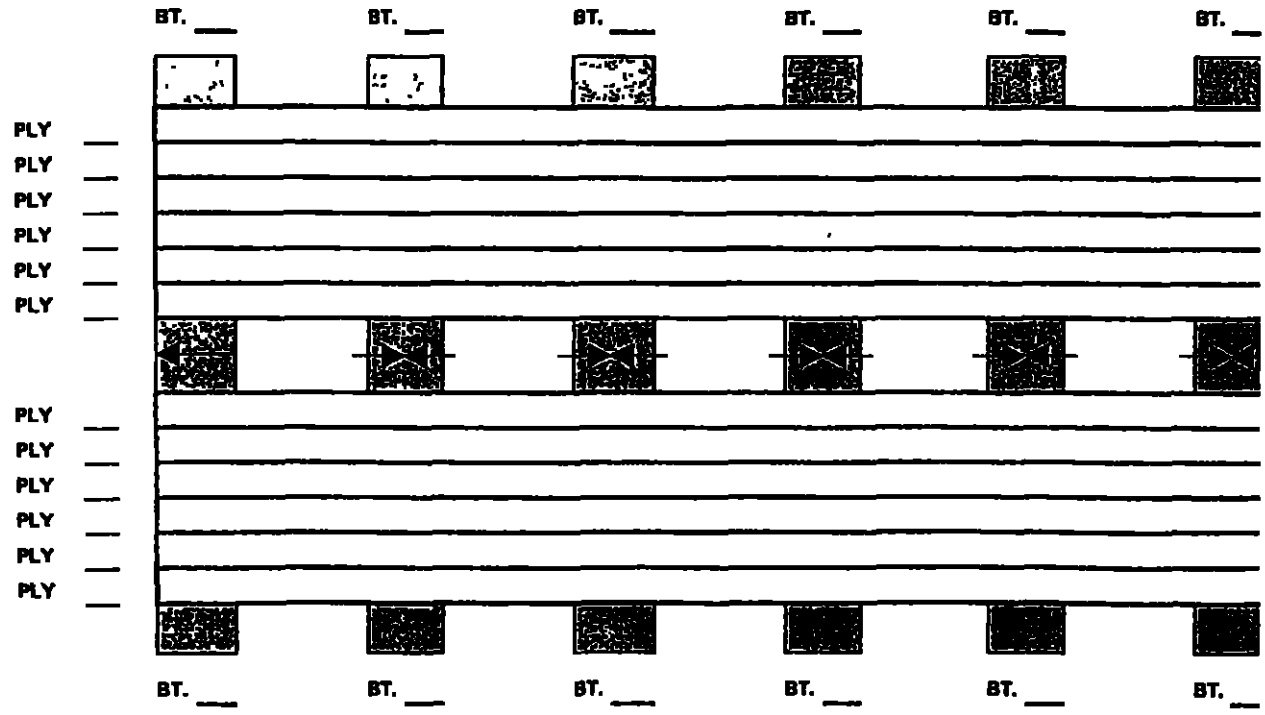
SIGNED KT

CORP003411

BRH 742.05 Coos Bay

Strin





Central Oregon & Pacific Railroad



Bridge 742.24

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003413

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.24

MILEPOST. 742 24	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR K. Trickle

Findings:

Bent 4
- Cap - Possible Reject

Bent 5
- Pile 6 - Reject

Bent 6
- Pile 3 - Reject
- Both Sway Braces - Reject

Ties - Fair (10 reject)
Guard timber - OK
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	4	OSMOSE	Replace - Cap on Bent 4
2	1 9	4	RAILROAD	Add ballast and tamp up both approaches.
3	1 8	4	OSMOSE	Replace all bridge ties
4	1 5	4	OSMOSE	Post. - Pile 6 of Bent 5 - Pile 3 of Bent 6
5	1 4	4	OSMOSE	Replace - Both Sway Braces on Bent 6
6	1 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	6/21/2005	Cut Pile tops down and - Replaced Cap on Bent 1 Framed out. - Bent 7 Posted: - Piles 5 & 6 of Bent 4 Surfaced: - Bridge by shimming bents

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 ~~-10~~ 2005

Owner CORP Reg./Div. _____ Bridge No 742.24

Dist./Sub/Branch COOS BAY

Location REEDSPORT, OR (MP 740.4)

Type (Pile) (Frame) Open Deck (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
1	5		1½												7½
								CAP (OS 2005)							
2	5	4	6½	P/P	3	4			3						32½
3	5		10							H_2O FIRE CHAR ½" CHORD SHIMS NEWER CAP					50
4	6	cap	12	PG	3½	3½		Cap-PX		4" Shim					72
				Piles 5 & 6 - Parted (OS 2005)												
5	6	6	12	11	1½	8				H_2O 4"-6" x 1½' SPLIT FIRE CHAR	10	X			72
6	5	3	11	3	2	12				H_2O 1" CHORD SHIM FIRE CHAR		X			55
										both SWAYS - (6)					
7	5		10												50*
							FRAMED OUT (OS 2005)								
8	5	3	7½		POSTED @ 1'					1½" CHORD SHIM - PULL FIRE CHAR					37½
		4			POSTED @ 1'										
		5		P/P	3	2	1½	4½							
9	5	CAP	2	PG	OK					FRAME BENT 14' SILL					10
															386½

SYMBOLS All Settings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Weld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

BORING RECORD

Date: 11-8 20 05 Sheet: 2 of 2

OWNER: CORP BRIDGE #: 742 24

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90 SHELL	90 VOID	H	REMARKS	PILE DIA.	PX or X	GIL TR.	PP	LIN FT PILING
										TIES - FAIR 10%					
										APPROACHES - LOG					
										GUARD TIMBER - OK					
										HEADWALLS - FAIR					

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad



Bridge 742.72

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.72

MILEPOST 742 72	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 4
Cap - Reject

Bent 5
Cap - Possible Reject

Bent 7
Pile 1 - Reject
Pile 7 - Reject

Bent 8
Post 5 - Reject

Bent 9
Bent pumping

Span 1
Stringer 2 - Visual Reject

Span 2
Stringer 2 - Visual Reject

Span 5
Stringer 1 - Visual Reject
Stringer 10 - Visual Reject

Span 6
Stringer 1 - Reject

Span 8
Stringer 1 - Possible Reject

Ties - Fair (plate cut)
Guard timber - OK
Headwalls - OK
Approaches - Low

Span 7 - Stringer 9 (helper, worked out)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	OSMOSE	Replace - Cap on Bent 1 - Cap on Bent 4
2	1 19	4	OSMOSE	Re-set: - Stringer 9 in Span 7 (helper)
3	1 18	4	RAILROAD	Add ballast and tamp up both approaches.
4	1.15	4	OSMOSE	Replace - Cap on Bent 5

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.72

MILEPOST: 742 72	SECTION# 1
TYPE: ODPT/ODFT	LOCATION Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1 9	4	OSMOSE	Replace. - Stringer 2 in Spans 1 & 2 - Stringer 1 in Spans 5 & 6 - Stringer 10 in Span 5
6	1 2	4	OSMOSE	Post - Pile 1 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8
7	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
8	1 17	5	RAILROAD	Monitor - Bent 9 for additional pumping
9	1 11	5	RAILROAD	Monitor - Stringer 1 in Span 8

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 14		OSMOSE	8/19/2003	Replaced - Cap at Bent 6 (new shim installed over 1/2 of the cap) - 28 ties throughout bridge (mostly at rail joints), - East side guard rail timber in Span 1. - East guard timber in Span 6 - Cut fire damaged barrel platform off bridge in Span 5

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg/Div _____ Bridge No. 742.72

Dist/Sub/Branch COOS BAY

Location REEDSPORT, OR (MP 740.4)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PZ OR X	G/L TR	PP	LIN FT PILING
1	5	CAP	2½	P2	3	6				CAP ⊗ 13½×13½×14 PILE BENT					12½
2	3		7		STEEL BENT										—
3	3		9		STEEL BENT										—
4	7	CAP	11	P2	6	5				CAP ⊗ 13½×13½×14					77
		SUB PILE 2		SILL	0	4				(Hdw)					
5	7	CAP	11	P2	5	3	Cap-(Fix)			5"×6"×10' SHIM					77
										(Hdw)					
6	7	POST 5	11	1	OK		New Cap @ Bent 6				2003				77
							5" Shim both chords - New								
7	7	1	11	10	2½	11				(Hdw)	14	X			77
		7		7	3½	9½					14	X			
8	5	CAP	8	P3	OK					BENT PUMPING FRAME BENT BURIED SILL					45
		5		3	2	8						XP			
9	5	3	7	P/P	PUNKY					BENT PUMPING FRAME BENT BURIED SILL					35
10	5		5							PILE BENT ERB'd					25
				Hdwls - OK											42.5½
		NO	TIES - 28 replaced 8/16/05							7½"X 7½"X9'					
				Hgrs - Low			G. Hub - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart		PP — Previously Posted	
X — Reject		PX — Possible Reject	
V — Void		ST — Shell Thickness	
SR — Shell Rot		P/W — Heavy Duty Pile Wrap	
RS — Ring Separation		O/W — Osmowind	
DP — Decay Ring		D/P — Drift Pin	
DP — Decay Pocket		G/L — Groundline Area	

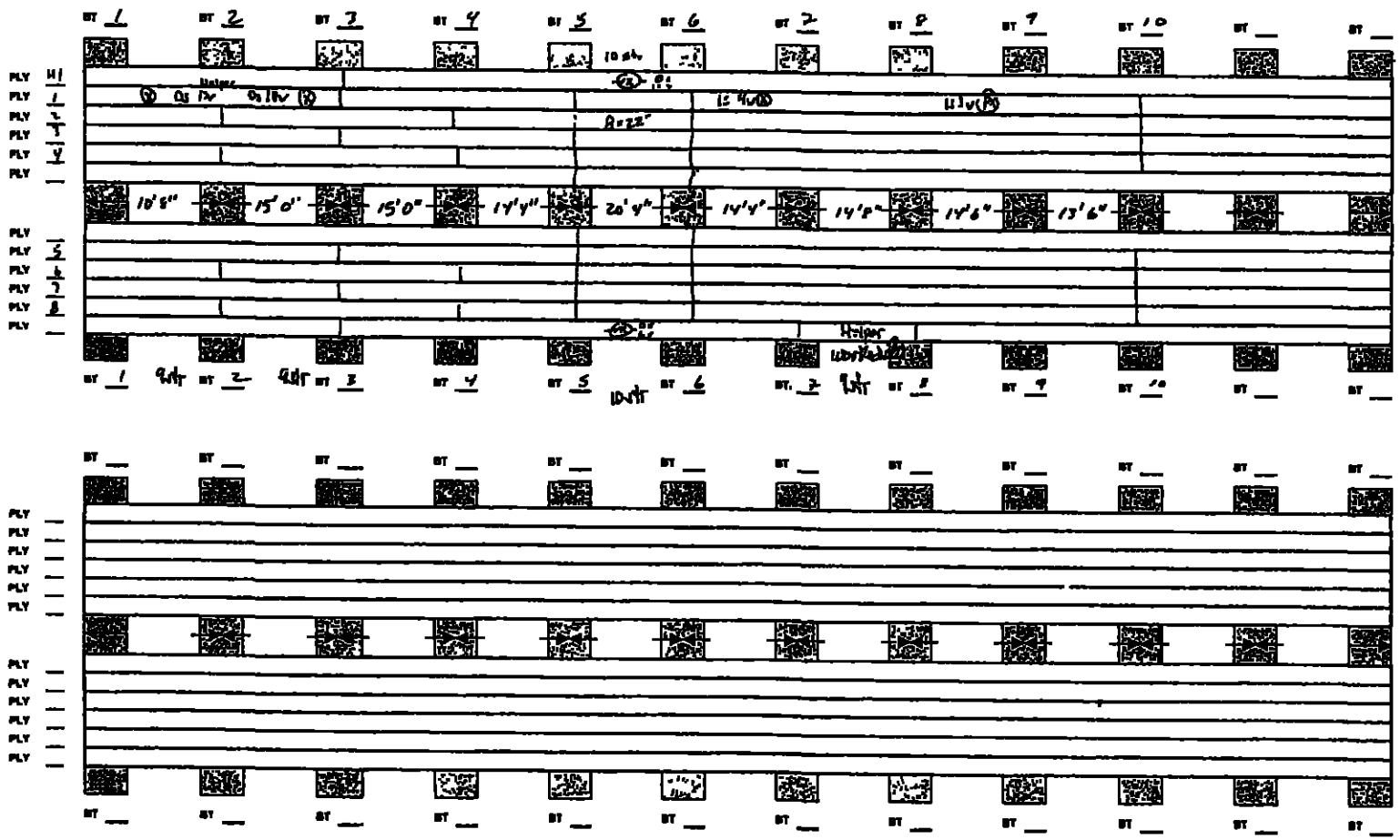
Bents Numbered From (N) S E W
Piling Numbered From N S E W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003420

Br # 742 72
lag spaced - Bridge on Curve

Stringer Schematic



CORP003421

Central Oregon & Pacific Railroad



Bridge 742.95

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003422

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.95

MILEPOST: 742 98	**SECTION# 1**
TYPE: ODPT	**LOCATION Reedsport, OR**
INSPECTION DATE: 11/ 8/2005	**INSPECTOR. K. Trickle**

Findings:

Bent 3
Pile 1 - Reject

Span 2
Stringer 1 - Reject
Stringer 5 - Reject

Span 3
Stringer 1 - Reject

Span 4
Stringer 1 - Visual Reject
Stringer 8 - Reject

Ties - Fair to poor (plate cut)
Guard timber - OK
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	19	3	OSMOSE	Replace all 61 bridge ties
2	12	3	OSMOSE	Replace: - Stringer 1 in Span 4 (horizontal shear) - Stringer 8 in Span 4 - Stringer 1 in Span 2 - Stringer 5 in Span 2
3	18	4	OSMOSE	Replace - Stringer 1 in Span 3
4	17	4	RAILROAD	Add ballast and tamp up both approaches.
5	14	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
6	11	4	OSMOSE	Post: - Pile 1 of Bent 3

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg/Div _____ Bridge No 742.95

~~Dist/Sub~~/Branch Coos Bay

Location REEDSPORT, OR (MP 740.40)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GIL TR	PP	LIN FT PILING
1	5		1½	-											7½
2	5		5												25
3	5	1	8	5	1	11	WPH			28ft	13½	X			40
										HOC					
4	5	3	8	P/P	OK					HOD 28ft					40
5	5	3	2	P/P	OK										10
															122½
							H.WALLS - FAIR								
							TIES - Fair/poor (plate cut) (6)						7½ X 8 X 9'		
							Apps - Low								
							G. Timb - OK								

SYMBOLS All Bearings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DF — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

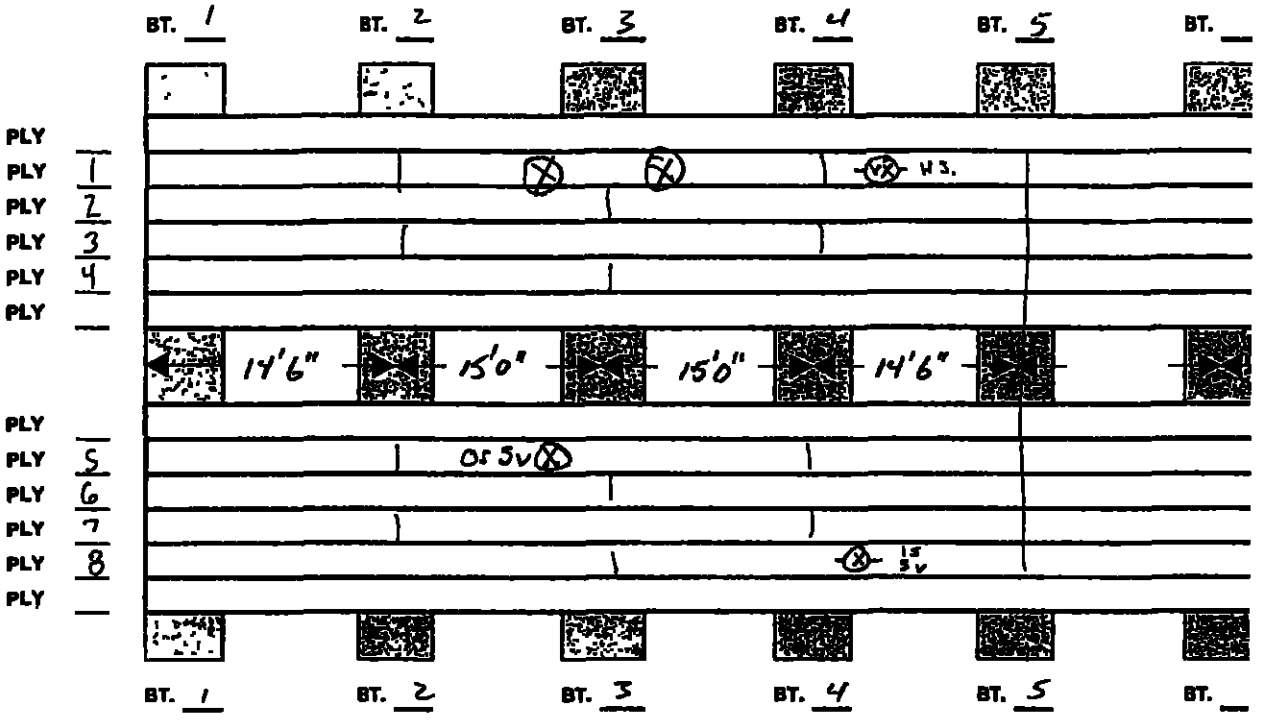
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

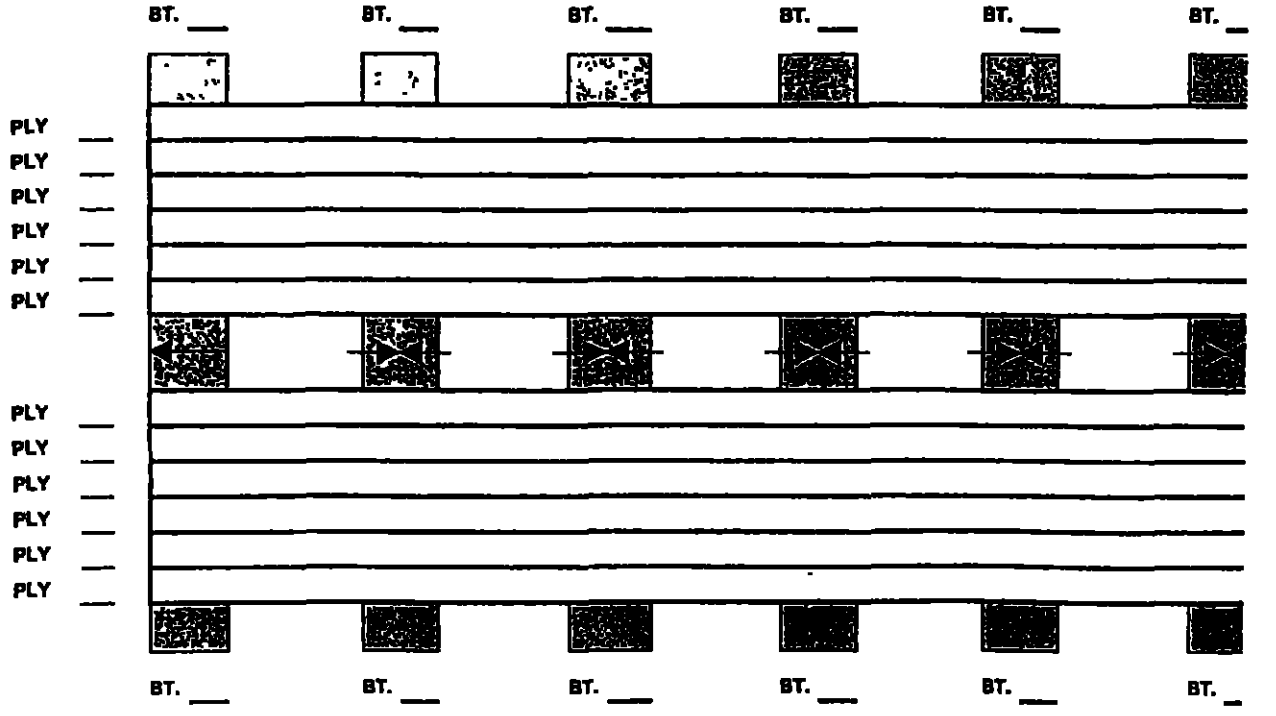
SIGNED KJ

CORP003424

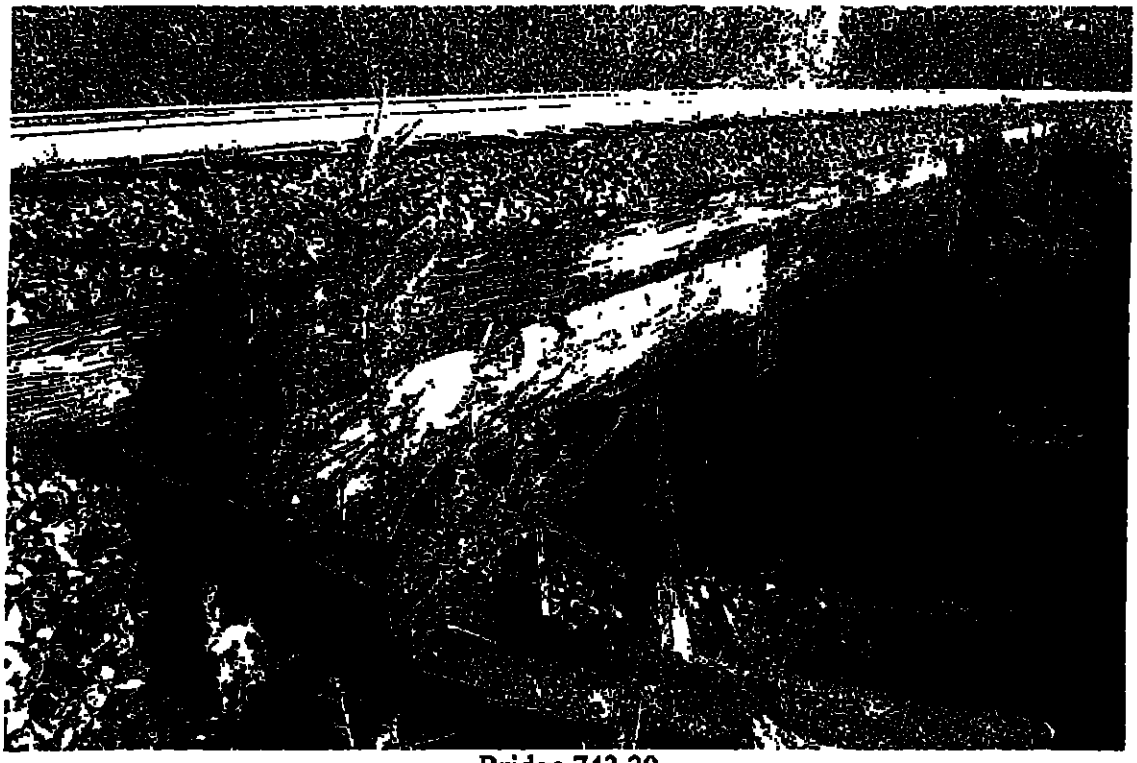
Br# 742.95

String





Central Oregon & Pacific Railroad



Bridge 743.20

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.20

MILEPOST: 743.20	SECTION# 1
TYPE: BDPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
- Pile 1 - Reject
- Cap - Possible Reject (slight crushing)

Bent 2
- Pile 1 - Possible Reject
- Pile 2 - Reject
- Pile 4 - Reject

Bent 3
- Pile 2 - Reject
- Pile 5 - Reject

- Ballast Retainers - OK
- Deck boards - OK
- Headwalls - OK
- Approaches - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	14	3	OSMOSE	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2 - Pile 2 of Bent 3 - Pile 5 of Bent 3
2	13	3	OSMOSE	Replace. - Cap on Bent 1 (slight crushing)
3	15	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
4	11	4	OSMOSE	Post. - Pile 1 of Bent 1
5	16	5	RAILROAD	Monitor: - Pile 1 of Bent 2

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg/Div Bridge No 743.20

Dist/Sub/Branch Coos Bay

Location REEDSPORT, OR (MP 740.40)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age in 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TRL	PP	LIN FT PILING
1	5	1	4½	P/P	1	10	1	10		ROCK		X			22½
		CAP		P3	2½	1½	CRUSHING			11½×13½×16 CAP-PX					
2	5	4	8	4	1	12½				ROCK	14	X			40
		5		2½	8	3		Pile	J	J' 1½ SQ, J RV		X	12½"		
		1		1	1½	7½			J		13½	PX			
3	5	2	8	1	1	11				ROCK	13½	X			40
		5		P/P	5½	7½	2	8			13½	X			
		CAP		P4	4	1½									
4	5	3	4½	G/L	5½	4									22½
															125
										Deck hdr. - OK					
										Hdwls - OK					
										Ballast ret. - OK					
										Apps - OK					
										CURVE					

SYMBOLS All Borings in Inches and Fractions to nearest ½"

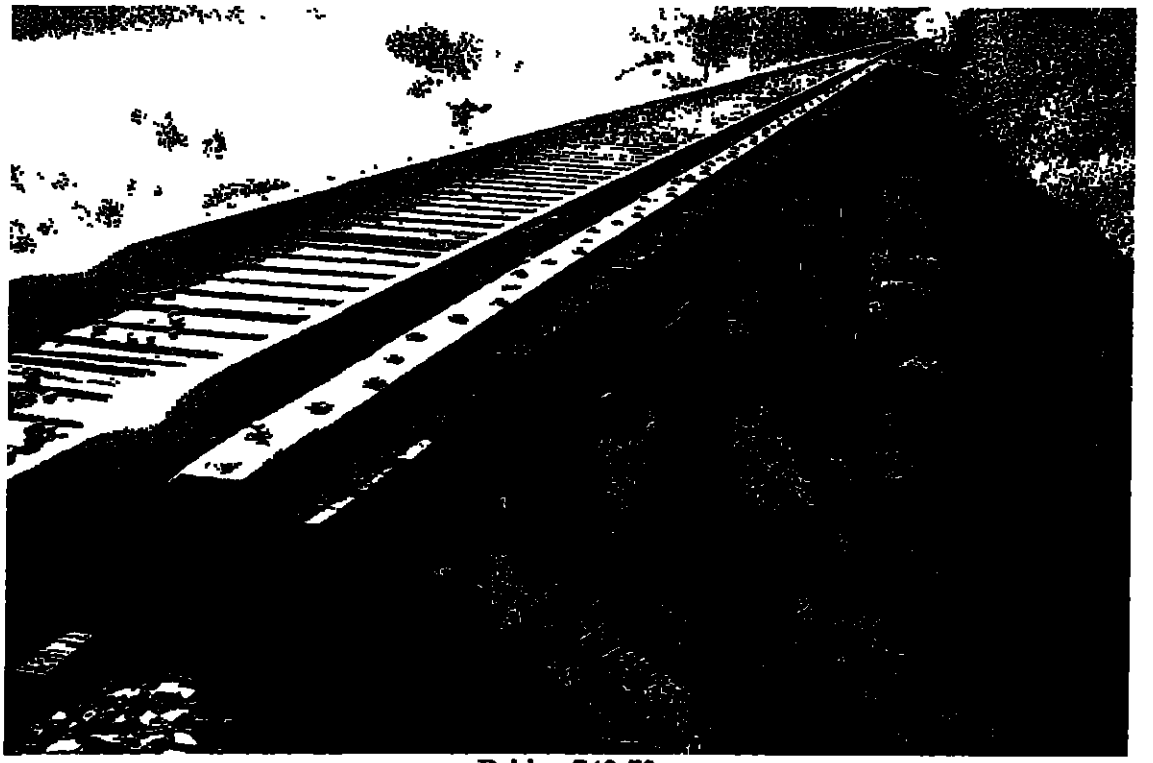
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmowald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003428

Central Oregon & Pacific Railroad



Bridge 743.73

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.73

MILEPOST: 743.73 | SECTION# 1

TYPE: ODPT | LOCATION: Reedsport, OR

INSPECTION DATE: 11/ 8/2005 | INSPECTOR: K Trickle

Findings:

Bent 1
Cap - Reject

Bent 2
Pile 1 - Reject
Pile 2 - Reject

Bent 3
Pile 1 - Reject
Pile 4 - Reject

Bent 6
Pile 2 - Reject

Bent 7
Pile 2 - Reject

Span 1
Stringer 1 - Reject

Span 3
Stringer 7 - Reject

Span 4
Stringer 5 - Visual Reject

Span 5
Stringer 5 - Reject

Span 6
Stringer 2 - Visual Reject

Span 9
Stringer 1 - Visual Reject
Stringer 8 - Visual Reject

Ties - Poor at North approach (5 reject)
North Headwall - Very poor
South Headwall - Top 2 planks, reject

Drift - Spans 4 and 5

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	17	2	OSMOSE	Spot replace 5 bridge ties at North approach
2	19	3	OSMOSE	Replace. - Cap on Bent 1
3	18	3	RAILROAD	Remove drift from bridge as necessary
4	14	3	OSMOSE	Replace - North headwall - Top 2 planks on South headwall

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.73

MILEPOST: 743 73	SECTION# 1
TYPE ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1 2	3	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2 - Pile 1 of Bent 3 - Pile 4 of Bent 3
6	1.6	4	OSMOSE	Replace. - Stringer 1 in Span 1 - Stringer 7 in Span 3 - Stringer 5 in Span 4 - Stringer 5 in Span 5 - Stringer 2 in Span 6 - Stringer 1 in Span 9 - Stringer 8 in Span 9 (horizontal shear)
7	1 5	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
8	1 3	4	OSMOSE	Post. - Pile 2 of Bent 6 - Pile 2 of Bent 7

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	7/21/1999	Replaced: - Cap on Bent 7 - Cap on Bent 8

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg/Div

Bridge No 743.73

Dist/Sub/Branch Coos Bay

Location REEDSPORT, OR (CMP 743.73)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 34

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	cap	5	PJ	2	5				Cap - ⊗					25
2	5	1	7½	5	2	10½					13½	X			37½
		2		D/P	2	9		Pile 5	⊗	5' 2⅝ 5 V	14	X			
3	5	1	9	5	1	13				H₂O	14½	X			45
		4		5	2	11					14	X			
4	5		11½							H₂O					57½
								SPAN 4		- DRIFT					
5	5		11½					SPAN 5		H₂O — DRIFT					57½
6	5	2	11½	5	2	10				H₂O	14	X			57½
7	5	CAP	7½		Cap	New	7/21/1999			H₂O Osmose 2005					57½
		2		2	2	10½						X			
8	5	2	7½	4	3	2									57½
		CAP	New	7/21/1999	Osmose										
		1		D/P	6	5									22½
9	5	CAP	4½	P2	4½	½									417½
10	5	2	1	D/P	5	6½									5
															922½
								TIES - Post (5X) @ North Abt. (136)							
								N. U WALL - Very poor							
								SOUTH HEADWALL - TOP 2 Rows		⊗					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

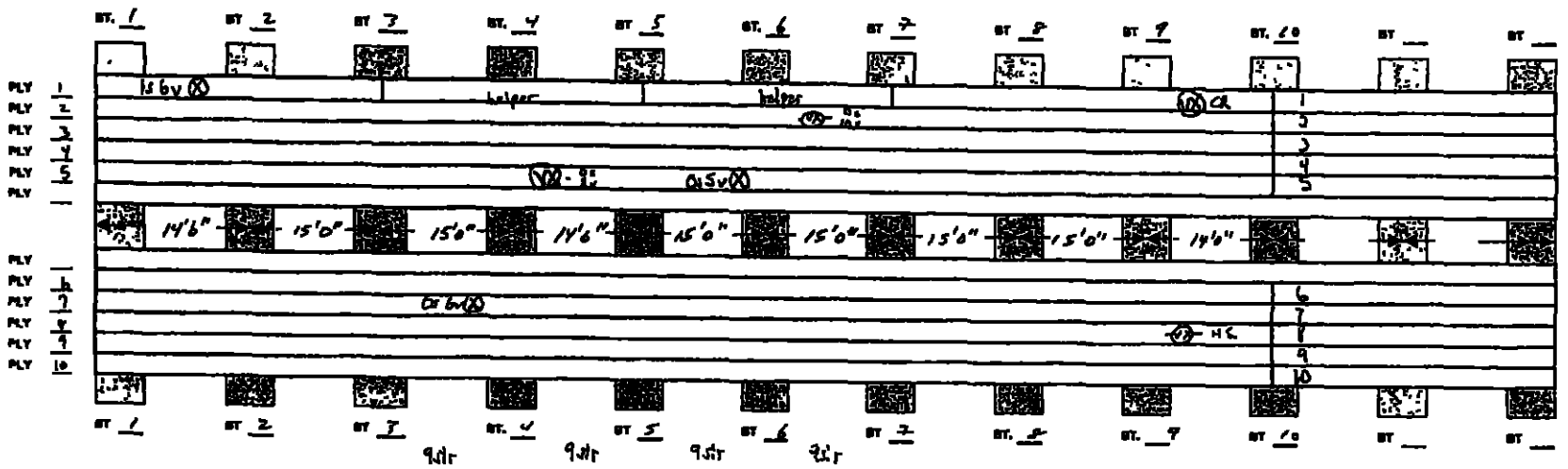
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

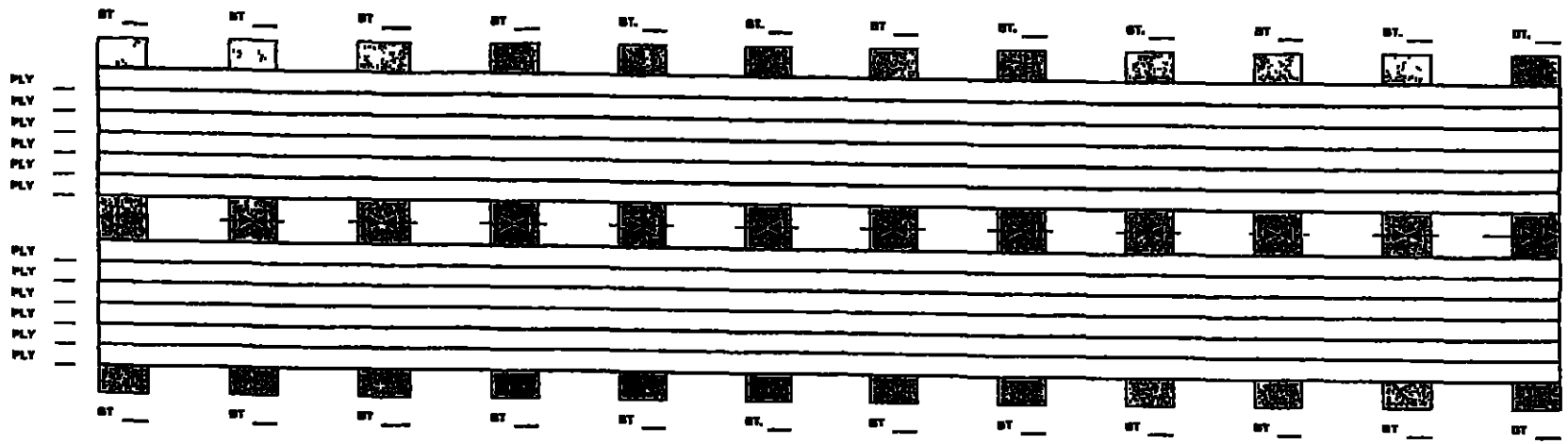
SIGNED KT

CORP003432

BR# 743 73

Stringer Schematic





CORP003433

Central Oregon & Pacific Railroad



Bridge 743.88

Osmose Railroad Services, Inc

Coos Bay Subdivision

CORP003434

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.88

MILEPOST: 743 88 | SECTION# 1

TYPE: ODPT | LOCATION: Reedsport, OR

INSPECTION DATE. 11/ 8/2005 | INSPECTOR. K Trickle

Findings:

Bent 1
Pile 1 - Reject

Bent 2
Pile 5 - Reject

Bent 3
Pile 1 - Reject
Pile 3 - Reject
1/4" Gap over Pile 1

Bent 5
Cap - Reject

Bent 8
Cap - Reject (split, cornering)

Bent 9
Cap - Reject

Span 1
Stringer 1 - Possible Reject

Span 5
Stringer 6 - Visual Reject

Span 7
Stringer 1 - Reject

Span 8
Stringer 1 - Reject

Ties - Fair to poor (18 reject)
Guard timber - Fair (1, 10' section reject)
North headwall - Poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	3	OSMOSE	Replace all 121 bridge ties
2	1 5	3	OSMOSE	Replace. - North headwall
3	1 4	3	OSMOSE	Replace. - Cap on Bent 5 - Cap on Bent 6 (split, cornering) - Cap on Bent 9
4	1.3	3	OSMOSE	Post - Pile 1 of Bent 3 - Pile 3 of Bent 3
5	1 10	4	RAILROAD	Add ballast and tamp up both approaches

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.88

MILEPOST: 743 88	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	16	4	OSMOSE	Replace - Stringer 6 in Span 5 - Stringer 1 in Span 7 - Stringer 1 in Span 8
7	12	4	OSMOSE	Post. - Pile 1 of Bent 1 - Pile 5 of Bent 2
8	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
9	17	5	RAILROAD	Monitor - Stringer 1 in Span 1

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 ,19 2005

Owner CORP Reg./Div. Bridge No 743.58

Dist./Sub (Branch) COOS BAY

Location REEDS PORT, OR

Type (Piles) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	1	4	D/P	1	14					16½	X			20
		3		D/P	1	5									
		4		D/P	3	3									
2	5	1	9	D/P	2½	14									45
		5		8	2½	12						X			
3	5	1	10	D/P	1½	9				P1 - ¼" GAP	14	X			50
		3		3	1½	10½					15½	X			
4	5	2	10½	3	OK										52½
		3		5	1	5									
5	5	CAP	12	P1	3	5	-		Cap-⊗	H2O					60
6	5		12		S: OK					H2O					60
7	5	2	11	5	2	5				S BB 4.0					66
8	5	CAP	9	P1 & P	SPLIT - CORNERING - ⊗					13½"x14"x14"					45
1	5	4	½	D/P	2	6									7½
		CAP		OVER 3	1½	5½				CAP ⊗					40½
					TIES - Fair/Poor 18 ⊗					(131)					
					APP - LOW										
					STRINGERS - FAIR		POOR - 8 PLY SPACED, BANDED								
					HEADWALLS - N. POOR										
					DECK - OK										
					1 - 10' SEC OF G. TIMBER - ⊗										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Overwater
D/P — Drift Pin
G/L — Groundline Area

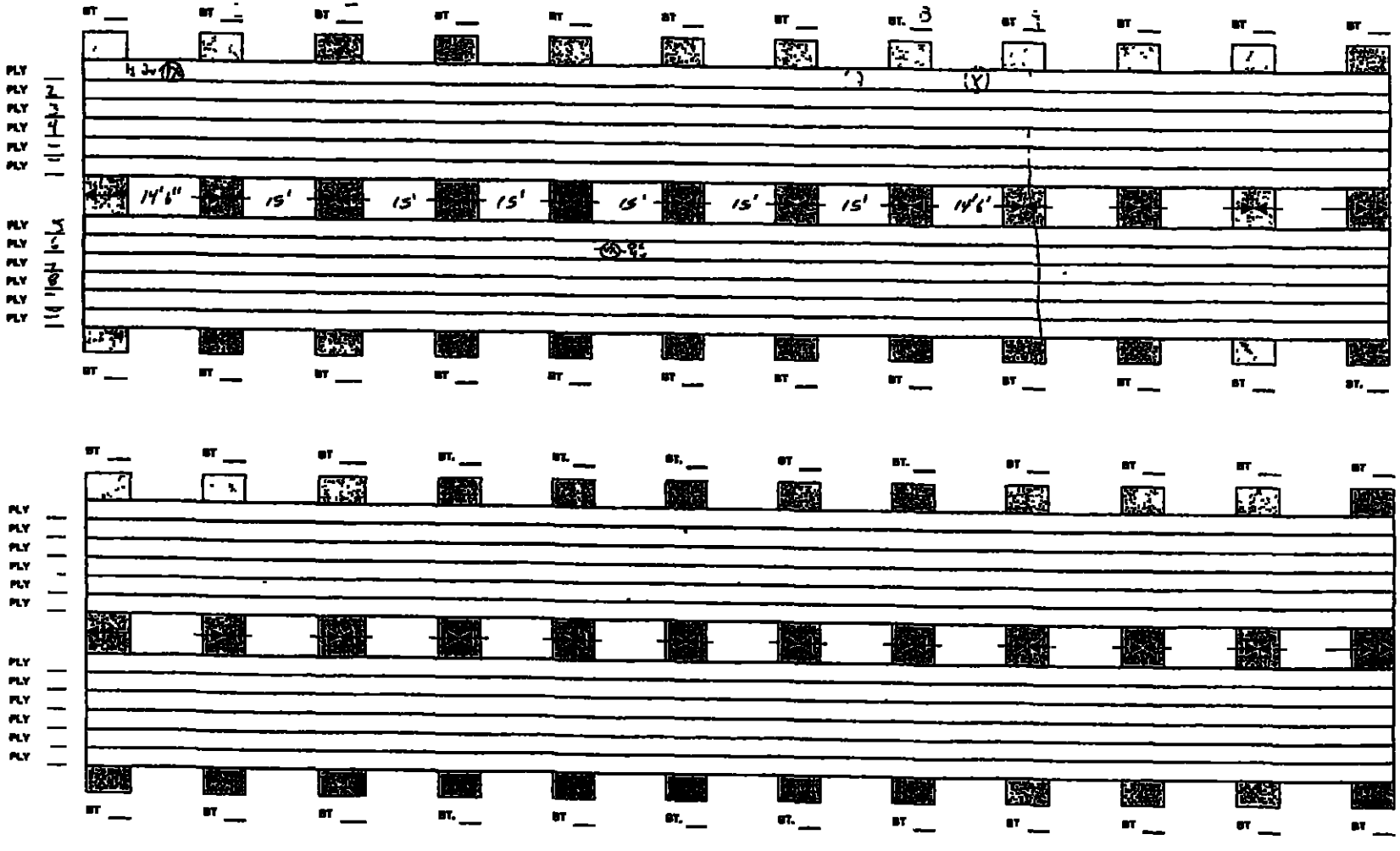
Bents Numbered From (1) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (1) S E W
(Timetable)

SIGNED KT

CORP003437

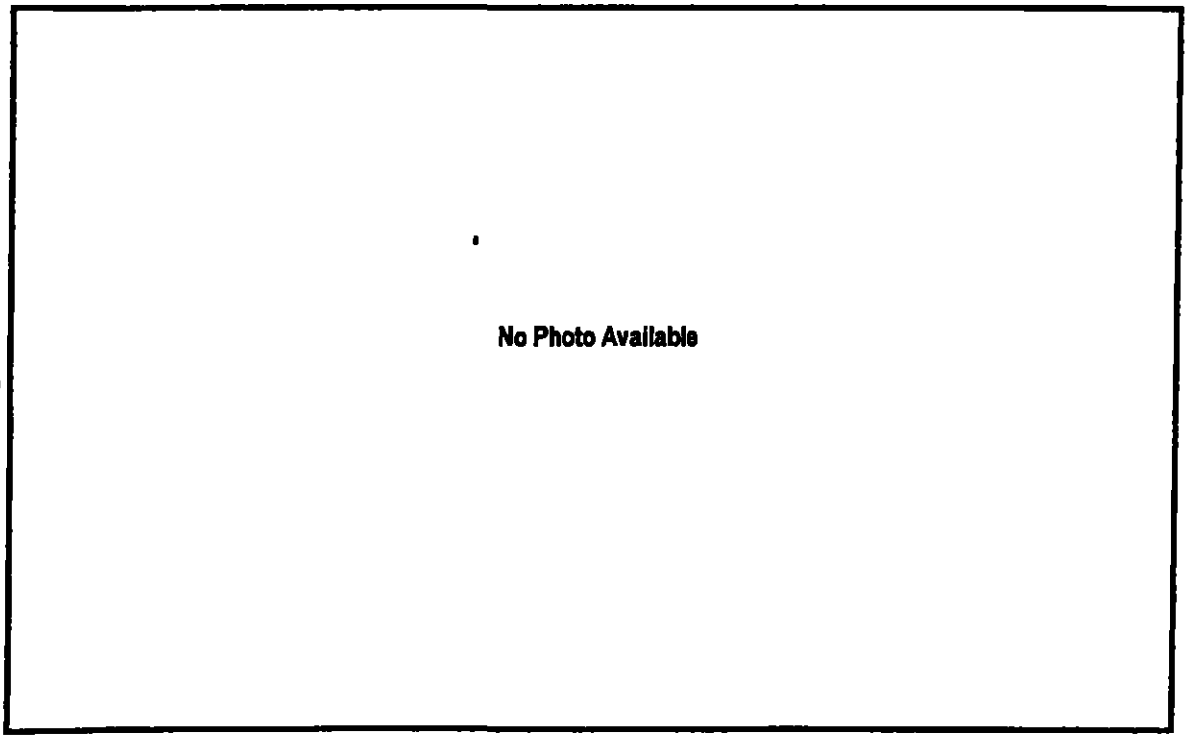
Brw 743.00 Lag Spaced Stringers

Stringer Schematic



CORP003438

Central Oregon & Pacific Railroad



Bridge 743.97

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.97

MILEPOST 743 97	SECTION# 1
TYPE: ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR. K. Trickle

Findings:

Bent 1
Cap - Possible Reject

Bent 2
Pile 1 - Reject
Pile 5 - Reject

Bent 3
Pile 3 - Reject
1/4" Gap over Pile 3
Cap - Possible Reject

Bent 6
Cap - Reject (crushing)
Various 1/4" to 1" (Stringer to Cap) gaps

Bent 8
Pile 1 - Reject

Span 1
Stringer 1 - Reject
Stringer 8 - Reject

Span 2
Stringer 1 - Reject

Span 3
Stringer 8 - Reject

Span 4
Stringer 8 - Reject

Span 6
Stringer 1 - Reject

Span 7
Stringer 1 - Reject

Ties - Fair (plate cut, 10 reject)
Guard timber - Poor (West side)
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 14	2	OSMOSE	Replace: - West side Guard timber
2	1 13	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1
3	1 8	3	OSMOSE	Cut Pile tops down and. - Replace Cap on Bent 6 with an oversize (crushing)

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 743.97

MILEPOST: 743.97	SECTION# 1
TYPE. ODPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
4	1 2	3	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 5 of Bent 2
5	1 12	4	RAILROAD	Add ballast and tamp up both approaches.
6	1 10	4	OSMOSE	Spot replace 10 bridge ties.
7	1 7	4	OSMOSE	In-place preservatively treat piles, caps and stringers
8	1 6	4	OSMOSE	Replace: - Stringer 1 in Span 2 - Stringer 8 in Spans 3 & 4 - Stringer 1 in Spans 6 & 7
9	1 5	4	OSMOSE	Post: - Pile 3 of Bent 3 - Pile 1 of Bent 8
10	1 3	4	OSMOSE	Replace: - Cap on Bent 1 - Cap on Bent 3

COMPLETED WORK

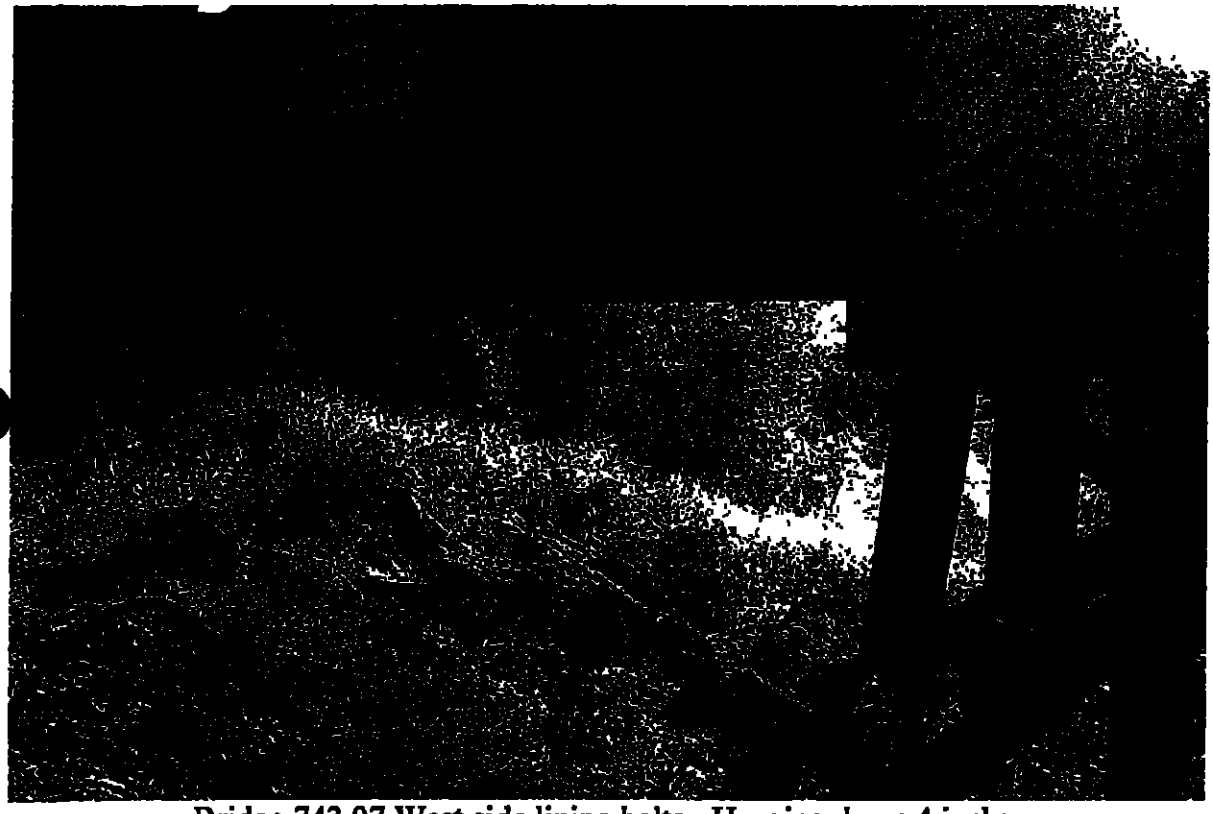
ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	6/21/2005	Framed out: - Bent 7

Central Oregon & Pacific Railroad



Bridge 743.97 West guard timber - Poor (derail damaged)

Central Oregon & Pacific Railroad



Bridge 743.97 West side lining bolts - Hanging down 4 inches

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 ~~19~~ 2005

Owner CORP Reg/Div _____ Bridge No. 743.97

Dist/Sub/Branch Coos Bay

Location REEDSPORT, OR (MP 740.4)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 19 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	3	4	P/P	0	3									20
		CAP		P4	4½	3	Cap-(PX)			11½x13½x14					
2	5	1	9	P/P	1½	10½					13½	X			45
		5		P/P	1½	8					13½	X			
3	5	3	12	3	1½	9			K½" Gap P3		13½	X			60
		cap		P3	1	2	Cap-(PX)								
4	5	.	12												60
5	5		12												60
6	5	5	7	P/P	6	4½				4685					85
		CAP		P4	OK	-	CRUSHING			Cap-(X) #3	11½	X 13¾	X	10'	
							Stringers are Mechanical CR Cap Str. S #8 have ¼" to lig.								
7	5		7												
							FRAMED (05 2005)								
8	5	1	3	P/P	2½	11½					14½	X			15
		4		P/P	OK										430
		CAP		P4	OK										
							H WALL S - OK TIES - FAIR (Placement) LOX (10% total)								
		#1	6	Hemp - Poor (West Side)						Apps - LOW					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pin
G/L — Groundline Area

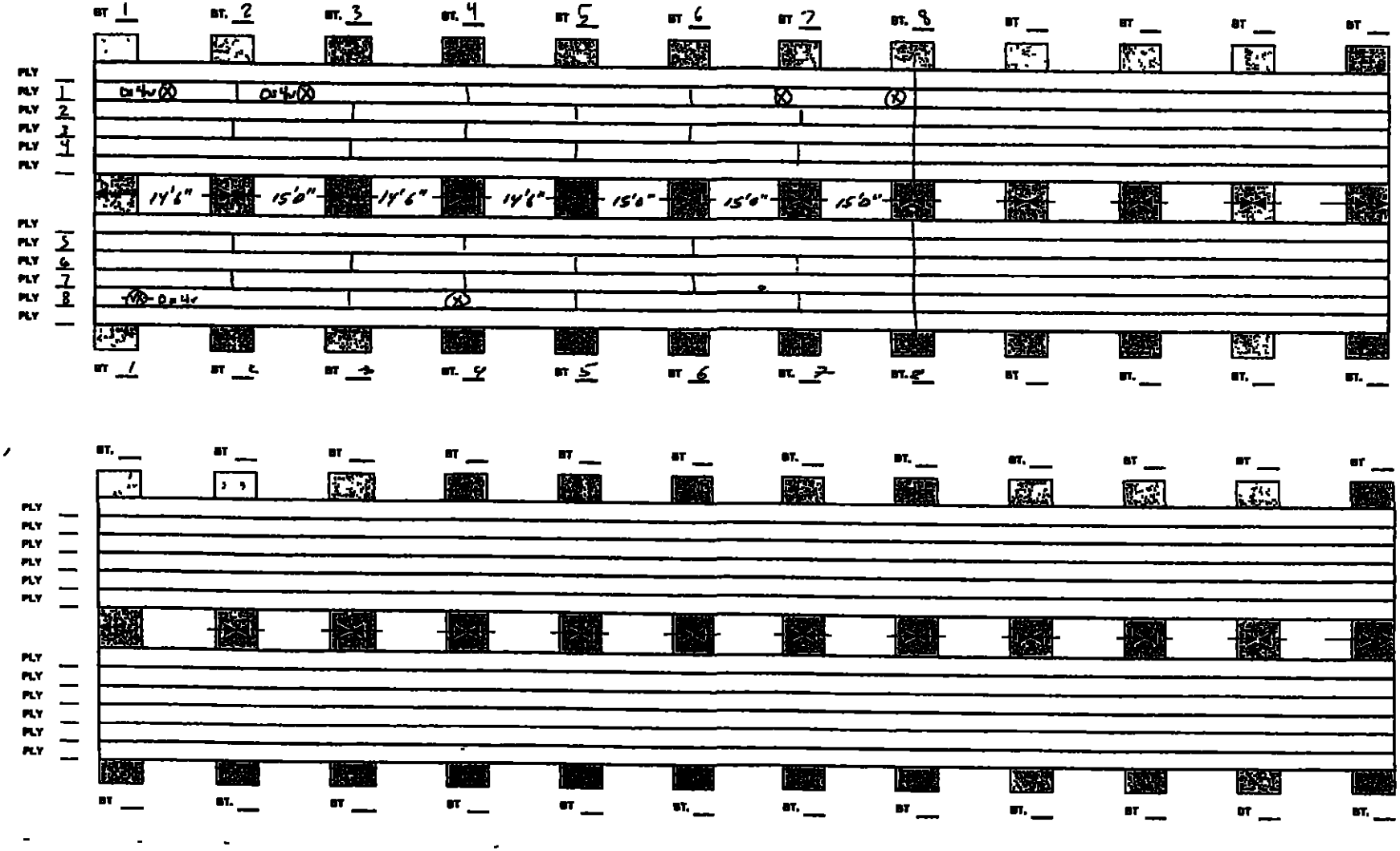
Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003444

Br # 743.97

Stringer Schematic



CORP003445

Central Oregon & Pacific Railroad



Bridge 744.24

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 744.24

MILEPOST: 744.24 | SECTION# 1

TYPE: BDPT | LOCATION. Reedsport, OR

INSPECTION DATE: 11/ 8/2005 | INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 4 - Visual Reject
Cap - Reject
Both Sway Braces - Reject

Bent 4
Pile 1 - Reject

Bent 5
Both Sway Braces - Reject

Bent 6
Pile 2 - Reject

Deck - OK
Headwalls - OK
Handrails - 1 East handrail post, reject

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 6	2	OSMOSE	Replace: - 1 East handrail post
2	1.3	3	OSMOSE	Replace - Both Sway Braces on Bent 2 - Both Sway Braces on Bent 5
3	1 2	3	OSMOSE	Replace - Cap on Bent 2
4	1 5	4	OSMOSE	Post: - Pile 4 of Bent 2 (split) - Pile 1 of Bent 4 - Pile 2 of Bent 6
5	1 4	4	OSMOSE	In-place preservatively treat piles, caps and stringers

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	6/21/2005	Replaced: - Cap & both sway braces on Bent 4

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg./Div. Bridge No 744.24

Dist./Sub/Branch Coos Bay

Location REEDS PORT, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5	4	½	D/P	0	3									2½
2	5	4	8	D/P	1.	9½	-SPL	IT-		PZ, 4-¾ TAP GAP BOTH SWAYS - ⊗	13	VX			40
		CAP		PZ	3	6			3	11½ x 13½ x 1/4 Cap - ⊗					
		2		D/P	3	6½									
3	5	4	9	D/P	3	2½				H₂O					45
4	5	2	11	D/P	8	2				Sway b TREES - New					55
		3		7	2	3				Cap - New					
		1		G/L	2	8						X			
5	5	4	8	6	2½	5½		both		sways - ⊗					40
6	5	2	3	D/P	2	10						X			15
															197½
							H. RAILS - OK			1 east handrail part ⊗					
							DECK - OK								
							H WALLS - OK								

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

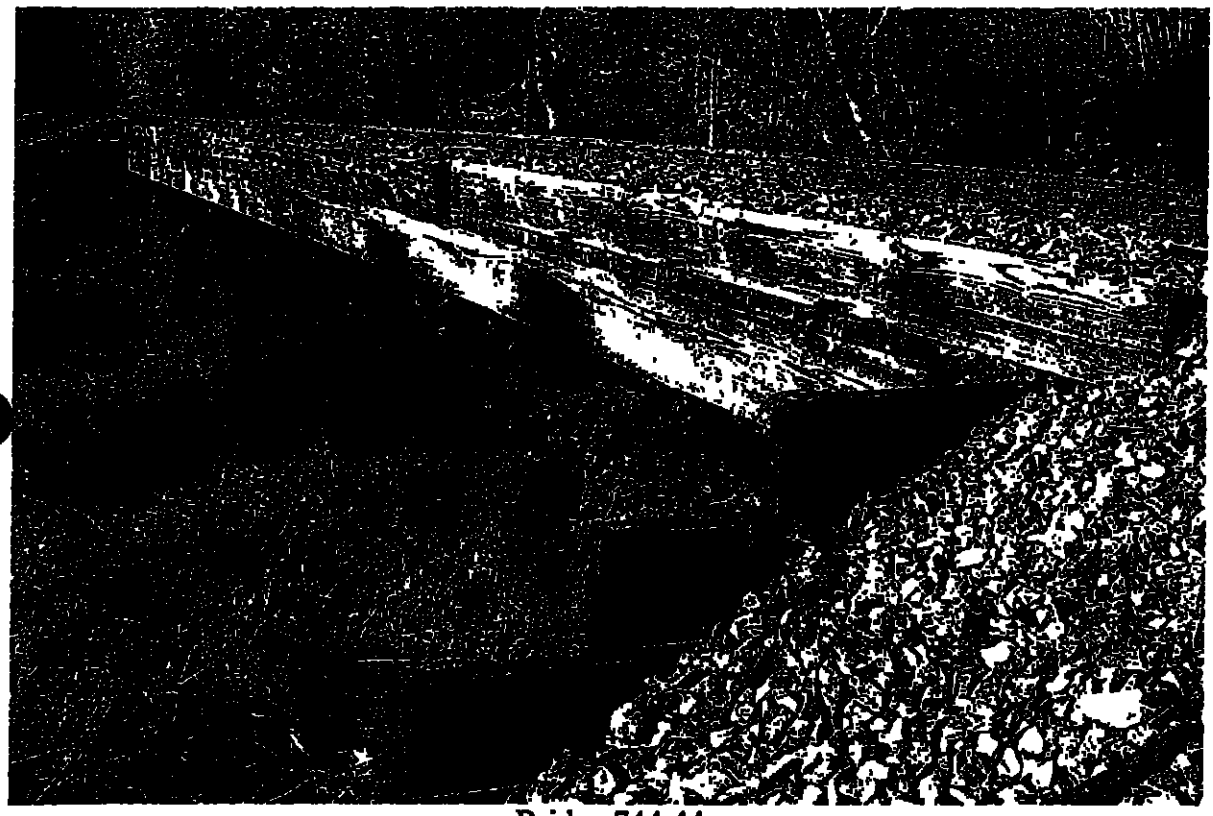
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmewold
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003448

Central Oregon & Pacific Railroad



Bridge 744.44

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 744.44

MILEPOST: 744 44	**SECTION# 1**
TYPE: BDPT	**LOCATION. Reedsport, OR**
INSPECTION DATE: 11/ 8/2005	**INSPECTOR. K. Trickle**

Findings:

Bent 1
Post 1 - Visual Reject
2" Gap over Post 1

Bent 2
Pile 4 - Possible Reject

Bent 6
Pile 1 - Possible Reject

Ballast Retainers - OK
Deck Boards - OK
North Headwall - Fair
South Headwall - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	OSMOSE	Post. - Post 1 of Bent 1
2	1 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
3	1 2	5	RAILROAD	Monitor: - Pile 4 of Bent 2 - Pile 1 of Bent 6

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION BORING RECORD

Date 11-8 19 2005

Owner CORP Reg/Div Bridge No. 744.44

Dist/Subdiv/Branch COOS BAY

Location REEDS PORT, OR (MP 740.4)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	UN FT PILING
1	5	3	2	P/P	3½	2									10
		P1		J"	Gap over		Pdst 1			-		VX			
2	5	1	6	P/P	OK					288					30
		4		P/P	1	7						PX			
3	5		9½							H2O 288					47½
4	5		10							H2O					50
	5		8												40
6	5	1	3	P/P	2	10	2	4½				PX			15
															192½
	[redacted]				N. H. WALL - FAIR										
					S. H. Wall - OK										
					DECK - OK.										
					Ball. ret. - OK										

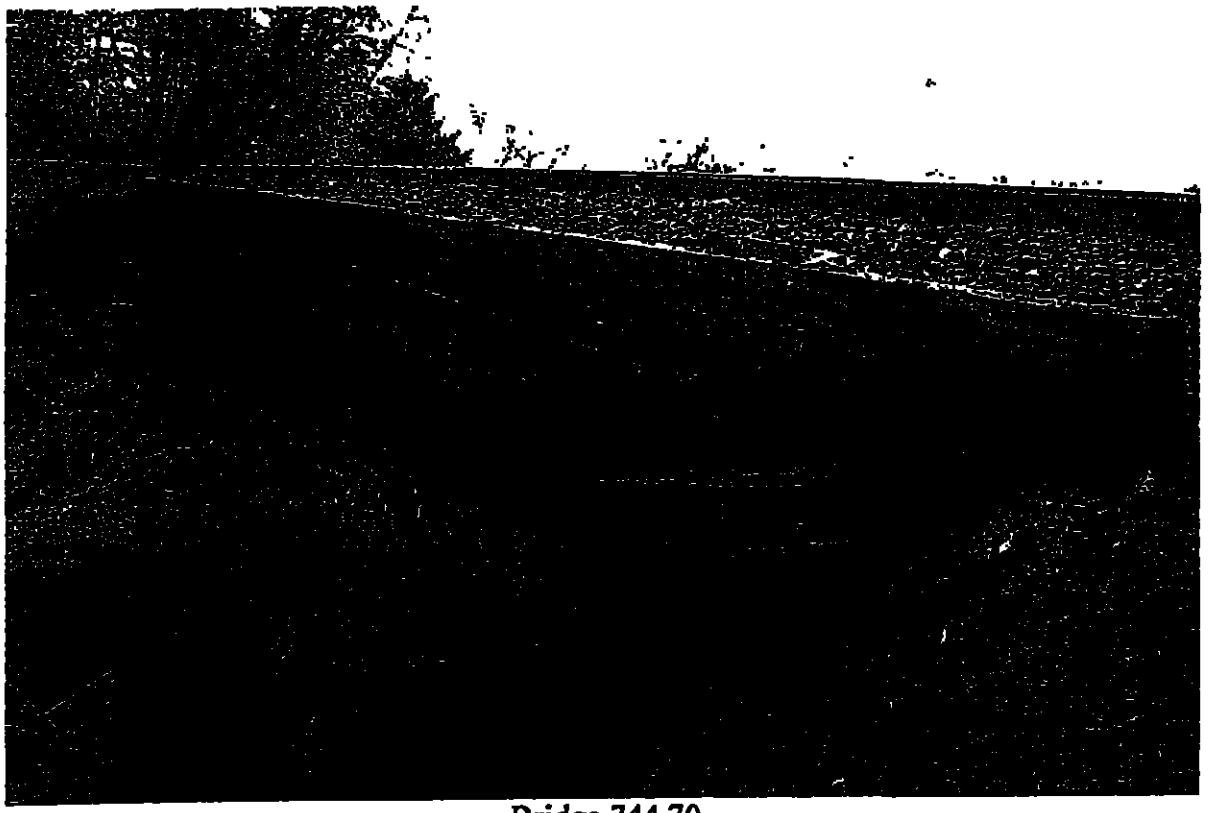
SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pile
G/L — Groundline Area

Bents Numbered From (N)S E W
Piling Numbered From N S (E)W
Bent # 1 is (N)S E W
(Timetable)

SIGNED KT

Central Oregon & Pacific Railroad



Bridge 744.70

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 744.70

MILEPOST: 744 70	SECTION# 1
TYPE BDPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 5 - Reject

Bent 4
Both Sash Braces - Reject
Both Sway Braces - Reject

Bent 6
Pile 5 - Reject

Span 4
Stringer 12 - Visual Reject

Ballast Retainers - OK
Deck Boards - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	3	OSMOSE	Replace: - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4
2	1.4	4	OSMOSE	Replace: - Stringer 12 in Span 4
3	1.2	4	OSMOSE	Post - Pile 5 of Bent 1 - Pile 5 of Bent 6
4	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg/Div _____ Bridge No 744.70

Dist/Sub/Branch Coos Bay

Location REEDSPORT, OR (MP 752.10)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	5	3½	G/L	2	10					13½	X			17½
		4		G/L	3	4									
2	5		7							7BAS					35
3	5		8½							H_2O 4BAS RIP RAP					42½
4	5	5	11	5	5	5½				H_2O					55
										BOTH SAISHS & SWAY ARE REJECT (X)					
5	5		11							H_2O					55
6	5	5	3½	3	1	8¾	1	8			14	X			17½
															222½
							H. WALES	DK							
							Deck Boards - DK								
							Bull. rail - DK								
							curve								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo/Wald
D/P — Drift Pin
G/L — Groundline Area

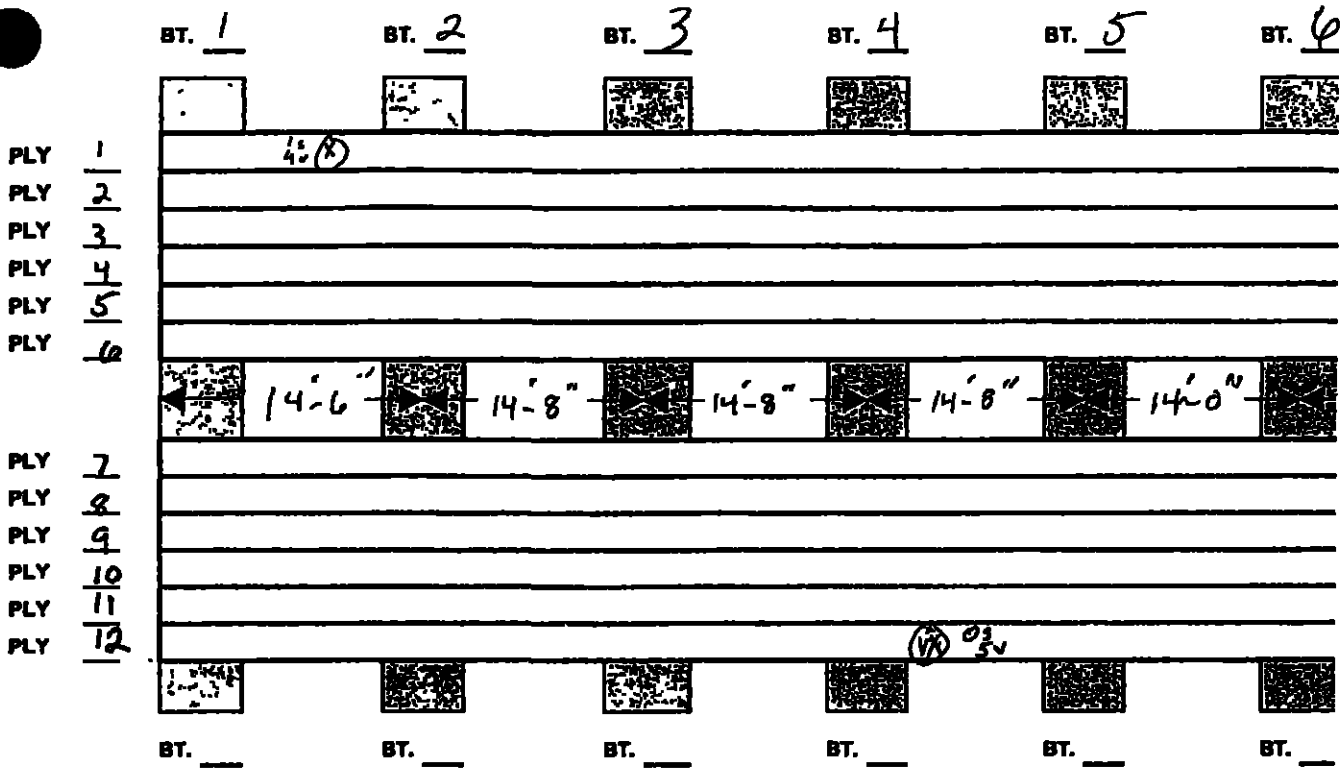
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

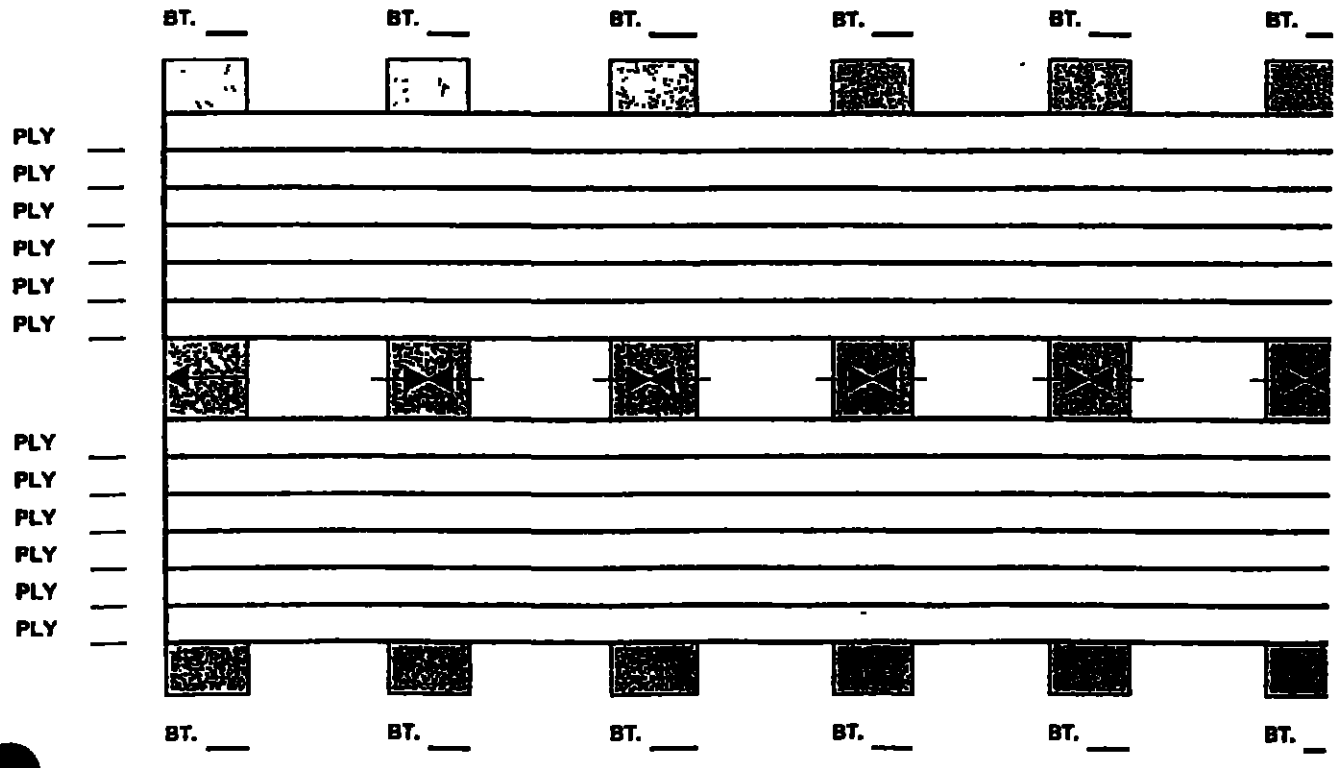
SIGNED KJ

CORP003454

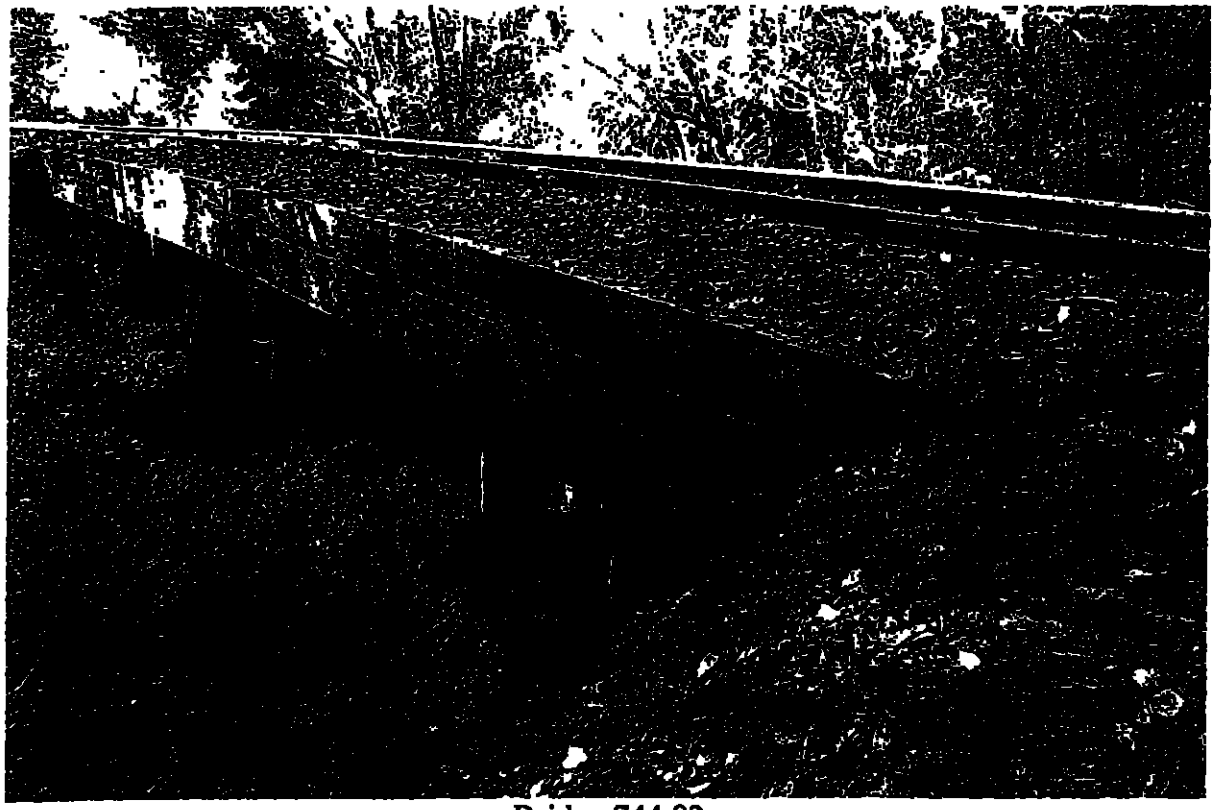
744.70

String





Central Oregon & Pacific Railroad



Bridge 744.83

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 744.83

MILEPOST 744 83	SECTION# 1
TYPE: BDPT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 3

Both Sway Braces - Reject

Ballast Retainers - OK
Deck Boards - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	4	OSMOSE	Replace: - Sway Braces on Bent 3
2	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 ~~19~~ 2005

Owner CORP ~~Reg/Div~~ Bridge No. 744.83

~~Dist/Sub~~/Branch Coos Bay

Location REEDSPORT, OR (740.4)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 29

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT PILING
1	5	5	5	P/P	2½	3½									25
2	5	2	5	P/P	OK					4BDS					25
3	5		9							H2O SWAY BRACING ⊗					45
4	5	3	9	1	OK					H2O					45
5	5		6											1	30
6	5		1½												7½
															177 ½
						H. WALLS - OK									
						DECK BOARDS - OK									
						Ball. rail - OK									
						CURVE									

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Pasted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoweld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003458

Central Oregon & Pacific Railroad



Tunnel 19

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 19

MILEPOST: 745.62	**SECTION# 1**
TYPE: Tunnel	**LOCATION: Reedsport, OR**
INSPECTION DATE 11/ 8/2005	**INSPECTOR: K. Trickle**

Findings:

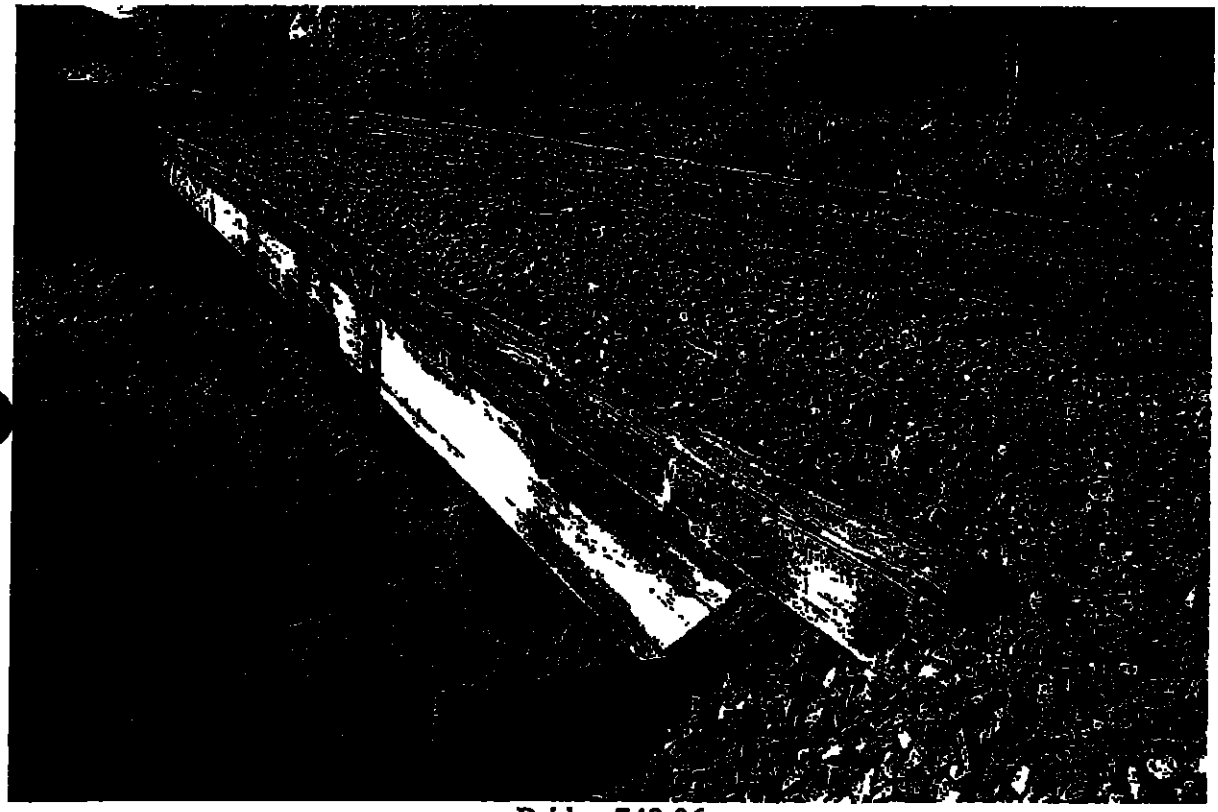
Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	11	5	RAILROAD	Tunnel not inspected at this time - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad



Bridge 748.06

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 748.06

MILEPOST: 748 06	**SECTION# 1**
TYPE: BDPT	**LOCATION: Lakeside, OR**
INSPECTION DATE: 11/ 8/2005	**INSPECTOR: K. Trickle**

Findings:

Bent 3

Cap - Reject (slight crushing)

Bent 7

Cap - Reject (crushing)

Ballast Retainers - OK
Deck Boards - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	OSMOSE	Replace - Cap on Bent 3 (slight crushing) - Cap on Bent 7 (crushing)

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 ~~-19~~ 2005

Owner CORP Reg./Div _____ Bridge No 748.06

Dist/Sub/Branch COOS BAY

Location LAKESIDE, OR (752.10)

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L T/R	PP	UN FT PILING
1	5		2		S-OK										10
2	5		6		S-OK										30
3	5	CAP	7½	P2	4	2	Slightly CR.			⊗ Ph2					37½
4	5		7½		S-OK					Ph3					37½
5	5		7							Ph3					35
6	5	5	3½	P1	2	1									17½
7	5	CAP	1	P3	½	6	CRUSHING			13¼ x 13¼ x 16 Cap-⊗					5 / 172½
							DECK BOARDS - OK								
							H. WALLS - OK								
							BALL. RK. - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWald
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 7 is (N) S E W
(Timetable)

SIGNED KT

CORP003463

Central Oregon & Pacific Railroad



Bridge 748.44

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 748.44

MILEPOST: 748.44	SECTION# 1
TYPE: BOPT	LOCATION. Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

Bent 2

Pile 5 - Reject

Both Sway Braces - Reject

Ballast retainers - Fair
Headwalls - Fair

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	14	4	OSMOSE	Replace. - Both Sway braces on Bent 2
2	13	4	OSMOSE	In-place preservatively treat piles, caps and stringers
3	12	4	OSMOSE	Post - Pile 5 of Bent 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	11		OSMOSE	7/21/1999	Replaced - Cap on Bent 1 with an oversized Cap

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 ,19 2005

Owner CORP Reg/Div

Bridge No 748.44

Dist/Sub/Branch COOS BAY

Location LAKESIDE OR CMP 752.10

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 30

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	CAP	3			New	Oversize		Cap	H_2O 7/21/1999 Osmose					15
2	5	5	3½	D/P	2½	9½				H_2O SWAY BRACES ⊗	13½	X			17½
										Only 3' Ctr					
3	5		3							H_2O					15
															47½
								DECK - BALLAST RET. FAIR							
								H. WALLS - FAIR.							

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

Central Oregon & Pacific Railroad



Bridge 748.68

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 748.68

MILEPOST: 748 68	SECTION# 1
TYPE. ODFT	LOCATION. Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 4

Cap - Slight cornering under Chord 1

Bent 5

Cap - Slight cornering
3/4" Gap under Chord 1
1 1/2" Shim under Chord 2 - Reject (slight crushing)

Bent 6

Mud Block 1, under Sill - Reject
Mud Block 2, under Sill - Reject
Mud Block 6, under Sill - Reject

Span 1

Stringer 6 - Reject

Span 2

Stringer 5 - Reject

Span 3

Stringer 4 - Visual Reject
Stringer 5 - Visual Reject
Stringer 8 - Possible Reject

Span 4

Stringer 2 - Visual Reject
Stringer 6 - Reject

Span 5

Stringer 4 - Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.15	2	OSMOSE	Replace - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3
2	1 17	3	OSMOSE	Replace - 1 1/2" Shim under Chord 2 on Bent 5 (slight crushing)
3	1 16	3	OSMOSE	Replace - Stringer 2 in Span 4 - Stringer 6 in Span 4
4	1 5	3	OSMOSE	Shim - Under Stringer chord 1 of Bent 5
5	1 1	3	OSMOSE	Replace - Mud Blocks 1, 2 & 6 of Bent 6
6	1 13	4	RAILROAD	Add ballast and tamp up both approaches

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 748.68

MILEPOST: 748.68	SECTION# 1
TYPE: ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	1.3	4	OSMOSE	Replace. - Stringer 8 in Span 1 - Stringer 5 in Span 2 - Stringer 4 in Span 5
8	1 2	4	OSMOSE	In-place preservatively treat piles and caps
9	1 14	5	RAILROAD	Monitor: - Cap on Bent 4 (slight cornering under chord 1) - Cap on Bent 5 (slight cornering)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 12		OSMOSE	8/19/2003	Performed a detailed stringer inspection. Replaced. - Cap on Bent 2 - Cap on Bent 3

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8, 2005

Owner CORP Reg /Div _____ Bridge No 748.68

Dist./Sub/Branch Coos Bay

Location Lakeside, OR (MP 753.1)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR	PP	LIN FT. PILING
1	5	CAP	4½	P4	5	1				Buried Sill					
2	5		7				Cap	New		8/19/2003					
										288					
										H&D					
3	5	2	7½	2½	2½				4½	H&D					
							Cap	New		8/19/2003					
										sill under H&D					
4	5	5	7½	1	0	1									
		P5		G/L	0	2			Cap	- sl. cornering ch. 1		#5			
5	5		7½		1½"	Shim	Chord 2	-	⊗	sl. ck	#3				
					¾"	gap	under	Chord 1		H&D					
								Cap	-	sl. cornering #5					
6	5	3	4	A/P	OK										
		mud block	6		Visual	Reject	⊗	X		+ mud blks. 1 & 3	⊗				
								Mud		Block 8"X6"X4'					
							9	stringers	in	Spans 4+5 (1 stringer)					
				6	timb-	OK	Ties-	OK		Headwalls- OK		Apps-	Low		

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

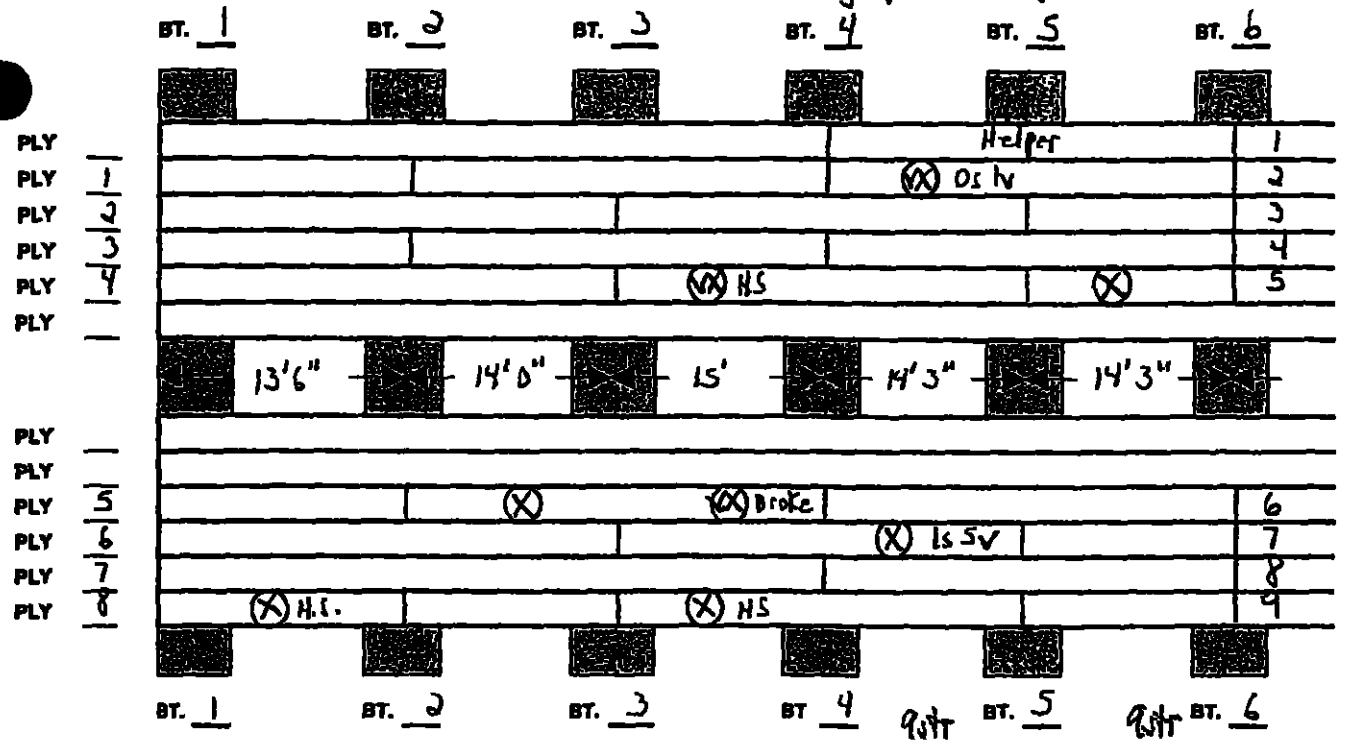
H	— Heart	PP	— Previously Posted
X	— Reject	PX	— Possible Reject
V	— Void	ST	— Shell Thickness
SR	— Shell Rot	P/W	— Heavy Duty Pile Wrap
RS	— Ring Seperation	C/W	— Camelfield
DP	— Decay Ring	D/P	— Drift Pin
DP	— Decay Pocket	G/L	— Groundline Area

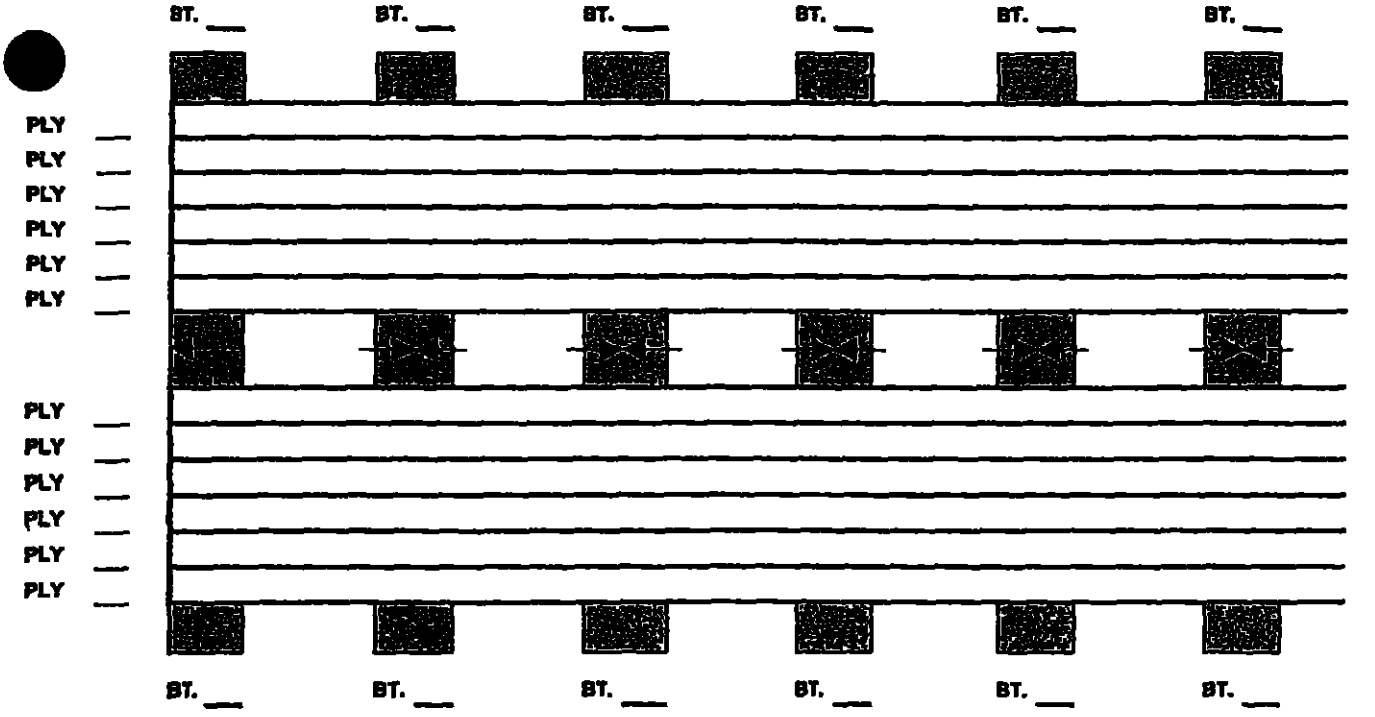
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003470

Bridge # 748.68 Lag Spaced stringers





Central Oregon & Pacific Railroad



Bridge 749.89

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 749.89

MILEPOST: 749 89	**SECTION# 1**
TYPE: CONC	**LOCATION: Lakeside, OR**
INSPECTION DATE: 11/ 8/2005	**INSPECTOR: K. Trickle**

Findings:

Line & Surface - OK
Approaches - OK
Walkways - OK
Handrails - OK

South Handrail inspection cable for lower Walkway - Reject (broken)

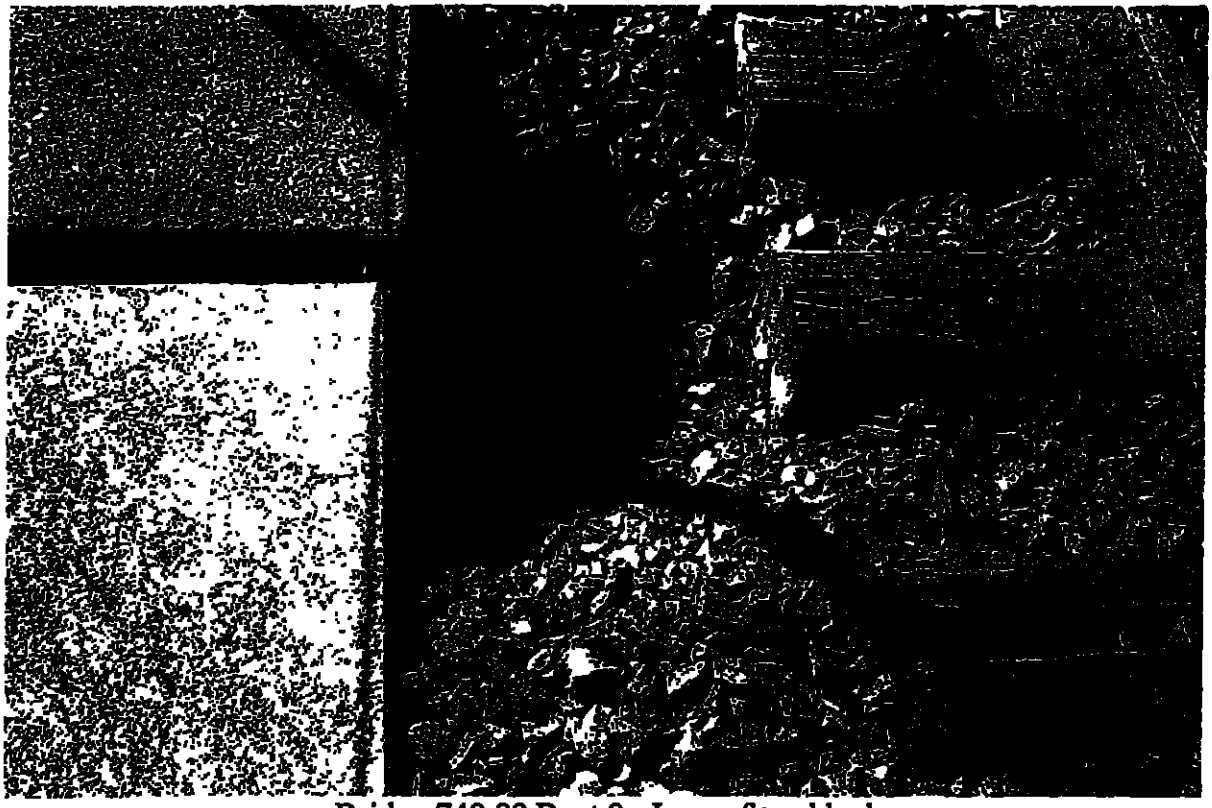
Ballast leak at Bents 3, 22, 23 and 28
Bent 5 Cap - Minor spider cracking
Bents 18, 19 & 20 - Cap at East side (nose cracking and spalled)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	13	2	OSMOSE	Replace. - South Handrail inspection cable for lower Walkway
2	11	2	RAILROAD	Patch ballast leaks at. - Bent 3 - Bent 22 - Bent 23 - Bent 28
3	14	5	RAILROAD	Monitor: - Cap on Bent 5 for additional spider cracking
4	12	5	RAILROAD	Monitor: - Bents 18, 19 & 20 for additional cracking and spalling at nose of concrete caps

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Bridge 749.89 Bent 8 - Loss of trackbed

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Bridge 749.89 Bent 22 - Severe loss of trackbed

Central Oregon & Pacific Railroad



Bridge 749.89 Bent 28 - Severe loss of trackbed

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-8-05 BY: KT

Bridge No: 749.89

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 31 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) Conc. Tub

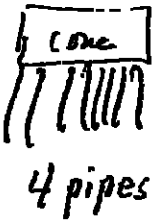
NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Lakeside, OR

Overall Sketch: (Include span lengths)

Ballast deck
curve
3 abuts
30 Bts

Typical Bent or Pier Sketch:



4 pipes

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 36.001 W 124° 08.905 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: (YES) • NO • LOCATION: both

SKEWED: YES • NO • Type of Walk: Conc. Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 749.89

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD • (OK)		
APPROACHES:	POOR •	FAIR •	GOOD • (OK)	EROSION PROBLEMS	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	HANDRAILS – OK	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

Bts 3, 33, 33, 38 ballast track (#2)

SUBSTRUCTURE (Note any defects):

BT 5 CAP – MINOR SPIDER CRACKING
Bt 18 cap @ east side (more cracking/spalling)
Bt 19 " same "
Bt 20 " same "

HAND RAIL INSPECTION CAGE FOR LOWER WALKWAY (X) SOUTH END OF BRIDGE

RECOMMENDED WORK AND PRIORITY RATING:

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Tunnel 20

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 20

MILEPOST 750 12	SECTION# 1
TYPE Tunnel	LOCATION: Lakeside, OR
INSPECTION DATE. 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

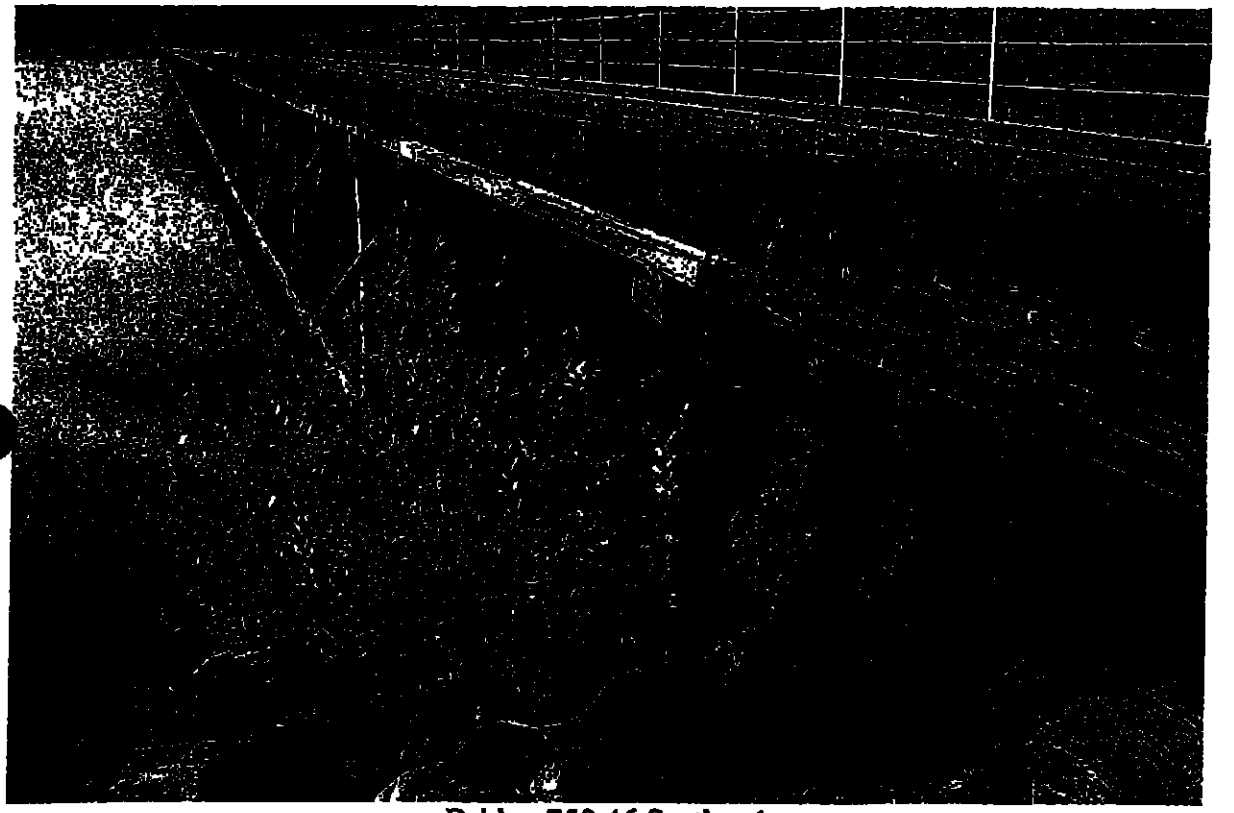
Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	5	RAILROAD	Tunnel not inspected at this time - Perform inspection on tunnel when required

Central Oregon & Pacific Railroad



Bridge 750.46 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 750.46**
MILEPOST 750 46	**SECTION#** 1
TYPE. ODFT	**LOCATION:** Lakeside, OR
INSPECTION DATE: 11/ 8/2005	**INSPECTOR:** K Trickle

Findings:

Ties - OK
Guard timber - OK
Headwall - OK
North Approach - Very Low
Walkways - OK
Handrails - OK
Stringers - OK

Numerous bents have missing brace bolts and nuts

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	12	2	RAILROAD	Add ballast and tamp up approach
2	11	3	OSMOSE	Replace. - Missing brace bolts and nuts

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 -19-2005

Owner CORP Reg/Div Bridge No 750.46 NA (SPC 1)

Dist/Sub/Branch COOS BAY

Location LAKESIDE, OR (MP 752.1)

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	POST PILES PER BENT	POST PICE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR.	PP	LIN. FT PILING
1	3		5	NEW STEEL BENT											—
2	5		8		S-OK					H_2O					40
3	5		8½		S-OK					H_2O					42½
4	5		8½		S-OK					H_2O MISSING BB NUT					42½
5	5		8½		S-OK					H_2O					42½
6	5		8½		S-OK					H_2O					42½
7	5		8½		S-OK					H_2O					42½
8	5		8½		S-OK					H_2O					42½
9	5	SUB PILE	8½	SILL	1	2				H_2O MISSING BB NUT 2					42½
10	5		8½		S-OK					H_2O MISSING 4 BB NUTS					42½
11	5		8½		S-OK					H_2O					42½
12	5		8½		S-OK					H_2O MISSING BB NUTS					42½
13	5		8½		S-OK					H_2O					42½
14	5		8½		S-OK					H_2O					42½
15	5		8½		S-OK					H_2O MISSING 2 BB NUTS					42½
16	5		8½		S-OK					H_2O MISSING BB NUT					42½
17	5		8½		S-OK					H_2O MISSING BB NUT					42½
18	5		8½		S-OK					H_2O MISSING BB NUT					42½
19	5		8½		S-OK					H_2O					42½
20	5		8½		S-OK					H_2O					42½
21	5		8½		S-OK					H_2O MISSING BB NUT					42½

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Patched
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — DuraWeld
D/P — Drift Pin
G/L — Groundline Area

6 SUB PILES

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is N (S) E W
(Timetable)

SIGNED KT

997½

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140 24b.

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 750.46 (Sec 1)

Date 11-8, 19 2005

ALL SILLS SUBMERGED

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GA TR	PP	LIN FT PILING
22	5		8½			S-OK				H2O 2 MISSING BB NUTS					42½
23	5		8½			S-OK				H2O 1 MISSING BB NUTS					
24	5		8½			S-OK				H2O 1 MISSING BB NUTS					
25	5		8½			S-OK				H2O					
26	5		8½			S-OK				H2O 1 MISSING BB NUTS					
27	5		8½			S-OK				H2O					
28	5		8½			S-OK				H2O SUB PILE SHIMS 1 MISSING BB NUTS					
29	5		8½			S-OK				H2O					
30	5		8½			S-OK				H2O					
31	5		8½			S-OK				H2O					
32	5		8½			S-OK				H2O 1 MISSING BB NUTS					
33	5		8½			S-OK				H2O 1 MISSING BB NUTS					
34	5		8½			S OK				H2O 1 MISSING B BOLT					
35	5		8½			S-OK				H2O 1 MISSING BB NUT					
36	5		8½			S-OK				H2O 2 MISSING BB NUTS					
37	5		8½			S-OK				H2O 1 MISSING BB NUT					
38	5		8½			S-OK				H2O					
9	5		8½			S-OK				H2O					
10	5		8½			S-OK				H2O					
11	5		8½			S-OK				H2O 1 MISSING BB NUT					
12	5		8½			S-OK				H2O					
13	5		8½			S-OK				H2O					
14	5		8½			S-OK				H2O 1 MISSING BB NUT					
15	5		8½			S-OK				H2O 1 MISSING BB NUTS					
16	5		8½			S-OK				H2O					
17	5		8½			S-OK				H2O 1 MISSING BB NUT					
18	5		8½			S-OK				H2O					147.5

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RAILROAD BRIDGE DIVISION
BORING RECORD

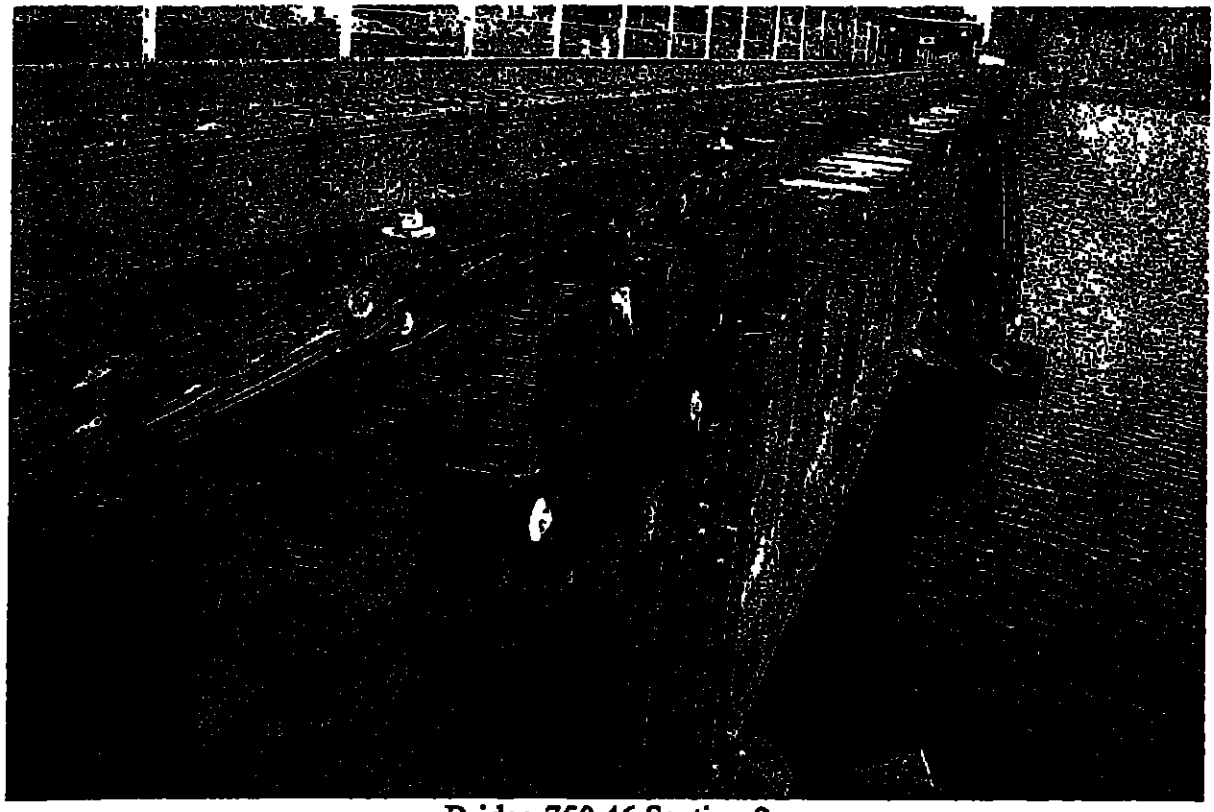
SHEET 3 of 3 SHEETS

Bridge No. 750.96 (Sec 1)

Date 11-8, 19 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
49	5		8½			S-OK				H_2O					42½
50	5		8½			S-OK				H_2O					
51	5		8½			S-OK				H_2O					
52	5		8½			S-OK				H_2O					
53	5		8½			S-OK				H_2O 1 MISSING BB NUT					
54	5		8½			S-OK				H_2O					
55	5		8½			S-OK				H_2O					
56	5		8½			S-OK				H_2O 1 MISSING BB NUT					
57	5		8½			S-OK				H_2O					
58	5		8½			S-OK				H_2O 1 MISSING BB NUT					
59	5		8½			S-OK				H_2O					
60	5		8½			S-OK				H_2O					
61	5		8½			S-OK				H_2O					
62	5		8½			S-OK				H_2O					
63	5		8½			S-OK				H_2O					
64	5		8½			S-OK				H_2O 1 MISSING BB NUT					
65	5		8½			S-OK				H_2O					722½
							Ties- OK								
							Hdwd- OK								2717½
							G. Hdwd- OK								
							N App- Very Low								
							Stringers- OK								
							Walkways- OK								
							Handrails- OK								

Central Oregon & Pacific Railroad



Bridge 750.46 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	**BRIDGE # 750.46**
MILEPOST: 750 46	SECTION# 2
TYPE: DPG	LOCATION: Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	Southwest & Northwest flange angles 90-100% section loss at beamgs Southeast & Northeast flange angles 10-20% section loss at beamgs Struts 90-100% section loss, 2 completely gone Severe section loss to laterals and gusset plates Severe section loss to cross bracing

Ties - Fair
Walkway - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.2	2	OSMOSE	Replace - Southwest & Northwest flange angles over bearings - All Struts
2	2 3	3	OSMOSE	Replace - All Laterals & gusset plates - All Cross bracing
3	2.4	5	RAILROAD	Monitor - Southeast & Northeast flange angles for additional section loss at beamgs

Central Oregon & Pacific Railroad



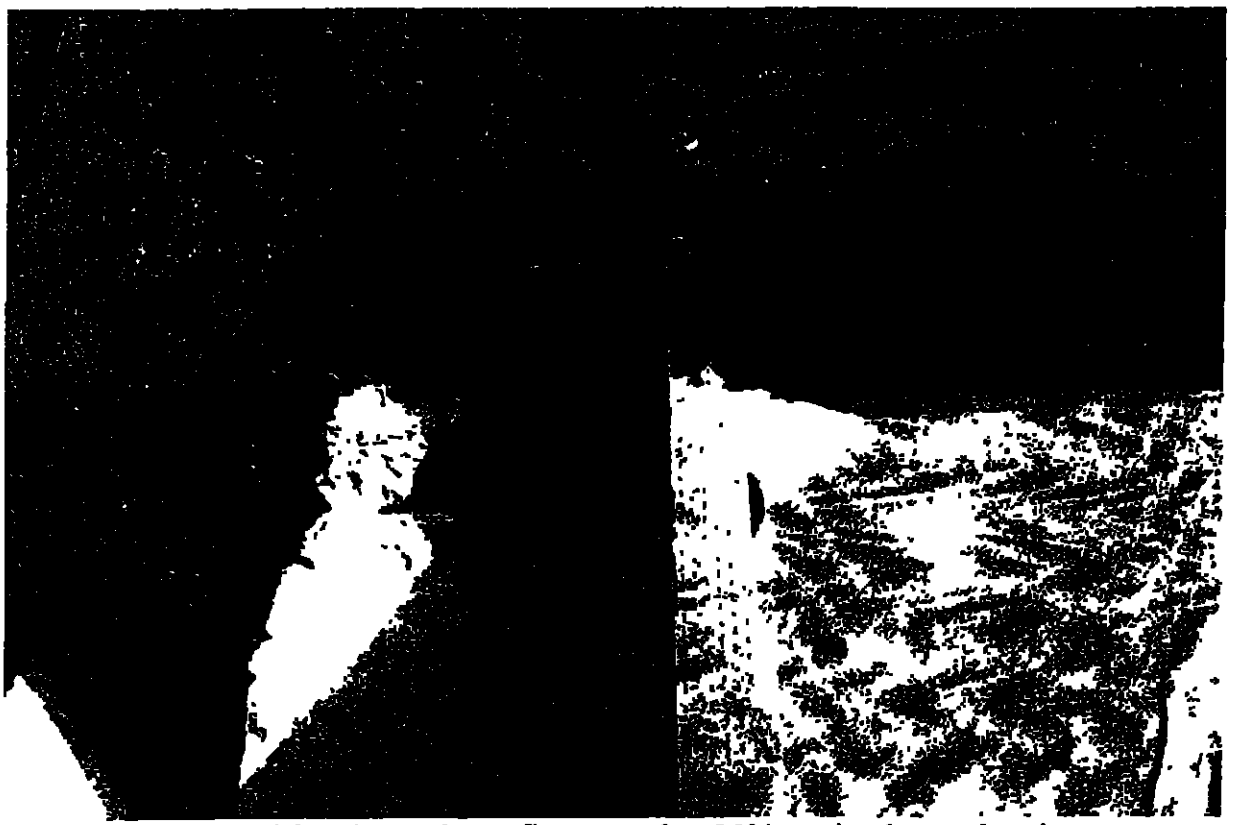
Bridge 750.46 - View of bracing and struts

Central Oregon & Pacific Railroad



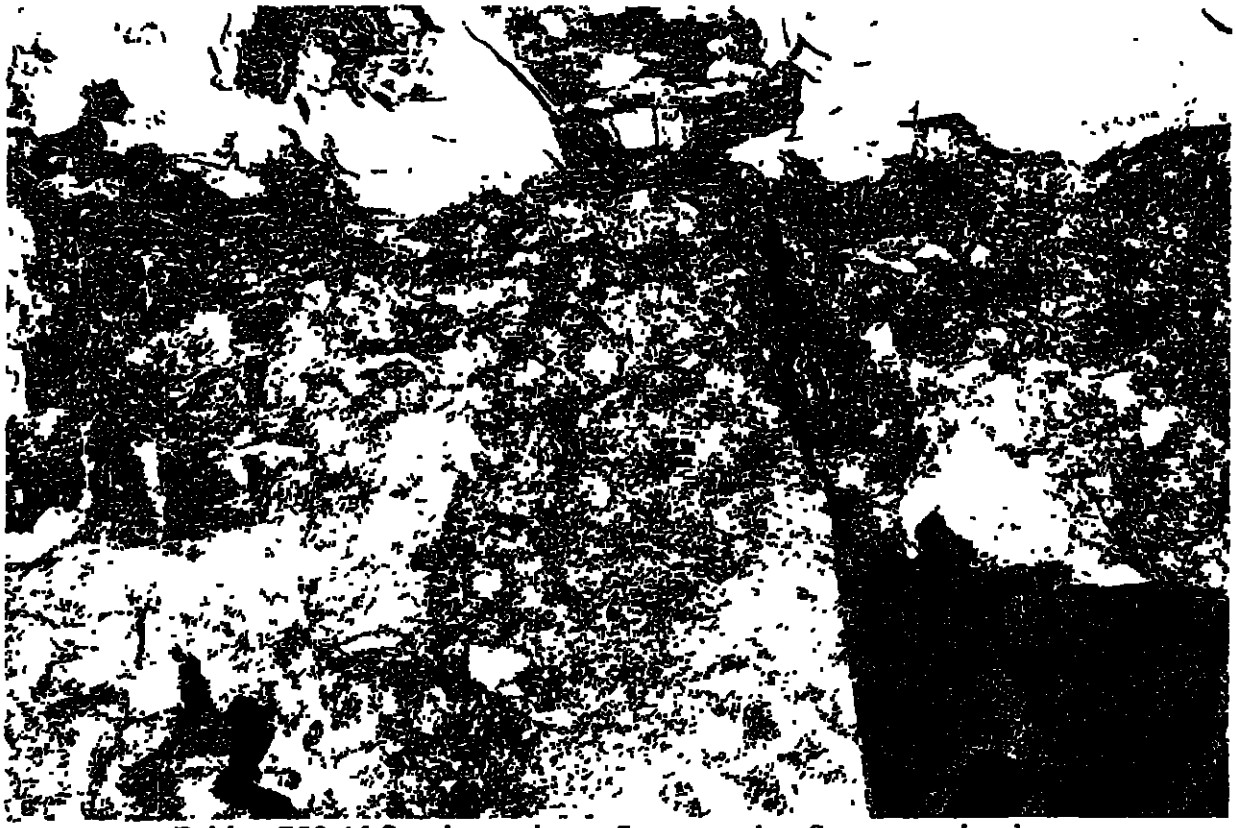
Bridge 750.46 South lower strut - Typical condition is poor (gone)

Central Oregon & Pacific Railroad



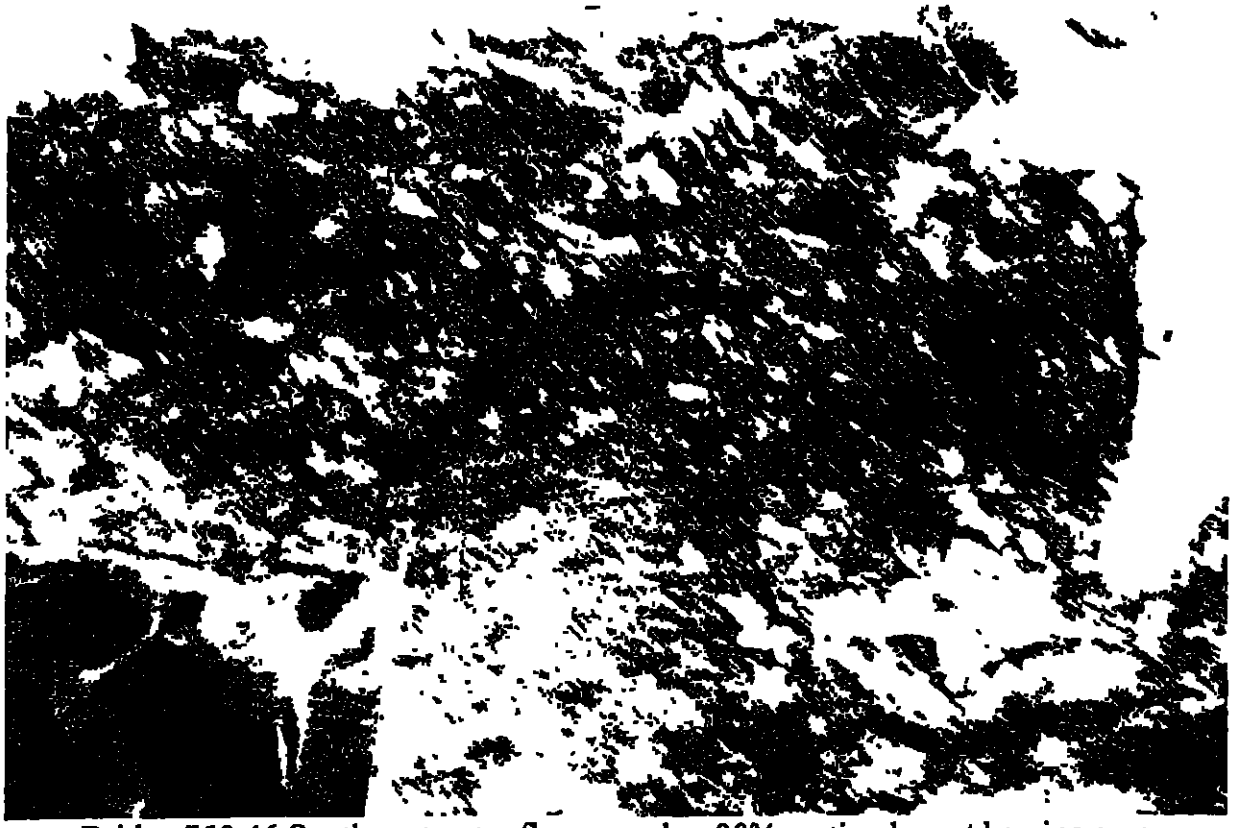
Bridge 750.46 Southwest inner flange angle - 90% section loss at bearing area

Central Oregon & Pacific Railroad



Bridge 750.46 Southwest inner flange angle - Severe section loss

Central Oregon & Pacific Railroad



Bridge 750.46 Southwest outer flange angle - 90% section loss at bearing area

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-8-05 BY: KT

Bridge No: 750 46 SEC 2

CUSTOMER INFORMATION

CUSTOMER NAME: CoRP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: / | # OF TRACKS: / | YEAR BUILT:

TYPE: (DPG) TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: LAKESIDE, OR

Overall Sketch: (include span lengths)

OPEN DECK
2 TIMBER PIERS

Typical Bent or Pier Sketch:

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: Nearest Crossing:

BRIDGE: (TANGENT) CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 750 46 SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •	
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:
TIES:	POOR •	FAIR •	GOOD •	SIZE: QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	
WALKWAY:	POOR •	FAIR •	GOOD • (OK)	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:

SUPERSTRUCTURE (Note any defects):

- STRUTS - POOR 70-100% SECTION LOSS 2 COMPLETELY GONE (#2)
- EAST SIDE OF FLANGE ANGLES 10-20% SECTION LOSS (#5) AT BEARINGS
- NW & SW FLANGE ANGLES 90-100% SECTION LOSS (#2) AT BEARINGS
- SEVERE SECTION LOSS TO CROSS BRACES, LATERALS & GUSSET PLATES (#3)

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

SEE TIMBER SHEET

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 ~~-18~~ 2005

Owner CORP Reg/Div _____ Bridge No 750.46 MS (Sec. 2)

Dist/Sub/~~Branch~~ Coos Bay

Location Lakeside, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
PIER 1	- NO BLOCKING.														
ROW 1	POST 6		2½		S	-OK				SILL PARTIALLY SUB MERGED					15
ROW 2	POST 6		2½		S	-OK				SILL PARTIALLY SUB MERGED					15
			50' DPG												
PIER 2	- NO BLOCKING														
ROW 1	POST 6	SIDE 3	2½	SILL	1	3				SILL PARTIALLY SUB MERGED					15
ROW 2	POST 6		2½												15
															60

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

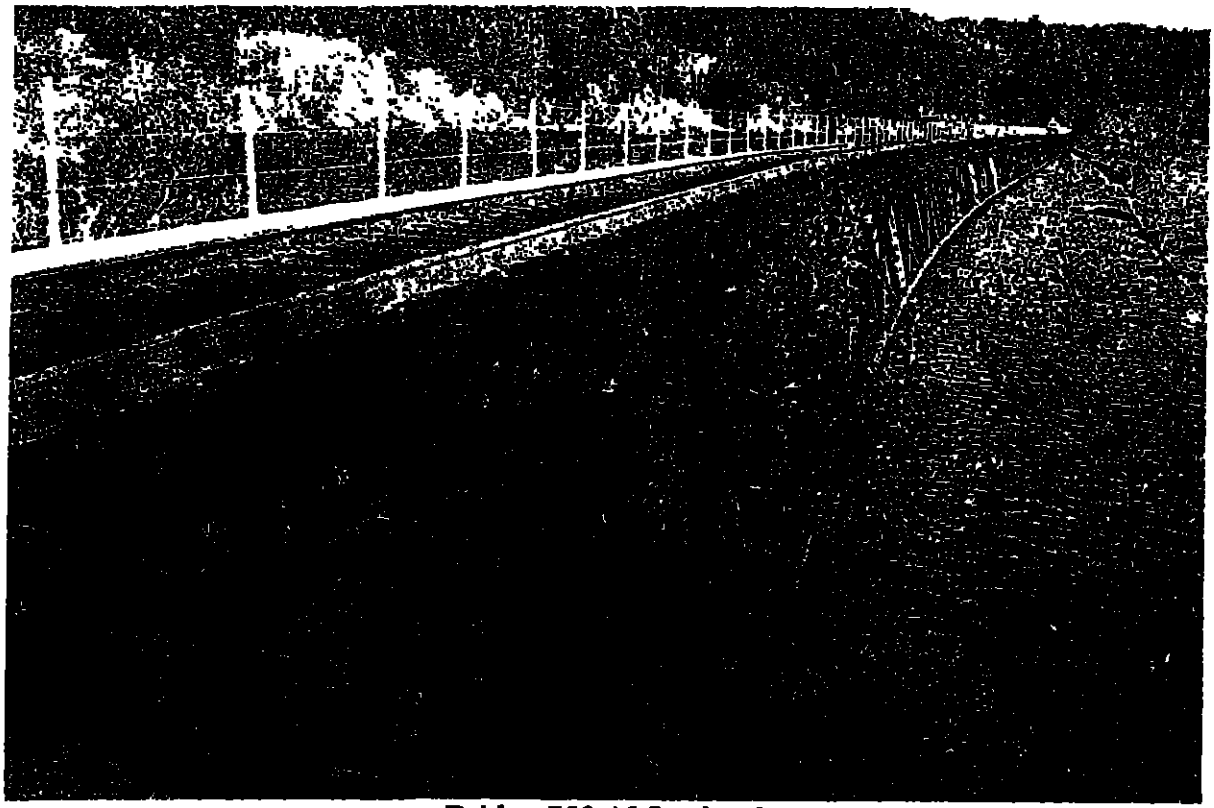
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003495

Central Oregon & Pacific Railroad



Bridge 750.46 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 750.46
MILEPOST. 750 46	SECTION# 3
TYPE: ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK
Headwall - OK
South Approach - Low
Walkway - OK
Stringers - OK

Numerous bents have missing brace bolts and nuts.

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 2	2	RAILROAD	Add ballast and tamp up approach.
2	3 1	3	OSMOSE	Replace - Missing brace bolts and nuts

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 3		RAILROAD	2/16/2005	Replaced - Missing walkway grating

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8-2005

Owner CORP Reg./Div. Bridge No. 750.46 SA. (Sec 3)

Dist./Sub/Branch Coos Bay

Location LAKESIDE, OR (752.')

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other)

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PILE TOP X	BR. TR	PP	LIN. FT PILING
1	5		8½			S-OK				H_2O					
2	5		8½			S-OK				H_2O					
3	5		8½			S-OK				H_2O					
4	5		8½			S-OK				H_2O 1 MISSING BG NUT					
5	5		8½			S-OK				H_2O 1 MISSING BG NUT					
6	5		8½			S-OK				H_2O					
7	5		8½			S-OK				H_2O 2 MISSING BG NUTS					
8	5		8½			S-OK				H_2O					
9	5		8½			S-OK				H_2O					
10	5		8½			S-OK				H_2O					
11	5		8½			S-OK				H_2O					
12	5		8½			S-OK				H_2O					
13	5		8½			S-OK				H_2O					
14	5		8½			S-OK				H_2O					
15	5		8½			S-OK				H_2O					
16	5		8½			S-OK				H_2O					
17	5		8½			S-OK				H_2O					
18	5		8½			S-OK				H_2O					
19	5		8½			S-OK				H_2O					
20	5		8½			S-OK				H_2O					892.½
21	5		8½			S-OK				H_2O					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Weld
D/P — Drift Pin
G/L — Groundline Area

SUBMERGED SILL & SUB PILES

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 750.46 (Sec 3)

Date 11-8, 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT. PILING
22	5		8½			S-OK				H2O 2 MISSING BB NUTS					
23	5		8½			S-OK				H2O					
24	5		8½			S-OK				H2O					
25	5		8½			S-OK				H2O					
26	5		8½			S-OK				H2O 2 MISSING BB NUTS					
27	5		8½			S-OK				H2O 1 MISSING BB BOLT.					
28	5		8½			S-OK				H2O					
29	5		8½			S-OK				H2O					
30	5		8½			S-OK				H2O					
31	5		8½			S-OK				H2O					
32	5		8½			S-OK				H2O					
33	5		8½			S-OK				H2O 1 MISSING BB NUT					
34	5		8½			S-OK				H2O 2 MISSING BB NUT					
35	5		8½			S-OK				H2O					
36	5		8½			S-OK				H2O 1 MISSING BB NUT					
37	5		8½			S-OK				H2O					
38	5		8½			S-OK				H2O					
39	5		8½			S-OK				H2O 1 MISSING BB NUT					
40	5		8½			S-OK				H2O 3 MISSING BB NUT					
41	5		8½			S-OK				H2O					
42	5		8½			S-OK				H2O					
43	5		8½			S-OK				H2O					
44	5		8½			S-OK				H2O 1 MISSING BB NUT					
45	5		8½			S-OK				H2O					
46	5		8½			S-OK				H2O 1 MISSING B BOLT					
47	5		8½			S-OK				H2O 1 MISSING BB NUT					
48	5		8½			S-OK				H2O 2 MISSING BB NUTS				1	147½

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RAILROAD BRIDGE DIVISION
BORING RECORD

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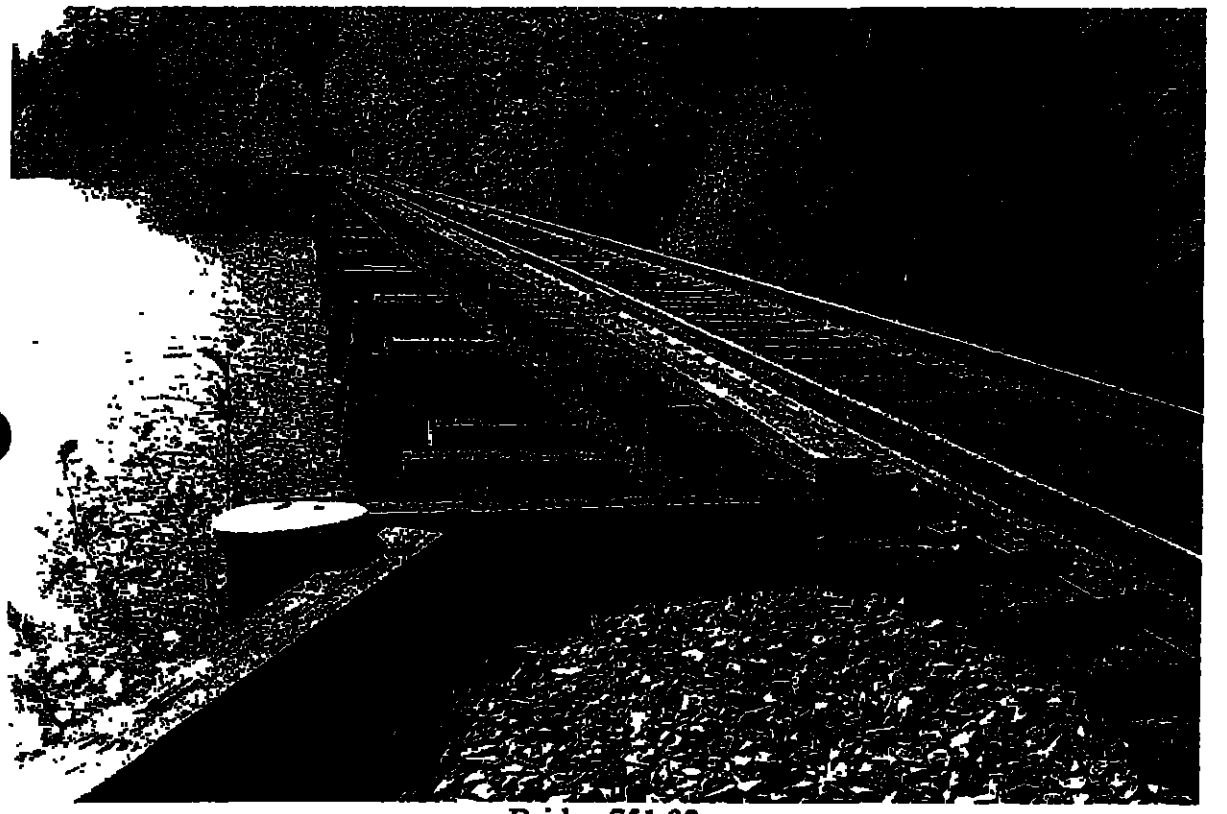
SHEET 3 of 3 SHEETS

Bridge No. 750.46 SA (Sec 3)

Date 11-8 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN. FT. PILING
49	5		8½		S-OK					H₂O 2 MISSING BOLTS					42½
50	5		8½		S-OK					H₂O 2 MISSING BOLTS					42½
51	5		8½		S-OK					H₂O 2 MISSING BOLTS					42½
52	5		8½		S-OK					H₂O 2 MISSING BOLTS					42½
53	5		8½		S-OK					H₂O 2 MISSING BOLTS					42½
54	5		8½		S-OK					H₂O 2 MISSING BOLTS					42½
55	3		3		STEEL	BENT									—
															2295
						STRS-OK									
						TIES-OK									
						WALKWAY - OK									
						APPROACH - LOW (#2)									
						HAND - OK									
						G. HAB - OK									

Central Oregon & Pacific Railroad



Bridge 751.02

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 751.02

MILEPOST: 751.02	**SECTION#** 1
TYPE: ODPT/ODFT	**LOCATION:** Lakeside, OR
INSPECTION DATE: 11/8/2005	**INSPECTOR:** K Trickle

Findings:

Bent 2A
Post 3 - Reject

Bent 3A
Post 2 - Reject
Pile 7 - Possible Reject

Bent 3B
1/2" Gap over Chord 1

Bent 4A
Pile 6 - Reject

Bent 5A
Post 4 - Reject
Post 5 - Reject
Cap - Reject

Bent 5B
Pile 1 - Reject
3/4" Shims - Reject (working out)

Bent 6A
Cap - Reject (crushing)

Bent 7A
Cap - Reject (slight crushing)

Bent 7B
Post 2 - Reject
1" Gap under Stringer Chords.

Bent 8A
Post 3 - Reject
Cap - Reject

Bent 8B
1" Gap under Stringer Chords

Bent 9A
Pile 3 - Reject
Cap - Reject (crushing)

Bent 10B
1" Gap under Stringer Chords

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 751.02

MILEPOST. 751 02	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent11B

1/2" Gap over Pile 4
1/2" Gap under Stringer Chords

Bent12A

Cap - Possible Reject (slight crushing)

Bent12B

1/4" Gap over Pile 3
1/4" Gap over Pile 4
1/4" Gap over Pile 5
1" Gap over Pile 6
1/2" Gap under Stringer Chords

Bent13A

Post 2 - Reject

Bent15A

Cap - Reject (crushing)

Bent15B

1/2" Gap under Stringer Chords

Bent16A

Post 3 - Reject
Post 4 - Reject
Post 5 - Reject

Bent16B

3/4" Gap under Stringer Chords

Bent17B

1" Gap under Stringer Chords
Shims - Reject (working out)

Bent18A

Post 3 - Reject

Bent19A

Post 2 - Reject
Post 4 - Reject
Cap - Reject (crushing)

Bent19B

1/2" Gap under Stringer Chords

Bent20A

Cap - Reject (crushing)

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 751.02

MILEPOST: 751 02	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Lakeside, OR
INSPECTION DATE. 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 20B
- 1/2" Gap over Pile 3
- 1/2" Gap over Pile 4
- 1/2" Gap over Pile 5
- 1/2" Gap under Stringer Chords
- Cap - Reject

Bent 21A
- Pile 1 - Reject
- Pile 2 - Reject
- Cap - Reject

Span 1
- Stringer 4 - Visual Reject
- Stringer 5 - Reject
- Stringer 7 - Reject
- Stringer 8 - Visual Reject

Span 2
- Stringer 3 - Visual Reject
- Stringer 6 - Reject

Span 3
- Stringer 1 - Reject

Span 5
- Stringer 1 - Reject

Span 6
- Stringer 1 - Reject
- Stringer 4 - Reject

Span 7
- Stringer 4 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject

Span 8
- Stringer 4 - Visual Reject

Span 10
- Stringer 4 - Visual Reject

Span 11
- Stringer 5 - Visual Reject

Span 12
- Stringer 1 - Reject
- Stringer 4 - Visual Reject
- Stringer 5 - Visual Reject

Span 17
- Stringer 5 - Possible Reject

Span 19
- Stringer 1 - Reject
- Stringer 3 - Reject
- Stringer 5 - Visual Reject

Span 20
- Stringer 1 - Reject
- Stringer 5 - Visual Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 751.02

MILEPOST: 751 02	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Double Bents (older "A" & newer (1965) "B" driven 1' apart)
"A" bents 2 - 21 are frame bents w/ 5 posts + piles 1 & 7 on outside
Stringer parting lines over "A" bents
Some stringer packing straps - Broken

Ties - OK (1 reject)
Guard timber - OK
Headwall - OK
Wingwalls - OK
Approaches - Low

All rail bolts - Loose

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 23	2	RAILROAD	Re-Tighten: - All rail bar joint bolts
2	1 22	2	OSMOSE	Replace: - All Stringers with parting lines centered over all ' B ' Bents - Surface bridge and Shim accordingly Remove. - All ' A ' Bents at waterline
3	1 9	3	OSMOSE	Cut Pile tops down and - Install an 8" Subcap on existing cap of Bent 12B - Replace Cap & Install an 8" Subcap on Bent 20B
4	1.21	4	OSMOSE	Spot replace 1 bridge tie
5	1.15	4	RAILROAD	Add ballast and tamp up both approaches
6	1.10	4	OSMOSE	Shim or Epoxy - Over Pile 4 of Bent 11B
7	1 2	4	OSMOSE	Post - Pile 1 of Bent 5B - Post 2 of Bent 7B

140 24b

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SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg/Div

Bridge No 751.02

~~Dist/Sub~~ Branch COOS BAY

Location LAKESIDE, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	6	Post 6		P/P	1	10				POOR PILE SPACING 1½" CHOKO SHIM					36
2A	7	3	8½	2	3	8				H₂O FRAME BENT SUBMERGED SILL	12×13½	X			59½
		Post 5		P/P	OK										
2B	6		8½							H₂O NEWER BENT					51
3A	7	Post 2	8½	5	1	9				H₂O FRAME BENT	12×13½	X			59½
		7		8	2	7					15	PX			
3B	6		8½							H₂O NEWER BENT ½" GAP CH. 1					51
4A	7	6	8½	2	1	12				H₂O FRAME BENT	12×13½	X			59½
4B	6		8½							H₂O NEWER BENT					51
5A	7	1	8½	3	OK					H₂O FRAME BENT					59½
		Post 4		3½	1½	10½					12×13½	X			
		Post 5		3½	1	11½					11×13½	X			
		CAP		PS	1	8				CAP X 13½×13½×1¼					
5B	6	1	8½	7	2	9				H₂O NEWER BENT ¾" SHIMS WORKING OUT	13½	X			51
6A	7	CAP	8½	P3	½	4	CRUSHING			H₂O CAP & FRAME 13½×13½×1¼					59½
6B	6	4	8½	1	OK					H₂O NEWER BENT					51
7A	7	7	8½	4	OK					H₂O FRAME BENT					59½
		CAP		P3	4½	3½	SLIGHT CRUSHING		2	CAP X 13½×13½×1¼					
7B	6		8½							H₂O NEWER BENT 1" CAP OVER BENT					51
8A	7	Post 3	8½	3	2	7½				FRAME BENT	2×13½	X			59½
		7		6	2	3									

FRAME BENT HAVE 5 POSTS AND 2 PILES

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Plated
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
O/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From (N) S E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003506

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 751.02

Date 11-8, 49 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	UN FT PILING
8A	–	CAP	–	P2	1	4½				CAP ⊗ 13½x13½x14					
8B	6		8½							H₂O NEWER BENT 1" GAP OVER CAP					51
9A	7	3	8½	3	½	8½				H₂O FRAME BENT		X			59½
		1		D/P	OK										
		CAP		P6	2	6	CRUSHING			CAP ⊗ 13½x13½x14					
9B	6		8½							H₂O NEWER BENT					51
10A	7	7	8½	4	4	3				H₂O FRAME BENT					59½
		CAP		P2	PUNKY										
10B	6		8½							H₂O NEWER BENT 1" GAP OVER CAP					51
11A	7	3	8½	3	2	5				H₂O FRAME BENT					59½
11B	6		8½		P4-½" GAP					H₂O NEWER BENT ½" GAP OVER CAP					51
12A	7	CAP	8½	P6	SLIGHT CRUSHING					H₂O FRAME BENT CAP (P2)					59½
12B	6		8½		½" GAP-P3-5, P6-1" GAP					H₂O NEWER BENT ½" GAP OVER CAP					51
13A	7	1 POST	8½	2	6	1				H₂O FRAME BENT					59½
		2		3	2	10					12x8½	⊗			
13B	6		8½	3		S-OK				H₂O NEWER BENT 3/4" OF SHIMS					51
14A	7		8½			S-OK				H₂O FRAME BENT					59½
14B	6		8½			S-OK				H₂O NEWER BENT 3/4" OF SHIMS					51
15A	7	1	8½	3	OK					H₂O FRAME BENT					59½
		CAP		P2	4	1	1	1½		CAP ⊗ CRUSHING 13½x13½x14					
15B	6		8½							H₂O NEWER BENT. ½" GAP OVER CAP					51
16A	7	P3	8½	3	1	10				H₂O FRAME BENT	12x13½	X			59½
		P4		5	1	12					12x13½	X			
		P5		3	1	12					12x13½	X			
16B	6		8½							H₂O NEWER BENT 3/4" CAPS OVER CAP.					51
17A	7		8½							H₂O FRAME BENT					59½
17B	6		8½							H₂O NEWER BENT 1" GAP OVER CAP SHIMS WORKING OUT		⊗			51

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OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

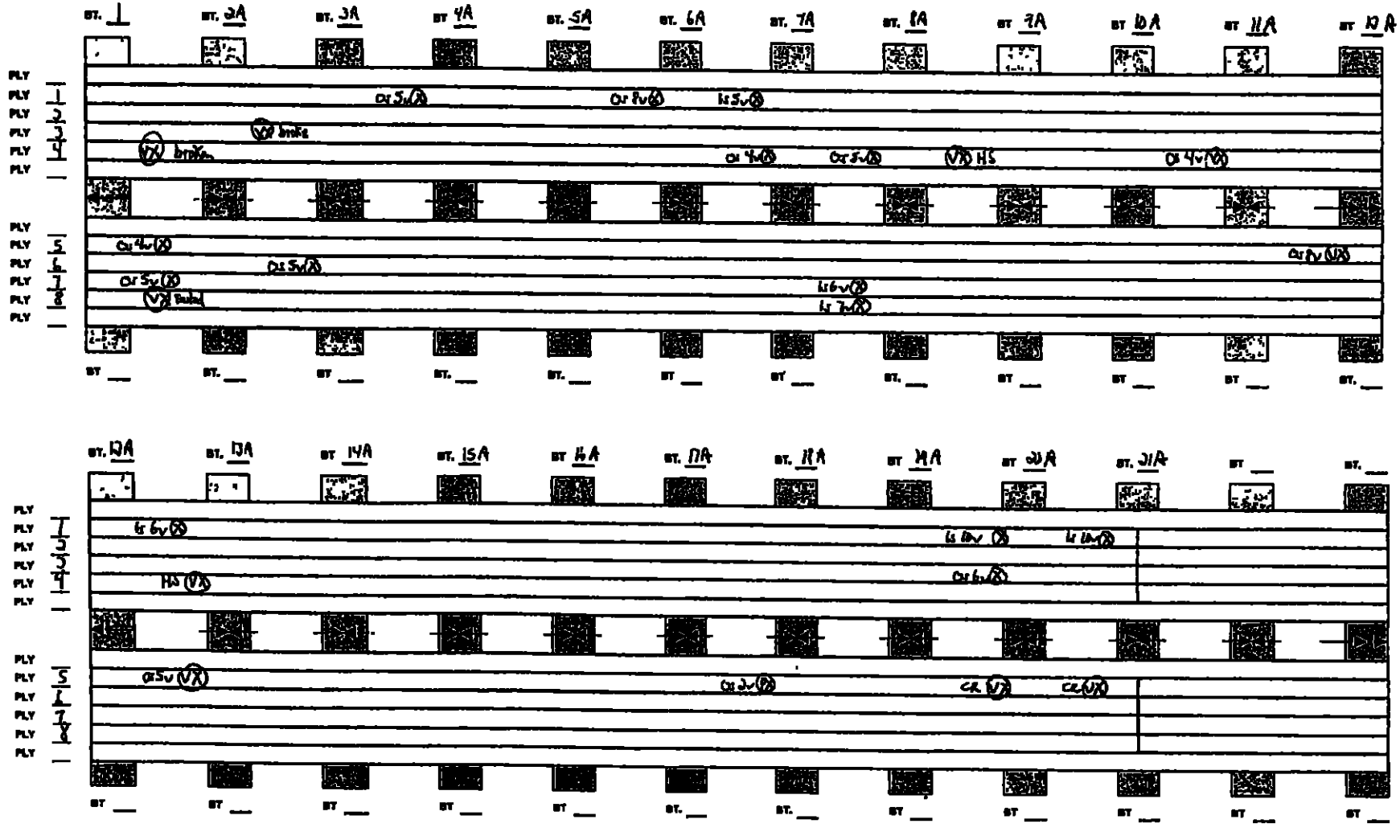
Bridge No. 751.02

Date 11-8-2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT. PILING
18A	7	3	8½	4	1	9½				½° FRAME BENT	12x13½	⊗			59½
18B	6		8½							H₂O NEWER BENT 1½" SHIMS					51
19A	7	P2	8½	7	1	11				H₂O FRAME BENT	12x13½	XP			59½
		P4		6	1	10					12x13½	XP			
		CAP		P2	1½	5	CRUSHING			CAP ⊗ 13½x13½x14					51
19B	6		8½							H₂O NEWER BENT ½" GAP OVER CAP					
20A	7	CAP	8½	#2	0	4	-⊗-	CRUSHED		H₂O FRAME BENT					59½
20B	6		8½							H₂O NEWER BENT ½" GAP - P3-5 1½" GAP UNDERS					51
21A	7	1	7	P/P	1	13				H₂O FRAME BENT	14½	X			49
		2		5	1½	9½					12x13½	X			
		CAP		P2 P3	2 2½	4 1½				CAP ⊗					
21B	6		7							NEWER BENT					42
															226½
							STRS - FAIR TO POOR								
							TIES - OK 10⊗								
							H. WALL - OK								
							New piles/bents 1965								
							parting lines in old frame bents								
							some stringer packing strips -⊗								
							Apps - LOW								
							G. trinds - OK								
							all rail bolts - loose								
							W. walks - OK								

751.02

Stringer Schematic



CORP003509

Central Oregon & Pacific Railroad



Tunnel 21

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # Tunnel 21

MILEPOST: 751.23	SECTION# 1
TYPE: Tunnel	LOCATION. Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

Tunnel not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	5	RAILROAD	Tunnel not inspected at this time: - Perform inspection on tunnel when required

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 , 19 2005

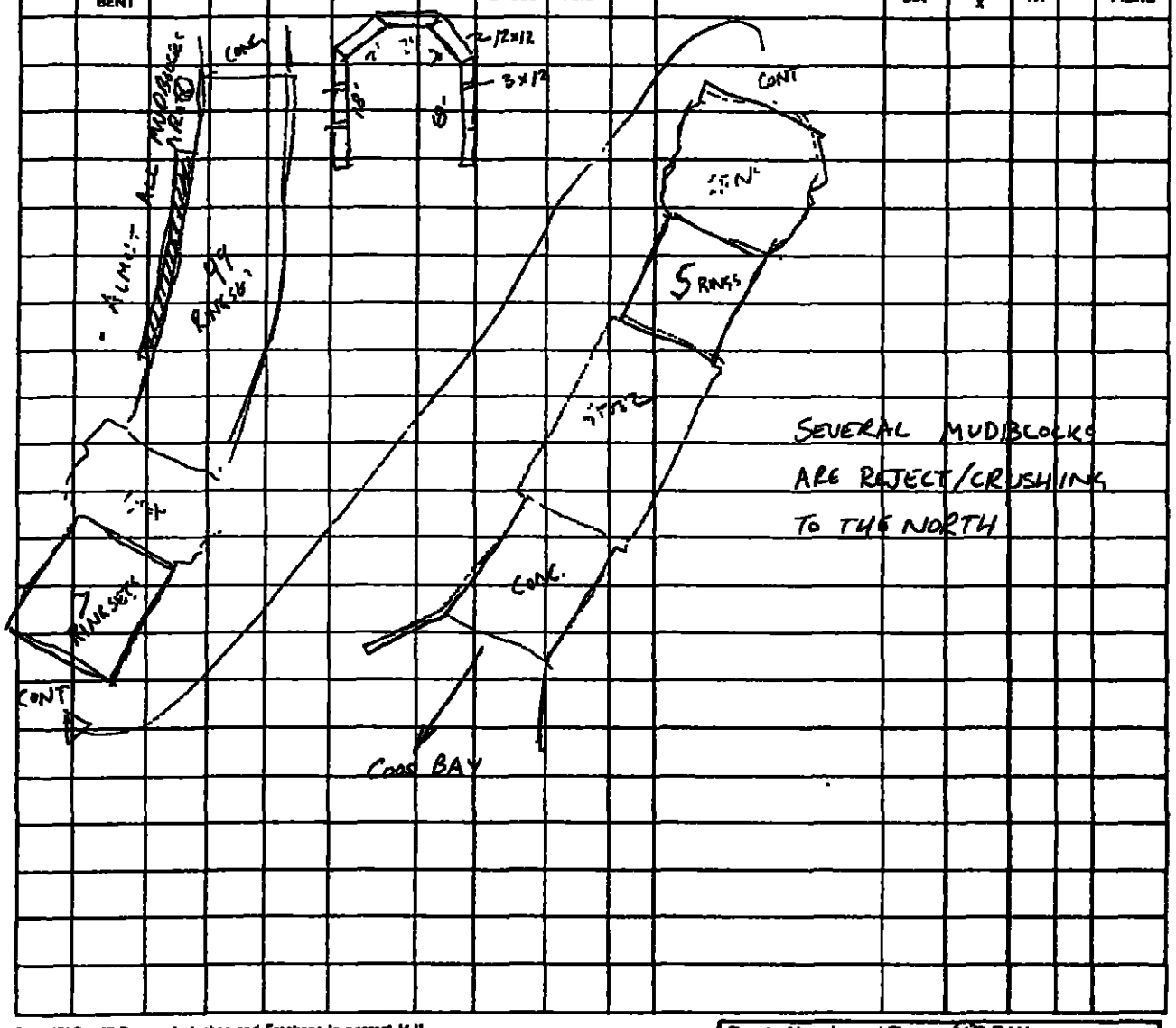
Owner CORP Reg./Div. _____ Bridge No. TUNNEL 21

Dist/Sub/(Branch) COOS BAY MP 751.2

Location _____

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TUNNEL Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING



SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Tested
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S E (W)
Bent #_____ Is (N) S E W
(Timetable)

SIGNED KT

Central Oregon & Pacific Railroad



Bridge 752.99

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 752.99

MILEPOST 752.99	SECTION# 1
TYPE: ODPT	LOCATION: Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR K. Trickle

Findings:

Bent 2
Pile 5 - Reject

Bent 3
2 Tower Braces in Span 3 - Reject

Bent 4
Elevation Shim - Reject

Bent 9
Pile 2 - Reject

Bent 11
Tower Braces 2 & 3 in Span 11 - Reject

Bent 12
Pile 2 - Reject

Bent 13
Pile 1 - Reject
Pile 5 - Possible Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Drift - Bent 9

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	17	3	RAILROAD	Add ballast and tamp up both approaches
2	15	3	OSMOSE	Replace - Elevation Shim on Bent 4
3	18	4	RAILROAD	Remove drift from bridge as necessary
4	16	4	OSMOSE	Replace - 2 Tower Braces in Span 3 - Tower Braces 2 & 3 in Span 11
5	12	4	OSMOSE	Post. - Pile 5 of Bent 2 - Pile 2 of Bent 9 - Pile 2 of Bent 12 - Pile 1 of Bent 13
6	1.1	4	OSMOSE	In-place preservatively treat piles and caps.
7	13	5	RAILROAD	Monitor: - Pile 5 of Bent 13

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg./Div. _____ Bridge No 752.99

Dist./Sub/Branch Coos Bay

Location LAKESIDE, OR (MP 752.1)

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	5		1/2		BURIED IN		BALLAST								2 1/2
2	5	5	5 1/2	4 1/2	2	8 1/2	2	12		TAP. SHIM	15 1/2	X			27 1/2
3	5	1/2	9	D/P	2/3	6/4 1/2			3 1/2	TAP. SHIM SPANS - TOWER BR-@	(2 TOWER BRACES)				45
4	5	3	12	D/P	5	4				Elev. Shim - ⊗ Chord 2					60
5	5	4	13	D/P	8	2				H2O TAP SHIM					65
6	5		14							H2O TAP SHIM					70
7	5		15							H2O IBB					75
8	5	2	15	7	O	K				H2O					75
9	5	2	15	7	2 1/2	10				H2O Drift	15 1/2	X			75
		3		8	7	1									
10	5		15							H2O					75
11	5		15							H2O TOWER BRACES #2,3	X				75
12	5	1	11		POSTED @		4'								55
		2		D/P	2	9						X			
13	5	1	3	D/P	2 1/2	8	1/2	10 1/2			16	X			15
		5		D/P	2	7					15 1/2	PX			715
							TIES - OK								
							U. WALLS - OK								
							APPS - LOW								
							G. Timb - OK								

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

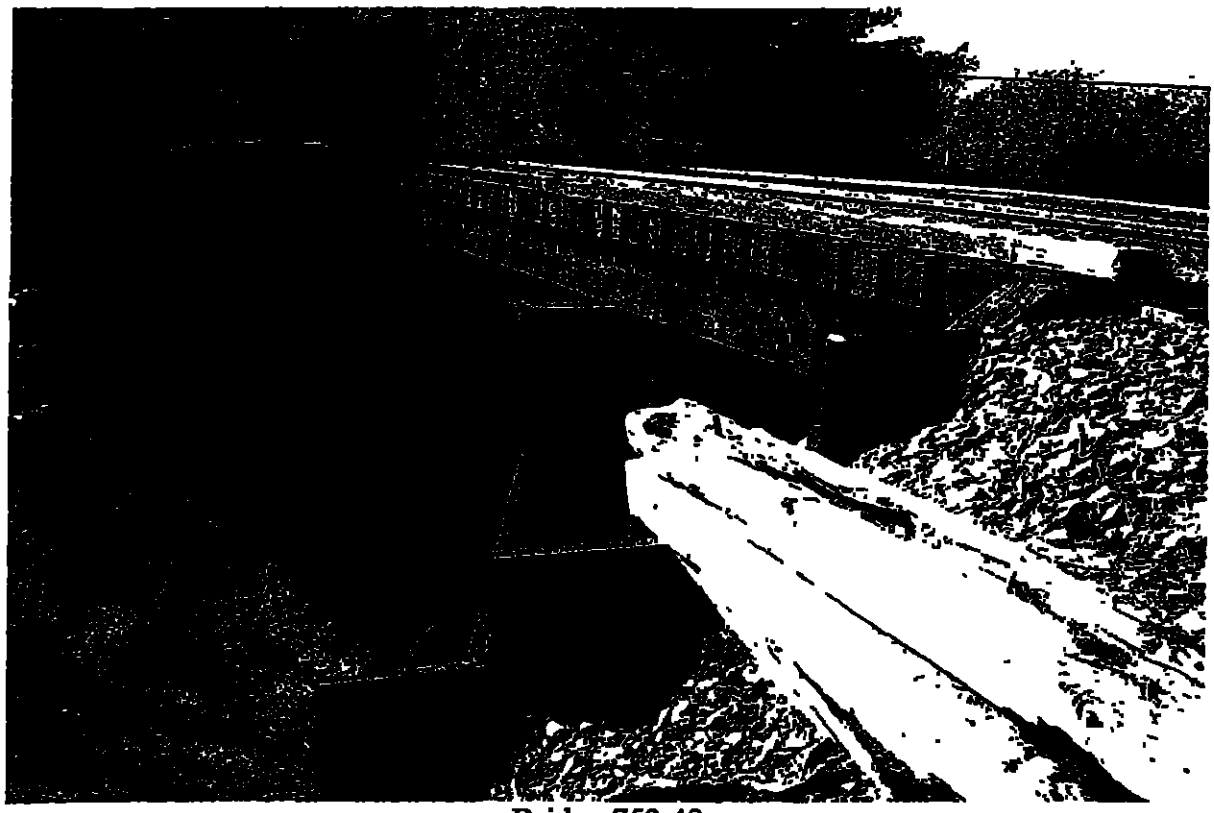
CURVE

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003515

Central Oregon & Pacific Railroad



Bridge 753.48

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 753.48

MILEPOST: 753.48	SECTION# 1
TYPE: ODPT	LOCATION: Lakeside, OR
INSPECTION DATE: 11/8/2005	INSPECTOR: K. Trickle

Findings:

Bent 3
1/4" Gap over Pile 2

Bent 4
Pile 1 - Reject

Bent 7
Pile 1 - Reject

Ties - OK (minor plate cut)
Guard timber - 1, 19' section reject
Headwalls - OK
Approaches - Low (ballast fouled, rail hanging 1 1/2")

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	2	RAILROAD	Remove - Fouled ballast, replace and tamp up both approaches
2	14	4	OSMOSE	Replace - One section of Guard timber
3	13	4	OSMOSE	In-place preservatively treat piles and caps.
4	12	4	OSMOSE	Shim or Epoxy - Over Pile 2 of Bent 3
5	11	4	OSMOSE	Post - Pile 1 of Bent 4 - Pile 1 of Bent 7

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION BORING RECORD

Date 11-8 .19 2005

Owner Corp Reg/Div Bridge No 75348

Dist./Sub/Branch Coos Bay

Location Lakeside, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	5	6	2	5½	1									30
2	5	1	12	1	2	2			6						60
3	5		13		S-OK					½-6 pile 2					65
4	5	1	16	7	2	10				H₂O	13½	X			80
5	5		15		S-OK					H₂O					75
6	5	"	12		"										60
7	5	1	9	1	2½	9					13	X			45
8	5		1		HALF	BURIED IN BALLAST.									5
															420
										TIES-OK-minor Plating					
										H. WALLS-OK					
										1-19' SEC. OF G. TIMBER (X)					
										4 PS-LOW ballast fouled, total missing 1½					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003518

Central Oregon & Pacific Railroad



Bridge 753.97

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 753.97

MILEPOST. 753 97	SECTION# 1
TYPE· TPG	LOCATION· Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Walkway supports - Severely corroded

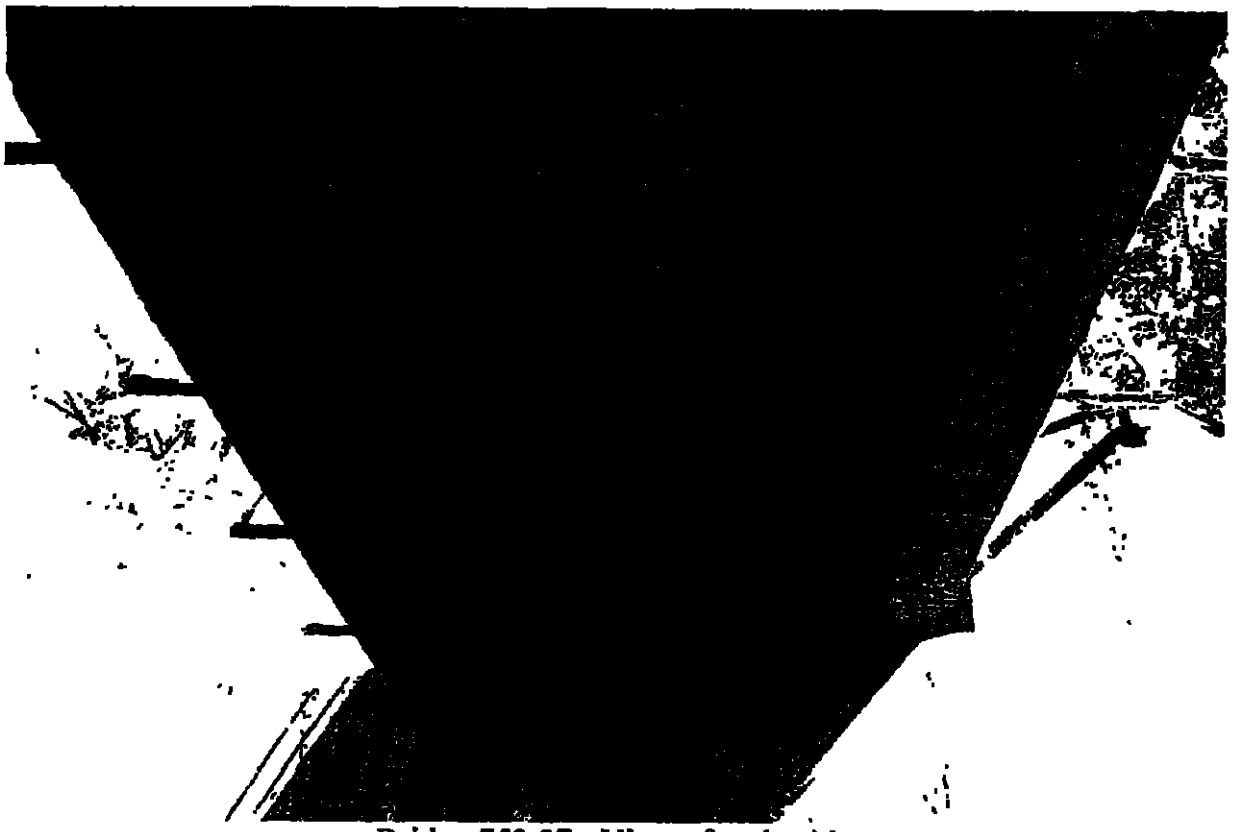
Debris on bottom flange angles
10-20% section loss on lower flange angles & bottom cover plates

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	2	OSMOSE	Replace· - Steel Walkway supports
2	1 3	4	OSMOSE	Replace - Lower Flange angles over bearing areas & bottom cover plates
3	1 2	4	RAILROAD	Remove, - Debris from bottom flange angles

Central Oregon & Pacific Railroad



Bridge 753.97 - View of underside

Central Oregon & Pacific Railroad



Bridge 753.97 Walkway supports - Severely corroded

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-8-05 BY: KT

Bridge No: 75397

CUSTOMER INFORMATION:

CUSTOMER NAME:

REGION: | DIVISION: | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: Lakeside, OR

Overall Sketch: (include span lengths)

2 Abuts

Ballast Deck

1 span

Typical Bent or Pier Sketch:

ACCESS

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N43° 33.996' W104.13.289' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION: Both

SKEWED: YES • NO • Type of Walk: Dim: x x long Timber

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Road Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 753.97

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •			
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:		
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:	
HEADWALLS:	POOR •	FAIR •	GOOD •			
WALKWAY:	(POOR) •	FAIR •	GOOD •	WALKWAY SUPPORTS - SEVERELY CORRODED (#2)		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:		

SUPERSTRUCTURE (Note any defects):

DEBRIS ON BOTTOM FLANGE ANGLES (#4)

10-20% SECTION LOSS ON LOWER FLANGE ANGLES & BOTTOM COVER PLATES OVER BEARING AREAS (#4)

SUBSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

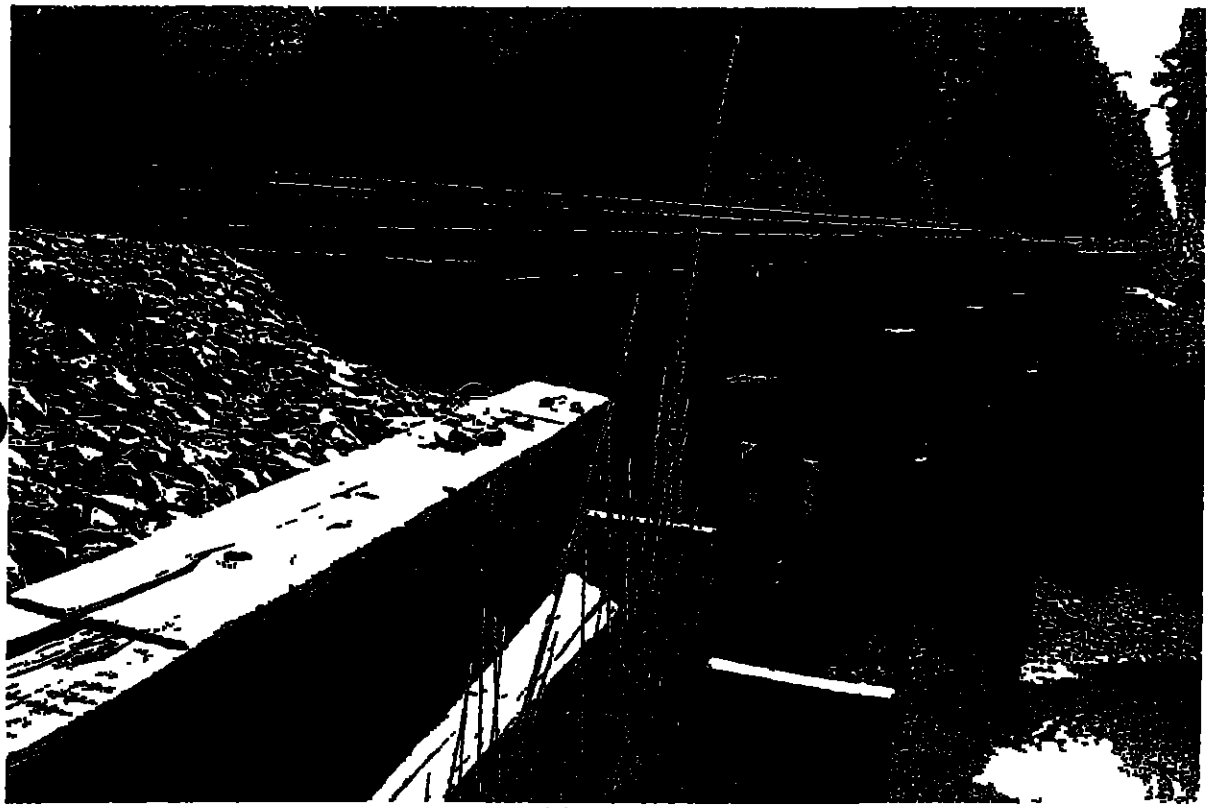
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 755.63

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 755.63

MILEPOST: 755 63	SECTION# 1
TYPE: ODPT	LOCATION: Lakeside, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR. K. Trickle

Findings:

Bent 3
Subcap - Reject (cornering, split)

Bent 5
Pile 5 - Reject

Bent 6
Pile 1 - Reject

Span 3
Stringer 3 - Visual Reject
Stringer 7 - Visual Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - Fair
Approaches - Low (ballast fouled)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 4	2	OSMOSE	Replace - Subcap on Bent 3 (cornering, split)
2	1 6	3	RAILROAD	Remove - Fouled ballast, replace and tamp up both approaches
3	1 5	4	OSMOSE	Replace. - Stringer 3 in Span 3 - Stringer 7 in Span 3
4	1.3	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
5	1 1	4	OSMOSE	Post: - Pile 5 of Bent 5 - Pile 1 of Bent 6

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg./Div _____ Bridge No 755.63

Dist/Sub/Branch Coos BAY

Location Lakeside, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GR TR	PP	LIN FT PILING
1	5	CAP SUB	2	P2	OK					RIP RAP					10
		P3		6½	6	2									
2	5	5	7½	1	OK					H2O					37½
3	5	3	7½	D/P	OK		8" Subcap (X)			H2O (6" x 14½" x 9½") (cornering / split in 2)					37½
4	5		7½							H2O					37½
5	5	5	7½	D/P	2½	11				H2O	15	X			37½
		cap		P1	6⅝	1⅜									
6	5	1	1	D/P	11½	8¾					13½	X			5
		CAP		P4	OK										165
		cap		P3	OK										
		APPS - LOW (ballast fouled)							-	str 1 GID arc Helpers					
		& Hwalls - OK					H. WALLS - OK								
							W. WALLS - FAIR								
							TIES - OK								
							APPS - LOW								
										all bents subcaps					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
D/W — Dome/Weld
D/P — Drift Pin
G/L — Groundline Area

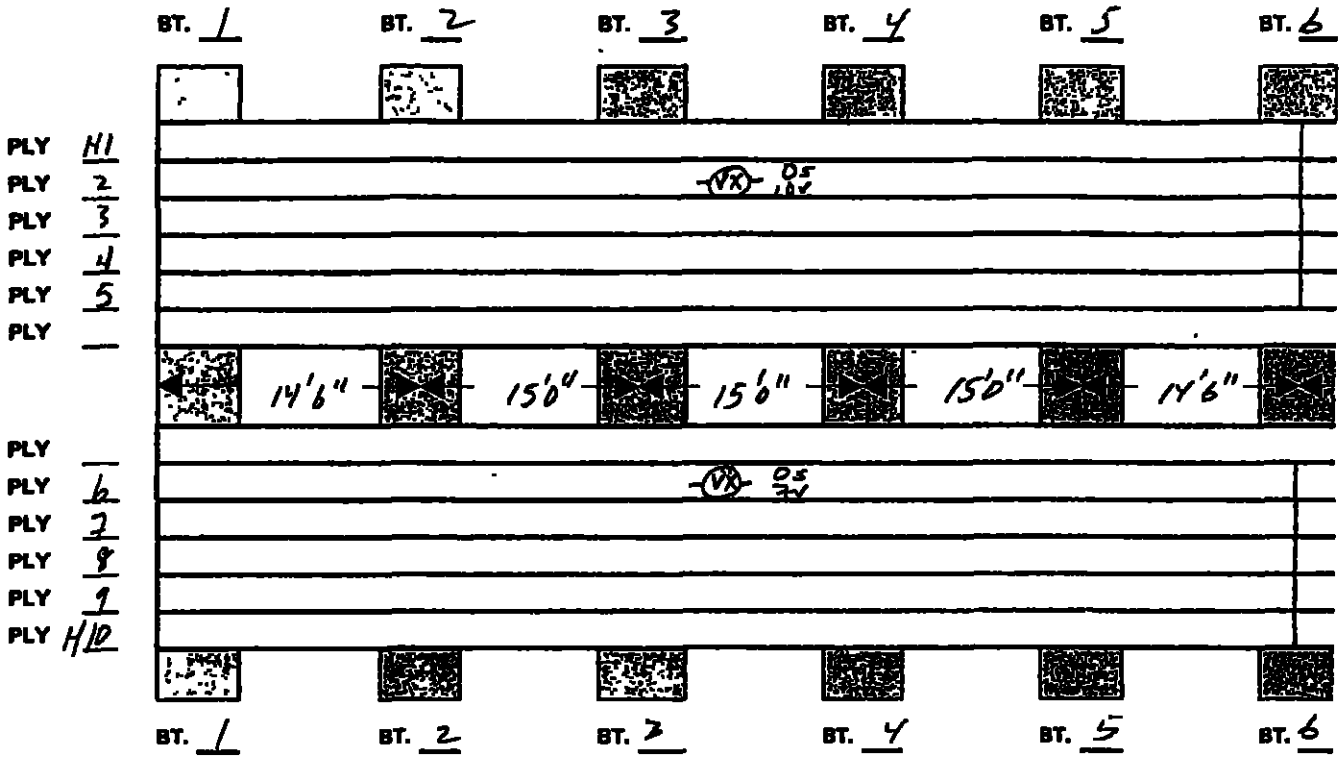
Bents Numbered From (N) S E W
Piling Numbered From N (S) W
Bent # 1 is (N) S E W
(Timetable)

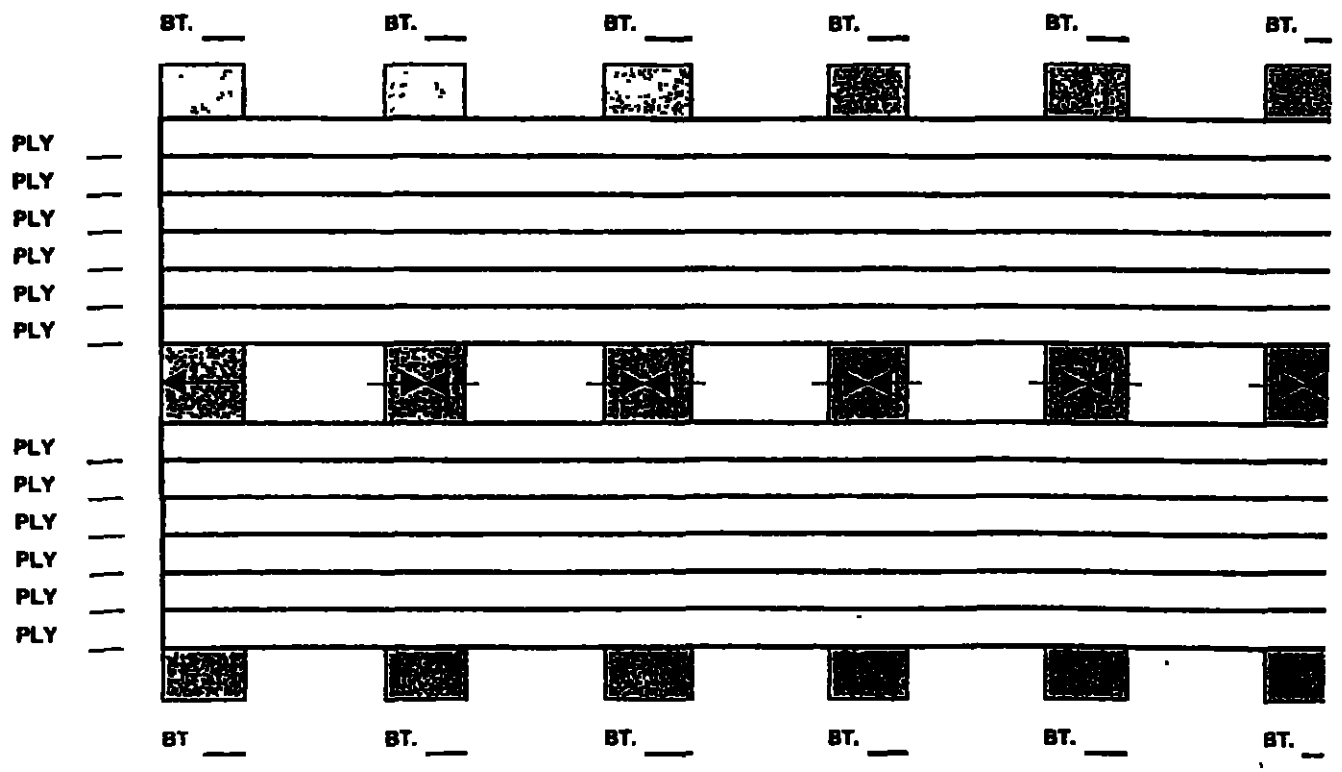
SIGNED KT

CORP003527

Br# 755.63

String





Central Oregon & Pacific Railroad



Bridge 756.13

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 756.13

MILEPOST: 756 13 | **SECTION# 1**

TYPE: ODFT | **LOCATION: Hauser, OR**

INSPECTION DATE: 11/ 8/2005 | **INSPECTOR: K Trickle**

Findings:

Span 3
Stringer 2 - Possible Reject

Ties - OK
Guard timber - OK
Surface - OK
South headwall - OK
South Wingwalls - OK
North Wingwalls - Fair to poor
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	2	RAILROAD	Add ballast and tamp up both approaches
2	1 10	3	OSMOSE	Replace - North wingwalls
3	1 5	4	OSMOSE	In-place preservatively treat posts, sills and caps
4	1.8	5	RAILROAD	Monitor - Stringer 2 in Span 3

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 7		OSMOSE	8/19/2003	Shifted the deck & stringer chords to align the rail
2	1 2		OSMOSE	6/21/2005	Posted - Post 1 of Bent 3 - Post 2 of Bent 3 - Post 3 of Bent 3 Surfaced bridge
3	1 1		OSMOSE	8/ 2/2000	Framed out. - Bent 6 Replaced. - South Headwall and Wingwalls

Central Oregon & Pacific Railroad



Bridge 756.13 Northeast wingwall - Fair to poor

Central Oregon & Pacific Railroad



Bridge 756.13 Northwest wingwall - Fair to poor

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 19 2005

Owner CORP Reg/Div —— Bridge No 75613

Dist/Sub/Branch COOS BAY

Location HAUSER, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	POST PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	Post 5		4							BURIED SILL 1BB					20
2	Post 5		9							SUBMERGED SILL H2O 1BB 8" OF SHIM					45
3	5P		10							H2O 6" SUBCAP SUBMERGED SILL					50
					Posts 1, 2 & 3 New 6/21/2005											
4	5P		10							H2O 6" SUB CAP SUBMERG SILL					50
5	5P	4	10	6	3	2	3	PONEY		H2O 6" SUBCAP SUBMERGED SILL					50
6	Post 5		3							2BB					15
					New Frame Bent 8/3/2000 Osmose											230
										TIES-OK CURBTIMBER-OK					
										APPROACHES - LOW					
										N. WINGWALL - FRT/POST #3					
										SURFACE - OK					

SYMBOLS All Borings to Inches and Fractions to nearest ¼"

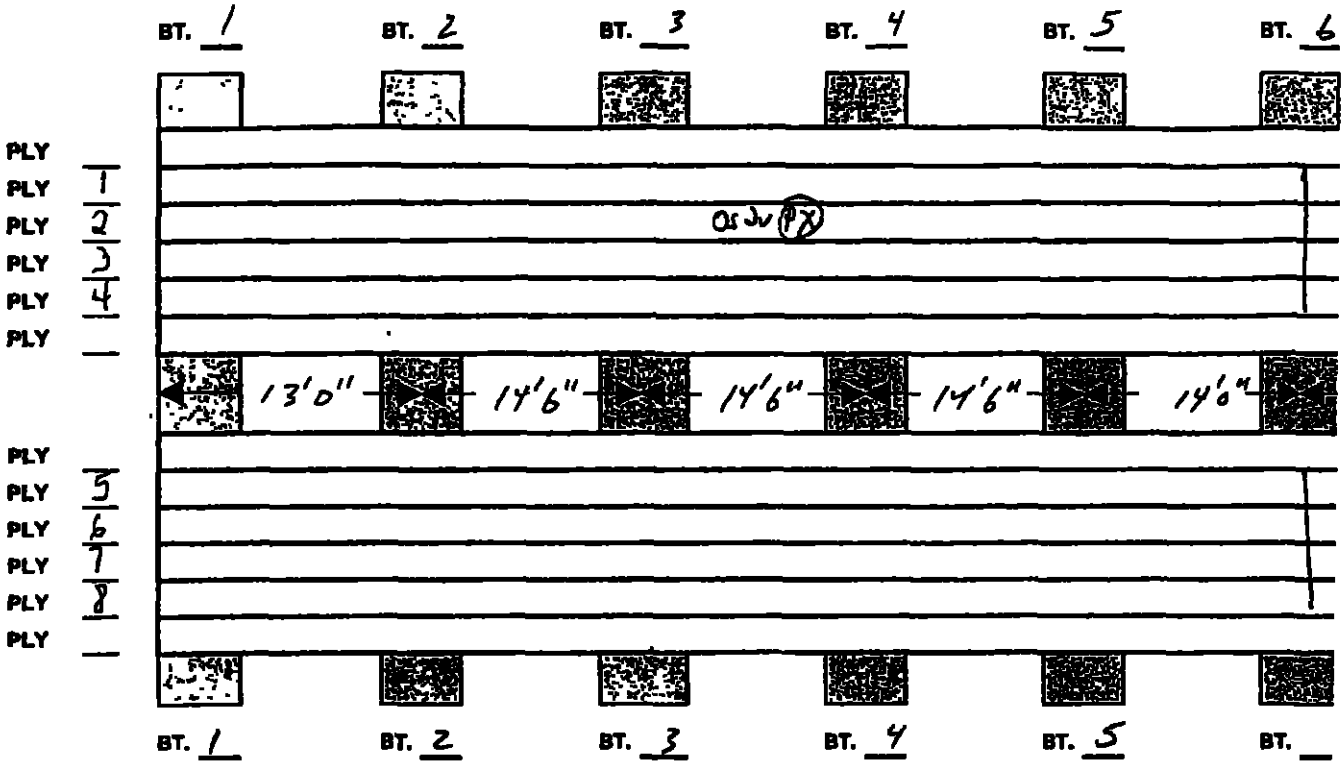
- H — Heart
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DP — Decay Ring
- DP — Decay Pocket
- PP — Previously Posted
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- D/W — OsmoWeld
- D/P — Drift Pin
- G/L — Groundline Area

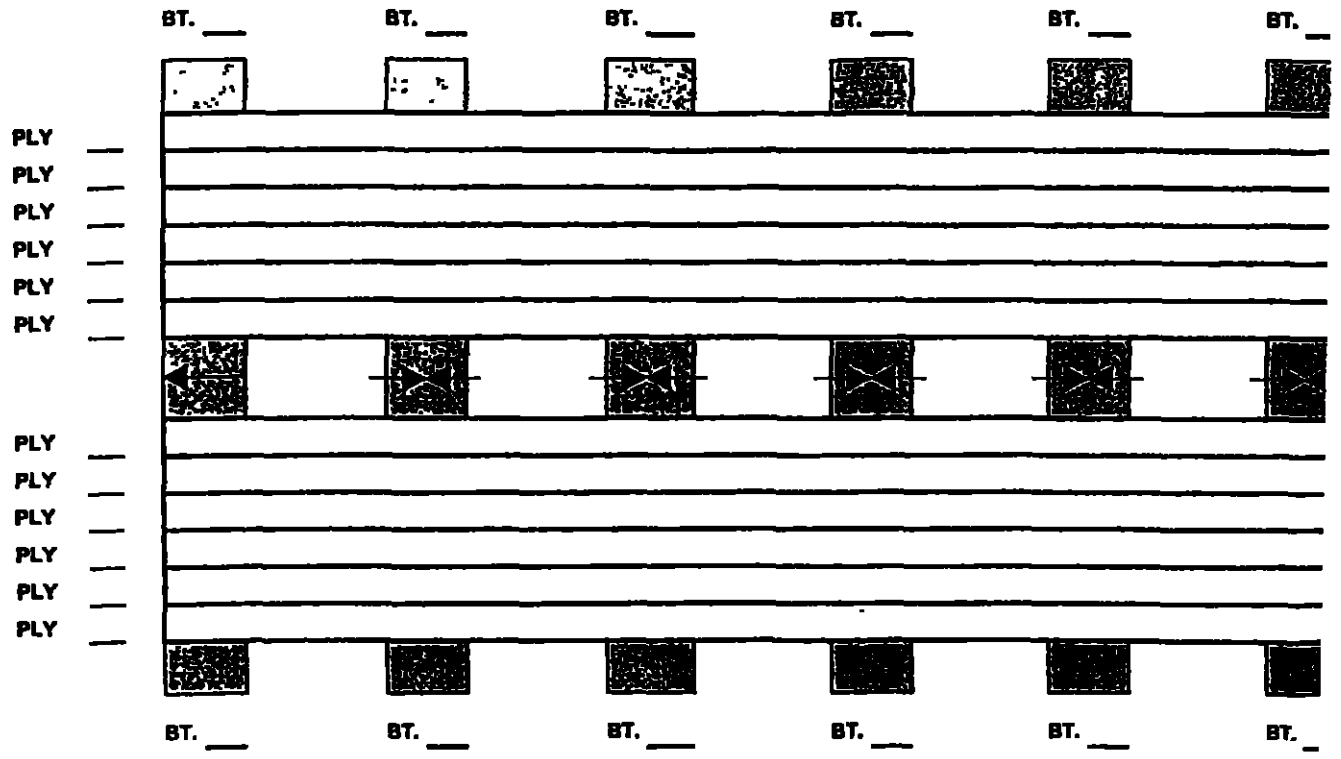
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

756.13 Coos Bay

String





Central Oregon & Pacific Railroad



Bridge 756.55

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 756.55

MILEPOST: 756 55	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Hauser, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 2 - Reject

Bent 5
Cap - Reject

Bent 6
Cap - Reject

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Possible Reject
Stringer 8 - Reject

Span 3
Stringer 8 - Possible Reject

Ties - Fair to poor (10 reject)
Guard timber - Fair (2 sections reject)
Headwalls - Fair
North Approach - Losing trackbed (very low)
Southeast shoulder - Losing trackbed
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	2	OSMOSE	Install - Wingwalls to the North headwall - Wingwall to the Southeast headwall
2	1 10	3	OSMOSE	Replace all 76 bridge ties.
3	1.9	3	RAILROAD	Add ballast and tamp up both approaches
4	1 6	3	OSMOSE	Replace - Cap on Bent 5 - Cap on Bent 6
5	1 8	4	OSMOSE	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 2
6	1 2	4	OSMOSE	Post: - Pile 2 of Bent 1
7	1.1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
8	1 4	5	RAILROAD	Monitor: - Stringer 1 in Span 2 - Stringer 8 in Span 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 756.55

MILEPOST: 756 55	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Hauser, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	15		OSMOSE	8/ 1/2000	Replaced - Stringer 1 in Span 5 - Stringer 1 in Spans 3 and 4 - Stringer 3 in Spans 3 and 4 - Stringer 4 in Spans 2 and 3 - Stringer 4 in Spans 4 and 5 - Stringer 5 in Spans 3 and 4

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 ~~-15~~ 2005

Owner CORP Reg /Div _____ Bridge No 756.55

~~Dist/Subdranch~~ Coos BAY

Location HAUSER

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	M	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	5	2	2	1	2	8				H₂O 5" SOB		(X)			10
2	5	3	2	D/P	OK					H₂O 5" SOB					10
		5		D/P	1½	5									
		cap		P1-2		OK									
3	5		2		S-OK					H₂O 5" SOB					10
					P1, 2, 3, 4 - PATCHED										
4	5		2							5" SOB					10
5	5	cap	2	P3	3	6½	(X)			5¾" Shim 11½ X 11½ X 2'					10
6	5		2		FRAME		BENT			H₂O 5" SOB					10
		3		P/P	6	1									60
		cap		P4	1	4	13½ X 10 X 10' (X)								
							INSTALL WINGWALLS - N. APPROACH LOOSING TRACK SED								
		76 @	7½ X 8 X 9'		TIES - Fair / poor (NS)										very low
					Hdwls - Fair										
					G. Timb - Fair					2 Sect. (X)					
					Appr - Low										
					SE appr. - Loosing track bed (SE)										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart	PP — Previously Posted	Bents Numbered From (N) S E W	
X — Reject	PX — Possible Reject	Piling Numbered From N (S) E W	
V — Void	ST — Shell Thickness	Bent # 1 Is N S E W	
SR — Shell Rot	P/W — Heavy Duty Pile Wrap	(Timetable)	
RS — Ring Separation	O/W — Osmowood		
DP — Decay Ring	D/P — Drift Pin		
DP — Decay Pocket	G/L — Groundline Area		

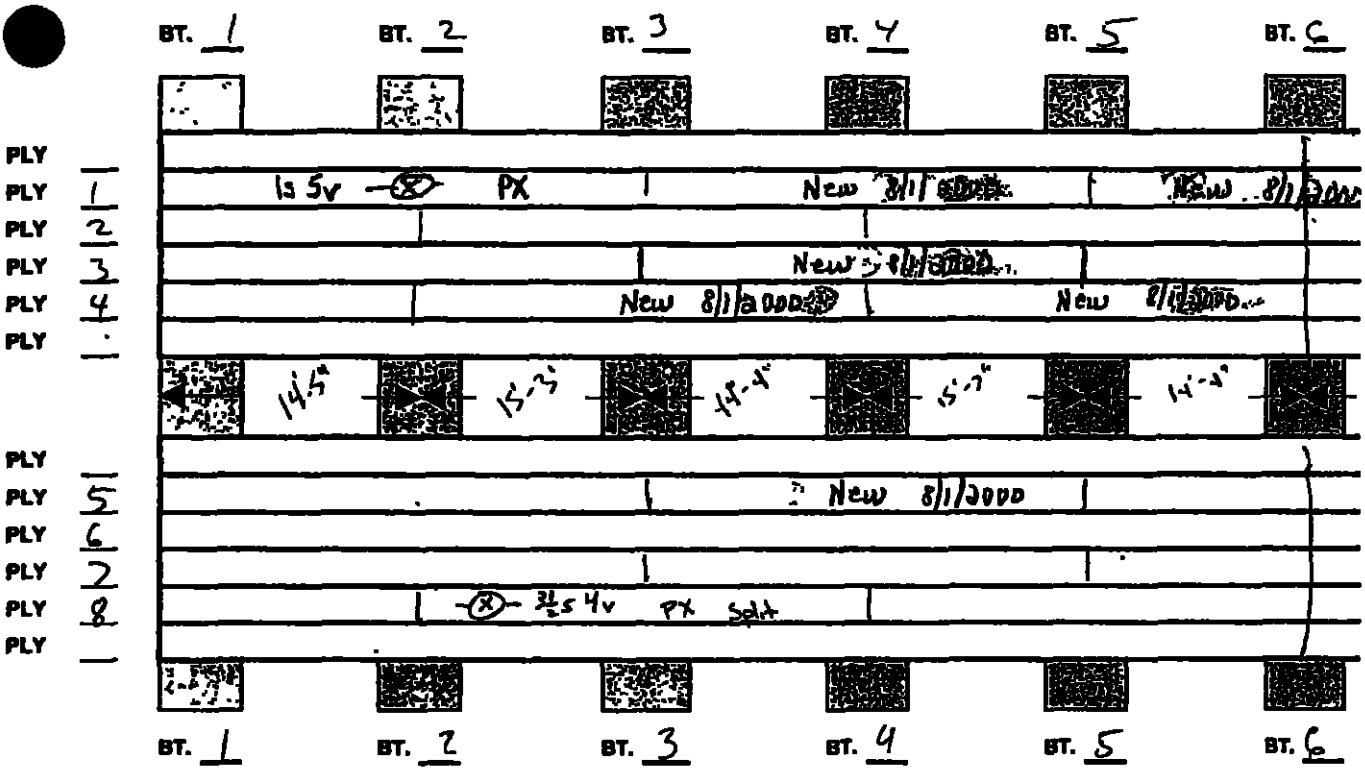
SIGNED KT

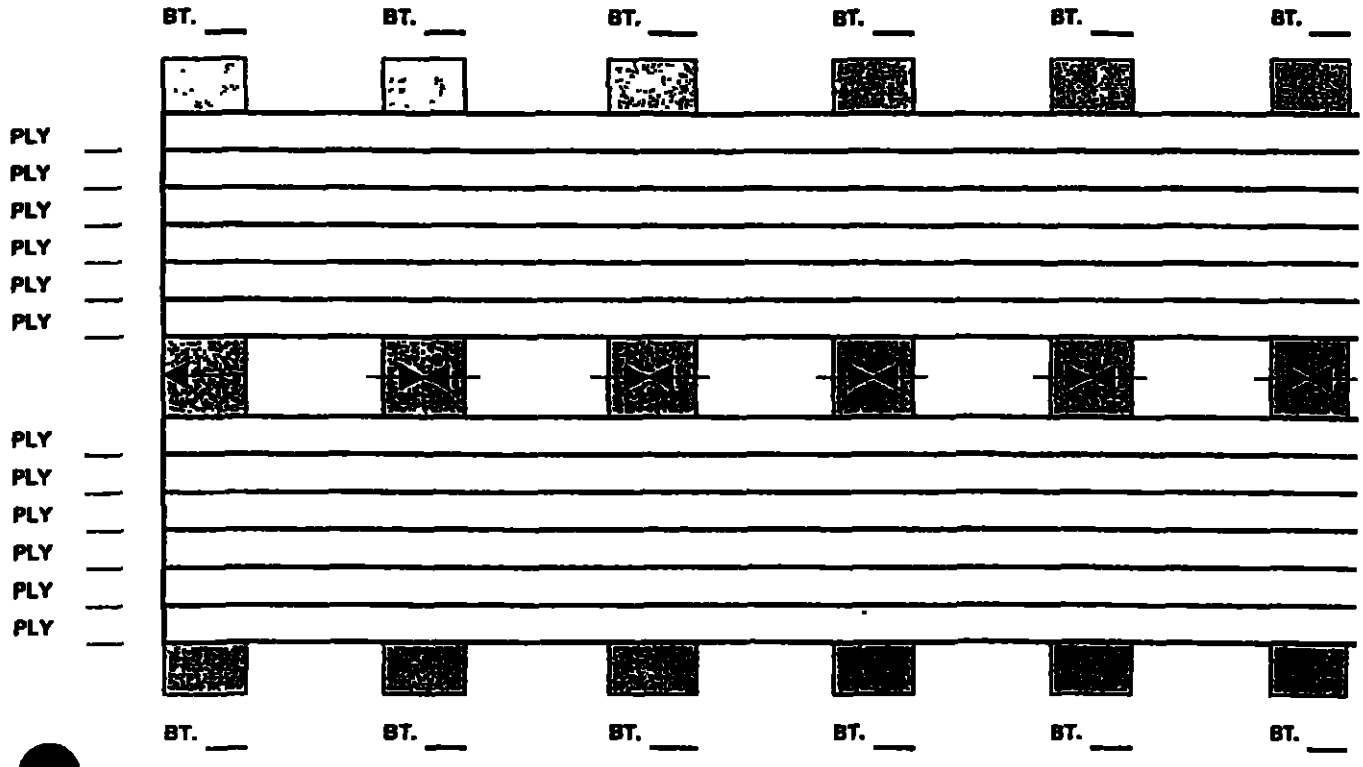
CORP003538

Br # 756.55

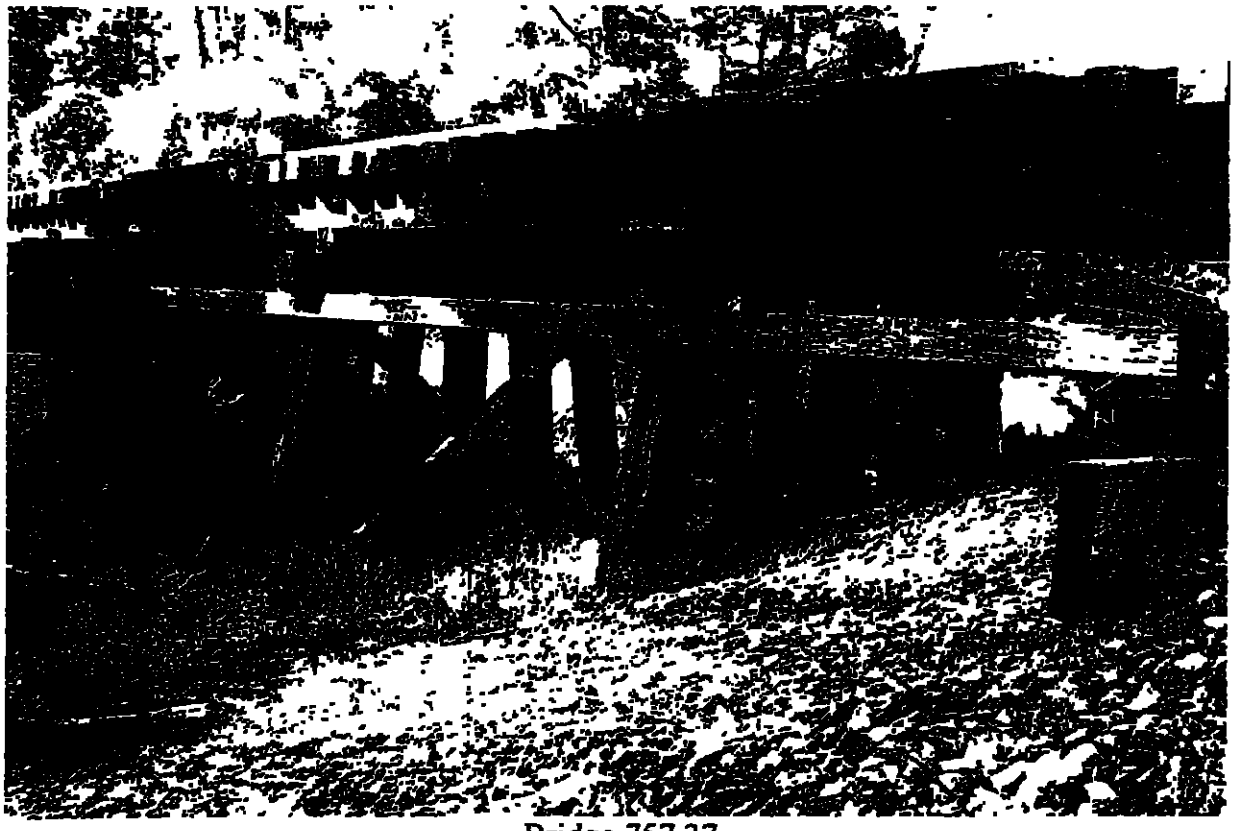
Chord #1 Packed Str.
#2 Lag Spaced Str.

Stringe





Central Oregon & Pacific Railroad



Bridge 757.37

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 757.37

MILEPOST: 757 37	SECTION# 1
TYPE: ODFT	LOCATION: Hauser, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR. K. Trickle

Findings:

Span 1
- Stringer 1 - Possible Reject

Span 2
- Stringer 1 - Reject
- Stringer 2 - Visual Reject
- Stringer 6 - Reject

Span 3
- Stringer 6 - Reject

Span 4
- Stringer 1 - Visual Reject
- Stringer 3 - Visual Reject
- Stringer 8 - Visual Reject

Span 5
- Stringer 8 - Reject-

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 3	2	OSMOSE	Replace - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 6 in Span 2 - Stringer 1 in Span 4 - Stringer 3 in Span 4 - Stringer 8 in Span 4
2	1.5	3	RAILROAD	Add ballast and tamp up both approaches.
3	1 6	4	OSMOSE	Replace. - Stringer 6 in Span 3 - Stringer 8 in Span 5
4	1 2	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
5	1.7	5	RAILROAD	Monitor - Stringer 1 in Span 1

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 1		OSMOSE	7/23/1999	Replaced - Subcap on Bent 4

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 .49 2005

Owner CORP ~~Reg/Div~~ Bridge No 757.37

~~Dist/Sub/Branch~~ COOS BAY,

Location HAUSER, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 31

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN. FT PILING
1	5	POST 5	2½	D/P	OK					3" SHIM BURIED SILL			P		12½
2	5		7							5" SHIM BURIED SILL 2005					35
3	5		8							½" 8" SHIM SUB MERGED SILL					40
4	5	SUB CAP	8			SUB CAP NEW				7/23/RPA DYNAMIC SUB MERGED SILL					40
5	5		7							4" SHIM BURIED SILL 2005					35
6	5		2		HALF	BURIED	PILE	BENT		6" SUBCAP					10
		3		D/P	2	3									172½
							H.W ALLS - OK								
							TIES - OK								
							ANAS - LOW								
							GIRDERS - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoweld
D/P — Drift Pin
G/L — Groundline Area

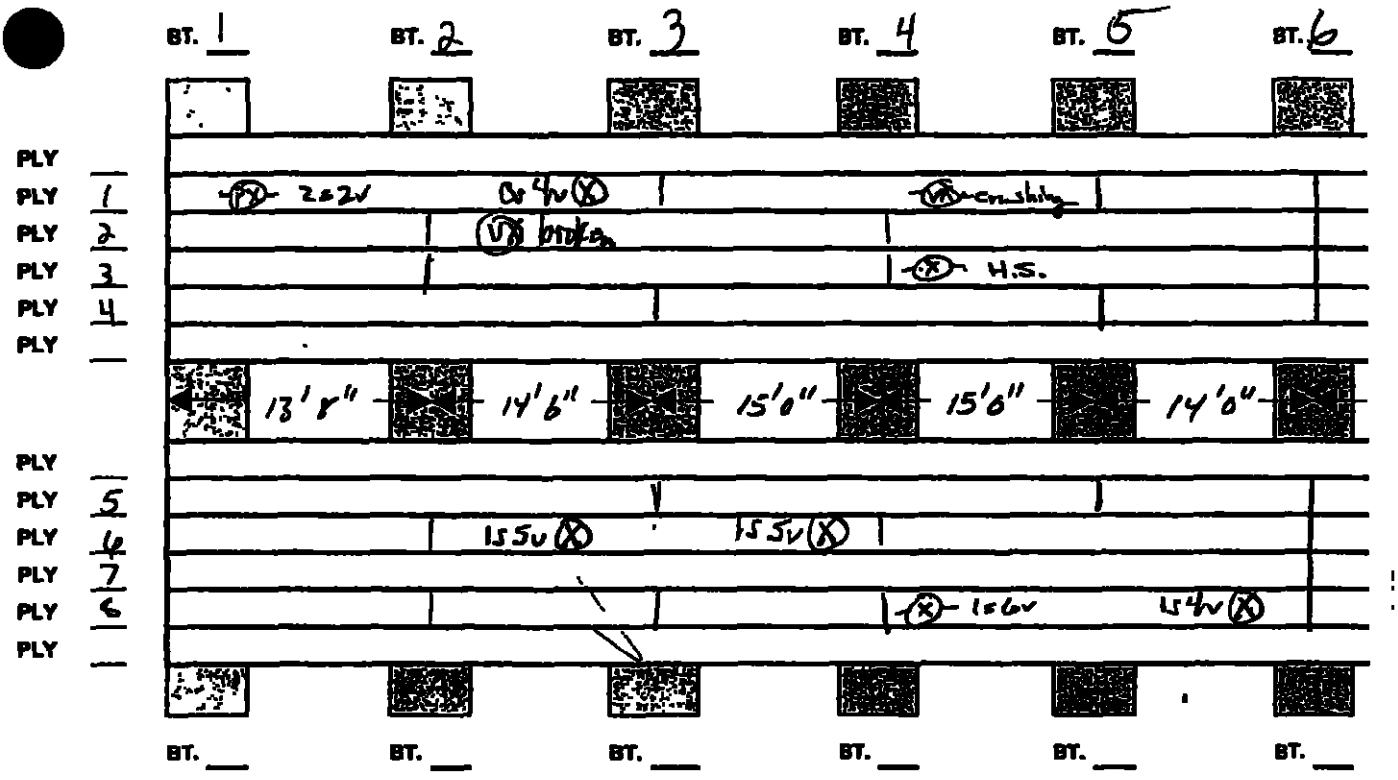
Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is N S (E) W
(Timetable)

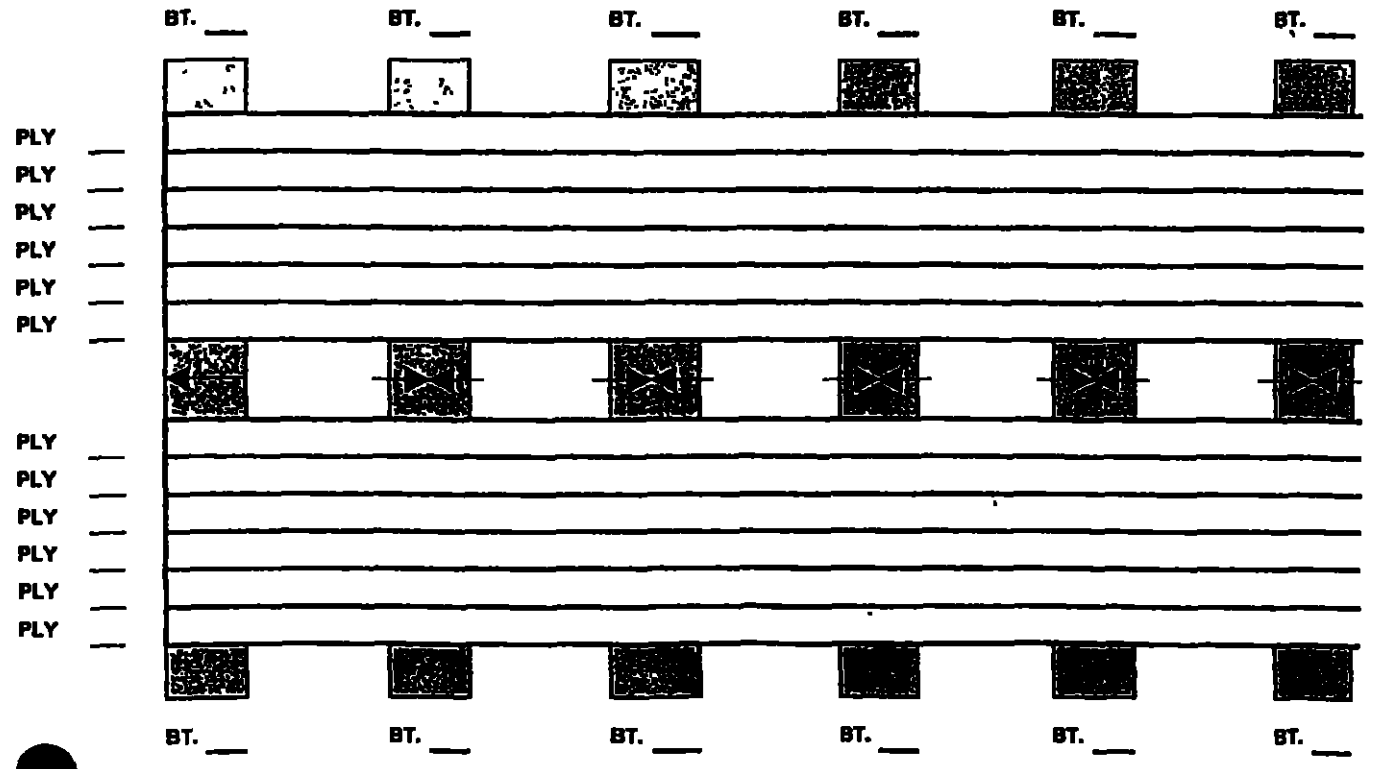
SIGNED KT

Br# 757.37

Leg Spaced Stringers

Stringe





Central Oregon & Pacific Railroad



Bridge 761.13

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 761.13

MILEPOST: 761 13	SECTION# 1
TYPE: WSB	LOCATION: North Bend, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Span 1
Stringer 1 - Visual Reject

Span 2
Stringer 1 - Visual Reject
Stringer 8 - Reject

Span 3
Stringer 1 - Reject
Stringer 8 - Reject

Ties - Poor (plate cut, spike kill)
Guard timber - OK
Headwalls - OK
Approaches - Low

Steel piles on Bents 2 and 3 - 40% section loss and corrosion at 1'

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	OSMOSE	Grind off corrosion and Install - Splice plates to the flanges and webs of H pile on Bents 2 & 3
2	1 1	2	OSMOSE	Replace all 44 bridge ties
3	1 2	3	OSMOSE	Replace: - Stringer 1 in Span 2 - Stringer 8 in Span 2 (crushing) - Stringer 1 in Span 3 - Stringer 8 in Span 3 (crushing)
4	1 6	4	RAILROAD	Add ballast and tamp up both approaches
5	1 4	4	OSMOSE	Replace: - Stringer 1 in Span 1 (crushing)

Central Oregon & Pacific Railroad



Bridge 761.13 Bents 2 & 3 - Steel h pile 40% section loss

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-8-05 BY: KT

Bridge No: 761.13

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION

LENGTH: | # OF SPANS: 3 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) WSB

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction) | MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

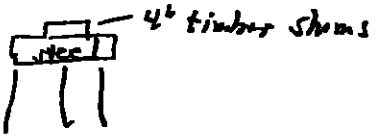
APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: North Bend, OR

Overall Sketch: (include span lengths)

4 steel bents

open deck

Typical Bent or Pier Sketch:



3 "H" piles

GENERAL

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N 43° 27.967 W124 13.773 Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 761.13

CONDITION

LINE & SURFACE: POOR • FAIR • GOOD •

APPROACHES: POOR • FAIR • GOOD (Low) EROSION PROBLEMS: (#4)

TIES: (POOR) • FAIR • GOOD • SIZE: 7½ x 8 x 9 (Plate cut, Spike Kill) QUANTITY: 44

HEADWALLS: POOR • FAIR • GOOD • (OK)

WALKWAY: POOR • FAIR • GOOD •

GUARDTIMBER POOR • FAIR • GOOD • SIZE: (OK)

SUPERSTRUCTURE (Note any defects):

Span 1 - Str. 1 VX, CR

Span 2 - Str 1 VX, CR
Str 8 OS SV (X)

Span 3 - Str 8 CR (VX)

8 Strs. - 8"X17"

SUBSTRUCTURE (Note any defects):

Str 1 W4V (X)

Bt 2+3 40% section loss @ 1'

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 761.53

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 761.53

MILEPOST: 761 53	SECTION# 1
TYPE: WSB	LOCATION: North Bend, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low

Bents 2, 3 & 4 - 10% section loss on H-piles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	4	RAILROAD	Add ballast and tamp up both approaches.
2	1.2	5	RAILROAD	Monitor - H pile for additional section loss in Bents 2, 3 & 4

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-8-05 BY: KT

Bridge No: 761.53

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos Bay | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) WSB

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: North Bend, OR

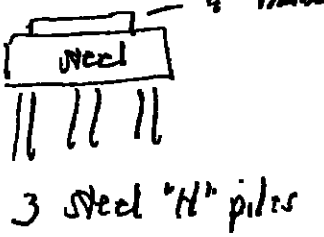
Overall Sketch: (Include span lengths)

4 steel bents

8 stringers 8"X17½"

Open deck

Typical Bent or Pier Sketch:



3 steel "H" piles

ACCESS TRUCK • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge: Directions:

GPS COORDINATES: N43° 27.631 W124 13.838' Nearest Crossing:

BRIDGE: TANGENT • CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER Maximum Bridge Height:

Bents or Piers in Water: Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: 761.53

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS	LOW
TIES:	POOR •	FAIR •	GOOD •	SIZE: OK	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •	OK	
WALKWAY:	POOR •	FAIR •	GOOD •		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE. OK	

SUPERSTRUCTURE (Note any defects):

NO DEFECTS LOCATED

SUBSTRUCTURE (Note any defects):

BENTS 2, 3 & 4 - H pilw 10% section loss

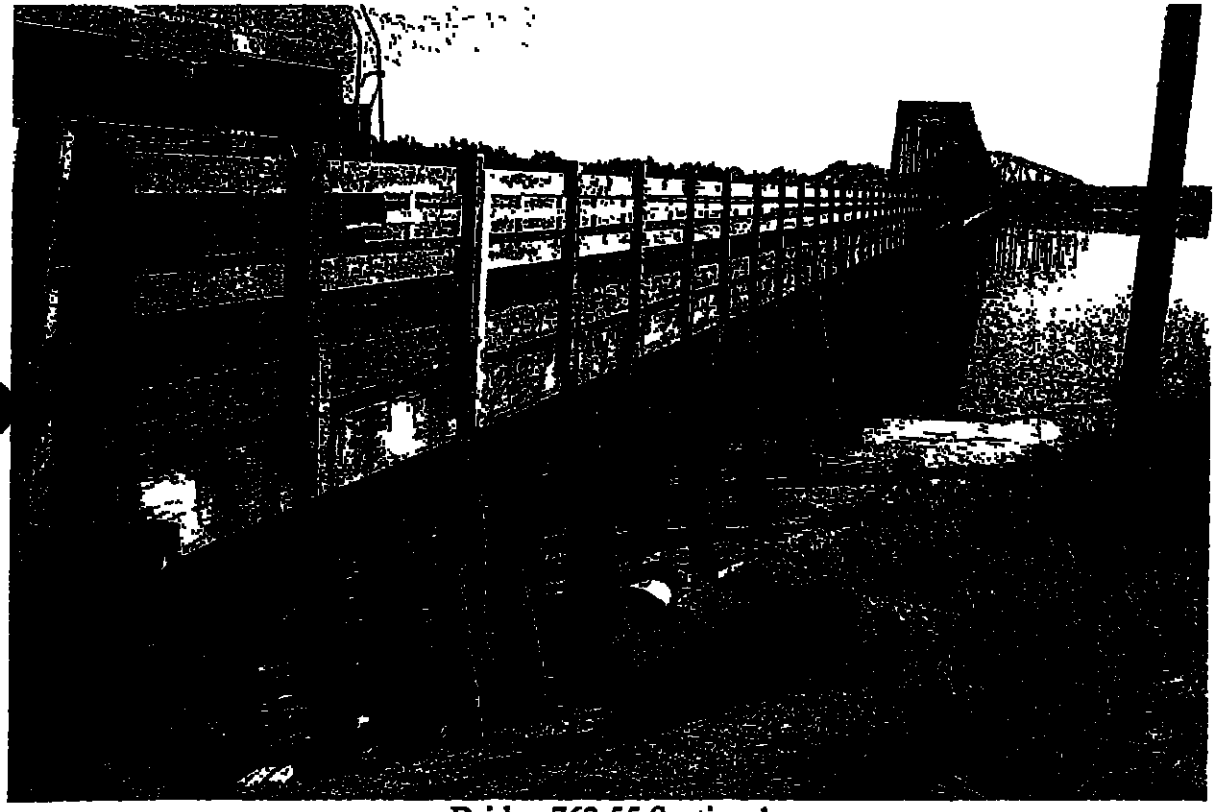
RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately

PHOTOGRAPHS

Roll #_____	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 763.55 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 763.55
MILEPOST: 763 55	SECTION# 1
TYPE: BDPT	LOCATION. North Bend, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

Bent 1
Cap - Reject

Bent 2
No Bracing (12' tall)

Bent 3
No Bracing (14' tall)

Bent 11
Cap - Reject

Bent 14
Pile 2 - Reject
Pile 6 - Reject

Bent 16
Pile 3 - Visual Reject
Pile 4 - Possible Reject
Cap - Possible Reject

Bent 18
Pile 1 - Reject
Pile 2 - Reject
Pile 3 - Possible Reject
Cap - Possible Reject

Bent 19
Pile 3 - Reject

Bent 20
Pile 3 - Possible Reject

Headwall - OK
Approach - Low
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.11	3	OSMOSE	Post. - Pile 2 of Bent 14 - Pile 6 of Bent 14 - Pile 1 of Bent 18 - Pile 2 of Bent 18

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 763.55
MILEPOST: 763.55	SECTION# 1
TYPE: BDPT	LOCATION: North Bend, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
2	19	3	OSMOSE	Install - Bracing on Bent 2 (12' tall) - Bracing on Bent 3 (14' tall)
3	15	3	OSMOSE	Cut Pile tops down and - Replace Cap on Bent 1 - Replace Cap on Bent 11
4	1 12	4	RAILROAD	Add ballast and tamp up approach
5	16	4	OSMOSE	Replace - Cap on Bent 16 - Cap on Bent 18
6	12	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
7	11	4	OSMOSE	Post, - Pile 3 of Bent 16 (visual reject) - Pile 3 of Bent 19
8	14	5	RAILROAD	Monitor - Pile 4 of Bent 16 - Pile 3 of Bent 18 - Pile 3 of Bent 20

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 10		OSMOSE	6/ 6/2004	Replaced: - Bent 21 with driven H piles - Installed new handrailing and walkway
2	17		OSMOSE	4/16/1976	In-place preservatively treated.

140 24b

OSMOSE WOOD PRESERVING, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 1 of 2 SHEETS

Date 11-8 . 2005

Owner CORP Reg /Div _____ Bridge No 763.65 NA (Sec)

Dist/Sub/Branch COOS BAY

Location NORTH BEND, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) TR1976 Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN FT PILING
1	6	6	4	P/P	OK										24
		CAP		P2	6½	5½				13½x13½x16' Cap-X					
2	6	5	12	6/L	9	2				NO BRACING					35
3	6		14							NO BRACING					66
4	6	1	15	3	5	5				H_2O					90
5	6		15							H_2O					90
6	6		15							H_2O					90
7	6	2	16	2	5	4	3	6		H_2O					96
		5		1	-OB-										
8	6		16							H_2O					96
9	6		16							H_2O					96
10	6		16							H_2O					96
11	6	CAP	16	P4	2½	4	Cap-X			H_2O 13½x13½x16'					96
12	6	6	16	10	3	8				H_2O	18				96
13	6		16							H_2O					96
14	6	2	16	8	2	8				H_2O	13½	X			
		6		7	2	4						X			

SYMBOLS All Borings in Inches and Fractions to nearest ½"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 2 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8, 2005

Owner CORP Reg /Div _____ Bridge No 763.55 NA (sec1)

Dist./Sub/Branch Coos Bay

Location _____

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR.	PP	LIN FT PILING
15	6	4	16	6	2	4				H_2O					96
16	5	1	16	3	DP	3½ X 3½ X 8"				H_2O					80
		3		3	D	9					13	VX			
		4		P/P	6	2	1	1½			12½	PX			
		CAP		14	5½	2½				Cap-PX					
17	5		16												80
18	5	1	16	D/P	1½	9						X			80
		2		D/P	3	6	2	9				X			
		3		D/P	2	8						PX			
		CAP		P2	6	2				Cap-PX					
19	5	3	16	D/P	2	8				HD		X			80
20	5	1	16	D/P	5	4									80
		3			1	7				HD	14"	PX			
21	6		16				Steel	Bent		6/6/2004					96
22	6		16							H_2O					96
							Ap-Low #4								
							New Walkway-handrail				6/6/2004				

SYMBOLS All Borings in Inches and Fractions to nearest ¼"
H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

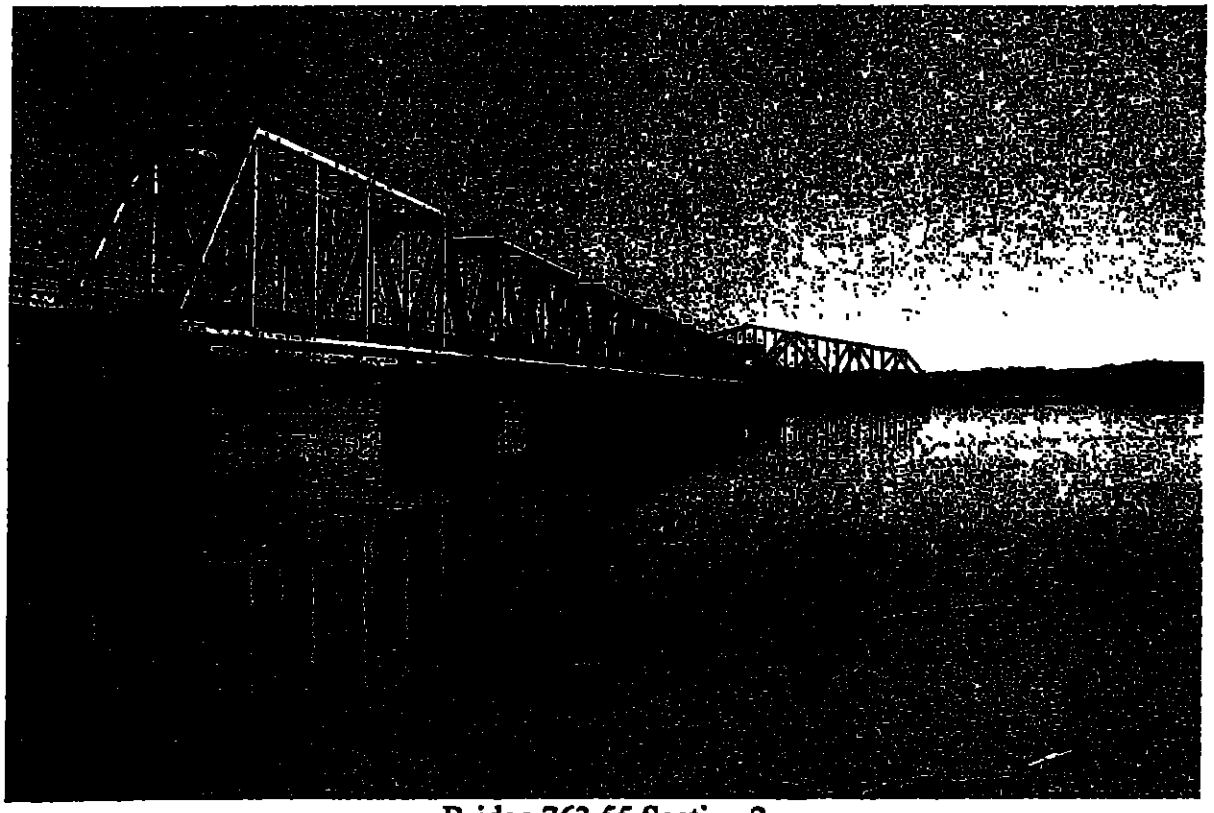
Handrails OK

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003557

Central Oregon & Pacific Railroad



Bridge 763.55 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 763.55**
MILEPOST: 763 55	SECTION# 2
TYPE. Thru Truss	LOCATION. North Bend, OR
INSPECTION DATE. 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Oregon DOT owned

Section not inspected in 2005

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.3	5	RAILROAD	Continue to inspect bridge on a regular railroad inspection schedule

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2 4		OSMOSE	3/ 1/2005	Performed. - Major rehabilitation project through 2004 and 1st quarter of 2005 - Scope of work provided by Jacobs engineering - Steel fabrication was performed by American bridge company
2	2.2		OSMOSE	4/20/1995	Performed preliminary inspection of trusses & swing span

Central Oregon & Pacific Railroad



Bridge 763.55 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 763.55
MILEPOST: 763 55	SECTION# 3
TYPE BDPT	LOCATION: North Bend, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

Bent 3
- Pile 1 - Reject
- Pile 3 - Reject

Bent 6
- Post 3 - Reject
- Pile 5 - Reject
- Cutoff 3 - Reject

Bent 7
- Pile 2 - Reject
- Pile 4 - Reject
- Pile 5 - Reject

Bent 8
- Pile 4 - Reject
- Pile 5 - Reject

Bent 9
- Cap - Reject (split, comenng, pile 3 punching into cap)

Bent 10
- Pile 4 - Reject

Bent 12
- Pile 2 - Reject
- Pile 3 - Reject
- Pile 4 - Possible Reject
- Cap - Reject (piles punching)

Bent 14
- Pile 1 - Reject
- Pile 2 - Possible Reject

Bent 15
- Cap - Reject (piles 2, 3 & 4 punching into cap)

Bent 16
- Cap - Reject (piles 2, 3 & 4 punching into cap)

Bent 18
- Pile 3 - Possible Reject
- Pile 5 - Reject

Bent 19
- Pile 3 - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 763.55
MILEPOST: 763 55	SECTION# 3
TYPE: BDPT	LOCATION: North Bend, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 20
Pile 2 - Reject
Pile 3 - Possible Reject

Bent 21
Pile 3 - Reject

Bent 22
Pile 1 - Reject
Pile 2 - Reject
Cap - Reject (crushing, pile 2 punching into cap)
Both Sway Braces - Reject

Bent 23
Cap - Reject (crushing, pile 4 punching into cap)
All Bracing - Reject

Bent 24
Pile 1 - Reject
Cap - Possible Reject
All Bracing - Reject

Bent 25
All Bracing - Reject

Bent 26
All Bracing - Reject

Bent 27
All Bracing - Reject

Bent 28
Cap - Reject
All Bracing - Reject

Bent 29
Pile 2 - Reject
Pile 3 - Reject
Cap - Reject (crushing, piles punching into cap)
All Bracing - Reject

Bent 30
All Bracing - Reject

Bent 31
Sash Brace - Reject

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 763.55**
MILEPOST: 763 55	SECTION# 3
TYPE BDPT	LOCATION. North Bend, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K. Trickle

Findings:

Bent 33 .

Cap - Reject (piles punching into cap)

Bent 35

Cap - Reject (pile 4 slightly punching, crushing)

Bent 36

Cap - Reject

Bent 37

Pile 2 - Reject

Sway Brace - Reject

Span 37

Stringer 1 - Reject

Deck - Fair
Headwall - Buried
Approach - Low
Handrail - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.12	2	OSMOSE	Cut Pile tops down and - Replace cap on Bent 9 (split, cornering, piles punching) - Replace cap on Bent 12 (piles punching) - Replace cap on Bent 15 (piles punching) - Replace cap on Bent 16 (piles punching) - Replace cap on Bent 22 (crushing, pile 2 punching) - Replace cap on Bent 23 (crushing, pile 4 punching) - Replace cap on Bent 29 (crushing, piles punching) - Replace cap on Bent 33 (piles punching)
2	3.2	2	OSMOSE	Frame out: - Bent 7
3	3.15	3	RAILROAD	Add ballast and tamp up approach.
4	3.10	3	OSMOSE	Cut Pile tops down and. - Replace cap on Bent 28 - Replace cap on Bent 35 (pile 4 slightly punching, crushing) - Replace cap on Bent 36

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 763.55**
MILEPOST: 763 55	**SECTION# 3**
TYPE: BDPT	**LOCATION: North Bend, OR**
INSPECTION DATE: 11/ 8/2005	**INSPECTOR: K. Trickle**

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	3.9	3	OSMOSE	Post. - Pile 1 of Bent 3 - Pile 3 of Bent 3 - Post 3 of Bent 6 - Cutoff 3 of Bent 6 - Pile 5 of Bent 6 - Pile 4 of Bent 8 - Pile 5 of Bent 8 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 22 - Pile 2 of Bent 22 - Pile 2 of Bent 29 - Pile 3 of Bent 29
6	3.7	3	OSMOSE	Replace: - Both Sway Braces on Bent 22 - All Bracing on Bents 23 thru30 - 1 Sash Brace on Bent 31 - 1 Sway Brace on Bent 37
7	3.14	4	OSMOSE	Replace - Stringer 1 in Span 37
8	3.11	4	OSMOSE	In-place preservatively treat piles, caps and stringers
9	3 8	4	OSMOSE	Post: - Pile 4 of Bent 10 - Pile 1 of Bent 14 - Pile 5 of Bent 18 - Pile 3 of Bent 19 - Pile 2 of Bent 20 - Pile 3 of Bent 21 - Pile 1 of Bent 24 - Pile 4 of Bent 33 - Pile 2 of Bent 37
10	3 5	4	OSMOSE	Replace: - Cap on Bent 24
11	3 4	5	RAILROAD	Monitor: - Pile 4 of Bent 12 - Pile 2 of Bent 14 - Pile 3 of Bent 18 - Pile 3 of Bent 20

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 13		OSMOSE	6/ 7/2004	Replaced: - Bent 2 with driven H piles - Bent 4 with driven H piles - Bent 5 with driven H piles Replaced: - Handrailing
2	3 3		OSMOSE		In-place preservatively treated bridge

Osmose Railroad Services, Inc.

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 5 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-8 . 2005

Owner CORP Reg /Div _____ Bridge No. 763.55 SA (Sec 3)

Dist./Sub/Branch Coos Bay

Location North Bend, OR

Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) tr. 1976 Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
1	-		-					3"		Cap on Concrete Pier					
2	5		10				Steel boat 6/7/2004							.	
										H2O					
3	5	1	16	H	1	9					11	X			80
		3		D/P	2	11				H2O	14	X			
		CAP		P3	5	1									
4	5		16	.			Steel boat 6/7/2004								80 #2
										H2O					
5	5		16				Steel boat 6/7/2004								80
										H2O	1				
6	5	P3	16	6	1	12					15	X			80
		cutoff #3		1	0	9	cutoff #3 - ⊗			H2O	14½	X			
		5		6½	1	8					11½	X			
7	5	3	16	6	5½	8				H2O	13	X			80
		4		D/P	½	11					13½	X			
		5		8	2	8					13	X			
8	5	4	16	D/P	2	9				H2O	13	X			80
		5		8	2	8					13½	X			
							All Caps 11½"X14¼"X18'								
							Avg. Spans 14'-15'								

SYMBOLS All Borings in Inches and Fractions to nearest 1/4"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 5 SHEETS

Bridge No. 763.55 SA (Sec 3)

Date 11-8 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR.	PP	LIN. FT. PILING
9	5	1	16	D/P	4	3					11½				80
		CAP		P3	5	3	split / cornering punching - Reject ⊗								*
										H2O					
10	5	3	16	8	3	7					14½				80
		4		D/P	2	9					14	X			
		5		D/P	3	6½				H2O	13½				
11	5	2	16	D/P	3	7					14¾				80
		4		D/P	3	6				H2O	15				
12	5	2	16	9	2	8				Loop #2	13	X			80
		3		3	0	8				H2O	14½	X			
		4		D/P	2	7					13	PX			
		CAP		P3	1	5		Cap - Reject ⊗ piles punching							
13	5	2	16	D/P	2	5				H2O	13½				80
14	5	1	16	D/P	1	10				H2O	12	X			80
		2		D/P	1	8					14	PX			
		5		D/P	3	5					13				
15	5	P1	16	3	6	3	0	3		H2O					80
		Pile Posted on 8"x16"x8' block (Block has DP at end - OC H2O)													
		3		D/P	6	2									
		CAP		P	0,3,4	punching into Cap - Reject ⊗ #2									*
16	5	CAP	16	P4	1½	3½		Cap - Reject ⊗ piles 0,3,4 punching							80
										Loop #2					
17	5	3	16	D/P	3	5				H2O	14½				80
		4		D/P	6	6					14				
		CAP		P4	OK										

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 5 SHEETS

Bridge No. 763.55 JA (Sec 3)

Date 11-8, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT. PILING
18	5	3	16	D/P	4	9					16	PX			80
		5		2	1	9				H₂O	12½	X			
		4		D/P	2	6					13½				
19	5	3	16	4	3	10				H₂O	15	X			80
20	5	2	16	D/P	1	8					12	X			80
		3		D/P	1	9				H₂O	15	PX			
		5		4	3	4									
21	5	3	16	7	2	9¼					14½	X			80
										H₂O					
22	5	1	16	D/P	2	7					11½	X			80
		2		D/P	1	9				H₂O	13	X			
		CAP		P4	3	2½	Pile 2, 3/4 punching into Cap - Reject					Ⓧ	*	2	*
							Both Sway Braces Reject Ⓧ								
23	5	CAP	16	P2	5	3	(Pile 4 punching) crushing Ⓧ					* 2			80 *
							All bracing reject Ⓧ H₂O								
24	5	1	12	D/P	1½	8					12	X			60
		4		D/P	2	6					15				
		CAP		P4	4½	2½	Possible Reject (PX)								
							All bracing reject Ⓧ								
25	5	2	12	D/P	2	5					13½				60
							All bracing reject Ⓧ								
26	5	CAP	12	P4	6	1									60
							All bracing reject Ⓧ								
27	5	3	12	D/P	4	7½					15				60
							All bracing reject Ⓧ								

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 4 of 5 SHEETS

Bridge No. 763.55 SA (Sec:)

Date 11-8 ~~19~~ 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GAL TR	PP	LIN FT PILING
28	5	CAP	12	P3	2	5				Slight crushing ⊗					60
										All bracing reject ⊗					
29	5	2	12	2	2	9					11½	X			60
		3		6	3	11					16	X			
		4		D/P	1½	7					14				
										All bracing reject ⊗					
		CAP			Visual	Reject	crushing/piles punching ⊗					* 2			*
30	5	2	12	D/P	2½	5					15				60
		3		3	2½	4				All bracing reject ⊗					
31	5	4,5	12		Piles	Posted	- treat							2B	60
										sash brace reject ⊗					
32	5		12							Newer Frame Bent w/old cap (1976+)				5B	60
33	5	4,5	12		Piles	Posted	- treat							2B	60
		CAP			Piles	Punching	into Cap - Reject ⊗				low * 2				
34	5	2,3	10		Piles	Posted	- treat							2B	50
35	5	CAP	10	P4	slight	punching,	CR Cap - ⊗								50
36	5	5	8		Pile	Posted	- treat							1B	40
		CAP		P5	1	10	Cap - Reject ⊗								
37	5	2	4	D/P	1½	10					14	X			20
		3		GL	1	6		Sway brace - Reject ⊗			17				
		CAP		P2	OK			Stringer 1 - DSPV ⊗							
38	5		-							Buried - not inspected					

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SHEET 5 of 5 SHEETS

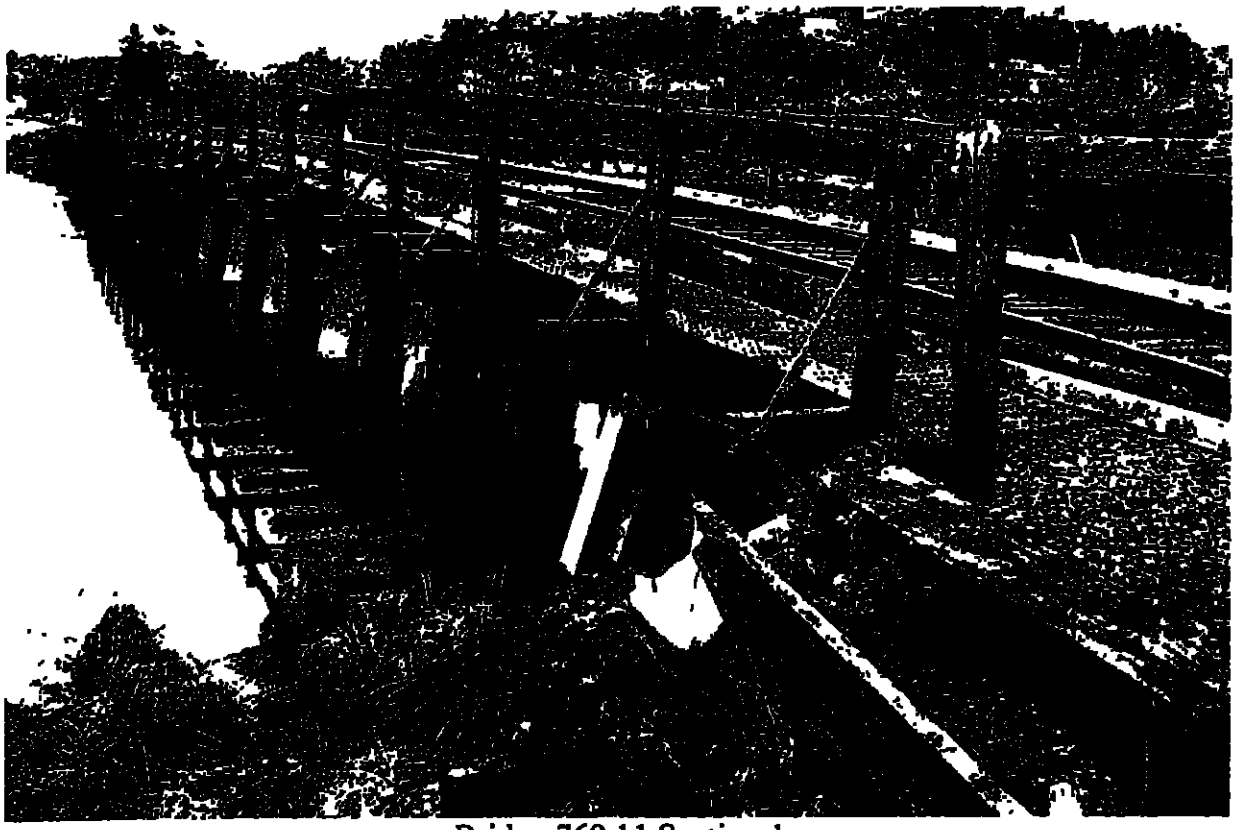
RAILROAD BRIDGE DIVISION
BORING RECORD

Bridge No. 763.55 5A (Sec 3)

Date 11-8, 19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
							H. Wall - Buried								
							App - Low #3								

Central Oregon & Pacific Railroad



Bridge 769.11 Section 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 769.11
MILEPOST 769 11	SECTION# 1
TYPE: ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR K Trickle

Findings:

Bent 5
Pile 2 - Reject
Sway Brace - Reject

Bent 8
Cap - Reject (crushed)

Bent 10
1/2" Gap over Pile 2
Cap - Reject (crushed)

Bent 12
Both Sway Braces - Reject

Bent 14
1" Gap over Pile 1

Span 3
Stringer 4 - Reject

Ties - Poor (plate cut)
Walkway - OK

Bridge is humped

Severe marine borer damage to piles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.18	2	OSMOSE	Replace all bridge ties.
2	1 11	2	OSMOSE	Cut Pile tops down and. - Replace Cap & Install an 8" Subcap on Bent 8 (crushed) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)
3	1.19	3	OSMOSE	Post: - Pile 2 of Bent 5 (4 pile bent)
4	1 16	3	OSMOSE	Install marine wrap on: - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14
5	1 15	3	OSMOSE	Replace: - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12
6	1.20	4	OSMOSE	Replace: - Stringer 4 in Span 3

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 769.11
MILEPOST: 769 11	SECTION# 1
TYPE: ODPT	LOCATION. Coos Bay, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR: K Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.13		OSMOSE	1/14/2005	Posted with steel piles - Piles 1 & 4 of Bent 1 - Piles 1 & 4 of Bent 3 - Pile 4 of Bent 5 Installed. - Oversized Cap on Bent 4 Shimmed - Top of Pile 2 of Bent 8 Replaced - Stringer chord shims on Bent 6 - 1" Chord 2 Shim on Bent 14 Framed out: - Bent 7 (all steel frame and cap) - Bent 9 - Bent 11 - Bent 13
2	1 12		OSMOSE	8/19/2003	Replaced - Cap on Bent 2 Installed - Helper stringers from Bents 6 - 14

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 3 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 . 2005

Owner Corp Reg./Div _____ Bridge No. 769.11 NA (Sec 1)

Dist /Sub/Branch Coos Bay

Location Coos Bay, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE NT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
1	4	P3	1½	D/P	2	1									
						Piles 1 & 4 - Posted new w/ steel posts						1/19/05 (DS)			
2	3		4				New Cap			8/19/2003					
3	4	2	4	D/P	4	2		Piles 1 & 4 - Posted new w/ steel				1/19/05 (DS)			
									3" shim under Chord 2						
										tide (H2O)					
4	3		5							tide (H2O)					
					New service Cap 1/19/05 (DS)										
5	4	1	5½	G/L	0	5		Sway	brace - reject ⊗						
		2		D/P	1	9		(2" shims under Chord 2)			14½	X			
		2/19/05			Pile 4 - New Post w/ steel					tide (H2O)					
6	3	Cap	7	P1	OK										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 3 SHEETS

Bridge No. 769.11 NA (Sec 1)

Date 11-7 ,19 2005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
7	4		7							tide (H2O)					
						New Frame Bent 1/14/05 (STEEL)									
8	3	1	7		10" Block over Pile 1					tide (H2O)					
		cap			⊗ Crushed # 2										
9	4		8							tide (H2O)					
						New Frame Bent 1/14/05 (STEEL)									
10	3	2	8		½" gap					tide (H2O)					
		cap		P2	2	2	cap - ⊗ crushed #2								
11	4		8												
						New Frame Bent 1/14/05 (STEEL)									
12	3		9			both sway braces - ⊗				tide (H2O)					
13	5		9				NEW FRAME BENT 1/14/05 (STEEL)								
14	3	1	10		1" gap										
					Replaced stringer/cap shim 1/14/05										

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 3 of 3 SHEETS

Br[illegible] No. 769.11 NA (Sec 1)

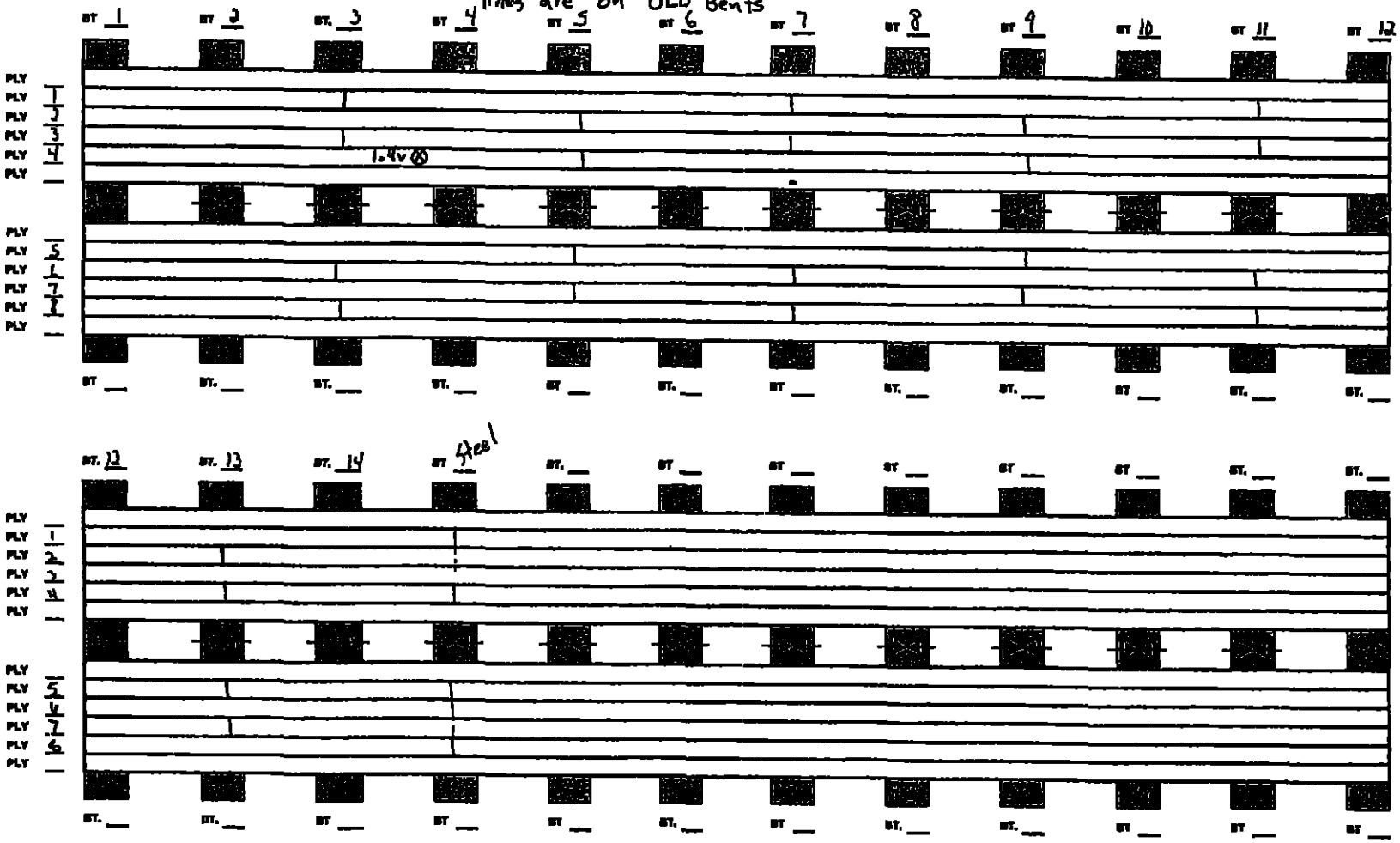
Date 11-7 ,1972005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN. FT PILING
										3 pile Bents are mid 1980's ⇒ H. P. Pcs					
										Parting lines are over older 4 pile bents (Ced. Piles)					
										Main span is former turnspan					
										(4 new steel bents support Mainspan as timber piles under drum pier and s. pier have failed)					
										Stringers are not hooked to beam					
										Ties - Poor plate cut					
										Walkway - OK					
										From Bent 6 - Steel 2 inside helper stringers added					
										and decking both reinstalled					

CORP003575

Bridge # 769.11 NA (Sec 1) Stringer Parting lines are on OLD Bents

Stringer Schematic



CORP003576

Central Oregon & Pacific Railroad



Bridge 769.11 Section 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 769.11**
MILEPOST: 769 11	**SECTION# 2**
TYPE. DPG	**LOCATION: Coos Bay, OR**
INSPECTION DATE: 11/ 7/2005	**INSPECTOR: K. Trickle**

Findings:

Ties - Poor
Handrail Posts - Poor (decayed at connections & poor hardware)

Lower Laterals and cover plates - Severe Section Loss
Floor Beams - Severe Section Loss
Bearing shoes - De laminating and corrosion
Major debris on top cover plates
Horizontal bearing beams - Tilted from poor corroded steel shims stacked on steel pipe bents
Entire Substructure - Severe corrosion

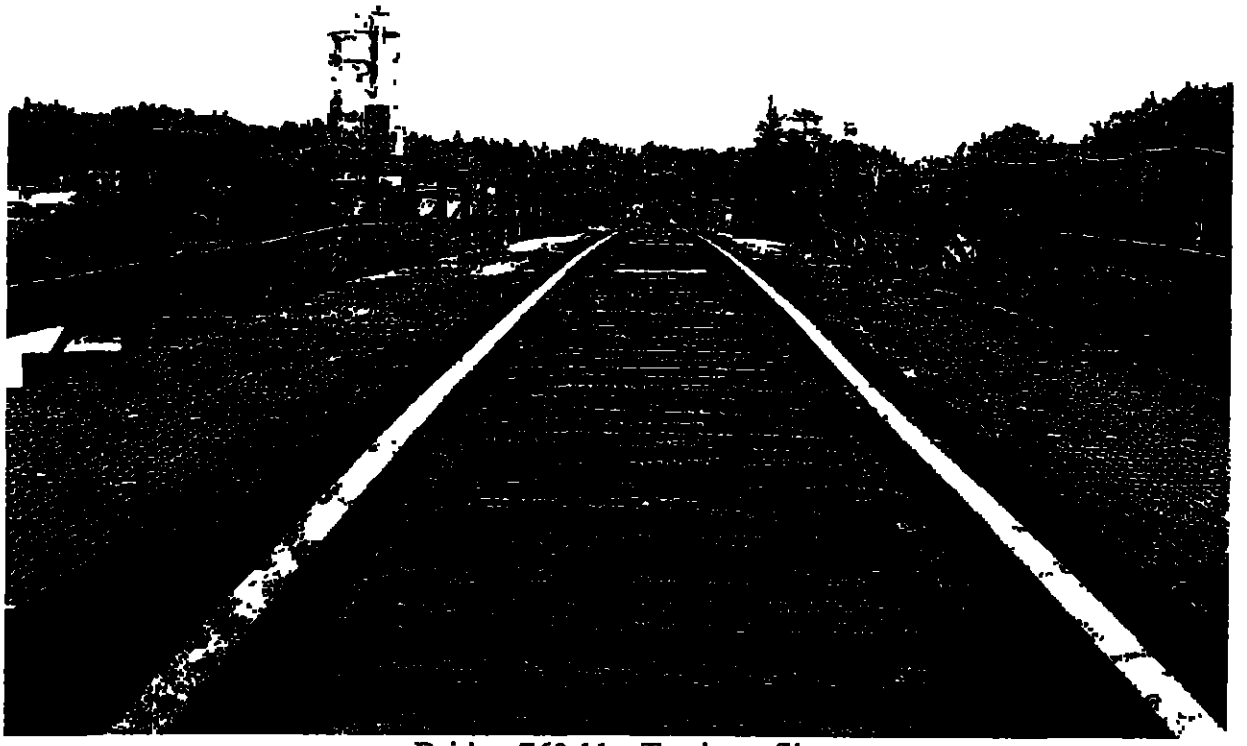
Main Section - Former turn span

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace - Section 2

Central Oregon & Pacific Railroad



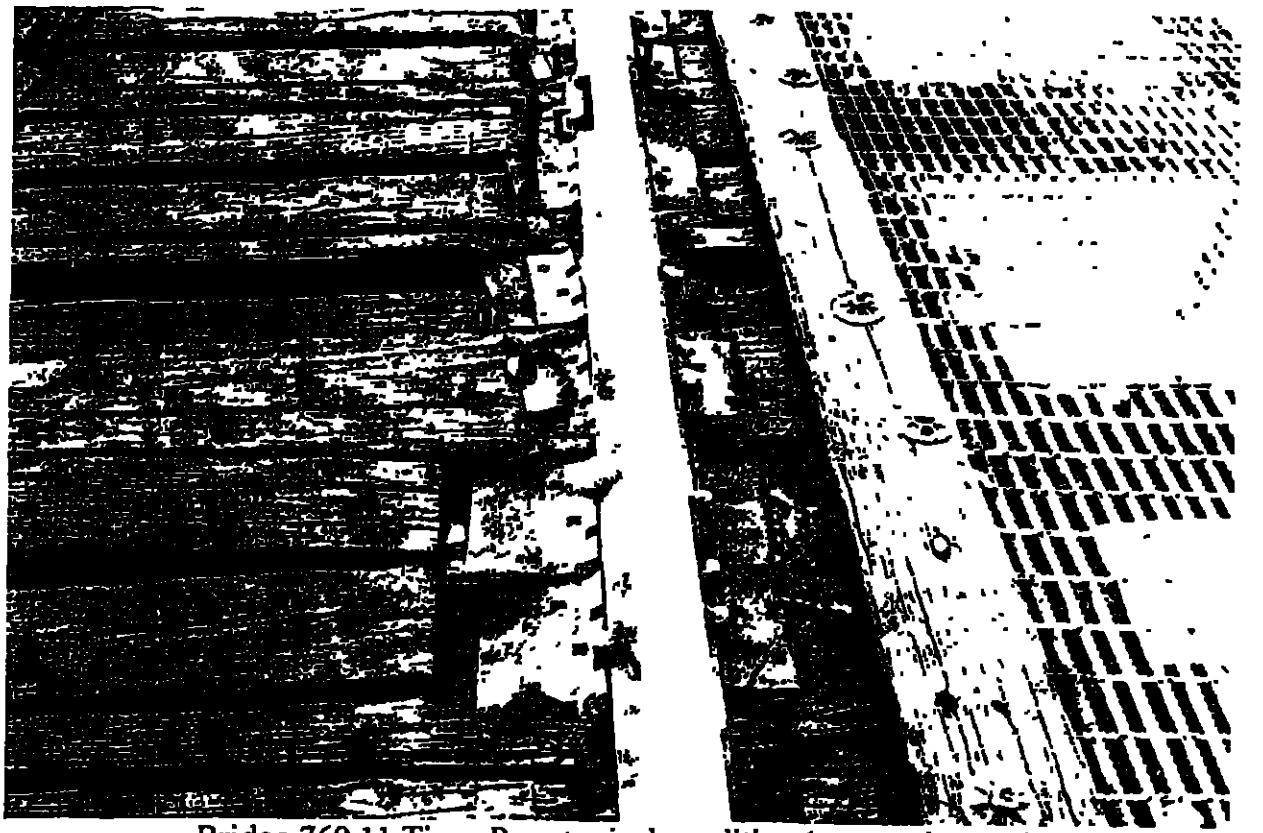
Bridge 769.11 - Track profile

Central Oregon & Pacific Railroad



Bridge 769.11 - Typical condition of flange angles and gusset plate connections

Central Oregon & Pacific Railroad



Bridge 769.11 Ties - Poor typical condition (severe plate cut)

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-7-05 BY: KT

Bridge No: 769 II SEC 2

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: COOS BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 6 | # OF TRACKS: 1 | YEAR BUILT:

TYPE: (DPG) • TPG • TRUSS • SLAB • ARCH • TRESTLE • OOPT • BEAM SPAN • BOPT • OTHER •

(Show overall picture of bridge)

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

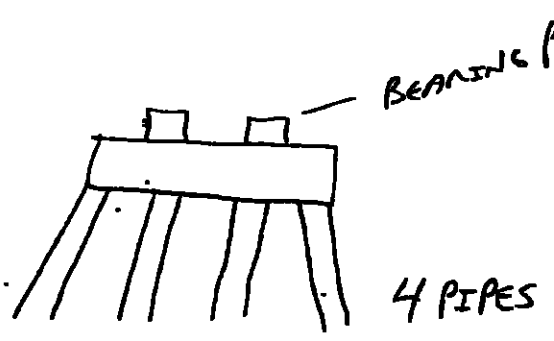
APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of: COOS BAY, OR

Overall Sketch: (include span lengths)

OPEN DECK

4 BENTS

Typical Bent or Pier Sketch:



GENERAL

ACCESS TRUCK • BOMB • (RAIL) • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES:

Nearest Crossing:

BRIDGE: (TANGENT) CURVE • Superelevation is in _____

GUARD RAIL: YES • NO • WALKWAY: YES • NO • LOCATION:

SKEWED: YES • NO • Type of Walk: Dim: x x long

FIBRE OPTICS: YES • NO • CULVERT: YES • NO •

BRIDGE IS OVER

Maximum Bridge Height:

Bents or Piers in Water:

Maximum Water Depth:

Requires de-watering Yes No

Bridge No: 769 II SEC 2

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE: 12X10X10	QUANTITY: 85
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD •	(OK) HANDRAILS – POOR DECAYED & POOR	
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE: HARDWARE CONNECTIONS	

SUPERSTRUCTURE (Note any defects):
LOWER LATERALS, COVER PLATES & FLOOR BEAMS – SEVERE SECTION LOSS

MAJOR DEBRIS ON TOP COVER PLATES

SUBSTRUCTURE (Note any defects):
BEARING SHOES – DELAMINATION & CORROSION
HORIZONTAL BEARING BEAMS – TILTED FROM POOR CORRODED STEEL SHIMS ON STEEL PIPE PIERS
SEVERE CORROSION

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 769.11 Section 3

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 769.11
MILEPOST. 769 11	SECTION# 3
TYPE ODPT	LOCATION Coos Bay, OR
INSPECTION DATE 11/7/2005	INSPECTOR: K. Tnckle

Findings:

Bent 1
- Both Sway Braces - Reject

Bent 2
- Pile 5 - Reject
- 1" Gap over Pile 5
- Both Sway Braces - Reject

Bent 3
- Pile 5 - Reject
- Cap - Very slight cornering
- 3" Shims under both Chords - Reject (crushed)
- North Sway Brace - Reject

Bent 4
- 1" Gap under Stringer 1 & 4
- Cap - Minor mechanical crushing

Bent 7A
- 1/2" Gap under both Chords
- Cap - Reject

Bent 7B
- Pile 1 - Reject
- Pile 2 - Reject
- Pile 3 - Reject
- Pile Cutoffs are all reject

Span 1
- Stringer 5 - Possible Reject

Span 2
- Stringer 6 - Reject

Span 3
- Stringer 2 - Visual Reject
- Stringer 3 - Reject
- Stringer 10 - Reject

Span 4
- Stringer 7 - Possible Reject
- Stringer 8 - Reject
- Stringer 9 - Visual Reject

Span 6
- Stringer 3 - Reject
- Stringer 9 - Reject

Ties - Very poor (severe plate cut)
Guard timber - Poor
Headwall - Poor (undermining)
Approach - Low
Walkways - OK
Handrails - OK

Severe marine borer damage to piles

smose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 769.11
MILEPOST 769 11	SECTION# 3
TYPE: ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE 11/7/2005	INSPECTOR: K Trickle

Findings:

Recommended Work and Work Accomplished

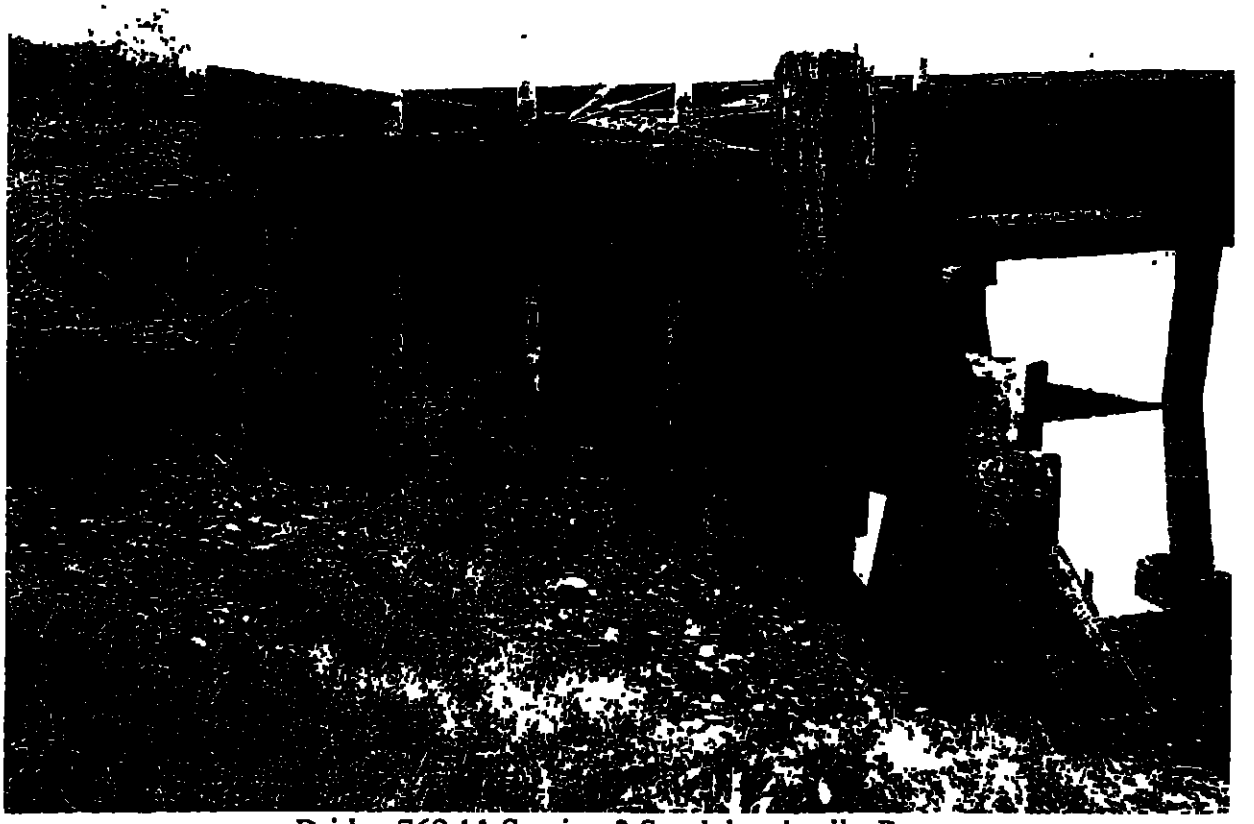
RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 27	2	RAILROAD	Add ballast and tamp up approach
2	3 22	2	OSMOSE	Replace - 3" Shims under both Chords on Bent 3 (crushed)
3	3 19	2	OSMOSE	Replace - Headwall
4	3 16	2	OSMOSE	Replace all 90 bridge ties
5	3 14	2	OSMOSE	Frame out: - Bent 7B
6	3 26	3	OSMOSE	Shim - Under Stringers 1 & 4 of Bent 4
7	3 23	3	OSMOSE	Replace - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4
8	3 21	3	OSMOSE	Replace - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3
9	3 20	3	OSMOSE	Install marine wrap on - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A
10	3 18	3	OSMOSE	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 7A
11	3 24	4	OSMOSE	Replace: - Stringer 6 in Span 2 - Stringer 3 in Span 6 - Stringer 9 in Span 6
12	3 2	4	OSMOSE	Post. - Pile 5 of Bent 2 - Pile 5 of Bent 3
13	3 25	5	RAILROAD	Monitor - Stringer 5 in Span 1
14	3 17	5	RAILROAD	Monitor - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 15		OSMOSE	8/19/2003	Replaced - Cap on Bent 1 w/an oversized cap Posted - All (4) piles of Bent 6

Central Oregon & Pacific Railroad



Bridge 769.11 Section 3 South headwall - Poor

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 2 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7, 2005

Owner CORP Reg /Div _____ Bridge No 769.11 SA (Sec 3)

Dist /Sub/Branch Coos Bay

Location Coos Bay

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) tr 1976 Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LIN FT PILING
1	3		11				Sway braces - ⊗			H30					
										Marine borer					
						New Cap				8/02/2003					
											2				
2	5	5	11		1" gap at drift pin					H30					
		5		D/P	1	13				Marine borer		X			
				Sway brace - reject ⊗											
		5		4	0	6									
3	5		11			3" splits under chord 2" - crushed reject ⊗									
		CAP			Very slight cornering					H30					
				N. Sway brace - reject ⊗											
		5		4	0	11					13½	X			
4	5	CAP	11		Minor mechanical crushing										
					1" gap under stringers 1 & 4										

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DR — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Overwrap
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

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140 24b

OSMOSE WOOD PRESERVING CO. OF AMERICA, INC.

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 2 SHEETS

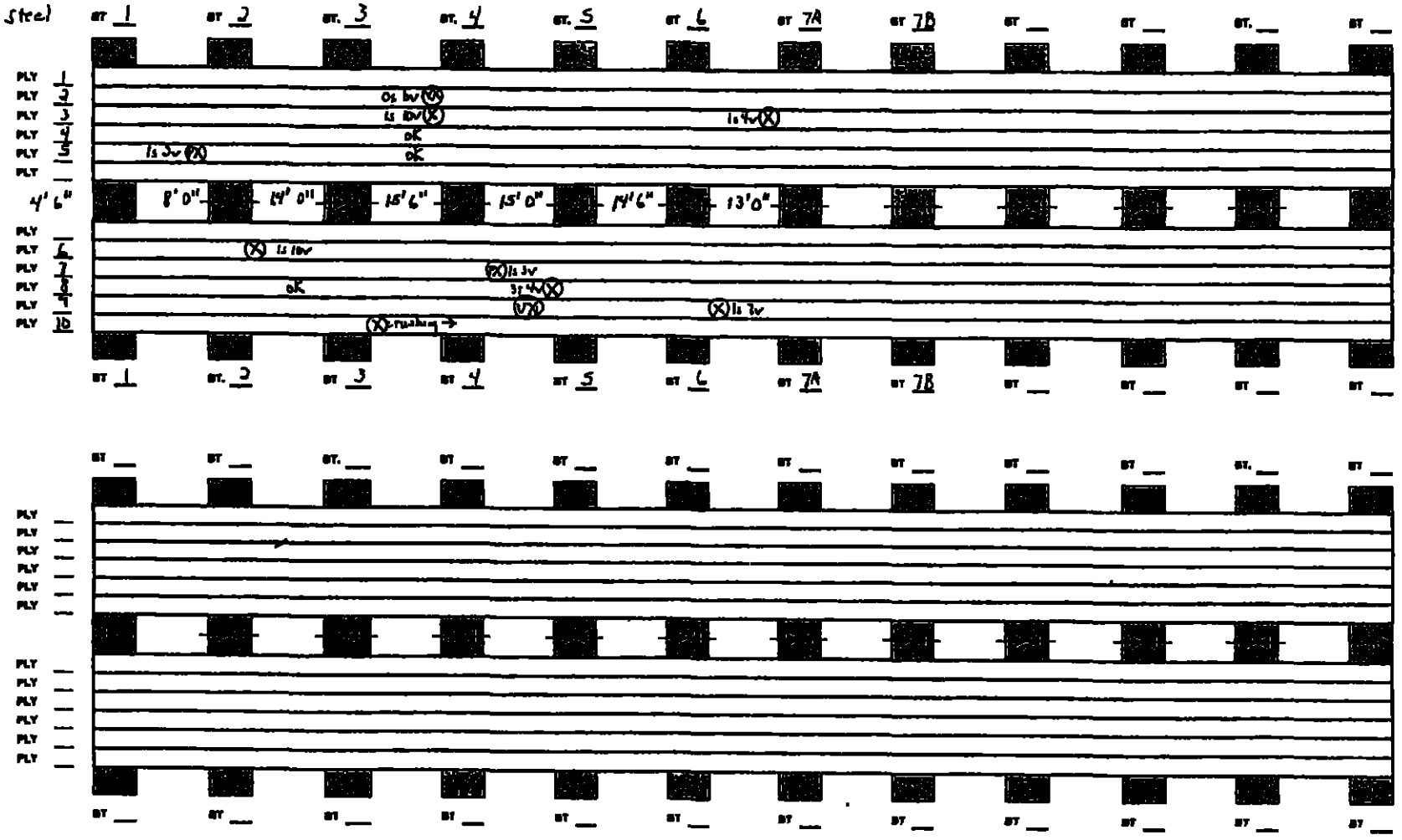
Bridge No. 167.11SA

Date 11-7, 1992005

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	G/L TR.	PP	LIN FT PILING
5	5		9							No. 5					
										Marine borers					
6	4		8												
						Piles 1, 2, 3 + 4 - Posted NCW						8/14/2000 (05)			
7A	3	CAP	5	P2	1½	5	CAP-⊗			Helper Bent					
					½" gap under both chords										
7B	4	P1	2		5	4						X			
		P2			2	9						X			
		P3		G/L	1	8						X			
				All	cutoffs are reject ⊗										
					Ties - Very Poor (90) - 7¾" x 8" x 10' (source, letter out)										
					Approach - Low (#2)										
					WALKWAYS - OK HANDRAILS - OK										
					South Headwall Undermining (Poor)										
					Guard timber - Poor										

Bridge # 761 11 s A (sec >)

Stringer Schematic



CORP003590

Central Oregon & Pacific Railroad



Bridge 771.76

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 771.76

MILEPOST. 771 76	SECTION# 1
TYPE ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE 11/ 7/2005	INSPECTOR: K Trickle

Findings:

Bent 1
Cap - Possible Reject (split)

Bent 2
Sway Braces - Reject

Bent 3
3/4" Gap over Pile 4
Sway Braces - Reject

Bent 4
Pile 5 - Reject
Cap - Reject (crushing, failing under both chords)
Sway Braces - Reject

Bent 5
Cap - Reject (crushing)
Sway Braces - Reject

Bent 6
Pile 4 - Reject
Pile 5 - Reject
Sway Braces - Reject

Bent 7
1/2" Gap over Pile 3
1/2" Gap over Pile 4
3/4" Shim under Chord 1 - Reject

Ties - OK (6 reject)
Guard timber - OK
North headwall - Poor (top 2 timbers reject)
South Headwall - OK
North approach - Very low
South approach - Low

Marine borer damage to piles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 9	2	OSMOSE	Replace - North headwall
2	1 1	2	OSMOSE	Cut Pile tops down and - Replace Cap on Bent 4 (crushing, failing) - Replace Cap on Bent 5 (crushing)
3	1 13	3	OSMOSE	Replace - 3/4" Shim under Chord 1
4	1 12	3	RAILROAD	Add ballast and tamp up both approaches.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 771.76

MILEPOST: 771 76	SECTION# 1
TYPE ODPT	LOCATION. Coos Bay, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR. K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1 8	3	OSMOSE	Install marine wrap on - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6
6	1 6	3	OSMOSE	Post. - Pile 4 of Bent 6 - Pile 5 of Bent 6
7	1 10	4	OSMOSE	Spot replace 6 bridge ties
8	1 7	4	OSMOSE	Replace - Sway Braces on Bent 2 - Sway Braces on Bent 3 - Sway Braces on Bent 4 - Sway Braces on Bent 5 - Sway Braces on Bent 6
9	1 5	4	OSMOSE	Cut Pile tops down and - Replace Cap on Bent 1 (split)
10	1 4	4	OSMOSE	Shim or Epoxy: - Over Pile 4 of Bent 3 - Over Pile 3 of Bent 7 - Over Pile 4 of Bent 7
11	1 3	4	OSMOSE	Post. - Pile 5 of Bent 4
12	1 2	4	OSMOSE	In-place preservatively treat piles, caps and stringers.

Central Oregon & Pacific Railroad



Bridge 771.76 Bent 4 Cap - Reject (crushing under both chords)

140 240

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 19 2005

Owner CORP Reg./Div. Bridge No 771.76

~~Dist./Sub/Branch~~ COOS BAY

Location HAYDEN, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GR TR	PP	LIN FT PILING
1	5	5	2½	1	1	4				3" SHIM			2		7½
		CAP		P5	7	2	split			11½x13½x14 Cap-PX ⊗					
2	5	2	8	4	5	2				3" Shim					40
		3		D/P	8	1				Sway braces- ⊗					
		5		7	5½	6½									
		CAP		P2	6	1									
3	5	1	10	D/P	6	3				H&D SWAY BRACES ⊗ P4 7½" CAP					57
		2		9	3	5½	6	3½		3" SHIM					
4	5	5	10	D/P	3	8				H&O 2½" SHIM SWAY BRACES ⊗	12	X			57
		CAP		P3	2	6	CRUSHING			Failing under both chords	X		11½"X14½"X12'		
5	5	1	10	8	4	1				H&O Sway braces ⊗					57
		CAP		P3	4	3	(CRUSHING OVER P4)		3	CAP- ⊗ 11½" X 14" X 12'					
6	5	1	8	D/P	2½	2½									47
		2		D/P	1½	5			3	Sway braces ⊗					
		4		D/P	2	10					13½	X			
		5		D/P	2	9					13½	X			
		CAP		P2	OK										7½
7	5	CAP	1½	P4	OK				3½	P3,4 - ½" CAPS Ch.1 Shim - ⊗	#3				54
		Apps- Low		N. App - very low			STAS- FAIR			4 WALLS - NORTH - ⊗ - top & plank					
		G. tubb - OK					TIES-OK (68)			APPS - Low	↑ POOR				

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmo Weld
D/P — Drill Pin
G/L — Groundline Area

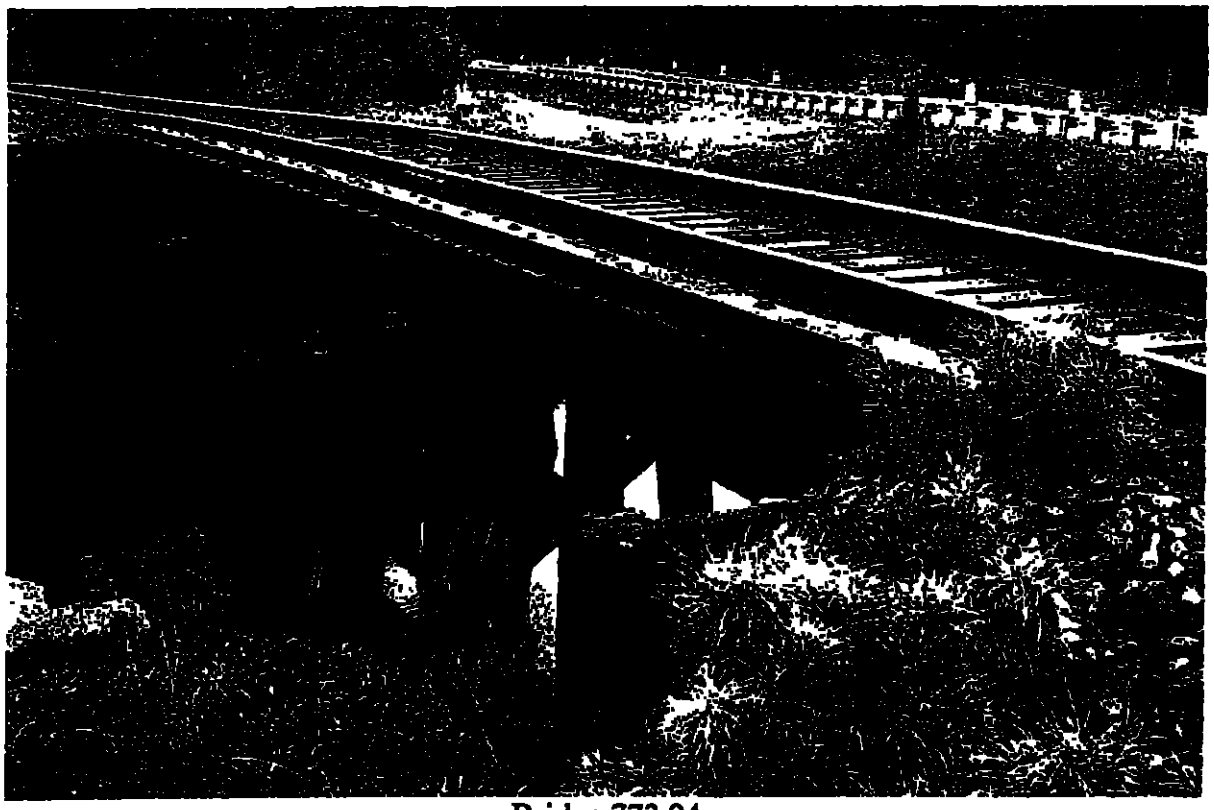
5, Hdwd - OK

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003595

Central Oregon & Pacific Railroad



Bridge 773.94

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 773.94

MILEPOST: 773 94	**SECTION# 1**
TYPE ODPT	**LOCATION: Hayden, OR**
INSPECTION DATE: 11/ 7/2005	**INSPECTOR: K Trickle**

Findings:

Bent 2

1 1/2" - 3 1/2" Elevation Shim - Reject (split, working out)

Bent 3

Pile 5 - Reject

Ties - OK (minor plate cut)
Headwalls - OK
Wingwalls - OK
Approaches - Low
Stringers - OK

Tidal zone (marine borer activity)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	14	2	OSMOSE	Replace - Elevation Shim on Bent 2 (split, working out)
2	13	3	OSMOSE	Install marine wrap on - Bent 2 - Bent 3
3	15	4	RAILROAD	Add ballast and tamp up both approaches.
4	12	4	OSMOSE	Post - Pile 5 of Bent 3
5	11	4	OSMOSE	In-place preservatively treat piles, caps and stringers

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7-19 2005

Owner CORP Reg./Div Bridge No 773.94

Dist./Sub/Branch COOS BAY

Location HAYDEN, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LIN FT PILING
1	5		2½			5 - OK				2" SHIM					7½
2	5	1	7	D/P	7	3				440 2SS.		1½"x3½"			35
			Eartchim - split working out (X)												
3	5	5	12	11	1½	11				H20 3" SHIM	13½	(X)			60
4	5		4½							3" SHIM					22½
															125
										STRS - OK 3 ply chords					
										TIES - OK minor plate cut					
										APPS - LDW					
										H.Walls - OK					
										W. Walls - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmoshield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

Central Oregon & Pacific Railroad



Bridge 774.80

Central Oregon & Pacific Railroad

LINE. Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 774.8

MILEPOST 774 80	SECTION# 1
TYPE CONC	LOCATION: Hayden, OR
INSPECTION DATE. 11/ 7/2005	INSPECTOR: K Trickle

Findings:

Walkway - OK
Ballast leak at both approaches
Southeast shoulder - Losing trackbed
West Handrail Cable - Loose
Steel Pipes - Corrosion

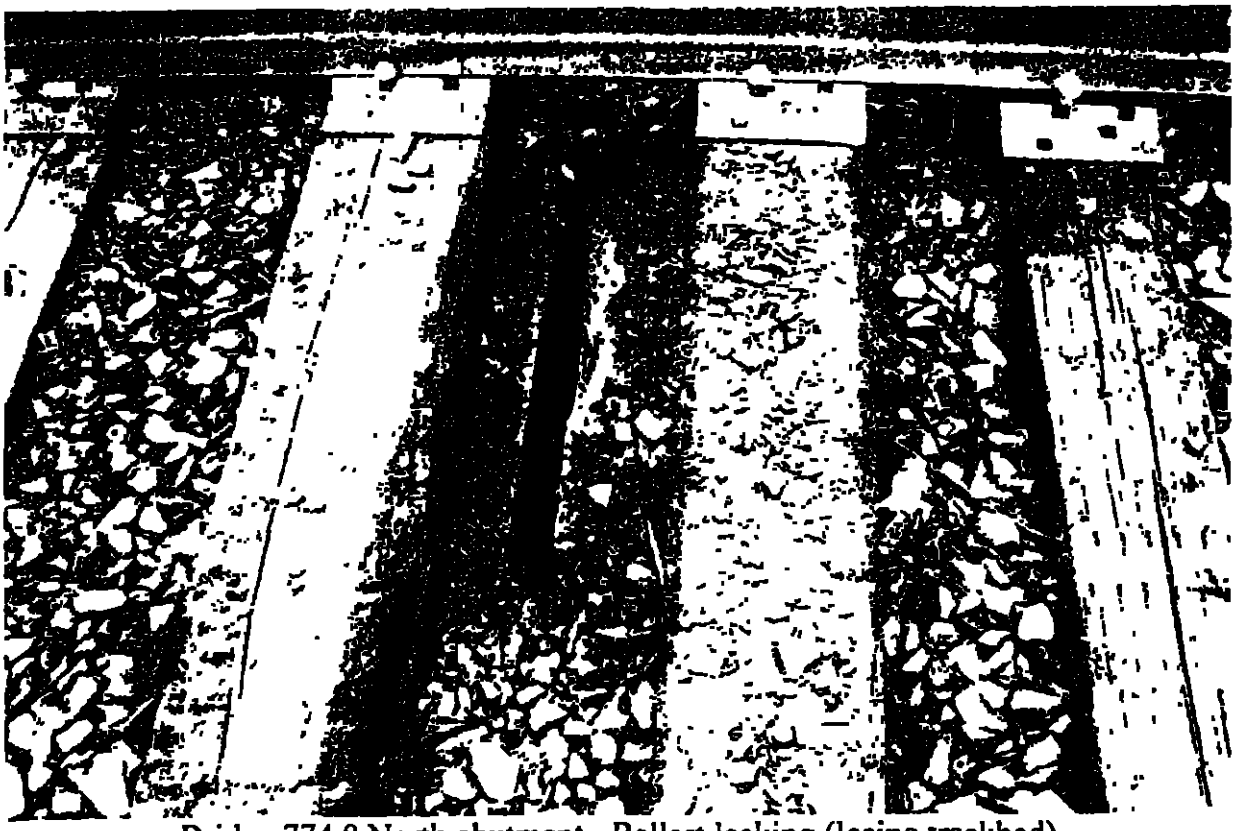
Bents 1 and 2 - Cap cracking and spalling at ends
Bent 2 - Rebar visible at East end of Cap

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	2	RAILROAD	Patch - Ballast leaks at both approaches and add ballast
2	1 4	3	RAILROAD	Tighten - West handrail cable
3	1 5	5	RAILROAD	Monitor - Steel pipes for additional corrosion
4	1 2	5	RAILROAD	Monitor - Caps on Bents 1 & 2 for additional cracking and spalling

Central Oregon & Pacific Railroad



Bridge 774.8 North abutment - Ballast leaking (losing trackbed)

Central Oregon & Pacific Railroad



Bridge 774.8 Southeast approach - Moderate loss of trackbed

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 11-7-05 BY: KT

Bridge No: 77480

CUSTOMER INFORMATION:

CUSTOMER NAME: CORP

REGION: | DIVISION: Coos BAY SUB | DISTRICT:

BRIDGE DESCRIPTION:

LENGTH: | # OF SPANS: 3 | # OF TRACKS: | YEAR BUILT:

TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • ODPT • BEAM SPAN • BDPT • OTHER •

(Show overall picture of bridge) conc Slab

NO. MEMBERS FROM (E) (W) (N) (S) (Railroad Direction)

MILEAGE INCREASES FROM (E) (W) (N) (S) to (E) (W) (N) (S) (Railroad Direction)

APPROXIMATE LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of:

Overall Sketch: (include span lengths)

Ballast Deck

2 Bents

2 Abuts

Typical Bent or Pier Sketch:

conc

3 pipes

ACCESS

ACCESS (TRUCK) • BOMB • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 43° 17. 338 W 124 13. 550

Nearest Crossing:

BRIDGE: TANGENT • (CURVE) •

Superelevation is in West

GUARD RAIL: YES • (NO) •

WALKWAY: (YES) • NO • LOCATION: Both

SKEWED: YES • (NO) •

Type of Walk: Dim: x x conc long

FIBRE OPTICS: YES • (NO) •

CULVERT: YES • (NO)

BRIDGE IS OVER Creek

Maximum Bridge Height: 10

Bents or Piers in Water: All

Maximum Water Depth:

Requires de-watering Yes No

		Bridge No: TH.80

CONDITION

LINE & SURFACE:	POOR •	FAIR •	GOOD •		
APPROACHES:	POOR •	FAIR •	GOOD •	EROSION PROBLEMS:	
TIES:	POOR •	FAIR •	GOOD •	SIZE:	QUANTITY:
HEADWALLS:	POOR •	FAIR •	GOOD •		
WALKWAY:	POOR •	FAIR •	GOOD • OK		
GUARDTIMBER	POOR •	FAIR •	GOOD •	SIZE:	

SUPERSTRUCTURE (Note any defects):

WEST HAND RAIL CABLES - Loose (#3)
BALLAST LEAKS AT BOTH APPROACHES (#2)

SUBSTRUCTURE (Note any defects):

BENT 1 & 2 - CAP - cracking/spalling @ Ends
rebar visible @ East end of Bent 2
CORROSION OF STEEL PIPES (#5)

RECOMMENDED WORK AND PRIORITY RATING

Work designated with an asterisk (*) should be addressed immediately.

PHOTOS

Roll #_____

#	# (Overall Picture of Bridge)
#	# (Picture of Deck)
#	# (Jacking setup)
#	# (Close-up of Repair)
#	# (Overall view of Repair)
#	# (Access and Parking Trailer)
#	#
#	#
#	#

Central Oregon & Pacific Railroad



Bridge 776.56

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 776.56

MILEPOST. 776 56	SECTION# 1
TYPE ODPT	LOCATION Hayden, OR
INSPECTION DATE 11/ 7/2005	INSPECTOR. K Trickle

Findings:

Bent 1
- Pile 1 - Visual Reject
- Pile 4 - Visual Reject

Bent 2
- Pile 4 - Possible Reject

Bent 3
- Both Elevation Shims - Reject (crushing)
- Both Sway Braces - Reject

Span 1
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 2
- Stringer 1 - Reject
- Stringer 7 - Reject
- Stringer 8 - Visual Reject

Span 3
- Stringer 6 - Possible Reject
- Stringer 8 - Visual Reject

Ties - Fair to poor (7 reject)
Guard timber - OK
Headwalls - Fair
Approaches - Low

Marine borer damage

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 7	2	OSMOSE	Cut Pile tops down and - Install a 2nd Concrete Cap on Bent 1 - Install a third cap on Bent 3
2	1 11	3	OSMOSE	Replace all 46 bridge ties
3	1 10	3	RAILROAD	Add ballast and tamp up both approaches
4	1 8	3	OSMOSE	Replace - All stringers
5	1 6	3	OSMOSE	Install marine wrap on - Bent 2 - Bent 3
6	1 3	4	OSMOSE	Replace - Both Sway braces on Bent 3
7	1 1	4	OSMOSE	In-place preservatively treat piles and caps
8	1 2	5	RAILROAD	Monitor - Pile 4 of Bent 2

Central Oregon & Pacific Railroad



Bridge 776.56 Bent 1, Piles 1 & 4 - Reject

Central Oregon & Pacific Railroad



Bridge 776.56 Bent 3 Elevation shims - Reject (crushing)

Central Oregon & Pacific Railroad



Bridge 776.56 Bent 3 Overall, Sway braces - Reject

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 2005

Owner CORP Reg /Div _____ Bridge No 776.56

Dist./Sub/Branch Coos Bay

Location Haydon, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR	PP	LIN FT PILING
1	4	1	1	P/P	7	2	0	5		3" SHIM		VX	4		4
		4		P/P	0	7						VX			
2	5	3	8	P/P	2	2	0	3		H2O BORER DAMAGE					40
		4		7	0	5½				ALL PILE - 0,2 1½-2½ SHIMS		PX			
		1		P/P	0	4									
3	6	1	2	P/P	1	3				Double Cap					12
		3		1	OK					Marine borer damage					
		WEST SIDE SHIM		P4	3	6				Both E shims - ⊗ (#2)			6-8"		XJ" X 4'3"
										both sway braces ⊗ DBL CAP					
4	5	BOT CAP	-	P1	8	1½									5
															58
						46	TIES - Fair/poor 78 ⊗								
							H.WALES - FAIR								
							APS. low								
							G. timb - OK								
										CEDAR PILING - FAIR					

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

- H — Heart
- X — Reject
- V — Void
- SR — Shell Rot
- RS — Ring Separation
- DP — Decay Ring
- DP — Decay Pocket
- PP — Previously Posted
- PX — Possible Reject
- ST — Shell Thickness
- P/W — Heavy Duty Pile Wrap
- O/W — Osmo/Weld
- D/P — Drift Pin
- G/L — Groundline Area

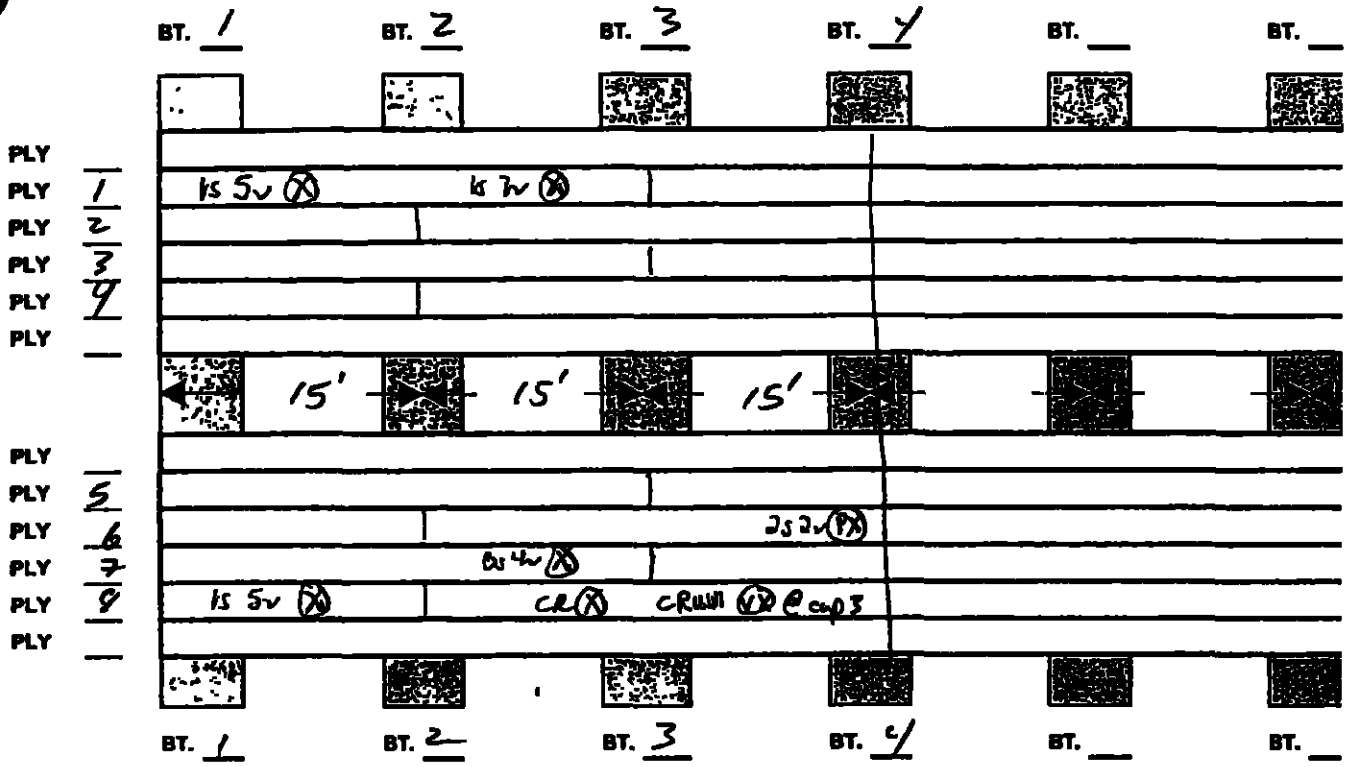
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

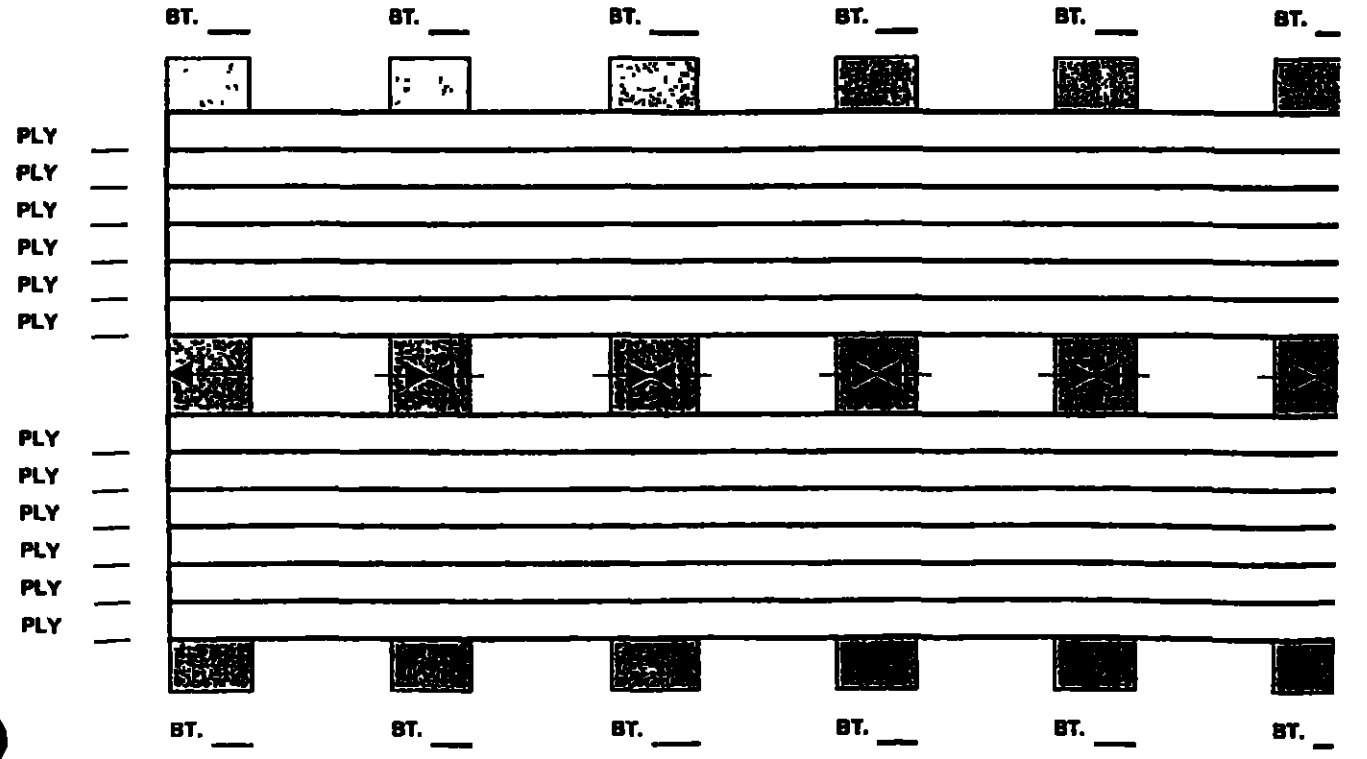
SIGNED KT

CORP003610

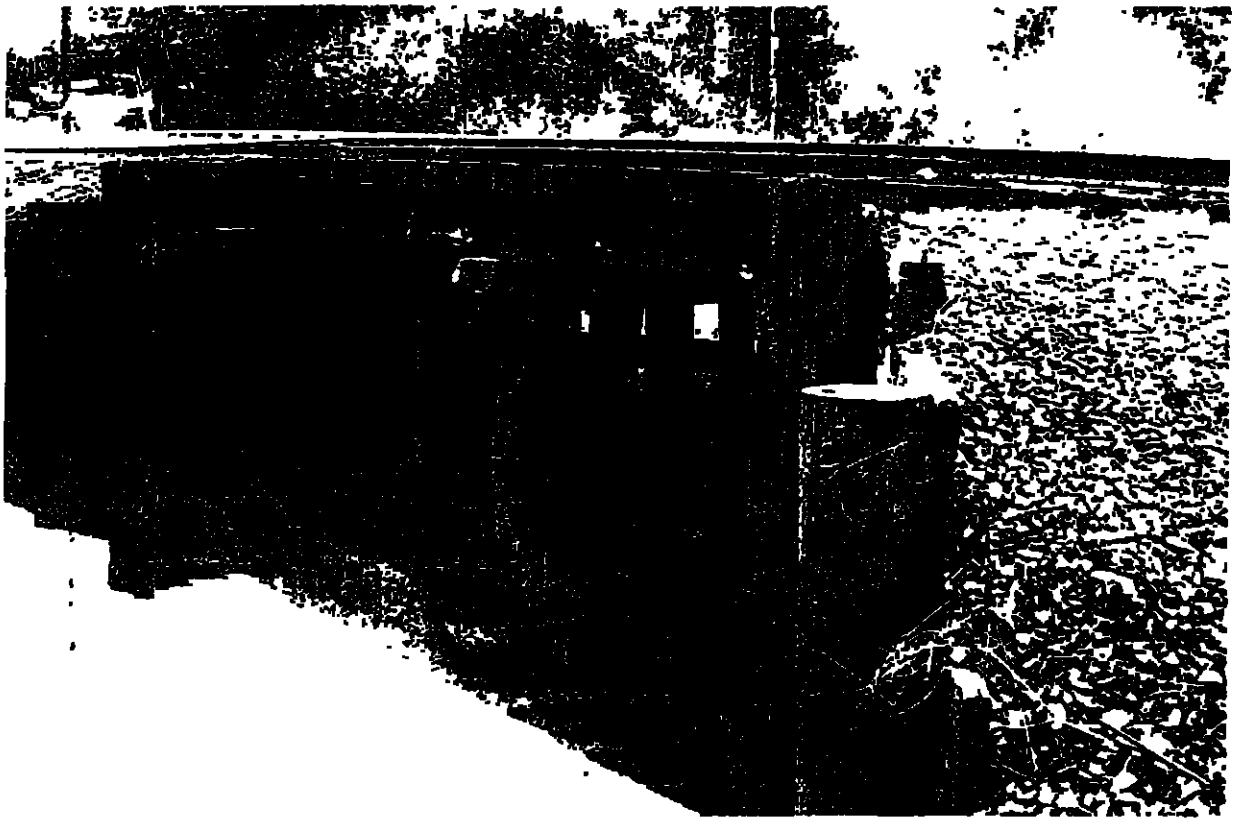
Br # 776.56

Stringers Lay Spaced, Bridge on Curve





Central Oregon & Pacific Railroad



Bridge 777.03

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 777.03

MILEPOST 777 03 — SECTION# 1

TYPE ODPT — LOCATION: Hayden, OR

INSPECTION DATE. 11/ 7/2005 — INSPECTOR K. Trickle

Findings:

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - OK
Approaches- Low

Tidal zone (marine borer activity)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 2	2	RAILROAD	Add ballast and tamp up both approaches
2	1 1	3	OSMOSE	Install marine wrap on - Bent 1 - Bent 2 - Bent 3

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 ~~19~~ 2005

Owner CORP Reg/Div Bridge No 77703

~~Dist/Sub~~/Branch COOS BAY

Location HAYDEN, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	5		7							H₂O tidal					35
2	5	2	8	D/P	OK					H₂O tidal					40
3	5		7							H₂O tidal					35
															110
										TIES - OK					
										GUARD TIMBER - OK					
										HEADWALLS - OK WINGWALLS - OK					
										APPROACHES - LOW (#2)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

SIGNED KT

CORP003614

Central Oregon & Pacific Railroad



Bridge 779.80

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 779.80

MILEPOST 779 80	SECTION# 1
TYPE ODPT	LOCATION: Coquille OR
INSPECTION DATE: 11/7/2005	INSPECTOR: K Trickle

Findings:

Span 1
- Stringer 2 - Reject
- Stringer 3 - Visual Reject
- Stringer 9 - Reject

Span 2
- Stringer 9 - Visual Reject

Span 3
- Stringer 3 - Reject
- Stringer 9 - Visual Reject

Span 4
- Stringer 1 - Reject
- Stringer 8 - Possible Reject

Ties Fair (10 reject, derailment damage)
Guard timber - OK
Headwalls - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 2	3	OSMOSE	Replace - Stringer 2 in Span 1 - Stringer 3 in Span 1 - Stringer 9 in Span 1 - Stringer 3 in Span 3 - Stringer 9 in Span 3
2	1 7	4	OSMOSE	Replace - Stringer 9 in Span 2 - Stringer 1 in Span 4
3	1 6	4	OSMOSE	Spot replace 10 bndge ties
4	1 5	4	RAILROAD	Add ballast and lamp up both approaches
5	1 4	5	RAILROAD	Monitor - Stringer 8 in Span 4

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 ~~19~~ 2005

Owner CORP Reg/Div. Bridge No 779.80

Dist/Sub/Branch Coos Bay

Location Coquille, Or

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	M	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5		2		S	OK.									10
2	5		7		S	OK				H2O					35
3	5		8		S	OK				H2O					40
4	5		8		S	OK		•		H2O					40
5	5		1		S	OK									5
															130
							TIES - Fair			(DERAILMENT - 10X)					
							ABS - LDW								
							HI. WALLS - OK								
							G. Timb - OK								

SYMBOLS All Borings in Inches and Fractions to nearest ⅛"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

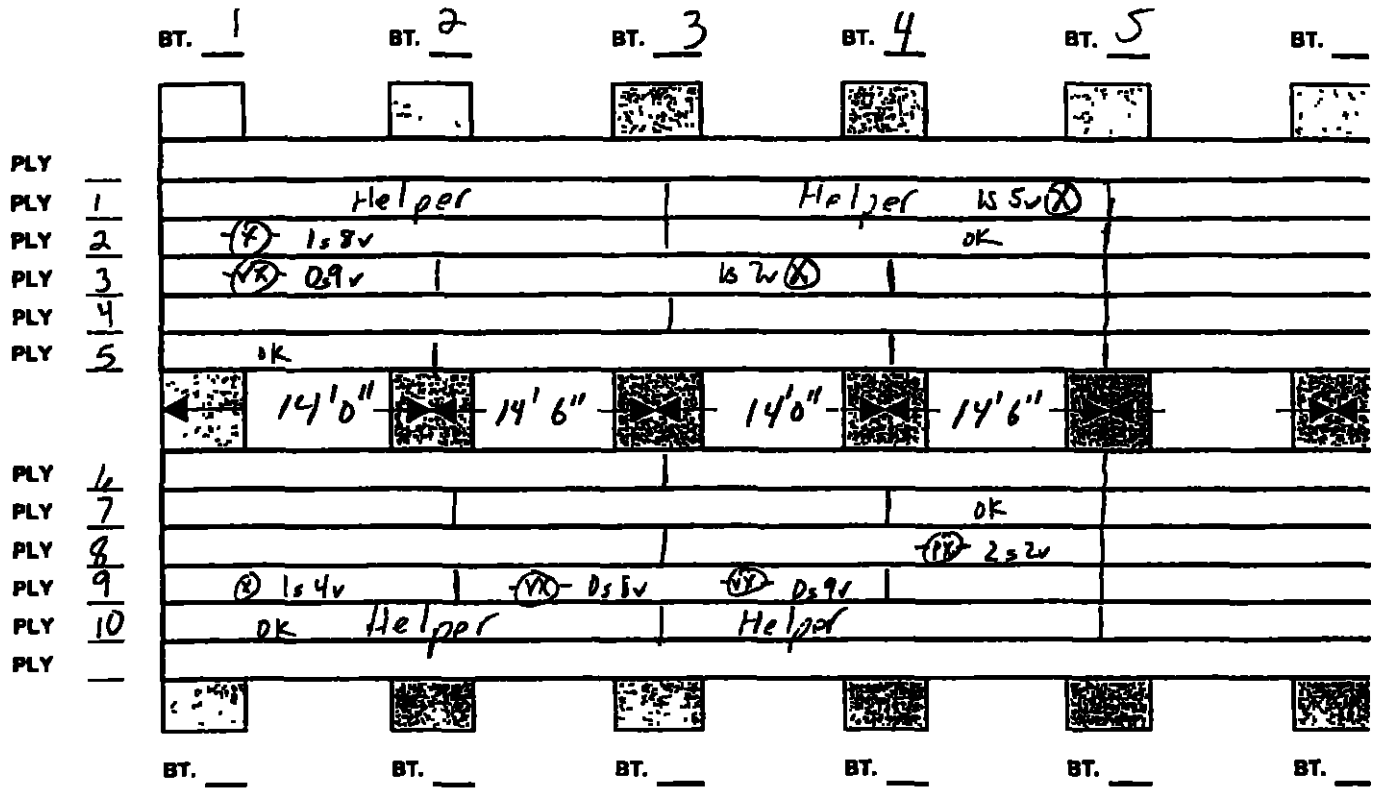
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

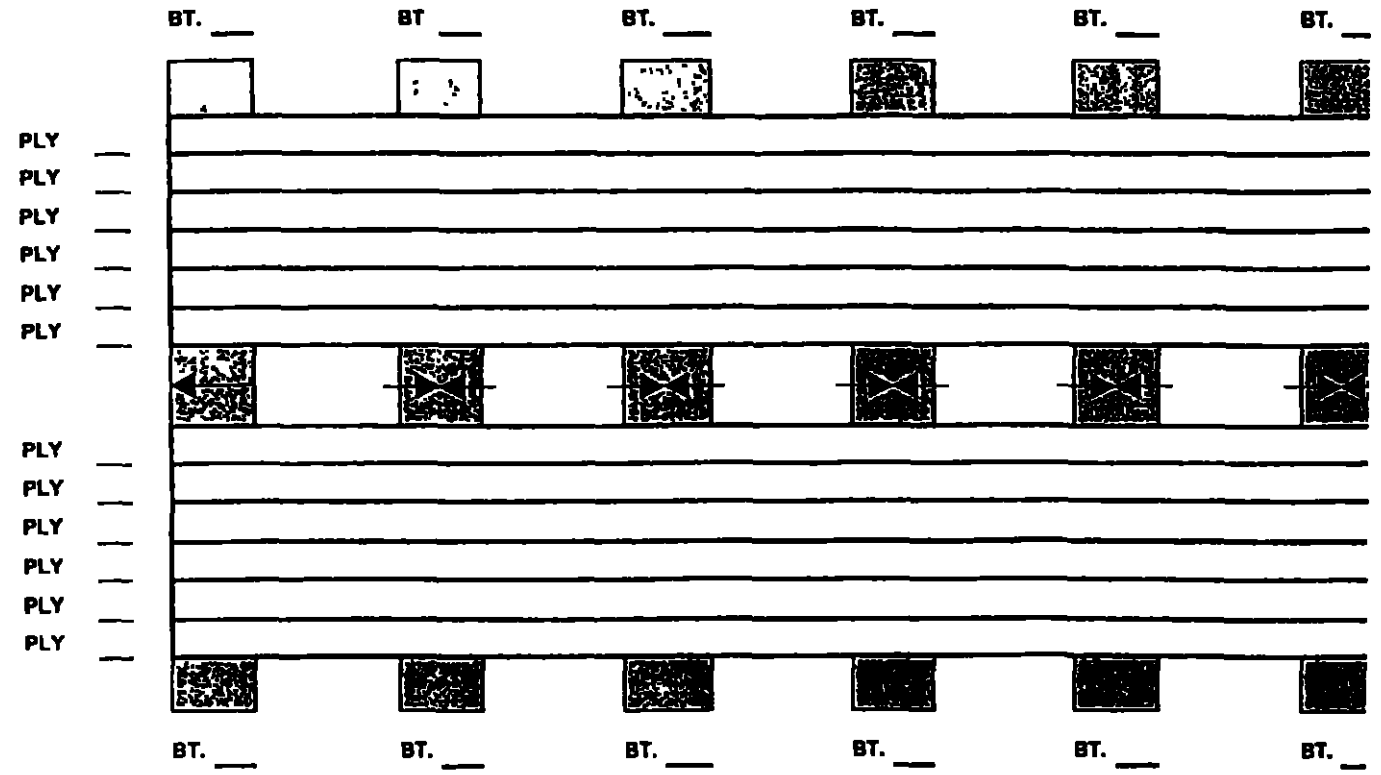
SIGNED KT

CORP003617

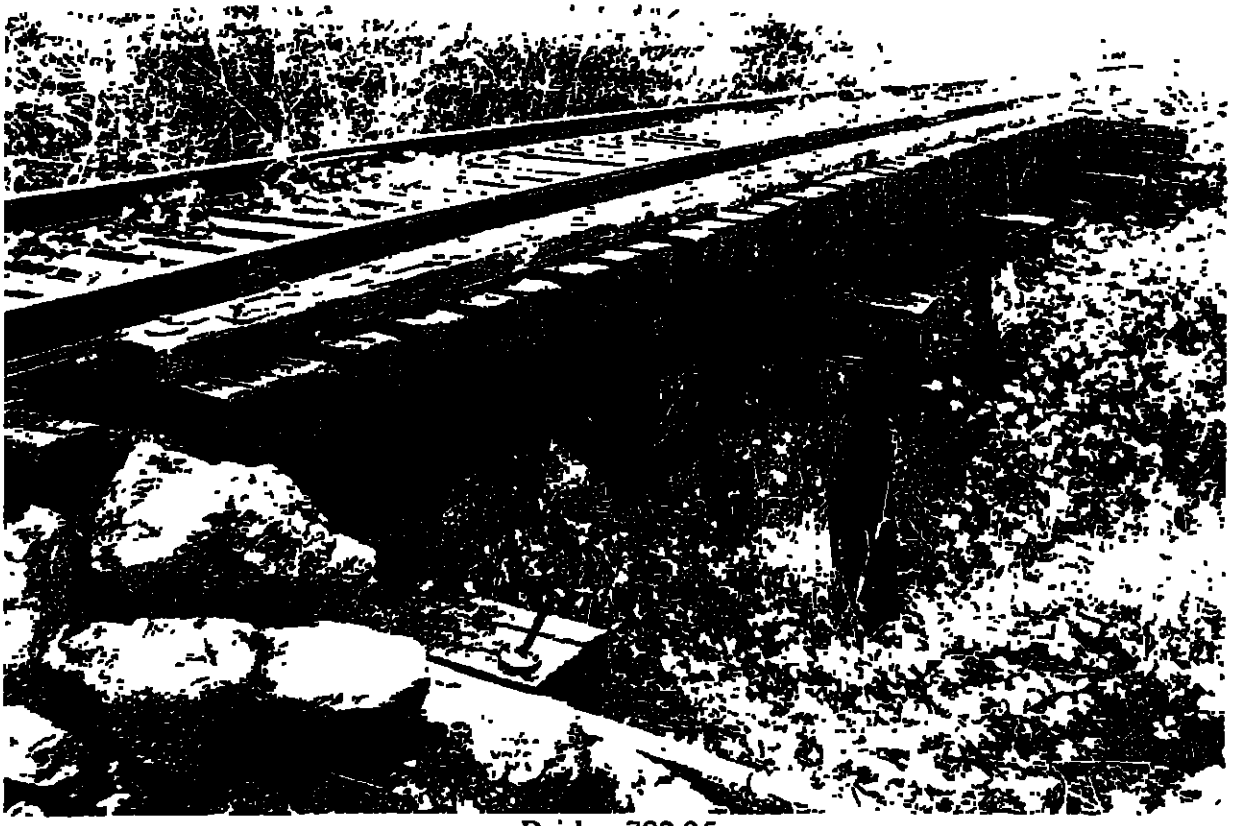
Br # 779.80 10 stringers Packed

String





Central Oregon & Pacific Railroad



Bridge 782.35

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 782.35

MILEPOST 782 35	SECTION# 1
TYPE: ODPT	LOCATION: Coquille, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR K Trickle

Findings:

Bent 2
Poor parting lines of stringers 5 & 7 (only on cap 1 1/2")
Cap - Possible Reject (minor crushing under chord 2)
North Sway Brace - Reject

Span 1
Stringer 4 - Reject

Span 2
Stringer 4 - Possible Reject

Span 3
Stringer 3 - Reject

Ties - OK (4 reject)
Guard timber - OK (2 sections, reject)
Headwalls - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 8	2	RAILROAD	Add ballast and tamp up both approaches.
2	1 7	3	OSMOSE	For better bearing of Stringers - Scab Cap or Pull Bent 2
3	1 10	4	OSMOSE	Replace. - 2 sections of guard timber
4	1 9	4	OSMOSE	Spot replace 4 bridge ties.
5	1 5	4	OSMOSE	Replace: - Cap on Bent 2 (very minor crushing under chord 2)
6	1 3	4	OSMOSE	Replace: - Stringer 4 in Span 1 - Stringer 3 in Span 3
7	1.2	4	OSMOSE	Replace. - North Sway Brace on Bent 2
8	1 4	5	RAILROAD	Monitor - Stringer 4 in Span 2

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 19 2005

Owner CORP Reg./Div _____ Bridge No 782.35

~~Dist./Sub~~/Branch Coos BAY

Location COQUILLE, OR

Type. (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 38

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GAL TR.	PP	LIN FT PILING
1	5		1		S-OK										5
2	5		8		S-OK					H2O 26' Poor parting lines STR ST-7 Only on 1&4 c					
				PX	CAP-Minor Crushing chord 2					N. SWAY - Reject (X)					
															40
3	5		7		S-OK					H2O 26'					35
4	5	2	1	D/P	2	2									5
															85
					H. WALLS - Fair										
					STRS - FAIR										
					TIES - OK HX										
					APPS - Low (#2)										
					G. timb - OK					2 feet. (X)					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drill Pin
G/L — Groundline Area

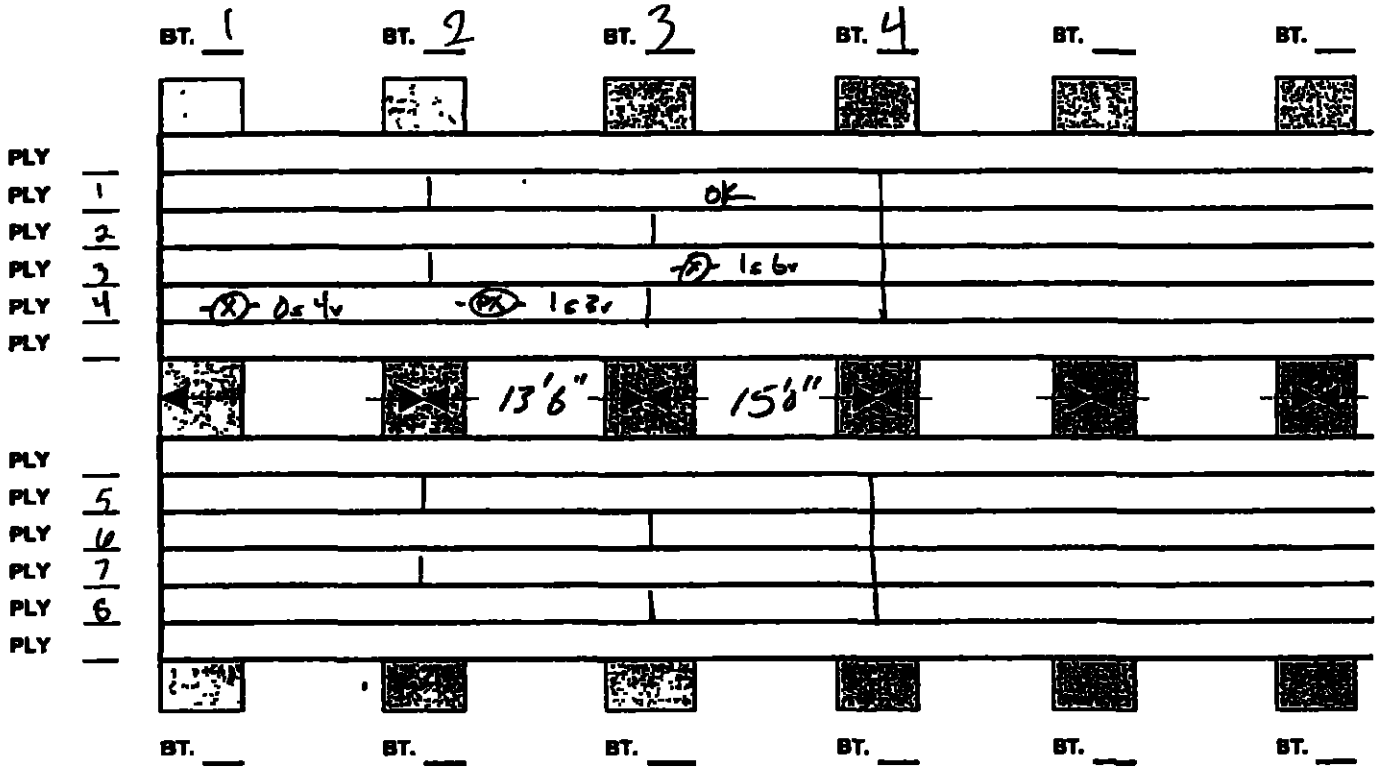
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

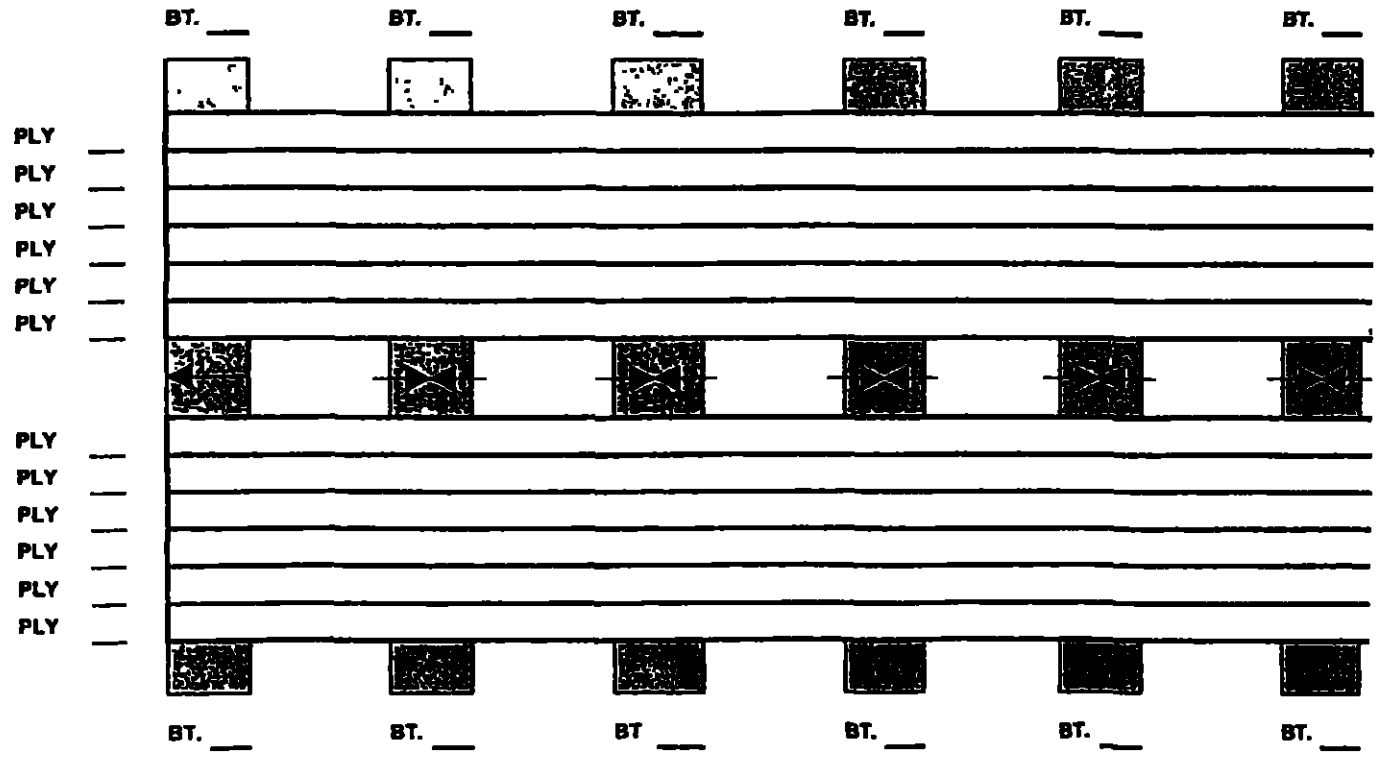
SIGNED KT

CORP003621

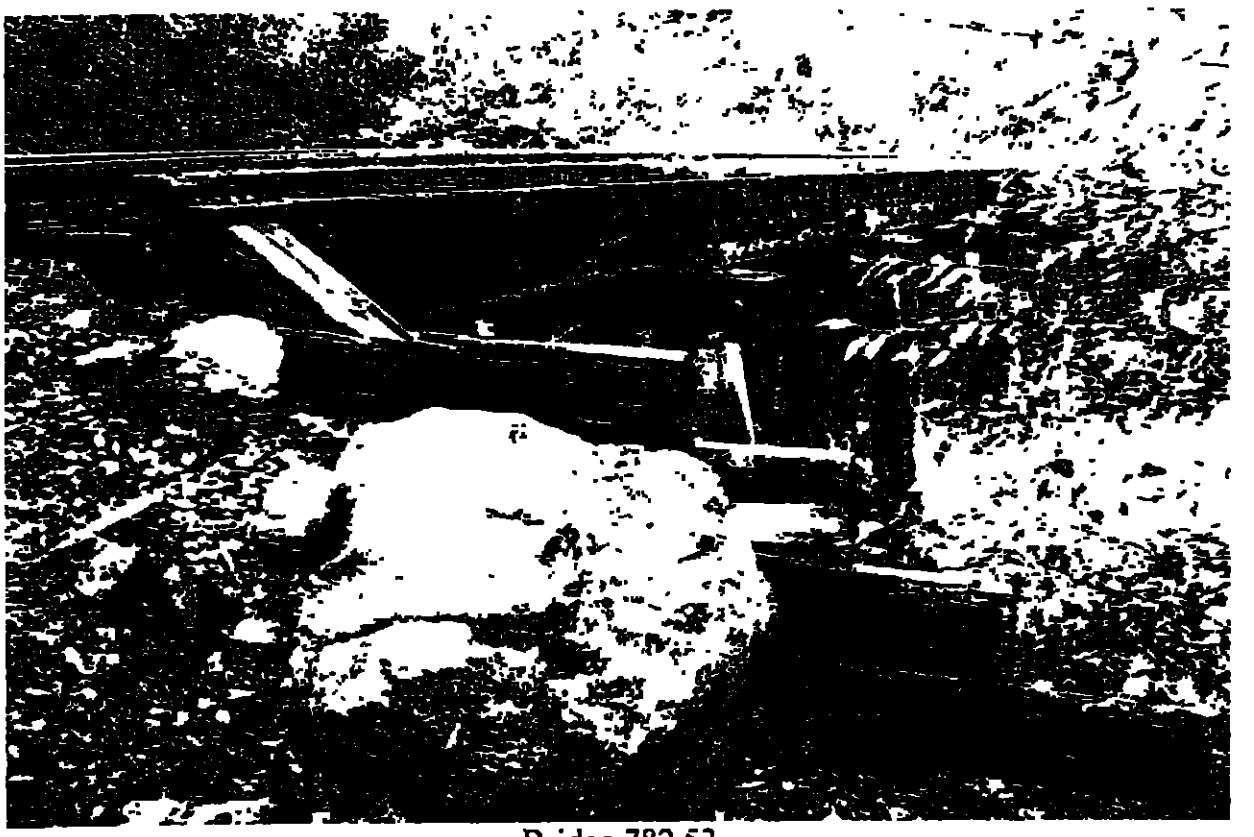
Br# 782.35 Stringers Lay Spacer

Stringe





Central Oregon & Pacific Railroad



Bridge 782.53

Central Oregon & Pacific Railroad

LINE. Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 782.53

MILEPOST 782 53	SECTION# 1
TYPE ODPT	LOCATION Coquille, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR K Trickle

Findings:

Span 1
- Stringer 1 - Reject
- Stringer 8 - Visual Reject

Span 2
- Stringer 1 - Reject
- Stringer 8 - Reject

Span 4
- Stringer 1 - Reject

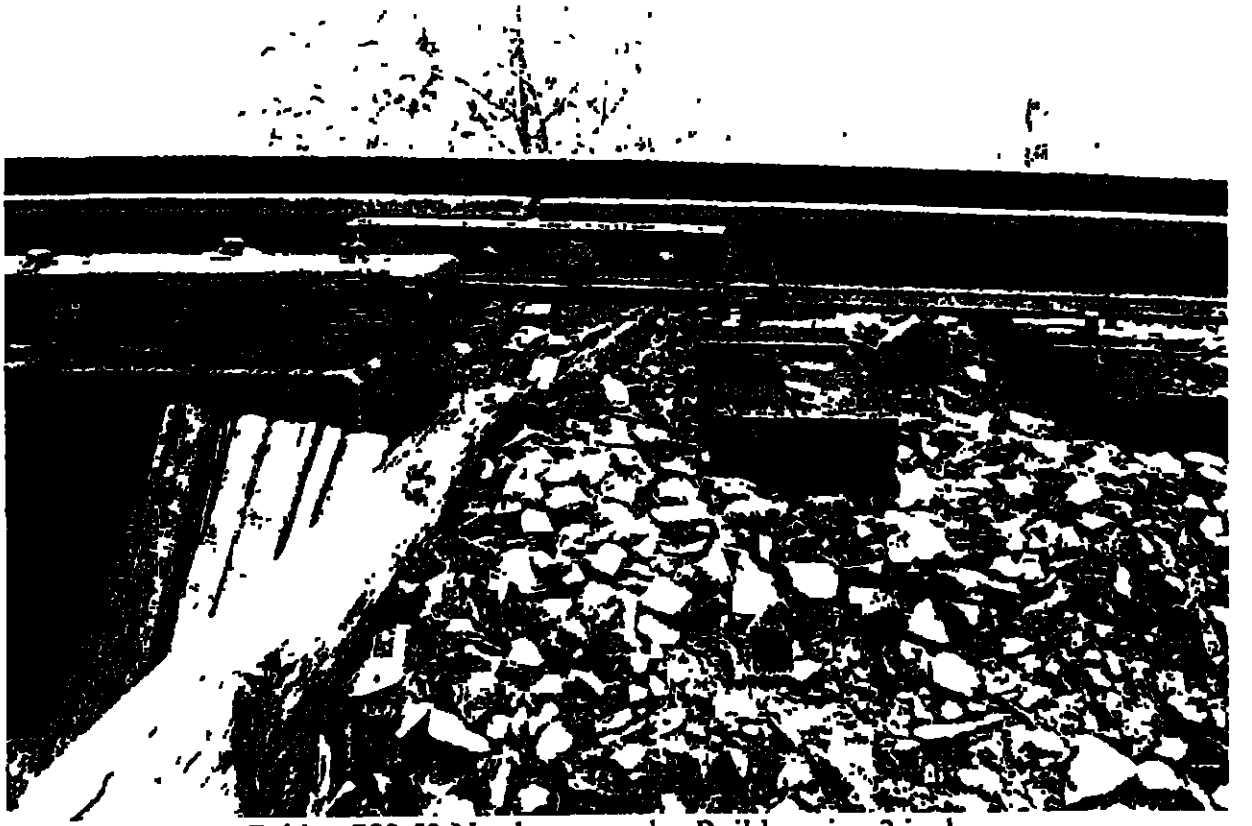
Ties - Fair (plate cut)
Guard timber - OK
North headwall - Poor (top 5 planks, reject)
South Headwall - Fair to poor (pushed South)
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	16	2	RAILROAD	Add ballast and lamp up both approaches
2	15	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 2 - Stringer 8 in Span 2
3	13	3	OSMOSE	Replace - Both headwalls
4	17	4	OSMOSE	Replace - Stringer 1 in Span 4
5	11	4	OSMOSE	In-place preservatively treat piles and caps

Central Oregon & Pacific Railroad



Bridge 782.53 North approach - Rail hanging 2 inches

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 19 2005

Owner CORP Reg/Div — Bridge No 782 53

Dist/Sub/Branch Coos Bay

Location

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) Age 19 38

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5	5	4½	D/P	3	3	2	5		RIP RAP					22½
		1		D/P	3	6	3	6			14½				
2	5		10							H₂O 2 BAD					50
3	5	2	10	5	1½	4½				H₂O	14½				50
4	5	4	9	2	8	2									45
		5		5	2	6	-OK-				14½				
5	5	2	3	1	5½	2½									15
		5		1	OK										182½

TIES - FAIR (PLATE CUT)

GUARD TIMBER - OK APPROACHES - LOW (#2)

NORTH HEADWALL - POOR (TOP 5 PLANKS (X)) (#3)

SOUTH HEADWALL - FAIR TO POOR (PUSHED SOUTH)

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
K — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — OsmoWeld
D/P — Drift Pin
G/L — Groundline Area

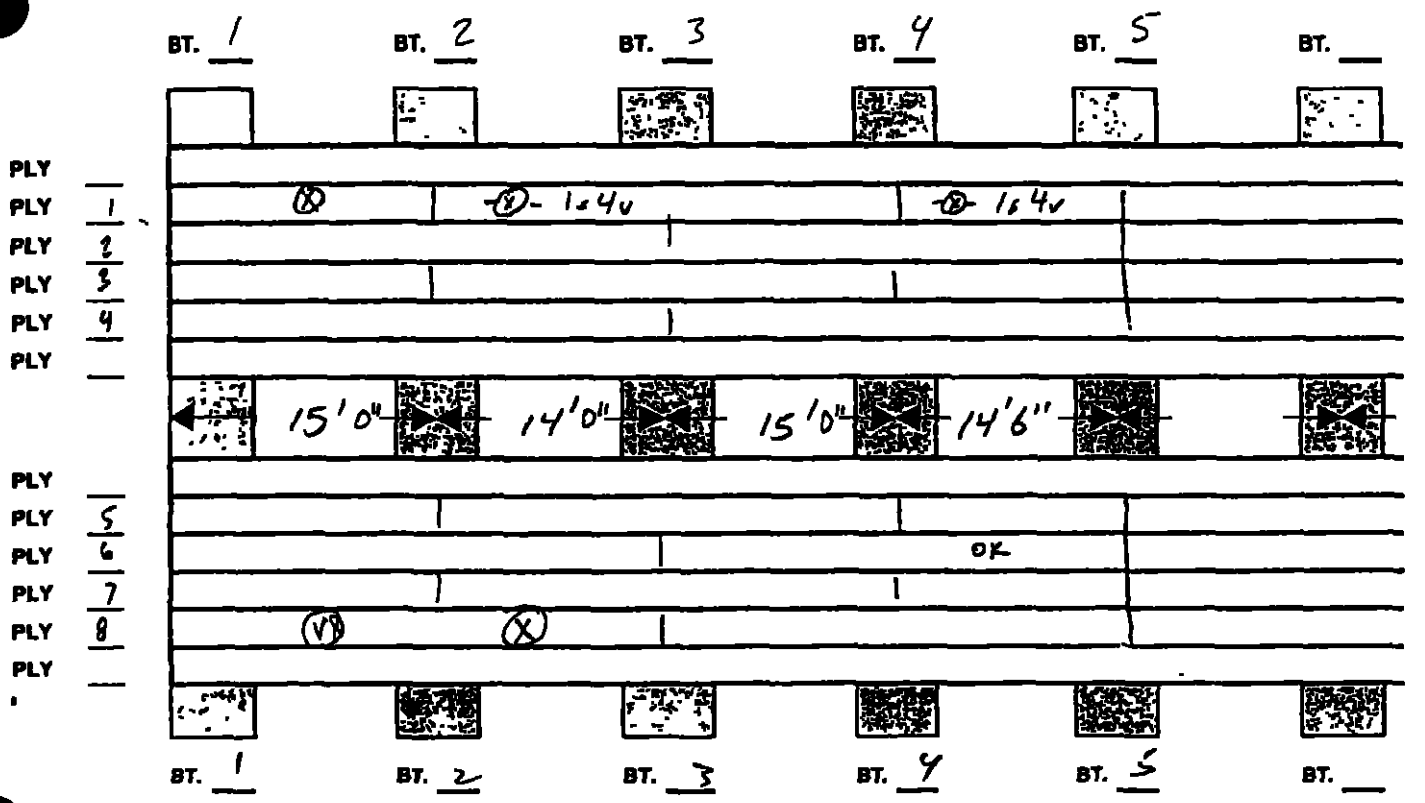
Bents Numbered From (N) S E W
Piling Numbered From N (S) E W
Bent # 1 Is (N) S E W
(Timetable)

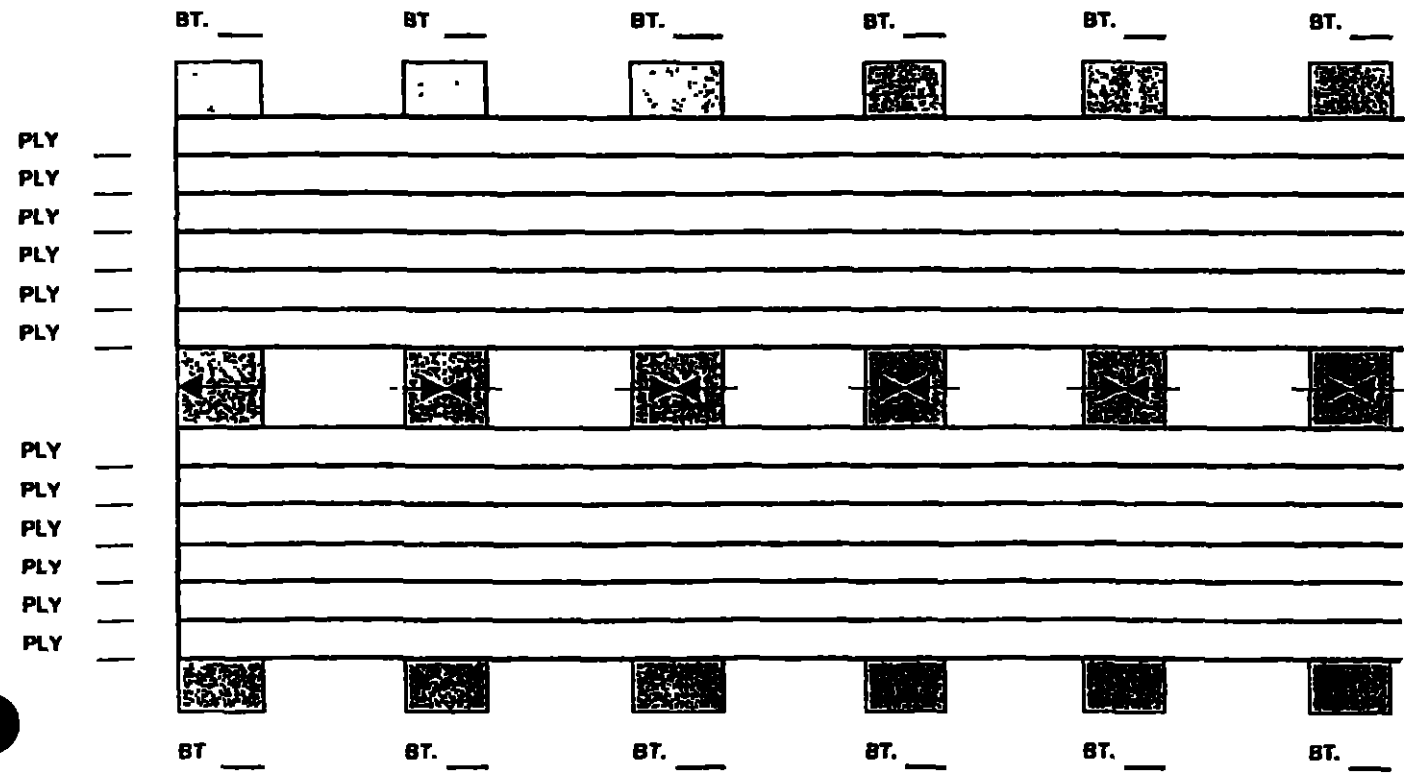
SIGNED KT

CORP003626

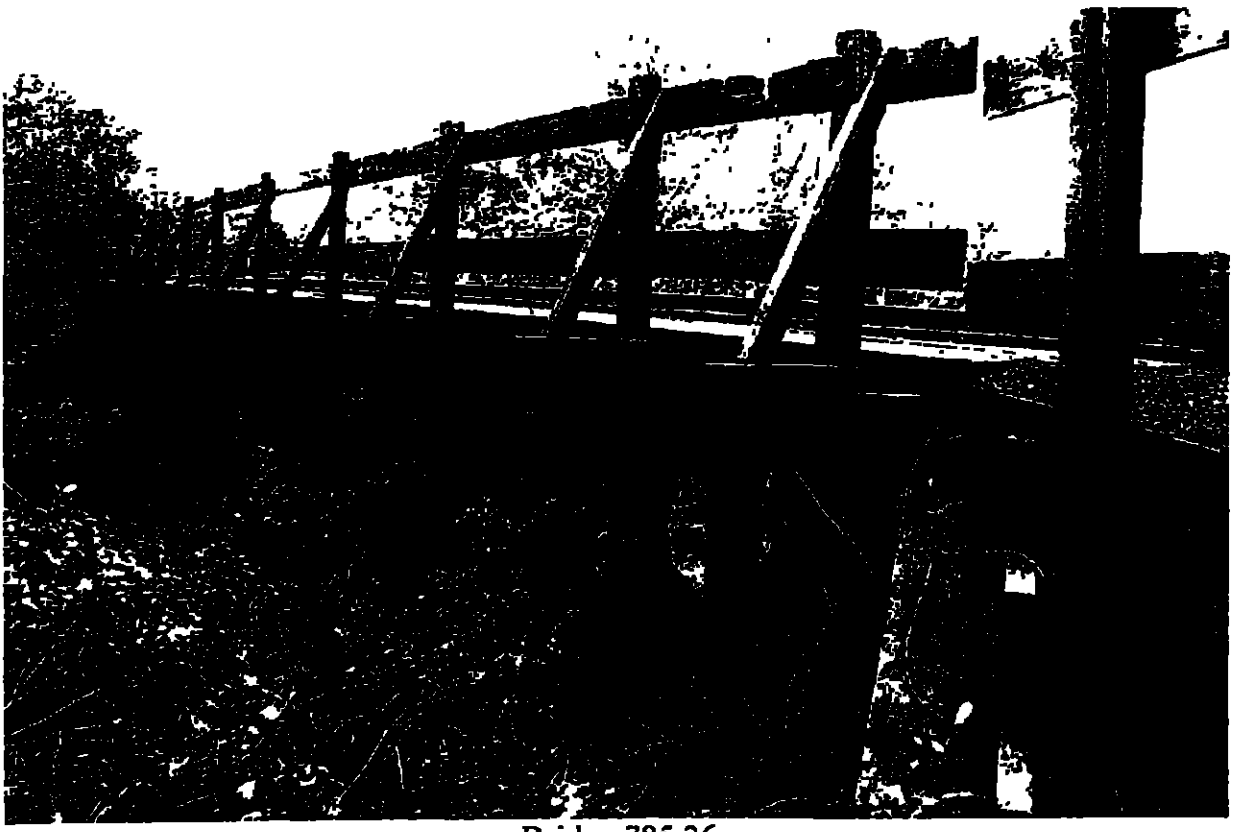
B-# 782.53

Stringer





Central Oregon & Pacific Railroad



Bridge 785.26

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 785.26

MILEPOST 785 26	SECTION# 1
TYPE: ODPT	LOCATION: Coquille, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR K Trickle

Findings:

Bent 2
- Pile 1 - Reject
- Cap - Reject (crushing)

Span 1
- Stringer 2 - Reject
- Stringer 3 - Visual Reject
- Stringer 5 - Visual Reject
- Stringer 6 - Visual Reject
- Stringer 7 - Reject
- Stringer 9 - Reject

Span 2
- Stringer 2 - Reject
- Stringer 5 - Reject
- Stringer 6 - Reject
- Stringer 7 - Reject
- Stringer 8 - Reject
- Stringer 9 - Visual Reject

Span 3
- Stringer 3 - Reject
- Stringer 8 - Reject
- Stringer 8 - Reject

Span 4
- Stringer 3 - Visual Reject
- Stringer 5 - Reject
- Stringer 6 - Visual Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Wingwalls - OK
Approaches - Low
Walkways - OK
Stringers - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	2	OSMOSE	Replace - All Stringers
2	1 3	2	OSMOSE	Replace - Cap on Bent 2 (crushing)
3	1 6	3	RAILROAD	Add ballast and tamp up both approaches
4	1 2	4	OSMOSE	Post - Pile 1 of Bent 2
5	1 1	4	OSMOSE	In-place preservatively treat piles and caps.

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 785.26

MILEPOST 785 26	SECTION# 1
TYPE. ODPT	LOCATION. Coquille. OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR K Trickle

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 7		RAILROAD	5/30/2005	Repaired - Handrails

140 24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 ~~19~~ 2005

Owner CoRP Reg /Div _____ Bridge No 785.26

~~Dist/Sub/Branch~~ Coos Bay

Location Coquille, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age 19 _____

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	GL TR	PP	LIN FT PILING
1	5		1½		S-OK										7½
2	5	1	10		1½	10½				H_2O	3	X			50
		CAP	·	P2	4	5		CRUSHING (14" x 17½" x 12)				Cap-⊗			
3	5		12	H_2O	OK					H_2O					60
4	5		12		S-OK					2 BB H_2O					60
5	5	CAP	3	P3	OK										15
															198
										TIES - OK					
										GUARD TIMBER - OK					
										HEADWALLS - OK		APPROACHES - Low #3			
										WINGWALLS - OK					
										WALKWAYS - OK					
										HAND RAILS - OK					

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
D/P — Drift Pin
G/L — Groundline Area

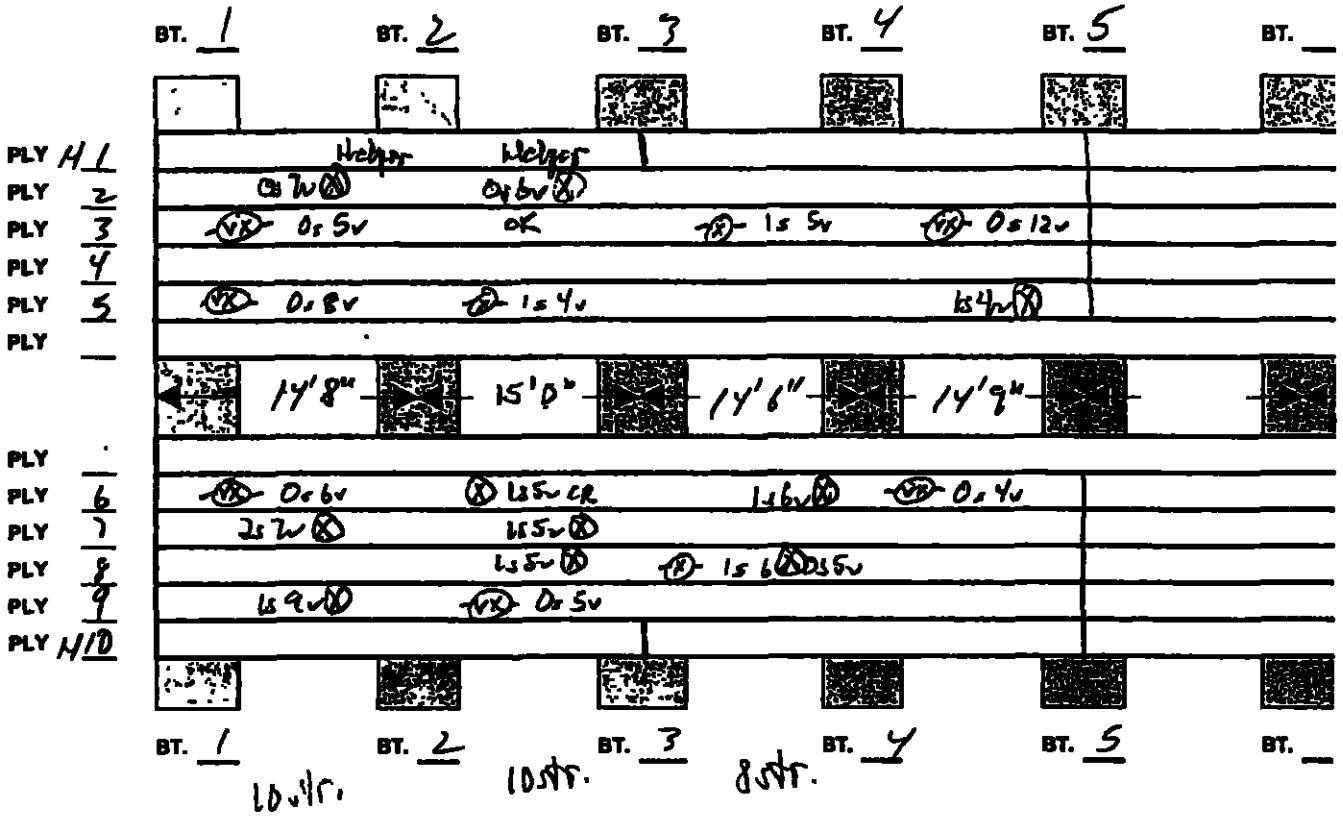
Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 Is (N) S E W
(Timetable)

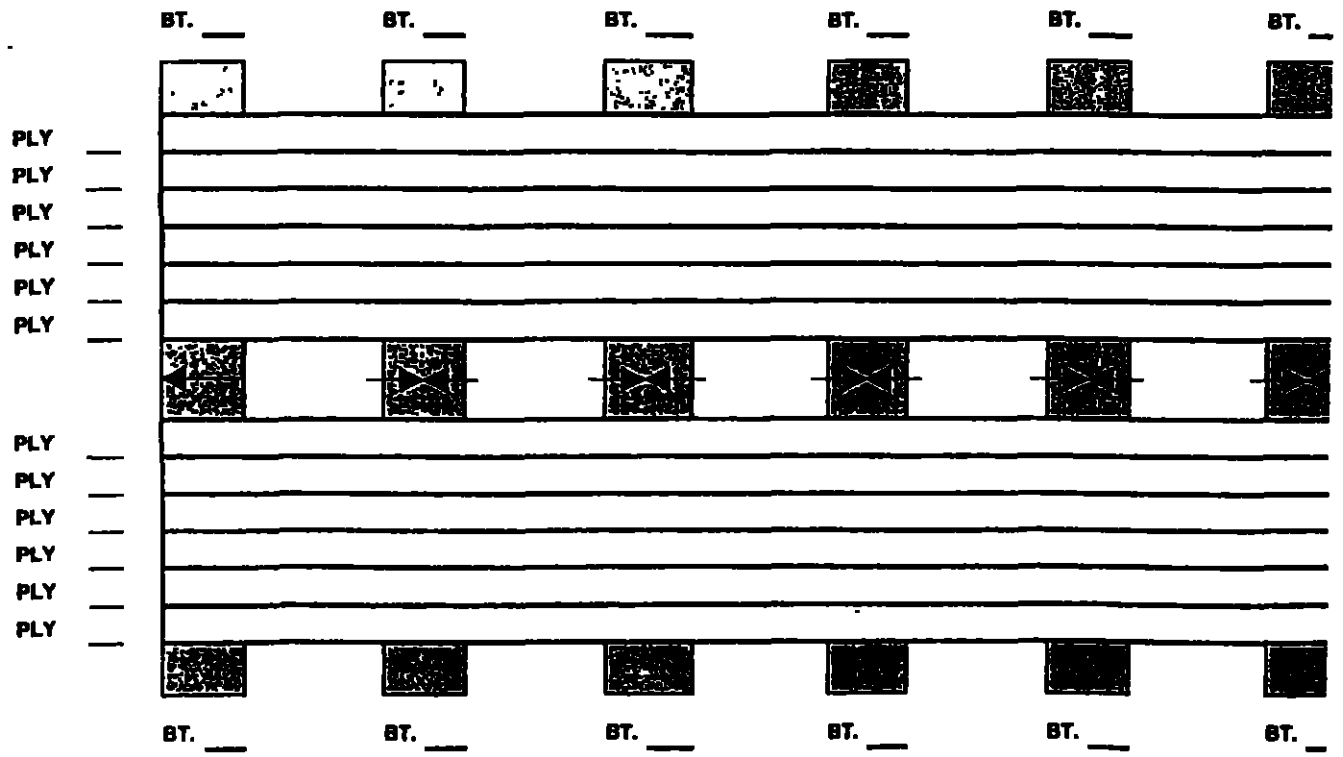
SIGNED KT

CORP003631

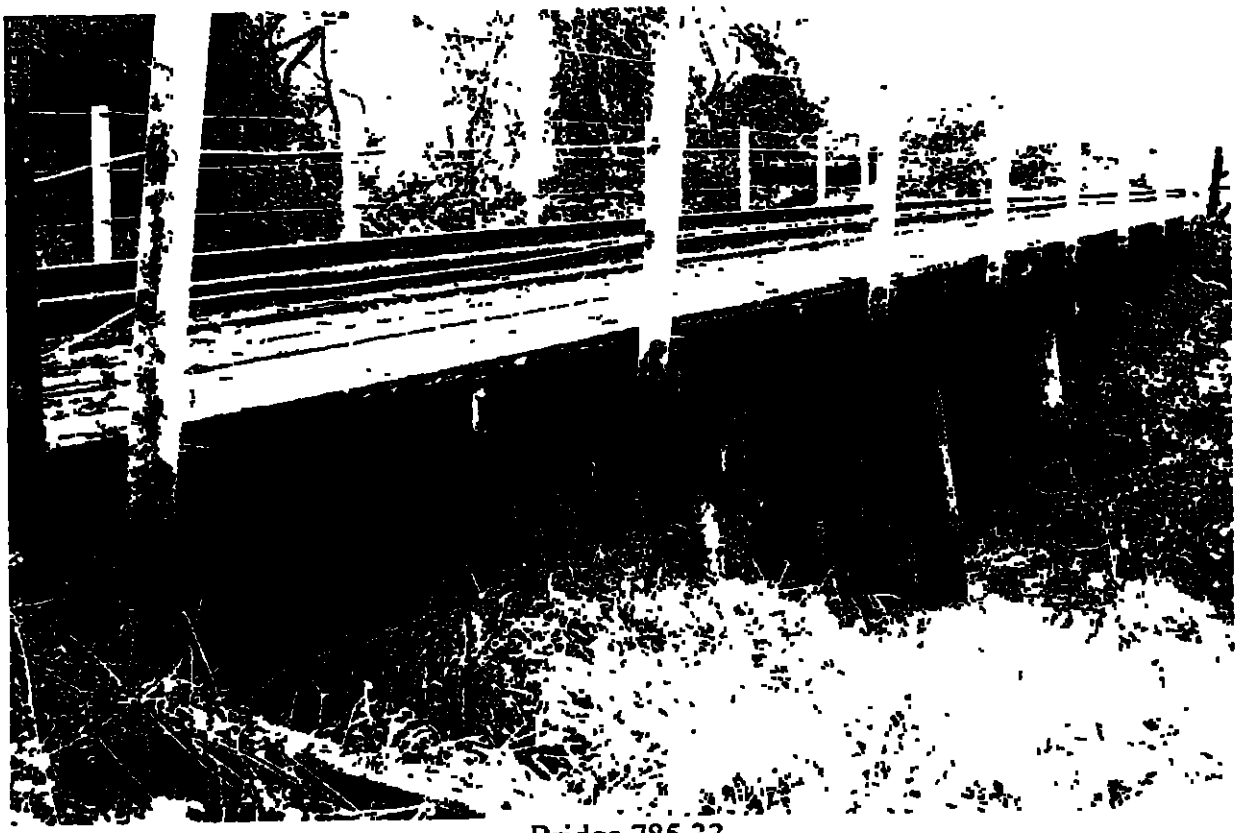
Br# 785.26 Stringer Lay Spaced (On Curve) Strin

8½"X17½"





Central Oregon & Pacific Railroad



Bridge 785.33

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 785.33

MILEPOST 785 33	SECTION# 1
TYPE ODPT	LOCATION: Couquille, OR
INSPECTION DATE 11/ 7/2005	INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 4 - Possible Reject

Ties - OK
Guard timber - OK
Headwalls - OK
Approaches - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 4	3	RAILROAD	Add ballast and tamp up both approaches.
2	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
3	1 2	5	RAILROAD	Monitor - Pile 4 of Bent 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.5		RAILROAD	5/30/2005	Repaired - Handrails

140.24b

OSMOSE WOOD PRESERVING, INC.

SHEET 1 of 1 SHEETS

RAILROAD BRIDGE DIVISION
BORING RECORD

Date 11-7 ~~-19-~~ 2005

Owner CORP Reg/Div _____ Bridge No 785.33

~~Dist/Sub~~(Branch) Coos BAY

Location COUQUILLE, OR

Type (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____ Age in 38

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA	PX OR X	G/L TR	PP	LIN FT PILING
1	5		1		5-OK										5
2	5	4	10	6	3½	6	2	8		H_2O 16'	14	PX			50
3	5	2	10	7	4	1½				H_2O 16'					50
4	5		1½		5-OK										7½
5	5	CN	½	P4	OK										2½
															115
							TIES-OK								
							HWALLS-OK								
							APPS-Low (#3)								
							6 timb-OK								
							WALKWAYS-OK								

SYMBOLS All Borings in Inches and Fractions to nearest ¼"

H — Heart
X — Reject
V — Void
SR — Shell Rot
RS — Ring Separation
DP — Decay Ring
DP — Decay Pocket
PP — Previously Posted
PX — Possible Reject
ST — Shell Thickness
P/W — Heavy Duty Pile Wrap
O/W — Osmofield
D/P — Drift Pin
G/L — Groundline Area

Bents Numbered From (N) S E W
Piling Numbered From N S (E) W
Bent # 1 is (N) S E W
(Timetable)

SIGNED KT

CORP003635

TERMINOLOGY

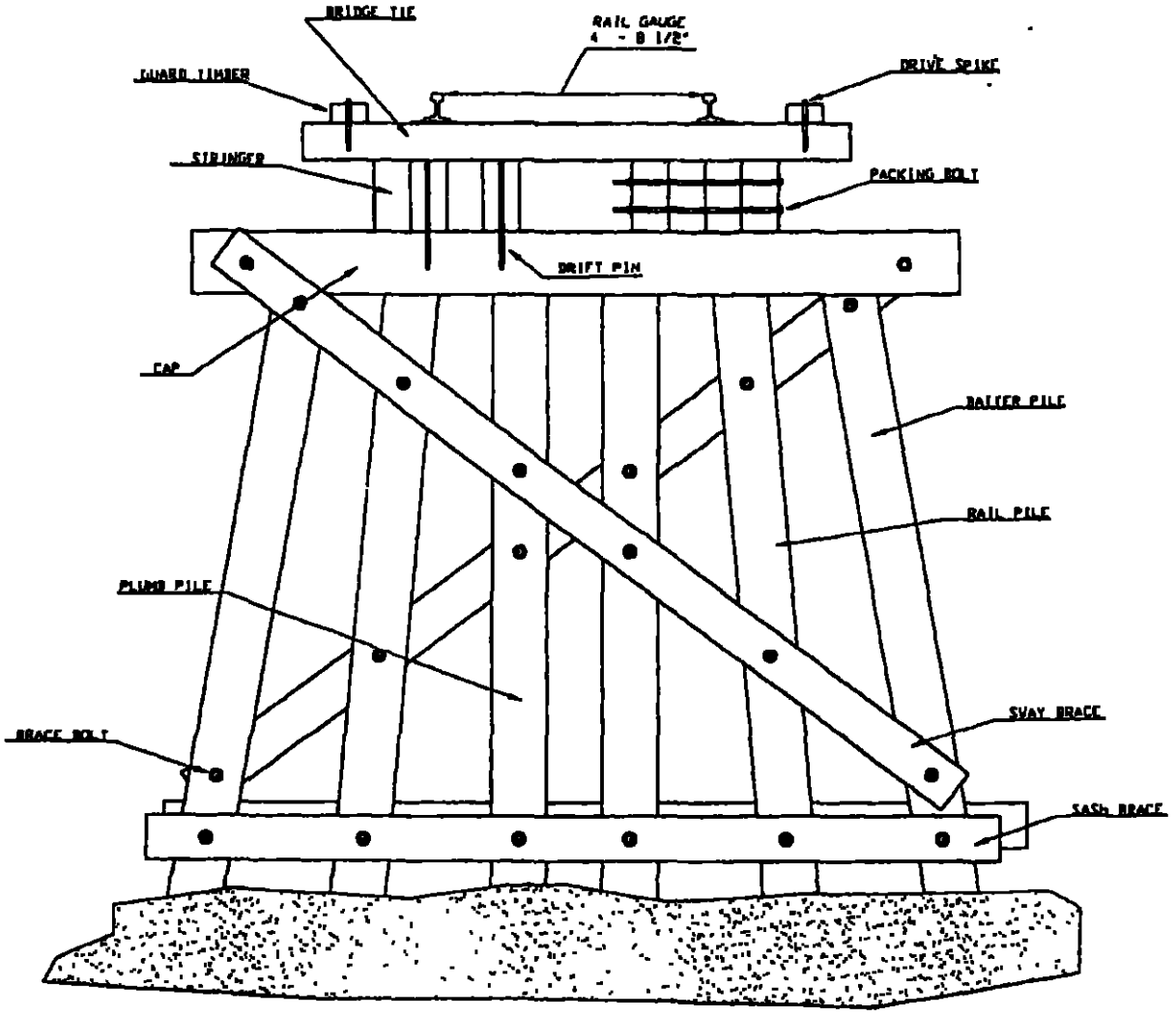
Bent	A supporting unit of a trestle made up of vertical members connected at the top by a cap
Dump Bent	The end bent of a bridge There is usually a retaining wall or backwall next to the dump bent
Cap	The top, horizontal member of a bent It holds the vertical members in their proper place and distributes the superstructure load to them
Defer Treatment	Bridge timbers that do not contain enough decay at this time to warrant treatment, but should be considered for re-cruising in 5-10 years.
Drift	Brush, logs and other debris carried by high water If it accumulates against a bridge, it should be removed to reduce fire hazards and pressure against the bridge.
Groundline (G/L)	In bridge piling, the portion from 2-3 feet below the ground level to 1-2 feet above An area where rapid decay growth can take place.
Longitudinal Bracing (Santa Fe)	Horizontal structural members which span from bent to bent and are usually fastened to a sash brace near the top of the piles or posts.
Girt Bracing	A horizontal member which spans from bent to bent and is usually fastened above the sash brace, normally 11 to 15 feet down from the cap.
Pile (P)	A vertical structure member that has been driven into the ground
Possible Reject (PX)	Refers to members not decayed or damaged sufficiently to be classified as rejects, but are deteriorated enough to be considered for replacement.
Post (Posting)	Replace a defective portion of a pile with a new section
Reject (X)	A member that is severely decayed or damaged.
Riprap	Large stones, boulders, blocks of concrete, etc. placed around piles or piers to prevent scour
Sash Brace	Horizontal member fastened to piles or posts of a bent to provide rigidity
Sway Brace	Diagonal member fastened to piles or posts of a bent to provide rigidity
Sill	Horizontal member supporting the posts of the bent

EXPLANATION OF COLUMN HEADINGS

COLUMN HEADINGS	*EXPLANATION*
BRIDGE	Bridge Number
LOCATION	Nearest town
MILE POST	Mile Post number (or same as bridge number if not stated)
BENTS	Number of bents in structure
PIERS	Number of timber piers in structure.
SUBJ	Y - Candidate for inspection & in-place treatment or retreatment. R - Recommended for replacement D - In-place treatment can be delayed N/C - Not Cruised.
MAX HGT	Maximum height of bridge piling
TYPE	BDPT - Ballast Deck Pile Trestle BDFT - Ballast Deck Frame Trestle ODPT - Open Deck Pile Trestle ODFT - Open Deck Frame Trestle OHH - Overhead Highway
CRSD	Letter designation of inspector followed by year of cruising
PLNG YR	Year that bridge was constructed.
DATE COMP	Completed date of inspection & in-place treatment, if applicable
PLNG A DK	The actual percent of piling with internal decay Derived from inspection & in-place treatment
PLNG E DK	Estimated percent of piling with internal decay Derived at time of cruising
PLNG A X	The actual percent of piling classified as "Reject" Derived from inspection & in-place treatment
PLNG E X	Estimated percent of piling classified as "Reject" Derived at time of cruising
PLNG A GL	Actual number of piling with external groundline decay Derived from inspection & in-place treatment
PLNG E GL	Estimated number of piling with external decay at groundline Derived at time of cruising.
STR SPANS	Number of timber stringer spans in structure
STR DATA	Stringer data Y: Recommend stringers to be inspected and in-place treated Omit: Omit stringers. TR 1990 The year stringers were inspected and in-place treated
ACC	Osmose vehicle needed to access bridge.
REMARKS	Additional information noted

Osmose Railroad Services, Inc.

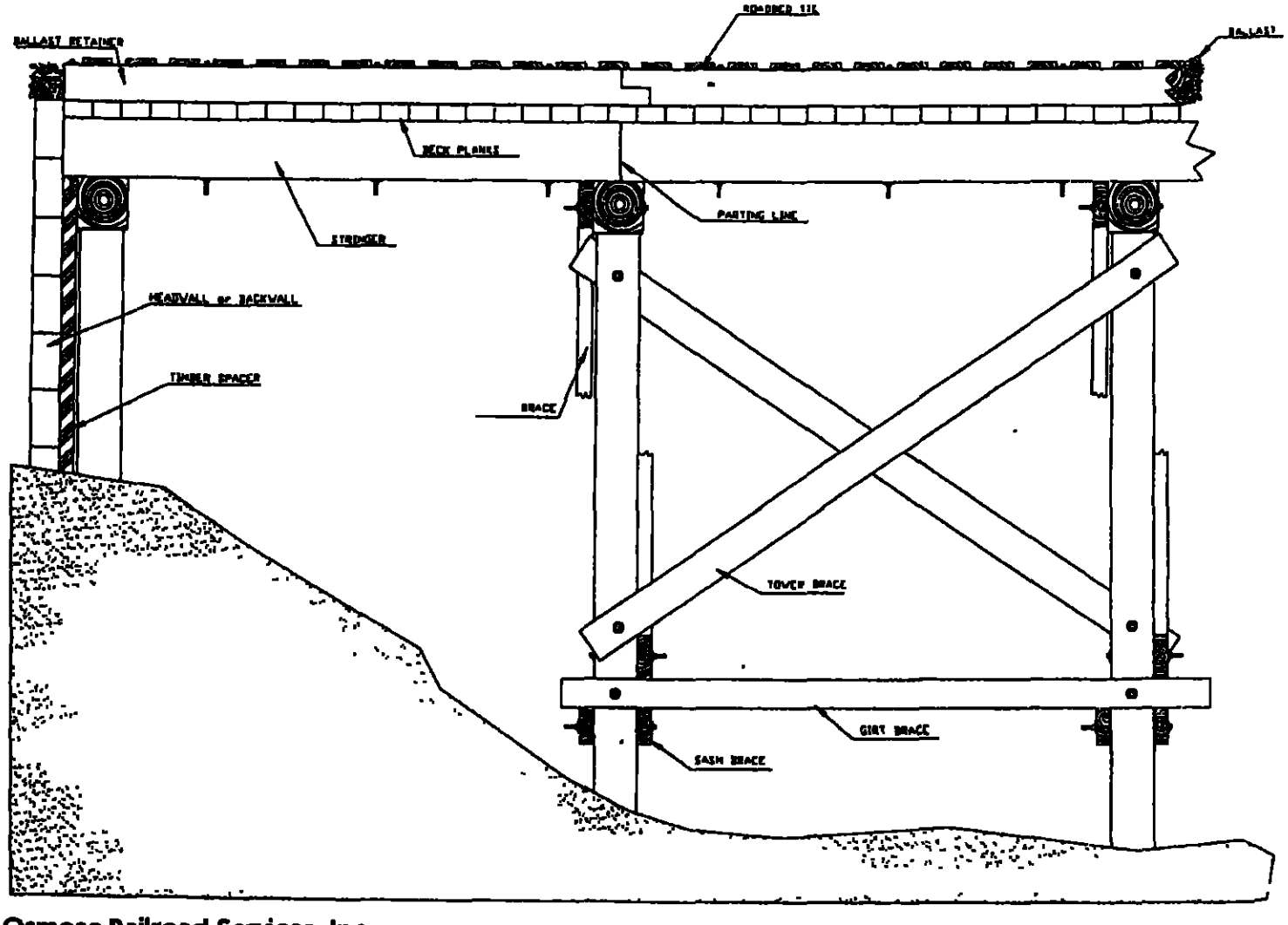
Timber Pile Bent Schematic



Osmose Railroad Services, Inc.

CORP003638

Ballast Deck Bridge Profile

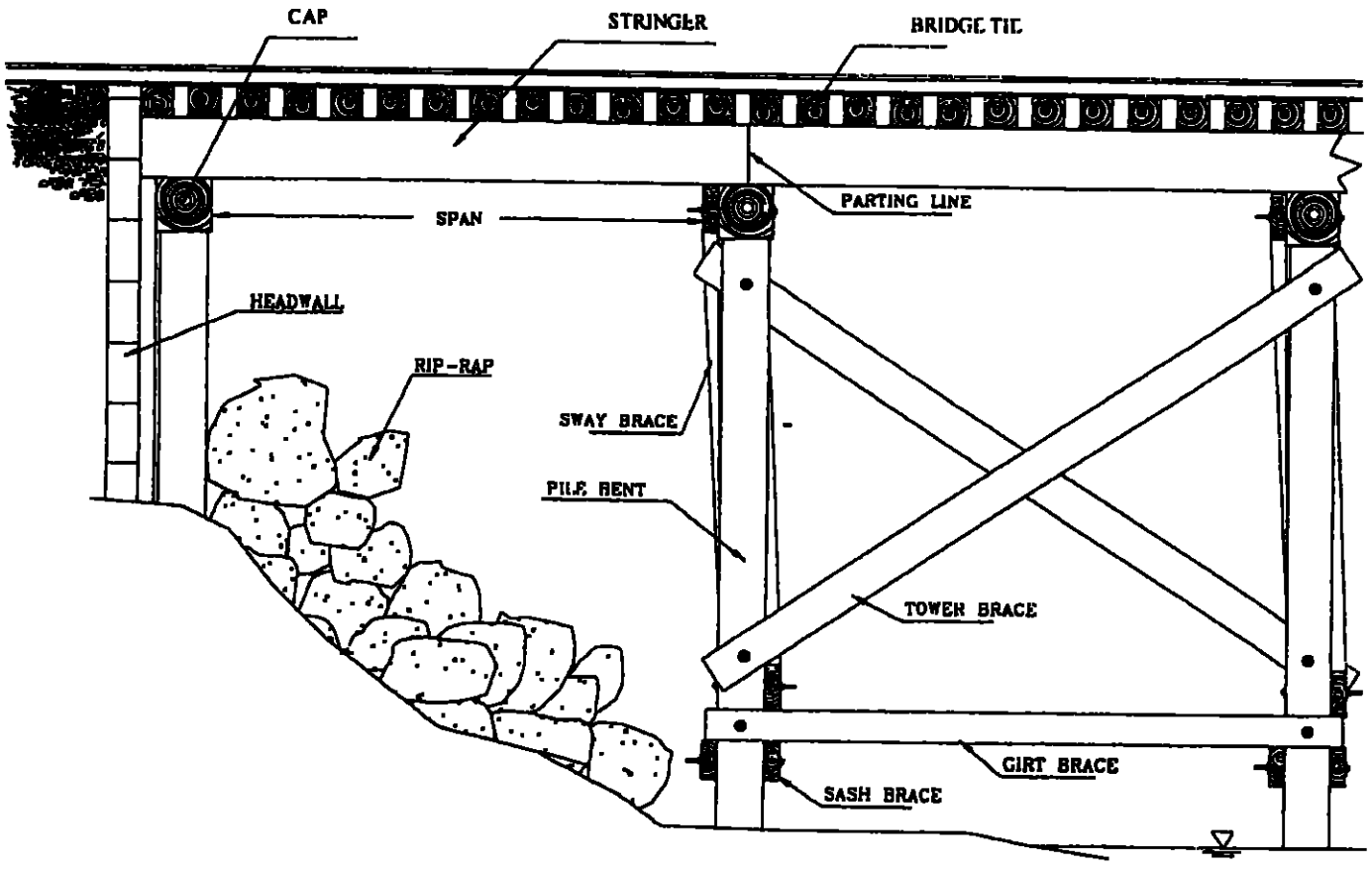


Osmose Railroad Services, Inc.

CORP003639

BRIDGE DIAGRAM

OPEN DECK PILE TRESTLE



Osmose Railroad Services, Inc.

CORP003640

Bridge Terminology - Steel and Concrete Structures

Structural Crack
A crack that has progressed in magnitude, either in width, depth, or both, to the point that the structural integrity of the member is in jeopardy

Surface Crack
A crack that extends only a few inches into the member, but not of sufficient magnitude to be of immediate concern Without repair, though, a surface crack could progress into a structural crack

Settlement Crack
A crack in a structure caused by differential settlement, or movement of various portions of the substructure Repairs to these cracks should not be performed until the settlement problem has been corrected

Working Crack
A structural crack that has divided the member into two or more components in which movement can be detected when load is applied, and could possibly permit differential settlement

Efflorescence
Lime deposits on the surface of concrete caused by water leaching through cracks and porous concrete.

Spalling
General deterioration and breaking up of the surface of the concrete due to age, reactive aggregates, water damage, freeze-thaw action, abrasion, or impact damage

Telescoping Bearing
Bearing plate has beaten down into the concrete or stone bridge seat causing damage to the concrete or stone

Pumping Bearing
Bearing is moving up and down under load

Drift
Brush, logs, and other debris carried by high water The accumulation of drift against a bridge may increase the danger of fire and does increase the lateral load against the bridge substructure

Rip Rap
Large Stones, boulders, blocks of concrete that are properly graded and placed to prevent scour

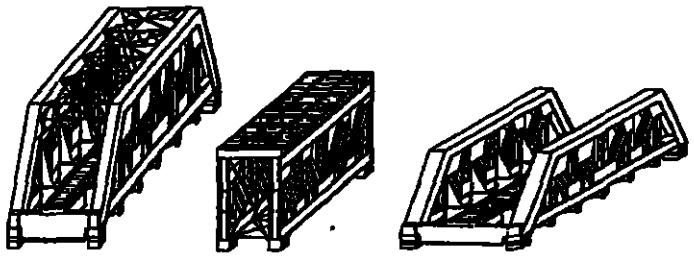
Pack Rust
Corrosion that has occurred between two joined pieces of steel. This corrosion expands and deforms the two adjoining pieces of steel apart

Delamination
Delamination is the separation and flaking off of the grain on a heavy corroded piece of steel Delamination can lead to very heavy section loss to the member because as one section of corroded steel flakes off, it exposes the underlying steel to further corrosion

Surface Corrosion
Surface corrosion is corrosion to just the upper surface of the steel. It is usually minor and in most cases does not result in very heavy section loss

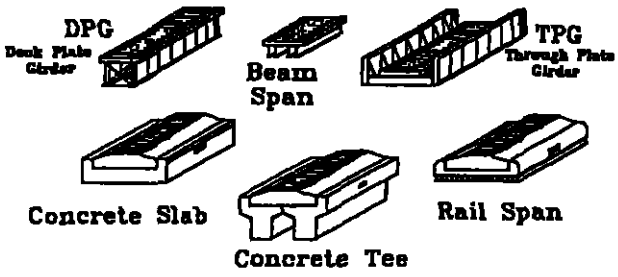
Common Types of Railroad Bridges

TRUSS BRIDGES

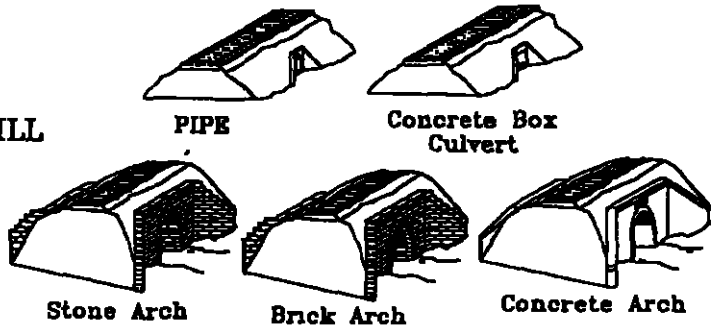


Through Truss | Deck Truss | Pony Truss

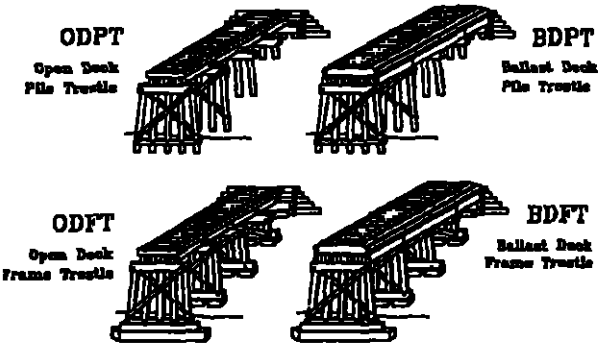
STEEL & CONCRETE BRIDGES



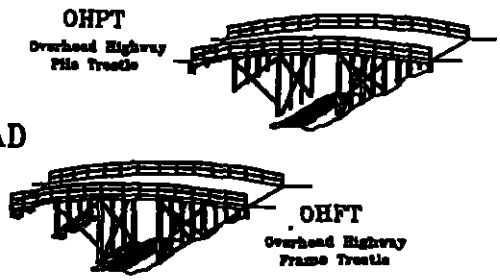
EARTH FILL BRIDGES



TIMBER RAILROAD BRIDGES



TIMBER OVERHEAD BRIDGES



Osmose Railroad Services, Inc.

Final Report

CENTRAL OREGON & PACIFIC RAILROAD, INC.

- 2005 Repair Program -
Roseburg Subdivision & Coos Bay Subdivision

Osmose Railroad Services, Inc.

REPORT

Osmose Railroad Services, Inc.

Scope of Work (continued):

Coos Bay Subdivision
Bridge 662.59 - Veneta, OR
1 Posted out Piles 1 & 5 of Bent 23 at 7 feet
2 Cut down the pile tops and replaced the cap on Bent 23 with an oversized cap

Bridge 691.05, Section 3 - Richardson, OR
1. Cut down the pile tops and replaced the cap and shim on Bent 8 with a new cap and subcap.
2. Posted out Piles 1 & 2 of Bent 8 at 16 feet.

Bridge 696.66 Section 3 - Swisshome, OR
1. Cut down pile tops and replaced cap and shim on Bent 2 with an oversized cap.
2. Replaced all stringers with new timber stringers (One span is 17'-9")

Bridge 742.24 - Reedsport, OR
1 Cut down the pile tops and replaced the cap on Bent 1
2. Posted out Piles 5 & 6 of Bent 4 at 14 feet.
3. Framed out Bent 7 at 12 feet.
4. Surfaced bridge by shimming bents

Bridge 743.97 - Reedsport, OR
1 Framed out Bent 7 at 9 feet.

Bridge 744.24 - Reedsport, OR
1. Cut down the pile tops and replaced the cap on Bent 4
2 Replaced both sway braces on Bent 4

Bridge 756.13 - Hauser, OR
1. Reposted Posts 1, 2 & 3 of Bent 3 at 13 feet.

Additions to the Original Scope of Work:
Per Change Order #1, dated January 20, 2005

Bridge 662.59 - Veneta, OR
1. Eliminated framing out Bent 9. *(in the 2004 program)*

Bridge 735.86 - Reedsport, OR
1. Cut down the pile tops and replaced the cap, shim, and block over Pile 3 of Bent 6 with a double cap.

Bridge 567.19 - Green, OR
1. Removed/repaired damaged walkway and handrail *Damaged walkway and handrail were removed per instructions from Craig Kelsey.*

Due to high water conditions, the following repairs were not completed:
Bridge 446.26 - Central Point, OR
1. Cut down the pile tops and replace the cap on Bent 2 with an oversized cap.
2. Post out Pile 1 of Bent 2 at 10 feet.

PHOTOS

CENTRAL OREGON & PACIFIC RAILROAD, INC.

Roseburg Subdivision



Bridge: 644.10 WYE - New double caps

CENTRAL OREGON & PACIFIC RAILROAD, INC.

Roseburg Subdivision



Bridge: 644.10 WYE - Surface of bridge after installing new double caps

CENTRAL OREGON & PACIFIC RAILROAD, INC.

Coos Bay Subdivision



Bridge: 756.13 - New posts at Bent 3

Osmose

November 27, 2006

Mr John Bullion, Asst. General Manager
CENTRAL OREGON & PACIFIC RAILROAD
333 S E. Mosher
Roseburg, OR 97470

Dear Mr. Bullion:

Thank you for giving Osmose Railroad Services, Inc. the opportunity to perform the structural repairs for the Central Oregon & Pacific Railroad.

Enclosed is our Final Report summarizing the repairs completed at select bridges located on your Roseburg and Coos Bay Subdivisions along with pertinent photographs to illustrate the detail of the repairs performed on these structures. A CD Rom version of this report has also been enclosed for your files and a copy has been sent to Mr. Marc Bader.

Please also note that these repairs were based off of our inspection at your property, therefore, the following pages from our *inspection report* have been updated to reflect the work recently completed at these structures:

- *Inspection Summary*
- *Recommendations by Bridge*
- *Recommendations by Priority*

We are pleased to be of service to the RailAmerica properties and we look forward to working with you on future projects.

Sincerely,

Cathy J. Cremer
Engineering Administrative Assistant

Enclosure
cc: M Bader – RailAmerica
D. Ostby

Osmose Railroad Services, Inc
4546 Tompkins Drive • PO Box 8276 • Madison, WI 53708-8276
608-221-2292 • 800-356-5952 • Fax 608-221-0618

Final Report

CENTRAL OREGON & PACIFIC RAILROAD, INC.

Roseburg & Coos Bay Subdivisions

(Repairs Completed 8/2006)

Osmose Railroad Services, Inc.

REPORT

Osmose Railroad Services, Inc.

CENTRAL OREGON & PACIFIC RAILROAD, INC.

Job No: 4585

STRUCTURAL

REPAIR REPORT

Roseburg Subdivision
Bridges: 545 58, 577.07 & 608 22 Siding, North Approach

Coos Bay Subdivision
Bridges: 665 49 North & South Approach,
678.43 North Approach, 687 03, 737.33, 739.68 North Approach,
741.35, 769.11 North & South Approach & Main Section

Foreman: Otis Atkinson Project Mgr.: Mark Kipper

During the week of July 7, 2006, an Osmose crew mobilized in to begin the repairs for the Central Oregon & Pacific Railroad This important project was completed on August 23, 2006. The scope of work was accomplished as follows:

Scope of Work:

Central Oregon & Pacific - 2006 Timber Repair Program

1. Mobilized men, materials and equipment to site

ROSEBURG SUBDIVISION

Bridge 545.58 - Riddle, OR

1 Cut the base of the posts and replaced the sill on Bent 3.

Bridge 577.07 - Winchester, OR

1 Cut down the pile tops and replaced the cap on Bent 3

Bridge 608.22 Siding, North Approach - Drain, OR

1 Cut down the pile tops and replaced the cap on Bent 2.

COOS BAY SUBDIVISION

Bridge 665.49 - Noti, OR

North Approach

1. Cut down the pile tops and replaced the cap and shim on Bent 2 with a cap and subcap

South Approach

1. Cut down the pile tops and replaced the cap on Bent 3 with an oversized cap

Bridge 678.43 North Approach - Richardson, OR

1. Cut down the pile tops and replaced the cap and shim on Bent 2 with a cap and subcap

Bridge 687.03 - Richardson, OR

1 Replaced the ties and guard timber

CENTRAL OREGON & PACIFIC RAILROAD, INC.

Job No: 4186

STRUCTURAL

REPAIR REPORT

Roseburg Subdivision **- Bridges: 446.26, 464.80 Main, 567.19, 589.88 Section 2, 608.62 Section 3, 615.20 & 644.10 WYE**
Coos Bay Subdivision **- Bridges: 662.59, 691.05 Section 3, 696.66 Section 3, 742.24, 743.97, 744.24 & 756.13**

Location: Central Point, Rogue River, Green, Oakland, Drain, Safley, Goshen, Veneta, Richardson, Swisshome, Reedsport & Hauser, OR

Foreman: Scott LaMarche **Project Mgr.: Rick Floyd**

On January 10, 2005, an Osmose crew mobilized in to begin the 2005 timber repairs for the Central Oregon & Pacific Railroad on select bridges on the Roseburg and Coos Bay Subdivisions. This project was completed during the week of June 21, 2005. The scope of work was accomplished as follows:

Scope of Work:

Roseburg Subdivision

Bridge 464.80 Main - Rogue River, OR

1. Cut down the pile tops and replaced the cap on Bent 4.
2. Cut the base of the posts and replaced the sill on Bent 4.

Bridge 567.19 - Green, OR

1. Replaced all 28 ties and the guard timbers.

Bridge 589.88 Section 2 - Oakland, OR

1. Posted out Piles 1 & 3 of Bent 8 at 12 feet.
2. Posted out Piles 1 & 4 of Bent 9 at 12 feet.
3. Posted out Piles 1 & 4 of Bent 11 at 12 feet.
4. Replaced the cap on Bent 15 with a new cap, no pile cuts.
5. Framed out Bent 20 at 11 feet.

Bridge 608.62, Section 3 - Drain, OR

1. Posted out Piles 1, 3 & 5 of Bent 16 at 10 feet.

Bridge 615.20 - Safley, OR

1. Posted out Piles 2, 3 & 6 of Bent 5 at 15 feet.

Bridge 644.10 WYE - Goshen, OR

1. Cut down the pile tops and double capped Bents 4 & 5.

Scope of Work (continued):

COOS BAY SUBDIVISION (continued)

Bridge 737.33 - Gardiner, OR
1 Cut down the pile tops and replaced the cap on Bent 6 with an oversized cap
2 Cut down the pile tops and replaced the cap on Bent 7 with an oversized cap

Bridge 739.68 North Approach - Reedsport, OR
1 Shimmed Chord 2 at Bent 2 at no cost to OWNER
Note: Monitor bent for settlement during future inspections.

Bridge 741.35 - Reedsport, OR
1. Shimmed under both chords of Bent 2
2. Replaced cap on Bent 4.

Bridge 769.11 - Coos Bay, OR
North Approach
1 Replaced all bridge ties.
2 Replaced all guard timber.
3 Replaced walkway supports on both sides of bridge
4. Replaced handrail on both sides of bridge
5. Existing grating was reused

Main Section
1 Replaced all bridge ties
2. Replaced all guard timber
3 Replaced walkway supports on both sides of bridge
4 Replaced handrail on both sides of bridge.
5 Existing grating was reused.

South Approach
1 Replaced all bridge ties.
2 Replaced all guard timber.
3 Replaced walkway supports on both sides of bridge
4 Replaced handrail on both sides of bridge.
5 Existing grating was reused.

Modifications to the Original Scope of Work:
Due to high water conditions, the contracted repairs (listed below) were unable to be completed, therefore, a credit was issued for this work.

ROSEBURG SUBDIVISION

Bridge 446.26 - Central Point, OR
1 Cut down the pile tops and replace the cap on Bent 2 with an oversized cap *CREDIT ISSUED*

Bridge 568.24 - Green, OR
1. Cut down the pile tops and replace the cap on Bent 5. *CREDIT ISSUED*

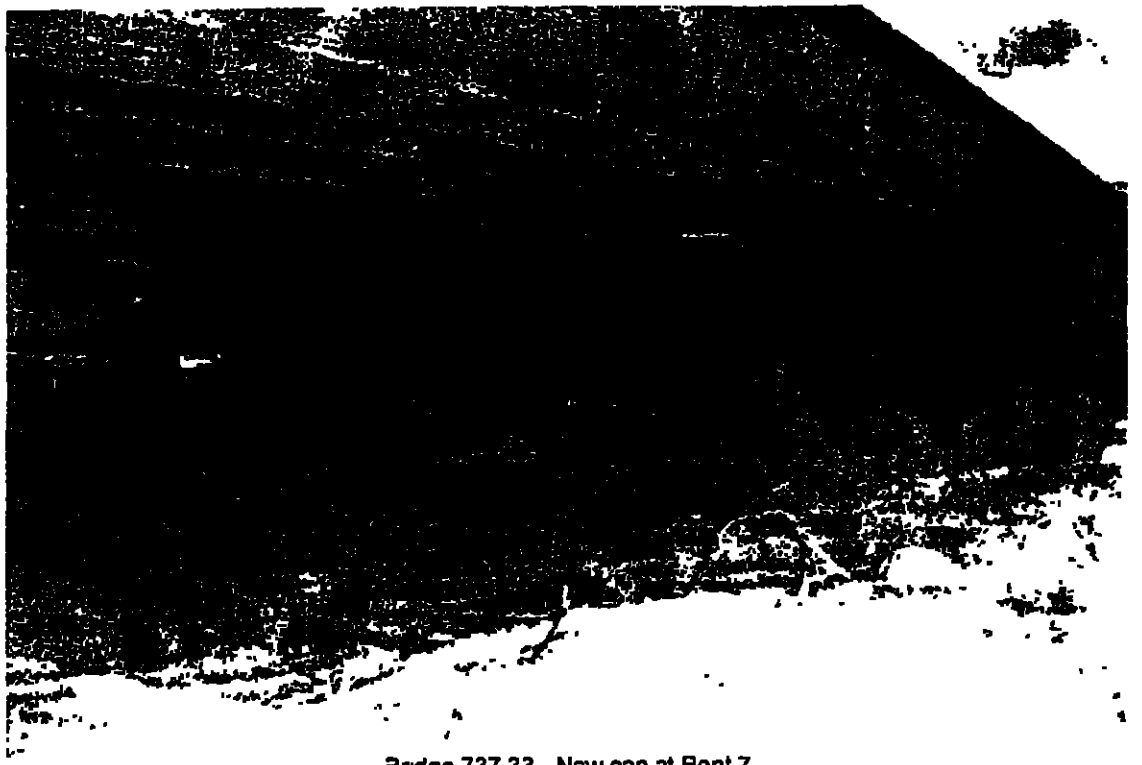
PHOTOS

Central Oregon & Pacific Railroad, Inc.



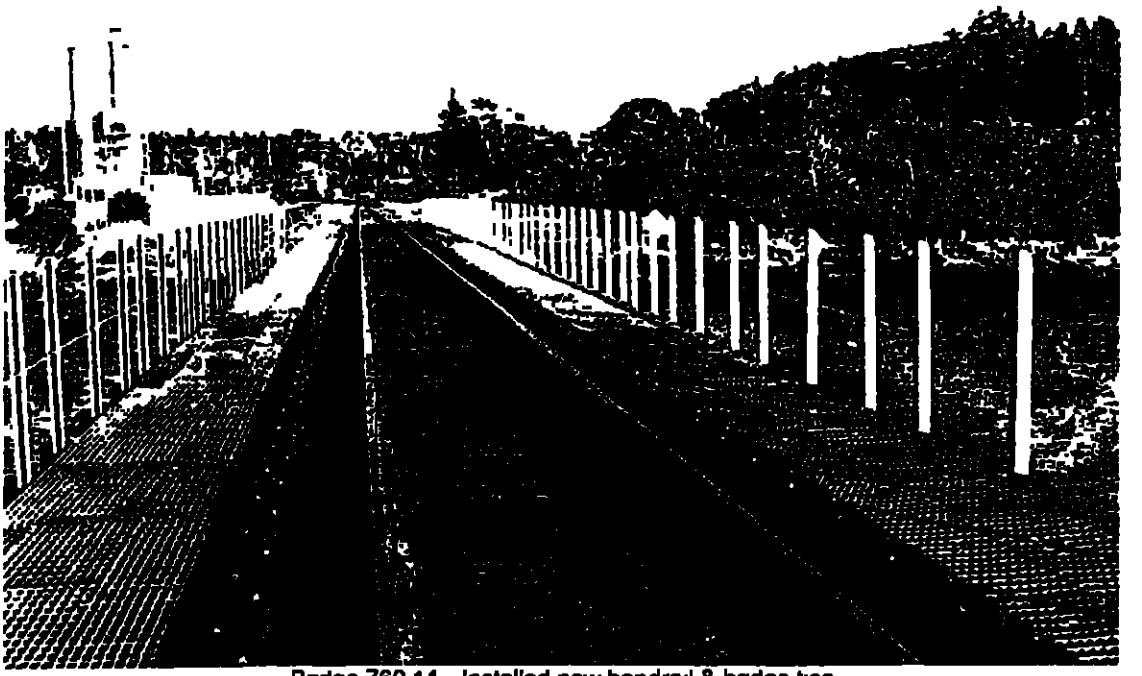
Bridge 737 33 - New cap at Bent 6

Central Oregon & Pacific Railroad, Inc.



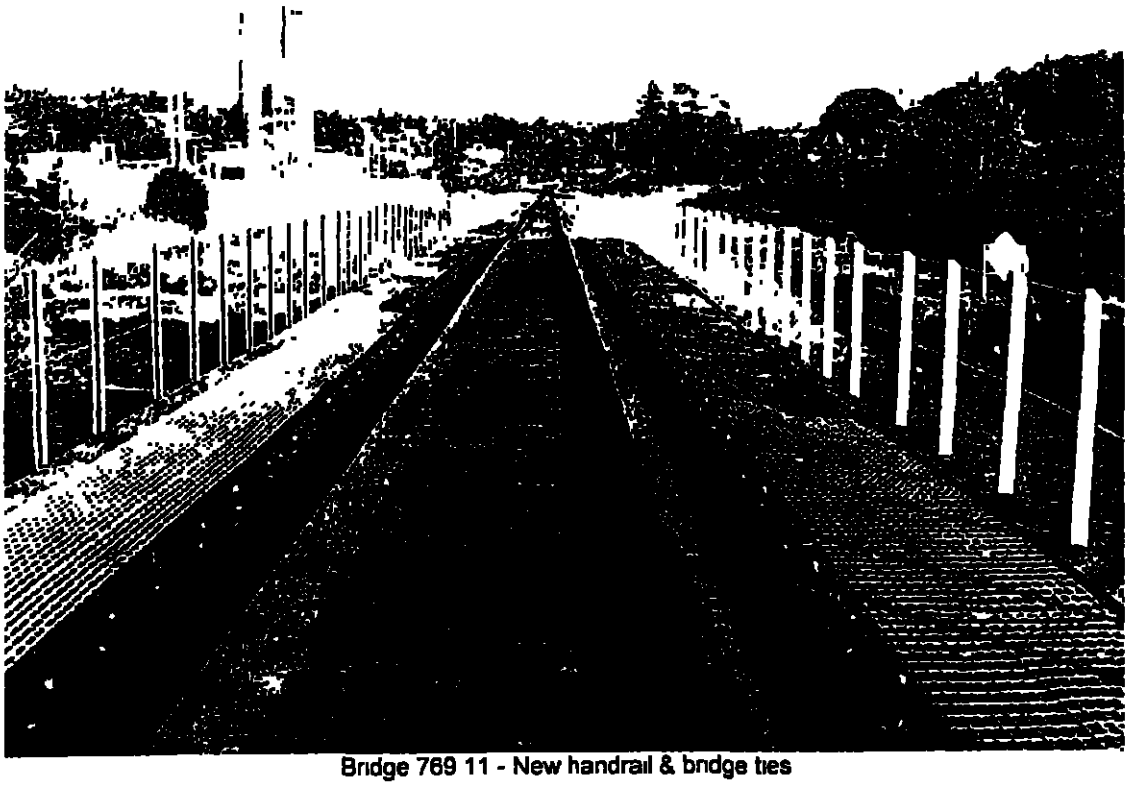
Bridge 737 33 - New cap at Bent 7

Central Oregon & Pacific Railroad, Inc.



Bridge 769 11 - Installed new handrail & bridge ties

Central Oregon & Pacific Railroad, Inc.



Bridge 769 11 - New handrail & bridge ties

Work Completed

Summary page from previous Inspection Report noting work recently completed

Central Oregon & Pacific Railroad

LINE: Roseburg Subdivision

INSPECTION SUMMARY

BRIDGE # 545.58

MILEPOST: 545 58	SECTION# 1
TYPE: BDPT/BDFT	LOCATION: Riddle, OR
INSPECTION DATE 10/24/2005	INSPECTOR: K. Trickle

Findings:

Bent 4

Cap - Vertical Split

Bent 6

Sill - Vertical Split

Headwalls - OK
Approaches - OK
Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	12	5	RAILROAD	Monitor: - Cap of Bent 4 (vertical split) - Sill in Bent 6 (vertical split)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	13		OSMOSE	8/23/2006	Cut base of posts & replaced sill on Bent 3

Central Oregon & Pacific Railroad

LINE: Roseburg Subdivision

INSPECTION SUMMARY

BRIDGE # 577.07

MILEPOST 577 07	SECTION# 1
TYPE: BOPT	LOCATION: Winchester, OR
INSPECTION DATE. 10/25/2005	INSPECTOR: K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 4
Cap - Reject (slight crushing under chord 2)

Span 2
Stringer 6 - Visual Reject

Span 3
Stringer 1 - Visual Reject
Stringer 6 - Visual Reject

Span 4
Stringer 1 - Visual Reject

Headwalls - OK
Approaches - OK

Bridge - Fire charred

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 2	3	OSMOSE	Replace. - Cap on Bent 1 - Cap on Bent 4 (slight crushing under chord 2)
2	1.3	4	OSMOSE	Replace: - Stringer 6 in Span 2 - Stringer 1 in Span 3 - Stringer 6 in Span 3 - Stringer 1 in Span 4
3	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 4		OSMOSE	8/23/2006	Cut pile tops & replaced cap at Bent 3

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Roseburg Subdivision

INSPECTION SUMMARY

Section 2	BRIDGE # 608.22 Siding
MILEPOST. 608 22	SECTION# 1
TYPE: ODPT	LOCATION Dran, OR
INSPECTION DATE. 10/26/2005	INSPECTOR: K Trickle

Findings:

Bent 2
Pile 5 - Reject

Span 1
Stringer 1 - Reject
Stringer 6 - Reject

Span 2
Stringer 3 - Visual Reject

Span 3
Stringer 3 - Visual Reject

Span 4
Stringer 3 - Visual Reject

Headwalls - OK
Walkways - OK
Handrail posts - Loose
Handrails - OK

No roadway clearance signs

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 1	2	RAILROAD	Install roadway clearance signs
2	1 6	3	RAILROAD	Re-tighten - Handrail posts
3	1 4	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 6 in Span 1
4	1 5	4	OSMOSE	Replace: - Stringer 3 in Span 2 - Stringer 3 in Span 3 - Stringer 3 in Span 4
5	1 2	4	OSMOSE	Post: - Pile 5 of Bent 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 7		OSMOSE	8/23/2006	Cut pile tops & replaced cap at Bent 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 665.49**
MILEPOST 665 49	**SECTION#** 1
TYPE: ODPT	**LOCATION:** Nob, OR
INSPECTION DATE: 10/27/2005	**INSPECTOR:** K Trickle

Findings:

Bent 3

Cap - Possible Reject (piles 4 & 5 punching)
3/4" Chord 2 Shim - Reject
No lower sway braces (Bridge is 22' high)

Bent 4

Pile 1 - Reject
Pile 3 - Reject

Bent 6

Pile 3 - Possible Reject

Ties - Fair (3 reject, plate cut)
Guard timber - Fair
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 6	2	RAILROAD	Add ballast and tamp up approach
2	1 8	3	OSMOSE	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 3 (piles 4 & 5 punching)
3	1 1	3	OSMOSE	Post: - Pile 1 of Bent 4 - Pile 3 of Bent 4
4	1 10	4	OSMOSE	Spot replace 3 bridge ties
5	1 4	4	OSMOSE	Install - Lower sway braces on Bent 3
6	1 3	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	1 2	5	RAILROAD	Monitor - Pile 3 of Bent 6

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.11		OSMOSE	8/23/2006	Cut pile tops & replaced cap & shim on Bent 2 w/a cap & subcap

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 665.49**
MILEPOST: 665 49	SECTION# 3
TYPE. ODPT	LOCATION: Noti, OR
INSPECTION DATE: 10/27/2005	INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 1 - Reject
Pile 4 - Reject

Bent 4
Pile 2 - Possible Reject

Bent 6
Pile 1 - Reject

Bent 7
1/4" Gap Over Pile 1

Ties - Fair
Guard timber - OK
Approach - Low
Walkways - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3 7	3	RAILROAD	Add ballast and tamp up approach
2	3.1	3	OSMOSE	Post: - Pile 1 of Bent 2 - Pile 4 of Bent 2
3	3 8	4	OSMOSE	Spot replace 6 bridge ties.
4	3.4	4	OSMOSE	Post: - Pile 1 of Bent 6
5	3 3	4	OSMOSE	Shim or Epoxy: - Over Pile 1 of Bent 7
6	3 2	4	OSMOSE	In-place preservatively treat piles, caps and stringers
7	3 5	5	RAILROAD	Monitor - Pile 2 of Bent 4

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 9		OSMOSE	8/23/2006	Cut pile tops & replaced cap on Bent 3 w/an oversized cap

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 678.43**
MILEPOST 678 43	SECTION# 1
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K Trickle

Findings:

Bent 1
Pile 3 - Reject

Bent 2
Post 3 - Reject

Bent 3
Pile 3 - Reject
Pile 4 - Reject
Pile 5 - Possible Reject

Bent 5
Pile 2 - Possible Reject
Pile 5 - Reject

Span 1
Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 2
Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject

Span 3
Stringer 1 - Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 4
Stringer 1 - Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 5
Stringer 8 - Reject

Ties - OK
Guard timber - OK
Headwall - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 11	3	RAILROAD	Add ballast and tamp up approach

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 678.43**
MILEPOST: 678.43	SECTION# 1
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
2	1.8	3	OSMOSE	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4
3	1.2	3	OSMOSE	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3
4	1.10	4	OSMOSE	Replace - Stringer 8 in Span 5
5	1.7	4	OSMOSE	Post: - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 5
6	1.1	4	OSMOSE	In-place preservatively treat piles and caps
7	1.4	5	RAILROAD	Monitor - Pile 5 of Bent 3 - Pile 2 of Bent 5

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.12		OSMOSE	8/23/2006	Cut down pile tops & replaced cap & shim on Bent 2 with a cap & subcap.
2	1.9		OSMOSE	8/19/2003	Replaced: - Bridge ties and Guard timber

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.03

MILEPOST: 687 03	**SECTION# 1**
TYPE: ODPT	**LOCATION: Richardson, OR**
INSPECTION DATE: 10/28/2005	**INSPECTOR: K. Trickle**

Findings:

Bent 1

Cap - Possible Reject

Bent 2

Subcap - Possible Reject

Bent 3

1/2" gap over Post 3
Cap - Piles slightly punching

Bent 4

Cap - Reject (minor crushing)

Bent 5

Subcap - Very minor cornering under both chords

Span 1

Stringer 1 - Visual Reject
Stringer 8 - Reject

Span 2

Stringer 8 - Visual Reject

Span 3

Stringer 5 - Reject
Stringer 8 - Visual Reject

Span 5

Stringer 1 - Visual Reject
Stringer 8 - Reject

Headwalls - OK
Wingwalls - OK
Approaches - Low
Girt braces - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	3	OSMOSE	Replace: - Cap on Bent 4 (minor crushing)
2	1 8	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5
3	1.15	4	OSMOSE	Replace: - Subcap on Bent 2
4	1.14	4	RAILROAD	Add ballast and tamp up both approaches

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 687.03

MILEPOST: 687 03	SECTION# 1
TYPE: ODPT	LOCATION: Richardson, OR
INSPECTION DATE: 10/28/2005	INSPECTOR. K Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
5	1 12	4	OSMOSE	Replace - Stringer 8 in Span 2 (visual reject)
6	1 9	4	OSMOSE	Replace - Cap on Bent 1
7	1 7	4	OSMOSE	In-place preservatively treat piles and caps
8	1 4	4	OSMOSE	Shim or Epoxy - Over Post 3 of Bent 3
9	1 11	5	RAILROAD	Monitor - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.18		OSMOSE	8/23/2006	Replaced all ties & guard timber
2	1 2		OSMOSE	10/ 3/2001	Spotted in 6 ties - 3 at each joint bar over Bents 2 & 3 Repositioned Bent #3 under Stringer Parting Lines Installed Santa Fe Bracing in Spans 2 and 4 Replaced Subcap on Bent 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 737.33

MILEPOST: 737 33	**SECTION# 1**
TYPE: BDPT	**LOCATION: Gardner, OR**
INSPECTION DATE: 11/ 9/2005	**INSPECTOR: K. Trickle**

Findings:

Bent 2
- Pile 6 - Reject
- Cap - Possible Reject

Span 1
- Stringer 12 - Reject

Span 3
- Stringer 12 - Reject

Span 5
- Stringer 12 - Reject

Ballast Retainers - OK
Headwalls - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 5	4	OSMOSE	Replace: - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5
2	1 4	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
3	1 3	4	OSMOSE	Post. - Pile 6 of Bent 2
4	1 2	4	OSMOSE	Replace: - Cap on Bent 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.6		OSMOSE	8/23/2006	Cut down pile tops & replaced cap on Bent 6 w/an oversized cap. Cut down pile tops & replaced cap on Bent 7 w/an oversized cap.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 739.68
MILEPOST: 739.68	SECTION# 1
TYPE: ODPT	LOCATION. Reedsport, OR
INSPECTION DATE: 11/ 9/2005	INSPECTOR· K Trickle

Findings:

Bent 3
Cap - Very minor crushing under both chords

Bent 4
1/2" Gap over Post 4

Span 1
Stringer 1 - Reject

Span 2
Stringer 1 - Reject

Ties - OK
Headwall - OK
Guard timber - OK
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 8	4	RAILROAD	Add ballast and tamp up approach
2	1.6	4	OSMOSE	Replace· - Stringer 1 in Spans 1 & 2 (horizontal shear)
3	1 4	4	OSMOSE	Shim: - Over Post 4 of Bent 4
4	1.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers
5	1 5	5	RAILROAD	Monitor: - Cap on Bent 3 (very minor crushing under both chords)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 9		OSMOSE	8/23/2006	Shimmed Chord 2 at Bent 2 (no cost to OWNER). Monitor bent for settlement during future inspections
2	1.7		OSMOSE	8/19/2003	Replaced. - Cap on Bent 2 with an oversized cap Posted: - Post 1 of Bent 2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.35

MILEPOST: 741.35	SECTION# 1
TYPE: ODPT/ODFT	LOCATION: Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR: K Trickle

Findings:

Bent 1

Pile 4 - Reject
4" Shim under Chord 1 - Reject
2 1/2" Shim - Reject

Bent 2

Sill - Reject (vertical split, crushing under post 4)

Bent 3

1/2" Gap under Stringers 2, 4 & 6
Sill - Cornering and crushing

Bent 5

Post 2 - Visual Reject
Post 5 - Reject
1/2" Gap under Stringer 4
2" Shim - Reject (crushing)

Span 3

Stringer 8 - Reject

Span 4

Stringer 8 - Reject

Ties - Fair (11reject)
Guard timber - OK
South Headwall - Top plank reject, losing ballast
North Headwall - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 15	3	OSMOSE	Replace - Top plank on South headwall
2	1 13	3	OSMOSE	Replace - Sill in Bent 2 (vertical split, crushing under post 4)
3	1 12	3	OSMOSE	Replace - 6 1/2" of Shims on Bent 1 - 2" of shims on Bent 3 (crushing)
4	1 10	3	RAILROAD	Add ballast and tamp up both approaches
5	1 9	3	OSMOSE	Shim - Under Stringer 2, 4 & 6 of Bent 3 - Under Stringer 4 of Bent 5
6	1.3	3	OSMOSE	Post - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5
7	1 16	4	OSMOSE	Spot replace 11 bridge ties.
8	1 8	4	OSMOSE	Replace - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)
9	1 4	4	OSMOSE	Spot replace 11 bridge ties

mose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.35

MILEPOST: 741 35	SECTION# 1
TYPE: ODPT/ODFT	LOCATION. Reedsport, OR
INSPECTION DATE: 11/ 8/2005	INSPECTOR. K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
10	1.2	4	OSMOSE	Post. - Pile 4 of Bent 1
11	1 1	4	OSMOSE	In-place preservatively treat piles, caps and stringers
12	1 11	5	RAILROAD	Monitor: - Sill in Bent 3 (cornering, crushing)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 17		OSMOSE	8/23/2006	Shimmed under both chords of Bent 2. Replaced cap on Bent 4.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	BRIDGE # 769.11
MILEPOST: 769 11	SECTION# 1
TYPE: ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR: K. Trickle

Findings:

Bent 5
Pile 2 - Reject
Sway Brace - Reject

Bent 8
Cap - Reject (crushed)

Bent 10
1/2" Gap over Pile 2
Cap - Reject (crushed)

Bent 12
Both Sway Braces - Reject

Bent 14
1" Gap over Pile 1

Span 3
Stringer 4 - Reject

Walkway - OK

Bridge is humped

Severe marine borer damage to piles

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 11	2	OSMOSE	Cut Pile tops down and: - Replace Cap & Install an 8" Subcap on Bent 8 (crushed) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)
2	1 19	3	OSMOSE	Post: - Pile 2 of Bent 5 (4 pile bent)
3	1 16	3	OSMOSE	Install marine wrap on: - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14
4	1.15	3	OSMOSE	Replace - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12
5	1 20	4	OSMOSE	Replace - Stringer 4 in Span 3

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach	**BRIDGE # 769.11**
MILEPOST: 769 11	**SECTION# 1**
TYPE: ODPT	**LOCATION: Coos Bay, OR**
INSPECTION DATE: 11/ 7/2005	**INSPECTOR: K. Trickle**

Findings:

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1 21		OSMOSE	8/23/2006	Replaced all bridge ties & guard timber. Replaced walkway supports & handrail on both sides of bridge (existing grating was re-used)
2	1.13		OSMOSE	1/14/2005	Posted with steel piles - Piles 1 & 4 of Bent 1 - Piles 1 & 4 of Bent 3 - Pile 4 of Bent 5 Installed: - Oversized Cap on Bent 4 Shimmed - Top of Pile 2 of Bent 8 Replaced: - Stringer chord shims on Bent 8 - 1" Chord 2 Shim on Bent 14 Framed out: - Bent 7 (all steel frame and cap) - Bent 9 - Bent 11 - Bent 13
3	1 12		OSMOSE	8/19/2003	Replaced - Cap on Bent 2 Installed - Helper stringers from Bents 6 - 14

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	**BRIDGE # 769.11**
MILEPOST: 769 11	SECTION# 2
TYPE: DPG	LOCATION. Coos Bay, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR: K. Trickle

Findings:

Lower Laterals and cover plates - Severe Section Loss
Floor Beams - Severe Section Loss
Bearing shoes - De laminating and corrosion
Major debris on top cover plates
Horizontal bearing beams - Tilted from poor corroded steel shims stacked on steel pipe bents
Entire Substructure - Severe corrosion

Main Section - Former turn span

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace - Section 2

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	2.2		OSMOSE	8/23/2006	Replaced all bridge ties & guard timber Replaced walkway supports & handrail on both sides of bridge (exsting grating was re-used).

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	**BRIDGE # 769.11**
MILEPOST: 769 11	**SECTION# 3**
TYPE: ODPT	**LOCATION: Coos Bay, OR**
INSPECTION DATE: 11/ 7/2005	**INSPECTOR: K. Trickle**

Findings:

Bent 1

Both Sway Braces - Reject

Bent 2

Pile 5 - Reject
1" Gap over Pile 5
Both Sway Braces - Reject

Bent 3

Pile 5 - Reject
Cap - Very slight cornering
3" Shims under both Chords - Reject (crushed)
North Sway Brace - Reject

Bent 4

1" Gap under Stringer 1 & 4
Cap - Minor mechanical crushing

Bent 7A

1/2" Gap under both Chords
Cap - Reject

Bent 7B

Pile 1 - Reject
Pile 2 - Reject
Pile 3 - Reject
Pile Cutoffs are all reject

Span 1

Stringer 5 - Possible Reject

Span 2

Stringer 6 - Reject

Span 3

Stringer 2 - Visual Reject
Stringer 3 - Reject
Stringer 10 - Reject

Span 4

Stringer 7 - Possible Reject
Stringer 8 - Reject
Stringer 9 - Visual Reject

Span 6

Stringer 3 - Reject
Stringer 9 - Reject

Headwall - Poor (undermining)
Approach - Low

Severe marine borer damage to piles

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach	BRIDGE # 769.11
MILEPOST: 769 11	SECTION# 3
TYPE ODPT	LOCATION: Coos Bay, OR
INSPECTION DATE: 11/ 7/2005	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.27	2	RAILROAD	Add ballast and tamp up approach
2	3 22	2	OSMOSE	Replace - 3" Shims under both Chords on Bent 3 (crushed)
3	3 19	2	OSMOSE	Replace. - Headwall
4	3 14	2	OSMOSE	Frame out: - Bent 7B
5	3 26	3	OSMOSE	Shim: - Under Stringers 1 & 4 of Bent 4
6	3.23	3	OSMOSE	Replace. - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4
7	3 21	3	OSMOSE	Replace: - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3
8	3 20	3	OSMOSE	Install marine wrap on - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A
9	3.18	3	OSMOSE	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 7A
10	3.24	4	OSMOSE	Replace: - Stringer 6 in Span 2 - Stringer 3 in Span 6 - Stringer 9 in Span 6
11	3.2	4	OSMOSE	Post. - Pile 5 of Bent 2 - Pile 5 of Bent 3
12	3.25	5	RAILROAD	Monitor: - Stringer 5 in Span 1
13	3.17	5	RAILROAD	Monitor: - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	3 28		OSMOSE	8/23/2006	Replaced all bridge ties & guard timber Replaced walkway supports & handrail on both sides of bridge (existing grating was re-used).
2	3 15		OSMOSE	8/19/2003	Replaced cap on Bent 1 w/an oversized cap Posted all (4) piles of Bent 6

Roseburg Subdivision
Recommendations by Bridge

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision — **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 446.26 — MP 446.26 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 2 (crushing/piles 2 & 3 are punching into cap)	OSMOSE	2
2	Replace: - Cap on Bent 3	OSMOSE	3
3	Post - Pile 1 of Bent 2	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 446.85 — MP: 446.85 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 447.35 — MP: 447.35 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 7 in Span 1 & 2 - Stringer 8 in span 2	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Replace. - Northeast ballast retainer	RAILROAD	4

BRIDGE NUMBER: 447.86 — MP: 447.86 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
2	Post: - Pile 6 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 448.49 — MP: 448.49 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 3	OSMOSE	3
2	Post: - Post 1 of Bent 4	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 449.68 — MP: 449.68 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 450.03 M&S Main and Siding — MP: 450.03 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Re-straighten. - Bent handrail post (West side)	RAILROAD	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 456.78 Section 1 MP: 456.78 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties in this section.	OSMOSE	3
2	Add ballast and tamp up approach.	RAILROAD	3
3	Replace. - West bottom cover plates damaged from vehicle impact	OSMOSE	4

BRIDGE NUMBER: 456.78 Section 2 MP: 456.78 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 7 handrails on the East side of walkway	RAILROAD	2
2	Replace: - Stringer 1 in Span 3 & 4 - Stringer 6 in Span 11 (broken)	OSMOSE	3
3	Replace: - Sill in Bent 19	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace: - Cap on Bent 4 (minor cornering) - Cap on Bent 5	OSMOSE	4
6	Monitor: - Post 1 of Bent 14	RAILROAD	5

BRIDGE NUMBER: 456.78 Section 3 MP: 456.78 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Clean debris and bird droppings off of truss floor system	RAILROAD	4
2	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 456.78 Section 4 MP: 456.78 SECTION #4

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach.	RAILROAD	3
2	Replace all 56 bridge ties.	OSMOSE	4

BRIDGE NUMBER: 458.66 MP: 458.66 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 74 bridge ties.	OSMOSE	3
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Replace. - 2 Parapet ties at North approach	RAILROAD	3

BRIDGE NUMBER: 459.62 MP: 459.62 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 464.80 M&S Main and siding MP: 464.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers	OSMOSE	4
2	Post: - Pile 9 of Bent 1	OSMOSE	4
3	Monitor: - Sway Braces for additional deterioration	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 465.19 MP 465.19 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4
2	Clean all Debris from Structure	RAILROAD	4
3	Monitor Efflorescence of: - Abutments - Pier	RAILROAD	5

BRIDGE NUMBER: 465.60 MP. 465.60 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
2	Post: - Pile 1 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 470.81 MP: 470 81 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4

BRIDGE NUMBER: 474.15 MP 474 15 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Sill in Bent 1	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 482.24 M&S Main and Siding MP 482.24 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches on siding.	RAILROAD	3
2	Replace: - Stringer 1 in Spans 1 & 2 - Stringer 28 in Span 1	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Post: - Pile 1 of Bent 3	OSMOSE	4
5	Replace - Top handrail of West side handrail	RAILROAD	4

BRIDGE NUMBER: 482.32 M&S Main and Siding MP: 482.32 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 482.57 MP 482.57 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Place: - Large riprap at base of North abutment	RAILROAD	4
3	Clean debris and pack rust from structure	RAILROAD	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR · Springfield, OR**

BRIDGE NUMBER: 482.65 MP 482.65 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - 3 handrail posts West side - 3 handrails West side	RAILROAD	3
2	Replace: - Stringer 5 in Span 8 - Stringer 9 in Span 8	OSMOSE	4
3	Post: - Pile 7 of Bent 3 - Pile 7 of Bent 4	OSMOSE	4
4	Place - Rip/Rap in Span 8 and monitor for erosion	RAILROAD	4
5	Shim: - Over Pile 7 of Bent 9	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Monitor - Cap on Bent 5 (slight break)	RAILROAD	5

BRIDGE NUMBER: 482.79 South Approach MP 482.79 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 2 of Bent 4 - Pile 6 of Bent 4	OSMOSE	3
2	Post: - Pile 6 of Bent 3	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Replace: - Stringer 1 in Span 4	OSMOSE	4

BRIDGE NUMBER: 482.79 Main Section MP 482.79 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from bridge as necessary	RAILROAD	3

BRIDGE NUMBER: 482.79 North Approach MP 482.79 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - West handrail posts	RAILROAD	2
2	Replace. - Ballast retainers (broken by tie gang)	OSMOSE	3
3	Replace: - Cap on Bent 5	OSMOSE	3

BRIDGE NUMBER: 483.11 MP 483.11 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 1 of Bent 1 (falling) - Pile 5 of Bent 1	OSMOSE	2
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Replace: - Stringer 1 in Span 1	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision — **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 483.25 — MP: 483.25 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 483.57 — MP: 483.57 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1	OSMOSE	3

BRIDGE NUMBER: 483.70 — MP: 483.70 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 8 in Span 1	OSMOSE	4
2	Place: - Rip/rap at East concrete apron and cover with concrete	RAILROAD	4

BRIDGE NUMBER: 483.93 — MP: 483.93 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: Tunnel 9 — MP: 490.58 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 495.7 — MP: 495.70 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 1 East handrail post at mid span of bridge	RAILROAD	2
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Monitor: - Bearing plates for additional delamination and corrosion	RAILROAD	5

BRIDGE NUMBER: 497.1 — MP: 497.10 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Spot replace 4 bridge ties at North approach.	RAILROAD	3
3	Monitor: - Pitting of Top Gusset Plates	RAILROAD	5

BRIDGE NUMBER: 499.40 — MP: 499.40 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 501.84 — MP: 501.84 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 503.27 MP: 503.27 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install roadway clearance signs	RAILROAD	2
2	Add ballast and tamp up South approach	RAILROAD	4
3	Monitor: - Cracking of Southeast Wingwall - Spalling of Southwest Wingwall - Efflorescence of North Abutment - Bridge for vehicle impact damage	RAILROAD	5

BRIDGE NUMBER: Tunnel 8 MP: 505.18 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 509.22 South Approach MP: 509.22 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	3
2	Post: - Pile 1 of Bent 5	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Monitor: - Pile 4 of Bent 7	RAILROAD	5

BRIDGE NUMBER: 509.22 Main Span MP: 509.22 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Clean debris from bottom chord horizontal gusset plates	RAILROAD	4
2	Replace bulkhead timber on south approach	RAILROAD	4
3	Add ballast and tamp up South approach	RAILROAD	4
4	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 509.22 North Approach MP: 509.22 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 4 (bulging)	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	3
3	Post: - Pile 3 of Bent 2	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace: - Stringer 2 in Span 3 - Stringer 4 in Span 3	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 509.8 MP: 509.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install roadway clearance sign.	RAILROAD	2
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Post: - Pile 2 of Bent 5	OSMOSE	4
4	Monitor: - Stringer 1 in Span 4 (vehicle impact damage) - Stringer 12 in Span 4 (vehicle impact damage)	RAILROAD	5

BRIDGE NUMBER: 510.13 MP: 510.13 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Frame out: - Bent 1 (will have to brace)	OSMOSE	2
2	Post: - Pile 2 of Bent 2 - Pile 6 of Bent 2	OSMOSE	3
3	Remove: - Vegetation from under bridge	RAILROAD	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace: - 10' of West Ballast Retainer	RAILROAD	4
6	Replace: - Stringer 12 in Span 1 - Stringer 1 in Span 2 - Stringer 10 in Span 2	OSMOSE	4

BRIDGE NUMBER: Tunnel 7 MP: 514.06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: Tunnel 6 MP: 514.72 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 515.06 MP: 515.06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 515.17 MP: 515.17 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: Tunnel 5 MP: 515.72 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision — **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 515.82 — MP: 515.82 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Elevation Shim under Chord 2 on Bent 6 (working out)	OSMOSE	2
2	Replace: - Girt Brace # 2 in Span 2 - Girt Brace # 4 in Span 2 - Girt Brace # 1 in Span 3 - Girt Brace # 2 in Span 3	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Shim or Epoxy: - Under Elevation Shim of Bent 3 (gap)	OSMOSE	4

BRIDGE NUMBER: Tunnel 4 — MP: 516.04 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 518.44 — MP: 518.44 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Clean debris from stucture.	RAILROAD	3
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Monitor: - Pitting of Steel members	RAILROAD	5

BRIDGE NUMBER: Tunnel 3 — MP: 518.58 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 518.86 — MP: 518.86 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 519.75 — MP: 519.75 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 519.97 — MP: 519.97 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	4
2	Clean debris from abutment seats and pier top.	RAILROAD	4

BRIDGE NUMBER: 520.11 — MP: 520.11 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Abutment 2	OSMOSE	3
2	Add ballast and tamp up both approaches.	RAILROAD	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 520.18 MP: 520.18 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Re-attach: - Posts & Cables of West Handrail	RAILROAD	2
2	Add ballast and tamp up North approach	RAILROAD	3

BRIDGE NUMBER: 520.25 MP: 520.25 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Replace: - Mud Block 1 in Bent 2 - Mud Block 2 in Bent 2	OSMOSE	3
3	Replace: - Stringer 1 in Span 2 - Stringer 8 in Spans 1 & 2	OSMOSE	3
4	Monitor - Elevation shims on both abutments and frame bent (bowing)	RAILROAD	5

BRIDGE NUMBER: Tunnel 2 MP: 520.96 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 521.06 MP: 521.06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace ties and guard timbers	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Heat-shrink all loose eyebars (subcontract)	OSMOSE	3
4	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 521.4 MP: 521.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace top lateral gusset plates in Panel #4	OSMOSE	3
2	Install splice repair of stringer top flange angles at Floor Beams #1 and #2	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	4
4	Clean off debris on abutment seats	RAILROAD	4
5	Repair or replace stringer top flange angles in Panels #3, #4, #5 and #6	OSMOSE	4
6	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 523.93 MP: 523.93 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 525.19 MP: 525.19 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 527.32 MP: 527 32 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 529.42 MP: 529.42 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor: - Efflorescence at arch openings	RAILROAD	5

BRIDGE NUMBER: 529.73 MP: 529.73 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Guard timber	OSMOSE	3
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Clean all Debris and Pack Rust from structure.	RAILROAD	4
4	Monitor - Pitting of Top Flange Angles & Top Gusset Plates	RAILROAD	5

BRIDGE NUMBER: 536.16 MP: 536.16 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1 Handrail post	RAILROAD	3

BRIDGE NUMBER: 539.81 MP: 539.81 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Replace: - 1 section of ballast retainer	RAILROAD	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post: - Pile 1 of Bent 2	OSMOSE	4
5	Monitor - Pile 2 of Bent 2 - Pile 6 of Bent 2 - Pile 3 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 542.52 MP: 542 52 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Ballast retainers on East side of bridge	RAILROAD	3
2	Replace. - Stringer 12 in Span 1	OSMOSE	4

BRIDGE NUMBER: 542.83 MP: 542 83 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - West handrail	RAILROAD	2

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 545.58 MP 545.58 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Monitor - Cap of Bent 4 (vertical split) - Sill in Bent 6 (vertical split)	RAILROAD	5

BRIDGE NUMBER: 550.12- Section 1 MP 550.12 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Heat shrink all loose eyebars, both trusses (subcontract)	OSMOSE	2
2	Replace all stringer top flange angles, Truss #2	OSMOSE	3
3	Repair concrete spall on Pier 1, south side under west bearing	OSMOSE	3
4	Replace stringer top lateral angles and gusset plates, Truss #1	OSMOSE	3
5	Repair floor beam webs at stringer to floor beam connections, Floor Beams #0, #2, #3, #4, #5, and #7, Truss #1	OSMOSE	3
6	Replace all stringer top flange angles, Truss #1	OSMOSE	3
7	Add ballast and tamp up approach	RAILROAD	3
8	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 550.12 Section 2 MP: 550.12 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Top Flange Angles	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	3
3	Clean debris from bridge	RAILROAD	4
4	Clean and inspect bearings	RAILROAD	4

BRIDGE NUMBER: 550.67 MP 550.67 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Rate span for current section loss.	RAILROAD	3
2	Replace. - Top Flange Angles	OSMOSE	3
3	Add ballast and tamp up both approaches.	RAILROAD	3
4	Replace: - Bearing shoes and repair lower 1' of stiffeners at bearing area locations	OSMOSE	4
5	Replace: - Top and bottom gusset plates	OSMOSE	4
6	Clean debris and pack rust from structure	RAILROAD	4

BRIDGE NUMBER: 550.77 MP 550.77 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - West Handrail	RAILROAD	3

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 556.45 MP: 556.45 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 3 of Bent 4 - Pile 6 of Bent 4	OSMOSE	3
2	Replace - Cap on Bent 4	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Post: - Pile 3 of Bent 1 - Pile 3 of Bent 3	OSMOSE	4
6	Monitor: - Pile 4 of Bent 3 - Pile 1 of Bent 4	RAILROAD	5

BRIDGE NUMBER: 558.15 MP: 558.15 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 2	OSMOSE	3
2	Remove drift and debris at bent 2.	RAILROAD	3
3	Replace: - East ballast retainer	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Place. - Rip/Rap at Bent 1 and monitor for scouring	RAILROAD	4
6	Monitor: - Pile 1 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 565.21 MP: 565.21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch - Ballast leak at the East rail of Span 7 and 8	RAILROAD	2
2	Replace. - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both South Sway Braces on Bent 5 - Both Sway Braces on Bent 6 - Both Sway Braces on Bent 7	OSMOSE	3
3	Replace - Cap on Bent 1 - Cap on Bent 7 (slight cornering)	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Monitor: - Scouring at Bents 5 & 6	RAILROAD	5
6	Monitor - Pile 6 of Bent 3 - Pile 3 of Bent 8	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision — **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 567.07 — MP: 567.07 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1 - Cap on Bent 6	OSMOSE	3
2	Replace: - Cap on Bent 4	OSMOSE	4
3	Post: - Pile 1 of Bent 2 - Pile 5 of Bent 3	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace: - East ballast retainer	RAILROAD	4
6	Monitor: - Pile 4 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 567.19 — MP: 567.19 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Clean debris from abutment seats	RAILROAD	4

BRIDGE NUMBER: 567.58 — MP: 567.58 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 1 of Spans 1 & 2 - Stringer 5 of Span 1	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Post: - Pile 6 of Bent 2	OSMOSE	4
4	Monitor: - Bent 2 for movement/settlement	RAILROAD	5

BRIDGE NUMBER: 568.24 — MP: 568.24 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 5 (crushing/piles 3 & 4 punching into cap)	OSMOSE	2
2	Post: - Pile 1 of Bent 7 - Pile 2 of Bent 7	OSMOSE	3
3	Remove brush from Bents 3 thru 6.	RAILROAD	3
4	Replace: - Stringer 12 in Spans 3 & 4	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Post: - Pile 6 of Bent 1 - Pile 1 of Bent 5	OSMOSE	4

BRIDGE NUMBER: 573.02 — MP: 573.02 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 65 bridge ties (severe plate cut)	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	4
3	Clean Debris from Abutment Seats	RAILROAD	4
4	Clean and Inspect North Bearings	RAILROAD	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 573.04 MP: 573 04 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post. - Pile 1 of Bent 1 - Pile 4 of Bent 1	OSMOSE	3
2	Add ballast and tamp up both approaches.	RAILROAD	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Replace - North headwall (bowed)	OSMOSE	4
5	Monitor - South headwall for additional leaning	RAILROAD	5
6	Monitor - Stringers 1 and 12 (mechanical damage)	RAILROAD	5

BRIDGE NUMBER: 574.01 MP: 574 01 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Stringer 11 in Span 1 - Stringer 12 in Spans 1 & 2	OSMOSE	4

BRIDGE NUMBER: 575.01 MP. 575.01 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1	OSMOSE	3
2	Place: - Rip/Rap at Bents 3 & 6 and monitor for erosion	RAILROAD	3
3	Remove - Old cutoffs in span 5 (catching drift)	RAILROAD	4
4	Replace - Stringer 1 in Spans 5 & 6 (crushed) - Stringer 1 in Span 7 - Stringer 7 in Span 7 (broken) - Stringer 12 in Spans 1 & 2	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Add ballast and tamp up both approaches	RAILROAD	4
7	Post: - Pile 6 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 576.65 MP: 576 65 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 3	OSMOSE	3
2	Replace. - Stringer 1 in Span 1 - Stringer 1 in Span 2	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Post: - Pile 6 of Bent 4	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 577.07 MP 577.07 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1 - Cap on Bent 4 (slight crushing under chord 2)	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Replace: - Stringer 6 in Span 2 - Stringer 1 in Span 3 - Stringer 6 in Span 3 - Stringer 1 in Span 4	OSMOSE	4

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 578.01 South Approach MP: 578.01 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 3 of Bent 6 (split)	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Post: - Pile 1 of Bent 8	OSMOSE	4

BRIDGE NUMBER: 578.01 Main Span MP: 578.01 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Power wash floor system, all trusses	RAILROAD	2
2	Replace stringer top flange angles: Truss #1 - all panels Truss #2 - panel #2 Truss #3 - panels #2, #3, #4 and #5	OSMOSE	3
3	Add ballast and tamp up North approach at end of steel truss.	RAILROAD	4
4	Continue regular inspections	OSMOSE	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 578.01 North Approach MP 578.01 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - South shim on concrete fire break (bent 21, crushed)	OSMOSE	2
2	Replace. - Cap on Bent 4 - Cap on Bent 6 - Cap on Bent 8 - Cap on Bent 11 (through bolted) - Cap on Bent 27 - Cap on Bent 31 - Cap on Bent 35 - Cap on Bent 41	OSMOSE	3
3	Post. - Pile 1 of Bent 2 - Post 6 of Bent 2 (cutoff is reject) - Pile 1 of Bent 7 (slight brooming) - Pile 2 of Bent 15 - Pile 6 of Bent 15 - Pile 2 of Bent 19 - Pile 5 of Bent 19	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Shim or Epoxy - Over Pile 3 of Bent 39	OSMOSE	4
6	Monitor cracks in concrete pedestals under Bents 25 & 36	RAILROAD	4
7	Replace - Stringer 2 in Span 17 (4" hole at center of stringer) - Stringer 11 in Span 18 - Stringer 11 in Span 19 - Stringer 1 in Span 39	OSMOSE	4
8	Replace: - Girt Brace # 1 in Span 30	OSMOSE	4
9	Remove drift from Bents 3, 4 & 5	RAILROAD	4
10	Post. - Pile 1 of Bent 8 - Pile 1 of Bent 9 - Pile 1 of Bent 12 - Pile 6 of Bent 13 - Pile 6 of Bent 16 - Pile 4 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 20 - Post 1 of Bent 25 - Post 1 of Bent 29 - Post 6 of Bent 36 - Post 1 of Bent 37	OSMOSE	4
11	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
12	Monitor - Pile 6 of Bent 3 - Pile 1 of Bent 6 - Post 6 of Bent 31	RAILROAD	5
13	Monitor - Cap on Bent 17 (cornering)	RAILROAD	5
14	Monitor - Stringer 1 in Span 20	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 582.58 MP: 582.58 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from bridge as necessary	RAILROAD	2
2	Replace: - Cap on Bent 1 (slight bulging)	OSMOSE	3
3	Post. - Pile 3 of Bent 3 - Pile 2 of Bent 6 - Pile 5 of Bent 7 - Pile 3 of Bent 8 - Pile 1 of Bent 10	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace - Cap on Bent 5 - Cap on Bent 7 (split)	OSMOSE	4
6	Monitor - Pile 6 of Bent 4 - Pile 3 of Bent 7	RAILROAD	5

BRIDGE NUMBER: 582.74 MP: 582.74 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers	OSMOSE	4
2	Post. - Pile 6 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 584.54 MP: 584.54 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from Bents 2, 3 & 4 (beaver dam).	RAILROAD	3
2	Replace - Cap on Bent 2 (pile 3 punching) - Bottom Cap on Bent 3 (broken)	OSMOSE	3
3	Cut Pile tops down and - Install a Subcap on existing Cap of Bent 2	OSMOSE	3
4	Place. - Riprap at Northwest headwall and wingwall	RAILROAD	4
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Add ballast and tamp up both approaches.	RAILROAD	4
7	Replace. - South Sway brace on Bent 3	OSMOSE	4
8	Monitor: - Pile 6 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 585.44 MP: 585.44 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap with oversized cap on Bent 2 (cornering, slightly broken)	OSMOSE	3
2	Replace: - Cap with oversized cap on Bent 1	OSMOSE	4
3	*In-place preservatively treat piles, caps and stringers.*	OSMOSE	4
4	Post: - Pile 3 of Bent 2 - Pile 6 of Bent 3	OSMOSE	4
5	Monitor: - Pile 1 of Bent 4	RAILROAD	5

Osmose Railroad Services, Inc.

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 586.15 TR 1&2 MP 586.15 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Re-attach - Loose handrail posts	RAILROAD	3
2	Replace: - Stringer 1 in Spans 2 & 3 (under track 1) - Stringer 12 in Span 4 (under track 1)	OSMOSE	4

BRIDGE NUMBER: 587.93 MP 587.93 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install Roadway clearance signs	RAILROAD	2
2	Clean debris from abutment seats	RAILROAD	4
3	Add ballast and tamp up both approaches	RAILROAD	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 589.88 Main Section MP: 589 88 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Heat shrink the following eyebars (subcontract) - Panel #3, L2-U3 both diagonals - Panel #3, L3-U2 east inboard diagonal - Panel #4, L4-U3 both diagonals - Panel #5, L5-U6 both inboard diagonals	OSMOSE	2
2	Heat shrink all other diagonal eyebars (subcontract)	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	Clean debris from horizontal surfaces, all panel points	RAILROAD	4
5	Continue regular inspections	OSMOSE	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 589.88 North Approach MP 589.88 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 3 of Bent 12 - Pile 4 of Bent 12 - Pile 2 of Bent 15 - Pile 6 of Bent 15 - Pile 1 of Bent 16 - Pile 4 of Bent 16 - Pile 1 of Bent 22 - Pile 3 of Bent 22 - Pile 3 of Bent 42 - Pile 4 of Bent 42 - Pile 4 of Bent 45 - Pile 5 of Bent 45 - Pile 5 of Bent 54 - Pile 6 of Bent 54	OSMOSE	3
2	Replace: - Cap on Bent 7 (slight crushing) - Cap on Bent 12 (split) - Cap on Bent 29 (minor crushing) - Cap on Bent 31 (minor crushing)	OSMOSE	3
3	Replace: - Sill in Bent 31 - Sill in Bent 32 (minor crushing) - Sill in Bent 34 (slight crushing)	OSMOSE	3
4	Replace: - Sill in Bent 27 - Sill in Bent 37 - Sill in Bent 40	OSMOSE	4
5	Replace: - Stringer 4 in Span 8 - Stringer 5 in Spans 42 & 43 (broken)	OSMOSE	4
6	Post or Repost: - Post 6 of Bent 5 - Pile 4 of Bent 10 - Pile 4 of Bent 13 - Pile 4 of Bent 17 - Pile 4 of Bent 21 - Pile 6 of Bent 23 - Pile 4 of Bent 25 - Pile 4 of Bent 26 - Pile 2 of Bent 41 - Post 3 of Bent 41 cutoff (possible reject) - Pile 6 of Bent 43 - Pile 3 of Bent 52 - Pile 4 of Bent 57	OSMOSE	4
7	Cut pile tops down and: - Install a 6 - 8" Subcap on existing cap of Bent 26	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
9	Shim or Epoxy: - Over Pile 4 of Bent 45	OSMOSE	4
10	Add ballast and tamp up approach (ballast fouled).	RAILROAD	4
11	Replace: - Cap on Bent 38 (minor crushing) - Cap on Bent 39 (split) - Cap on Bent 49 (slight crushing)	OSMOSE	4
12	Monitor: - Sill in Bent 4 (split) - Cap on Bent 8 (split) - Cap on Bent 27 (minor cornering)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

13 Monitor: RAILROAD 5
- Pile 1 of Bent 10
- Pile 6 of Bent 49
- Pile 2 of Bent 54

BRIDGE NUMBER: 590.75 MP: 590 75 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 2 of Bent 2	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Replace: - Cap on Bent 8	OSMOSE	4
4	Replace: - Southeast wingwall	RAILROAD	4
5	Remove Drift from Bents 4 & 5	RAILROAD	4

BRIDGE NUMBER: 594.49 MP: 594.49 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from Bents 8, 9, 10 & 11.	OSMOSE	2
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Post: - Pile 2 of Bent 17	OSMOSE	4

BRIDGE NUMBER: 594.63 MP: 594 63 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 1 of Bent 11 - Pile 3 of Bent 11	OSMOSE	3
2	Replace: - Cap on Bent 6 (slight crushing)	OSMOSE	3
3	Remove Drift from Bent 3	RAILROAD	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Monitor: - Cap on Bent 2 (vertical split) - Sill in Bent 6 (split)	RAILROAD	5

BRIDGE NUMBER: 594.92 MP: 594 92 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from Bent 3	RAILROAD	4
2	Monitor: - Cap on Bent 6 (very minor crushing)	RAILROAD	5

BRIDGE NUMBER: 594.97 MP: 594 97 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove Drift from Bents 2 & 3	RAILROAD	4

BRIDGE NUMBER: 596.22 MP: 596 22 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 1 of Bent 1 (split)	OSMOSE	4
2	Replace: - Stringer 1 in Span 1 (horizontal shear)	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 600.93 MP: 600.93 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 6 of Bent 3 (failed)	OSMOSE	2
2	Add ballast and tamp up North trackbed.	RAILROAD	3
3	Post: - Pile 1 of Bent 4	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace: - North Sway Brace on Bent 3	OSMOSE	4
6	Monitor - Pile 6 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 602.21 MP: 602.21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 602.62 MP: 602.62 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift in span 1.	RAILROAD	3
2	Shim or Epoxy: - Over Pile 4 of Bent 4	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4

BRIDGE NUMBER: 602.85 MP: 602.85 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3

BRIDGE NUMBER: 602.95 MP 602.95 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Place: - Rip/rap or sacrete at base of both headwalls	RAILROAD	3

BRIDGE NUMBER: 603.15 MP: 603.15 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1	OSMOSE	3
2	Replace. - Stringer 1 in Span 3 - Stringer 9 in Span 3 - Stringer 12 in Spans 2 & 3	OSMOSE	3
3	Post: - Pile 4 of Bent 6	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace: - Stringer 1 in Spans 1 & 2 - Stringer 12 in Spans 4 & 5 - Stringer 1 in Span 5	OSMOSE	4
6	Monitor: - Pile 1 of Bent 3	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 605.35 MP: 605 35 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 2 (pile 2 slightly punching)	OSMOSE	3
2	Replace. - Bottom planks of both headwalls and add rip/rap	OSMOSE	3
3	Replace - Ballast retainers	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Post - Pile 1 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 607.85 MP: 607 85 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 608.22 Siding Section 1 MP: 608.22 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Repair West Walkway.	RAILROAD	2
2	Clean debris from Pier tops & Abutment seat.	RAILROAD	4

BRIDGE NUMBER: 608.22 Siding Section 2 MP: 608 22 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install roadway clearance signs	RAILROAD	2
2	Replace: - Stringer 1 in Span 1 - Stringer 6 in Span 1	OSMOSE	3
3	Re-tighten. - Handrail posts	RAILROAD	3
4	Replace - Stringer 3 in Span 2 - Stringer 3 in Span 3 - Stringer 3 in Span 4	OSMOSE	4
5	Post: - Pile 5 of Bent 2	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 608.62 South Approach MP 608.62 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 1 of Bent 4 - Pile 6 of Bent 4	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Replace - Cap on Bent 1	OSMOSE	4

BRIDGE NUMBER: 608.62 Main Section MP 608 62 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Repair: - Southwest walkway (sticking up, trip hazard)	RAILROAD	2
2	Replace top flange angles of stringers, all panels	OSMOSE	3
3	Replace truss botom chord diagonal bracing, Panels 5 and 6	OSMOSE	3
4	Replace truss botom chord diagonal bracing, Panels 1, 2, 3 and 4	OSMOSE	4
5	Clean debris and ballast from Pier 1	RAILROAD	4
6	Add ballast and tamp up both approaches to steel.	RAILROAD	4
7	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 608.62 North Approach MP 608.62 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 4 (slight crushing under chord 1) - Cap on Bent 12	OSMOSE	3
2	Post: - Pile 2 of Bent 10 - Pile 4 of Bent 10	OSMOSE	3
3	Add ballast and tamp up approach.	RAILROAD	3
4	Post: - Pile 1 of Bent 8 - Pile 5 of Bent 12 - Pile 5 of Bent 14 - Pile 5 of Bent 15 - Pile 1 of Bent 17	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Monitor - Pile 1 of Bent 12 - Pile 1 of Bent 15	RAILROAD	5

BRIDGE NUMBER: 610.71 MP 610.71 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all truss bottom chord diagonal bracing	OSMOSE	2
2	Replace all stringer top lateral angles and gusset plates	OSMOSE	2
3	Replace all stringer top flange angles	OSMOSE	3
4	Repair web corrosion at floor beam-to-stringer connection, Floor Beams #1, #2, #4 and #5	OSMOSE	3
5	Replace expansion bearings	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	3
7	Replace all stringer bottom flange angles	OSMOSE	4
8	Continue regular inspections	OSMOSE	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 612.29 MP: 612.29 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	2
2	Replace truss bottom chord diagonal bracing, all panels	OSMOSE	2
3	Replace stringer top flange angles, all panels	OSMOSE	2
4	Replace stringer bottom flange angles, all panels	OSMOSE	3
5	Repair floor beam webs at stringer-to-floor beam connections, all panels	OSMOSE	3
6	Replace stringer-to-floor beam connection angles, all panels	OSMOSE	3
7	Add ballast and tamp up both approaches.	RAILROAD	3
8	Clean debris from bridge seats	RAILROAD	4
9	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 613.69 MP: 613.69 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Clean debris from bridge seats and floor beam top cover plates	RAILROAD	4

BRIDGE NUMBER: 615.20 MP: 615.20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 5 of Bent 1 - Pile 6 of Bent 1 - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 6	OSMOSE	3
2	Install: - Wingwall to the Southeast headwall and add ballast	RAILROAD	3
3	Replace: - Stringer 12 in Span 1	OSMOSE	4
4	Replace: - Both lower sway braces on Bent 4	OSMOSE	4
5	Replace: - Cap on Bent 8	OSMOSE	4
6	Post: - Pile 3 of Bent 4	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
8	Monitor: - Pile 5 of Bent 4	RAILROAD	5

BRIDGE NUMBER: 616.19 MP: 616.19 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 5 of Bent 2	OSMOSE	3
2	Shim or Epoxy: - Over Pile 2 of Bent 3 - Over Pile 3 of Bent 3 - Over Pile 4 of Bent 3	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Add ballast and tamp up both approaches.	RAILROAD	4
5	Monitor: - Handrail for deterioration	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 616.98 MP 616.98 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 4" Shim on Bent 6 (crushing)	OSMOSE	2
2	Replace: - Cap on Bent 3 (minor crushing)	OSMOSE	3
3	Replace: - Sill in Bent 2 (minor crushing) - Sill in Bent 4 (minor crushing)	OSMOSE	4
4	Add ballast and tamp up both approaches.	RAILROAD	4

BRIDGE NUMBER: 622.60 MP 622.60 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 1 of Bent 1 - Pile 3 of Bent 1	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Monitor: - Pile 5 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 623.10 MP 623.10 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 2 (bulging)	OSMOSE	2
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Monitor: - Headwalls for scour	RAILROAD	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 625.53 South Approach MP 625.53 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Pile 5 of Bent 14 (slight brooming)	OSMOSE	2
2	Replace - Cap on Bent 13 (piles 3 & 4 slight punching, vertical split at right end)	OSMOSE	3
3	Replace: - Both Sway Braces on Bent 3 - North sway brace on bent 6 - Both Sway Braces on Bent 13	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Add ballast and tamp up approach.	RAILROAD	4

BRIDGE NUMBER: 625.53 Main Section MP 625.53 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Heat-shrink all loose eyebars (subcontract)	OSMOSE	2
2	Replace truss bottom chord diagonal bracing, all panels	OSMOSE	2
3	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	3
4	Replace stringer top flange angles, all panels	OSMOSE	3
5	Clean ballast and debris from bridge seats	RAILROAD	4
6	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 625.53 North Approach MP 625.53 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Bent 4 (slight bulging, piles 3 & 4 slightly punching)	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Post. - Pile 1 of Bent 2 - Pile 6 of Bent 8	OSMOSE	4
5	Replace - Cap on Bent 10 (slight crushing)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 627 38 South Approach MP: 627 38 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Sway bracing Bents 2 through 10	OSMOSE	2
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Replace: - Stringer 1 in Span 2 (gone) - Stringer 11 in Span 3 (broken)	OSMOSE	4
4	Add ballast and tamp up approach	RAILROAD	4
5	Monitor - Stringers in Span 2 for additional impact damage	RAILROAD	5

BRIDGE NUMBER: 627.38 Main Span MP: 627 38 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	2
2	Add ballast and tamp up both approaches to steel section.	RAILROAD	3
3	Install stringer top flange angle splices, last 24", at: Panel #3 at floor beam #3 (both) Panel #4 at floor beam #3 (both) Panel #5 at floor beam #4 (both)	OSMOSE	3
4	Replace stringer top flange angles, all panels	OSMOSE	4
5	Replace floor beam bottom flange angles, all floor beams	OSMOSE	4
6	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 627.38 North Approach MP: 627.38 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install roadway clearance signs.	RAILROAD	2
2	Post: - Pile 1 of Bent 2 - Pile 6 of Bent 3 - Pile 2 of Bent 4	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Add ballast and tamp up approach.	RAILROAD	4
5	Replace: - Stringer 1 in Span 4	OSMOSE	4
6	Monitor - Pile 1 of Bent 5 - Pile 1 of Bent 6	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 627.62 MP: 627.62 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut pile tops down and. - Install a 6-8" Subcap on existing cap of Bent 3	OSMOSE	3
2	Post: - Pile 2 of Bent 4 - Pile 6 of Bent 4	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Replace: - Cap on Bent 7	OSMOSE	4
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Post: - Pile 1 of Bent 8 - Pile 1 of Bent 12	OSMOSE	4
7	Monitor: - Pile 4 of Bent 4 - Pile 3 of Bent 7	RAILROAD	5

BRIDGE NUMBER: 629.96 MP: 629.96 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - West ballast retainers (missing)	OSMOSE	2
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Post: - Pile 6 of Bent 2	OSMOSE	4
4	Replace: - Cap on Bent 2	OSMOSE	4

BRIDGE NUMBER: 631.66 MP: 631.66 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 634.42 MP: 634.42 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Frame out: - Bent 2	OSMOSE	2
2	Post: - Pile 2 of Bent 1 - Pile 3 of Bent 1	OSMOSE	2
3	Replace: - Cap on Bent 3 (slight crushing)	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	3
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Post: - Pile 6 of Bent 4 - Pile 2 of Bent 5	OSMOSE	4
7	Replace: - Stringer 1 in Span 5 - Stringer 6 in Span 5	OSMOSE	4
8	Monitor: - Pile 6 of Bent 5	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 637.97 MP: 637 97 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 1 of Bent 3 - Pile 6 of Bent 3 - Pile 1 of Bent 4 - Pile 6 of Bent 4 - Pile 1 of Bent 11 - Pile 6 of Bent 11 - Pile 2 of Bent 18 - Pile 5 of Bent 18	OSMOSE	3
2	Replace: - Stringer 5 in Span 6 - Stringer 6 in Span 6 - Stringer 5 in Span 7 - Stringer 6 in Span 7	OSMOSE	3
3	Replace: - Cap on Bent 6 (slight bulge) - Cap on Bent 10 - Cap on Bent 14 - Cap on Bent 17 - Cap on Bent 18 - Cap on Bent 22 (piles 2 & 3 punching)	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	3
5	Replace. - Cap on Bent 13 (vertical split) - Cap on Bent 19	OSMOSE	4
6	Replace: - Stringer 6 in Span 17 - Stringer 8 in Span 21 - Stringer 8 in Span 22	OSMOSE	4
7	Post: - Pile 1 of Bent 5 - Pile 5 of Bent 7 - Pile 6 of Bent 10 - Pile 1 of Bent 15 - Pile 1 of Bent 17 - Pile 6 of Bent 19 - Pile 1 of Bent 23	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Replace. - West ballast retainers	OSMOSE	4
10	Monitor: - Pile 4 of Bent 6 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 19	RAILROAD	5

BRIDGE NUMBER: 640.31 TR 1&2 MP: 640 31 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - West handrail (missing)	RAILROAD	2
2	Replace. - Cap on Bent 2 (bulging)	OSMOSE	2
3	Replace: - Stringer 30 in Span 1	OSMOSE	4
4	Post: - Pile 4 of Bent 1	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

BRIDGE NUMBER: 642.33 MP- 642 33 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Clean debris from abutment seats	RAILROAD	4
3	Monitor: - Bridge for additional vehicle impact damage	RAILROAD	5

BRIDGE NUMBER: 644.1 WYE MP- 644 10 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace or Re-tighten: - All loose or missing stringer packing bolts	OSMOSE	2
2	Replace. - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 2 in Span 5 - Stringer 8 in Span 5	OSMOSE	2
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace: - Cap on Bent 3 (slight cornering under chord 1, piles slightly punching)	OSMOSE	3
5	Post: - Pile 2 of Bent 5 - Pile 4 of Bent 5	OSMOSE	3
6	Shim or Epoxy: - Over Pile 1 of Bent 8	OSMOSE	4
7	Replace: - Cap on Bent 6 (slight break)	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
9	Replace. - Stringer 8 in Span 2	OSMOSE	4
10	Monitor: - Pile 5 of Bent 6	RAILROAD	5
11	Monitor: - Bent 5 for additional settlement	RAILROAD	5
12	Monitor: - Cap on Bent 7 (slight cornering)	RAILROAD	5

Roseburg Subdivision
Recommendations by Priority

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
446 26		446 26	Replace - Cap on Bent 2 (crushing/piles 2 & 3 are punching into cap)	OSMOSE
456 78	Section 2	456 78	Replace - 7 handrails on the East side of walkway	RAILROAD
474 15		474 15	Replace: - Sill in Bent 1	OSMOSE
482 79	North Approach	482 79	Replace - West handrail posts	RAILROAD
483.11		483 11	Post: - Pile 1 of Bent 1 (falling) - Pile 5 of Bent 1	OSMOSE
495.7		495.70	Replace. - 1 East handrail post at mid span of bridge	RAILROAD
503.27		503.27	Install roadway clearance signs	RAILROAD
509 22	North Approach	509.22	Replace - Cap on Bent 4 (bulging)	OSMOSE
509.8[illegible]		509 80	Install roadway clearance sign	RAILROAD
510.13		510 13	Frame out - Bent 1 (wil have to brace)	OSMOSE
515.82		515.82	Replace: - Elevation Shim under Chord 2 on Bent 6 (working out)	OSMOSE
520.18		520.18	Re-attach - Posts & Cables of West Handrail	RAILROAD
542 83		542 83	Replace - West handrail	RAILROAD
550.12	Section 1	550 12	Heat shrink all loose eyebars, both trusses (subcontract)	OSMOSE
565 21		565.21	Patch. - Ballast leak at the East rail of Span 7 and 8	RAILROAD
568.24		568.24	Replace - Cap on Bent 5 (crushing/piles 3 & 4 punching into cap)	OSMOSE
576 01	Main Span	576.01	Power wash floor system, all trusses	RAILROAD
578 01	North Approach	578.01	Replace - South shim on concrete fire break (bent 21, crushed)	OSMOSE
582 58		582.58	Remove drift from bridge as necessary.	RAILROAD
587.93		587.93	Install Roadway clearance signs.	RAILROAD
589.88	Main Section	589.88	Heat shrink the following eyebars (subcontract) - Panel #3, L2-U3 both diagonals - Panel #3, L3-U2 east inboard diagonal - Panel #4, L4-U3 both diagonals - Panel #5, L5-U6 both inboard diagonals	OSMOSE
594.49		594 49	Remove drift from Bents 8, 9, 10 & 11	OSMOSE
600.93		600 93	Post. - Pile 6 of Bent 3 (failed)	OSMOSE
608 22 Siding	Section 1	608.22	Repair West Walkway	RAILROAD

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision — Medford, OR - Springfield, OR

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
608.22 Siding	Section 2	608 22	Install roadway clearance signs	RAILROAD
608 62	Main Section	608.62	Repair: - Southwest walkway (sticking up, trip hazard)	RAILROAD
610 71		610 71	Replace all stringer top lateral angles and gusset plates	OSMOSE
610.71		610 71	Replace all truss bottom chord diagonal bracing	OSMOSE
612 29		612.29	Replace stringer top flange angles, all panels	OSMOSE
612 29		612 29	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE
612.29		612.29	Replace truss bottom chord diagonal bracing, all panels	OSMOSE
616 98		616.98	Replace: - 4" Shim on Bent 6 (crushing)	OSMOSE
623 10		623.10	Replace: - Cap on Bent 2 (bulging)	OSMOSE
625 53	South Approach	625 53	Post: - Pile 5 of Bent 14 (slight brooming)	OSMOSE
625 53	Main Section	625 53	Replace truss bottom chord diagonal bracing, all panels	OSMOSE
625 53	Main Section	625 53	Heat-shrink all loose eyebars (subcontract)	OSMOSE
627.38	South Approach	627.38	Replace: - Sway bracing Bents 2 through 10	OSMOSE
627 38	Main Span	627.38	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE
627.38	North Approach	627.38	Install roadway clearance signs.	RAILROAD
629.96		629.96	Replace: - West ballast retainers (missing)	OSMOSE
634 42		634 42	Frame out: - Bent 2	OSMOSE
634.42		634.42	Post: - Pile 2 of Bent 1 - Pile 3 of Bent 1	OSMOSE
640.31 TR 1&2		640.31	Replace - West handrail (missing)	RAILROAD
640.31 TR 1&2		640 31	Replace: - Cap on Bent 2 (bulging)	OSMOSE
644 1 WYE		644.10	Replace: - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 2 in Span 5 - Stringer 8 in Span 5	OSMOSE
644 1 WYE		644.10	Replace or Re-tighten: - All loose or missing stringer packing bolts	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
446 26		446 26	Replace - Cap on Bent 3	OSMOSE
448 49		448 49	Replace - Cap on Bent 3	OSMOSE
456 78	Section 1	456 78	Replace all bridge ties in this section	OSMOSE
456 78	Section 1	456 78	Add ballast and tamp up approach.	RAILROAD
456 78	Section 2	456 78	Replace - Stringer 1 in Span 3 & 4 - Stringer 6 in Span 11 (broken)	OSMOSE
456 78	Section 2	456.78	Replace: - Sill in Bent 19	OSMOSE
456 78	Section 4	456 78	Add ballast and tamp up approach.	RAILROAD
458 66		458 66	Add ballast and tamp up both approaches	RAILROAD
458 66		458 66	Replace - 2 Parapet ties at North approach	RAILROAD
458.66		458.66	Replace all 74 bridge ties.	OSMOSE
470.81		470 81	Replace - Cap on Bent 1	OSMOSE
482.24 M&S	Main and Siding	482.24	Add ballast and tamp up both approaches on siding	RAILROAD
482.57		482 57	Add ballast and tamp up both approaches.	RAILROAD
482.65		482 65	Replace: - 3 handrail posts West side - 3 handrails West side	RAILROAD
482.79	South Approach	482 79	Post - Pile 2 of Bent 4 - Pile 6 of Bent 4	OSMOSE
482 79	Main Section	482 79	Remove drift from bridge as necessary	RAILROAD
482.79	North Approach	482.79	Replace. - Cap on Bent 5	OSMOSE
482.79	North Approach	482.79	Replace - Ballast retainers (broken by tie gang)	OSMOSE
483 57		483.57	Replace - Cap on Bent 1	OSMOSE
495 7		495.70	Add ballast and tamp up both approaches.	RAILROAD
497.1		497.10	Add ballast and tamp up both approaches	RAILROAD
497.1		497.10	Spot replace 4 bridge ties at North approach.	RAILROAD
509.22	South Approach	509.22	Add ballast and tamp up approach.	RAILROAD
509.22	North Approach	509.22	Add ballast and tamp up approach.	RAILROAD
510.13		510 13	Post: - Pile 2 of Bent 2 - Pile 6 of Bent 2	OSMOSE

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
515 82		515 82	Add ballast and tamp up both approaches	RAILROAD
515.82		515 82	Replace - Girt Brace # 2 In Span 2 - Girt Brace # 4 In Span 2 - Girt Brace # 1 In Span 3 - Girt Brace # 2 In Span 3	OSMOSE
518.44		518 44	Clean debris from slucture.	RAILROAD
518.44		518.44	Add ballast and tamp up both approaches	RAILROAD
520 11		520.11	Replace - Cap on Abutment 2	OSMOSE
520 18		520 18	Add ballast and tamp up North approach.	RAILROAD
520 25		520.25	Add ballast and tamp up both approaches.	RAILROAD
520 25		520 25	Replace - Stringer 1 in Span 2 - Stringer 8 in Spans 1 & 2	OSMOSE
520 25		520 25	Replace - Mud Block 1 in Bent 2 - Mud Block 2 in Bent 2	OSMOSE
521 06		521 06	Heat-shrink all loose eyebars (subcontract)	OSMOSE
521 06		521 06	Add ballast and tamp up both approaches.	RAILROAD
521.06		521 06	Replace ties and guard timbers	OSMOSE
521.4		521.40	Install splice repair of stringer top flange angles at Floor Beams #1 and #2	OSMOSE
521 4		521 40	Replace top lateral gusset plates in Panel #4	OSMOSE
529.73		529.73	Replace - Guard timber	OSMOSE
529 73		529.73	Add ballast and tamp up both approaches	RAILROAD
536.16		536 16	Replace. - 1 Handrail post	RAILROAD
539.81		539 81	Add ballast and tamp up both approaches	RAILROAD
542 52		542.52	Replace: - Ballast retainers on East side of bridge	RAILROAD
550.12	Section 1	550.12	Replace all stringer top flange angles, Truss #1	OSMOSE
550 12	Section 1	550.12	Repair floor beam webs at stringer to floor beam connections, Floor Beams #0, #2, #3, #4, #5, and #7, Truss #1	OSMOSE
550.12	Section 1	550.12	Replace stringer top lateral angles and gusset plates, Truss #1	OSMOSE
550 12	Section 1	550.12	Replace all stringer top flange angles, Truss #2	OSMOSE
550 12	Section 1	550.12	Repair concrete spall on Pier 1, south side under west bearing	OSMOSE
550.12	Section 1	550 12	Add ballast and tamp up approach	RAILROAD
550 12	Section 2	550 12	Add ballast and tamp up approach	RAILROAD
550.12	Section 2	550.12	Replace: - Top Flange Angles	OSMOSE

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
550 67		550.67	Rate span for current section loss.	RAILROAD
550 67		550 67	Replace - Top Flange Angles	OSMOSE
550 67		550 67	Add ballast and tamp up both approaches	RAILROAD
550.77		550 77	Replace - West Handrail	RAILROAD
556 45		556 45	Replace: - Cap on Bent 4	OSMOSE
556.45		556 45	Post. - Pile 3 of Bent 4 - Pile 6 of Bent 4	OSMOSE
558.15		558 15	Replace. - Cap on Bent 2	OSMOSE
558 15		558 15	Remove drift and debris at bent 2	RAILROAD
565 21		565 21	Replace - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both South Sway Braces on Bent 5 - Both Sway Braces on Bent 6 - Both Sway Braces on Bent 7	OSMOSE
565.21		565 21	Replace: - Cap on Bent 1 - Cap on Bent 7 (slight cornering)	OSMOSE
567 07		567 07	Replace. - Cap on Bent 1 - Cap on Bent 6	OSMOSE
568.24		568 24	Post: - Pile 1 of Bent 7 - Pile 2 of Bent 7	OSMOSE
568 24		568 24	Remove brush from Bents 3 thru 6.	RAILROAD
573 02		573 02	Replace all 65 bridge ties (severe plate cut).	OSMOSE
573 04		573 04	Post - Pile 1 of Bent 1 - Pile 4 of Bent 1	OSMOSE
575 01		575 01	Replace - Cap on Bent 1	OSMOSE
575.01		575.01	Place: - Rip/Rap at Bents 3 & 6 and monitor for erosion	RAILROAD
576.65		576.65	Replace. - Cap on Bent 3	OSMOSE
577 07		577 07	Replace - Cap on Bent 1 - Cap on Bent 4 (slight crushing under chord 2)	OSMOSE
578 01	South Approach	578 01	Post - Pile 3 of Bent 6 (split)	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
578 01	Main Span	578.01	Replace stringer top flange angles: Truss #1 - all panels Truss #2 - panel #2 Truss #3 - panels #2, #3, #4 and #5	OSMOSE
578.01	North Approach	578 01	Replace: - Cap on Bent 4 - Cap on Bent 6 - Cap on Bent 8 - Cap on Bent 11 (through bolted) - Cap on Bent 27 - Cap on Bent 31 - Cap on Bent 35 - Cap on Bent 41	OSMOSE
578 01	North Approach	578.01	Post: - Pile 1 of Bent 2 - Post 6 of Bent 2 (cutoff is reject) - Pile 1 of Bent 7 (slight brooming) - Pile 2 of Bent 15 - Pile 6 of Bent 15 - Pile 2 of Bent 19 - Pile 5 of Bent 19	OSMOSE
578 01	North Approach	578 01	Add ballast and tamp up approach	RAILROAD
582.58		582.58	Replace: - Cap on Bent 1 (slight bulging)	OSMOSE
584 54		584.54	Cut Pile tops down and: - Install a Subcap on existing Cap of Bent 2	OSMOSE
584.54		584 54	Replace: - Cap on Bent 2 (pile 3 punching) - Bottom Cap on Bent 3 (broken)	OSMOSE
584 54		584.54	Remove drift from Bents 2, 3 & 4 (beaver dam).	RAILROAD
585.44		585.44	Replace: - Cap with oversized cap on Bent 2 (cornering, slightly broken)	OSMOSE
586.15 TR 1&2		586.15	Re-attach: - Loose handrail posts	RAILROAD
589.88	Main Section	589.88	Add ballast and tamp up approach.	RAILROAD
589 88	Main Section	589 88	Heat shrink all other diagonal eyebars (subcontract)	OSMOSE
589.88	North Approach	589.88	Post: - Pile 3 of Bent 12 - Pile 4 of Bent 12 - Pile 2 of Bent 15 - Pile 6 of Bent 15 - Pile 1 of Bent 16 - Pile 4 of Bent 16 - Pile 1 of Bent 22 - Pile 3 of Bent 22 - Pile 3 of Bent 42 - Pile 4 of Bent 42 - Pile 4 of Bent 45 - Pile 5 of Bent 45 - Pile 5 of Bent 54 - Pile 6 of Bent 54	OSMOSE

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RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
589 88	North Approach	589 88	Replace: - Cap on Bent 7 (slight crushing) - Cap on Bent 12 (split) - Cap on Bent 29 (minor crushing) - Cap on Bent 31 (minor crushing)	OSMOSE
589 88	North Approach	589 88	Replace - Sill in Bent 31 - Sill in Bent 32 (minor crushing) - Sill in Bent 34 (slight crushing)	OSMOSE
594 63		594 63	Remove Drift from Bent 3	RAILROAD
594.63		594.63	Post. - Pile 1 of Bent 11 - Pile 3 of Bent 11	OSMOSE
594 63		594 63	Replace: - Cap on Bent 6 (slight crushing)	OSMOSE
600 93		600 93	Post - Pile 1 of Bent 4	OSMOSE
600 93		600.93	Add ballast and tamp up North trackbed	RAILROAD
602 62		602 62	Remove drift in span 1	RAILROAD
602 85		602 85	Add ballast and tamp up both approaches.	RAILROAD
602.85		602 85	Place: - Rip/rap or sacrete at base of both headwalls	RAILROAD
603 15		603 15	Replace: - Cap on Bent 1	OSMOSE
603 15		603 15	Replace - Stringer 1 in Span 3 - Stringer 9 in Span 3 - Stringer 12 in Spans 2 & 3	OSMOSE
605 35		605.35	Replace. - Cap on Bent 2 (pile 2 slightly punching)	OSMOSE
605 35		605 35	Replace - Bottom planks of both headwalls and add rip/rap	OSMOSE
605 35		605 35	Replace: - Ballast retainers	OSMOSE
607 85		607 85	Add ballast and tamp up both approaches.	RAILROAD
608 22 Siding	Section 2	608 22	Replace - Stringer 1 in Span 1 - Stringer 6 in Span 1	OSMOSE
608 22 Siding	Section 2	608 22	Re-tighten: - Handrail posts	RAILROAD
608.62	South Approach	608 62	Post: - Pile 1 of Bent 4 - Pile 6 of Bent 4	OSMOSE
608.62	South Approach	608.62	Add ballast and tamp up approach.	RAILROAD
608 62	Main Section	608 62	Replace top flange angles of stringers, all panels	OSMOSE
608 62	Main Section	608 62	Replace truss botom chord diagonal bracing, Panels 5 and 6	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
608 62	North Approach	608 62	Replace - Cap on Bent 4 (slight crushing under chord 1) - Cap on Bent 12	OSMOSE
608 62	North Approach	608 62	Post. - Pile 2 of Bent 10 - Pile 4 of Bent 10	OSMOSE
608 62	North Approach	608 62	Add ballast and tamp up approach.	RAILROAD
610 71		610.71	Add ballast and tamp up both approaches	RAILROAD
610 71		610.71	Replace all stringer top flange angles	OSMOSE
610 71		610 71	Repair web corrosion at floor beam-to-stringer connection, Floor Beams #1, #2, #4 and #5	OSMOSE
610 71		610 71	Replace expansion bearings	OSMOSE
612 29		612 29	Replace stringer bottom flange angles, all panels	OSMOSE
612 29		612.29	Repair floor beam webs at stringer-to-floor beam connections, all panels	OSMOSE
612 29		612 29	Replace stringer-to-floor beam connection angles, all panels	OSMOSE
612.29		612.29	Add ballast and tamp up both approaches	RAILROAD
613 69		613.69	Add ballast and tamp up both approaches	RAILROAD
615.20		615 20	Post: - Pile 5 of Bent 1 - Pile 6 of Bent 1 - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 2 of Bent 6 - Pile 6 of Bent 6	OSMOSE
615.20		615 20	Install - Wingwall to the Southeast headwall and add ballast	RAILROAD
616 19		616.19	Post: - Pile 5 of Bent 2	OSMOSE
616 98		616 98	Replace - Cap on Bent 3 (minor crushing)	OSMOSE
622 60		622.60	Post. - Pile 1 of Bent 1 - Pile 3 of Bent 1	OSMOSE
623.10		623.10	Add ballast and tamp up both approaches	RAILROAD
625.53	South Approach	625.53	Replace - Cap on Bent 13 (piles 3 & 4 slight punching, vertical split at right end)	OSMOSE
625 53	Main Section	625.53	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE
625.53	Main Section	625.53	Replace stringer top flange angles, all panels	OSMOSE
625 53	North Approach	625.53	Replace - Cap on Bent 4 (slight bulging, piles 3 & 4 slightly punching)	OSMOSE
625.53	North Approach	625 53	Add ballast and tamp up approach.	RAILROAD

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RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
627 38	Main Span	627 38	Install stringer top flange angle splices, last 24", at Panel #3 at floor beam #3 (both) Panel #4 at floor beam #3 (both) Panel #5 at floor beam #4 (both)	OSMOSE
627 38	Main Span	627.38	Add ballast and tamp up both approaches to steel section	RAILROAD
627 62		627 62	Cut pile tops down and - Install a 6-8" Subcap on existing cap of Bent 3	OSMOSE
627 62		627.62	Post: - Pile 2 of Bent 4 - Pile 6 of Bent 4	OSMOSE
634 42		634.42	Add ballast and tamp up both approaches	RAILROAD
634.42		634.42	Replace: - Cap on Bent 3 (slight crushing)	OSMOSE
637 97		637 97	Post: - Pile 1 of Bent 3 - Pile 6 of Bent 3 - Pile 1 of Bent 4 - Pile 6 of Bent 4 - Pile 1 of Bent 11 - Pile 6 of Bent 11 - Pile 2 of Bent 18 - Pile 5 of Bent 18	OSMOSE
637.97		637 97	Replace: - Stringer 5 in Span 6 - Stringer 6 in Span 6 - Stringer 5 in Span 7 - Stringer 6 in Span 7	OSMOSE
637 97		637 97	Replace: - Cap on Bent 6 (slight bulge) - Cap on Bent 10 - Cap on Bent 14 - Cap on Bent 17 - Cap on Bent 18 - Cap on Bent 22 (piles 2 & 3 punching)	OSMOSE
637 97		637.97	Add ballast and tamp up both approaches.	RAILROAD
642.33		642.33	Add ballast and tamp up both approaches.	RAILROAD
644.1 WYE		644 10	Replace: - Cap on Bent 3 (slight cornering under chord 1, piles slightly punching)	OSMOSE
644.1 WYE		644.10	Add ballast and tamp up both approaches.	RAILROAD
644 1 WYE		644 10	Post: - Pile 2 of Bent 5 - Pile 4 of Bent 5	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
446.26		446.26	In-place preservatively treat piles, caps and stringers.	OSMOSE
446 26		446.26	Post. - Pile 1 of Bent 2	OSMOSE
447 35		447.35	Replace. - Stringer 7 in Span 1 & 2 - Stringer 8 in span 2	OSMOSE
447 35		447 35	In-place preservatively treat piles, caps and stringers.	OSMOSE
447 35		447 35	Replace: - Northeast ballast retainer	RAILROAD
447 86		447.86	In-place preservatively treat piles, caps and stringers.	OSMOSE
447 86		447 86	Post - Pile 6 of Bent 3	OSMOSE
448 49		448.49	Post - Post 1 of Bent 4	OSMOSE
448.49		448 49	In-place preservatively treat piles, caps and stringers.	OSMOSE
450 03 M&S	Main and Siding	450.03	Re-straighten - Bent handrail post (West side)	RAILROAD
456 78	Section 1	456.78	Replace. - West bottom cover plates damaged from vehicle impact	OSMOSE
456.78	Section 2	456 78	Replace: - Cap on Bent 4 (minor cornering) - Cap on Bent 5	OSMOSE
456.78	Section 2	456.78	In-place preservatively treat piles, caps and stringers.	OSMOSE
456 78	Section 3	456.78	Clean debris and bird droppings off of truss floor system	RAILROAD
456 78	Section 4	456.78	Replace all 56 bridge ties.	OSMOSE
464.80 M&S	Main and siding	464 80	Post: - Pile 9 of Bent 1	OSMOSE
464 80 M&S	Main and siding	464 80	In-place preservatively treat piles, caps and stringers.	OSMOSE
465 19		465.19	Clean all Debris from Structure	RAILROAD
465.19		465.19	Add ballast and tamp up both approaches.	RAILROAD
465 60		465.60	Post: - Pile 1 of Bent 2	OSMOSE
465.60		465 60	In-place preservatively treat piles, caps and stringers.	OSMOSE
470 81		470 81	In-place preservatively treat piles, caps and stringers	OSMOSE
474.15		474 15	In-place preservatively treat piles, caps and stringers	OSMOSE
474 15		474 15	Add ballast and tamp up both approaches.	RAILROAD
482 24 M&S	Main and Siding	482.24	Post. - Pile 1 of Bent 3	OSMOSE
482.24 M&S	Main and Siding	482 24	In-place preservatively treat piles, caps and stringers	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
482 24 M&S	Main and Siding	482 24	Replace: - Stringer 1 in Spans 1 & 2 - Stringer 26 in Span 1	OSMOSE
482 24 M&S	Main and Siding	482 24	Replace - Top handrail of West side handrail	RAILROAD
482 57		482 57	Clean debris and pack rust from structure	RAILROAD
482 57		482 57	Place - Large rip/rap at base of North abutment	RAILROAD
482.65		482 65	Post: - Pile 7 of Bent 3 - Pile 7 of Bent 4	OSMOSE
482.65		482 65	Place: - Rip/Rap in Span 8 and monitor for erosion	RAILROAD
482.65		482.65	Shim - Over Pile 7 of Bent 9	OSMOSE
482 65		482.65	In-place preservatively treat piles, caps and stringers.	OSMOSE
482.65		482 65	Replace. - Stringer 5 in Span 6 - Stringer 9 in Span 8	OSMOSE
482.79	South Approach	482 79	Replace. - Stringer 1 in Span 4	OSMOSE
482.79	South Approach	482 79	In-place preservatively treat piles, caps and stringers	OSMOSE
482 79	South Approach	482.79	Post: - Pile 6 of Bent 3	OSMOSE
483.11		483 11	Replace. - Stringer 1 in Span 1	OSMOSE
483 11		483.11	In-place preservatively treat piles, caps and stringers	OSMOSE
483.70		483.70	Replace. - Stringer 8 in Span 1	OSMOSE
483.70		483 70	Place. - Rip/rap at East concrete apron and cover with concrete	RAILROAD
503.27		503 27	Add ballast and tamp up South approach	RAILROAD
509.22	South Approach	509 22	Post. - Pile 1 of Bent 5	OSMOSE
509 22	South Approach	509 22	In-place preservatively treat piles, caps and stringers.	OSMOSE
509 22	Main Span	509 22	Replace bulkhead timber on south approach	RAILROAD
509.22	Main Span	509.22	Clean debris from bottom chord horizontal gusset plates	RAILROAD
509 22	Main Span	509 22	Add ballast and tamp up South approach	RAILROAD
509 22	North Approach	509 22	Replace: - Stringer 2 in Span 3 - Stringer 4 in Span 3	OSMOSE
509.22	North Approach	509 22	Post. - Pile 3 of Bent 2	OSMOSE
509.22	North Approach	509 22	In-place preservatively treat piles, caps and stringers	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
509 8		509 80	In-place preservatively treat piles, caps and stringers	OSMOSE
509 8		509 80	Post: - Pile 2 of Bent 5	OSMOSE
510 13		510 13	In-place preservatively treat piles, caps and stringers	OSMOSE
510.13		510 13	Replace: - Stringer 12 in Span 1 - Stringer 1 in Span 2 - Stringer 10 in Span 2	OSMOSE
510 13		510.13	Replace - 10' of West Ballast Retainer	RAILROAD
510 13		510.13	Remove - Vegetation from under bridge	RAILROAD
515 82		515.82	Shim or Epoxy: - Under Elevation Shim of Bent 3 (gap)	OSMOSE
519 97		519 97	Clean debris from abutment seats and pier top.	RAILROAD
519 97		519 97	Add ballast and tamp up both approaches.	RAILROAD
520.11		520.11	Add ballast and tamp up both approaches	RAILROAD
521 4		521.40	Repair or replace stringer top flange angles in Panels #3, #4, #5 and #6	OSMOSE
521 4		521.40	Add ballast and tamp up both approaches	RAILROAD
521.4		521 40	Clean off debris on abutment seats	RAILROAD
529 73		529 73	Clean all Debris and Pack Rust from structure	RAILROAD
539.81		539 81	Replace. - 1 section of ballast retainer	RAILROAD
539 81		539 81	In-place preservatively treat piles, caps and stringers.	OSMOSE
539.81		539 81	Post: - Pile 1 of Bent 2	OSMOSE
542.52		542.52	Replace: - Stringer 12 in Span 1	OSMOSE
550.12	Section 2	550.12	Clean and inspect bearings	RAILROAD
550.12	Section 2	550.12	Clean debris from bridge	RAILROAD
550 67		550 67	Clean debris and pack rust from structure.	RAILROAD
550 67		550 67	Replace: - Top and bottom gusset plates	OSMOSE
550 67		550.67	Replace. - Bearing shoes and repair lower 1' of stiffeners at bearing area locations	OSMOSE
556 45		556.45	Add ballast and tamp up both approaches.	RAILROAD
556.45		556.45	In-place preservatively treat piles, caps and stringers.	OSMOSE
556.45		556.45	Post: - Pile 3 of Bent 1 - Pile 3 of Bent 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
558.15		558.15	In-place preservatively treat piles, caps and stringers	OSMOSE
558.15		558.15	Place - Rip/Rap at Bent 1 and monitor for scouring	RAILROAD
558 15		558 15	Replace: - East ballast retainer	OSMOSE
565 21		565.21	In-place preservatively treat piles, caps and stringers	OSMOSE
567 07		567 07	In-place preservatively treat piles, caps and stringers.	OSMOSE
567 07		567 07	Replace - Cap on Bent 4	OSMOSE
567 07		567.07	Post. - Pile 1 of Bent 2 - Pile 5 of Bent 3	OSMOSE
567.07		567 07	Replace. - East ballast retainer	RAILROAD
567 19		567 19	Clean debris from abutment seats	RAILROAD
567 58		567 58	Replace - Stringer 1 of Spans 1 & 2 - Stringer 5 of Span 1	OSMOSE
567 58		567 58	In-place preservatively treat piles, caps and stringers	OSMOSE
567 58		567.58	Post: - Pile 6 of Bent 2	OSMOSE
568 24		568 24	In-place preservatively treat piles, caps and stringers.	OSMOSE
568.24		568 24	Replace: - Stringer 12 in Spans 3 & 4	OSMOSE
568.24		568 24	Post - Pile 6 of Bent 1 - Pile 1 of Bent 5	OSMOSE
573.02		573 02	Add ballast and tamp up both approaches	RAILROAD
573.02		573 02	Clean Debris from Abutment Seats	RAILROAD
573 02		573 02	Clean and inspect North Bearings	RAILROAD
573 04		573 04	Replace - North headwall (bowed)	OSMOSE
573 04		573 04	In-place preservatively treat piles, caps and stringers	OSMOSE
573 04		573 04	Add ballast and tamp up both approaches.	RAILROAD
574 01		574 01	Replace. - Stringer 11 in Span 1 - Stringer 12 in Spans 1 & 2	OSMOSE
575 01		575 01	In-place preservatively treat piles, caps and stringers.	OSMOSE
575 01		575.01	Remove - Old cutoffs in span 5 (catching drift)	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
575 01		575 01	Replace: - Stringer 1 in Spans 5 & 6 (crushed) - Stringer 1 in Span 7 - Stringer 7 in Span 7 (broken) - Stringer 12 in Spans 1 & 2	OSMOSE
575.01		575.01	Add ballast and tamp up both approaches	RAILROAD
575 01		575 01	Post: - Pile 6 of Bent 2	OSMOSE
576 65		576 65	In-place preservatively treat piles, caps and stringers	OSMOSE
576.65		576 65	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 2	OSMOSE
576 65		576 65	Post: - Pile 6 of Bent 4	OSMOSE
577 07		577 07	In-place preservatively treat piles, caps and stringers.	OSMOSE
577.07		577 07	Replace - Stringer 6 in Span 2 - Stringer 1 in Span 3 - Stringer 6 in Span 3 - Stringer 1 in Span 4	OSMOSE
578 01	South Approach	578 01	In-place preservatively treat piles, caps and stringers	OSMOSE
578 01	South Approach	578 01	Post. - Pile 1 of Bent 8	OSMOSE
578 01	Main Span	578 01	Add ballast and tamp up North approach at end of steel truss.	RAILROAD
578.01	North Approach	578.01	Post: - Pile 1 of Bent 8 - Pile 1 of Bent 9 - Pile 1 of Bent 12 - Pile 6 of Bent 13 - Pile 6 of Bent 16 - Pile 4 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 20 - Post 1 of Bent 25 - Post 1 of Bent 29 - Post 6 of Bent 36 - Post 1 of Bent 37	OSMOSE
578.01	North Approach	578 01	In-place preservatively treat piles, caps and stringers.	OSMOSE
578.01	North Approach	578 01	Remove drift from Bents 3, 4 & 5.	RAILROAD
578.01	North Approach	578.01	Shim or Epoxy: - Over Pile 3 of Bent 39	OSMOSE
578.01	North Approach	578 01	Monitor cracks in concrete pedestals under Bents 25 & 36	RAILROAD
578 01	North Approach	578 01	Replace. - Stringer 2 in Span 17 (4" hole at center of stringer) - Stringer 11 in Span 18 - Stringer 11 in Span 19 - Stringer 1 in Span 39	OSMOSE
578 01	North Approach	578.01	Replace: - Girt Brace # 1 in Span 30	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
582.58		582 58	In-place preservatively treat piles, caps and stringers	OSMOSE
582.58		582 58	Post - Pile 3 of Bent 3 - Pile 2 of Bent 6 - Pile 5 of Bent 7 - Pile 3 of Bent 8 - Pile 1 of Bent 10	OSMOSE
582.58		582 58	Replace, - Cap on Bent 5 - Cap on Bent 7 (split)	OSMOSE
582 74		582 74	In-place preservatively treat piles, caps and stringers.	OSMOSE
582 74		582 74	Post: - Pile 6 of Bent 2	OSMOSE
584 54		584.54	Place - Rip/rap at Northwest headwall and wingwall	RAILROAD
584 54		584.54	In-place preservatively treat piles, caps and stringers.	OSMOSE
584 54		584.54	Add ballast and tamp up both approaches	RAILROAD
584 54		584.54	Replace. - South Sway brace on Bent 3	OSMOSE
585 44		585 44	In-place preservatively treat piles, caps and stringers.	OSMOSE
585.44		585 44	Post: - Pile 3 of Bent 2 - Pile 6 of Bent 3	OSMOSE
585.44		585 44	Replace: - Cap with oversized cap on Bent 1	OSMOSE
586 15 TR 1&2		586 15	Replace - Stringer 1 in Spans 2 & 3 (under track 1) - Stringer 12 in Span 4 (under track 1)	OSMOSE
587.93		587 93	Add ballast and tamp up both approaches.	RAILROAD
587 93		587 93	Clean debris from abutment seats	RAILROAD
589.88	Main Section	589 88	Clean debris from horizontal surfaces, all panel points	RAILROAD
589 88	North Approach	589 88	Add ballast and tamp up approach (ballast fouled).	RAILROAD
589 88	North Approach	589 88	Cut pile tops down and - Install a 6 - 8" Subcap on existing cap of Bent 26	OSMOSE
589.88	North Approach	589.88	In-place preservatively treat piles, caps and stringers.	OSMOSE
589 88	North Approach	589.88	Replace: - Sill in Bent 27 - Sill in Bent 37 - Sill in Bent 40	OSMOSE
589 88	North Approach	589 88	Shim or Epoxy: - Over Pile 4 of Bent 45	OSMOSE
589 88	North Approach	589 88	Replace: - Stringer 4 in Span 8 - Stringer 5 in Spans 42 & 43 (broken)	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
589 88	North Approach	589 88	Post or Repost. - Post 6 of Bent 5 - Pile 4 of Bent 10 - Pile 4 of Bent 13 - Pile 4 of Bent 17 - Pile 4 of Bent 21 - Pile 6 of Bent 23 - Pile 4 of Bent 25 - Pile 4 of Bent 26 - Pile 2 of Bent 41 - Post 3 of Bent 41 cutoff (possible reject) - Pile 6 of Bent 43 - Pile 3 of Bent 52 - Pile 4 of Bent 57	OSMOSE
589 88	North Approach	589 88	Replace: - Cap on Bent 38 (minor crushing) - Cap on Bent 39 (split) - Cap on Bent 49 (slight crushing)	OSMOSE
590.75		590.75	Post: - Pile 2 of Bent 2	OSMOSE
590 75		590.75	In-place preservatively treat piles, caps and stringers	OSMOSE
590 75		590 75	Replace: - Cap on Bent 8	OSMOSE
590.75		590.75	Replace - Southeast wingwall	RAILROAD
590 75		590.75	Remove Drift from Bents 4 & 5	RAILROAD
594 49		594 49	In-place preservatively treat piles, caps and stringers.	OSMOSE
594.49		594.49	Post: - Pile 2 of Bent 17	OSMOSE
594 63		594 63	In-place preservatively treat piles, caps and stringers.	OSMOSE
594 92		594 92	Remove drift from Bent 3	RAILROAD
594 97		594 97	Remove Drift from Bents 2 & 3	RAILROAD
596.22		596.22	Post: - Pile 1 of Bent 1 (split)	OSMOSE
596.22		596 22	Replace - Stringer 1 in Span 1 (horizontal shear)	OSMOSE
600.93		600 93	In-place preservatively treat piles, caps and stringers.	OSMOSE
600.93		600.93	Replace. - North Sway Brace on Bent 3	OSMOSE
602 62		602.62	Shim or Epoxy: - Over Pile 4 of Bent 4	OSMOSE
602 62		602 62	In-place preservatively treat piles, caps and stringers.	OSMOSE
603 15		603.15	In-place preservatively treat piles, caps and stringers	OSMOSE
603 15		603 15	Post: - Pile 4 of Bent 6	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
603.15		603 15	Replace - Stringer 1 in Spans 1 & 2 - Stringer 12 in Spans 4 & 5 - Stringer 1 in Span 5	OSMOSE
605 35		605 35	In-place preservatively treat piles, caps and stringers	OSMOSE
605 35		605 35	Post: - Pile 1 of Bent 2	OSMOSE
608 22 Siding	Section 1	608 22	Clean debris from Pier tops & Abutment seat.	RAILROAD
608.22 Siding	Section 2	608.22	Replace - Stringer 3 in Span 2 - Stringer 3 in Span 3 - Stringer 3 in Span 4	OSMOSE
608 22 Siding	Section 2	608 22	Post - Pile 5 of Bent 2	OSMOSE
608 62	South Approach	608.62	Replace: - Cap on Bent 1	OSMOSE
608 62	South Approach	608.62	In-place preservatively treat piles, caps and stringers	OSMOSE
608 62	Main Section	608 62	Replace truss botom chord diagonal bracing, Panels 1, 2, 3 and 4	OSMOSE
608.62	Main Section	608 62	Clean debris and ballast from Pier 1	RAILROAD
608.62	Main Section	608.62	Add ballast and tamp up both approaches to steel.	RAILROAD
608 62	North Approach	608.62	Post. - Pile 1 of Bent 8 - Pile 5 of Bent 12 - Pile 5 of Bent 14 - Pile 5 of Bent 15 - Pile 1 of Bent 17	OSMOSE
608 62	North Approach	608.62	In-place preservatively treat piles, caps and stringers.	OSMOSE
610 71		610.71	Replace all stringer bottom flange angles	OSMOSE
612.29		612.29	Clean debris from bridge seats	RAILROAD
613.69		613 69	Clean debris from bridge seats and floor beam top cover plates	RAILROAD
615.20		615.20	Replace. - Cap on Bent 8	OSMOSE
615.20		615.20	Post: - Pile 3 of Bent 4	OSMOSE
615.20		615 20	In-place preservatively treat piles, caps and stringers	OSMOSE
615 20		615.20	Replace - Both lower sway braces on Bent 4	OSMOSE
615 20		615 20	Replace: - Stringer 12 in Span 1	OSMOSE
616.19		616.19	In-place preservatively treat piles, caps and stringers	OSMOSE
616 19		616.19	Shim or Epoxy - Over Pile 2 of Bent 3 - Over Pile 3 of Bent 3 - Over Pile 4 of Bent 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
616 19		616.19	Add ballast and tamp up both approaches	RAILROAD
616 98		616 98	Add ballast and tamp up both approaches	RAILROAD
616 98		616.98	Replace: - Sill in Bent 2 (minor crushing) - Sill in Bent 4 (minor crushing)	OSMOSE
622 60		622 60	In-place preservatively treat piles, caps and stringers.	OSMOSE
623.10		623.10	In-place preservatively treat piles, caps and stringers.	OSMOSE
623 10		623.10	Monitor: - Headwalls for scour	RAILROAD
625 53	South Approach	625.53	Add ballast and tamp up approach	RAILROAD
625 53	South Approach	625 53	Replace: - Both Sway Braces on Bent 3 - North sway brace on bent 6 - Both Sway Braces on Bent 13	OSMOSE
625 53	South Approach	625.53	In-place preservatively treat piles, caps and stringers.	OSMOSE
625.53	Main Section	625.53	Clean ballast and debris from bridge seats	RAILROAD
625.53	North Approach	625.53	In-place preservatively treat piles, caps and stringers.	OSMOSE
625 53	North Approach	625.53	Post. - Pile 1 of Bent 2 - Pile 6 of Bent 8	OSMOSE
627 38	South Approach	627.38	In-place preservatively treat piles, caps and stringers.	OSMOSE
627.38	South Approach	627 38	Replace: - Stringer 1 in Span 2 (gone) - Stringer 11 in Span 3 (broken)	OSMOSE
627 38	South Approach	627.38	Add ballast and tamp up approach.	RAILROAD
627 38	Main Span	627 38	Replace stringer top flange angles, all panels	OSMOSE
627 38	Main Span	627.38	Replace floor beam bottom flange angles, all floor beams	OSMOSE
627.38	North Approach	627 38	Add ballast and tamp up approach.	RAILROAD
627 38	North Approach	627.38	Replace - Stringer 1 in Span 4	OSMOSE
627 38	North Approach	627.38	Post: - Pile 1 of Bent 2 - Pile 6 of Bent 3 - Pile 2 of Bent 4	OSMOSE
627.38	North Approach	627.38	In-place preservatively treat piles, caps and stringers.	OSMOSE
627 62		627.62	In-place preservatively treat piles, caps and stringers.	OSMOSE
627 62		627 62	Replace: - Cap on Bent 7	OSMOSE
627 62		627 62	Add ballast and tamp up both approaches	RAILROAD
627 62		627.62	Post. - Pile 1 of Bent 8 - Pile 1 of Bent 12	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
629 96		629 96	In-place preservatively treat piles, caps and stringers.	OSMOSE
629 96		629.96	Post: - Pile 6 of Bent 2	OSMOSE
629.96		629 96	Replace: - Cap on Bent 2	OSMOSE
631.66		631 66	In-place preservatively treat piles, caps and stringers	OSMOSE
634.42		634 42	In-place preservatively treat piles, caps and stringers.	OSMOSE
634.42		634.42	Post: - Pile 6 of Bent 4 - Pile 2 of Bent 5	OSMOSE
634.42		634 42	Replace: - Stringer 1 in Span 5 - Stringer 6 in Span 5	OSMOSE
637.97		637 97	Replace: - West ballast retainers	OSMOSE
637.97		637 97	In-place preservatively treat piles, caps and stringers.	OSMOSE
637 97		637 97	Post. - Pile 1 of Bent 5 - Pile 5 of Bent 7 - Pile 6 of Bent 10 - Pile 1 of Bent 15 - Pile 1 of Bent 17 - Pile 6 of Bent 19 - Pile 1 of Bent 23	OSMOSE
637.97		637 97	Replace: - Cap on Bent 13 (vertical split) - Cap on Bent 19	OSMOSE
637 97		637 97	Replace. - Stringer 6 in Span 17 - Stringer 8 in Span 21 - Stringer 8 in Span 22	OSMOSE
640.31 TR 1&2		640 31	Replace: - Stringer 30 in Span 1	OSMOSE
640 31 TR 1&2		640 31	Post: - Pile 4 of Bent 1	OSMOSE
642.33		642.33	Clean debris from abutment seats	RAILROAD
644.1 WYE		644 10	Shim or Epoxy: - Over Pile 1 of Bent 8	OSMOSE
644.1 WYE		644.10	Replace: - Cap on Bent 6 (slight break)	OSMOSE
644 1 WYE		644.10	In-place preservatively treat piles, caps and stringers	OSMOSE
644.1 WYE		644.10	Replace: - Stringer 8 in Span 2	OSMOSE

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PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
446.85		446 85	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
449 68		449 68	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
456.78	Section 2	456 78	Monitor: - Post 1 of Bent 14	RAILROAD
456.78	Section 3	456.78	Continue regular inspections	OSMOSE
459 62		459 62	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
464.80 M&S	Main and siding	464 80	Monitor: - Sway Braces for additional deterioration	RAILROAD
465.19		465 19	Monitor Efflorescence of: - Abutments - Pier	RAILROAD
482 32 M&S	Main and Siding	482 32	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
482 65		482 65	Monitor: - Cap on Bent 5 (slight break)	RAILROAD
483 25		483.25	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
483.93		483.93	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
Tunnel 9		490 58	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD
495.7		495 70	Monitor: - Bearing plates for additional delamination and corrosion	RAILROAD
497 1		497.10	Monitor: - Pitting of Top Gusset Plates	RAILROAD
499 40		499.40	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
501.84		501 84	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
503.27		503 27	Monitor: - Cracking of Southeast Wingwall - Spalling of Southwest Wingwall - Efflorescence of North Abutment - Bridge for vehicle impact damage	RAILROAD
Tunnel 8		505.18	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD
509 22	South Approach	509.22	Monitor: - Pile 4 of Bent 7	RAILROAD
509.22	Main Span	509 22	Continue regular inspections	OSMOSE
509.8		509 80	Monitor: - Stringer 1 in Span 4 (vehicle impact damage) - Stringer 12 in Span 4 (vehicle impact damage)	RAILROAD
Tunnel 7		514 06	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD
Tunnel 6		514 72	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD
515 06		515 06	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD

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PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
515 17		515 17	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
Tunnel 5		515 72	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
Tunnel 4		516.04	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
518 44		518 44	Monitor: - Pitting of Steel members	RAILROAD
Tunnel 3		518 58	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD
518.86		518 86	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
519 75		519 75	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
520 25		520 25	Monitor: - Elevation shims on both abutments and frame bent (bowing)	RAILROAD
Tunnel 2		520 96	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD
521 06		521 06	Continue regular inspections	OSMOSE
521.4		521.40	Continue regular inspections	OSMOSE
523 93		523 93	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
525 19		525 19	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
527 32		527 32	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
529 42		529 42	Monitor - Efflorescence at arch openings	RAILROAD
529 73		529 73	Monitor: - Pitting of Top Flange Angles & Top Gusset Plates	RAILROAD
539.81		539 81	Monitor: - Pile 2 of Bent 2 - Pile 6 of Bent 2 - Pile 3 of Bent 3	RAILROAD
545 58		545.58	Monitor: - Cap of Bent 4 (vertical split) - Sill in Bent 6 (vertical split)	RAILROAD
550.12	Section 1	550 12	Continue regular inspections	OSMOSE
556 45		556.45	Monitor: - Pile 4 of Bent 3 - Pile 1 of Bent 4	RAILROAD
558.15		558.15	Monitor - Pile 1 of Bent 3	RAILROAD
565 21		565.21	Monitor: - Scouring at Bents 5 & 6	RAILROAD
565 21		565.21	Monitor - Pile 6 of Bent 3 - Pile 3 of Bent 8	RAILROAD
567 07		567 07	Monitor: - Pile 4 of Bent 2	RAILROAD

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PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
567.58		567 58	Monitor: - Bent 2 for movement/settlement	RAILROAD
573 04		573.04	Monitor - South headwall for additional leaning	RAILROAD
573 04		573 04	Monitor: - Stringers 1 and 12 (mechanical damage)	RAILROAD
578 01	Main Span	578 01	Continue regular inspections	OSMOSE
578.01	North Approach	578 01	Monitor - Pile 6 of Bent 3 - Pile 1 of Bent 6 - Post 6 of Bent 31	RAILROAD
578.01	North Approach	578.01	Monitor - Cap on Bent 17 (cornering)	RAILROAD
578 01	North Approach	578 01	Monitor. - Stringer 1 in Span 20	RAILROAD
582.58		582 58	Monitor: - Pile 6 of Bent 4 - Pile 3 of Bent 7	RAILROAD
584 54		584 54	Monitor. - Pile 6 of Bent 5	RAILROAD
585.44		585.44	Monitor - Pile 1 of Bent 4	RAILROAD
589.88	Main Section	589.88	Continue regular inspections	OSMOSE
589 88	North Approach	589 88	Monitor: - Sill in Bent 4 (split) - Cap on Bent 8 (split) - Cap on Bent 27 (minor cornering)	RAILROAD
589 88	North Approach	589 88	Monitor: - Pile 1 of Bent 10 - Pile 6 of Bent 49 - Pile 2 of Bent 54	RAILROAD
594.63		594 63	Monitor: - Cap on Bent 2 (vertical split) - Sill in Bent 6 (split)	RAILROAD
594 92		594 92	Monitor: - Cap on Bent 6 (very minor crushing)	RAILROAD
600.93		600 93	Monitor - Pile 6 of Bent 2	RAILROAD
602.21		602 21	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
603.15		603 15	Monitor: - Pile 1 of Bent 3	RAILROAD
607 85		607 85	Continue regular inspections	OSMOSE
608.62	Main Section	608.62	Continue regular inspections	OSMOSE
608.62	North Approach	608 62	Monitor - Pile 1 of Bent 12 - Pile 1 of Bent 15	RAILROAD
610.71		610.71	Continue regular inspections	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Roseburg Subdivision **Medford, OR - Springfield, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
612.29		612.29	Continue regular inspections	OSMOSE
615.20		615 20	Monitor - Pile 5 of Bent 4	RAILROAD
616 19		616 19	Monitor: - Handrail for deterioration	RAILROAD
622 60		622 60	Monitor - Pile 5 of Bent 2	RAILROAD
625.53	Main Section	625.53	Continue regular inspections	OSMOSE
625 53	North Approach	625 53	Replace: - Cap on Bent 10 (slight crushing)	RAILROAD
627 38	South Approach	627 38	Monitor - Stringers in Span 2 for additional impact damage	RAILROAD
627.38	Main Span	627 38	Continue regular inspections	OSMOSE
627 38	North Approach	627.38	Monitor - Pile 1 of Bent 5 - Pile 1 of Bent 8	RAILROAD
627 62		627 62	Monitor - Pile 4 of Bent 4 - Pile 3 of Bent 7	RAILROAD
634 42		634.42	Monitor: - Pile 6 of Bent 5	RAILROAD
637 97		637.97	Monitor - Pile 4 of Bent 6 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 19	RAILROAD
642 33		642.33	Monitor - Bridge for additional vehicle impact damage	RAILROAD
644.1 WYE		644.10	Monitor: - Cap on Bent 7 (slight cornering)	RAILROAD
644.1 WYE		644 10	Monitor - Pile 5 of Bent 6	RAILROAD
644.1 WYE		644 10	Monitor - Bent 5 for additional settlement	RAILROAD

Coos Bay Subdivision
Recommendations by Bridge

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 652.21 MP: 652 21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Shim on Bent 2 (crushing)	OSMOSE	2
2	Replace - Cap on Bent 7 (slight crushing under both chords)	OSMOSE	2
3	Replace: - All stringers	OSMOSE	2
4	Replace: - Shim on Bent 1 - Shim on Bent 5 (vertical split, crushing under chord 2) - Shim on Bent 8	OSMOSE	3
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Post - Pile 1 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 7	OSMOSE	4
7	Replace. - Both Sway Braces on Bent 6	OSMOSE	4
8	In-place preservatively treat piles and caps.	OSMOSE	4

BRIDGE NUMBER: 652.58 MP: 652.58 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover tie ends	RAILROAD	3
2	Monitor: - Both abutments for additional widening of cracks	RAILROAD	5

BRIDGE NUMBER: 656.12 MP: 656 12 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	4
2	Replace - All guard timber	OSMOSE	4
3	Reset abutment #2 bearings	OSMOSE	4
4	Clean both bridge seats and floor beam top flange angles of debris.	RAILROAD	4
5	Continue regular inspections.	OSMOSE	5

BRIDGE NUMBER: 657.12 MP: 657.12 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Remove drift from bridge as necessary	RAILROAD	3
3	Replace - Cap on Bent 3 (minor crushing under chord 1) - Cap on Bent 8	OSMOSE	4
4	In-place preservatively treat piles and caps	OSMOSE	4
5	Post: - Pile 1 of Bent 3 - Pile 1 of Bent 4 - Pile 1 of Bent 8	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 657.96 — MP. 657 96 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 1 in Spans 1 & 2	OSMOSE	4

BRIDGE NUMBER: 658.17 — MP. 658 17 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from bridge as necessary	RAILROAD	2
2	Remove: - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	3
3	Perform - Detailed stringer inspection	OSMOSE	3
4	Replace all 97 bridge ties.	OSMOSE	3
5	Replace. - Stringer 1 in Span 6 - Stringer 2 in Span 6	OSMOSE	3
6	Replace: - Stringer 8 in Span 5 - Stringer 1 in Span 7	OSMOSE	4

BRIDGE NUMBER: 660.89 — MP. 660 89 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE	3
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Replace: - Top North Headwall plank - Top South Headwall plank	OSMOSE	4
4	Replace: - Stringer 1 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 6	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 661.28 North Approach MP 661.28 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Post: - Pile 2 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
3	Replace. - Cap on Bent 6	OSMOSE	4
4	Post. - Pile 1 of Bent 1 - Pile 2 of Bent 3	OSMOSE	4
5	Replace - Stringer 8 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5 - Stringer 1 in Span 6	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
7	Replace. - Top plank of headwall	OSMOSE	4
8	Monitor: - Pile 1 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 661.28 Main Section MP 661.28 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from: - Bearing seats - Lower gusset plates and remove pack rust	RAILROAD	3
2	Spot replace 8 bridge ties.	OSMOSE	4
3	Monitor: - Cracking and efflorescence of abutment seats	RAILROAD	5
4	Monitor - Bottom flange angles for additional corrosion	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 661.28 South Approach **MP: 661.28** **SECTION #3**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach.	RAILROAD	2
2	Replace: - Cap on Bent 1	OSMOSE	3
3	Post. - Pile 1 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 5 - Pile 3 of Bent 5	OSMOSE	3
4	Replace: - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE	3
5	Cut Pile tops down and. - Replace Cap and install a 6"- 8" Subcap on Bent 7	OSMOSE	3
6	Shim or Epoxy: - Over Pile 2 of Bent 4 - Over Pile 5 of Bent 4	OSMOSE	4
7	Post. - Pile 1 of Bent 3 - Pile 1 of Bent 4	OSMOSE	4
8	In-place preservatively treat piles, caps, and stringers	OSMOSE	4
9	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 3 - Stringer 1 in Span 6	OSMOSE	4
10	Monitor - 3" Shim on Bent 7 (slight crushing under chord 1)	RAILROAD	5
11	Monitor: - Stringer 1 in Span 4	RAILROAD	5

BRIDGE NUMBER: 661.73 **MP: 661.73** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
3	Replace: - Stringer 4 in Span 1 - Stringer 8 in Span 2	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Post: - Pile 2 of Bent 6 - Pile 1 of Bent 7 - Pile 1 of Bent 8 - Pile 1 of Bent 9	OSMOSE	4
6	Replace: - Shim on Bent 8	OSMOSE	4
7	Spot replace 6 bridge ties.	OSMOSE	4
8	Monitor: - Shim on Bent 5 (comenng over pile 2)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 662.59 MP 662.59 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 5 of Bent 7 (slight brooming)	OSMOSE	2
2	Replace: - Cap on Bent 24	OSMOSE	3
3	Add ballast and tamp up both approaches.	RAILROAD	3
4	Spot replace 20 bridge ties under rail joints and line bridge.	OSMOSE	3
5	Replace: - All Guard timber	OSMOSE	3
6	Install: - Shim under Stringer Chords on Bent 17 (pumping)	OSMOSE	3
7	Post. - Pile 2 of Bent 11 - Pile 5 of Bent 11 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 17 - Pile 4 of Bent 17	OSMOSE	3
8	Replace - Cap on Bent 17 (cornering) - Cap on Bent 20 (slight crushing)	OSMOSE	4
9	Replace - South Sway Brace on Bent 2	OSMOSE	4
10	Post. - Pile 5 of Bent 1 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Pile 2 of Bent 4 - Pile 4 of Bent 5 - Pile 4 of Bent 8 - Pile 1 of Bent 13 - Pile 4 of Bent 18 - Pile 2 of Bent 20 - Pile 5 of Bent 22	OSMOSE	4
11	In-place preservatively treat piles, caps and stringers	OSMOSE	4
12	Shim or Epoxy: - Over Pile 1 of Bent 1 - Over Pile 2 of Bent 21 - Over Pile 3 of Bent 21 - Over Pile 4 of Bent 21	OSMOSE	4
13	Monitor: - Pile 2 of Bent 3 - Pile 1 of Bent 7 - Pile 2 of Bent 10 - Pile 2 of Bent 15 - Pile 5 of Bent 15	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 664.00 Main Section MP: 664.00 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace bottom truss chord diagonal bracing, all panels.	OSMOSE	2
2	Remove. - Vegetation from under bridge	RAILROAD	3
3	Replace stringer top lateral angles and horizontal gusset plates, all panels.	OSMOSE	3
4	Floor beam #1 - Replace bottom flange angles and repair web at BFA connection Floor beam #2 - Replace bottom flange angles and repair web at BFA connection Floor beam #3 - Replace bottom flange angles and repair web at BFA connection Floor beam #4 - Replace bottom flange angles and repair web at BFA connection	OSMOSE	3
5	Repair stringer bottom flange angles at truss diagonal bracing connection, all panels	OSMOSE	3
6	Panel #2 - Replace stringer top and bottom flange angles. Panel #3 - Replace stringer top and bottom flange angles	OSMOSE	3
7	Add ballast and tamp up approach	RAILROAD	3
8	Continue regular inspections.	OSMOSE	5

BRIDGE NUMBER: 664.00 South Approach MP 664.00 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch - Ballast leak at Southwest corner of headwall	RAILROAD	4
2	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
3	Monitor: - Pile 4 of Bent 7 - Pile 5 of Bent 10	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 664.62 North Approach MP 664.62 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Place: - Bags of sacrete at Northwest headwall leak and add ballast	RAILROAD	2
3	Replace. - Guard timber	OSMOSE	3
4	Post - Pile 1 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 4 - Pile 4 of Bent 4	OSMOSE	3
5	Replace - Approximately 15 walkway planks	OSMOSE	3
6	Replace: - Stringer 5 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 5	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
8	Post. - Pile 1 of Bent 2	OSMOSE	4
9	Spot replace 6 bridge ties.	OSMOSE	4
10	Replace - North Sway brace on Bent 3	OSMOSE	4

BRIDGE NUMBER: 664.62 Main Section MP 664.62 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 2 sections of Guard timber on the East side	OSMOSE	4
2	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 664.62 South Approach MP: 664.62 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 1 in Span 6 - Stringer 8 in Span 6	OSMOSE	3
2	Shim - Over Pile 3 of Bent 7	OSMOSE	3
3	Replace: - Cap on Bent 7	OSMOSE	3
4	Post: - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
5	Replace: - Approximately 5 walkway planks	OSMOSE	3
6	Add ballast and tamp up approach.	RAILROAD	3
7	Post. - Pile 1 of Bent 2 - Pile 1 of Bent 4 - Pile 5 of Bent 6	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Spot replace 4 bridge ties.	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 664.85 North Approach MP 664 85 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Shim: - Over Pile 2 of Bent 1	OSMOSE	3
2	Replace: - Cap on Bent 1	OSMOSE	4
3	Add ballast and tamp up approach	RAILROAD	4
4	Post: - Pile 2 of Bent 3	OSMOSE	4
5	In-place preservatively treat the piles, caps and stringers.	OSMOSE	4
6	Monitor - Pile 3 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 664.85 Main Span MP 664 85 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace ties and walkways	OSMOSE	2
2	Pier #1: - Chip out deteriorated concrete on backwall - Drill and install dowels and rebar. - Form and pour concrete to original lines.	OSMOSE	3
3	Clean debris from top flange angles of floor beams and stringers of Thru Truss	RAILROAD	5
4	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 664.85 South Approach MP. 664 85 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All stringers	OSMOSE	3
2	Replace - 1/2" Shim on Bent 5	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Add ballast and tamp up approach	RAILROAD	4
5	Monitor: - Pile 1 of Bent 3	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 665.49 North Approach MP. 665.49 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach.	RAILROAD	2
2	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 3 (piles 4 & 5 punching)	OSMOSE	3
3	Post - Pile 1 of Bent 4 - Pile 3 of Bent 4	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Install: - Lower sway braces on Bent 3	OSMOSE	4
6	Spot replace 3 bridge ties	OSMOSE	4
7	Monitor: - Pile 3 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 665.49 Main Section MP: 665.49 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - 1 walkway plank	RAILROAD	2
2	Clean debris off of bridge seats and steel members.	RAILROAD	4
3	Monitor corrosion on top flange angles on all floor beams of thru truss.	RAILROAD	5
4	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 665.49 South Approach MP: 665.49 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post. - Pile 1 of Bent 2 - Pile 4 of Bent 2	OSMOSE	3
2	Add ballast and tamp up approach.	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Shim or Epoxy: - Over Pile 1 of Bent 7	OSMOSE	4
5	Post: - Pile 1 of Bent 6	OSMOSE	4
6	Spot replace 8 bridge ties.	OSMOSE	4
7	Monitor: - Pile 2 of Bent 4	RAILROAD	5

BRIDGE NUMBER: 666.21 MP: 666.21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles and caps	OSMOSE	4
2	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 667.28 **MP: 667.28** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Replace. - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5	OSMOSE	3
3	In-place preservatively treat piles and caps.	OSMOSE	4
4	Post. - Pile 4 of Bent 2 - Pile 4 of Bent 3	OSMOSE	4
5	Spot replace 3 bridge ties.	OSMOSE	4
6	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE	4
7	Replace - Top Plank of South headwall	OSMOSE	4
8	Monitor: - Pile 3 of Bent 3	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 667.40 North Approach MP: 667.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Walkway planks	OSMOSE	3
2	Replace: - Cap on Bent 2 (slight crushing, piles 2, 3 & 4 punching) - Cap on Bent 4	OSMOSE	3
3	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Post - Pile 1 of Bent 6	OSMOSE	4
6	Spot replace 6 bridge ties.	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
8	Monitor - Pile 1 of Bent 4 - Pile 2 of Bent 4	RAILROAD	5
9	Monitor: - Stringer 8 in Span 4	RAILROAD	5

BRIDGE NUMBER: 667.40 Main Section MP: 667.40 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Top Flange angles on both girders in Spans 1 thru 4	OSMOSE	2
2	Replace. - East bottom Flange angles and bottom Cover plates in Span 4	OSMOSE	2
3	Replace: - All Laterals and Gusset plates in Spans 1 thru 4	OSMOSE	2
4	Remove debris from - Tower leg pedestals - Pier tops - Laterals and Gusset plates	RAILROAD	3
5	Replace: - Top Tier, East side of Tower 2 steel diagonal bracing	OSMOSE	3
6	Replace: - West bottom Flange angles and bottom Cover plates in Span 4	OSMOSE	3
7	Replace all 137 bridge ties	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 667.40 South Approach MP 667.40 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post. - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 6 in Row 2 of Pier 1	OSMOSE	2
2	Replace: - All walkway boards	OSMOSE	3
3	Post. - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE	3
4	Add ballast and tamp up approach.	RAILROAD	3
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Replace - Stringer 1 in Span 3	OSMOSE	4
7	Monitor - Pile 1 in Row 1 of Pier 1	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 668.50 North Approach MP. 668.50 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 154 bridge ties	OSMOSE	2
2	Post: - Pile 2 of Bent 6 (failing) - Pile 3 of Bent 6	OSMOSE	2
3	Add ballast and tamp up approach	RAILROAD	2
4	Replace: - Stringer 1 in Span 6 - Stringer 8 in Span 6 (horizontal shear)	OSMOSE	3
5	Replace or Re-tighten: - Stringer packing bolts in Spans 7 & 8	OSMOSE	3
6	Replace: - Stringer 8 in Span 1 - Stringer 1 in Span 5 - Stringer 8 in Span 7	OSMOSE	4
7	Shim - Over Pile 1 of Bent 1	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Post: - Pile 1 of Bent 4 (7 pile bent) - Pile 6 of Bent 4 - Pile 3 of Bent 7	OSMOSE	4
10	Monitor: - Pile 6 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 668.50 Main Section MP: 668.50 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 104 bridge ties.	OSMOSE	2
2	Remove debris from: - Gusset plates, laterals and flange angles	RAILROAD	3

BRIDGE NUMBER: 668.50 South Approach MP: 668.50 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Elevation Shim on Steel tower (minor crushing)	OSMOSE	3
2	Replace all bridge ties.	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	In-place preservatively treat piles and caps	OSMOSE	4
5	Monitor: - Cap on Bent 3 (very minor cornering under both chords) - Cap on Bent 4 (very minor cornering under chord 2)	RAILROAD	5

BRIDGE NUMBER: Tunnel 13 MP: 669.47 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 671 89 MP 671 89 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Replace: - Stringer 1 in Span 6 - Stringer 4 in Span 6	OSMOSE	3
3	Perform. - Detailed Stringer inspection	OSMOSE	3
4	Replace. - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5	OSMOSE	4
5	Replace: - South wingwalls	OSMOSE	4
6	In-place preservatively treat piles and caps.	OSMOSE	4
7	Post. - Pile 1 of Bent 7	OSMOSE	4
8	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 1 in Span 4 (22" Deep Stringer) - Stringer 4 in Span 5	OSMOSE	4
9	Shim or Epoxy - Over Pile 4 of Bent 7	OSMOSE	4
10	Monitor: - Stringer 8 in Span 1	RAILROAD	5

BRIDGE NUMBER: 674.03 MP 674.03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace all 31 bridge ties.	OSMOSE	2
3	Remove debris from Bents 1 and 3 (fire hazard)	RAILROAD	3
4	In-place preservatively treat the piles, caps and stringers	OSMOSE	4
5	Post: - Pile 5 of Bent 2	OSMOSE	4
6	Replace. - Stringer 8 in Span 2	OSMOSE	4

BRIDGE NUMBER: 676.23 MP: 676.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	2
2	Replace all 62 bridge ties.	OSMOSE	2
3	Remove debris from: - Both abutment seats - All lower gusset plates and flange angles	RAILROAD	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 677.05 MP. 677 05 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE	3
2	Place: - Rip/rap at the Southwest headwall	RAILROAD	3
3	Replace - All Guard timber	OSMOSE	3
4	Replace - Stringer 8 in Span 2 - Stringer 8 in Span 3	OSMOSE	4
5	Add ballast and tamp up both approaches.	RAILROAD	4

BRIDGE NUMBER: 677.80 North Approach MP: 677 80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	3
3	Post. - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE	3
4	Replace: - Stringer 1 in Span 4	OSMOSE	4
5	In-place preservatively treat piles and caps	OSMOSE	4

BRIDGE NUMBER: 677.80 Main Section MP: 677 80 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from. - Lower gusset plates, flange angles and Pier tops	RAILROAD	3

BRIDGE NUMBER: 677.80 South Approach MP: 677.80 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: -Stringer 8 in Span 2	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Add ballast and tamp up approach	RAILROAD	4
4	Monitor: - Bent 4 for additional erosion	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER. 678.43 North Approach MP 678 43 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut down pile tops & replaced cap & shim on Bent 2 with a cap & subcap	OSMOSE	
2	Post. - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
3	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4	OSMOSE	3
4	Add ballast and tamp up approach	RAILROAD	3
5	Replace. - Stringer 8 in Span 5	OSMOSE	4
6	Post: - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 5	OSMOSE	4
7	In-place preservatively treat piles and caps.	OSMOSE	4
8	Monitor - Pile 5 of Bent 3 - Pile 2 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 678.43 Main Span MP: 678.43 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from: - Lower gusset plates, flange angles & Pier tops	RAILROAD	4

BRIDGE NUMBER: 678.43 South Approach MP: 678 43 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 1/2" Shim on Bent 2 (crushing)	OSMOSE	3
2	Replace: - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	In-place preservatively treat piles and caps	OSMOSE	4
5	Replace: - Cap on Bent 4	OSMOSE	4
6	Monitor: - Cap on Bent 2 (very minor comering)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 680.17 MP: 680 17 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace bottom flange angles on Floor Beam #0, #1, and #2	OSMOSE	3
2	Replace all 128 bridge ties	OSMOSE	3
3	Remove debris from: - Top of Flange angles at Floor beams 0, 1, 5 & 6	RAILROAD	4
4	Monitor: - East outer Hanger 2 for additional impact damage - West Hanger 2 for additional impact damage - East inboard side of Hanger 4 for additional impact damage - West outboard side of Hanger 4 for additional impact damage	RAILROAD	5
5	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 680.46 MP: 680 46 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - All upper lateral bracing of stringers	OSMOSE	2
2	Add ballast and tamp up South approach	RAILROAD	3
3	Replace: - Lower flange angles	OSMOSE	3
4	Replace: - Bottom cover plates	OSMOSE	3
5	Replace. - All stringers	OSMOSE	3
6	Remove debris from: - Lower gusset plates, flange angles, floor beam top and abutment seats	RAILROAD	4

BRIDGE NUMBER: 680.77 MP 680.77 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove debris from: - Lower gusset plates, flange angles and floor beam tops - Abutment seats	RAILROAD	3
2	Replace all 84 bridge ties	OSMOSE	3
3	Add ballast and tamp up both approaches.	RAILROAD	3
4	Continue regular inspections	RAILROAD	5

BRIDGE NUMBER: 681.08 MP: 681 08 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove: - Fouled ballast, replace and tamp up North approach to correct elevation	RAILROAD	2
2	Add ballast and tamp up South approach.	RAILROAD	3
3	Remove debris from. - Lower gusset plates, flange angles, floor beam tops and abutment seats	RAILROAD	4
4	Replace: - Bottom Laterals in Span 2	OSMOSE	4
5	Monitor: - Bottom cover plates for additional delamination and paint peeling	RAILROAD	5
6	Monitor: - Bottom Laterals in Span 1 for additional section loss	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: Tunnel 14 — MP: 681 09 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 681.45 — MP: 681.45 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove: - Fouled ballast, replace and tamp up South approach to correct elevation	RAILROAD	2
2	Add ballast and tamp up North approach.	RAILROAD	3
3	Replace: - Upper lateral gusset plates in Span 2	OSMOSE	3
4	Remove debris from: - Lower gusset plates - Flange angles - Floor beam top and abutment seats	RAILROAD	4
5	Monitor - Lower lateral angles and gusset plates for additional section loss	RAILROAD	5
6	Monitor: - Structure for additional pitting and corrosion	RAILROAD	5

BRIDGE NUMBER: 682.18 — MP: 682.18 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - All Guard timber	OSMOSE	3
2	Remove debris from: - Gusset plates, flange angles, floor beams and stringer tops	RAILROAD	3
3	Replace - Upper Struts in each panel	OSMOSE	3
4	Replace: - Lower laterals	OSMOSE	4
5	Remove debris from. - Abutment seat	RAILROAD	4

BRIDGE NUMBER: 682.18 — MP: 682.18 — SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - All Guard timber	OSMOSE	3
2	Remove debris from: - Gusset plates, flange angles, floor beams and stringer tops - Abutment seat	RAILROAD	3
3	Replace: - Lower laterals in Span 1	OSMOSE	3
4	Replace: - Lower flange angles in Span 2 at the South abutment	OSMOSE	3
5	Add ballast and tamp up approach.	RAILROAD	4
6	Replace: - Upper flange angles in Span 2	OSMOSE	4
7	Monitor: - Upper laterals & Gusset plates in Span 1 for additional section loss	RAILROAD	5
8	Monitor: - Lower laterals in Span 2 for additional section loss	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 683.36 MP 683 36 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD	2
2	Remove debris from: - Gusset plates, flange angles and abutment seats	RAILROAD	4
3	Spot replace 8 bridge ties.	OSMOSE	4
4	Monitor: - Gusset plates and flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 683.36 Main Section MP 683 36 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 196 bridge ties and guard timbers (both trusses).	OSMOSE	2
2	Remove debris from. - Bearing areas	RAILROAD	4
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 683.36 MP 683.36 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 57 bridge ties.	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	3
3	Place: - Riprap and add ballast to the Southeast wingwall	RAILROAD	3
4	Remove debris from: - Gusset plates, flange angles and abutment seats	RAILROAD	4
5	Monitor: - Gusset plates and flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 687.03 MP 687 03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 4 (minor crushing)	OSMOSE	3
2	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5	OSMOSE	3
3	In-place preservatively treat piles and caps	OSMOSE	4
4	Shim or Epoxy: - Over Post 3 of Bent 3	OSMOSE	4
5	Replace: - Subcap on Bent 2	OSMOSE	4
6	Replace: - Cap on Bent 1	OSMOSE	4
7	Add ballast and tamp up both approaches.	RAILROAD	4
8	Replace: - Stringer 8 in Span 2 (visual reject)	OSMOSE	4
9	Monitor: - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 687.88 MP 687.88 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Subcap on Bent 3 (crushing under chord 2) - Subcap on Bent 4 (crushing under chord 2) - Subcap on Bent 7 (crushing under chord 2)	OSMOSE	2
2	Cut Pile tops down and - Replace Cap and Subcap on Bent 5 with a Double Cap (crushing under chord 2)	OSMOSE	2
3	Replace - North Guard timber	OSMOSE	3
4	Replace: - Subcap on Bent 1 - Subcap on Bent 2	OSMOSE	3
5	Remove drift from bridge as necessary	RAILROAD	3
6	Replace: - Subcap on Bent 6	OSMOSE	4
7	Add ballast and tamp up both approaches	RAILROAD	4
8	Replace - Top plank on East headwall	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Post. - Post 5 of Bent 2 - Post 5 of Bent 6	OSMOSE	4

BRIDGE NUMBER: 689.23 MP: 689.23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
2	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 690.47 MP 690.47 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove: - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	2
2	Replace: - All Guard timber	OSMOSE	2
3	Remove debris from. - Abutment seats - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	3
4	Monitor: - Floor beams for additional pitting	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 690.85 MP 690.85 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 84 bridge ties	OSMOSE	2
2	Remove debris from. - Abutment top - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	3
3	Install - Wingwall to the Northeast abutment	OSMOSE	3
4	Replace: - West Knee brace 2 in Span 1 - West Knee brace 4 in Span 1	OSMOSE	4
5	Replace: - Lower laterals	OSMOSE	4
6	Add ballast and tamp up approach.	RAILROAD	4
7	Monitor - West Knee brace 3 in Span 1 for additional impact damage	RAILROAD	5

BRIDGE NUMBER: 690.85 Main Span MP 690.85 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	3
2	Remove debris from - Pier tops	RAILROAD	3
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 690.85 MP 690.85 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 44 bridge ties.	OSMOSE	3
2	Add ballast and tamp up approach.	RAILROAD	4
3	Remove debris from: - Abutment seat - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD	4
4	Replace: - Lower laterals - Gusset plates	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 691.05 North Approach MP: 691 05 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Lower laterals	OSMOSE	3
2	Remove debris from: - Abutment seat - Gusset plates and lower flange angles	RAILROAD	3
3	Replace. - Upper gusset plates - Cross braces	OSMOSE	4
4	Replace - Upper and lower flange angles at the North abutment - Upper 8" of stiffeners at the North abutment	OSMOSE	4
5	Monitor: - Bottom cover plates and lower flange angles for additional section loss	RAILROAD	5

BRIDGE NUMBER: 691.05 Main Span MP: 691 05 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, both trusses	OSMOSE	2
2	Replace stringer top flange angles, both trusses	OSMOSE	3
3	Replace stringer bottom flange angles, both trusses	OSMOSE	4
4	Replace truss bottom chord diagonal bracing, both trusses	OSMOSE	4
5	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 691.05 South Approach MP: 691.05 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - 2" Elevation Shim on Bent 10 (working out)	OSMOSE	2
2	Remove: - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD	3
3	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE	3
4	Replace: - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7	OSMOSE	4
5	Post: - Pile 5 of Bent 2 - Pile 4 of Bent 9	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
7	Monitor: - Pile 2 of Bent 6	RAILROAD	5

BRIDGE NUMBER: 691.38 MP: 691 38 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3

BRIDGE NUMBER: 692.06 MP: 692 06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 693.27 MP 693.27 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Replace: - Cap on Bent 3	OSMOSE	3
3	Replace. - Sill in Bent 3 (minor crushing)	OSMOSE	3
4	Replace: - Stringer 1 in Span 5	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Replace: - Sill in Bent 4	OSMOSE	4
7	Monitor: - Erosion at Concrete pedestals of Bents 2 & 3	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 694.32 North Approach MP 694.32 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	3
2	Replace - Cap on Bent 1	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Post: - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7	OSMOSE	4
5	Replace: - Cap on Bent 8	OSMOSE	4
6	Shim or Epoxy: - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2	OSMOSE	4
7	Monitor: - Pile 2 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 694.32 Main Span MP 694.32 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Splice West Floor Beams 4 & 5 at lower flange angles	OSMOSE	2
2	Replace truss bottom chord diagonal bracing in Panels #1, #2, #3, #4 and #5	OSMOSE	2
3	Replace truss bottom chord horizontal gusset plates at Floor Beams #0, #1, #2, #3 and #4	OSMOSE	2
4	Heat shrink all loose eyebars (subcontract)	OSMOSE	2
5	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	2
6	Replace stringer top and bottom flange angles, all panels	OSMOSE	3
7	Replace West Coped flange angles at eyebar connections of Floor Beams 4 & 5	OSMOSE	3
8	Replace floor beam bottom flange angles, all floor beams	OSMOSE	4

BRIDGE NUMBER: 694.32 South Approach MP 694.32 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach.	RAILROAD	3
2	Replace: - 3/4" Shim under Chord 1 on Bent 4 (working out)	OSMOSE	3
3	Post: - Post 1 of Bent 3 - Pile 1 of Bent 5	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 694.78 MP: 694.78 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing areas	OSMOSE	2
2	Replace all 73 bridge ties	OSMOSE	3
3	Add ballast and tamp up approach.	RAILROAD	3
4	Replace. - Both expansion bearings	OSMOSE	3
5	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD	4
6	Replace: - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE	4
7	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD	5

BRIDGE NUMBER: 694.78 Main Span MP: 694.78 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tighten handrail cables and install more handrail posts as required	OSMOSE	2
2	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE	2
3	Replace truss bottom chord diagonal bracing, all panels	OSMOSE	3
4	Replace stringer top flange angles, all panels	OSMOSE	3
5	Replace: - All West Guard timber	OSMOSE	3
6	Replace stringer bottom flange angles, all panels	OSMOSE	4
7	Replace floor beam bottom flange angles, all floor beams	OSMOSE	4
8	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 694.78 MP: 694.78 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Upper and lower flange angles at the South abutment - Stiffeners over the South abutment bearing areas	OSMOSE	2
2	Replace: - Both fixed bearings	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	Replace: - All West Guard timber	OSMOSE	3
5	Remove debris from: - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD	4
6	Replace: - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE	4
7	Monitor: - Bottom cover plates for additional corrosion and delamination	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 694.98 — MP: 694.98 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 1	OSMOSE	3
2	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD	3

BRIDGE NUMBER: 696.66 North Approach — MP: 696.66 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove drift from bridge as necessary.	RAILROAD	2
2	Replace: - Cap on Bent 3 (split)	OSMOSE	3
3	Post - Post 1 of Bent 5	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace - Cap on Bent 4	OSMOSE	4

BRIDGE NUMBER: 696.66 Main Span — MP: 696.66 — SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace ties	OSMOSE	3
2	Replace stringer top lateral gusset plates	OSMOSE	4
3	Continue regular inspections	OSMOSE	5

BRIDGE NUMBER: 696.66 South Approach — MP: 696.66 — SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Sill in Bent 3 (minor crushing)	OSMOSE	3
2	Add ballast and tamp up approach	RAILROAD	4
3	Replace: - Sill in Bent 4 - Sill in Bent 5 (split)	OSMOSE	4
4	Post - Post 5 of Bent 2 - Pile 4 of Bent 7	OSMOSE	4
5	In-place preservatively treat piles and caps.	OSMOSE	4

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 700.37 MP: 700.37 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove: - Vegetation from under bridge	RAILROAD	2
2	Replace: - 2" Stringer chord Shims on Bent 5 (crushing) - Stringer chord Shims on Bent 8 (crushing)	OSMOSE	2
3	Replace: - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 7 in Span 6 - Stringer 9 in Span 6 - Stringer 1 in Span 7 - Stringer 9 in Span 7	OSMOSE	3
4	Add ballast and tamp up both approaches.	RAILROAD	3
5	Replace: - Cap on Bent 7 (cornering)	OSMOSE	3
6	Replace: - Cap with oversized cap on Bent 4 (slight crushing)	OSMOSE	3
7	Shim or Epoxy: - Over Pile 3 of Bent 7	OSMOSE	4
8	Replace: - Stringer 1 in Span 5	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
10	Post: - Pile 5 of Bent 3 - Post 1 of Bent 6	OSMOSE	4
11	Monitor: - Sill in Bent 5	RAILROAD	5

BRIDGE NUMBER: 702.65 MP: 702.65 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Spot replace 8 bridge ties at rail joints.	OSMOSE	2
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Replace: - Stringer 1 in Span 1	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace: - 2 sections of Guard timber	OSMOSE	4
6	Replace: - 6" Shim on Bent 6 (vertical split)	OSMOSE	4
7	Monitor: - Pile 1 of Bent 1	RAILROAD	5

BRIDGE NUMBER: 702.95 MP: 702.95 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - 2" Shim under Chord 2 on Bent 2 (crushing)	OSMOSE	2
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Replace: - Mud block under Post 5 of Bent 4	OSMOSE	3
4	Replace: - 2" Shim on Bent 3 (slight crushing)	OSMOSE	3
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 710.20 — MP: 710.20 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Frame out: - Bent 8	OSMOSE	2
2	Post: - Pile 4 of Bent 5 - Pile 5 of Bent 5	OSMOSE	3
3	Replace: - Cap on Bent 5	OSMOSE	4
4	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 2	OSMOSE	4
5	Post: - Pile 2 of Bent 2	OSMOSE	4
6	Monitor: - Pile 3 of Bent 2 - Pile 1 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 711.37 — MP: 711.37 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove vegetation from under bridge.	RAILROAD	3
2	Shim or Epoxy: - Over Pile 5 of Bent 1	OSMOSE	4
3	Replace - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3	OSMOSE	4
4	Replace. - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5	OSMOSE	4

BRIDGE NUMBER: 711.67 — MP: 711.67 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	Post: - Pile 2 of Bent 1 - Pile 5 of Bent 1 (split)	OSMOSE	3
3	Shim or Epoxy: - Over Pile 3 of Bent 4	OSMOSE	4
4	Replace: - Stringer 6 in Span 1 - Stringer 12 in Span 1	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Post: - Pile 2 of Bent 3 - Pile 1 of Bent 4	OSMOSE	4
7	Monitor: - Pile 1 of Bent 1	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 712.16 MP 712.16 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Replace: - North headwall (undermining)	OSMOSE	4
5	Replace. - Stringer 1 in Span 3 - Stringer 1 in Span 4	OSMOSE	4
6	Post. - Pile 2 of Bent 5	OSMOSE	4
7	Monitor: - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5	RAILROAD	5

BRIDGE NUMBER: 712.80 MP. 712.80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	*In-place preservatively treat piles, caps and stringers.*	OSMOSE	4
3	Post. - Pile 1 of Bent 1 - Pile 1 of Bent 2	OSMOSE	4
4	Replace: - South sway brace on Bent 3	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 716.4 Section 1 MP: 716.40 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Repair - Vehicle impact damage to East bottom girder (1" tear)	OSMOSE	2
2	Replace - 1 Anchor bolt on concrete abutment	OSMOSE	3
3	Monitor - Underside of TPG for additional vehicle impact damage	RAILROAD	5
4	Monitor - West web and bottom cover plates of Panel 2 for additional impact damage	RAILROAD	5

BRIDGE NUMBER: 716.4 Section 2 MP: 716.40 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post - Post 1 of Bent 9 - Pile 3 of Bent 9	OSMOSE	3
2	Post: - Post 5 of Bent 1 - Pile 1 of Bent 3 - Pile 5 of Bent 6 - Pile 5 of Bent 7	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Monitor: - Pile 5 of Bent 4 - Pile 1 of Bent 8	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 716.4 Section 3 MP: 716 40 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, all trusses, all panels	OSMOSE	2
2	Repair or replace the following vertical truss members Truss #1, L1-U1 east and west Truss #1, L2-U2 east and west Truss #1, L5-U5 east and west Truss #2, L4-U4 east Truss #2, L5-U5 east and west Truss #3, L1-U1 east Truss #3, L2-U2 east and west Truss #3, L3-U3 west Truss #3, L4-U4 east and west Truss #3, L5-U5 east and west	OSMOSE	2
3	Replace truss-to-floor beam splice plates, Truss #1, Floor Beam #2, west	OSMOSE	2
4	Replace stringer top flange angles, all trusses, all panels	OSMOSE	2
5	Replace truss top chord sway bracing diagonals, struts and interior gusset plates, all trusses, all panels	OSMOSE	2
6	Replace truss top chord diagonal bracing and gusset plates, all trusses, all panels	OSMOSE	2
7	Replace truss bottom chord diagonal bracing and horizontal gusset plates, Truss #3, all panels	OSMOSE	2
8	Heat shrink all loose eyebars identified in report (subcontract)	OSMOSE	2
9	Replace inspection ladders at the following locations. Truss #2, north end east side Truss #2, both ladders in vicinity of Floor Beam #5	OSMOSE	2
10	Repair or replace the following diagonal truss members Truss #2, L2-U1 east and west	OSMOSE	2
11	Replace Floor Beam top flange angles & cover plates (if applicable) at the following locations Truss #1, Floor Beam #0 Truss #1, Floor Beam #1 Truss #1, Floor Beam #2 Truss #2, Floor Beam #0 Truss #2, Floor Beam #3	OSMOSE	3
12	Repair or replace the following vertical truss members Truss #1, L3-U3 east and west Truss #1, L4-U4 east and west Truss #2, L3-U3 east and west Truss #2, L4-U4 west Truss #2, L7-U7 east and west Truss #2, L8-U8 east and west Truss #3, L3-U3 east	OSMOSE	3
13	Repair or replace the following diagonal truss members Truss #1, L0-U1 east and west (bottom flange angles and top cover plates) Truss #1, L2-U3 eyebars east and west Truss #1, L3-U2 eyebars east and west Truss #1, L3-U4 eyebars east and west Truss #1, L4-U3 eyebars east and west Truss #1, L5-U4 eyebars east and west Truss #2, L2-U3 eyebars east and west Truss #2, L5-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L8-U9 eyebars east and west Truss #3, L0-U1 west (top cover plate) Truss #3, L0-U1 east (top cover plate and bottom flange angles) Truss #3, L2-U3 east eyebar Truss #3, L4-U3 east and west Truss #3, L4-U5 east and west Truss #3, L5-U4 east and west	OSMOSE	3
14	Replace portal braces at the following locations Truss #1, north and south end Truss #2, south end	OSMOSE	3

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RECOMMENDED BRIDGEWORK

	LINE: Coos Bay Subdivision	Eugene, OR - Couquille, OR	
15	Repair truss bottom chord members at the following locations Truss #1, Panel #2 west side (at Floor Beam #2) Truss #3, Panel #6 west side Truss #3, Panel #7 west side	OSMOSE	3
16	Repair stringer webs at the following locations Truss #2, Panel #3 west (at Floor Beam #3 connection) Truss #2, Panel #4 west (at Floor Beam #4 connection) Truss #2, Panel #5 west (at Floor Beam #5 connection)	OSMOSE	3
17	Repair floor beams at web-to-bottom flange angle connection at the following locations Truss #3, Floor Beam #3 (including bottom chord splice plates) Truss #3, Floor Beam #6 (outboard from stringers - both sides)	OSMOSE	3
18	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #1, Panel #5	OSMOSE	3
19	Repair the following vertical truss members Truss #1, L1-U1 east Truss #1, L6-U6 east Truss #2, L1-U1 east Truss #2, L2-U2 east Truss #2, L6-U6 east and west	OSMOSE	4
20	Repair the following diagonal truss members Truss #2, L7-U6 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west	OSMOSE	4
21	Repair floor beams at the following locations Truss #1, Floor Beam #2 (web at bottom of stringer-to-floor beam connection) Truss #1, Floor Beam #3 (top flange angles) Truss #1, Floor Beam #4 (top flange angles) Truss #1, Floor Beam #5 (top flange angles) Truss #1, Floor Beam #6 (top flange angles) Truss #1, Floor Beam #7 (top flange angles) Truss #2, Floor Beam #2 (top and bottom flange angles) Truss #2, Floor Beam #4 (top and bottom flange angles) Truss #2, Floor Beam #7 (top and bottom flange angles) Truss #2, Floor Beam #8 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #9 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #10 (top flange angles) Truss #3, Floor Beam #5 (bottom flange angles)	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 716.4 Section 4 — **MP 716 40** — **SECTION #4**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (failing) - Post 1 of Bent 28 - Post 5 of Bent 28 (visual) - Post 5 of Bent 45 (failing)	OSMOSE	2
2	Replace: - Cap on Bent 9 - Cap on Bent 28 - Cap on Bent 70 - Cap on Bent 87	OSMOSE	3
3	Post. - Pile 1 of Bent 64 - Pile 5 of Bent 64 - Post 1 of Bent 114 - Post 5 of Bent 114	OSMOSE	3
4	Post: - Post 3 of Bent 6 - Post 5 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 5 of Bent 14 - Post 5 of Bent 16 - Post 1 of Bent 18 - Post 5 of Bent 19 - Post 1 of Bent 20 - Post 5 of Bent 21 - Post 5 of Bent 29 - Post 1 of Bent 92 - Post 5 of Bent 93 - Post 5 of Bent 94 - Post 5 of Bent 100 - Post 5 of Bent 105 - Post 5 of Bent 107 - Post 1 of Bent 109 - Post 5 of Bent 110 - Post 1 of Bent 112 - Post 5 of Bent 119 - Post 5 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 5 of Bent 149 - Post 7 of Bent 151 - Post 7 of Bent 153	OSMOSE	4
5	In-place preservatively treat piles, posts, sills and caps.	OSMOSE	4
6	Replace: - Tower Brace in Span 9 - West Tower Brace in Span 17 - Both Tower Braces in Span 24 - East Tower Brace in Span 38 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 54 - West Tower Brace in Span 66 - Both Tower Braces in Span 102	OSMOSE	4
7	Replace: - Cap on Bent 4 - Cap on Bent 25 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 135	OSMOSE	4
8	Add ballast and tamp up approach.	RAILROAD	4

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

9	Monitor: - Cap on Bent 17 (vertical split) - Cap on Bent 26 (vertical split) - Cap on Bent 66 (vertical split) - Cap on Bent 74 (vertical split)	RAILROAD	5
10	Monitor - Pile 5 of Bent 68 - Post 5 of Bent 118 - Post 1 of Bent 166 - Post 1 of Bent 167	RAILROAD	5

BRIDGE NUMBER: 718.12 — MP 718 12 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch. - Ballast leaks at both headwalls with bags of sacrete and add ballast	RAILROAD	3

BRIDGE NUMBER: 719.07 — MP 719 07 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 106 bridge ties.	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Replace: - Cap on Bent 1	OSMOSE	3
4	Post. - Pile 2 of Bent 4 - Pile 5 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 5 of Bent 7	OSMOSE	3
5	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
6	Replace. - Cap on Bent 3	OSMOSE	4
7	Post. - Pile 1 of Bent 2 - Pile 4 of Bent 6	OSMOSE	4
8	Replace: - South Sash Brace on Bent 2	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 719.21 MP 719 21 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (crushing)	OSMOSE	2
2	Add ballast and tamp up both approaches.	RAILROAD	2
3	Replace - North headwall	OSMOSE	2
4	Replace: - Cap on Bent 1	OSMOSE	3
5	Spot replace approximately 22 bridge ties at rail joints.	OSMOSE	3
6	Replace: - Stringer 8 in Span 1 - Stringer 3 in Span 18	OSMOSE	4
7	Replace - Girt Bracing in Span 3 - Girt Bracing in Span 7 - Girt Bracing in Span 21	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Post: - Pile 4 of Bent 4 - Pile 5 of Bent 5 - Pile 1 of Bent 8 - Pile 1 of Bent 11 - Pile 2 of Bent 12 - Pile 5 of Bent 15 - Pile 1 of Bent 21	OSMOSE	4
10	Replace - Sash Brace on Bent 19	OSMOSE	4
11	Replace - Cap on Bent 13 - Cap on Bent 17	OSMOSE	4
12	Replace: - Shim on Bent 22	OSMOSE	4
13	Monitor - Pile 5 of Bent 3 - Pile 3 of Bent 4 - Pile 1 of Bent 9 - Pile 3 of Bent 13 - Pile 1 of Bent 15 - Pile 3 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 18	RAILROAD	5

BRIDGE NUMBER: Tunnel 15 MP 720.73 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: Tunnel 16 MP: 721.52 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 724.22 MP 724.22 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 725.96 **MP: 725 96** **SECTION #1**

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace - Cap on Bent 15 - Cap on Bent 28 - Cap on Bent 29 - Cap on Bent 31	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post: - Pile 6 of Bent 10 - Pile 6 of Bent 11	OSMOSE	4
5	Monitor - Pile 5 of Bent 3 - Pile 1 of Bent 5 - Pile 4 of Bent 6 - Pile 1 of Bent 10 - Pile 2 of Bent 10 - Pile 1 of Bent 15	RAILROAD	5
6	Monitor - Stringer 2 in Span 20 (parting line on cap 2 1/2")	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 726.31 — MP 726.31 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 2 in Span 4 - Stringer 4 in Span 4 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 5 in Span 23 - Stringer 6 in Span 23 - Stringer 7 in Span 23 - Stringer 8 in Span 23 - Stringer 3 in Spas 24 - Stringer 4 in Span 24 - Stringer 5 in Span 24 - Stringer 6 in Span 24 - Stringer 9 in Span 24 - Stringer 4 in Span 34 - Stringer 5 in Span 34 - Stringer 7 in Span 34 - Stringer 8 in Span 34 - Stringer 3 in Span 57 - Stringer 5 in Span 57 - Stringer 6 in Span 57 - Stringer 8 in Span 57 - Stringer 9 in Span 57 - Stringer 2 in Span 63 - Stringer 3 in Span 63 - Stringer 4 in Span 63 - Stringer 6 in Span 63 - Stringer 7 in Span 63 - Stringer 8 in Span 63 - Stringer 2 in Span 64 - Stringer 3 in Span 64 - Stringer 4 in Span 64 - Stringer 5 in Span 64 - Stringer 6 in Span 64 - Stringer 8 in Span 64 - Stringer 2 in Span 65 - Stringer 3 in Span 65 - Stringer 4 in Span 65 - Stringer 5 in Span 65 - Stringer 8 in Span 65	OSMOSE	2
2	Replace: - Stringer 4 in Span 20 - Stringer 5 in Span 20 - Stringer 6 in Span 20 - Stringer 2 in Span 22 - Stringer 6 in Span 22 - Stringer 7 in Span 22 - Stringer 5 in Span 59 - Stringer 6 in Span 59 - Stringer 7 in Spas 59 - Stringer 2 in Span 62 - Stringer 3 in Span 62 - Stringer 7 in Span 62	OSMOSE	3
3	Install Shim under: - Chord 2 on Bent 8 - Stringers 3 & 4 on Bent 23 - Chord 2 on Bent 28	OSMOSE	3
4	Replace: - Top 3 Planks of South headwall	OSMOSE	3
5	Add ballast and tamp up both approaches.	RAILROAD	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

6	Cut Cutoffs down: - Install a Subsill on Bent 11 - Install a Subsill on Bent 13 - Install a Subsill on Bent 17 - Install a Subsill on Bent 23 - Install a Subsil on Bent 57	OSMOSE	3
7	Cut Cutoff down and Install Block over: - Cutoff 1 of Bent 3 - Cutoff 1 of Bent 8 - Cutoff 1 of Bent 14 - Cutoff 2 of Bent 28 - Cutoff 2 of Bent 46	OSMOSE	4
8	Replace: - Stringer 8 in Span 1 - Stringer 2 in Span 3 - Stringer 4 in Span 3 - Stringer 4 in Span 5 - Stringer 4 in Span 17 - Stringer 4 in Span 19 - Stringer 6 in Span 19 - Stringer 2 in Span 21 - Stringer 5 in Spas 25 - Stringer 6 in Span 27 - Stringer 4 in Span 28 - Stringer 6 in Span 28 - Stringer 7 in Span 31 - Stringer 9 in Span 31 - Stringer 6 in Span 32 - Stringer 9 in Span 32 - Stringer 4 in Span 33 - Stringer 8 in Span 33 - Stringer 7 in Span 35 - Stringer 7 in Span 36 - Stringer 2 in Span 49 - Stringer 2 in Span 50 - Stringer 6 in Span 53 - Stringer 6 in Span 54 - Stringer 6 in Span 55 - Stringer 7 in Span 56 - Stringer 7 in Span 58 - Stringer 9 in Span 60 - Stringer 9 in Span 61	OSMOSE	4
9	Replace. - Post 2 of Bent 33	OSMOSE	4
10	Monitor: - Post 3 of Bent 23	RAILROAD	5
11	Monitor: - Cap on Bent 58 (very minor cornering)	RAILROAD	5
12	Monitor: - Stringer 3 in Span 1 - Stringer 5 in Span 1 - Stringer 6 in Span 4 - Stringer 6 in Span 21 - Stringer 5 in Span 27 - Stringer 4 in Span 31 - Stringer 5 in Span 31 - Stringer 4 in Span 32 - Stringer 5 in Span 32 - Stringer 6 in Span 33 - Stringer 3 in Span 56 - Stringer 6 in Span 56 - Stringer 9 in Span 58 - Stringer 4 in Span 59 - Stringer 9 in Span 59 - Stringer 6 in Span 60 - Stringer 5 in Span 62	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 727 35 — MP 727 35 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch. - Ballast leaks in Spans 2, 6, 10, 11 & 13	RAILROAD	2
2	Remove vegetation from both abutments	RAILROAD	3

BRIDGE NUMBER: Tunnel 17 — MP 727.70 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 728.51 — MP: 728.51 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 3 (slight crushing)	OSMOSE	2
2	Replace all 216 bridge ties.	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace: - Cap on Bent 11	OSMOSE	3
5	Post: - Pile 4 of Bent 7 - Pile 5 of Bent 7 - Pile 2 of Bent 8 - Pile 3 of Bent 8 - Pile 1 of Bent 9 - Pile 4 of Bent 9 - Pile 2 of Bent 16 - Pile 6 of Bent 16 - Pile 2 of Bent 17 - Pile 5 of Bent 17 (split) - Pile 4 of Bent 18 - Pile 5 of Bent 18	OSMOSE	3
6	Replace: - Cap on Bent 8	OSMOSE	4
7	Replace: - Stringer 4 in Span 10	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
9	Shim or Epoxy: - Over Pile 2 in Bent 2A - Over Pile 3 in Bent 2A - Over Pile 4 in Bent 2A	OSMOSE	4
10	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 6 - Pile 2 of Bent 10 - Pile 2 of Bent 12 - Pile 1 of Bent 15	OSMOSE	4
11	Monitor: - Pile 4 of Bent 5 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 5 of Bent 12 - Pile 4 of Bent 15	RAILROAD	5

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 729.04 MP: 729.04 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 309 bridge ties	OSMOSE	2
2	Replace: - 1 1/2" Shims on Bent 1 (working out) - 1/2" Shims on Bent 4 (crushing) - 1/2" Shims on Bent 7 (crushing) - 1/2" Shims on Bent 13 (crushing) - 1/2"Shims on Bent 15 (crushing) - 1/2" Shims on Bent 20 (crushing) - 1/2" Shims on Bent 22 (crushing) - 1 1/2" Shims on Bent 24 (crushing)	OSMOSE	2
3	Surface bridge	OSMOSE	2
4	Remove: - Trees & brush from under bridge (fire hazard)	RAILROAD	3
5	Add ballast and tamp up both approaches.	RAILROAD	3
6	Replace: - Cap on Bent 5 (slight crushing under chord 2) - Cap on Bent 27	OSMOSE	3
7	Post: - Post 5 of Bent 10 (visual) - Pile 1 of Bent 17 - Pile 3 of Bent 17	OSMOSE	3
8	Replace: - Stringer 2 in Span 7 - Stringer 6 in Span 7 - Stringer 9 in Span 7 - Stringer 1 in Span 9 - Stringer 2 in Span 9 - Stringer 9 in Span 9 - Stringer 2 in Span 17 - Stringer 9 in Span 17 - Stringer 3 in Span 20 - Stringer 5 in Span 20	OSMOSE	3
9	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
10	Shim or Epoxy - Over Pile 2 of Bent 2	OSMOSE	4
11	Replace: - Cap on Bent 17	OSMOSE	4
12	Post: - Pile 2 of Bent 4 - Pile 1 of Bent 5 - Post 1 of Bent 9 - Pile 4 of Bent 11 - Pile 2 of Bent 20 - Pile 1 of Bent 22 - Pile 5 of Bent 23 - Post 5 of Bent 26	OSMOSE	4
13	Replace: - Tower Bracing in Span 11 - Tower Bracing in Span 22	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

14	Replace: - Stringer 2 in Span 1 - Stringer 9 in Span 2 - Stringer 9 in Span 3 - Stringer 9 in Span 4 - Stringer 9 in Span 5 - Stringer 2 in Span 6 - Stringer 2 in Span 21 - Stringer 9 in Span 23 - Stringer 2 in Span 24 - Stringer 2 in Span 25	OSMOSE	4
15	Monitor: - Stringer 7 in Span 26	RAILROAD	5
16	Monitor: - Pile 5 of Bent 18 - Pile 5 of Bent 20 - Pile 2 of Bent 22	RAILROAD	5

BRIDGE NUMBER: 729.17 — MP 730.17 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 730.56 Section 1 MP: 730.56 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach.	RAILROAD	3
2	Post - Pile 1 of Bent 4 - Pile 5 of Bent 4 - Pile 1 of Bent 12 - Pile 3 of Bent 12	OSMOSE	3
3	In-place preservatively treat piles and caps	OSMOSE	4
4	Post Pile 1 of Bent 2 Pile 6 of Bent 6 Pile 1 of Bent 10 Pile 6 of Bent 11 Pile 1 of Bent 13	OSMOSE	4
5	Monitor: - Pile 4 of Bent 3 - Pile 5 of Bent 3	RAILROAD	5

BRIDGE NUMBER: 730.56 Section 2 MP: 730.56 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

BRIDGE NUMBER: 730.56 Section 3 MP: 730.56 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 1 of Bent 5 - Pile 6 of Bent 5 - Pile 1 of Bent 10 - Pile 3 of Bent 10	OSMOSE	3
2	In-place preservatively treat piles and caps	OSMOSE	4
3	Post: - Pile 1 of Bent 6 - Pile 6 of Bent 8 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 18	OSMOSE	4
4	Monitor: - Pile 1 of Bent 8	RAILROAD	5
5	Monitor - Subcap on Bent 19 (split)	RAILROAD	5

BRIDGE NUMBER: 730.56 Section 4 MP: 730.56 SECTION #4

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties.	OSMOSE	2
2	Replace - All lateral bracing - All upper gussel plates and cross bracing	OSMOSE	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 730.56 Section 5 MP 730.56 SECTION #5

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Headwall	OSMOSE	3
2	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 5 - Post 4 of Bent 5 - Piles 1 & 7 of Bent 8 - Post 5 of Bent 8 - Piles 1 & 7 of Bent 10 - Post 3 of Bent 10 - Piles 1 & 7 of Bent 12 - Post 5 of Bent 12 - Piles 1 & 7 of Bent 15 - Post 5 of Bent 15 - Piles 1 & 7 of Bent 17 - Post 2 of Bent 17 - Piles 1 & 7 of Bent 18 - Post 4 of Bent 18 - Piles 1 & 7 of Bent 19 - Post 3 of Bent 19 - Piles 1 & 7 of Bent 24 - Post 3 of Bent 24	OSMOSE	3
3	In-place preservatively treat the piles and caps.	OSMOSE	4
4	Post (frame bents w/ 5 posts + piles 1 & 7 on outside): - Piles 1 & 7 of Bent 2 - Piles 1 & 7 of Bent 3 - Piles 1 & 7 of Bent 4 - Piles 1 & 7 of Bent 7 - Piles 1 & 7 of Bent 9 - Piles 1 & 7 of Bent 11 - Piles 1 & 7 of Bent 13 - Piles 1 & 7 of Bent 14 - Pile 1 of Bent 16 - Piles 1 & 7 of Bent 20 - Piles 1 & 7 of Bent 21 - Piles 1 & 7 of Bent 23 - Pile 1 of Bent 25 - Post 3 of Bent 25 - Pile 1 of Bent 26 - Post 5 of Bent 26 - Post 5 of Bent 28 - Pile 1 of Bent 29 - Post 3 of Bent 29 - Posts 3 & 5 of Bent 30 - Pile 7 of Bent 30 - Post 4 of Bent 32 - Pile 7 of Bent 32 - Post 3 of Bent 33 - Post 5 of Bent 33 - Pile 6 of Bent 34	OSMOSE	4
5	Replace. - Cap on Bent 8	OSMOSE	4
6	Spot replace 25 bridge ties	OSMOSE	4
7	Add ballast and tamp up approach	RAILROAD	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 731 65 North Approach MP 731 65 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Bent 6 (crushing) - Cap on Bent 51	OSMOSE	2
2	Line and surface bridge.	OSMOSE	3
3	Replace: - Cap on Bent 43 (slight crushing under chord 1) - Cap on Bent 59 (slight crushing under chord 2)	OSMOSE	3
4	Replace - Stringer 2 in Span 49 (broke) - Stringer 7 in Span 49 (breaking)	OSMOSE	3
5	Replace - Tower brace 1 in Span 16	OSMOSE	4
6	Replace. - Stringer 4 in Span 38 - Stringer 4 in Span 39 - Stringer 7 in Spans 50 & 51 (broken)	OSMOSE	4
7	Replace. - Cap on Bent 40 - Cap on Bent 48 - Cap on Bent 63 (slight crushing)	OSMOSE	4
8	Monitor - Bent 10 for additional settlement - Bent 44 for additional settlement - Bent 45 for additional settlement - Bent 46 for additional settlement	RAILROAD	5
9	Monitor - Stringer 5 in Span 14 - Stringer 8 in Span 35 - Stringer 4 in Span 62	OSMOSE	5
10	Monitor - Cap on Bent 9 (cornering under chord 2)	RAILROAD	5

BRIDGE NUMBER: 731.65 Main Section MP 731 65 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 85 bridge ties.	OSMOSE	2
2	Replace - Upper Gusset plates	OSMOSE	4
3	Monitor: - Upper laterals and cross bracing for additional pitting and section loss	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 731.65 South Approach MP 731.65 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and. - Replace cap on Bent 15 (crushing)	OSMOSE	2
2	Replace - Stringer to Cap plywood Shims on Bent 44 - Stringer to Cap plywood Shims on Bent 62 - Stringer to Cap plywood Shims on Bent 64	OSMOSE	3
3	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Post 2 of Bent 21 - Post 3 of Bent 21 - Post 5 of Bent 21 - Pile 1 of Bent 23 - Post 3 of Bent 23 - Post 6 of Bent 23 - Pile 1 of Bent 27 - Post 5 of Bent 27 - Pile 7 of Bent 27 - Pile 1 of Bent 39 - Post 5 of Bent 39 - Pile 7 of Bent 39 - Post 2 of Bent 55 - Post 4 of Bent 55 - Post 6 of Bent 55 - Post 2 of Bent 123 - Post 5 of Bent 123 - Post 6 of Bent 123 - Post 3 of Bent 131 - Post 4 of Bent 131 - Post 5 of Bent 131 - Post 2 of Bent 137 - Post 4 of Bent 137 - Post 6 of Bent 137 - Post 3 of Bent 139 - Post 5 of Bent 139 - Pile 7 of Bent 139 - Post 5 of Bent 149 - Post 6 of Bent 149 - Pile 7 of Bent 149 - Post 4 of Bent 159 - Post 5 of Bent 159 - Post 6 of Bent 159	OSMOSE	3
4	Perform - Detailed Stringer Inspection	OSMOSE	3
5	Replace all bridge ties.	OSMOSE	3
6	Replace - Cap on Bent 35 (crushing under chord 2) - Cap on Bent 63 (crushing)	OSMOSE	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

7	Replace. - Stringer 2 in Span 4 - Stringer 2 in Span 5 - Stringer 2 in Span 9 - Stringer 2 in Span 10 - Stringer 2 in Span 12 - Stringer 2 in Span 16 - Stringer 2 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 26 - Stringer 10 in Spans 31 and 32 - Stringer 5 in Span 35 - Stringer 5 in Span 36 - Stringer 2 in Spans 37 and 38 - Stringer 9 in Span 59 Stringer 6 in Span 61 - Stringer 2 in Span 135 - Stringer 2 in Span 136 - Stringer 2 in Span 137 - Stringer 2 in Span 138 - Stringer 9 in Span 147	OSMOSE	4
8	Post (frame bents w/ 5 posts + piles 1 & 7 on outside). - Pile 4 of Bent 8 - Post 6 of Bent 15 - Post 2 of Bent 19 - Pile 7 of Bent 19 - Pile 1 of Bent 29 - Post 5 of Bent 29 - Pile 7 of Bent 31 - Post 5 of Bent 35 - Pile 7 of Bent 35 - Pile 7 of Bent 41 - Pile 1 of Bent 43 - Post 3 of Bent 45 - Pile 7 of Bent 47 - Pile 7 of Bent 49 - Post 4 of Bent 51 - Pile 1 of Bent 53 - Pile 7 of Bent 59 - Pile 7 of Bent 61 - Pile 7 of Bent 83 - Post 5 of Bent 89 - Pile 1 of Bent 95 - Pile 7 of Bent 95 - Post 4 of Bent 99 - Post 5 of Bent 99 - Pile 1 of Bent 109 - Post 2 of Bent 111 - Pile 3 of Bent 116 - Pile 7 of Bent 117 - Post 5 of Bent 119 - Post 3 of Bent 121 - Post 4 of Bent 121 - Post 4 of Bent 125 - Post 6 of Bent 125 - Pile 1 of Bent 133 - Post 5 of Bent 133 - Post 3 of Bent 141 - Post 4 of Bent 141 - Post 6 of Bent 143 - Post 5 of Bent 147 - Post 4 of Bent 151 - Pile 7 of Bent 151 - Post 3 of Bent 153 - Post 5 of Bent 153 - Post 4 of Bent 161 - Pile 5 of Bent 163 - Pile 5 of Bent 165	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision		Eugene, OR - Couquille, OR	
9	Shim or Epoxy: - Over Post 6 of Bent 75 - Over Post 6 of Bent 133 - Over Pile 7 of Bent 159	OSMOSE	4
10	Replace - Cap on Bent 13 - Cap on Bent 41 (slight crushing under chord 1) - Cap on Bent 81 (slight crushing under chord 1)	OSMOSE	4
11	In-place preservatively treat piles, posts, sills and caps	OSMOSE	4
12	Monitor - Cap on Bent 65 (slight cornering under chord 1) - Cap on Bent 79 (split at right end) - Cap on Bent 97 (minor cornering under chord 2) - Cap on Bent 151 (vertical split)	RAILROAD	5
13	Monitor - Post 5 of Bent 45 - Pile 1 of Bent 93 - Pile 1 of Bent 129	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 732.84 North Approach MP 732 84 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap on Bent 16 with an oversize cap (crushing under chord 2)	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	3
3	Post: - Post 4 of Bent 16 (seven pile/post bent) - Post 6 of Bent 16 - Pile 7 of Bent 16 - Pile 1 of Bent 17 (seven pile/post bent) - Post 5 of Bent 17 - Pile 7 of Bent 17 - Pile 1 of Bent 20 (seven pile/post bent) - Post 3 of Bent 20 - Pile 7 of Bent 20 - Pile 1 of Bent 23 (seven pile/post bent) - Post 5 of Bent 23 - Pile 7 of Bent 23	OSMOSE	3
4	Replace: - North headwall	OSMOSE	3
5	In-place preservatively treat piles, posts, sills, caps and stringers	OSMOSE	4
6	Post. - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Post 5 of Bent 5 - Post 4 of Bent 6 - Post 4 of Bent 7 - Post 5 of Bent 7 - Post 5 of Bent 8 - Pile 1 of Bent 10 - Post 3 of Bent 10 - Pile 7 of Bent 11 - Post 3 of Bent 12 - Post 5 of Bent 12 - Post 3 of Bent 13 - Pile 7 of Bent 13 - Post 3 of Bent 14 - Pile 1 of Bent 18 - Post 5 of Bent 18 - Post 3 of Bent 19 - Pile 7 of Bent 19 - Post 3 of Bent 22 - Post 3 of Bent 25 - Pile 7 of Bent 25	OSMOSE	4
7	Cut Pile tops down and: - Replace cap on Bent 15 with an oversize cap	OSMOSE	4
8	Replace: - Cap on Bent 22 (minor crushing under chord 2)	OSMOSE	4
9	Shim or Epoxy: - Over Pile 1 of Bent 11	OSMOSE	4
10	Monitor: - Post 3 of Bent 5 - Post 3 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 9 - Post 4 of Bent 15 - Pile 7 of Bent 18 - Post 5 of Bent 19 - Post 5 of Bent 24	RAILROAD	5
11	Monitor: - Cap on Bent 23 (minor crushing under chord 2)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 732.84 Main Span — MP: 732.84 — SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All laterals and gusset plates	OSMOSE	3
2	Replace - Cap on Row 1 of Pier 2	OSMOSE	3
3	In-place preservatively treat piles, sills and caps.	OSMOSE	4
4	Post - Pile 2 in Row 1 of Pier 1 - Pile 3 in Row 1 of Pier 1 - Pile 2 in Row 2 of Pier 1	OSMOSE	4

BRIDGE NUMBER: 732.84 South Approach — MP: 732.84 — SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 10 (crushing under chord 2)	OSMOSE	2
2	Cut Pile tops down and - Install an 8" Subcap on existing Cap of Bent 11	OSMOSE	3
3	Post: - Pile 2 of Bent 10 (7 pile bent) - Pile 3 of bent 10 - Pile 7 of Bent 10	OSMOSE	3
4	Add ballast and tamp up approach.	RAILROAD	3
5	Post: - Pile 3 of Bent 12	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Monitor: - Cap on Bent 4 (cornering under chord 2) - Cap on Bent 8 (minor decay at right end)	RAILROAD	5
8	Monitor: - Pile 3 of Bent 14 - Pile 5 of Bent 14	RAILROAD	5
9	Monitor - Bent 10 for additional settlement - Bent 11 for additional settlement - Bent 12 for additional settlement	RAILROAD	5

BRIDGE NUMBER: 733.88 — MP: 733.88 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3

BRIDGE NUMBER: 733.95 — MP: 733.95 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Chip out. - Cracked and spalled concrete on West walkway - Patch to original lines	RAILROAD	3
2	Patch. - Approximately 17 ballast leaks throughout deck where concrete tubs join	RAILROAD	3

BRIDGE NUMBER: Tunnel 18 — MP: 734.48 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 735.86 — MP 735.86 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 81 bridge ties.	OSMOSE	2
2	Replace: - Both headwalls	OSMOSE	2
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Post: - Pile 5 of Bent 4 - Pile 6 of Bent 4	OSMOSE	3
5	Post: - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Replace: - Cap on Bent 3	OSMOSE	4
8	Shim or Epoxy: - Over Pile 2 of Bent 1	OSMOSE	4
9	Replace: - Stringer 1 in Span 1 (horizontal shear) - Stringer 1 in Span 2 (horizontal shear)	OSMOSE	4

BRIDGE NUMBER: 736.03 — MP 736.03 — SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 81 bridge ties.	OSMOSE	2
2	Replace. - 2" Shims under chord 1 on Bent 5 (crushing)	OSMOSE	2
3	Post: - Pile 2 of Bent 1 - Pile 4 of Bent 1 - Pile 1 of Bent 4 - Pile 7 of Bent 4	OSMOSE	3
4	Add ballast and tamp up both approaches.	RAILROAD	3
5	Post: - Pile 7 of Bent 3 - Pile 2 of Bent 5	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Monitor: - Pile 2 of Bent 2	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 736.51 MP 736 51 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 1	OSMOSE	3
2	Add ballast and tamp up both approaches	RAILROAD	3
3	Shim: - Under chord 1 of Bent 2	OSMOSE	3
4	Post: - Pile 1 of Bent 1(visual)	OSMOSE	3
5	Replace all 40 bridge ties	OSMOSE	4
6	Post: - Pile 5 of Bent 4	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
8	Replace: - Stringer 8 in Spans 1 & 2	OSMOSE	4
9	Monitor: - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 5 in Span 3	RAILROAD	5
10	Monitor: - Cap on Bent 3 (minor cornering under chord 1)	RAILROAD	5

BRIDGE NUMBER: 737.33 MP: 737 33 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5	OSMOSE	4
2	Replace: - Cap on Bent 2	OSMOSE	4
3	Post - Pile 6 of Bent 2	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 738.70 Main Main line MP: 738 70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Replace. - Stringer 8 in Spans 1 & 2 (horizontal shear)	OSMOSE	4
4	Add ballast and tamp up both approaches.	RAILROAD	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER: 738.70 Siding Siding MP 738 70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2	OSMOSE	2
2	Post. - Post 3 of Bent 1 - Post 5 of Bent 1 (failed)	OSMOSE	2
3	Replace. - Cap on Bent 2 (minor crushing)	OSMOSE	2
4	Replace all bridge ties	OSMOSE	2
5	Replace: - Stringer 1 in Span 1 - Stringer 5 in Span 1	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	3
7	Replace. - South Sway Brace on Bent 2	OSMOSE	4
8	Post. - Pile 3 of Bent 2	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 738.94 MP 738.94 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Reweld: - Southwest & Southeast steel walkway grating at 4 sections - Northeast steel walkway grating 35' and 45' from approach at 2 sections	RAILROAD	2
2	Replace. - Cap on Bent 14 (slight crushing) - Cap on Bent 19 (slight crushing) - Cap on Bent 21 - Cap on Bent 22	OSMOSE	3
3	Replace. - Walkway inspection planks & install hand cable	OSMOSE	3
4	Remove drift from bridge as necessary	RAILROAD	3
5	Add ballast and tamp up both approaches.	RAILROAD	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Post: - Post 3 of Bent 4 - Pile 1 of Bent 13 - Pile 5 of Bent 14 - Pile 3 of Bent 16 - Pile 5 of Bent 17 - Pile 5 of Bent 22 - Post 1 of Bent 24 - Pile 2 of Bent 27	OSMOSE	4
8	Replace: - North Sway Brace on Bent 3 - Tower Braces 1 & 4 in Span 8 - Sash Brace on Bent 14 - Sash Brace on Bent 15 - Sash Brace on Bent 16 - North Sway Brace on Bent 16 - 2 Girt Braces in Span 25 - 2 Girt Braces in Span 26	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.14 North Approach MP 739.14 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 21 (crushing under chord 2)	OSMOSE	2
2	Add ballast and tamp up approach	RAILROAD	3
3	Replace - Cap on Bent 22 (vertical split at right end) - Cap on Bent 24	OSMOSE	3
4	Post - Pile 2 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 8 - Pile 4 of Bent 8 - Pile 1 of Bent 17 - Pile 3 of Bent 17 - Pile 2 of Bent 23 - Pile 4 of Bent 23	OSMOSE	3
5	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
6	Replace: - Cap on Bent 5 - Cap on Bent 14	OSMOSE	4
7	Replace - South Sash Brace on Bent 8 - North Sway Brace on Bent 14 - North Sash Brace on Bent 19 - North Sash Brace on Bent 20 - North Sash Brace on Bent 21	OSMOSE	4
8	Replace: - East tower brace in Span 23	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Post: - Pile 3 of Bent 4 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 1 of Bent 15 - Pile 3 of Bent 18 - Pile 3 of Bent 19 - Pile 5 of Bent 25	OSMOSE	4
11	Monitor. - Pile 4 of Bent 2 - Pile 4 of Bent 9 - Pile 1 of Bent 10	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.14 Main Span MP 739 14 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Lower Flange angles of Floor beam 5	OSMOSE	2
2	Replace - Floor beam 0	OSMOSE	2
3	Remove - Pack rust and debris from Flange angles, Cover plates and Gusset plates	RAILROAD	3
4	Replace - All Gusset plates	OSMOSE	3
5	Replace - Upper Flange angles of floor beam 5	OSMOSE	4
6	Monitor - Pier caissons for additional corrosion	RAILROAD	5
7	Monitor - Floor beams 1 thru 4 for additional corrosion	RAILROAD	5
8	Monitor - Diagonal braces for additional section loss	RAILROAD	5

BRIDGE NUMBER: 739.14 South Approach MP 739 14 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut down cutoffs - Replace sill with an oversized sill in Bent 2 - Replace sill with an oversized sill in Bent 3 - Replace sill with an oversized sill in Bent 5 - Replace sill with an oversized sill in Bent 6 - Replace sill with an oversized sill in Bent 7 - Replace sill with an oversized sill in Bent 8	OSMOSE	2
2	Reframe (4 & 5 post frame bents with piles 1 & 6 or 7 driven on each side) - Existing frame bent in bent 4 (cutting cutoffs down 1-2') - Existing frame bent in bent 9 (cutting cutoffs down 1-2')	OSMOSE	2
3	Replace. - Cap on Bent 2 (crushing) - Cap on Bent 7 (crushing under chord 2) - Cap on Bent 12 (very slight crushing)	OSMOSE	2
4	Reframe (5 post frame bent with piles 1 & 7 driven on each side): - Existing frame bent in bent 10 (cutting cutoffs down 1-2')	OSMOSE	3
5	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
6	Add ballast and tamp up approach	RAILROAD	3
7	Replace - Cap on Bent 3 (slight crushing under chord 2) - Cap on Bent 8 (breaking over Posts 5 & 6)	OSMOSE	3
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Post: - Post 3 of Bent 7 - Post 3 of Bent 8	OSMOSE	4
10	Spot replace 6 bridge ties	OSMOSE	4
11	Monitor: - Post 5 of Bent 8	RAILROAD	5
12	Monitor: - Cap on Bent 6 (vertical split)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.43 North Approach MP 739 43 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Post -Post 2 of Bent 7 -Post 4 of Bent 7 - Pile 7 of Bent 7	OSMOSE	2
3	Replace - Cap on Bent 2 (slight crushing) - Cap on Bent 7 (cornering, bulging)	OSMOSE	2
4	Post: - Post 3 of Bent 9 - Post 5 of Bent 9 - Post 4 of Bent 12 - Pile 7 of Bent 12	OSMOSE	3
5	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
6	Replace. - Cap on Bent 8	OSMOSE	3
7	Replace: - Cap on Bent 3	OSMOSE	4
8	Replace - Sill in Bent 4 (split)	OSMOSE	4
9	In-place preservatively treat piles and caps	OSMOSE	4
10	Inspect for Marine Borer	RAILROAD	4
11	Post: - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 5 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18	OSMOSE	4
12	Monitor: - Cap on Bent 6 (vertical split) - Cap on Bent 16 (pile 2 slightly punching)	RAILROAD	5

BRIDGE NUMBER: 739.43 Main Span MP 739 43 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer shelf brackets on all TPG floor beams	OSMOSE	3
2	Clean - Pier bearings - All steel members	RAILROAD	4
3	Monitor: - All steel members for additional corrosion - Floor beams for additional web pin holes	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.43 South Approach MP 739 43 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 1 (broken)	OSMOSE	2
2	Cut Pile tops down and - Replace Cap with an oversized cap on Bent 5 (breaking) - Replace Cap with an oversized cap on Bent 6 (breaking)	OSMOSE	3
3	Add ballast and tamp up approach	RAILROAD	3
4	Post - Pile 1 of Bent 2 - Post 5 of Bent 2	OSMOSE	3
5	Replace - Guard timber	OSMOSE	3
6	Replace - Walkway inspection planks & install hand cable	OSMOSE	3
7	Replace all bridge ties	OSMOSE	4
8	Post: - Pile 1 of Bent 1 - Pile 1 of Bent 6 - Pile 7 of Bent 7 - Pile 1 of Bent 8	OSMOSE	4
9	In-place preservatively treat piles and caps	OSMOSE	4
10	Monitor - Cap on Bent 3 (slight crushing)	RAILROAD	5

Central Oregon & Pacific Railroad
RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.68 North Approach MP 739 68 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers	OSMOSE	4
2	Shim: - Over Post 4 of Bent 4	OSMOSE	4
3	Replace: - Stringer 1 in Spans 1 & 2 (horizontal shear)	OSMOSE	4
4	Add ballast and tamp up approach	RAILROAD	4
5	Monitor: - Cap on Bent 3 (very minor crushing under both chords)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 739.68 Main Span MP 739 68 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace stringer top lateral angles and gusset plates, Truss #5 (all panels)	OSMOSE	2
2	Install inner guardrail across bridge	OSMOSE	2
3	Repair impact damage on bottom chord, Truss #2, Panel #3 (east) THIS IS A HIGH PRIORITY 2!	OSMOSE	2
4	Replace expansion bearings and masonary plates at the following piers Pier 2 Pier 3 Pier 5 Pier 6 Pier 7 Pier 8	OSMOSE	2
5	Replace all anchor bolts, all piers	OSMOSE	2
6	Replace ties on the following trusses Truss #4 Truss #5 Truss #6 Truss #7 Truss #8	OSMOSE	2
7	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #5 (both sides) Truss #2, Floor Beam #3 (west) Truss #3, Floor Beam #1 (west) Truss #7, Floor Beam #0 (west) Truss #8, Floor Beam #0 (west)	OSMOSE	2
8	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #2, Panel #2 Truss #2, Panel #4 Truss #6, Panel #4	OSMOSE	2
9	Repair or replace the following truss members and/or vertical gusset plates Truss #4, vertical gusset plates at Floor Beam #2, L2-U1 and L2-U3 (west) Truss #4, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, vertical gusset plates at Floor Beam #2, L2-U1 (both sides) Truss #8, connection angle at Floor Beam #3, FB-to-L3-U4 (west) Truss #7, vertical truss member L1-U1 (west) Truss #7, diagonal truss members L2-U1 (both sides) Truss #7, vertical truss member L4-U4 (east) Truss #9, vertical truss member L8-U8 (east) Truss #9, vertical truss member L11-U11 (both sides)	OSMOSE	2
10	Repair floor beams at the following locations Truss #4, Floor Beam #3 (web outboard from west stringer) Truss #6, Floor Beam #3 (web and bottom flange angles outboard from west stringer) Truss #9, Floor Beam #7 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #8 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #9 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #11 (web outboard from both stringers at bottom flange angle connection)	OSMOSE	2
11	Replace stringer top lateral angles and gusset plates at the following locations Truss #2, Panel #4 Truss #3, Panel #5	OSMOSE	2
12	Perform miscellaneous repairs at the following locations Replace bottom chord lacing bars, Truss #4, Panel #3 (west) Repair/replace truss bottom chord channels, Truss #6, Floor Beam #4 (west side, both panels) Repair/replace stringer web at bottom flange angle connection, Truss #7, panel #5 (west)	OSMOSE	2
13	Replace access stairway and all timber decking around drum pier Replace all access ladders and walkways, all trusses	OSMOSE	2
14	Replace stringer top lateral angles and gusset plates at the following locations (unless prioritized at a higher level elsewhere) Truss #1, all panels Truss #4, all panels Truss #6, all panels	OSMOSE	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

15	Replace truss bottom chord lacing bars and repair channels as required at the following locations Truss #1, all panels Truss #2, all panels Truss #7, all panels Truss #8, all panels	OSMOSE	3
16	Replace stringer shelf angles at floor beam connection at the following locations Truss #1, all floor beams Truss #2, all floor beams Truss #3, all floor beams	OSMOSE	3
17	Repair or replace top chord channels and cover plates at the following locations Truss #8, all panels	OSMOSE	3
18	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #3, top flange angles Truss #2, Floor Beam #0, bottom flange angles & web at horizontal gusset plate connections Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #1, web at bottom flange angle connection, outboard from stringers Truss #3, Floor Beam #2, web and bottom flange angles, outboard from stringers Truss #3, Floor Beam #3, web and bottom flange angles, outboard from west stringer Truss #4, Floor Beam #0, web, outboard from west stringer Truss #4, Floor Beam #3, bottom flange angles Truss #5, Floor Beam #0, web outboard from stringers (particularly west) Truss #6, Floor Beam #0, top and bottom flange angles Truss #6, Floor Beam #2, web and bottom flange angles (at connection) Truss #6, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #2, top and bottom flange angles Truss #8, Floor Beam #3, top and bottom flange angles Truss #8, Floor Beam #5, top flange angles Truss #9, Floor Beam #0, top flange angles Truss #9, Floor Beam #9, bottom flange angles Truss #9, Floor Beam #10, particularly on west side	OSMOSE	3
19	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #4 (west) Truss #2, Floor Beam #1 (west) Truss #2, Floor Beam #2 (both sides) Truss #3, Floor Beam #2 (west) Truss #3, Floor Beam #3 (west) Truss #4, Floor Beam #0 (both sides) Truss #7, Floor Beam #1 (west) Truss #7, Floor Beam #3 (west) Truss #7, Floor Beam #5 (both sides)	OSMOSE	3
20	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #3 Truss #2, Panel #3 Truss #3, Panel #3 Truss #3, Panel #4 Truss #5, Panel #3 Truss #6, Panel #3	OSMOSE	3

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

21	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L3-U4 (west) corrosion on bottom 10' of web Truss #2, L2-U1 (west) corrosion on bottom 12' of web Truss #5, vertical gusset plates and flange angles, L2-U1 (both sides) Truss #6, vertical gusset plates at Floor Beam #3, L3-U2 (boh sides) Truss #7, L1-U1 (east) web and flange angles Truss #7, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, L4-U4 (west) web and flange angles Truss #7, L3-U4 (both sides) web and flange angles Truss #8, L2-U2 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #2, L2-U1 (both sides) Truss #8, L3-U3 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #3, L3-U4 (west) Truss #9, L2-U1 (both sides) heavy corrosion on web Truss #9, L2-U2 (both sides) corrosion on web Truss #9, L2-U3 (both sides) heavy corrosion on plates Truss #9, L4-U3 (both sides) heavy corrosion on plates and lacing bars Truss #9, L4-U4 (both sides) corrosion on channels Truss #9, L4-U5 (east) heavy corrosion on plates and lacing bars Truss #9, vertical gusset plate at Floor Beam #4, L4-U5 (west) Truss #9, L6-U5 (both sides) heavy corrosion on web and lacing bars Truss #9, L8-U8 (both sides) bottom vertical gusset plates Truss #9, L8-U9 (both sides) heavy corrosion on web plates Truss #9, L10-U11 (both sides) heavy corrosion on flange angles, webs and lacing bars Truss #9, L12-U11 (both sides) heavy corrosion on flange angles and webs	OSMOSE	3
22	Repair stringer-to-floor beam connections at the following locations Truss #1, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #1, stringer top flange angles (both sides) 24" from FB connections Truss #3, Panel #2, stringer top & bottom flange angles (both sides) 24" from FB connections Truss #3, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #4, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #9, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections	OSMOSE	3
23	Repair truss bottom chords at the following locations Truss #1, Panel #4, bottom flange on channels (both sides) Truss #2, Panel #1, top battern plates at Floor Beam #1 connections (both sides) Truss #2, Panel #5, heavy on channels at floor beams, corrosion throughout (both sides) Truss #3, Panel #2, corrosion on channel webs and lacing bars (west) Truss #3, Panel #4, corrosion on lacing bars (both sides) Truss #3, Panel #5, corrosion on webs and lacing bars (both sides) Truss #4, Panel #4, corrosion on lacing bars (west) Truss #5, Panel #4, corrosion on channels at FB#4 connection (west) Truss #5, Panel #5, corrosion on channels at FB#4 & FB#5 connection (west) Truss #6, Panel #1, corrosion on channels and lacing bars (west) Truss #6, Panel #3, corrosion on lacing bars (both sides) Truss #7, Panel #3, corrosion on channels at FB#3 connection (both sides) Truss #7, Panel #4, corrosion on channels at FB#4 connection (west) Truss #9, Panel #11, corrosion on web plate (east)	OSMOSE	3
24	Repair stringers at the following locations Truss #4, Panel #5, corroded web and bottom flange angles at connection (west) Truss #5, Panel #3, corroded web and bottom flange angles at connection (west) Truss #5, Panel #5, corroded web and bottom flange angles at connection (west) Truss #6, Panel #1, corroded web and bottom flange angles at connection (west) Truss #6, Panel #2, corroded web and bottom flange angles at connection (west) Truss #6, Panel #3, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #4, corroded web and bottom flange angles at connection (both sides) Truss #9, Panel #3, corroded bottom flange angles (west) Truss #9, Panel #4, corroded bottom flange angles (both sides) Truss #9, Panel #5, corroded web and bottom flange angles at connection (west) Truss #9, Panel #8, corroded bottom flange angles (west)	OSMOSE	3

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision		Eugene, OR - Couquille, OR	
25	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #3, Panel #1, angles and gussets Truss #3, Panel #2, angles and gussets Truss #7, Panel #5, gussets Truss #8, Panel #3, angles and gussets Truss #8, Panel #5, angles and gussets Truss #8, Panel #3, angles and gussets Truss #9, Panel #4, gussets Truss #9, Panel #6, angles and gussets Truss #9, Panel #8, gussets Truss #9, Panel #9, gussets Truss #9, Panel #11, gussets Truss #9, Panel #12, gussets	OSMOSE	3
26	Repair truss top chords at the following locations Truss #1, Panel #1, top portal brace bottom strut Truss #1, Panel #5, top portal top and bottom flange angles Truss #9, Panel #6, top chord bracing Truss #9, Panel #9, top chord bracing Truss #9, Panel #10, top chord bracing Truss #9, Panel #11, top chord bracing Truss #10, Panel #1, top chord bracing	OSMOSE	3
27	Repair/Replace stringers at the following locations Truss #1, all panels, top flange angles Truss #2, Panel #2, top flange angles Truss #2, Panel #5, top flange angles Truss #3, all panels, top flange angles Truss #3, Panel #1, web at bottom flange angle connection (west) Truss #3, Panel #2, web at bottom flange angle connection (west) Truss #3, Panel #4, webs at bottom flange angle connection (both sides) Truss #4, all panels, top flange angles Truss #4, Panel #1, bottom flange angles (both sides) web at BFA connection (west) Truss #6, all panels, top flange angles Truss #5, panel #2, bottom flange angles at floor beam connections (west) Truss #6, Panel #2, bottom flange angles (both sides) Truss #7, Panel #1, top flange angles (east) Truss #8, all panels, top flange angles Truss #8, Panel #2, web at bottom flange angle connection (west) Truss #9, all panels, top flange angles Truss #9, Panel #3, bottom flange angles (east) Truss #9, Panel #4, web at bottom flange angle connection (east) Truss #9, Panel #10, web at bottom flange angle connection (both sides) Truss #9, Panel #11, web at bottom flange angle connection (both sides) Truss #10, all panels, top flange angles	OSMOSE	4
28	Replace truss bottom chord diagonal bracing at the following locations Truss #1, all panels Truss #2, all panels Truss #4, Panel #1 Truss #4, Panel #2 Truss #4, Panel #3 Truss #7, Panel #3 Truss #8, Panel #2 Truss #8, Panel #3 Truss #9, Panel #5 Truss #10, Panel #3	OSMOSE	4
29	Replace truss top chord channels and cover plates or miscellaneous top chord repairs at the following locations Truss #1, all panels Truss #2, all panels Truss #3, all panels Truss #4, all panels Truss #4, Panel #5, top flange angles of portal Truss #5, all panels Truss #6, Panel #1, top channel of portal Truss #8, all panels Truss #9, all panels Truss #10, panel #4, top chord bracing	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

30	Replace truss bottom chord members at the following locations Truss #2, Panel #1, bottom chord channels at floor beam connections (both sides) Truss #2, Panel #2, bottom chord flanges and webs (both sides) Truss #3, Panel #3, bottom chord lacing bars and channels (both sides) Truss #4, Panel #1, bottom chord channel web and lacing bars (west) Truss #4, Panel #2, bottom chord channel web and lacing bars (west) Truss #5, all panels (west only) Truss #6, all panels Truss #7, all panels Truss #8, all panels Truss #9, Panel #12, bottom chord web plate (both sides)	OSMOSE	4
31	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #0 (both sides) Truss #1, Floor Beam #2 (west) Truss #2, Floor Beam #1 (east) Truss #2, Floor Beam #4 (both sides) Truss #2, Floor Beam #5 (both sides) Truss #3, Floor Beam #0 (both sides) Truss #3, Floor Beam #4 (both sides) Truss #4, Floor Beam #1 (west) Truss #4, Floor Beam #2 (west) Truss #4, Floor Beam #3 (both sides) Truss #4, Floor Beam #5 (both sides) Truss #5, Floor Beam #3 (both sides) Truss #5, Floor Beam #5 (both sides) Truss #8, Floor Beam #4 (both sides)	OSMOSE	4
32	Repair or replace the following truss members and/or vertical gusset plates Truss #1, L1-U1 (east) corrosion on web Truss #1, L2-U1 (both sides) corrosion on rivet heads throughout Truss #1, vertical gusset plates, L3-U4 (both sides) Truss #3, L1-U1 (west) web at flange angle connection Truss #3, L3-U4 (both sides) web and inboard flange angles Truss #4, L4-U4 (east) corrosion on web Truss #5, vertical gusset plates, L3-U4 (both sides) Truss #5, L4-U4 (both sides) web corrosion Truss #5, L3-U4 (both sides) corrosion on webs and flange angles Truss #6, L2-U1 (both sides) corrosion on webs and flange angles Truss #6, L2-U3 (both sides) corrosion on flange angles and rivets Truss #6, L3-U2 (both sides) corrosion on flange angles and rivets Truss #6, L4-U3 (both sides) corrosion on webs Truss #7, L2-U3 (both sides) corrosion on flange angles Truss #7, L3-U2 (both sides) corrosion on flange angles Truss #8, L1-U1 (both sides) corrosion on web Truss #8, L2-U1 (both sides) corrosion on webs and flange angles Truss #8, L3-U2 (both sides) corrosion on webs and flange angles Truss #8, L3-U4 (both sides) corrosion on webs and flange angles Truss #9, L3-U3 (both sides) corrosion on webs and flange angles Truss #9, L4-U5 (west) corrosion on plates and lacing bars Truss #9, L5-U5 (both sides) corrosion on webs and flange angles Truss #9, L6-U5 (both sides) corrosion throughout Truss #9, L6-U6 (both sides) corrosion on channels Truss #9, L8-U8 (west) corrosion throughout Truss #9, L9-U9 (both sides) corrosion on webs and flange angles Truss #9, L10-U9 (both sides) corrosion on plates and lacing bars Truss #9, L10-U10 (east) corrosion on channels	OSMOSE	4
33	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #2, Panel #1, angles and gussets Truss #7, Panel #1, gussets Truss #7, Panel #2, gussets Truss #7, Panel #3, angles and gussets Truss #8, Panel #1, gussets Truss #10, Panel #1, gussets Truss #10, Panel #3, angles and gussets Truss #10, Panel #4, angles and gussets	OSMOSE	4

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RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision — **Eugene, OR - Couquille, OR**

34	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #2, web outboard from stringers Truss #2, Floor Beam #3, top flange angles Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #2, top flange angles Truss #3, Floor Beam #3, top flange angles Truss #3, Floor Beam #4, bottom flange angles outboard from west stringers Truss #4, Floor Beam #0, bottom flange angles at gusset plate connections Truss #4, Floor Beam #3, top cover plate Truss #4, Floor Beam #5, top flange angles Truss #5, Floor Beam #0, top flange angles Truss #5, Floor Beam #2, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #3, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #5, bottom flange angles outboard from east stringer Truss #7, Floor Beam #0, bottom flange angles and web outboard from west stringer Truss #7, Floor Beam #1, web at bottom flange connection Truss #7, Floor Beam #3, web outboard from west stringer Truss #7, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #0, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #1, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #2, web outboard from west stringer Truss #8, Floor Beam #3, web outboard from west stringer Truss #8, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #5, top and bottom flange angles Truss #9, Floor Beam #2, bottom flange angles, web at bottom flange angle connection Truss #9, Floor Beam #4, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #5, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #8, bottom flange angles Truss #9, Floor Beam #9, top flange angles Truss #9, Floor Beam #11, bottom flange angles Truss #9, Floor Beam #12, top flange angles	OSMOSE	4

BRIDGE NUMBER: 739.68 South Approach — MP 739.68 — SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install: - New roadway clearance signs	RAILROAD	2
2	Post: - Pile 5 of Bent 3	OSMOSE	4
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Add ballast and tamp up approach	RAILROAD	4
5	Replace: - Stringer 1 in Span 3	OSMOSE	4
6	Monitor: - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 6 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3	RAILROAD	5
7	Monitor: - Stringers in Span 3 for additional impact damage	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 740.25 Main MP 740 25 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - North Headwall	OSMOSE	2
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Post: - Post 5 of Bent 2 - Post 1 of Bent 4	OSMOSE	4
4	Add ballast and tamp up North approach.	RAILROAD	4
5	Install - Hog jaw bracing From Bent 2 to Bent 3	OSMOSE	4
6	Monitor: - Bent 2 for additional leaning to the South - Bent 3 for additional leaning to the South - Bent 4 for additional leaning to the South	RAILROAD	5

BRIDGE NUMBER: 740.84 MP 740 84 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD	5

BRIDGE NUMBER: 741.35 MP 741 35 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	3
2	Shim - Under Stringer 2, 4 & 6 of Bent 3 - Under Stringer 4 of Bent 5	OSMOSE	3
3	Post: - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5	OSMOSE	3
4	Replace - 6 1/2" of Shims on Bent 1 - 2" of shims on Bent 3 (crushing)	OSMOSE	3
5	Replace. - Sill in Bent 2 (vertical split, crushing under post 4)	OSMOSE	3
6	Replace - Top plank on South headwall	OSMOSE	3
7	Spot replace 11 bridge ties.	OSMOSE	4
8	In-place preservatively treat piles, caps and stringers	OSMOSE	4
9	Post: - Pile 4 of Bent 1	OSMOSE	4
10	Spot replace 11 bridge ties	OSMOSE	4
11	Replace: - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)	OSMOSE	4
12	Monitor: - Sill in Bent 3 (cornering, crushing)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 741.74 MP 741 74 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Cap on Bent 4 (crushing, piles 3 & 4 punching into cap)	OSMOSE	2
2	Replace: - Sill in Bent 2 (crushing)	OSMOSE	2
3	Replace all 46 bridge ties	OSMOSE	2
4	Replace: - Stringer 4 in Span 3 - Stringer 8 in Span 3 (horizontal shear)	OSMOSE	3
5	Re-straighten and Brace - Bent 2 - Bent 3	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Replace: - Stringer 8 in Span 2 (horizontal shear)	OSMOSE	4
9	Post - Pile 4 of Bent 1	OSMOSE	4

BRIDGE NUMBER: 742.05 MP 742 05 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE	3
2	Replace all 36 bridge ties.	OSMOSE	3
3	Sim or Epoxy - Over Pile 3 of Bent 3	OSMOSE	4
4	Add ballast and tamp up both approaches.	RAILROAD	4
5	Post: - Post 5 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 742.24 MP 742 24 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all bridge ties	OSMOSE	4
2	Add ballast and tamp up both approaches	RAILROAD	4
3	Replace: - Cap on Bent 4	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Replace. - Both Sway Braces on Bent 6	OSMOSE	4
6	Post: - Pile 6 of Bent 5 - Pile 3 of Bent 6	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 742.72 MP 742 72 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Cap on Bent 1 - Cap on Bent 4	OSMOSE	3
2	In-place preservatively treat piles caps and stringers	OSMOSE	4
3	Post: - Pile 1 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8	OSMOSE	4
4	Re-set - Stringer 9 in Span 7 (helper)	OSMOSE	4
5	Replace - Cap on Bent 5	OSMOSE	4
6	Add ballast and tamp up both approaches	RAILROAD	4
7	Replace - Stringer 2 in Spans 1 & 2 - Stringer 1 in Spans 5 & 6 - Stringer 10 in Span 5	OSMOSE	4
8	Monitor - Stringer 1 in Span 8	RAILROAD	5
9	Monitor: - Bent 9 for additional pumping	RAILROAD	5

BRIDGE NUMBER: 742.95 MP 742 98 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 61 bridge ties	OSMOSE	3
2	Replace - Stringer 1 in Span 4 (horizontal shear) - Stringer 8 in Span 4 - Stringer 1 in Span 2 - Stringer 5 in Span 2	OSMOSE	3
3	Post - Pile 1 of Bent 3	OSMOSE	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Replace - Stringer 1 in Span 3	OSMOSE	4
6	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 743.20 MP 743 20 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2 - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE	3
2	Replace. - Cap on Bent 1 (slight crushing)	OSMOSE	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post: - Pile 1 of Bent 1	OSMOSE	4
5	Monitor: - Pile 1 of Bent 2	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 743.73 MP 743 73 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Spot replace 5 bridge ties at North approach	OSMOSE	2
2	Remove drift from bridge as necessary	RAILROAD	3
3	Replace - Cap on Bent 1	OSMOSE	3
4	Replace - North headwall - Top 2 planks on South headwall	OSMOSE	3
5	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2 - Pile 1 of Bent 3 - Pile 4 of Bent 3	OSMOSE	3
6	Post - Pile 2 of Bent 6 - Pile 2 of Bent 7	OSMOSE	4
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Replace - Stringer 1 in Span 1 - Stringer 7 in Span 3 - Stringer 5 in Span 4 - Stringer 5 in Span 5 - Stringer 2 in Span 6 - Stringer 1 in Span 9 - Stringer 8 in Span 9 (horizontal shear)	OSMOSE	4

BRIDGE NUMBER: 743.88 MP 743 88 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace all 121 bridge ties	OSMOSE	3
2	Post. - Pile 1 of Bent 3 - Pile 3 of Bent 3	OSMOSE	3
3	Replace. - Cap on Bent 5 - Cap on Bent 8 (split, comering) - Cap on Bent 9	OSMOSE	3
4	Replace: - North headwall	OSMOSE	3
5	Replace - Stringer 6 in Span 5 - Stringer 1 in Span 7 - Stringer 1 in Span 8	OSMOSE	4
6	In-place preservatively treat piles, caps and stringers	OSMOSE	4
7	Post. - Pile 1 of Bent 1 - Pile 5 of Bent 2	OSMOSE	4
8	Add ballast and tamp up both approaches.	RAILROAD	4
9	Monitor. - Stringer 1 in Span 1	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 743.97 MP 743.97 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - West side Guard timber	OSMOSE	2
2	Cut Pile tops down and - Replace Cap on Bent 6 with an oversize (crushing)	OSMOSE	3
3	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE	3
4	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE	3
5	Add ballast and tamp up both approaches	RAILROAD	4
6	Spot replace 10 bridge ties	OSMOSE	4
7	Replace. - Cap on Bent 1 - Cap on Bent 3	OSMOSE	4
8	Post - Pile 3 of Bent 3 - Pile 1 of Bent 8	OSMOSE	4
9	Replace: - Stringer 1 in Span 2 - Stringer 8 in Spans 3 & 4 - Stringer 1 in Spans 6 & 7	OSMOSE	4
10	In-place preservatively treat piles, caps and stringers	OSMOSE	4

BRIDGE NUMBER: 744.24 MP. 744.24 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - 1 East handrail post	OSMOSE	2
2	Replace - Cap on Bent 2	OSMOSE	3
3	Replace - Both Sway Braces on Bent 2 - Both Sway Braces on Bent 5	OSMOSE	3
4	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
5	Post: - Pile 4 of Bent 2 (split) - Pile 1 of Bent 4 - Pile 2 of Bent 6	OSMOSE	4

BRIDGE NUMBER: 744.44 MP 744.44 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Post 1 of Bent 1	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Monitor - Pile 4 of Bent 2 - Pile 1 of Bent 6	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 744.70 MP 744 70 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4	OSMOSE	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Post. - Pile 5 of Bent 1 - Pile 5 of Bent 6	OSMOSE	4
4	Replace. - Stringer 12 in Span 4	OSMOSE	4

BRIDGE NUMBER: 744.83 MP 744 83 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	In-place preservatively treat piles, caps and stringers	OSMOSE	4
2	Replace - Sway Braces on Bent 3	OSMOSE	4

BRIDGE NUMBER: Tunnel 19 MP: 745 82 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD	5

BRIDGE NUMBER: 748.06 MP 748 06 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Cap on Bent 3 (slight crushing) - Cap on Bent 7 (crushing)	OSMOSE	2

BRIDGE NUMBER: 748.44 MP 748 44 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Post: - Pile 5 of Bent 2	OSMOSE	4
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Replace: - Both Sway braces on Bent 2	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 748 68 MP: 748 68 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3	OSMOSE	2
2	Replace - Mud Blocks 1, 2 & 6 of Bent 6	OSMOSE	3
3	Replace. - 1 1/2" Shim under Chord 2 on Bent 5 (slight crushing)	OSMOSE	3
4	Replace - Stringer 2 in Span 4 - Stringer 6 in Span 4	OSMOSE	3
5	Shim - Under Stringer chord 1 of Bent 5	OSMOSE	3
6	Add ballast and tamp up both approaches	RAILROAD	4
7	Replace - Stringer 8 in Span 1 - Stringer 5 in Span 2 - Stringer 4 in Span 5	OSMOSE	4
8	In-place preservatively treat piles and caps.	OSMOSE	4
9	Monitor - Cap on Bent 4 (slight cornering under chord 1) - Cap on Bent 5 (slight cornering)	RAILROAD	5

BRIDGE NUMBER: 749.89 MP: 749 89 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch ballast leaks at - Bent 3 - Bent 22 - Bent 23 - Bent 28	RAILROAD	2
2	Replace - South Handrail inspection cable for lower Walkway	OSMOSE	2
3	Monitor - Cap on Bent 5 for additional spider cracking	RAILROAD	5
4	Monitor - Bents 18, 19 & 20 for additional cracking and spalling at nose of concrete caps	RAILROAD	5

BRIDGE NUMBER: Tunnel 20 MP: 750 12 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time. - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 750.46 North Approach MP 750 46 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Replace - Missing brace bolts and nuts	OSMOSE	3

BRIDGE NUMBER: 750.46 Main Span MP 750 46 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Southwest & Northwest flange angles over bearings - All Struts	OSMOSE	2
2	Replace - All Laterals & gusset plates - All Cross bracing	OSMOSE	3
3	Monitor - Southeast & Northeast flange angles for additional section loss at bearings	RAILROAD	5

BRIDGE NUMBER: 750.46 South Approach MP 750 46 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up approach	RAILROAD	2
2	Replace; - Missing brace bolts and nuts	OSMOSE	3

BRIDGE NUMBER: 751.02 MP 751 02 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - All Stringers with parting lines centered over all ' B ' Bents - Surface bridge and Shim accordingly Remove: - All ' A ' Bents at waterline	OSMOSE	2
2	Re-Tighten - All rail bar joint bolts	RAILROAD	2
3	Cut Pile tops down and - Install an 8" Subcap on existing cap of Bent 12B - Replace Cap & Install an 8" Subcap on Bent 20B	OSMOSE	3
4	Shim or Epoxy - Over Pile 4 of Bent 11B	OSMOSE	4
5	Post. - Pile 1 of Bent 5B - Post 2 of Bent 7B	OSMOSE	4
6	Spot replace 1 bridge tie.	OSMOSE	4
7	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: Tunnel 21 MP 751 23 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 752.99 MP 752 99 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Elevation Shim on Bent 4	OSMOSE	3
2	Add ballast and tamp up both approaches.	RAILROAD	3
3	Replace. - 2 Tower Braces in Span 3 - Tower Braces 2 & 3 in Span 11	OSMOSE	4
4	Remove drift from bridge as necessary	RAILROAD	4
5	In-place preservatively treat piles and caps	OSMOSE	4
6	Post: - Pile 5 of Bent 2 - Pile 2 of Bent 9 - Pile 2 of Bent 12 - Pile 1 of Bent 13	OSMOSE	4
7	Monitor: - Pile 5 of Bent 13	RAILROAD	5

BRIDGE NUMBER: 753.48 MP 753 48 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Remove - Fouled ballast, replace and tamp up both approaches	RAILROAD	2
2	Replace - One section of Guard timber	OSMOSE	4
3	Post: - Pile 1 of Bent 4 - Pile 1 of Bent 7	OSMOSE	4
4	In-place preservatively treat piles and caps	OSMOSE	4
5	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE	4

BRIDGE NUMBER: 753.97 MP 753 97 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Steel Walkway supports	OSMOSE	2
2	Remove: - Debris from bottom flange angles	RAILROAD	4
3	Replace - Lower Flange angles over bearing areas & bottom cover plates	OSMOSE	4

BRIDGE NUMBER: 755.63 MP 755 63 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Subcap on Bent 3 (comering, split)	OSMOSE	2
2	Remove - Fouled ballast, replace and tamp up both approaches	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers	OSMOSE	4
4	Post. - Pile 5 of Bent 5 - Pile 1 of Bent 6	OSMOSE	4
5	Replace - Stringer 3 in Span 3 - Stringer 7 in Span 3	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 756.13 MP 756 13 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace: - North wingwalls	OSMOSE	3
3	In-place preservatively treat posts, sills and caps	OSMOSE	4
4	Monitor: - Stringer 2 in Span 3	RAILROAD	5

BRIDGE NUMBER: 756.55 MP 756 55 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Install - Wingwalls to the North headwall - Wingwall to the Southeast headwall	OSMOSE	2
2	Replace: - Cap on Bent 5 - Cap on Bent 6	OSMOSE	3
3	Replace all 76 bridge ties.	OSMOSE	3
4	Add ballast and tamp up both approaches	RAILROAD	3
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Post: - Pile 2 of Bent 1	OSMOSE	4
7	Replace. - Stringer 1 in Span 1 - Stringer 8 in Span 2	OSMOSE	4
8	Monitor - Stringer 1 in Span 2 - Stringer 8 in Span 3	RAILROAD	5

BRIDGE NUMBER: 757.37 MP 757 37 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 6 in Span 2 - Stringer 1 in Span 4 - Stringer 3 in Span 4 - Stringer 8 in Span 4	OSMOSE	2
2	Add ballast and tamp up both approaches	RAILROAD	3
3	In-place preservatively treat piles, caps and stringers.	OSMOSE	4
4	Replace: - Stringer 6 in Span 3 - Stringer 8 in Span 5	OSMOSE	4
5	Monitor - Stringer 1 in Span 1	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 761 13 MP 761 13 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Grind off corrosion and Install - Splice plates to the flanges and webs of H pile on Bents 2 & 3	OSMOSE	2
2	Replace all 44 bridge ties	OSMOSE	2
3	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2 (crushing) - Stringer 1 in Span 3 - Stringer 8 in Span 3 (crushing)	OSMOSE	3
4	Replace - Stringer 1 in Span 1 (crushing)	OSMOSE	4
5	Add ballast and tamp up both approaches	RAILROAD	4

BRIDGE NUMBER: 761.53 MP 761 53 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	4
2	Monitor - H pile for additional section loss in Bents 2, 3 & 4	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 763.55 North Approach MP 763 55 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap on Bent 1 - Replace Cap on Bent 11	OSMOSE	3
2	Post: - Pile 2 of Bent 14 - Pile 6 of Bent 14 - Pile 1 of Bent 18 - Pile 2 of Bent 18	OSMOSE	3
3	Install. - Bracing on Bent 2 (12' tall) - Bracing on Bent 3 (14' tall)	OSMOSE	3
4	Replace: - Cap on Bent 16 - Cap on Bent 18	OSMOSE	4
5	In-place preservatively treat piles, caps and stringers	OSMOSE	4
6	Post: - Pile 3 of Bent 16 (visual reject) - Pile 3 of Bent 19	OSMOSE	4
7	Add ballast and tamp up approach	RAILROAD	4
8	Monitor: - Pile 4 of Bent 16 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD	5

BRIDGE NUMBER: 763.55 Main Section MP 763 55 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 763.55 South Approach MP 763 55 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace cap on Bent 9 (split, cornering, piles punching) - Replace cap on Bent 12 (piles punching) - Replace cap on Bent 15 (piles punching) - Replace cap on Bent 16 (piles punching) - Replace cap on Bent 22 (crushing, pile 2 punching) - Replace cap on Bent 23 (crushing, pile 4 punching) - Replace cap on Bent 29 (crushing, piles punching) - Replace cap on Bent 33 (piles punching)	OSMOSE	2
2	Frame out: - Bent 7	OSMOSE	2
3	Replace - Both Sway Braces on Bent 22 - All Bracing on Bents 23 thru30 - 1 Sash Brace on Bent 31 - 1 Sway Brace on Bent 37	OSMOSE	3
4	Post - Pile 1 of Bent 3 - Pile 3 of Bent 3 - Post 3 of Bent 6 - Cutoff 3 of Bent 6 - Pile 5 of Bent 6 - Pile 4 of Bent 8 - Pile 5 of Bent 8 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 22 - Pile 2 of Bent 22 - Pile 2 of Bent 29 - Pile 3 of Bent 29	OSMOSE	3
5	Cut Pile tops down and - Replace cap on Bent 28 - Replace cap on Bent 35 (pile 4 slightly punching, crushing) - Replace cap on Bent 36	OSMOSE	3
6	Add ballast and tamp up approach	RAILROAD	3
7	In-place preservatively treat piles, caps and stringers	OSMOSE	4
8	Post - Pile 4 of Bent 10 - Pile 1 of Bent 14 - Pile 5 of Bent 18 - Pile 3 of Bent 19 - Pile 2 of Bent 20 - Pile 3 of Bent 21 - Pile 1 of Bent 24 - Pile 4 of Bent 33 - Pile 2 of Bent 37	OSMOSE	4
9	Replace - Cap on Bent 24	OSMOSE	4
10	Replace. - Stringer 1 in Span 37	OSMOSE	4
11	Monitor - Pile 4 of Bent 12 - Pile 2 of Bent 14 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 769.11 North Approach MP 769 11 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 8 (crushed) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)	OSMOSE	2
2	Install marine wrap on: - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14	OSMOSE	3
3	Replace: - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12	OSMOSE	3
4	Post: - Pile 2 of Bent 5 (4 pile bent)	OSMOSE	3
5	Replace - Stringer 4 in Span 3	OSMOSE	4

BRIDGE NUMBER: 769.11 Main Section MP 769 11 SECTION #2

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Section 2	OSMOSE	2

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 769.11 South Approach MP 769 11 SECTION #3

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Headwall	OSMOSE	2
2	Frame out. - Bent 7B	OSMOSE	2
3	Replace. - 3" Shims under both Chords on Bent 3 (crushed)	OSMOSE	2
4	Add ballast and tamp up approach	RAILROAD	2
5	Replace - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4	OSMOSE	3
6	Replace - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3	OSMOSE	3
7	Shim - Under Stringers 1 & 4 of Bent 4	OSMOSE	3
8	Install manne wrap on. - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A	OSMOSE	3
9	Cut Pile tops down and. - Replace Cap & Install an 8" Subcap on Bent 7A	OSMOSE	3
10	Post. - Pile 5 of Bent 2 - Pile 5 of Bent 3	OSMOSE	4
11	Replace - Stringer 6 in Span 2 - Stringer 3 in Span 6 - Stringer 9 in Span 6	OSMOSE	4
12	Monitor: - Stringer 5 in Span 1	RAILROAD	5
13	Monitor: - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 771.76 MP 771.76 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - North headwall	OSMOSE	2
2	Cut Pile tops down and - Replace Cap on Bent 4 (crushing, failing) - Replace Cap on Bent 5 (crushing)	OSMOSE	2
3	Post. - Pile 4 of Bent 6 - Pile 5 of Bent 6	OSMOSE	3
4	Replace - 3/4" Shim under Chord 1	OSMOSE	3
5	Install manne wrap on. - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6	OSMOSE	3
6	Add ballast and tamp up both approaches.	RAILROAD	3
7	Spot replace 6 bridge ties.	OSMOSE	4
8	Replace - Sway Braces on Bent 2 - Sway Braces on Bent 3 - Sway Braces on Bent 4 - Sway Braces on Bent 5 - Sway Braces on Bent 6	OSMOSE	4
9	In-place preservatively treat piles, caps and stringers	OSMOSE	4
10	Post: - Pile 5 of Bent 4	OSMOSE	4
11	Shim or Epoxy. - Over Pile 4 of Bent 3 - Over Pile 3 of Bent 7 - Over Pile 4 of Bent 7	OSMOSE	4
12	Cut Pile tops down and. - Replace Cap on Bent 1 (split)	OSMOSE	4

BRIDGE NUMBER: 773.94 MP 773.94 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace. - Elevation Shim on Bent 2 (split, working out)	OSMOSE	2
2	Install manne wrap on - Bent 2 - Bent 3	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	4
4	In-place preservatively treat piles, caps and stringers	OSMOSE	4
5	Post: - Pile 5 of Bent 3	OSMOSE	4

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Coquille, OR**

BRIDGE NUMBER. 774.8 MP 774 80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Patch - Ballast leaks at both approaches and add ballast	RAILROAD	2
2	Tighten: - West handrail cable	RAILROAD	3
3	Monitor - Steel pipes for additional corrosion	RAILROAD	5
4	Monitor Caps on Bents 1 & 2 for additional cracking and spalling	RAILROAD	5

BRIDGE NUMBER: 776.56 MP 776 56 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Cut Pile tops down and - Install a 2nd Concrete Cap on Bent 1 - Install a third cap on Bent 3	OSMOSE	2
2	Replace - All stringers	OSMOSE	3
3	Add ballast and tamp up both approaches	RAILROAD	3
4	Replace all 46 bridge ties	OSMOSE	3
5	Install marine wrap on - Bent 2 - Bent 3	OSMOSE	3
6	In-place preservatively treat piles and caps	OSMOSE	4
7	Replace - Both Sway braces on Bent 3	OSMOSE	4
8	Monitor - Pile 4 of Bent 2	RAILROAD	5

BRIDGE NUMBER: 777.03 MP 777 03 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Install marine wrap on: - Bent 1 - Bent 2 - Bent 3	OSMOSE	3

BRIDGE NUMBER: 779.80 MP 779 80 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - Stringer 2 in Span 1 - Stringer 3 in Span 1 - Stringer 9 in Span 1 - Stringer 3 in Span 3 - Stringer 9 in Span 3	OSMOSE	3
2	Spot replace 10 bridge ties	OSMOSE	4
3	Replace. - Stringer 9 in Span 2 - Stringer 1 in Span 4	OSMOSE	4
4	Add ballast and tamp up both approaches.	RAILROAD	4
5	Monitor: - Stringer 8 in Span 4	RAILROAD	5

Central Oregon & Pacific Railroad

RECOMMENDED BRIDGEWORK

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

BRIDGE NUMBER: 782.35 MP 782 35 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	For better bearing of Stringers: - Scab Cap or Pull Bent 2	OSMOSE	3
3	Replace - Cap on Bent 2 (very minor crushing under chord 2)	OSMOSE	4
4	Replace: - Stringer 4 in Span 1 - Stringer 3 in Span 3	OSMOSE	4
5	Replace: - North Sway Brace on Bent 2	OSMOSE	4
6	Spot replace 4 bridge ties.	OSMOSE	4
7	Replace: - 2 sections of guard timber	OSMOSE	4
8	Monitor - Stringer 4 in Span 2	RAILROAD	5

BRIDGE NUMBER: 782.53 MP: 782 53 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches	RAILROAD	2
2	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE	3
3	Replace: - Both headwalls	OSMOSE	3
4	In-place preservatively treat piles and caps.	OSMOSE	4
5	Replace: - Stringer 1 in Span 4	OSMOSE	4

BRIDGE NUMBER: 785.26 MP 785 26 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Replace: - All Stringers	OSMOSE	2
2	Replace. - Cap on Bent 2 (crushing)	OSMOSE	2
3	Add ballast and tamp up both approaches.	RAILROAD	3
4	In-place preservatively treat piles and caps.	OSMOSE	4
5	Post: - Pile 1 of Bent 2	OSMOSE	4

BRIDGE NUMBER: 785.33 MP 785.33 SECTION #1

ITEM	RECOMMENDED WORK	WHO FIXES	PRIORITY
1	Add ballast and tamp up both approaches.	RAILROAD	3
2	In-place preservatively treat piles, caps and stringers	OSMOSE	4
3	Monitor - Pile 4 of Bent 2	RAILROAD	5

Coos Bay Subdivision

Recommendations by Priority

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 21		652 21	Replace - Shim on Bent 2 (crushing)	OSMOSE
652 21		652 21	Replace - Cap on Bent 7 (slight crushing under both chords)	OSMOSE
652 21		652 21	Replace. - All stringers	OSMOSE
658 17		658.17	Remove drift from bridge as necessary	RAILROAD
661 28	North Approach	661 28	Add ballast and tamp up approach.	RAILROAD
661 28	South Approach	661.28	Add ballast and tamp up approach	RAILROAD
662 59		662 59	Post. - Pile 5 of Bent 7 (slight brooming)	OSMOSE
664 00	Main Section	664 00	Replace bottom truss chord diagonal bracing, all panels.	OSMOSE
664 62	North Approach	664 62	Place - Bags of sacrete at Northwest headwall leak and add ballast	RAILROAD
664 62	North Approach	664 62	Add ballast and tamp up approach	RAILROAD
664 85	Main Span	664 85	Replace ties and walkways	OSMOSE
665.49	North Approach	665 49	Add ballast and tamp up approach	RAILROAD
665 49	Main Section	665 49	Replace - 1 walkway plank	RAILROAD
667 40	Main Section	667 40	Replace* - Top Flange angles on both girders in Spans 1 thru 4	OSMOSE
667 40	Main Section	667 40	Replace - East bottom Flange angles and bottom Cover plates in Span 4	OSMOSE
667 40	Main Section	667 40	Replace* - All Laterals and Gusset plates in Spans 1 thru 4	OSMOSE
667 40	South Approach	667 40	Post. - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 6 in Row 2 of Pier 1	OSMOSE
668 50	North Approach	668.50	Replace all 154 bridge ties	OSMOSE
668 50	North Approach	668 50	Post: - Pile 2 of Bent 6 (failing) - Pile 3 of Bent 6	OSMOSE
668 50	North Approach	668.50	Add ballast and tamp up approach.	RAILROAD
668 50	Main Section	668.50	Replace all 104 bridge ties.	OSMOSE
674 03		674.03	Replace all 31 bridge ties	OSMOSE
674 03		674 03	Add ballast and tamp up both approaches	RAILROAD
676.23		676 23	Add ballast and tamp up both approaches	RAILROAD
676.23		676 23	Replace all 62 bridge ties.	OSMOSE
680 46		680 46	Replace: - All upper lateral bracing of stringers	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
681 08		681 08	Remove - Fouled ballast, replace and tamp up North approach to correct elevation	RAILROAD
681 45		681 45	Remove. - Fouled ballast, replace and tamp up South approach to correct elevation	RAILROAD
683 36		683 36	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD
683 36	Main Section	683.36	Replace all 196 bridge ties and guard timbers (both trusses).	OSMOSE
683 36		683.36	Replace all 57 bridge ties	OSMOSE
687 88		687 88	Replace - Subcap on Bent 3 (crushing under chord 2) - Subcap on Bent 4 (crushing under chord 2) - Subcap on Bent 7 (crushing under chord 2)	OSMOSE
687 88		687 88	Cut Pile tops down and - Replace Cap and Subcap on Bent 5 with a Double Cap (crushing under chord 2)	OSMOSE
690 47		690 47	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
690 47		690 47	Replace - All Guard timber	OSMOSE
690 85		690 85	Replace all 84 bridge ties.	OSMOSE
691 05	Main Span	691 05	Replace stringer top lateral angles and gusset plates, both trusses	OSMOSE
691 05	South Approach	691.05	Replace - 2" Elevation Shim on Bent 10 (working out)	OSMOSE
694 32	Main Span	694 32	Splice West Floor Beams 4 & 5 at lower flange angles	OSMOSE
694.32	Main Span	694 32	Replace truss bottom chord diagonal bracing in Panels #1, #2, #3, #4 and #5	OSMOSE
694 32	Main Span	694 32	Replace truss bottom chord horizontal gusset plates at Floor Beams #0, #1, #2, #3 and #4	OSMOSE
694 32	Main Span	694.32	Heat shrink all loose eyebars (subcontract)	OSMOSE
694.32	Main Span	694.32	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE
694.78		694 78	Replace. - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing areas	OSMOSE
694 78	Main Span	694.78	Tighten handrail cables and install more handrail posts as required	OSMOSE
694 78	Main Span	694 78	Replace stringer top lateral angles and gusset plates, all panels	OSMOSE
694 78		694 78	Replace. - Upper and lower flange angles at the South abutment - Stiffeners over the South abutment bearing areas	OSMOSE
696 66	North Approach	696 66	Remove drift from bridge as necessary	RAILROAD
700.37		700 37	Replace - 2" Stringer chord Shims on Bent 5 (crushing) - Stringer chord Shims on Bent 6 (crushing)	OSMOSE

Central Oregon & Pacific Railroad

RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
700 37		700 37	Remove - Vegetation from under bridge	RAILROAD
702 65		702 65	Spot replace 8 bridge ties at rail joints	OSMOSE
702 95		702 95	Replace - 2" Shim under Chord 2 on Bent 2 (crushing)	OSMOSE
710 20		710 20	Frame out - Bent 8	OSMOSE
716 4	Section 1	716 40	Repair - Vehicle impact damage to East bottom girder (1" tear)	OSMOSE
716 4	Section 3	716 40	Repair or replace the following vertical truss members Truss #1, L1-U1 east and west Truss #1, L2-U2 east and west Truss #1, L5-U5 east and west Truss #2, L4-U4 east Truss #2, L5-U5 east and west Truss #3, L1-U1 east Truss #3, L2-U2 east and west Truss #3, L3-U3 west Truss #3, L4-U4 east and west Truss #3, L5-U5 east and west	OSMOSE
716 4	Section 3	716 40	Replace truss-to-floor beam splice plates, Truss #1, Floor Beam #2, west	OSMOSE
716 4	Section 3	716 40	Replace stringer top flange angles, all trusses, all panels	OSMOSE
716 4	Section 3	716 40	Replace truss top chord sway bracing diagonals, struts and interior gusset plates, all trusses, all panels	OSMOSE
716 4	Section 3	716 40	Replace truss top chord diagonal bracing and gusset plates, all trusses, all panels	OSMOSE
716 4	Section 3	716 40	Replace truss bottom chord diagonal bracing and horizontal gusset plates, Truss #3, all panels	OSMOSE
716 4	Section 3	716.40	Heat shrink all loose eyebars identified in report (subcontract)	OSMOSE
716 4	Section 3	716 40	Replace inspection ladders at the following locations. Truss #2, north end east side Truss #2, both ladders in vicinity of Floor Beam #5	OSMOSE
716.4	Section 3	716.40	Repair or replace the following diagonal truss members Truss #2, L2-U1 east and west	OSMOSE
716 4	Section 3	716 40	Replace stringer top lateral angles and gusset plates, all trusses, all panels	OSMOSE
716 4	Section 4	716 40	Post: - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (failing) - Post 1 of Bent 28 - Post 5 of Bent 28 (visual) - Post 5 of Bent 45 (failing)	OSMOSE
719 07		719 07	Replace all 106 bridge ties.	OSMOSE
719 21		719 21	Replace - North headwall	OSMOSE
719.21		719 21	Replace - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (crushing)	OSMOSE
719 21		719 21	Add ballast and tamp up both approaches	RAILROAD

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
725 96		725 96	Add ballast and tamp up both approaches	RAILROAD
726 31		726 31	Replace - Stringer 2 in Span 4 - Stringer 4 in Span 4 - Stringer 5 in Span 4 - Stringer 7 in Span 4 - Stringer 5 in Span 23 - Stringer 6 in Span 23 - Stringer 7 in Span 23 - Stringer 8 in Span 23 - Stringer 3 in Span 24 - Stringer 4 in Span 24 - Stringer 5 in Span 24 - Stringer 6 in Span 24 - Stringer 9 in Span 24 - Stringer 4 in Span 34 - Stringer 5 in Span 34 - Stringer 7 in Span 34 - Stringer 8 in Span 34 - Stringer 3 in Span 57 - Stringer 5 in Span 57 - Stringer 6 in Span 57 - Stringer 8 in Span 57 - Stringer 9 in Span 57 - Stringer 2 in Span 63 - Stringer 3 in Span 63 - Stringer 4 in Span 63 - Stringer 6 in Span 63 - Stringer 7 in Span 63 - Stringer 8 in Span 63 - Stringer 2 in Span 64 - Stringer 3 in Span 64 - Stringer 4 in Span 64 - Stringer 5 in Span 64 - Stringer 6 in Span 64 - Stringer 8 in Span 64 - Stringer 2 in Span 65 - Stringer 3 in Span 65 - Stringer 4 in Span 65 - Stringer 5 in Span 65 - Stringer 8 in Span 65	OSMOSE
727 35		727 35	Patch - Ballast leaks in Spans 2, 6, 10, 11 & 13	RAILROAD
728 51		728 51	Replace - Cap on Bent 3 (slight crushing)	OSMOSE
729.04		729 04	Surface bridge.	OSMOSE
729 04		729 04	Replace - 1 1/2" Shims on Bent 1 (working out) - 1/2" Shims on Bent 4 (crushing) - 1/2" Shims on Bent 7 (crushing) - 1/2" Shims on Bent 13 (crushing) - 1/2"Shims on Bent 15 (crushing) - 1/2" Shims on Bent 20 (crushing) - 1/2" Shims on Bent 22 (crushing) - 1 1/2" Shims on Bent 24 (crushing)	OSMOSE
729 04		729.04	Replace all 309 bridge ties	OSMOSE
730 56	Section 4	730.56	Replace all bridge ties.	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	North Approach	731 65	Replace: - Cap on Bent 6 (crushing) - Cap on Bent 51	OSMOSE
731 65	Main Section	731 65	Replace all 85 bridge ties	OSMOSE
731 65	South Approach	731 65	Cut Pile tops down and: - Replace cap on Bent 15 (crushing)	OSMOSE
732 84	North Approach	732 84	Cut Pile tops down and - Replace Cap on Bent 16 with an oversize cap (crushing under chord 2)	OSMOSE
732 84	South Approach	732 84	Replace: - Cap on Bent 10 (crushing under chord 2)	OSMOSE
735 86		735 86	Replace all 81 bridge ties	OSMOSE
735 86		735 86	Replace - Both headwalls	OSMOSE
736 03		736 03	Replace all 81 bridge ties.	OSMOSE
736 03		736 03	Replace - 2" Shims under chord 1 on Bent 5 (crushing)	OSMOSE
738.70 Siding	Siding	738 70	Post - Post 3 of Bent 1 - Post 5 of Bent 1 (failed)	OSMOSE
738.70 Siding	Siding	738 70	Replace - Cap on Bent 2 (minor crushing)	OSMOSE
738.70 Siding	Siding	738 70	Replace all bridge ties	OSMOSE
738 70 Siding	Siding	738 70	Replace. - Stringer 1 in Span 2 - Stringer 4 in Span 2 - Stringer 5 in Span 2	OSMOSE
738 94		738 94	Reweld: - Southwest & Southeast steel walkway grating at 4 sections - Northeast steel walkway grating 35' and 45' from approach at 2 sections	RAILROAD
739 14	North Approach	739 14	Replace - Cap on Bent 21 (crushing under chord 2)	OSMOSE
739 14	Main Span	739.14	Replace - Floor beam 0	OSMOSE
739 14	Main Span	739 14	Replace: - Lower Flange angles of Floor beam 5	OSMOSE
739 14	South Approach	739.14	Cut down cutoffs. - Replace sill with an oversized sill in Bent 2 - Replace sill with an oversized sill in Bent 3 - Replace sill with an oversized sill in Bent 5 - Replace sill with an oversized sill in Bent 6 - Replace sill with an oversized sill in Bent 7 - Replace sill with an oversized sill in Bent 8	OSMOSE
739 14	South Approach	739 14	Reframe (4 & 5 post frame bents with piles 1 & 6 or 7 driven on each side): - Existing frame bent in bent 4 (cutting cutoffs down 1-2') - Existing frame bent in bent 9 (cutting cutoffs down 1-2')	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 14	South Approach	739 14	Replace - Cap on Bent 2 (crushing) - Cap on Bent 7 (crushing under chord 2) - Cap on Bent 12 (very slight crushing)	OSMOSE
739 43	North Approach	739 43	Add ballast and tamp up approach	RAILROAD
739 43	North Approach	739 43	Post: -Post 2 of Bent 7 -Post 4 of Bent 7 - Pile 7 of Bent 7	OSMOSE
739 43	North Approach	739 43	Replace' - Cap on Bent 2 (slight crushing) - Cap on Bent 7 (cornering, bulging)	OSMOSE
739 43	South Approach	739 43	Cut Pile tops down and. - Replace Cap with an oversized cap on Bent 1 (broken)	OSMOSE
739 68	Main Span	739 68	Replace access stairway and all timber decking around drum pier Replace all access ladders and walkways, all trusses	OSMOSE
739 68	Main Span	739 68	Repair impact damage on bottom chord, Truss #2, Panel #3 (east) THIS IS A HIGH PRIORITY 2!	OSMOSE
739 68	Main Span	739 68	Replace expansion bearings and masonary plates at the following piers Pier 2 Pier 3 Pier 5 Pier 6 Pier 7 Pier 8	OSMOSE
739 68	Main Span	739 68	Replace all anchor bolts, all piers	OSMOSE
739 68	Main Span	739 68	Replace ties on the following trusses Truss #4 Truss #5 Truss #6 Truss #7 Truss #8	OSMOSE
739 68	Main Span	739 68	Install inner guardrail across bridge	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and gusset plates, Truss #5 (all panels)	OSMOSE
739 68	Main Span	739.68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #5 (both sides) Truss #2, Floor Beam #3 (west) Truss #3, Floor Beam #1 (west) Truss #7, Floor Beam #0 (west) Truss #8, Floor Beam #0 (west)	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #2, Panel #2 Truss #2, Panel #4 Truss #6, Panel #4	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair or replace the following truss members and/or vertical gusset plates Truss #4, vertical gusset plates at Floor Beam #2, L2-U1 and L2-U3 (west) Truss #4, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, vertical gusset plates at Floor Beam #2, L2-U1 (both sides) Truss #8, connection angle at Floor Beam #3, FB-to-L3-U4 (west) Truss #7, vertical truss member L1-U1 (west) Truss #7, diagonal truss members L2-U1 (both sides) Truss #7, vertical truss member L4-U4 (east) Truss #9, vertical truss member L8-U8 (east) Truss #9, vertical truss member L11-U11 (both sides)	OSMOSE
739 68	Main Span	739 68	Repair floor beams at the following locations Truss #4, Floor Beam #3 (web outboard from west stringer) Truss #8, Floor Beam #3 (web and bottom flange angles outboard from west stringer) Truss #9, Floor Beam #7 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #8 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #9 (web outboard from west stringer at bottom flange angle connection) Truss #9, Floor Beam #11 (web outboard from both stringers at bottom flange angle connection)	OSMOSE
739.68	Main Span	739.68	Replace stringer top lateral angles and gusset plates at the following locations Truss #2, Panel #4 Truss #3, Panel #5	OSMOSE
739 68	Main Span	739 68	Perform miscellaneous repairs at the following locations Replace bottom chord lacing bars, Truss #4, Panel #3 (west) Repair/replace truss bottom chord channels, Truss #6, Floor Beam #4 (west side, both panels) Repair/replace stringer web at bottom flange angle connection, Truss #7, panel #5 (west)	OSMOSE
739 68	South Approach	739.68	Install - New roadway clearance signs	RAILROAD
740.25 Main		740 25	Replace. - North Headwall	OSMOSE
741 74		741 74	Replace - Cap on Bent 4 (crushing, piles 3 & 4 punching into cap)	OSMOSE
741 74		741 74	Replace: - Sill in Bent 2 (crushing)	OSMOSE
741.74		741.74	Replace all 46 bridge ties.	OSMOSE
743.73		743 73	Spot replace 5 bridge ties at North approach.	OSMOSE
743 97		743.97	Replace: - West side Guard timber	OSMOSE
744 24		744 24	Replace. - 1 East handrail post	OSMOSE
748 06		748 06	Replace. - Cap on Bent 3 (slight crushing) - Cap on Bent 7 (crushing)	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
748 68		748 68	Replace - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 8 in Span 3	OSMOSE
749 89		749 89	Replace. - South Handrail inspection cable for lower Walkway	OSMOSE
749 89		749 89	Patch ballast leaks at. - Bent 3 - Bent 22 - Bent 23 - Bent 28	RAILROAD
750 46	North Approach	750 46	Add ballast and tamp up approach	RAILROAD
750 46	Main Span	750 46	Replace: - Southwest & Northwest flange angles over bearings - All Struts	OSMOSE
750 46	South Approach	750 46	Add ballast and tamp up approach	RAILROAD
751 02		751 02	Replace - All Stringers with parting lines centered over all " B " Bents - Surface bridge and Shim accordingly Remove - All " A " Bents at waterline	OSMOSE
751 02		751 02	Re-Tighten: - All rail bar joint bolts	RAILROAD
753 48		753 48	Remove - Fouled ballast, replace and tamp up both approaches	RAILROAD
753 97		753 97	Replace: - Steel Walkway supports	OSMOSE
755 63		755 63	Replace - Subcap on Bent 3 (cornering, split)	OSMOSE
756 13		756 13	Add ballast and tamp up both approaches	RAILROAD
756 55		756 55	Install - Wingwalls to the North headwall - Wingwall to the Southeast headwall	OSMOSE
757 37		757 37	Replace - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 6 in Span 2 - Stringer 1 in Span 4 - Stringer 3 in Span 4 - Stringer 8 in Span 4	OSMOSE
761 13		761.13	Replace all 44 bridge ties	OSMOSE
761 13		761.13	Grind off corrosion and Install: - Splice plates to the flanges and webs of H pile on Bents 2 & 3	OSMOSE

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PRIORITY: 2

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
763 55	South Approach	763 55	Cut Pile tops down and - Replace cap on Bent 9 (split, cornering, piles punching) - Replace cap on Bent 12 (piles punching) - Replace cap on Bent 15 (piles punching) - Replace cap on Bent 16 (piles punching) - Replace cap on Bent 22 (crushing, pile 2 punching) - Replace cap on Bent 23 (crushing, pile 4 punching) - Replace cap on Bent 29 (crushing, piles punching) - Replace cap on Bent 33 (piles punching)	OSMOSE
763 55	South Approach	763 55	Frame out - Bent 7	OSMOSE
769 11	North Approach	769 11	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 8 (crushed) - Replace Cap & Install an 8" Subcap on Bent 10 (crushed)	OSMOSE
769 11	Main Section	769 11	Replace. - Section 2	OSMOSE
769.11	South Approach	769 11	Replace - Headwall	OSMOSE
769 11	South Approach	769 11	Frame out. - Bent 7B	OSMOSE
769 11	South Approach	769 11	Replace - 3" Shims under both Chords on Bent 3 (crushed)	OSMOSE
769 11	South Approach	769.11	Add ballast and tamp up approach.	RAILROAD
771 76		771 76	Cut Pile tops down and - Replace Cap on Bent 4 (crushing, failing) - Replace Cap on Bent 5 (crushing)	OSMOSE
771 76		771 76	Replace: - North headwall	OSMOSE
773 94		773 94	Replace. - Elevation Shim on Bent 2 (split, working out)	OSMOSE
774.8		774 80	Patch - Ballast leaks at both approaches and add ballast	RAILROAD
776 56		776 56	Cut Pile tops down and - Install a 2nd Concrete Cap on Bent 1 - Install a third cap on Bent 3	OSMOSE
777 03		777 03	Add ballast and tamp up both approaches	RAILROAD
782 35		782 35	Add ballast and tamp up both approaches.	RAILROAD
782.53		782.53	Add ballast and tamp up both approaches	RAILROAD
785.26		785.26	Replace - Cap on Bent 2 (crushing)	OSMOSE
785 26		785 26	Replace: - All Stringers	OSMOSE

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 21		652 21	Replace - Shim on Bent 1 - Shim on Bent 5 (vertical split, crushing under chord 2) - Shim on Bent 8	OSMOSE
652 58		652 58	Install. - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover tie ends	RAILROAD
657 12		657 12	Remove drift from bridge as necessary	RAILROAD
657 12		657 12	Add ballast and tamp up both approaches	RAILROAD
658 17		658 17	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
658 17		658 17	Perform - Detailed stringer inspection	OSMOSE
658 17		658.17	Replace all 97 bridge ties	OSMOSE
658 17		658 17	Replace - Stringer 1 in Span 6 - Stringer 2 in Span 6	OSMOSE
660 89		660 89	Add ballast and tamp up both approaches	RAILROAD
660 89		660 89	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE
661 28	North Approach	661 28	Post - Pile 2 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE
661 28	Main Section	661 28	Remove debris from - Bearing seats - Lower gusset plates and remove pack rust	RAILROAD
661 28	South Approach	661 28	Replace - Cap on Bent 1	OSMOSE
661.28	South Approach	661 28	Post. - Pile 1 of Bent 2 - Pile 5 of Bent 2 - Pile 1 of Bent 5 - Pile 3 of Bent 5	OSMOSE
661 28	South Approach	661 28	Cut Pile tops down and - Replace Cap and install a 6"- 8" Subcap on Bent 7	OSMOSE
661 28	South Approach	661 28	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE
661.73		661 73	Add ballast and tamp up both approaches	RAILROAD
661.73		661 73	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE
662.59		662 59	Replace. - All Guard timber	OSMOSE

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
662 59		662 59	Post: - Pile 2 of Bent 11 - Pile 5 of Bent 11 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 17 - Pile 4 of Bent 17	OSMOSE
662 59		662 59	Install - Shim under Stringer Chords on Bent 17 (pumping)	OSMOSE
662 59		662.59	Spot replace 20 bridge ties under rail joints and line bridge	OSMOSE
662 59		662 59	Replace: - Cap on Bent 24	OSMOSE
662 59		662 59	Add ballast and tamp up both approaches	RAILROAD
664 00	Main Section	664 00	Add ballast and tamp up approach.	RAILROAD
664 00	Main Section	664.00	Replace stringer top lateral angles and horizontal gusset plates, all panels	OSMOSE
664 00	Main Section	664 00	Floor beam #1 - Replace bottom flange angles and repair web at BFA connection Floor beam #2 - Replace bottom flange angles and repair web at BFA connection. Floor beam #3 - Replace bottom flange angles and repair web at BFA connection Floor beam #4 - Replace bottom flange angles and repair web at BFA connection	OSMOSE
664 00	Main Section	664 00	Repair stringer bottom flange angles at truss diagonal bracing connection, all panels.	OSMOSE
664 00	Main Section	664.00	Panel #2 - Replace stringer top and bottom flange angles Panel #3 - Replace stringer top and bottom flange angles	OSMOSE
664 00	Main Section	664 00	Remove - Vegetation from under bridge	RAILROAD
664 62	North Approach	664 62	Replace - Guard timber	OSMOSE
664 62	North Approach	664.62	Post: - Pile 1 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 4 - Pile 4 of Bent 4	OSMOSE
664 62	North Approach	664 62	Replace - Approximately 15 walkway planks	OSMOSE
664 62	South Approach	664 62	Replace. - Stringer 1 in Span 6 - Stringer 8 in Span 6	OSMOSE
664.62	South Approach	664 62	Shim: - Over Pile 3 of Bent 7	OSMOSE
664 62	South Approach	664 62	Replace - Cap on Bent 7	OSMOSE
664 62	South Approach	664 62	Post. - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
664 62	South Approach	664 62	Replace - Approximately 5 walkway planks	OSMOSE
664 62	South Approach	664 62	Add ballast and tamp up approach	RAILROAD
664 85	North Approach	664 85	Shim: - Over Pile 2 of Bent 1	OSMOSE
664 85	Main Span	664 85	Pier #1: - Chip out deteriorated concrete on backwall. - Drill and install dowels and rebar - Form and pour concrete to original lines.	OSMOSE
664 85	South Approach	664 85	Replace - All stringers	OSMOSE
664 85	South Approach	664 85	Replace: - 1/2" Shim on Bent 5	OSMOSE
665 49	North Approach	665 49	Cut Pile tops down and: - Replace Cap and install a 6"- 8" Subcap on Bent 3 (piles 4 & 5 punching)	OSMOSE
665 49	North Approach	665 49	Post: - Pile 1 of Bent 4 - Pile 3 of Bent 4	OSMOSE
665 49	South Approach	665 49	Post. - Pile 1 of Bent 2 - Pile 4 of Bent 2	OSMOSE
665 49	South Approach	665 49	Add ballast and tamp up approach	RAILROAD
667 28		667 28	Add ballast and tamp up both approaches	RAILROAD
667 28		667 28	Replace. - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5	OSMOSE
667 40	North Approach	667 40	Replace - Walkway planks	OSMOSE
667 40	North Approach	667 40	Replace: - Cap on Bent 2 (slight crushing, piles 2, 3 & 4 punching) - Cap on Bent 4	OSMOSE
667 40	North Approach	667 40	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2	OSMOSE
667 40	North Approach	667 40	Add ballast and tamp up approach	RAILROAD
667 40	Main Section	667 40	Remove debris from - Tower leg pedestals - Pier tops - Laterals and Gusset plates	RAILROAD
667 40	Main Section	667 40	Replace. - Top Tier, East side of Tower 2 steel diagonal bracing	OSMOSE
667 40	Main Section	667 40	Replace - West bottom Flange angles and bottom Cover plates in Span 4	OSMOSE
667.40	South Approach	667 40	Add ballast and tamp up approach	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
667 40	South Approach	667 40	Replace - All walkway boards	OSMOSE
667 40	South Approach	667 40	Post - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE
668 50	North Approach	668 50	Replace or Re-tighten - Stringer packing bolts in Spans 7 & 8	OSMOSE
668 50	North Approach	668 50	Replace - Stringer 1 in Span 6 - Stringer 8 in Span 6 (horizontal shear)	OSMOSE
668 50	Main Section	668 50	Remove debris from - Gusset plates, laterals and flange angles	RAILROAD
668.50	South Approach	668 50	Replace - Elevation Shim on Steel tower (minor crushing)	OSMOSE
668 50	South Approach	668 50	Add ballast and tamp up approach	RAILROAD
668 50	South Approach	668 50	Replace all bridge ties.	OSMOSE
671.89		671 89	Add ballast and tamp up both approaches	RAILROAD
671 89		671 89	Perform - Detailed Stringer inspection	OSMOSE
671 89		671 89	Replace - Stringer 1 in Span 6 - Stringer 4 in Span 6	OSMOSE
674 03		674 03	Remove debris from Bents 1 and 3 (fire hazard)	RAILROAD
676.23		676 23	Remove debris from: - Both abutment seats - All lower gusset plates and flange angles	RAILROAD
677 05		677 05	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE
677 05		677 05	Place - Rip/rap at the Southwest headwall	RAILROAD
677 05		677 05	Replace - All Guard timber	OSMOSE
677 80	North Approach	677 80	Add ballast and tamp up approach	RAILROAD
677 80	North Approach	677 80	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE
677 80	North Approach	677 80	Replace: - Stringer 1 in Span 2 - Stringer 8 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE
677 80	Main Section	677 80	Remove debris from. - Lower gusset plates, flange angles and Pier tops	RAILROAD
678 43	North Approach	678 43	Add ballast and tamp up approach	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
678 43	North Approach	678 43	Replace - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 4 - Stringer 7 in Span 4 - Stringer 8 in Span 4	OSMOSE
678 43	North Approach	678 43	Post. - Pile 3 of Bent 3 - Pile 4 of Bent 3	OSMOSE
678 43	South Approach	678 43	Add ballast and tamp up approach	RAILROAD
678 43	South Approach	678 43	Replace - 1/2" Shim on Bent 2 (crushing)	OSMOSE
678 43	South Approach	678 43	Replace. - Stringer 1 in Span 1 - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 1 in Span 2 - Stringer 2 in Span 2 - Stringer 9 in Span 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE
680 17		680 17	Replace bottom flange angles on Floor Beam #0, #1, and #2	OSMOSE
680 17		680 17	Replace all 128 bridge ties	OSMOSE
680 46		680 46	Add ballast and tamp up South approach	RAILROAD
680 46		680 46	Replace: - Lower flange angles	OSMOSE
680.46		680 46	Replace - Bottom cover plates	OSMOSE
680 46		680.46	Replace - All stringers	OSMOSE
680 77		680 77	Remove debris from - Lower gusset plates, flange angles and floor beam tops - Abutment seats	RAILROAD
680 77		680 77	Replace all 84 bridge ties	OSMOSE
680.77		680 77	Add ballast and tamp up both approaches	RAILROAD
681 08		681.08	Add ballast and tamp up South approach	RAILROAD
681.45		681 45	Replace - Upper lateral gusset plates in Span 2	OSMOSE
681 45		681 45	Add ballast and tamp up North approach	RAILROAD
682.18		682.18	Replace - All Guard timber	OSMOSE

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LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
682 18		682.18	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops	RAILROAD
682 18		682.18	Replace - Upper Struts in each panel	OSMOSE
682 18		682 18	Replace - Lower flange angles in Span 2 at the South abutment	OSMOSE
682 18		682 18	Replace - All Guard timber	OSMOSE
682 18		682 18	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops - Abutment seat	RAILROAD
682 18		682 18	Replace - Lower laterals in Span 1	OSMOSE
683 36		683 36	Add ballast and tamp up approach.	RAILROAD
683 36		683 36	Place - Rip/rap and add ballast to the Southeast wingwall	RAILROAD
687 03		687 03	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 5 in Span 3 - Stringer 8 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 5	OSMOSE
687 03		687 03	Replace. - Cap on Bent 4 (minor crushing)	OSMOSE
687 88		687 88	Remove drift from bridge as necessary.	RAILROAD
687 88		687 88	Replace: - Subcap on Bent 1 - Subcap on Bent 2	OSMOSE
687 88		687 88	Replace - North Guard timber	OSMOSE
690 47		690 47	Remove debris from: - Abutment seats - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
690 85		690 85	Remove debris from: - Abutment top - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
690.85		690 85	Install - Wingwall to the Northeast abutment	OSMOSE
690 85	Main Span	690 85	Remove debris from - Pier tops	RAILROAD
690 85	Main Span	690 85	Replace all bridge ties	OSMOSE
690 85		690.85	Replace all 44 bridge ties	OSMOSE
691 05	North Approach	691 05	Remove debris from - Abutment seat - Gusset plates and lower flange angles	RAILROAD
691 05	North Approach	691 05	Replace: - Lower laterals	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
691.05	Main Span	691 05	Replace stringer top flange angles both trusses	OSMOSE
691 05	South Approach	691 05	Remove - Fouled ballast, replace and tamp up approach to correct elevation	RAILROAD
691.05	South Approach	691 05	Post - Pile 1 of Bent 4 - Pile 2 of Bent 4	OSMOSE
691.38		691 38	Add ballast and tamp up both approaches.	RAILROAD
693 27		693 27	Replace - Sill in Bent 3 (minor crushing)	OSMOSE
693.27		693 27	Replace - Cap on Bent 3	OSMOSE
693 27		693 27	Add ballast and tamp up both approaches.	RAILROAD
694 32	North Approach	694 32	Replace - Cap on Bent 1	OSMOSE
694 32	North Approach	694 32	Add ballast and tamp up approach	RAILROAD
694 32	Main Span	694 32	Replace stringer top and bottom flange angles, all panels	OSMOSE
694 32	Main Span	694 32	Replace West Coped flange angles at eyebar connections of Floor Beams 4 & 5	OSMOSE
694 32	South Approach	694 32	Replace - 3/4" Shim under Chord 1 on Bent 4 (working out)	OSMOSE
694 32	South Approach	694 32	Add ballast and tamp up approach	RAILROAD
694.78		694.78	Replace all 73 bridge ties	OSMOSE
694 78		694 78	Add ballast and tamp up approach	RAILROAD
694 78		694 78	Replace - Both expansion bearings	OSMOSE
694 78	Main Span	694.78	Replace truss bottom chord diagonal bracing, all panels	OSMOSE
694.78	Main Span	694 78	Replace stringer top flange angles, all panels	OSMOSE
694.78	Main Span	694 78	Replace. - All West Guard timber	OSMOSE
694.78		694 78	Replace - Both fixed bearings	OSMOSE
694.78		694.78	Add ballast and tamp up approach	RAILROAD
694 78		694 78	Replace - All West Guard timber	OSMOSE
694 98		694 98	Remove - Fouled ballast, replace and tamp up both approaches to correct elevation	RAILROAD
694 98		694 98	Replace - Cap on Bent 1	OSMOSE
696.66	North Approach	696 66	Replace - Cap on Bent 3 (split)	OSMOSE
696 66	Main Span	696 66	Replace ties	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
696 66	South Approach	696 66	Replace: - Sill in Bent 3 (minor crushing)	OSMOSE
700 37		700 37	Replace - Cap on Bent 7 (cornering)	OSMOSE
700 37		700 37	Replace - Cap with oversized cap on Bent 4 (slight crushing)	OSMOSE
700 37		700 37	Add ballast and tamp up both approaches	RAILROAD
700 37		700 37	Replace: - Stringer 2 in Span 1 - Stringer 9 in Span 1 - Stringer 7 in Span 6 - Stringer 9 in Span 6 - Stringer 1 in Span 7 - Stringer 9 in Span 7	OSMOSE
702.65		702 65	Add ballast and tamp up both approaches	RAILROAD
702 95		702 95	Add ballast and tamp up both approaches.	RAILROAD
792 95		702.95	Replace - Mud block under Post 5 of Bent 4	OSMOSE
702 95		702 95	Replace - 2" Shim on Bent 3 (slight crushing)	OSMOSE
710 20		710 20	Post. - Pile 4 of Bent 5 - Pile 5 of Bent 5	OSMOSE
711 37		711.37	Remove vegetation from under bridge.	RAILROAD
711 67		711 67	Add ballast and tamp up both approaches.	RAILROAD
711 67		711.67	Post - Pile 2 of Bent 1 - Pile 5 of Bent 1 (split)	OSMOSE
712 16		712 16	Replace - Cap on Bent 1	OSMOSE
712 16		712.16	Add ballast and tamp up both approaches.	RAILROAD
712.80		712.80	Add ballast and tamp up both approaches	RAILROAD
716 4	Section 1	716.40	Replace - 1 Anchor bolt on concrete abutment	OSMOSE
716 4	Section 2	716 40	Post. - Post 1 of Bent 9 - Pile 3 of Bent 9	OSMOSE
716 4	Section 3	716 40	Replace Floor Beam top flange angles & cover plates (if applicable) at the following locations Truss #1, Floor Beam #0 Truss #1, Floor Beam #1 Truss #1, Floor Beam #2 Truss #2, Floor Beam #0 Truss #2, Floor Beam #3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 3	716 40	Repair or replace the following vertical truss members Truss #1, L3-U3 east and west Truss #1, L4-U4 east and west Truss #2, L3-U3 east and west Truss #2, L4-U4 west Truss #2, L7-U7 east and west Truss #2, L8-U8 east and west Truss #3 L3-U3 east	OSMOSE
716 4	Section 3	716 40	Repair or replace the following diagonal truss members Truss #1, L0-U1 east and west (bottom flange angles and top cover plates) Truss #1, L2-U3 eyebars east and west Truss #1, L3-U2 eyebars east and west Truss #1, L3-U4 eyebars east and west Truss #1, L4-U3 eyebars east and west Truss #1, L5-U4 eyebars east and west Truss #2, L2-U3 eyebars east and west Truss #2, L5-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L8-U9 eyebars east and west Truss #3, L0-U1 west (top cover plate) Truss #3, L0-U1 east (top cover plate and bottom flange angles) Truss #3, L2-U3 east eyebar Truss #3, L4-U3 east and west Truss #3, L4-U5 east and west Truss #3, L5-U4 east and west	OSMOSE
716 4	Section 3	716 40	Replace portal braces at the following locations Truss #1, north and south end Truss #2, south end	OSMOSE
716 4	Section 3	716 40	Repair truss bottom chord members at the following locations Truss #1, Panel #2 west side (at Floor Beam #2) Truss #3, Panel #6 west side Truss #3, Panel #7 west side	OSMOSE
716 4	Section 3	716 40	Repair stringer webs at the following locations Truss #2, Panel #3 west (at Floor Beam #3 connection) Truss #2, Panel #4 west (at Floor Beam #4 connection) Truss #2, Panel #5 west (at Floor Beam #5 connection)	OSMOSE
716 4	Section 3	716 40	Repair floor beams at web-to-bottom flange angle connection at the following locations Truss #3, Floor Beam #3 (including bottom chord splice plates) Truss #3, Floor Beam #6 (outboard from stringers - both sides)	OSMOSE
716.4	Section 3	716 40	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #4 Truss #1, Panel #5	OSMOSE
716 4	Section 4	716 40	Replace - Cap on Bent 9 - Cap on Bent 28 - Cap on Bent 70 - Cap on Bent 87	OSMOSE
716 4	Section 4	716 40	Post: - Pile 1 of Bent 64 - Pile 5 of Bent 64 - Post 1 of Bent 114 - Post 5 of Bent 114	OSMOSE
718 12		718 12	Patch - Ballast leaks at both headwalls with bags of sacrete and add ballast	RAILROAD
719 07		719 07	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
719 07		719 07	Replace. - Cap on Bent 1	OSMOSE
719 07		719 07	Post. - Pile 2 of Bent 4 - Pile 5 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 5 of Bent 7	OSMOSE
719 21		719 21	Spot replace approximately 22 bridge ties at rail joints.	OSMOSE
719 21		719 21	Replace - Cap on Bent 1	OSMOSE
724 22		724 22	Add ballast and tamp up both approaches	RAILROAD
725 96		725.96	Replace - Cap on Bent 15 - Cap on Bent 28 - Cap on Bent 29 - Cap on Bent 31	OSMOSE
726 31		726 31	Cut Cutoffs down - Install a Subsill on Bent 11 - Install a Subsill on Bent 13 - Install a Subsill on Bent 17 - Install a Subsill on Bent 23 - Install a Subsill on Bent 57	OSMOSE
726 31		726 31	Install Shim under - Chord 2 on Bent 8 - Stringers 3 & 4 on Bent 23 - Chord 2 on Bent 28	OSMOSE
726 31		726 31	Replace - Stringer 4 in Span 20 - Stringer 5 in Span 20 - Stringer 6 in Span 20 - Stringer 2 in Span 22 - Stringer 6 in Span 22 - Stringer 7 in Span 22 - Stringer 5 in Span 59 - Stringer 6 in Span 59 - Stringer 7 in Span 59 - Stringer 2 in Span 62 - Stringer 3 in Span 62 - Stringer 7 in Span 62	OSMOSE
726 31		726.31	Replace - Top 3 Planks of South headwall	OSMOSE
726 31		726 31	Add ballast and tamp up both approaches	RAILROAD
727 35		727.35	Remove vegetation from both abutments	RAILROAD
728.51		728 51	Replace - Cap on Bent 11	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
728 51		728 51	Post: - Pile 4 of Bent 7 - Pile 5 of Bent 7 - Pile 2 of Bent 8 - Pile 3 of Bent 8 - Pile 1 of Bent 9 - Pile 4 of Bent 9 - Pile 2 of Bent 16 - Pile 6 of Bent 16 - Pile 2 of Bent 17 - Pile 5 of Bent 17 (split) - Pile 4 of Bent 18 - Pile 5 of Bent 18	OSMOSE
728 51		728 51	Replace all 216 bridge ties.	OSMOSE
728 51		728 51	Add ballast and tamp up both approaches	RAILROAD
729 04		729 04	Remove - Trees & brush from under bridge (fire hazard)	RAILROAD
729 04		729 04	Replace - Cap on Bent 5 (slight crushing under chord 2) - Cap on Bent 27	OSMOSE
729 04		729 04	Post: - Post 5 of Bent 10 (visual) - Pile 1 of Bent 17 - Pile 3 of Bent 17	OSMOSE
729 04		729 04	Replace - Stringer 2 in Span 7 - Stringer 6 in Span 7 - Stringer 9 in Span 7 - Stringer 1 in Span 9 - Stringer 2 in Span 9 - Stringer 9 in Span 9 - Stringer 2 in Span 17 - Stringer 9 in Span 17 - Stringer 3 in Span 20 - Stringer 5 in Span 20	OSMOSE
729 04		729 04	Add ballast and tamp up both approaches	RAILROAD
729 17		730 17	Add ballast and tamp up both approaches	RAILROAD
730 56	Section 1	730 56	Add ballast and tamp up approach	RAILROAD
730 56	Section 1	730 56	Post - Pile 1 of Bent 4 - Pile 5 of Bent 4 - Pile 1 of Bent 12 - Pile 3 of Bent 12	OSMOSE
730 56	Section 3	730 56	Post: - Pile 1 of Bent 5 - Pile 6 of Bent 5 - Pile 1 of Bent 10 - Pile 3 of Bent 10	OSMOSE
730.56	Section 4	730 56	Replace. - All lateral bracing - All upper gusset plates and cross bracing	OSMOSE
730.56	Section 5	730.56	Replace: - Headwall	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
730 56	Section 5	730 56	Post (frame bents w/ 5 posts + piles 1 & 7 on outside): - Piles 1 & 7 of Bent 5 - Post 4 of Bent 5 - Piles 1 & 7 of Bent 8 - Post 5 of Bent 8 - Piles 1 & 7 of Bent 10 - Post 3 of Bent 10 - Piles 1 & 7 of Bent 12 - Post 5 of Bent 12 - Piles 1 & 7 of Bent 15 - Post 5 of Bent 15 - Piles 1 & 7 of Bent 17 - Post 2 of Bent 17 - Piles 1 & 7 of Bent 18 - Post 4 of Bent 18 - Piles 1 & 7 of Bent 19 - Post 3 of Bent 19 - Piles 1 & 7 of Bent 24 - Post 3 of Bent 24	OSMOSE
731 65	North Approach	731 65	Line and surface bridge	OSMOSE
731 65	North Approach	731 65	Replace - Cap on Bent 43 (slight crushing under chord 1) - Cap on Bent 59 (slight crushing under chord 2)	OSMOSE
731 65	North Approach	731 65	Replace - Stringer 2 in Span 49 (broke) - Stringer 7 in Span 49 (breaking)	OSMOSE
731 65	South Approach	731 65	Replace - Cap on Bent 35 (crushing under chord 2) - Cap on Bent 63 (crushing)	OSMOSE
731 65	South Approach	731 65	Perform: - Detailed Stringer inspection	OSMOSE
731 65	South Approach	731 65	Replace all bridge ties	OSMOSE
731 65	South Approach	731 65	Replace. - Stringer to Cap plywood Shims on Bent 44 - Stringer to Cap plywood Shims on Bent 62 - Stringer to Cap plywood Shims on Bent 64	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	South Approach	731 65	Post (frame bents w/ 5 posts + piles 1 & 7 on outside). - Post 2 of Bent 21 - Post 3 of Bent 21 - Post 5 of Bent 21 - Pile 1 of Bent 23 - Post 3 of Bent 23 - Post 6 of Bent 23 - Pile 1 of Bent 27 - Post 5 of Bent 27 - Pile 7 of Bent 27 - Pile 1 of Bent 39 - Post 5 of Bent 39 - Pile 7 of Bent 39 - Post 2 of Bent 55 - Post 4 of Bent 55 - Post 6 of Bent 55 - Post 2 of Bent 123 - Post 5 of Bent 123 - Post 6 of Bent 123 - Post 3 of Bent 131 - Post 4 of Bent 131 - Post 5 of Bent 131 - Post 2 of Bent 137 - Post 4 of Bent 137 - Post 6 of Bent 137 - Post 3 of Bent 139 - Post 5 of Bent 139 - Pile 7 of Bent 139 - Post 5 of Bent 149 - Post 6 of Bent 149 - Pile 7 of Bent 149 - Post 4 of Bent 159 - Post 5 of Bent 159 - Post 6 of Bent 159	OSMOSE
732 84	North Approach	732.84	Add ballast and tamp up approach	RAILROAD
732.84	North Approach	732 84	Replace - North headwall	OSMOSE
732 84	North Approach	732 84	Post - Post 4 of Bent 16 (seven pile/post bent) - Post 6 of Bent 16 - Pile 7 of Bent 16 - Pile 1 of Bent 17 (seven pile/post bent) - Post 5 of Bent 17 - Pile 7 of Bent 17 - Pile 1 of Bent 20 (seven pile/post bent) - Post 3 of Bent 20 - Pile 7 of Bent 20 - Pile 1 of Bent 23 (seven pile/post bent) - Post 5 of Bent 23 - Pile 7 of Bent 23	OSMOSE
732 84	Main Span	732.84	Replace - All laterals and gusset plates	OSMOSE
732.84	Main Span	732 84	Replace - Cap on Row 1 of Pier 2	OSMOSE
732.84	South Approach	732 84	Cut Pile tops down and, - Install an 8" Subcap on existing Cap of Bent 11	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
732 84	South Approach	732 84	Post. - Pile 2 of Bent 10 (7 pile bent) - Pile 3 of bent 10 - Pile 7 of Bent 10	OSMOSE
732.84	South Approach	732 84	Add ballast and tamp up approach	RAILROAD
733 88		733 88	Add ballast and tamp up both approaches	RAILROAD
733 95		733 95	Chip out - Cracked and spalled concrete on West walkway - Patch to original lines	RAILROAD
733 95		733 95	Patch - Approximately 17 ballast leaks throughout deck where concrete tubs join	RAILROAD
735 86		735 86	Add ballast and tamp up both approaches.	RAILROAD
735 86		735 86	Post: - Pile 5 of Bent 4 - Pile 6 of Bent 4	OSMOSE
736 03		736 03	Post - Pile 2 of Bent 1 - Pile 4 of Bent 1 - Pile 1 of Bent 4 - Pile 7 of Bent 4	OSMOSE
736 03		736 03	Add ballast and tamp up both approaches.	RAILROAD
736 51		736 51	Add ballast and tamp up both approaches	RAILROAD
736 51		736 51	Shim - Under chord 1 of Bent 2	OSMOSE
736 51		736 51	Post - Pile 1 of Bent 1(visual)	OSMOSE
736 51		736 51	Replace - Cap on Bent 1	OSMOSE
738 70 Main	Main line	738.70	Post: - Pile 1 of Bent 2 - Pile 2 of Bent 2	OSMOSE
738 70 Siding	Siding	738 70	Add ballast and tamp up both approaches.	RAILROAD
738 70 Siding	Siding	738.70	Replace: - Stringer 1 in Span 1 - Stringer 5 in Span 1	OSMOSE
738 94		738 94	Remove drift from bridge as necessary.	RAILROAD
738 94		738 94	Replace: - Cap on Bent 14 (slight crushing) - Cap on Bent 19 (slight crushing) - Cap on Bent 21 - Cap on Bent 22	OSMOSE
738 94		738 94	Replace. - Walkway inspection planks & install hand cable	OSMOSE
739 14	North Approach	739 14	Replace: - Walkway inspection planks & install hand cable	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 14	North Approach	739 14	Replace - Cap on Bent 22 (vertical split at right end) - Cap on Bent 24	OSMOSE
739 14	North Approach	739 14	Post: - Pile 2 of Bent 3 - Pile 4 of Bent 3 - Pile 1 of Bent 8 - Pile 4 of Bent 8 - Pile 1 of Bent 17 - Pile 3 of Bent 17 - Pile 2 of Bent 23 - Pile 4 of Bent 23	OSMOSE
739 14	North Approach	739 14	Add ballast and tamp up approach	RAILROAD
739 14	Main Span	739 14	Remove - Pack rust and debris from Flange angles, Cover plates and Gusset plates	RAILROAD
739 14	Main Span	739 14	Replace - All Gusset plates	OSMOSE
739 14	South Approach	739.14	Replace. - Walkway Inspection planks & Install hand cable	OSMOSE
739 14	South Approach	739 14	Add ballast and tamp up approach	RAILROAD
739 14	South Approach	739 14	Replace - Cap on Bent 3 (slight crushing under chord 2) - Cap on Bent 8 (breaking over Posts 5 & 6)	OSMOSE
739 14	South Approach	739.14	Reframe (5 post frame bent with piles 1 & 7 driven on each side) - Existing frame bent in bent 10 (cutting cutoffs down 1-2')	OSMOSE
739 43	North Approach	739 43	Replace - Cap on Bent 8	OSMOSE
739 43	North Approach	739 43	Replace - Walkway Inspection planks & Install hand cable	OSMOSE
739 43	North Approach	739 43	Post: - Post 3 of Bent 9 - Post 5 of Bent 9 - Post 4 of Bent 12 - Pile 7 of Bent 12	OSMOSE
739 43	Main Span	739.43	Replace - Stringer shelf brackets on all TPG floor beams	OSMOSE
739 43	South Approach	739 43	Add ballast and tamp up approach	RAILROAD
739.43	South Approach	739 43	Cut Pile tops down and: - Replace Cap with an oversized cap on Bent 5 (breaking) - Replace Cap with an oversized cap on Bent 6 (breaking)	OSMOSE
739 43	South Approach	739 43	Post. - Pile 1 of Bent 2 - Post 5 of Bent 2	OSMOSE
739 43	South Approach	739 43	Replace - Guard timber	OSMOSE
739.43	South Approach	739 43	Replace - Walkway Inspection planks & Install hand cable	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair truss bottom chords at the following locations Truss #1, Panel #4, bottom flange on channels (both sides) Truss #2, Panel #1, top battem plates at Floor Beam #1 connections (both sides) Truss #2, Panel #5, heavy on channels at floor beams, corrosion throughout (both sides) Truss #3, Panel #2, corrosion on channel webs and lacing bars (west) Truss #3, Panel #4, corrosion on lacing bars (both sides) Truss #3, Panel #5, corrosion on webs and lacing bars (both sides) Truss #4, Panel #4, corrosion on facing bars (west) Truss #5, Panel #4, corrosion on channels at FB#4 connection (west) Truss #5, Panel #5, corrosion on channels at FB#4 & FB#5 connection (west) Truss #6, Panel #1, corrosion on channels and lacing bars (west) Truss #6, Panel #3, corrosion on lacing bars (both sides) Truss #7, Panel #3, corrosion on channels at FB#3 connection (both sides) Truss #7, Panel #4, corrosion on channels at FB#4 connection (west) Truss #9, Panel #11, corrosion on web plate (east)	OSMOSE
739 68	Main Span	739 68	Repair stringers at the following locations Truss #4, Panel #5, corroded web and bottom flange angles at connection (west) Truss #5, Panel #3, corroded web and bottom flange angles at connection (west) Truss #5, Panel #6, corroded web and bottom flange angles at connection (west) Truss #6, Panel #1, corroded web and bottom flange angles at connection (west) Truss #6, Panel #2, corroded web and bottom flange angles at connection (west) Truss #6, Panel #3, corroded web and bottom flange angles at connection (west) Truss #8, Panel #1, corroded web and bottom flange angles at connection (west) Truss #8, Panel #4, corroded web and bottom flange angles at connection (both sides) Truss #9, Panel #3, corroded bottom flange angles (west) Truss #9, Panel #4, corroded bottom flange angles (both sides) Truss #9, Panel #5, corroded web and bottom flange angles at connection (west) Truss #9, Panel #8, corroded bottom flange angles (west)	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and gusset plates at the following locations (unless prontized at a higher level elsewhere) Truss #1, all panels Truss #4, all panels Truss #6, all panels	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord lacing bars and repair channels as required at the following locations Truss #1, all panels Truss #2, all panels Truss #7, all panels Truss #8, all panels	OSMOSE
739 68	Main Span	739 68	Replace stringer shelf angles at floor beam connection at the following locations Truss #1, all floor beams Truss #2, all floor beams Truss #3, all floor beams	OSMOSE
739 68	Main Span	739 68	Repair or replace top chord channels and cover plates at the following locations Truss #8, all panels	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #3, top flange angles Truss #2, Floor Beam #0, bottom flange angles & web at horizontal gusset plate connections Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #1, web at bottom flange angle connection, outboard from stringers Truss #3, Floor Beam #2, web and bottom flange angles, outboard from stringers Truss #3, Floor Beam #3, web and bottom flange angles, outboard from west stringer Truss #4, Floor Beam #0, web, outboard from west stringer Truss #4, Floor Beam #3, bottom flange angles Truss #5, Floor Beam #0, web outboard from stringers (particularly west) Truss #6, Floor Beam #0, top and bottom flange angles Truss #6, Floor Beam #2, web and bottom flange angles (at connection) Truss #6, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #2, top and bottom flange angles Truss #8, Floor Beam #3, top and bottom flange angles Truss #8, Floor Beam #5, top flange angles Truss #9, Floor Beam #0, top flange angles Truss #9, Floor Beam #9, bottom flange angles Truss #9, Floor Beam #10, particularly on west side	OSMOSE
739 68	Main Span	739 68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #4 (west) Truss #2, Floor Beam #1 (west) Truss #2, Floor Beam #2 (both sides) Truss #3, Floor Beam #2 (west) Truss #3, Floor Beam #3 (west) Truss #4, Floor Beam #0 (both sides) Truss #7, Floor Beam #1 (west) Truss #7, Floor Beam #3 (west) Truss #7, Floor Beam #5 (both sides)	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, Panel #3 Truss #2, Panel #3 Truss #3, Panel #3 Truss #3, Panel #4 Truss #5, Panel #3 Truss #6, Panel #3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair or replace the following truss members and/or vertical gusset plates Truss #1 L3-U4 (west) corrosion on bottom 10" of web Truss #2, L2-U1 (west) corrosion on bottom 12" of web Truss #5, vertical gusset plates and flange angles, L2-U1 (both sides) Truss #6, vertical gusset plates at Floor Beam #3, L3-U2 (boh sides) Truss #7, L1-U1 (east) web and flange angles Truss #7, vertical gusset plates at Floor Beam #3, L3-U4 (both sides) Truss #7, L4-U4 (west) web and flange angles Truss #7, L3-U4 (both sides) web and flange angles Truss #8, L2-U2 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #2, L2-U1 (both sides) Truss #8, L3-U3 (both sides) corrosion on web Truss #8, vertical gusset plate at Floor Beam #3, L3-U4 (west) Truss #9, L2-U1 (both sides) heavy corrosion on web Truss #9, L2-U2 (both sides) corrosion on web Truss #9, L2-U3 (both sides) heavy corrosion on plates Truss #9, L4-U3 (both sides) heavy corrosion on plates and lacing bars Truss #9, L4-U4 (both sides) corrosion on channels Truss #9, L4-U5 (east) heavy corrosion on plates and lacing bars Truss #9, vertical gusset plate at Floor Beam #4, L4-U5 (west) Truss #9, L6-U5 (both sides) heavy corrosion on web and lacing bars Truss #9, L8-U8 (both sides) bottom vertical gusset plates Truss #9, L8-U9 (both sides) heavy corrosion on web plates Truss #9, L10-U11 (both sides) heavy corrosion on flange angles, webs and lacing bars Truss #9, L12-U11 (both sides) heavy corrosion on flange angles and webs	OSMOSE
739 68	Main Span	739 68	Repair stringer-to-floor beam connections at the following locations Truss #1, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #1, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #1, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #2, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #2, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #1, stringer top flange angles (both sides) 24" from FB connections Truss #3, Panel #2, stringer top & bottom flange angles (both sides) 24" from FB connections Truss #3, Panel #4, stringer top & bottom flange angles (both sides) 12" from FB connections Truss #3, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #4, Panel #5, stringer top flange angles (both sides) 12" from FB connections Truss #9, Panel #3, stringer top & bottom flange angles (both sides) 12" from FB connections	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Replace stringer top lateral angles and/or gusset plates at the following locations Truss #3, Panel #1, angles and gussets Truss #3, Panel #2, angles and gussets Truss #7, Panel #5, gussets Truss #8, Panel #3, angles and gussets Truss #8, Panel #5, angles and gussets Truss #9, Panel #3, angles and gussets Truss #9, Panel #4, gussets Truss #9, Panel #6, angles and gussets Truss #9, Panel #8, gussets Truss #9, Panel #9, gussets Truss #9, Panel #11, gussets Truss #9, Panel #12, gussets	OSMOSE
739 68	Main Span	739 68	Repair truss top chords at the following locations Truss #1, Panel #1, top portal brace bottom strut Truss #1, Panel #5, top portal top and bottom flange angles Truss #8, Panel #6, top chord bracing Truss #9, Panel #9, top chord bracing Truss #9, Panel #10, top chord bracing Truss #9, Panel #11, top chord bracing Truss #10, Panel #1, top chord bracing	OSMOSE
741 35		741 35	Add ballast and tamp up both approaches	RAILROAD
741 35		741 35	Shim - Under Stringer 2, 4 & 6 of Bent 3 - Under Stringer 4 of Bent 5	OSMOSE
741 35		741 35	Replace - 6 1/2" of Shims on Bent 1 - 2" of shims on Bent 3 (crushing)	OSMOSE
741 35		741 35	Replace - Sill in Bent 2 (vertical split, crushing under post 4)	OSMOSE
741 35		741 35	Replace - Top plank on South headwall	OSMOSE
741 35		741 35	Post: - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5	OSMOSE
741 74		741 74	Replace: - Stringer 4 in Span 3 - Stringer 8 in Span 3 (horizontal shear)	OSMOSE
741 74		741 74	Re-straighten and Brace. - Bent 2 - Bent 3	OSMOSE
742 05		742.05	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3	OSMOSE
742 05		742 05	Replace all 36 bridge ties	OSMOSE
742 72		742 72	Replace - Cap on Bent 1 - Cap on Bent 4	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
742 95		742 98	Replace. - Stringer 1 in Span 4 (horizontal shear) - Stringer 8 in Span 4 - Stringer 1 in Span 2 - Stringer 5 in Span 2	OSMOSE
742 95		742 98	Replace all 61 bridge ties	OSMOSE
743 20		743 20	Replace - Cap on Bent 1 (slight crushing)	OSMOSE
743 20		743 20	Post: - Pile 2 of Bent 2 - Pile 4 of Bent 2 - Pile 2 of Bent 3 - Pile 5 of Bent 3	OSMOSE
743 73		743 73	Post - Pile 1 of Bent 2 - Pile 2 of Bent 2 - Pile 1 of Bent 3 - Pile 4 of Bent 3	OSMOSE
743.73		743 73	Replace - North headwall - Top 2 planks on South headwall	OSMOSE
743 73		743 73	Remove drift from bridge as necessary	RAILROAD
743 73		743.73	Replace - Cap on Bent 1	OSMOSE
743 88		743 88	Replace all 121 bridge ties	OSMOSE
743 88		743 88	Post - Pile 1 of Bent 3 - Pile 3 of Bent 3	OSMOSE
743 88		743 88	Replace - Cap on Bent 5 - Cap on Bent 8 (split, cornering) - Cap on Bent 9	OSMOSE
743 88		743 88	Replace - North headwall	OSMOSE
743.97		743 97	Post - Pile 1 of Bent 2 - Pile 5 of Bent 2	OSMOSE
743 97		743 97	Cut Pile tops down and - Replace Cap on Bent 6 with an oversize (crushing)	OSMOSE
743.97		743.97	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1	OSMOSE
744 24		744 24	Replace - Cap on Bent 2	OSMOSE
744 24		744 24	Replace - Both Sway Braces on Bent 2 - Both Sway Braces on Bent 5	OSMOSE
744.44		744.44	Post - Post 1 of Bent 1	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
744 70		744 70	Replace - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4	OSMOSE
748 68		748 68	Replace - Mud Blocks *, 2 & 6 of Bent 6	OSMOSE
748 68		748 68	Replace - 1 1/2" Shim under Chord 2 on Bent 5 (slight crushing)	OSMOSE
748 68		748 68	Replace - Stringer 2 in Span 4 - Stringer 6 in Span 4	OSMOSE
748 68		748 68	Shim - Under Stringer chord 1 of Bent 5	OSMOSE
750 46	North Approach	750 46	Replace - Missing brace bolts and nuts	OSMOSE
750 46	Main Span	750 46	Replace - All Laterals & gusset plates - All Cross bracing	OSMOSE
750 46	South Approach	750 46	Replace. - Missing brace bolts and nuts	OSMOSE
751 02		751 02	Cut Pile tops down and - Install an 8" Subcap on existing cap of Bent 12B - Replace Cap & Install an 8" Subcap on Bent 20B	OSMOSE
752 99		752.99	Replace - Elevation Shim on Bent 4	OSMOSE
752 99		752 99	Add ballast and tamp up both approaches	RAILROAD
755 63		755 63	Remove - Fouled ballast, replace and tamp up both approaches	RAILROAD
756 13		756 13	Replace - North wingwalls	OSMOSE
756 55		756 55	Add ballast and tamp up both approaches.	RAILROAD
756 55		756 55	Replace - Cap on Bent 5 - Cap on Bent 6	OSMOSE
756 55		756.55	Replace all 76 bridge ties	OSMOSE
757 37		757 37	Add ballast and tamp up both approaches.	RAILROAD
761 13		761 13	Replace - Stringer 1 in Span 2 - Stringer 8 in Span 2 (crushing) - Stringer 1 in Span 3 - Stringer 8 in Span 3 (crushing)	OSMOSE
763 55	North Approach	763 55	Install - Bracing on Bent 2 (12' tall) - Bracing on Bent 3 (14' tall)	OSMOSE
763 55	North Approach	763 55	Posl. - Pile 2 of Bent 14 - Pile 6 of Bent 14 - Pile 1 of Bent 18 - Pile 2 of Bent 18	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
763 55	North Approach	763 55	Cut Pile tops down and - Replace Cap on Bent 1 - Replace Cap on Bent 11	OSMOSE
763 55	South Approach	763.55	Add ballast and tamp up approach.	RAILROAD
763 55	South Approach	763 55	Post - Pile 1 of Bent 3 - Pile 3 of Bent 3 - Post 3 of Bent 6 - Cutoff 3 of Bent 6 - Pile 5 of Bent 6 - Pile 4 of Bent 8 - Pile 5 of Bent 8 - Pile 2 of Bent 12 - Pile 3 of Bent 12 - Pile 1 of Bent 22 - Pile 2 of Bent 22 - Pile 2 of Bent 29 - Pile 3 of Bent 29	OSMOSE
763 55	South Approach	763 55	Cut Pile tops down and - Replace cap on Bent 28 - Replace cap on Bent 35 (pile 4 slightly punching, crushing) - Replace cap on Bent 36	OSMOSE
763 55	South Approach	763 55	Replace. - Both Sway Braces on Bent 22 - All Bracing on Bents 23 thru30 - 1 Sash Brace on Bent 31 - 1 Sway Brace on Bent 37	OSMOSE
769 11	North Approach	769 11	Install manne wrap on - Bent 2 - Bent 3 (piles 2 & 3) - Bent 4 - Bent 5 (piles 1 & 3) - Bent 6 - Bent 8 - Bent 10 - Bent 12 - Bent 14	OSMOSE
769 11	North Approach	769 11	Replace: - 1 Sway Brace on Bent 5 - Both Sway Braces on Bent 12	OSMOSE
769 11	North Approach	769.11	Post: - Pile 2 of Bent 5 (4 pile bent)	OSMOSE
769 11	South Approach	769 11	Replace: - Both sway braces on Bent 1 - Both sway braces on Bent 2 - North sway Brace on Bent 3	OSMOSE
769 11	South Approach	769 11	Replace - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 10 in Span 3 - Stringer 7 in Span 4 - Stringer 8 in Span 4 - Stringer 9 in Span 4	OSMOSE
769 11	South Approach	769 11	Shim. - Under Stringers 1 & 4 of Bent 4	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
769 11	South Approach	769 11	Install marine wrap on - Bent 1 - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6 - Bent 7A	OSMOSE
769 11	South Approach	769 11	Cut Pile tops down and - Replace Cap & Install an 8" Subcap on Bent 7A	OSMOSE
771 76		771 76	Add ballast and tamp up both approaches	RAILROAD
771 76		771 76	Replace - 3/4" Shim under Chord 1	OSMOSE
771 76		771 76	Post - Pile 4 of Bent 6 - Pile 5 of Bent 6	OSMOSE
771 76		771.76	Install marine wrap on. - Bent 2 - Bent 3 - Bent 4 - Bent 5 - Bent 6	OSMOSE
773 94		773 94	Install marine wrap on - Bent 2 - Bent 3	OSMOSE
774.8		774 80	Tighten: - West handrail cable	RAILROAD
776 56		776 56	Install marine wrap on - Bent 2 - Bent 3	OSMOSE
776 56		776 56	Replace - All stringers	OSMOSE
776 56		776 56	Add ballast and tamp up both approaches	RAILROAD
776 56		776.56	Replace all 46 bridge ties	OSMOSE
777 03		777 03	Install marine wrap on - Bent 1 - Bent 2 - Bent 3	OSMOSE
779 80		779 80	Replace - Stringer 2 in Span 1 - Stringer 3 in Span 1 - Stringer 9 in Span 1 - Stringer 3 in Span 3 - Stringer 9 in Span 3	OSMOSE
782 35		782.35	For better bearing of Stringers: - Scab Cap or Pull Bent 2	OSMOSE
782 53		782 53	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 1 - Stringer 1 in Span 2 - Stringer 8 in Span 2	OSMOSE

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PRIORITY: 3

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
782 53		782 53	Replace - Both headwalls	OSMOSE
785 26		785 26	Add ballast and tamp up both approaches	RAILROAD
785 33		785 33	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 21		652 21	Post - Pile 1 of Bent 2 - Pile 2 of Bent 6 - Pile 5 of Bent 7	OSMOSE
652 21		652 21	Replace - Both Sway Braces on Bent 6	OSMOSE
652 21		652 21	In-place preservatively treat piles and caps	OSMOSE
652 21		652 21	Add ballast and tamp up both approaches	RAILROAD
656.12		656 12	Add ballast and tamp up both approaches	RAILROAD
656 12		656 12	Replace - All guard timber	OSMOSE
656 12		656 12	Reset abutment #2 bearings	OSMOSE
656 12		656 12	Clean both bridge seats and floor beam top flange angles of debris	RAILROAD
657 12		657 12	Post: - Pile 1 of Bent 3 - Pile 1 of Bent 4 - Pile 1 of Bent 8	OSMOSE
657 12		657 12	Replace - Cap on Bent 3 (minor crushing under chord 1) - Cap on Bent 8	OSMOSE
657 12		657 12	In-place preservatively treat piles and caps	OSMOSE
657 96		657 96	Replace - Stringer 1 in Spans 1 & 2	OSMOSE
658 17		658 17	Replace - Stringer 8 in Span 5 - Stringer 1 in Span 7	OSMOSE
660 89		660 89	Replace - Top North Headwall plank - Top South Headwall plank	OSMOSE
660 89		660 89	Replace - Stringer 1 in Span 3 - Stringer 1 in Span 5 - Stringer 8 in Span 6	OSMOSE
661 28	North Approach	661 28	Replace - Stringer 8 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5 - Stringer 1 in Span 6	OSMOSE
661 28	North Approach	661 28	Post - Pile 1 of Bent 1 - Pile 2 of Bent 3	OSMOSE
661 28	North Approach	661 28	Replace - Cap on Bent 6	OSMOSE
661 28	North Approach	661 28	In-place preservatively treat piles, caps and stringers	OSMOSE
661 28	North Approach	661 28	Replace - Top plank of headwall	OSMOSE
661 28	Main Section	661 28	Spot replace 8 bridge ties	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
661 28	South Approach	661 28	Post. - Pile 1 of Bent 3 - Pile 1 of Bent 4	OSMOSE
661 28	South Approach	661 28	In-place preservatively treat piles, caps, and stringers	OSMOSE
661 28	South Approach	661 28	Shim or Epoxy - Over Pile 2 of Bent 4 - Over Pile 5 of Bent 4	OSMOSE
661 28	South Approach	661 28	Replace - Stringer 1 in Span 1 - Stringer 8 in Span 3 - Stringer 1 in Span 6	OSMOSE
661 73		661 73	Replace: - Stringer 4 in Span 1 - Stringer 8 in Span 2	OSMOSE
661 73		661 73	In-place preservatively treat piles, caps and stringers	OSMOSE
661 73		661 73	Post: - Pile 2 of Bent 6 - Pile 1 of Bent 7 - Pile 1 of Bent 8 - Pile 1 of Bent 9	OSMOSE
661 73		661 73	Replace - Shim on Bent 8	OSMOSE
661 73		661 73	Spot replace 6 bridge ties	OSMOSE
662.59		662 59	In-place preservatively treat piles, caps and stringers	OSMOSE
662 59		662 59	Replace - Cap on Bent 17 (cornering) - Cap on Bent 20 (slight crushing)	OSMOSE
662 59		662 59	Replace - South Sway Brace on Bent 2	OSMOSE
662.59		662 59	Post. - Pile 5 of Bent 1 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Pile 2 of Bent 4 - Pile 4 of Bent 5 - Pile 4 of Bent 8 - Pile 1 of Bent 13 - Pile 4 of Bent 18 - Pile 2 of Bent 20 - Pile 5 of Bent 22	OSMOSE
662.59		662 59	Shim or Epoxy: - Over Pile 1 of Bent 1 - Over Pile 2 of Bent 21 - Over Pile 3 of Bent 21 - Over Pile 4 of Bent 21	OSMOSE
664 00	South Approach	664 00	Patch. - Ballast leak at Southwest corner of headwall	RAILROAD
664 00	South Approach	664 00	In-place preservatively treat piles, caps and stringers.	OSMOSE
664 62	North Approach	664 62	Spot replace 6 bridge ties	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
664 62	North Approach	664 62	Post - Pile 1 of Bent 2	OSMOSE
664 62	North Approach	664 62	Replace - Stringer 5 in Span 3 - Stringer 8 in Span 4 - Stringer 1 in Span 5	OSMOSE
664 62	North Approach	664 62	In-place preservatively treat piles, caps and stringers	OSMOSE
664 62	North Approach	664 62	Replace - North Sway brace on Bent 3	OSMOSE
664 62	Main Section	664 62	Replace - 2 sections of Guard lumber on the East side	OSMOSE
664 62	South Approach	664 62	Spot replace 4 bridge ties.	OSMOSE
664 62	South Approach	664 62	Post - Pile 1 of Bent 2 - Pile 1 of Bent 4 - Pile 5 of Bent 6	OSMOSE
664 62	- South Approach	664 62	In-place preservatively treat piles, caps and stringers	OSMOSE
664 85	North Approach	664 85	Replace - Cap on Bent 1	OSMOSE
664 85	North Approach	664 85	Add ballast and tamp up approach	RAILROAD
664 85	North Approach	664.85	Post - Pile 2 of Bent 3	OSMOSE
664 85	North Approach	664 85	In-place preservatively treat the piles, caps and stringers	OSMOSE
664 85	South Approach	664 85	Add ballast and tamp up approach	RAILROAD
664 85	South Approach	664 85	In-place preservatively treat piles, caps and stringers	OSMOSE
665 49	North Approach	665 49	In-place preservatively treat piles, caps and stringers	OSMOSE
665 49	North Approach	665 49	Install - Lower sway braces on Bent 3	OSMOSE
665 49	North Approach	665 49	Spot replace 3 bridge ties.	OSMOSE
665 49	Main Section	665 49	Clean debris off of bridge seats and steel members	RAILROAD
665 49	South Approach	665.49	In-place preservatively treat piles, caps and stringers.	OSMOSE
665.49	South Approach	665 49	Shim or Epoxy - Over Pile 1 of Bent 7	OSMOSE
665 49	South Approach	665 49	Post - Pile 1 of Bent 6	OSMOSE
665 49	South Approach	665 49	Spot replace 8 bridge ties	OSMOSE
666 21		666 21	In-place preservatively treat piles and caps	OSMOSE
667 28		667 28	In-place preservatively treat piles and caps	OSMOSE
667 28		667 28	Post - Pile 4 of Bent 2 - Pile 4 of Bent 3	OSMOSE
667 28		667 28	Spot replace 3 bridge ties	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
667 28		667 28	Replace: - Top Plank of South headwall	OSMOSE
667 28		667 28	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE
667 40	North Approach	667 40	Spot replace 6 bridge ties	OSMOSE
667 40	North Approach	667 40	Post: - Pile 1 of Bent 6	OSMOSE
667 40	North Approach	667 40	In-place preservatively treat piles, caps and stringers	OSMOSE
667 40	Main Section	667 40	Replace all 137 bridge ties	OSMOSE
667 40	South Approach	667 40	Replace - Stringer 1 in Span 3	OSMOSE
667 40	South Approach	667 40	In-place preservatively treat piles, caps and stringers	OSMOSE
668 50	North Approach	668 50	Replace - Stringer 8 in Span 1 - Stringer 1 in Span 5 - Stringer 8 in Span 7	OSMOSE
668 50	North Approach	668 50	Shim - Over Pile 1 of Bent 1	OSMOSE
668 50	North Approach	668 50	In-place preservatively treat piles, caps and stringers	OSMOSE
668.50	North Approach	668 50	Post: - Pile 1 of Bent 4 (7 pile bent) - Pile 6 of Bent 4 - Pile 3 of Bent 7	OSMOSE
668 50	South Approach	668 50	In-place preservatively treat piles and caps	OSMOSE
671 89		671 89	Replace - South wingwalls	OSMOSE
671 89		671 89	Replace - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5	OSMOSE
671 89		671 89	In-place preservatively treat piles and caps.	OSMOSE
671.89		671 89	Post - Pile 1 of Bent 7	OSMOSE
671.89		671 89	Replace. - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 1 in Span 4 (22" Deep Stringer) - Stringer 4 in Span 5	OSMOSE
671 89		671.89	Shim or Epoxy: - Over Pile 4 of Bent 7	OSMOSE
674.03		674.03	In-place preservatively treat the piles, caps and stringers	OSMOSE
674 03		674.03	Post - Pile 5 of Bent 2	OSMOSE
674 03		674 03	Replace - Stringer 8 in Span 2	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
677 05		677 05	Replace: - Stringer 8 in Span 2 - Stringer 8 in Span 3	OSMOSE
677 05		677 05	Add ballast and tamp up both approaches	RAILROAD
677 80	North Approach	677 80	In-place preservatively treat piles and caps	OSMOSE
677 80	North Approach	677 80	Replace - Stringer 1 in Span 4	OSMOSE
677 80	South Approach	677 80	Add ballast and tamp up approach	RAILROAD
677 80	South Approach	677 80	In-place preservatively treat piles, caps and stringers	OSMOSE
677 80	South Approach	677 80	Replace -Stringer 8 in Span 2	OSMOSE
678 43	North Approach	678 43	Post - Pile 3 of Bent 1 - Post 3 of Bent 2 - Pile 5 of Bent 5	OSMOSE
678 43	North Approach	678 43	Replace - Stringer 8 in Span 5	OSMOSE
678 43	North Approach	678 43	In-place preservatively treat piles and caps	OSMOSE
678 43	Main Span	678.43	Remove debris from: - Lower gusset plates, flange angles & Pier tops	RAILROAD
678 43	South Approach	678.43	In-place preservatively treat piles and caps.	OSMOSE
678 43	South Approach	678 43	Replace: - Cap on Bent 4	OSMOSE
680 17		680 17	Remove debris from. - Top of Flange angles at Floor beams 0, 1, 5 & 6	RAILROAD
680 46		680 46	Remove debris from: - Lower gusset plates, flange angles, floor beam top and abutment seats	RAILROAD
681.08		681 08	Remove debris from: - Lower gusset plates, flange angles, floor beam tops and abutment seats	RAILROAD
681 08		681 08	Replace - Bottom Laterals in Span 2	OSMOSE
681 45		681 45	Remove debris from - Lower gusset plates - Flange angles - Floor beam top and abutment seats	RAILROAD
682.18		682 18	Remove debris from: - Abutment seat	RAILROAD
682 18		682 18	Replace - Lower laterals	OSMOSE
682.18		682 18	Add ballast and tamp up approach	RAILROAD
682.18		682.18	Replace - Upper flange angles in Span 2	OSMOSE
683 36		683 36	Remove debris from: - Gusset plates, flange angles and abutment seats	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
683 36		683 36	Spot replace 8 bridge ties	OSMOSE
683 36	Main Section	683 36	Remove debris from - Bearing areas	RAILROAD
683 36		683 36	Remove debris from - Gusset plates, flange angles and abutment seats	RAILROAD
687 03		687 03	Add ballast and tamp up both approaches	RAILROAD
687 03		687 03	Replace - Cap on Bent 1	OSMOSE
687 03		687 03	Replace - Stringer 8 in Span 2 (visual reject)	OSMOSE
687 03		687 03	Replace - Subcap on Bent 2	OSMOSE
687 03		687 03	Shim or Epoxy - Over Post 3 of Bent 3	OSMOSE
687 03		687 03	In-place preservatively treat piles and caps	OSMOSE
687 88		687 88	In-place preservatively treat piles, caps and stringers.	OSMOSE
687 88		687 88	Post: - Post 5 of Bent 2 - Post 5 of Bent 6	OSMOSE
687 88		687 88	Add ballast and tamp up both approaches	RAILROAD
687 88		687 88	Replace - Top plank on East headwall	OSMOSE
687 88		687.88	Replace - Subcap on Bent 6	OSMOSE
689 23		689 23	In-place preservatively treat piles, caps and stringers	OSMOSE
690 85		690.85	Replace - West Knee brace 2 in Span 1 - West Knee brace 4 in Span 1	OSMOSE
690 85		690 85	Replace - Lower laterals	OSMOSE
690.85		690.85	Add ballast and tamp up approach.	RAILROAD
690 85		690 85	Replace - Lower laterals - Gusset plates	OSMOSE
690 85		690.85	Add ballast and tamp up approach.	RAILROAD
690 85		690 85	Remove debris from - Abutment seat - Gusset plates, lower flange angles, stringer and floor beam tops	RAILROAD
691 05	North Approach	691 05	Replace - Upper gusset plates - Cross braces	OSMOSE
691 05	North Approach	691 05	Replace - Upper and lower flange angles at the North abutment - Upper 8" of stiffeners at the North abutment	OSMOSE
691 05	Main Span	691 05	Replace stringer bottom flange angles, both trusses	OSMOSE

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RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
691 05	Main Span	691.05	Replace truss bottom chord diagonal bracing, both trusses	OSMOSE
691 05	South Approach	691 05	Replace. - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7	OSMOSE
691 05	South Approach	691 05	Post. - Pile 5 of Bent 2 - Pile 4 of Bent 9	OSMOSE
691 05	South Approach	691 05	In-place preservatively treat piles, caps and stringers.	OSMOSE
693 27		693 27	Replace - Stringer 1 in Span 5	OSMOSE
693 27		693 27	In-place preservatively treat piles, caps and stringers	OSMOSE
693 27		693.27	Replace. - Sill in Bent 4	OSMOSE
694 32	North Approach	694 32	In-place preservatively treat piles, caps and stringers	OSMOSE
694 32	North Approach	694 32	Post - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7	OSMOSE
694 32	North Approach	694 32	Shim or Epoxy - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2	OSMOSE
694 32	North Approach	694 32	Replace - Cap on Bent 8	OSMOSE
694 32	Main Span	694 32	Replace floor beam bottom flange angles, all floor beams	OSMOSE
694 32	South Approach	694 32	Post: - Post 1 of Bent 3 - Pile 1 of Bent 5	OSMOSE
694 32	South Approach	694 32	In-place preservatively treat piles, caps and stringers	OSMOSE
694 78		694.78	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD
694.78		694 78	Replace: - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE
694 78	Main Span	694 78	Replace stringer bottom flange angles, all panels	OSMOSE
694 78	Main Span	694 78	Replace floor beam bottom flange angles, all floor beams	OSMOSE
694 78		694 78	Remove debris from - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat	RAILROAD
694 78		694 78	Replace - Cross braces - Upper laterals - Lower laterals - Gusset plates	OSMOSE

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RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
696 66	North Approach	696 66	Replace - Cap on Bent 4	OSMOSE
696 66	North Approach	696 66	In-place preservatively treat piles, caps and stringers	OSMOSE
696 66	North Approach	696 66	Post. - Post 1 of Bent 5	OSMOSE
696 66	Main Span	696.66	Replace stringer top lateral gusset plates	OSMOSE
696 66	South Approach	696 66	Add ballast and tamp up approach.	RAILROAD
696 66	South Approach	696 66	Replace - Sill in Bent 4 - Sill in Bent 5 (split)	OSMOSE
696 66	South Approach	696 66	Post: - Post 5 of Bent 2 - Pile 4 of Bent 7	OSMOSE
696 66	South Approach	696 66	In-place preservatively treat piles and caps.	OSMOSE
700 37		700 37	Shim or Epoxy - Over Pile 3 of Bent 7	OSMOSE
700 37		700 37	In-place preservatively treat piles, caps and stringers	OSMOSE
700 37		700 37	Post: - Pile 5 of Bent 3 - Post 1 of Bent 6	OSMOSE
700 37		700 37	Replace - Stringer 1 in Span 5	OSMOSE
702.65		702 65	In-place preservatively treat piles, caps and stringers.	OSMOSE
702 65		702 65	Replace - 2 sections of Guard timber	OSMOSE
702 65		702 65	Replace. - 6" Shim on Bent 6 (vertical split)	OSMOSE
702 65		702 65	Replace - Stringer 1 in Span 1	OSMOSE
702 95		702 95	In-place preservatively treat piles, caps and stringers	OSMOSE
710 20		710 20	Replace - Cap on Bent 5	OSMOSE
710 20		710.20	Post. - Pile 2 of Bent 2	OSMOSE
710.20		710 20	Replace - Stringer 1 in Span 1 - Stringer 1 in Span 2	OSMOSE
711.37		711 37	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 5	OSMOSE
711 37		711 37	Shim or Epoxy: - Over Pile 5 of Bent 1	OSMOSE
711 37		711 37	Replace: - South Sway Brace on Bent 2 - Both Sway Braces on Bent 3	OSMOSE

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RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
711 67		711 67	In-place preservatively treat piles, caps and stringers	OSMOSE
711 67		711 67	Post - Pile 2 of Bent 3 - Pile 1 of Bent 4	OSMOSE
711 67		711 67	Shim or Epoxy - Over Pile 3 of Bent 4	OSMOSE
711 67		711 67	Replace - Stringer 6 in Span 1 - Stringer 12 in Span 1	OSMOSE
712 16		712 16	In-place preservatively treat piles, caps and stringers	OSMOSE
712 16		712.16	Replace - North headwall (undermining)	OSMOSE
712 16		712.16	Post - Pile 2 of Bent 5	OSMOSE
712 16		712 16	Replace - Stringer 1 in Span 3 - Stringer 1 in Span 4	OSMOSE
712 80		712 80	In-place preservatively treat piles, caps and stringers.	OSMOSE
712.80		712 80	Post - Pile 1 of Bent 1 - Pile 1 of Bent 2	OSMOSE
712 80		712 80	Replace - South sway brace on Bent 3	OSMOSE
716 4	Section 2	716 40	Post: - Post 5 of Bent 1 - Pile 1 of Bent 3 - Pile 5 of Bent 6 - Pile 5 of Bent 7	OSMOSE
716 4	Section 2	716 40	In-place preservatively treat piles, caps and stringers	OSMOSE
716 4	Section 3	716 40	Repair the following vertical truss members Truss #1, L1-U1 east Truss #1, L6-U6 east Truss #2, L1-U1 east Truss #2, L2-U2 east Truss #2, L6-U6 east and west	OSMOSE
716 4	Section 3	716 40	Repair the following diagonal truss members Truss #2, L7-U6 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 3	716 40	Repair floor beams at the following locations Truss #1, Floor Beam #2 (web at bottom of stringer-to-floor beam connection) Truss #1, Floor Beam #3 (top flange angles) Truss #1, Floor Beam #4 (top flange angles) Truss #1, Floor Beam #5 (top flange angles) Truss #1, Floor Beam #6 (top flange angles) Truss #1, Floor Beam #7 (top flange angles) Truss #2, Floor Beam #2 (top and bottom flange angles) Truss #2, Floor Beam #4 (top and bottom flange angles) Truss #2, Floor Beam #7 (top and bottom flange angles) Truss #2, Floor Beam #8 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #9 (top and bottom flange angles, web at bottom flange angle connection) Truss #2, Floor Beam #10 (top flange angles) Truss #3, Floor Beam #5 (bottom flange angles)	OSMOSE
716 4	Section 4	716 40	Add ballast and tamp up approach	RAILROAD
716 4	Section 4	716 40	Replace - Tower Brace in Span 9 - West Tower Brace in Span 17 - Both Tower Braces in Span 24 - East Tower Brace in Span 38 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 54 - West Tower Brace in Span 86 - Both Tower Braces in Span 102	OSMOSE
716 4	Section 4	716 40	Replace - Cap on Bent 4 - Cap on Bent 25 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 135	OSMOSE
716 4	Section 4	716 40	Post - Post 3 of Bent 6 - Post 5 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 5 of Bent 14 - Post 5 of Bent 16 - Post 1 of Bent 18 - Post 5 of Bent 19 - Post 1 of Bent 20 - Post 5 of Bent 21 - Post 5 of Bent 29 - Post 1 of Bent 92 - Post 5 of Bent 93 - Post 5 of Bent 94 - Post 5 of Bent 100 - Post 5 of Bent 105 - Post 5 of Bent 107 - Post 1 of Bent 109 - Post 5 of Bent 110 - Post 1 of Bent 112 - Post 5 of Bent 119 - Post 5 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 5 of Bent 149 - Post 7 of Bent 151 - Post 7 of Bent 153	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 4	716 40	In-place preservatively treat piles, posts, sills and caps	OSMOSE
719 07		719 07	Replace - South Sash Brace on Bent 2	OSMOSE
719 07		719 07	In-place preservatively treat piles, caps and stringers.	OSMOSE
719 07		719 07	Replace - Cap on Bent 3	OSMOSE
719 07		719 07	Post - Pile 1 of Bent 2 - Pile 4 of Bent 6	OSMOSE
719 21		719 21	Replace - Girt Bracing in Span 3 - Girt Bracing in Span 7 - Girt Bracing in Span 21	OSMOSE
719 21		719 21	Replace - Sash Brace on Bent 19	OSMOSE
719 21		719 21	Replace - Cap on Bent 13 - Cap on Bent 17	OSMOSE
719 21		719 21	Replace - Shim on Bent 22	OSMOSE
719 21		719 21	In-place preservatively treat piles, caps and stringers.	OSMOSE
719 21		719 21	Post - Pile 4 of Bent 4 - Pile 5 of Bent 5 - Pile 1 of Bent 8 - Pile 1 of Bent 11 - Pile 2 of Bent 12 - Pile 5 of Bent 15 - Pile 1 of Bent 21	OSMOSE
719 21		719 21	Replace - Stringer 8 in Span 1 - Stringer 3 in Span 18	OSMOSE
725 96		725.96	In-place preservatively treat piles, caps and stringers	OSMOSE
725 96		725 96	Post - Pile 6 of Bent 10 - Pile 6 of Bent 11	OSMOSE
726 31		726 31	Cut Cutoff down and Install Block over - Cutoff 1 of Bent 3 - Cutoff 1 of Bent 8 - Cutoff 1 of Bent 14 - Cutoff 2 of Bent 28 - Cutoff 2 of Bent 46	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
726 31		726 31	Replace: - Stringer 8 in Span 1 - Stringer 2 in Span 3 - Stringer 4 in Span 3 - Stringer 4 in Span 5 - Stringer 4 in Span 17 - Stringer 4 in Span 19 - Stringer 6 in Span 19 - Stringer 2 in Span 21 - Stringer 5 in Spas 25 - Stringer 6 in Span 27 - Stringer 4 in Span 28 - Stringer 6 in Span 28 - Stringer 7 in Span 31 - Stringer 9 in Span 31 - Stringer 6 in Span 32 - Stringer 9 in Span 32 - Stringer 4 in Span 33 - Stringer 8 in Span 33 - Stringer 7 in Span 35 - Stringer 7 in Span 36 - Stringer 2 in Span 49 - Stringer 2 in Span 50 - Stringer 6 in Span 53 - Stringer 6 in Span 54 - Stringer 6 in Span 55 - Stringer 7 in Span 56 - Stringer 7 in Span 58 - Stringer 9 in Span 60 - Stringer 9 in Span 61	OSMOSE
726 31		726 31	Replace. - Post 2 of Bent 33	OSMOSE
728 51		728 51	In-place preservatively treat piles, caps and stringers.	OSMOSE
728 51		728.51	Replace. - Cap on Bent 8	OSMOSE
728 51		728 51	Replace: - Stringer 4 in Span 10	OSMOSE
728 51		728 51	Shim or Epoxy: - Over Pile 2 in Bent 2A - Over Pile 3 in Bent 2A - Over Pile 4 in Bent 2A	OSMOSE
728 51		728.51	Post: - Pile 2 of Bent 4 - Pile 5 of Bent 6 - Pile 2 of Bent 10 - Pile 2 of Bent 12 - Pile 1 of Bent 15	OSMOSE
729 04		729 04	Replace: - Cap on Bent 17	OSMOSE
729 04		729 04	Post: - Pile 2 of Bent 4 - Pile 1 of Bent 5 - Post 1 of Bent 9 - Pile 4 of Bent 11 - Pile 2 of Bent 20 - Pile 1 of Bent 22 - Pile 5 of Bent 23 - Post 5 of Bent 26	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
729 04		729 04	In-place preservatively treat piles, caps and stringers	OSMOSE
729 04		729 04	Shim or Epoxy - Over Pile 2 of Bent 2	OSMOSE
729 04		729 04	Replace - Stringer 2 in Span 1 - Stringer 9 in Span 2 - Stringer 9 in Span 3 - Stringer 9 in Span 4 - Stringer 9 in Span 5 - Stringer 2 in Span 6 - Stringer 2 in Span 21 - Stringer 9 in Span 23 - Stringer 2 in Span 24 - Stringer 2 in Span 25	OSMOSE
729 04		729 04	Replace - Tower Bracing in Span 11 - Tower Bracing in Span 22	OSMOSE
730 56	Section 1	730 56	In-place preservatively treat piles and caps	OSMOSE
730 56	Section 1	730 56	Post Pile 1 of Bent 2 Pile 6 of Bent 6 Pile 1 of Bent 10 Pile 6 of Bent 11 Pile 1 of Bent 13	OSMOSE
730 56	Section 3	730 56	In-place preservatively treat piles and caps	OSMOSE
730 56	Section 3	730 56	Post - Pile 1 of Bent 6 - Pile 6 of Bent 8 - Pile 1 of Bent 9 - Pile 6 of Bent 17 - Pile 2 of Bent 18	OSMOSE
730 56	Section 5	730 56	In-place preservatively treat the piles and caps	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
730 56	Section 5	730.56	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Piles 1 & 7 of Bent 2 - Piles 1 & 7 of Bent 3 - Piles 1 & 7 of Bent 4 - Piles 1 & 7 of Bent 7 - Piles 1 & 7 of Bent 9 - Piles 1 & 7 of Bent 11 - Piles 1 & 7 of Bent 13 - Piles 1 & 7 of Bent 14 - Pile 1 of Bent 16 - Piles 1 & 7 of Bent 20 - Piles 1 & 7 of Bent 21 - Piles 1 & 7 of Bent 23 - Pile 1 of Bent 25 - Post 3 of Bent 25 - Pile 1 of Bent 26 - Post 5 of Bent 26 - Post 5 of Bent 28 - Pile 1 of Bent 29 - Post 3 of Bent 29 - Posts 3 & 5 of Bent 30 - Pile 7 of Bent 30 - Post 4 of Bent 32 - Pile 7 of Bent 32 - Post 3 of Bent 33 - Post 5 of Bent 33 - Pile 6 of Bent 34	OSMOSE
730 56	Section 5	730.56	Replace - Cap on Bent 8	OSMOSE
730 56	Section 5	730 56	Spot replace 25 bridge ties	OSMOSE
730 56	Section 5	730 56	Add ballast and tamp up approach.	RAILROAD
731 65	North Approach	731 65	Replace. - Stringer 4 in Span 38 - Stringer 4 in Span 39 - Stringer 7 in Spans 50 & 51 (broken)	OSMOSE
731 65	North Approach	731 65	Replace: - Cap on Bent 40 - Cap on Bent 48 - Cap on Bent 63 (slight crushing)	OSMOSE
731 65	North Approach	731 65	Replace - Tower brace 1 in Span 16	OSMOSE
731 65	Main Section	731 65	Replace: - Upper Gusset plates	OSMOSE
731 65	South Approach	731.65	Replace: - Cap on Bent 13 - Cap on Bent 41 (slight crushing under chord 1) - Cap on Bent 81 (slight crushing under chord 1)	OSMOSE
731.65	South Approach	731 65	In-place preservatively treat piles, posts, sills and caps.	OSMOSE
731 65	South Approach	731 65	Shim or Epoxy - Over Post 6 of Bent 75 - Over Post 6 of Bent 133 - Over Pile 7 of Bent 159	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	South Approach	731 55	Post (frame bents w/ 5 posts + piles 1 & 7 on outside) - Pile 4 of Bent 8 - Post 6 of Bent 15 - Post 2 of Bent 19 - Pile 7 of Bent 19 - Pile 1 of Bent 29 - Post 5 of Bent 29 - Pile 7 of Bent 31 - Post 5 of Bent 35 - Pile 7 of Bent 35 - Pile 7 of Bent 41 - Pile 1 of Bent 43 - Post 3 of Bent 45 - Pile 7 of Bent 47 - Pile 7 of Bent 49 - Post 4 of Bent 51 - Pile 1 of Bent 53 - Pile 7 of Bent 59 - Pile 7 of Bent 61 - Pile 7 of Bent 83 - Post 5 of Bent 89 - Pile 1 of Bent 95 - Pile 7 of Bent 95 - Post 4 of Bent 99 - Post 5 of Bent 99 - Pile 1 of Bent 109 - Post 2 of Bent 111 - Pile 3 of Bent 116 - Pile 7 of Bent 117 - Post 5 of Bent 119 - Post 3 of Bent 121 - Post 4 of Bent 121 - Post 4 of Bent 125 - Post 6 of Bent 125 - Pile 1 of Bent 133 - Post 5 of Bent 133 - Post 3 of Bent 141 - Post 4 of Bent 141 - Post 6 of Bent 143 - Post 5 of Bent 147 - Post 4 of Bent 151 - Pile 7 of Bent 151 - Post 3 of Bent 153 - Post 5 of Bent 153 - Post 4 of Bent 161 - Pile 5 of Bent 163 - Pile 5 of Bent 165	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
731 65	South Approach	731 65	Replace: - Stringer 2 in Span 4 - Stringer 2 in Span 5 - Stringer 2 in Span 9 - Stringer 2 in Span 10 - Stringer 2 in Span 12 - Stringer 2 in Span 16 - Stringer 2 in Span 19 - Stringer 8 in Span 19 - Stringer 2 in Span 26 - Stringer 10 in Spans 31 and 32 - Stringer 5 in Span 35 - Stringer 5 in Span 36 - Stringer 2 in Spans 37 and 38 - Stringer 9 in Span 59 - Stringer 6 in Span 61 - Stringer 2 in Span 135 - Stringer 2 in Span 136 - Stringer 2 in Span 137 - Stringer 2 in Span 138 - Stringer 9 in Span 147	OSMOSE
732 84	North Approach	732 84	Shim or Epoxy - Over Pile 1 of Bent 11	OSMOSE
732 84	North Approach	732 84	Replace - Cap on Bent 22 (minor crushing under chord 2)	OSMOSE
732 84	North Approach	732 84	Cut Pile tops down and - Replace cap on Bent 15 with an oversize cap	OSMOSE
732 84	North Approach	732 84	In-place preservatively treat piles, posts, sills, caps and stringers	OSMOSE
732.84	North Approach	732 84	Post: - Pile 1 of Bent 2 - Pile 3 of Bent 2 - Pile 5 of Bent 3 - Post 5 of Bent 5 - Post 4 of Bent 6 - Post 4 of Bent 7 - Post 5 of Bent 7 - Post 5 of Bent 8 - Pile 1 of Bent 10 - Post 3 of Bent 10 - Pile 7 of Bent 11 - Post 3 of Bent 12 - Post 5 of Bent 12 - Post 3 of Bent 13 - Pile 7 of Bent 13 - Post 3 of Bent 14 - Pile 1 of Bent 18 - Post 5 of Bent 18 - Post 3 of Bent 19 - Pile 7 of Bent 19 - Post 3 of Bent 22 - Post 3 of Bent 25 - Pile 7 of Bent 25	OSMOSE
732.84	Main Span	732.84	In-place preservatively treat piles, sills and caps	OSMOSE
732 84	Main Span	732 84	Post: - Pile 2 in Row 1 of Pier 1 - Pile 3 in Row 1 of Pier 1 - Pile 2 in Row 2 of Pier 1	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
732 84	South Approach	732 84	Post: - Pile 3 of Bent 12	OSMOSE
732 84	South Approach	732 84	In-place preservatively treat piles caps and stringers	OSMOSE
735 86		735 86	Shim or Epoxy - Over Pile 2 of Bent 1	OSMOSE
735 86		735 86	Replace. - Stringer 1 in Span 1 (horizontal shear) - Stringer 1 in Span 2 (horizontal shear)	OSMOSE
735 86		735 86	Post - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5	OSMOSE
735 86		735 86	Replace - Cap on Bent 3	OSMOSE
735 86		735 86	In-place preservatively treat piles, caps and stringers	OSMOSE
736 03		736 03	Post - Pile 7 of Bent 3 - Pile 2 of Bent 5	OSMOSE
736.03		736 03	In-place preservatively treat piles, caps and stringers.	OSMOSE
736.51		736 51	In-place preservatively treat piles, caps and stringers	OSMOSE
736 51		736 51	Post. - Pile 5 of Bent 4	OSMOSE
736 51		736.51	Replace - Stringer 8 in Spans 1 & 2	OSMOSE
736 51		736 51	Replace all 40 bridge ties.	OSMOSE
737.33		737 33	Replace - Stringer 12 in Span 1 - Stringer 12 in Span 3 - Stringer 12 in Span 5	OSMOSE
737 33		737 33	Replace - Cap on Bent 2	OSMOSE
737 33		737 33	Post. - Pile 6 of Bent 2	OSMOSE
737.33		737 33	In-place preservatively treat piles, caps and stringers	OSMOSE
738 70 Main	Main line	738 70	In-place preservatively treat piles, caps and stringers	OSMOSE
738 70 Main	Main line	738 70	Replace - Stringer 8 in Spans 1 & 2 (horizontal shear)	OSMOSE
738 70 Main	Main line	738 70	Add ballast and tamp up both approaches	RAILROAD
738 70 Siding	Siding	738 70	Replace: - South Sway Brace on Bent 2	OSMOSE
738 70 Siding	Siding	738 70	In-place preservatively treat piles, caps and stringers	OSMOSE
738 70 Siding	Siding	738 70	Post: - Pile 3 of Bent 2	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
738 94		738 94	Add ballast and tamp up both approaches	RAILROAD
738 94		738 94	In-place preservatively treat piles, caps and stringers	OSMOSE
738 94		738 94	Post: - Post 3 of Bent 4 - Pile 1 of Bent 13 - Pile 5 of Bent 14 - Pile 3 of Bent 16 - Pile 5 of Bent 17 - Pile 5 of Bent 22 - Post 1 of Bent 24 - Pile 2 of Bent 27	OSMOSE
738 94		738 94	Replace: - North Sway Brace on Bent 3 - Tower Braces 1 & 4 in Span 8 - Sash Brace on Bent 14 - Sash Brace on Bent 15 - Sash Brace on Bent 16 - North Sway Brace on Bent 16 - 2 Girt Braces in Span 25 - 2 Girt Braces in Span 26	OSMOSE
739 14	North Approach	739 14	In-place preservatively treat piles, caps and stringers	OSMOSE
739 14	North Approach	739 14	Post: - Pile 3 of Bent 4 - Pile 1 of Bent 8 - Pile 5 of Bent 11 - Pile 1 of Bent 15 - Pile 3 of Bent 18 - Pile 3 of Bent 19 - Pile 5 of Bent 25	OSMOSE
739 14	North Approach	739 14	Replace - Cap on Bent 5 - Cap on Bent 14	OSMOSE
739.14	North Approach	739.14	Replace. - South Sash Brace on Bent 8 - North Sway Brace on Bent 14 - North Sash Brace on Bent 19 - North Sash Brace on Bent 20 - North Sash Brace on Bent 21	OSMOSE
739 14	North Approach	739 14	Replace - East tower brace in Span 23	OSMOSE
739 14	Main Span	739 14	Replace - Upper Flange angles of floor beam 5	OSMOSE
739.14	South Approach	739 14	In-place preservatively treat piles, caps and stringers	OSMOSE
739 14	South Approach	739 14	Post - Post 3 of Bent 7 - Post 3 of Bent 8	OSMOSE
739 14	South Approach	739 14	Spot replace 6 bridge ties	OSMOSE
739 43	North Approach	739 43	Replace - Cap on Bent 3	OSMOSE
739 43	North Approach	739 43	Inspect for Marine Borer	RAILROAD
739 43	North Approach	739 43	Replace: - Sill in Bent 4 (split)	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 43	North Approach	739 43	In-place preservatively treat piles and caps	OSMOSE
739 43	North Approach	739 43	Post: - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 5 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18	OSMOSE
739 43	Main Span	739 43	Clean - Pier beamngs - All steel members	RAILROAD
739 43	South Approach	739 43	Replace all bridge ties.	OSMOSE
739 43	South Approach	739 43	Post. - Pile 1 of Bent 1 - Pile 1 of Bent 6 - Pile 7 of Bent 7 - Pile 1 of Bent 8	OSMOSE
739 43	South Approach	739 43	In-place preservatively treat piles and caps	OSMOSE
739 68	North Approach	739 68	Replace Stringer 1 in Spans 1 & 2 (horizontal shear)	OSMOSE
739 68	North Approach	739 68	Add ballast and tamp up approach	RAILROAD
739 68	North Approach	739 68	In-place preservatively treat piles, caps and stringers.	OSMOSE
739.68	North Approach	739 68	Shim: - Over Post 4 of Bent 4	OSMOSE
739 68	Main Span	739 68	Replace the following truss bottom chord horizontal gusset plates Truss #1, Floor Beam #0 (both sides) Truss #1, Floor Beam #2 (west) Truss #2, Floor Beam #1 (east) Truss #2, Floor Beam #4 (both sides) Truss #2, Floor Beam #5 (both sides) Truss #3, Floor Beam #0 (both sides) Truss #3, Floor Beam #4 (both sides) Truss #4, Floor Beam #1 (west) Truss #4, Floor Beam #2 (west) Truss #4, Floor Beam #3 (both sides) Truss #4, Floor Beam #5 (both sides) Truss #5, Floor Beam #3 (both sides) Truss #5, Floor Beam #5 (both sides) Truss #8, Floor Beam #4 (both sides)	OSMOSE

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PRIORITY: 4

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair or replace the followng truss members and/or vertical gusset plates Truss #1 L1-U1 (east) corrosion on web Truss #1, L2-U1 (both sides) corrosion on rivet heads throughout Truss #1, vertical gusset plates, L3-U4 (both sides) Truss #3, L1-U1 (west) web at flange angle connection Truss #3, L3-U4 (both sides) web and inboard flange angles Truss #4, L4-U4 (east) corrosion on web Truss #5, vertical gusset plates, L3-U4 (both sides) Truss #5, L4-U4 (both sides) web corrosion Truss #5, L3-U4 (both sides) corrosion on webs and flange angles Truss #6, L2-U1 (both sides) corrosion on webs and flange angles Truss #6, L2-U3 (both sides) corrosion on flange angles and rivets Truss #6, L3-U2 (both sides) corrosion on flange angles and rivets Truss #6, L4-U3 (both sides) corrosion on webs Truss #7, L2-U3 (both sides) corrosion on flange angles Truss #7, L3-U2 (both sides) corrosion on flange angles Truss #8, L1-U1 (both sides) corrosion on web Truss #8, L2-U1 (both sides) corrosion on webs and flange angles Truss #8, L3-U2 (both sides) corrosion on webs and flange angles Truss #8, L3-U4 (both sides) corrosion on webs and flange angles Truss #9, L3-U3 (both sides) corrosion on webs and flange angles Truss #9, L4-U5 (west) corrosion on plates and lacing bars Truss #9, L5-U5 (both sides) corrosion on webs and flange angles Truss #9, L6-U5 (both sides) corrosion throughout Truss #9, L6-U6 (both sides) corrosion on channels Truss #9, L8-U8 (west) corrosion throughout Truss #9, L9-U9 (both sides) corrosion on webs and flange angles Truss #9, L10-U9 (both sides) corrosion on plates and lacing bars Truss #9, L10-U10 (east) corrosion on channels	OSMOSE
739 68	Main Span	739 68	Replace stringer top lateral angles and/or gusset plates at the followng locations Truss #2, Panel #1, angles and gussets Truss #7, Panel #1, gussets Truss #7, Panel #2, gussets Truss #7, Panel #3, angles and gussets Truss #8, Panel #1, gussets Truss #10, Panel #1, gussets Truss #10, Panel #3, angles and gussets Truss #10, Panel #4, angles and gussets	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Repair/replace floor beam members at the following locations Truss #1, Floor Beam #2, web outboard from stringers Truss #2, Floor Beam #3, top flange angles Truss #2, Floor Beam #2, flange angles & web at stringer-to-floor beam connections Truss #3, Floor Beam #2, top flange angles Truss #3, Floor Beam #3, top flange angles Truss #3, Floor Beam #4, bottom flange angles outboard from west stringers Truss #4, Floor Beam #0, bottom flange angles at gusset plate connections Truss #4, Floor Beam #3, top cover plate Truss #4, Floor Beam #5, top flange angles Truss #5, Floor Beam #0, top flange angles Truss #5, Floor Beam #2, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #3, bottom flange angles and web outboard from west stringer Truss #5, Floor Beam #5, bottom flange angles outboard from east stringer Truss #7, Floor Beam #0, bottom flange angles and web outboard from west stringer Truss #7, Floor Beam #1, web at bottom flange connection Truss #7, Floor Beam #3, web outboard from west stringer Truss #7, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #0, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #1, top & bottom flange angles, web outboard from west stringer Truss #8, Floor Beam #2, web outboard from west stringer Truss #8, Floor Beam #3, web outboard from west stringer Truss #8, Floor Beam #4, web outboard from west stringer Truss #8, Floor Beam #5, top and bottom flange angles Truss #9, Floor Beam #2, bottom flange angles, web at bottom flange angle connection Truss #9, Floor Beam #4, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #5, bottom flange angles, web outboard from west stringer Truss #9, Floor Beam #8, bottom flange angles Truss #9, Floor Beam #9, top flange angles Truss #9, Floor Beam #11, bottom flange angles Truss #9, Floor Beam #12, top flange angles	OSMOSE
739.68	Main Span	739 68	Replace truss bottom chord diagonal bracing at the following locations Truss #1, all panels Truss #2, all panels Truss #4, Panel #1 Truss #4, Panel #2 Truss #4, Panel #3 Truss #7, Panel #3 Truss #8, Panel #2 Truss #8, Panel #3 Truss #9, Panel #5 Truss #10, Panel #3	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	Main Span	739 68	Replace truss top chord channels and cover plates or miscellaneous top chord repairs at the following locations Truss #1, all panels Truss #2, all panels Truss #3, all panels Truss #4, all panels Truss #4, Panel #5, top flange angles of portal Truss #5, all panels Truss #6, Panel #1, top channel of portal Truss #8, all panels Truss #9, all panels Truss #10, panel #4, top chord bracing	OSMOSE
739 68	Main Span	739 68	Replace truss bottom chord members at the following locations Truss #2, Panel #1, bottom chord channels at floor beam connections (both sides) Truss #2, Panel #2, bottom chord flanges and webs (both sides) Truss #3, Panel #3, bottom chord lacing bars and channels (both sides) Truss #4, Panel #1, bottom chord channel web and lacing bars (west) Truss #4, Panel #2, bottom chord channel web and lacing bars (west) Truss #5, all panels (west only) Truss #6, all panels Truss #7, all panels Truss #8, all panels Truss #9, Panel #12, bottom chord web plate (both sides)	OSMOSE
739 68	Main Span	739 68	Repair/Replace stringers at the following locations Truss #1, all panels, top flange angles Truss #2, Panel #2, top flange angles Truss #2, Panel #5, top flange angles Truss #3, all panels, top flange angles Truss #3, Panel #1, web at bottom flange angle connection (west) Truss #3, Panel #2, web at bottom flange angle connection (west) Truss #3, Panel #4, webs at bottom flange angle connection (both sides) Truss #4, all panels, top flange angles Truss #4, Panel #1, bottom flange angles (both sides) web at BFA connection (west) Truss #6, all panels, top flange angles Truss #5, panel #2, bottom flange angles at floor beam connections (west) Truss #6, Panel #2, bottom flange angles (both sides) Truss #7, Panel #1, top flange angles (east) Truss #8, all panels, top flange angles Truss #8, Panel #2, web at bottom flange angle connection (west) Truss #9, all panels, top flange angles Truss #9, Panel #3, bottom flange angles (east) Truss #9, Panel #4, web at bottom flange angle connection (east) Truss #9, Panel #10, web at bottom flange angle connection (both sides) Truss #9, Panel #11, web at bottom flange angle connection (both sides) Truss #10, all panels, top flange angles	OSMOSE
739 68	South Approach	739 68	Add ballast and tamp up approach.	RAILROAD
739 68	South Approach	739 68	Post. - Pile 5 of Bent 3	OSMOSE
739 68	South Approach	739 68	In-place preservatively treat piles, caps and stringers.	OSMOSE
739 68	South Approach	739 68	Replace: - Stringer 1 in Span 3	OSMOSE
740.25 Main		740 25	In-place preservatively treat piles, caps and stringers.	OSMOSE
740.25 Main		740 25	Post. - Post 5 of Bent 2 - Post 1 of Bent 4	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
740 25 Main		740 25	Add ballast and tamp up North approach	RAILROAD
740 25 Main		740 25	Install: - Hog jaw bracing From Bent 2 to Bent 3	OSMOSE
741 35		741 35	Replace - Stringer 8 in Span 3 (crushing) - Stringer 8 in Span 4 (crushing)	OSMOSE
741 35		741 35	In-place preservatively treat piles, caps and stringers.	OSMOSE
741 35		741 35	Post - Pile 4 of Bent 1	OSMOSE
741 35		741 35	Spot replace 11 bridge ties	OSMOSE
741 35		741 35	Spot replace 11 bridge ties	OSMOSE
741 74		741 74	In-place preservatively treat piles, caps and stringers	OSMOSE
741 74		741 74	Replace - Stringer 8 in Span 2 (horizontal shear)	OSMOSE
741 74		741 74	Post: - Pile 4 of Bent 1	OSMOSE
741 74		741 74	Add ballast and tamp up both approaches	RAILROAD
742 05		742.05	Sm or Epoxy: - Over Pile 3 of Bent 3	OSMOSE
742 05		742 05	Post - Post 5 of Bent 3	OSMOSE
742 05		742.05	Add ballast and tamp up both approaches	RAILROAD
742 24		742 24	Replace all bridge ties	OSMOSE
742 24		742 24	Add ballast and tamp up both approaches	RAILROAD
742 24		742 24	Replace - Cap on Bent 4	OSMOSE
742.24		742 24	In-place preservatively treat piles, caps and stringers	OSMOSE
742 24		742.24	Replace - Both Sway Braces on Bent 6	OSMOSE
742 24		742 24	Post: - Pile 6 of Bent 5 - Pile 3 of Bent 6	OSMOSE
742.72		742 72	In-place preservatively treat piles, caps and stringers.	OSMOSE
742 72		742 72	Post: - Pile 1 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 8	OSMOSE
742 72		742 72	Re-set. - Stringer 9 in Span 7 (helper)	OSMOSE
742 72		742 72	Replace: - Cap on Bent 5	OSMOSE
742 72		742 72	Add ballast and tamp up both approaches	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
742 72		742 72	Replace: - Stringer 2 in Spans 1 & 2 - Stringer 1 in Spans 5 & 6 - Stringer 10 in Span 5	OSMOSE
742 95		742 98	Replace: - Stringer 1 in Span 3	OSMOSE
742 95		742 98	Add ballast and tamp up both approaches	RAILROAD
742 95		742 98	Post - Pile 1 of Bent 3	OSMOSE
742 95		742.98	In-place preservatively treat piles, caps and stringers	OSMOSE
743 20		743 20	In-place preservatively treat piles, caps and stringers	OSMOSE
743 20		743 20	Post. - Pile 1 of Bent 1	OSMOSE
743 73		743 73	Post. - Pile 2 of Bent 6 - Pile 2 of Bent 7	OSMOSE
743 73		743 73	In-place preservatively treat piles, caps and stringers	OSMOSE
743 73		743 73	Replace: - Stringer 1 in Span 1 - Stringer 7 in Span 3 - Stringer 5 in Span 4 - Stringer 5 in Span 5 - Stringer 2 in Span 6 - Stringer 1 in Span 9 - Stringer 8 in Span 9 (horizontal shear)	OSMOSE
743 88		743 88	Add ballast and tamp up both approaches.	RAILROAD
743 88		743 88	In-place preservatively treat piles, caps and stringers	OSMOSE
743 88		743 88	Post. - Pile 1 of Bent 1 - Pile 5 of Bent 2	OSMOSE
743 88		743.88	Replace: - Stringer 6 in Span 5 - Stringer 1 in Span 7 - Stringer 1 in Span 8	OSMOSE
743 97		743 97	Replace - Stringer 1 in Span 2 - Stringer 8 in Spans 3 & 4 - Stringer 1 in Spans 6 & 7	OSMOSE
743 97		743 97	In-place preservatively treat piles, caps and stringers	OSMOSE
743 97		743 97	Replace: - Cap on Bent 1 - Cap on Bent 3	OSMOSE
743 97		743.97	Post - Pile 3 of Bent 3 - Pile 1 of Bent 8	OSMOSE
743 97		743 97	Add ballast and tamp up both approaches	RAILROAD
743 97		743 97	Spot replace 10 bridge ties.	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
744 24		744 24	In-place preservatively treat piles, caps and stringers	OSMOSE
744 24		744 24	Post - Pile 4 of Bent 2 (split) - Pile 1 of Bent 4 - Pile 2 of Bent 6	OSMOSE
744 44		744 44	In-place preservatively treat piles, caps and stringers	OSMOSE
744 70		744 70	In-place preservatively treat piles, caps and stringers	OSMOSE
744 70		744 70	Post. - Pile 5 of Bent 1 - Pile 5 of Bent 6	OSMOSE
744 70		744 70	Replace. - Stringer 12 in Span 4	OSMOSE
744 83		744 83	In-place preservatively treat piles, caps and stringers	OSMOSE
744 83		744 83	Replace: - Sway Braces on Bent 3	OSMOSE
748 44		748 44	Post: - Pile 5 of Bent 2	OSMOSE
748 44		748 44	In-place preservatively treat piles, caps and stringers	OSMOSE
748 44		748 44	Replace: - Both Sway braces on Bent 2	OSMOSE
748 68		748 68	Add ballast and tamp up both approaches	RAILROAD
748 68		748 68	In-place preservatively treat piles and caps.	OSMOSE
748 68		748.68	Replace. - Stringer 8 in Span 1 - Stringer 5 in Span 2 - Stringer 4 in Span 5	OSMOSE
751 02		751 02	Spot replace 1 bridge tie	OSMOSE
751 02		751 02	Shim or Epoxy - Over Pile 4 of Bent 11B	OSMOSE
751 02		751 02	Post - Pile 1 of Bent 5B - Post 2 of Bent 7B	OSMOSE
751 02		751 02	Add ballast and tamp up both approaches	RAILROAD
752 99		752 99	Remove drift from bridge as necessary	RAILROAD
752 99		752 99	Replace: - 2 Tower Braces in Span 3 - Tower Braces 2 & 3 in Span 11	OSMOSE
752 99		752.99	In-place preservatively treat piles and caps	OSMOSE
752.99		752 99	Post. - Pile 5 of Bent 2 - Pile 2 of Bent 9 - Pile 2 of Bent 12 - Pile 1 of Bent 13	OSMOSE
753 48		753 48	Post - Pile 1 of Bent 4 - Pile 1 of Bent 7	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
753 48		753 48	Shim or Epoxy - Over Pile 2 of Bent 3	OSMOSE
753 48		753 48	In-place preservatively treat piles and caps	OSMOSE
753 48		753 48	Replace - One section of Guard timber	OSMOSE
753 97		753 97	Replace - Lower Flange angles over bearing areas & bottom cover plates	OSMOSE
753 97		753 97	Remove - Debris from bottom flange angles	RAILROAD
755 63		755 63	Replace - Stringer 3 in Span 3 - Stringer 7 in Span 3	OSMOSE
755 63		755 63	In-place preservatively treat piles, caps and stringers	OSMOSE
755.63		755 63	Post - Pile 5 of Bent 5 - Pile 1 of Bent 6	OSMOSE
756 13		756 13	In-place preservatively treat posts, sills and caps	OSMOSE
756 55		756 55	In-place preservatively treat piles, caps and stringers	OSMOSE
756 55		756 55	Post. - Pile 2 of Bent 1	OSMOSE
756 55		756 55	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 2	OSMOSE
757 37		757 37	In-place preservatively treat piles, caps and stringers	OSMOSE
757 37		757 37	Replace: - Stringer 6 in Span 3 - Stringer 8 in Span 5	OSMOSE
761 13		761 13	Add ballast and tamp up both approaches.	RAILROAD
761 13		761 13	Replace: - Stringer 1 in Span 1 (crushing)	OSMOSE
761 53		761 53	Add ballast and tamp up both approaches	RAILROAD
763.55	North Approach	763 55	Post - Pile 3 of Bent 16 (visual reject) - Pile 3 of Bent 19	OSMOSE
763 55	North Approach	763 55	In-place preservatively treat piles, caps and stringers	OSMOSE
763 55	North Approach	763.55	Add ballast and tamp up approach	RAILROAD
763 55	North Approach	763.55	Replace - Cap on Bent 16 - Cap on Bent 18	OSMOSE
763 55	South Approach	763.55	Replace. - Cap on Bent 24	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
763 55	South Approach	763.55	Post - Pile 4 of Bent 10 - Pile 1 of Bent 14 - Pile 5 of Bent 18 - Pile 3 of Bent 19 - Pile 2 of Bent 20 - Pile 3 of Bent 21 - Pile 1 of Bent 24 - Pile 4 of Bent 33 - Pile 2 of Bent 37	OSMOSE
763 55	South Approach	763.55	In-place preservatively treat piles, caps and stringers.	OSMOSE
763 55	South Approach	763 55	Replace - Stringer 1 in Span 37	OSMOSE
769 11	North Approach	769 11	Replace - Stringer 4 in Span 3	OSMOSE
769 11	South Approach	769.11	Replace - Stringer 6 in Span 2 - Stringer 3 in Span 6 - Stringer 9 in Span 6	OSMOSE
769 11	South Approach	769 11	Post - Pile 5 of Bent 2 - Pile 5 of Bent 3	OSMOSE
771.76		771.76	Spot replace 6 bridge ties.	OSMOSE
771 76		771 76	Replace - Sway Braces on Bent 2 - Sway Braces on Bent 3 - Sway Braces on Bent 4 - Sway Braces on Bent 5 - Sway Braces on Bent 6	OSMOSE
771 76		771 76	In-place preservatively treat piles, caps and stringers.	OSMOSE
771 76		771 76	Post - Pile 5 of Bent 4	OSMOSE
771 76		771 76	Shim or Epoxy: - Over Pile 4 of Bent 3 - Over Pile 3 of Bent 7 - Over Pile 4 of Bent 7	OSMOSE
771 76		771 76	Cut Pile tops down and: - Replace Cap on Bent 1 (split)	OSMOSE
773 94		773.94	In-place preservatively treat piles, caps and stringers.	OSMOSE
773 94		773 94	Post - Pile 5 of Bent 3	OSMOSE
773.94		773 94	Add ballast and tamp up both approaches	RAILROAD
776.56		776.56	In-place preservatively treat piles and caps.	OSMOSE
776.56		776 56	Replace - Both Sway braces on Bent 3	OSMOSE
779 80		779.80	Add ballast and tamp up both approaches	RAILROAD
779 80		779 80	Spot replace 10 bridge ties	OSMOSE

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
779 80		779 80	Replace: - Stringer 9 in Span 2 - Stringer 1 in Span 4	OSMOSE
782 35		782 35	Replace - Stringer 4 in Span 1 - Stringer 3 in Span 3	OSMOSE
782 35		782 35	Replace - Cap on Bent 2 (very minor crushing under chord 2)	OSMOSE
782 35		782 35	Replace - North Sway Brace on Bent 2	OSMOSE
782.35		782 35	Spot replace 4 bridge bes.	OSMOSE
782 35		782 35	Replace - 2 sections of guard timber	OSMOSE
782 53		782 53	In-place preservatively treat piles and caps	OSMOSE
782 53		782 53	Replace - Stringer 1 in Span 4	OSMOSE
785 26		785 26	In-place preservatively treat piles and caps	OSMOSE
785 26		785 26	Post: - Pile 1 of Bent 2	OSMOSE
785 33		785 33	In-place preservatively treat piles, caps and stringers	OSMOSE

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PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
652 58		652 58	Monitor - Both abutments for additional widening of cracks	RAILROAD
656 12		656 12	Continue regular inspections	OSMOSE
661 28	North Approach	661 28	Monitor - Pile 1 of Bent 3	RAILROAD
661 28	Main Section	661 28	Monitor - Cracking and efflorescence of abutment seats	RAILROAD
661 28	Main Section	661 28	Monitor: - Bottom flange angles for additional corrosion	RAILROAD
661 28	South Approach	661 28	Monitor - 3" Shim on Bent 7 (slight crushing under chord 1)	RAILROAD
661 28	South Approach	661 28	Monitor - Stringer 1 in Span 4	RAILROAD
661 73		661 73	Monitor - Shim on Bent 5 (cornering over pile 2)	RAILROAD
662 59		662 59	Monitor - Pile 2 of Bent 3 - Pile 1 of Bent 7 - Pile 2 of Bent 10 - Pile 2 of Bent 15 - Pile 5 of Bent 15	RAILROAD
664 00	Main Section	664 00	Continue regular inspections	OSMOSE
664 00	South Approach	664 00	Monitor - Pile 4 of Bent 7 - Pile 5 of Bent 10	RAILROAD
664 62	Main Section	664 62	Continue regular inspections.	OSMOSE
664 85	North Approach	664 85	Monitor - Pile 3 of Bent 2	RAILROAD
664 85	Main Span	664 85	Clean debris from top flange angles of floor beams and stringers of Thru Truss	RAILROAD
664 85	Main Span	664 85	Continue regular inspections	OSMOSE
664 85	South Approach	664 85	Monitor - Pile 1 of Bent 3	RAILROAD
665 49	North Approach	665 49	Monitor - Pile 3 of Bent 6	RAILROAD
665 49	Main Section	665 49	Continue regular inspections	OSMOSE
665.49	Main Section	665 49	Monitor corrosion on top flange angles on all floor beams of thru truss.	RAILROAD
665 49	South Approach	665.49	Monitor - Pile 2 of Bent 4	RAILROAD
666 21		666.21	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
667 28		667 28	Monitor - Pile 3 of Bent 3	RAILROAD
667 40	North Approach	667 40	Monitor - Pile 1 of Bent 4 - Pile 2 of Bent 4	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
667 40	North Approach	667 40	Monitor - Stringer 8 in Span 4	RAILROAD
667 40	South Approach	667 40	Monitor - Pile 1 in Row 1 of Pier 1	RAILROAD
668 50	North Approach	668 50	Monitor - Pile 6 of Bent 6	RAILROAD
668 50	South Approach	668 50	Monitor - Cap on Bent 3 (very minor cornering under both chords) - Cap on Bent 4 (very minor cornering under chord 2)	RAILROAD
Tunnel 13		669 47	Tunnel not inspected at this time: - Perform inspection on tunnel when required	RAILROAD
671 89		671 89	Monitor - Stringer 8 in Span 1	RAILROAD
677 80	South Approach	677 80	Monitor: - Bent 4 for additional erosion	RAILROAD
678 43	North Approach	678 43	Monitor - Pile 5 of Bent 3 - Pile 2 of Bent 5	RAILROAD
678.43	South Approach	678 43	Monitor: - Cap on Bent 2 (very minor cornering)	RAILROAD
680 17		680 17	Continue regular inspections	OSMOSE
680 17		680 17	Monitor - East outer Hanger 2 for additional impact damage - West Hanger 2 for additional impact damage - East inboard side of Hanger 4 for additional impact damage - West outboard side of Hanger 4 for additional impact damage	RAILROAD
680 77		680 77	Continue regular inspections	RAILROAD
681 08		681 08	Monitor: - Bottom cover plates for additional delamination and paint peeling	RAILROAD
681 08		681 08	Monitor - Bottom Laterals in Span 1 for additional section loss	RAILROAD
Tunnel 14		681 09	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
681 45		681.45	Monitor: - Structure for additional pitting and corrosion	RAILROAD
681.45		681 45	Monitor: - Lower lateral angles and gusset plates for additional section loss	RAILROAD
682 18		682 18	Monitor: - Upper laterals & Gusset plates in Span 1 for additional section loss	RAILROAD
682 18		682.18	Monitor: - Lower laterals in Span 2 for additional section loss	RAILROAD
683 36		683 36	Monitor - Gusset plates and flange angles for additional section loss	RAILROAD
683 36	Main Section	683 36	Continue regular inspections	OSMOSE
683 36		683 36	Monitor: - Gusset plates and flange angles for additional section loss	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
687 03		687 03	Monitor: - Cap on Bent 3 (piles slightly punching) - Subcap on Bent 5 (very minor cornering under both chords)	RAILROAD
689 23		689 23	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
690 47		690 47	Monitor - Floor beams for additional pitting	RAILROAD
690 85		690.85	Monitor - West Knee brace 3 in Span 1 for additional impact damage	RAILROAD
690 85	Main Span	690 85	Continue regular inspections	OSMOSE
691 05	North Approach	691 05	Monitor - Bottom cover plates and lower flange angles for additional section loss	RAILROAD
691 05	Main Span	691 05	Continue regular inspections	OSMOSE
691 05	South Approach	691 05	Monitor - Pile 2 of Bent 8	RAILROAD
692 06		692 06	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
693 27		693 27	Monitor - Erosion at Concrete pedestals of Bents 2 & 3	RAILROAD
694 32	North Approach	694 32	Monitor: - Pile 2 of Bent 5	RAILROAD
694 78		694 78	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD
694 78	Main Span	694 78	Continue regular inspections	OSMOSE
694 78		694 78	Monitor - Bottom cover plates for additional corrosion and delamination	RAILROAD
696 66	Main Span	696 66	Continue regular inspections	OSMOSE
700 37		700 37	Monitor - Sill in Bent 5	RAILROAD
702.65		702 65	Monitor - Pile 1 of Bent 1	RAILROAD
710 20		710 20	Monitor - Pile 3 of Bent 2 - Pile 1 of Bent 3	RAILROAD
711 67		711 67	Monitor - Pile 1 of Bent 1	RAILROAD
712 16		712 16	Monitor - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5	RAILROAD
716 4	Section 1	716 40	Monitor - Underside of TPG for additional vehicle impact damage	RAILROAD
716 4	Section 1	716.40	Monitor: - West web and bottom cover plates of Panel 2 for additional impact damage	RAILROAD

Central Oregon & Pacific Railroad
RECOMMENDATIONS LISTED BY PRIORITY

LINE: Coos Bay Subdivision **Eugene, OR - Couquille, OR**

PRIORITY: 5

BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
716 4	Section 2	716 40	Monitor - Pile 5 of Bent 4 - Pile 1 of Bent 8	RAILROAD
716 4	Section 4	716 40	Monitor - Pile 5 of Bent 68 - Post 5 of Bent 118 - Post 1 of Bent 166 - Post 1 of Bent 167	RAILROAD
716 4	Section 4	716 40	Monitor - Cap on Bent 17 (vertical split) - Cap on Bent 26 (vertical split) - Cap on Bent 66 (vertical split) - Cap on Bent 74 (vertical split)	RAILROAD
719 21		719 21	Monitor - Pile 5 of Bent 3 - Pile 3 of Bent 4 - Pile 1 of Bent 9 - Pile 3 of Bent 13 - Pile 1 of Bent 15 - Pile 3 of Bent 17 - Pile 1 of Bent 18 - Pile 5 of Bent 18	RAILROAD
Tunnel 15		720 73	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
Tunnel 16		721 52	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
725 96		725.96	Monitor - Stringer 2 in Span 20 (parting line on cap 2 1/2")	RAILROAD
725.96		725 96	Monitor: - Pile 5 of Bent 3 - Pile 1 of Bent 5 - Pile 4 of Bent 8 - Pile 1 of Bent 10 - Pile 2 of Bent 10 - Pile 1 of Bent 15	RAILROAD
726 31		726 31	Monitor: - Stringer 3 in Span 1 - Stringer 5 in Span 1 - Stringer 6 in Span 4 - Stringer 6 in Span 21 - Stringer 5 in Span 27 - Stringer 4 in Span 31 - Stringer 5 in Span 31 - Stringer 4 in Span 32 - Stringer 5 in Span 32 - Stringer 6 in Span 33 - Stringer 3 in Span 58 - Stringer 6 in Span 58 - Stringer 9 in Span 58 - Stringer 4 in Span 59 - Stringer 9 in Span 59 - Stringer 6 in Span 60 - Stringer 5 in Span 62	RAILROAD
726.31		726 31	Monitor: - Cap on Bent 58 (very minor cornering)	RAILROAD
726 31		726 31	Monitor - Post 3 of Bent 23	RAILROAD

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Tunnel 17		727 70	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
728 51		728 51	Monitor: - Pile 4 of Bent 5 - Pile 1 of Bent 6 - Pile 5 of Bent 11 - Pile 5 of Bent 12 - Pile 4 of Bent 15	RAILROAD
729 04		729 04	Monitor - Pile 5 of Bent 18 - Pile 5 of Bent 20 - Pile 2 of Bent 22	RAILROAD
729 04		729 04	Monitor: - Stringer 7 in Span 26	RAILROAD
730 56	Section 1	730 56	Monitor - Pile 4 of Bent 3 - Pile 5 of Bent 3	RAILROAD
730 56	Section 2	730 56	Continue to inspect bridge on a regular railroad inspection schedule.	RAILROAD
730 56	Section 3	730 56	Monitor: - Subcap on Bent 19 (split)	RAILROAD
730 56	Section 3	730 56	Monitor - Pile 1 of Bent 8	RAILROAD
731 65	North Approach	731 65	Monitor - Cap on Bent 9 (cornering under chord 2)	RAILROAD
731 65	North Approach	731 65	Monitor: - Bent 10 for additional settlement - Bent 44 for additional settlement - Bent 45 for additional settlement - Bent 46 for additional settlement	RAILROAD
731 65	North Approach	731 65	Monitor - Stringer 5 in Span 14 - Stringer 8 in Span 35 - Stringer 4 in Span 62	OSMOSE
731 65	Main Section	731 65	Monitor: - Upper laterals and cross bracing for additional pitting and section loss	RAILROAD
731 65	South Approach	731 65	Monitor: - Post 5 of Bent 45 - Pile 1 of Bent 93 - Pile 1 of Bent 129	RAILROAD
731 65	South Approach	731 65	Monitor - Cap on Bent 65 (slight cornering under chord 1) - Cap on Bent 79 (split at right end) - Cap on Bent 97 (minor cornering under chord 2) - Cap on Bent 151 (vertical split)	RAILROAD
732 84	North Approach	732.84	Monitor: - Cap on Bent 23 (minor crushing under chord 2)	RAILROAD

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732 84	North Approach	732 84	Monitor - Post 3 of Bent 5 - Post 3 of Bent 7 - Pile 7 of Bent 7 - Post 5 of Bent 9 - Post 4 of Bent 15 - Pile 7 of Bent 18 - Post 5 of Bent 19 - Post 5 of Bent 24	RAILROAD
732 84	South Approach	732 84	Monitor - Cap on Bent 4 (cornering under chord 2) - Cap on Bent 8 (minor decay at right end)	RAILROAD
732 84	South Approach	732 84	Monitor - Pile 3 of Bent 14 - Pile 5 of Bent 14	RAILROAD
732 84	South Approach	732 84	Monitor - Bent 10 for additional settlement - Bent 11 for additional settlement - Bent 12 for additional settlement	RAILROAD
Tunnel 18		734 48	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
736 03		736 03	Monitor - Pile 2 of Bent 2	RAILROAD
736 51		736 51	Monitor. - Stringer 1 in Span 1 - Stringer 1 in Span 2 - Stringer 5 in Span 3	RAILROAD
736 51		736 51	Monitor: - Cap on Bent 3 (minor cornering under chord 1)	RAILROAD
739 14	North Approach	739.14	Monitor. - Pile 4 of Bent 2 - Pile 4 of Bent 9 - Pile 1 of Bent 10	RAILROAD
739 14	Main Span	739.14	Monitor - Floor beams 1 thru 4 for additional corrosion	RAILROAD
739 14	Main Span	739 14	Monitor - Pier caissons for additional corrosion	RAILROAD
739 14	Main Span	739.14	Monitor: - Diagonal braces for additional section loss	RAILROAD
739.14	South Approach	739.14	Monitor - Post 5 of Bent 8	RAILROAD
739 14	South Approach	739 14	Monitor - Cap on Bent 6 (vertical split)	RAILROAD
739 43	North Approach	739 43	Monitor - Cap on Bent 6 (vertical split) - Cap on Bent 16 (pile 2 slightly punching)	RAILROAD
739 43	Main Span	739.43	Monitor: - All steel members for additional corrosion - Floor beams for additional web pin holes	RAILROAD
739 43	South Approach	739 43	Monitor - Cap on Bent 3 (slight crushing)	RAILROAD

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BRIDGE NUMBER	SECTION NAME	MILE POST	RECOMMEND	WHO FIXES
739 68	North Approach	739 68	Monitor - Cap on Bent 3 (very minor crushing under both chords)	RAILROAD
739 68	South Approach	739 68	Monitor - Stringers in Span 3 for additional impact damage	RAILROAD
739 68	South Approach	739 68	Monitor - Stringer 2 in Span 3 - Stringer 3 in Span 3 - Stringer 4 in Span 3 - Stringer 5 in Span 3 - Stringer 6 in Span 3 - Stringer 7 in Span 3 - Stringer 8 in Span 3	RAILROAD
740 25 Main		740.25	Monitor - Bent 2 for additional leaning to the South - Bent 3 for additional leaning to the South - Bent 4 for additional leaning to the South	RAILROAD
740 84		740 84	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
741 35 -		741 35	Monitor - Sill in Bent 3 (cornering, crushing)	RAILROAD
742 72		742 72	Monitor - Bent 9 for additional pumping	RAILROAD
742 72		742 72	Monitor: - Stringer 1 in Span 8	RAILROAD
743 20		743 20	Monitor - Pile 1 of Bent 2	RAILROAD
743 88		743 88	Monitor - Stringer 1 in Span 1	RAILROAD
744 44		744 44	Monitor. - Pile 4 of Bent 2 - Pile 1 of Bent 6	RAILROAD
Tunnel 19		745 62	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
748 68		748 68	Monitor - Cap on Bent 4 (slight cornering under chord 1) - Cap on Bent 5 (slight cornering)	RAILROAD
749 89		749 89	Monitor - Bents 18, 19 & 20 for additional cracking and spalling at nose of concrete caps	RAILROAD
749 89		749 89	Monitor: - Cap on Bent 5 for additional spider cracking	RAILROAD
Tunnel 20		750 12	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
750 46	Main Span	750 46	Monitor - Southeast & Northeast flange angles for additional section loss at bearings	RAILROAD
Tunnel 21		751 23	Tunnel not inspected at this time - Perform inspection on tunnel when required	RAILROAD
752 99		752 99	Monitor - Pile 5 of Bent 13	RAILROAD

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756 13		756 13	Monitor - Stringer 2 in Span 3	RAILROAD
756 55		756 55	Monitor - Stringer 1 in Span 2 - Stringer 8 in Span 3	RAILROAD
757 37		757 37	Monitor. - Stringer 1 in Span 1	RAILROAD
761 53		761 53	Monitor - H pile for additional section loss in Bents 2, 3 & 4	RAILROAD
763 55	North Approach	763 55	Monitor - Pile 4 of Bent 16 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD
763 55	Main Section	763 55	Continue to inspect bridge on a regular railroad inspection schedule	RAILROAD
763 55	South Approach	763 55	Monitor - Pile 4 of Bent 12 - Pile 2 of Bent 14 - Pile 3 of Bent 18 - Pile 3 of Bent 20	RAILROAD
769 11	South Approach	769 11	Monitor - Cap on Bent 3 (slight cornering) - Cap on Bent 4 (minor mechanical crushing)	RAILROAD
769 11	South Approach	769 11	Monitor - Stringer 5 in Span 1	RAILROAD
774 8		774 80	Monitor: - Caps on Bents 1 & 2 for additional cracking and spalling	RAILROAD
774 8		774 80	Monitor: - Steel pipes for additional corrosion	RAILROAD
776.56		776.56	Monitor. - Pile 4 of Bent 2	RAILROAD
779 80		779 80	Monitor - Stringer 8 in Span 4	RAILROAD
782 35		782 35	Monitor: - Stringer 4 in Span 2	RAILROAD
785 33		785.33	Monitor - Pile 4 of Bent 2	RAILROAD