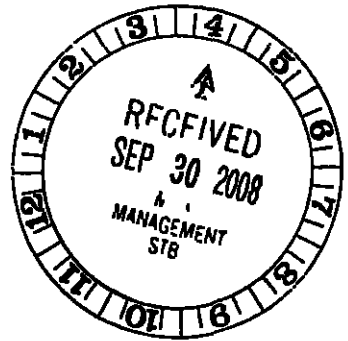


**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB FINANCE DOCKET NO. 35160



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

223702

**SUPPLEMENTAL REPLY OF THE
OREGON INTERNATIONAL PORT OF COOS BAY**

ENTERED
Office of Proceedings
OCT - 1 2008
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Public Record

**VOLUME II-A OF III
Bridge Report Attachment 2**

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*Counsel for the Oregon International
Port of Coos Bay*

September 30, 2008

Coos Bay Rail Link Bridge Condition Assessment



Prepared For:



Oregon International Port of Coos Bay

September 26, 2008



DAVID EVANS
AND ASSOCIATES INC

Coos Bay Rail Link Bridge Condition Assessment

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ATTACHMENTS

- Attachment 1 Existing 2007 Osmose Railroad Services, Inc (Osmose) Bridge Inspection Reports (*see Volume III of Reply of the Oregon International Port of Coos Bay, filed September 12 2008*)
- Attachment 2 2008 David Evans and Associates, Inc Visual Inspections (*in Volume II of Supplemental Reply, filed September 30, 2008*)
- Attachment 3 Calculations for Costs (Priority 2-3-4 Repairs, Rehabilitation, Replacement, Removal) (*in Volume II of Supplemental Reply, filed September 30, 2008*)
- Attachment 4 Bridge Location Maps (*in Volume II of Supplemental Reply, filed September 30, 2008*)
- Attachment 5 Annual Inspection Bridge No 716 40 (*in Volume III of Supplemental Reply, filed September 30, 2008*)

ATTACHMENT 2

2008 David Evans and Associates, Inc. Visual Inspections

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 652.21

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Jim Busket, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	8	DB PT	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Canal, Amazon Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection 1-31-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties			Good	Fair-Good	
Stringers	Poor			Poor	Agreed with log b inspection
Caps					
Piles		Fair		Fair	
Walkway					1/1me
Headwalls				Fair	
Truss					
Floor Beams					
Steel Stringers					

Notes: _____

See previous inspection report SH 1374

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: 1/31/2007

INSPECTOR: K. Trickle

Findings

Ben 1 Shim - Reject *agree*

Ben 2 Pile 1 - Reject *agree*
Shim - Reject (crushing)

Ben 6 Shim - Reject (vertical split, crushing under chord 2) *JGB 9/15/08*

Ben 6 Pile 2 - Reject
Both Sway Braces - Reject *agree*

Ben 7 Pile 5 - Reject *agree*
Cap - Reject (slight crushing under both chords)

Ben 8 Shim - Reject

Span 1 Stringer 1 - Reject *agree*
Stringer 8 - Reject *agree*

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

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

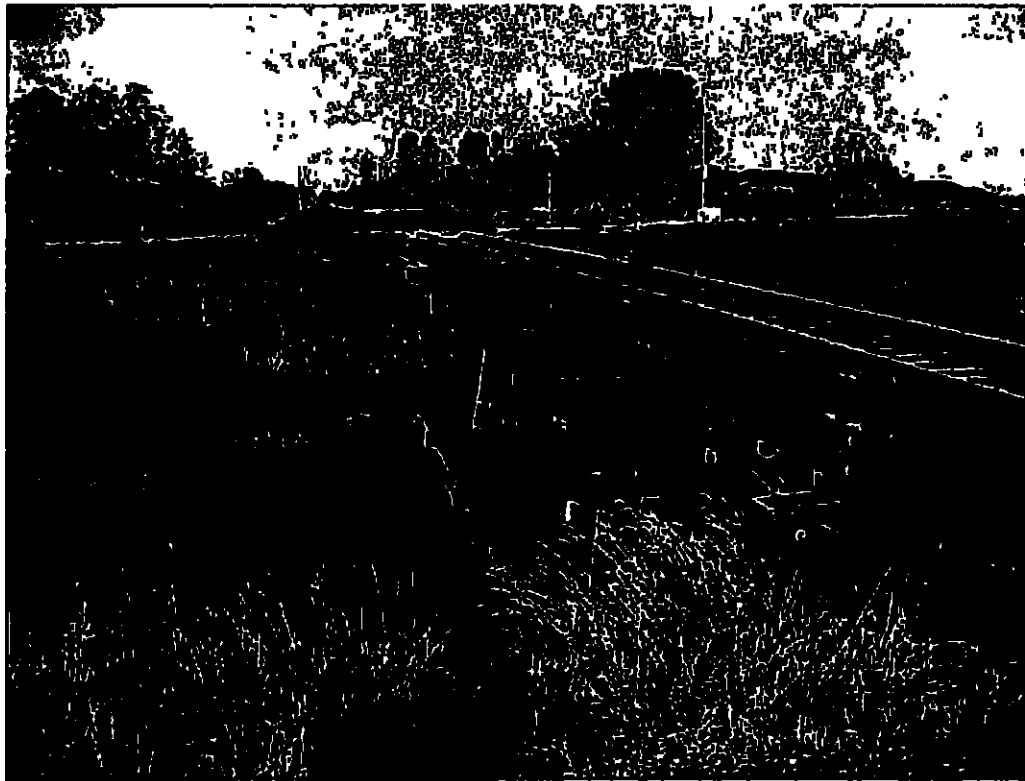
Span 6 Stringer 1 - Reject
Stringer 8 - Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 7 Stringer 1 - Reject *agree*
Stringer 8 - Reject
Stringer 8 - Reject

Span 8 Stringer 1 - Reject *agree*
Stringer 8 - Reject

Osmose Railroad Services, Inc.

CORP001374

Site Photos:

1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3 Left Side Elevation



4 Right Side Elevation

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 652.58

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc

Inspection Date: 9-15-08 Inspector(s): Jim Bosket Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	Ballast Timber Stringer			
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft) 7' Maximum Bridge Height (ft): 4'

Bridge on Tangent or Curve: Tangent Skewed (Y or N) N

Feature Bridge Crosses: Drainage

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm) OSMOSE Inspector: Trickett

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers			Good	Good	
Caps/shims			Good	Good	
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					
Abutments		Fair		Fair	Concrete - 3/4" cracks noted

Notes: _____

See previous inspection report sht 1380

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 1/31/2007	INSPECTOR: K. Trickle

Findings:

ABUT # ABUTMENT NOTES

- | | | |
|---|--|----------|
| 1 | 3/4" wide vertical crack at center of Abutment | - agreed |
| 2 | 3/4" wide vertical crack at center of Abutment | - agreed |

JCB
9/15/08

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

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	13	3	RAILROAD	Install - An additional 10" of Ballast retainer to each side of trackbed and - Add ballast and cover tie ends (West side)
2	14	5	RAILROAD	Monitor: - Both abutments for additional widening of cracks

completed

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	12		RAILROAD	3/23/2004	Removed - Walkway and Handrail

Osmose Railroad Services, Inc.

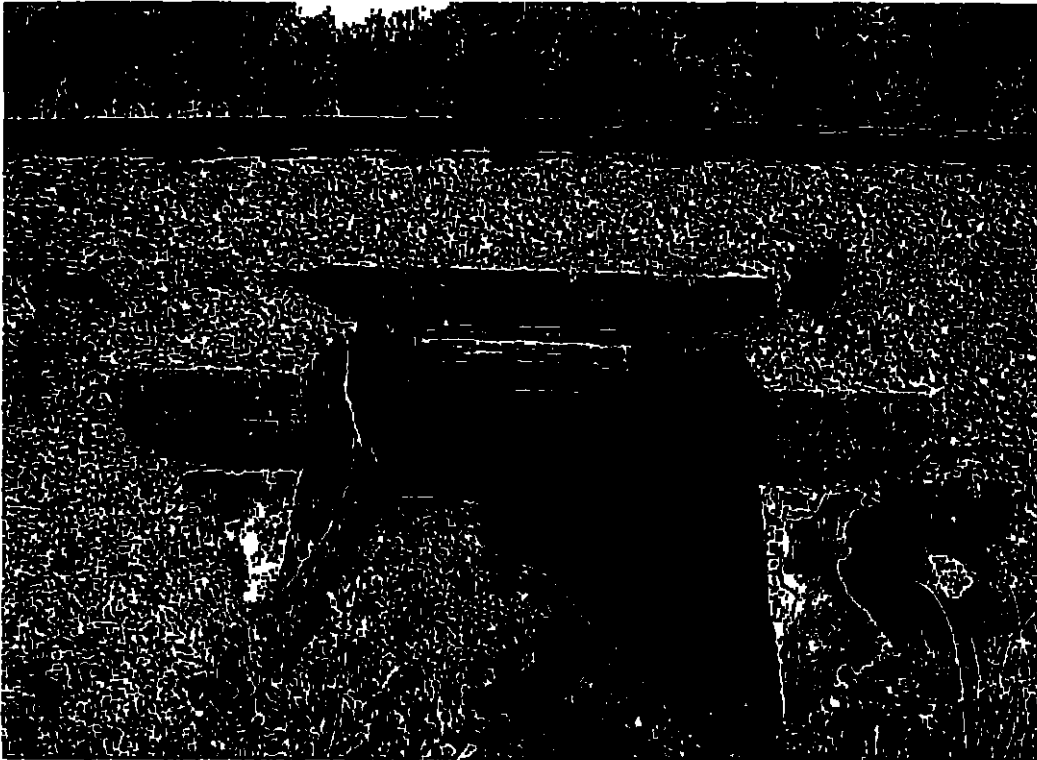
CORP001380

Site Photos:

1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 656.12

Railroad Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-15-08 Inspector(s): Jim Bocket Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TRT	Steel		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.). 100' Maximum Bridge Height (ft.).

Bridge on Tangent or Curve. Tangent Skewed (Y or N): N

Feature Bridge Crosses: Res., Coyote CR.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm): OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties			✓	good	
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss		✓		Fair	Failing paint system
Floor Beams			✓	good	
Steel Stringers		surface rust		fair	
Abutment				fair	concrete

Notes: Truss - spots of light surface rust throughout

See. previous inspection report sht. 1383

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # **656.12**
 MILEPOST: 656.12 SECTION# 1
 TYPE: Thru Truss LOCATION: Veneta, OR
 INSPECTION DATE: 1/31/2007 INSPECTOR: K. Trickle

Findings:

ABUT # ABUTMENT NOTES

- 1 Debris and ballast around bearing area - agree
 2 Debris and ballast around bearing area - agree
 Expansion bearings pushing into backwall - agree

Ties - OK
 Guard timber - Fair
 Approaches - Low

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

JGP
 9/15/08

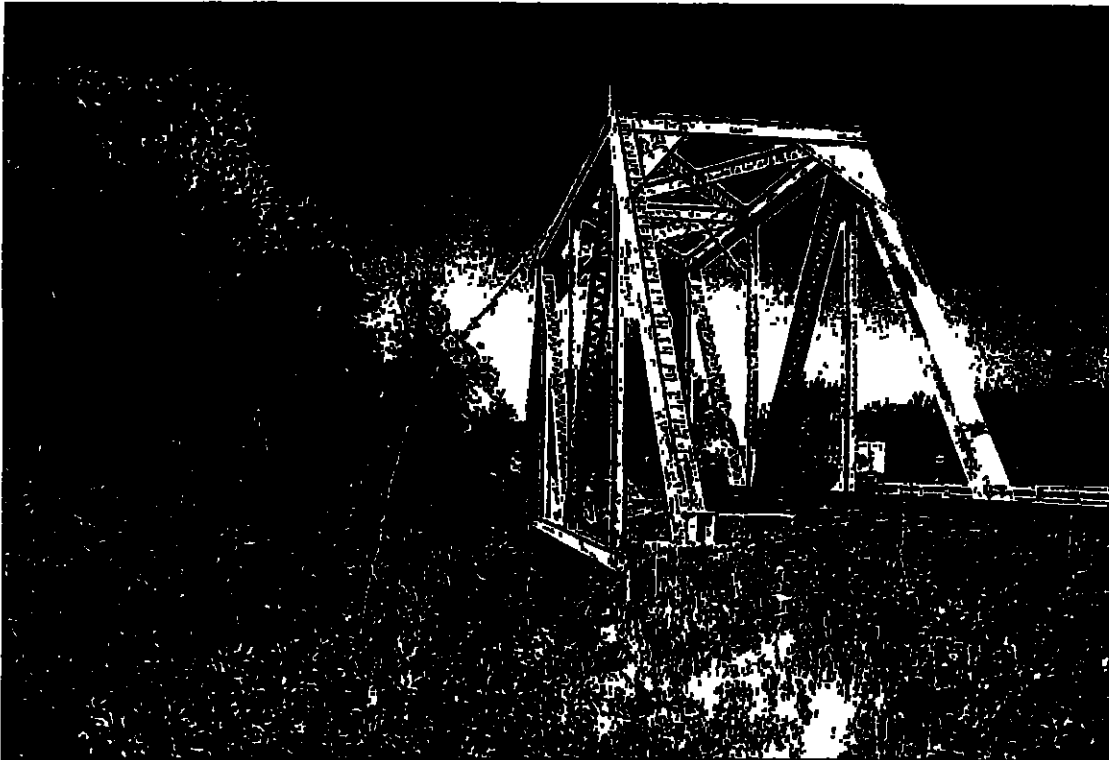
Recommended Work and Work Accomplished

RECOMMENDED WORK

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

Osmose Railroad Services, Inc.

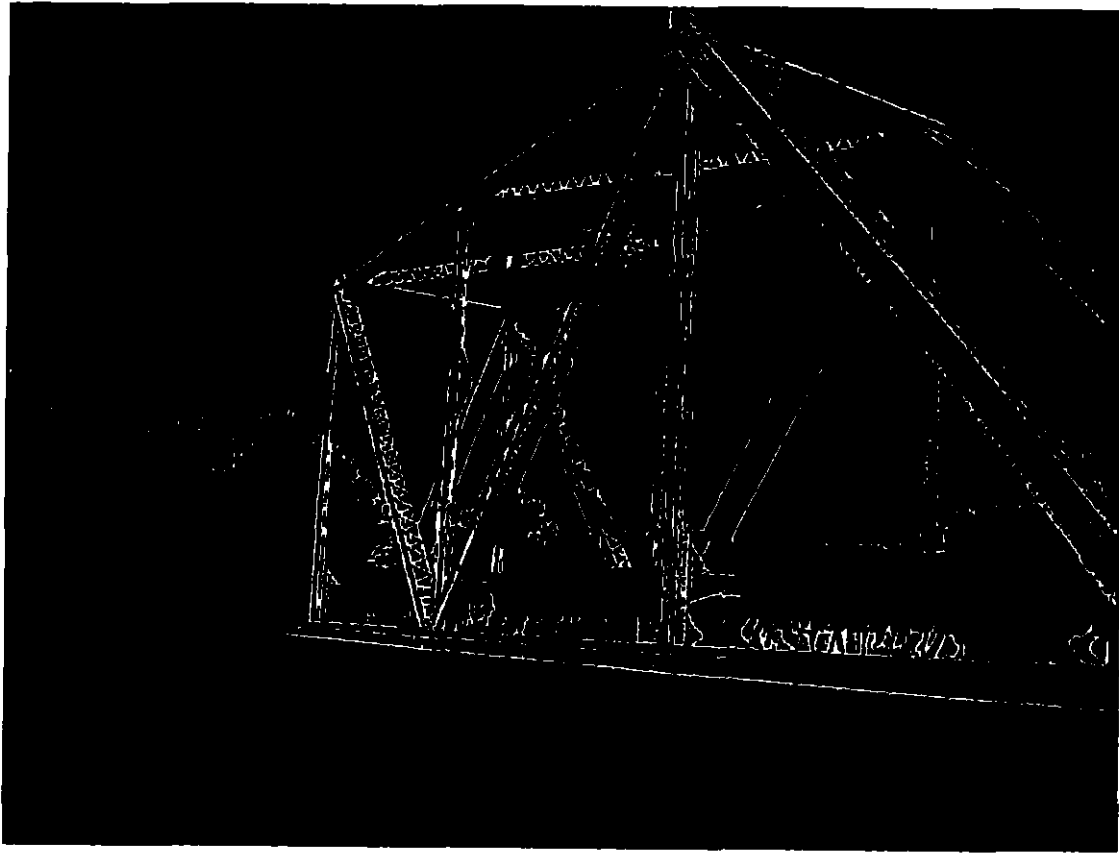
CORP001383

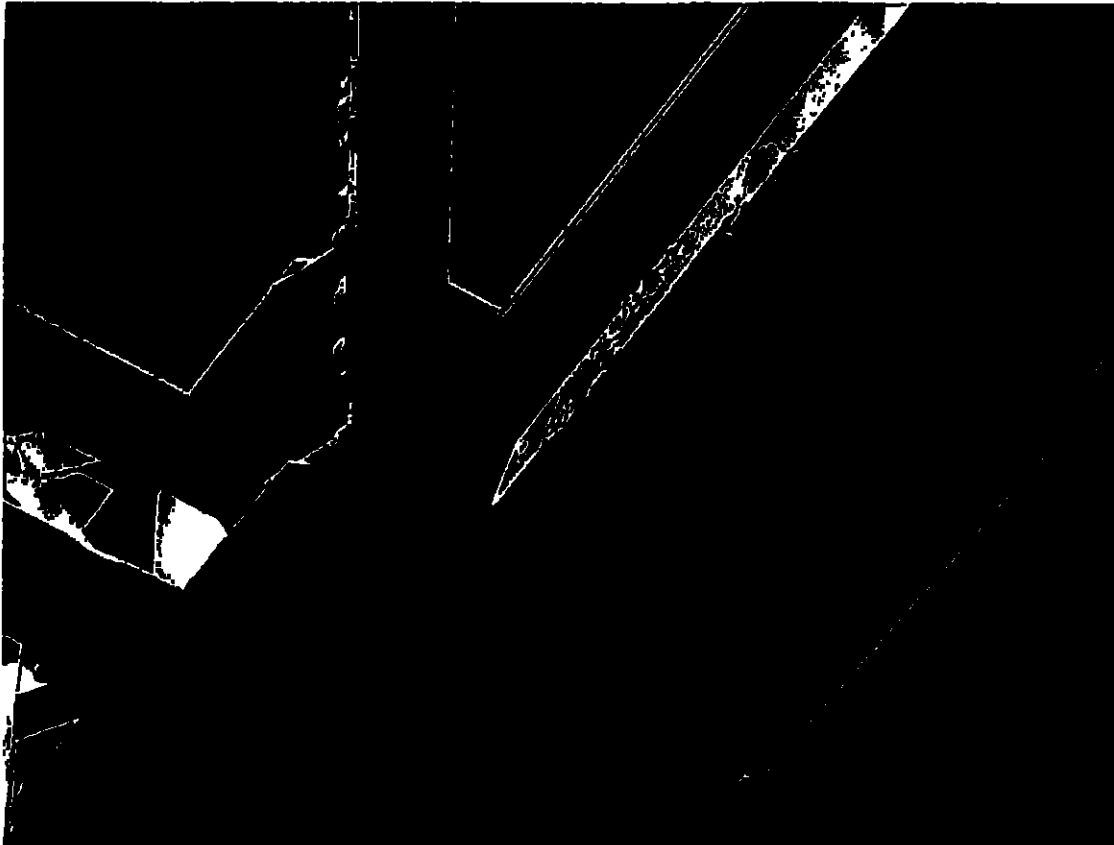
Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**



5 Corrosion

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 657 12

Railroad. Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 7/15/08 Inspector(s): Jim Busket, Allen Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	<u>8</u>	<u>OD PT</u>	<u>Timber</u>		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft) _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: T Skewed (Y or N) N

Feature Bridge Crosses: MF Coyote CR.

Previous Inspection Information:

Inspection Report Available (Y or N) Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm): OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal

Item	Poor	Fair	Good	Current Condition	Comments
Ties			<u>good</u>	<u>good</u>	
Stringers	<u>(Not Reported)</u>			<u>Fair to Good</u>	
Caps		<u>Fair</u>		<u>Fair</u>	<u>Vertical splits</u>
Piles		<u>Fair</u>			<u>only BT 1 & 8 accessible to inspect</u>
Walkway					<u>None</u>
Headwalls		<u>Fair</u>		<u>Fair</u>	
Truss					
Floor Beams					
Steel Stringers					

Notes: _____

See previous inspection report sheet 1390

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 1/31/2007 INSPECTOR K Trickle

Findings:

Bent 3
 Pile 1 - Reject
 Cap - Reject (minor crushing under chord 1, piles 1 & 2 punching)

Bent 4
 Pile 1 - Reject -- agree

Bent 5
 Minor drift

Bent 6
 Minor drift

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

Ties - Fair (plastic, 12 reject) -- agree
 Guard timber - OK -- agree
 South Headwall - OK -- agree
 North Headwall - Fair -- agree
 Shoulders - Loading trackbed
 Approaches - Low
 Stringers have canvas wrapped under them to catch creosote -- agree

JGR
 9/15/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

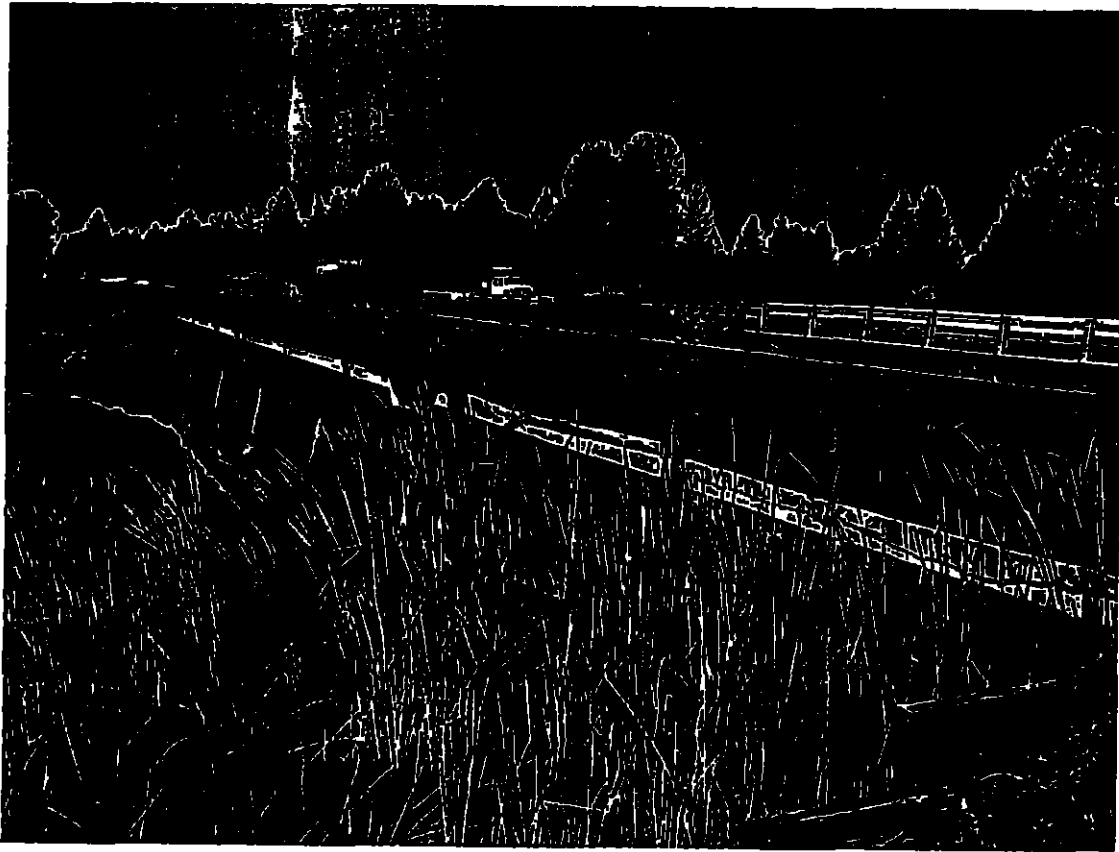
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	15	2	RAILROAD	Add ballast and tamp up both approaches
2	19	3	OSMOSE	Replace - Cap on Bent 3 (minor crushing under chord 1, piles 1 & 2 punching)
3	18	3	OSMOSE	Install - Wingwalls to the North headwall
4	16	3	RAILROAD	Remove drift from bridge as necessary
5	17	4	OSMOSE	Install - An 8" plank to the North headwall
6	14	4	OSMOSE	In-place preservative treat piles and caps.
7	13	4	OSMOSE	Replace - Cap on Bent 8
8	12	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	11		OSMOSE	7/19/1999	Replaced - Cap on Bent 4

Osmose Railroad Services, Inc.

CORP001390



1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Right Side Elevation**

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 657.96

Railroad: Central Oregon & Pacific Railroad Line ID CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-15-08 Inspector(s) Jim Rosket Max Mitchell

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	2	Ballest Timber	Stringer		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft): 29 Maximum Bridge Height (ft):

Bridge on Tangent or Curve: T Skewed (Y or N): N

Feature Bridge Crosses:

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm): OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers		Fair		Fair	
Caps			Good	Good	2 & 3 member started
Piles			Good	Good	only top 1' exposed above water
Walkway					
Headwalls				Fair	Some deteriorated on ds
Truss					
Floor Beams					
Steel Stringers					

Notes:

See previous inspection report sht. 1393

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 657.96	
MAILEPOST: 657 96	SECTION# 1
TYPE: BDPT	LOCATION: Veneta, OR
INSPECTION DATE 1/31/2007	INSPECTOR: K. Trickle

Findings:

Span 1 Stringer 1 - Reject *agree*
 Span 2 Stringer 1 - Reject *agree* *JOB 9/15/08*
 Ballast Retainers - OK
 Headwalls - OK
 Approaches - Low

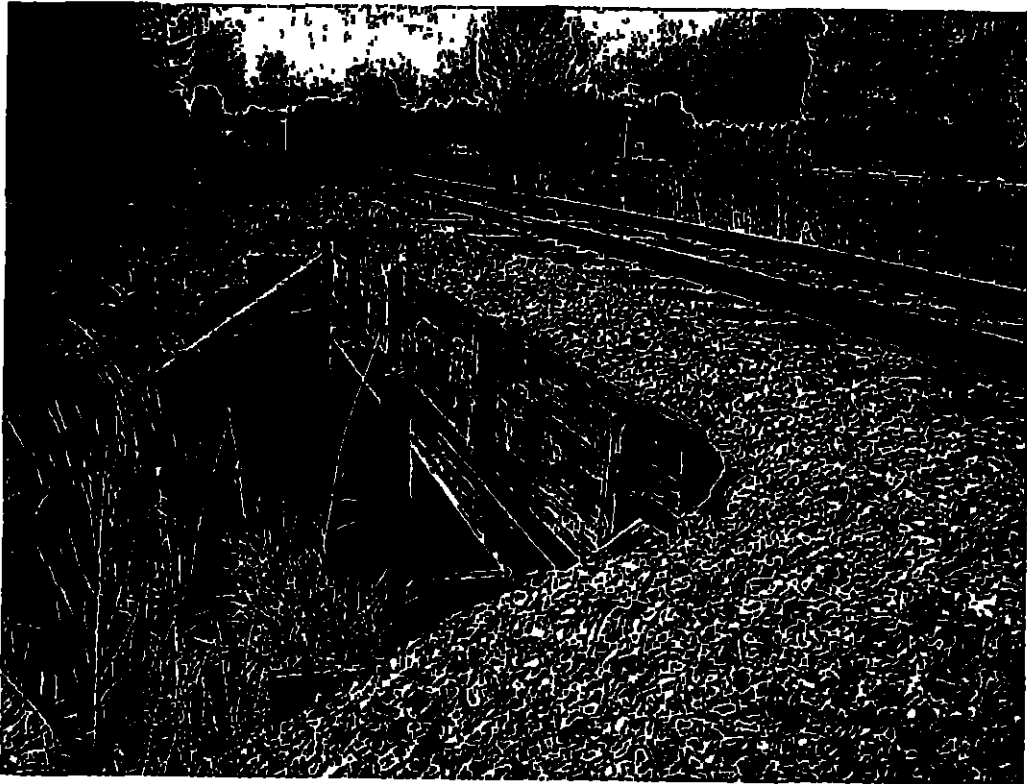
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	12	4	RAILROAD	Add ballast and tamp up both approaches
2	11	4	OSMOSE	Replace - Stringer 1 in Spans 1 & 2

Osmose Railroad Services, Inc.

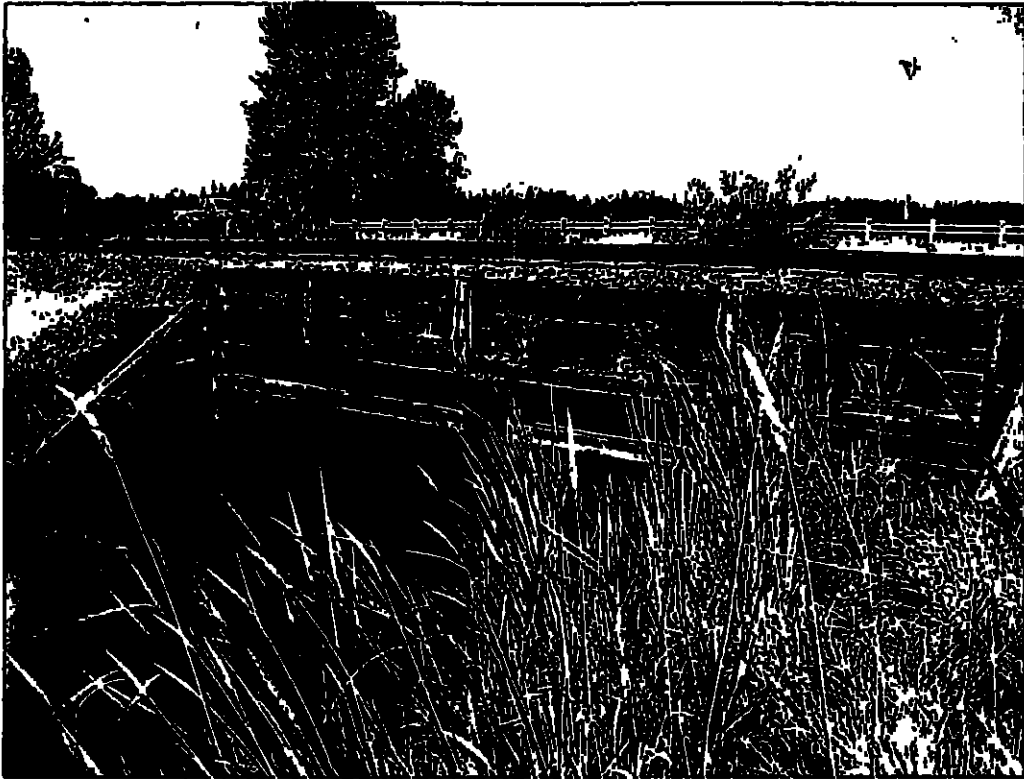
CORP001393



1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 658.17

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-15-08 Inspector(s): Jim Bostad Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	8	OD ST Pile	Timber		
2			Steel caps & piles		
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 120' Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: T Skewed (Y or N): N

Feature Bridge Crosses: water

Previous Inspection Information:

Inspection Report Available (Y or N) Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm) OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties	Poor			Fair	Few broken
Stringers				Fair	
Steel Caps			Good	Good	
Steel Piles			Good	Good	
Walkway					None
Headwalls		Fair		Fair	
Truss					
Floor Beams					
Steel Stringers					

Notes: _____

See previous inspection report SH. 1397

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 1/31/2007

INSPECTOR: K. Tackle

Findings:

Span 5 Stringer 8 - Visual Reject

Span 6 Stringer 1 - Reject
Stringer 2 - Visual Reject

Span 7 Stringer 1 - Reject

Ties - Poor (30 reject, plate cut)

Guard Bridge - OK (1 section, reject)

North headwall - Fair

South headwall - Fair (top plank reject)

Approaches - Low (ballast fouled)

Spans 3 & 4 - Severe drift

JGB
9/19/08

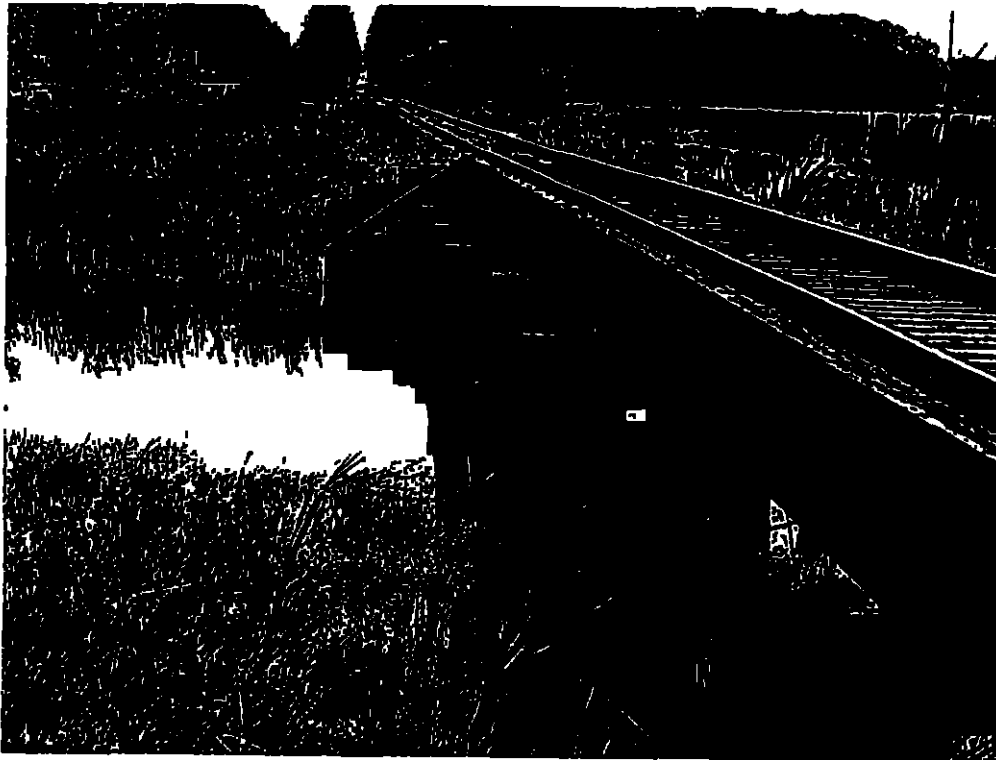
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	18	2	RAILROAD	Remove dirt from bridge as necessary
2	17	2	OSMOSE	Replace all 67 bridge ties
3	16	2	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	19	4	OSMOSE	Replace: - South Headwall top plank
7	15	4	OSMOSE	Replace: - Stringer 8 in Span 5 - Stringer 1 in Span 7

Osmose Railroad Services, Inc.

CORP001397

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Right Side Elevation****4 Stringer Rot Span 7**

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 660.89

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By David Evans and Associates, Inc

Inspection Date 9/15/08 Inspector(s) Jim Baskett, Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	6	ODPT	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: T Skewed (Y or N): N

Feature Bridge Crosses: Drainage

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm): OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Fair	
Stringers	Poor			Poor to Fair	span 1 cor. 1 bug holes span 3 str. 1 bug holes, split
Caps			Good	Good	Row w/ port split ends
Piles			Good	Good	
Walkway					None
Headwalls		Fair		Fair	
Truss					
Floor Beams					
Steel Stringers					

Notes: See Previous Inspection Report Sh. 1401

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: 1/31/2007

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

agree

howz splits, both broken

agree

agree

agree

agree

agree

*J6B
9/15/08*

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	19	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1
3	18	4	OSMOSE	Replace: Stringer 1 in Span 3 Stringer 1 in Span 5 - Stringer 8 in Span 6
4	15	4	OSMOSE	Replace: - Top North Headwall plank - Top South Headwall plank

COMPLETED WORK

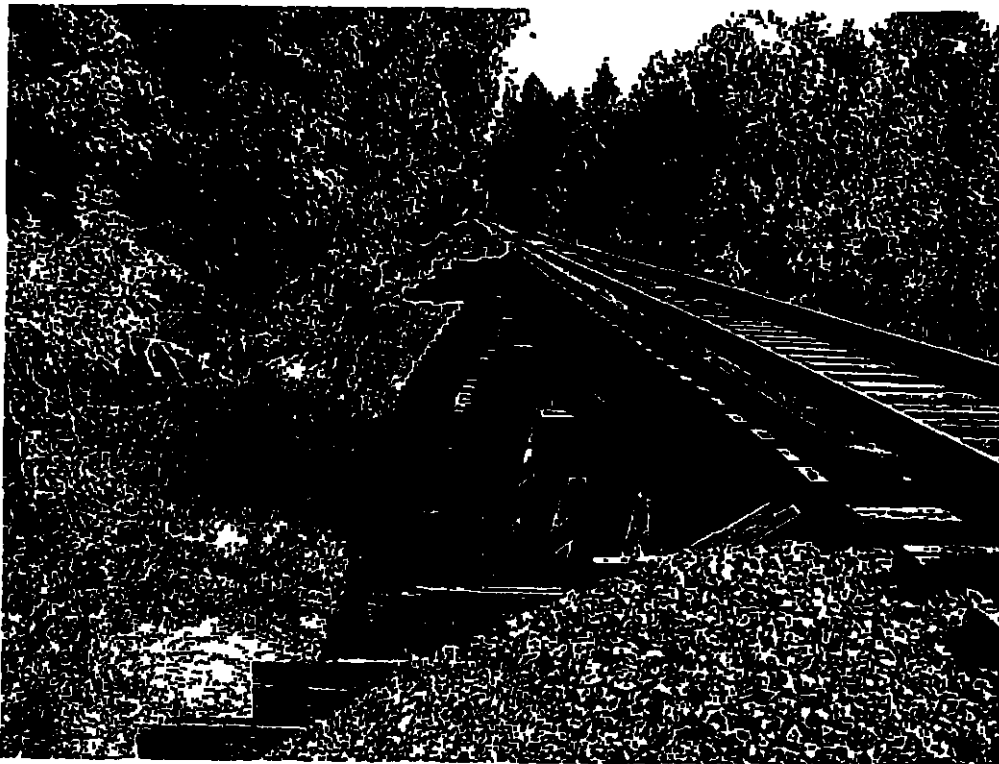
ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	15		OSMOSE	10/16/2003	Replaced: - Cap & Subcap on Bent 1 - Cap & Subcap on Bent 5 - Cap on Bent 7
2	11		OSMOSE	7/19/1999	Replaced: - Cap and Shim on Bent 3 - Cap and Shim on Bent 4 - Cap and Shim on Bent 6

Osmose Railroad Services, Inc.

CORP001401

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 661.28

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Jim Bosket, Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	6	ODPT	Timber	86	
2	1	TPG	Steel	60	
3	6	ODPT	Timber	86	
4					

General Bridge Information:

Total Bridge Length (ft): _____ Maximum Bridge Height (ft) _____

Bridge on Tangent or Curve T Skewed (Y or N): N

Feature Bridge Crosses Long Tom R

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 1-31-2007

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers	Poor			Poor	
Caps		Fair		Fair	
Piles	Poor			Poor	
Walkway					None
Headwalls		Fair		Fair	
Truss					
Floor Beams		Fair		Fair	
Steel Stringers		Fair		Fair	
Std girder		Fair		Fair	Total Paint Failure

Abutments

Notes: Span 1 & Bent 1 - light fire damage

TPG - Total paint failure, light surface rust throughout

See previous inspection report sheets 1405, 1411, 1415

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 661.28

MILEPOST: 661.28

SECTION# 1

TYPE: ODPT

LOCATION: Veneta, OR

INSPECTION DATE: 1/31/2007

INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 1 - Reject - *agree*

Bent 2
Pile 2 - Reject - *agree*
Pile 5 - Reject - *agree*

Bent 3
Pile 1 - Possible Reject
Pile 2 - Reject - *agree*

Bent 4
Pile 1 - Reject
Pile 2 - Reject - *agree*

Bent 6
Cap - Possible Reject

Span 1
Stringer 8 - Reject - *agree*

Span 4
Stringer 1 - Reject

Span 5
Stringer 1 - Reject

Span 6
Stringer 1 - Reject

Ties - OK (2 reject)
Guard timber - OK
Headwall - Fair (top plank, reject) - *agree*
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	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 11	4	OSMOSE	Spot replace 2 bridge ties.
4	1 10	4	OSMOSE	Replace - Top plank of headwall
5	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.

CORP001405

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: 1/31/2007

INSPECTOR: K. Trickle

Findings:

Ties - OK (3 reject) - *agree*
 Debris and pack rust on lower gusset plates - *agree*
 Minor corrosion of bottom flange angles - *agree*
 Debris on bearing seats - *agree*
 Minor cracking and efflorescence of abutment seats - *agree*

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 Railroad Services, Inc.

CORP001411

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach

BRIDGE # 661.28

MAILEPOST: 661 28

SECTION# 3

TYPE: ODPT

LOCATION: Veneta, OR

INSPECTION DATE: 1/31/2007

INSPECTOR K. Trickle

Findings:

Bent 1
Cap - Reject

Bent 2
Pile 1 - Reject *agree*
Pile 5 - Reject

Bent 3
Pile 1 - Reject *agree*

Bent 4
Pile 1 - Reject *agree*
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 & 2 *agree*

Span 1
Stringer 1 - Reject *Buy holes, agree*

Span 2
Stringer 1 - Reject
Stringer 5 - Reject

Span 3
Stringer 5 - Reject

Span 4
Stringer 1 - Possible Reject

Span 5
Stringer 1 - Reject *agree*

Ties - OK *agree*
Guard timber - OK *agree*
Headwall - OK
Northeast shoulder - Losing trackbed
Approach - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.5	2	RAILROAD	Add ballast and tamp up approach
2	3.13	3	OSMOSE	Install - Wingwall to the Northeast headwall
3	3.12	3	OSMOSE	Cut Pile tops down and - Replace Cap and install a 6" 8" Subcap on Bent 7

Osmose Railroad Services, Inc.

CORP001415

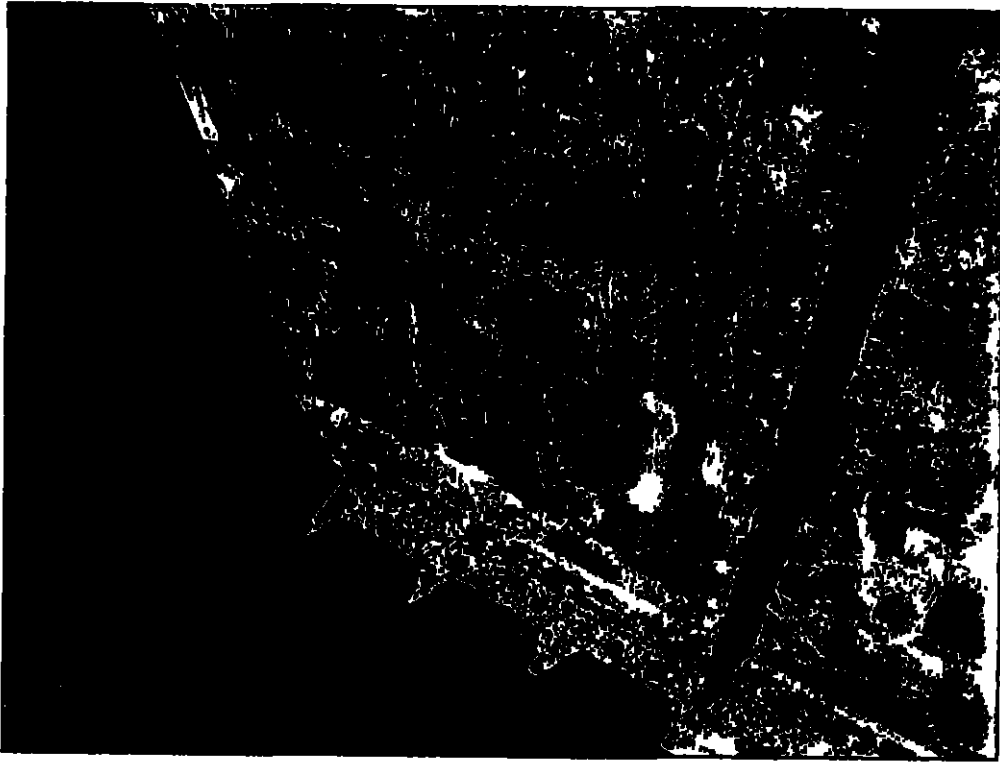
Site Photos:

1 Looking Toward Increasing Milepost

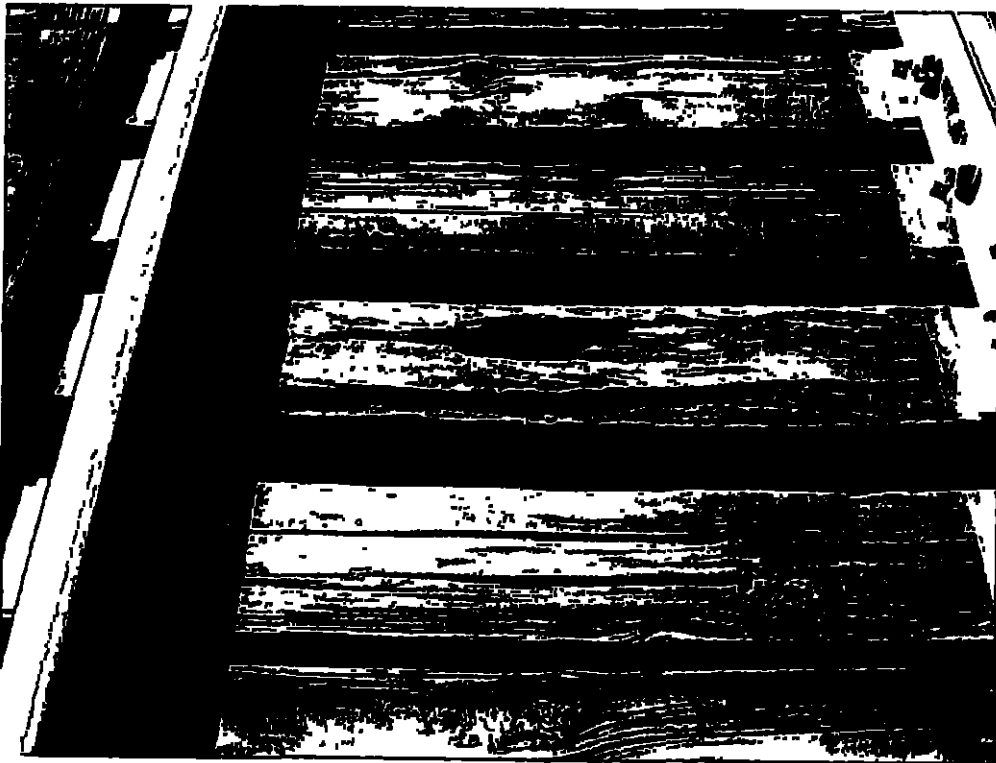


2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**



5 Rust



6 Tie Rot

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 661.73

Railroad: Central Oregon & Pacific Railroad Line ID CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Jim Bosket, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	9	ODPT	timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: T Skewed (Y or N): N

Feature Bridge Crosses: Long Van Over Flow

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm) OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Fair	
Stringers		Fair		Fair	
Caps			Good	Good	
Piles	Poor			Poor	
Walkway					
Headwalls			OK	Fair	
Truss					
Floor Beams					
Steel Stringers					

Notes: See Previous Inspection Report Sht. 1420

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: 1/31/2007	INSPECTOR: K. Trickle

Findings:

Bent 4
Pile 1 - Reject *agree*
Pile 2 - Reject

Bent 5
Shim - Possible Reject (slight crushing under chord 1)

Bent 6
Pile 2 - Reject *agree*
Shim - Possible Reject (slight crushing under chords 1 & 2)

Bent 7
Pile 1 - Reject *agree*

Bent 8
Pile 1 - Reject *agree*
Shim - Possible Reject (slight crushing under chord 1)

Bent 9
Pile 1 - Reject *agree*

Span 1
Stringer 4 - Visual Reject *agree, broken*

Span 2
Stringer 6 - Visual Reject *agree both split*

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

JCB 9/15/08

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	18	4	OSMOSE	Replace: - Shim on Bent 5 (slight crushing under chord 1) - Shim on Bent 6 (slight crushing under chords 1 & 2) - Shim on Bent 8 (slight crushing under chord 1)
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 preservative treat piles caps and stringers

Osmose Railroad Services, Inc.

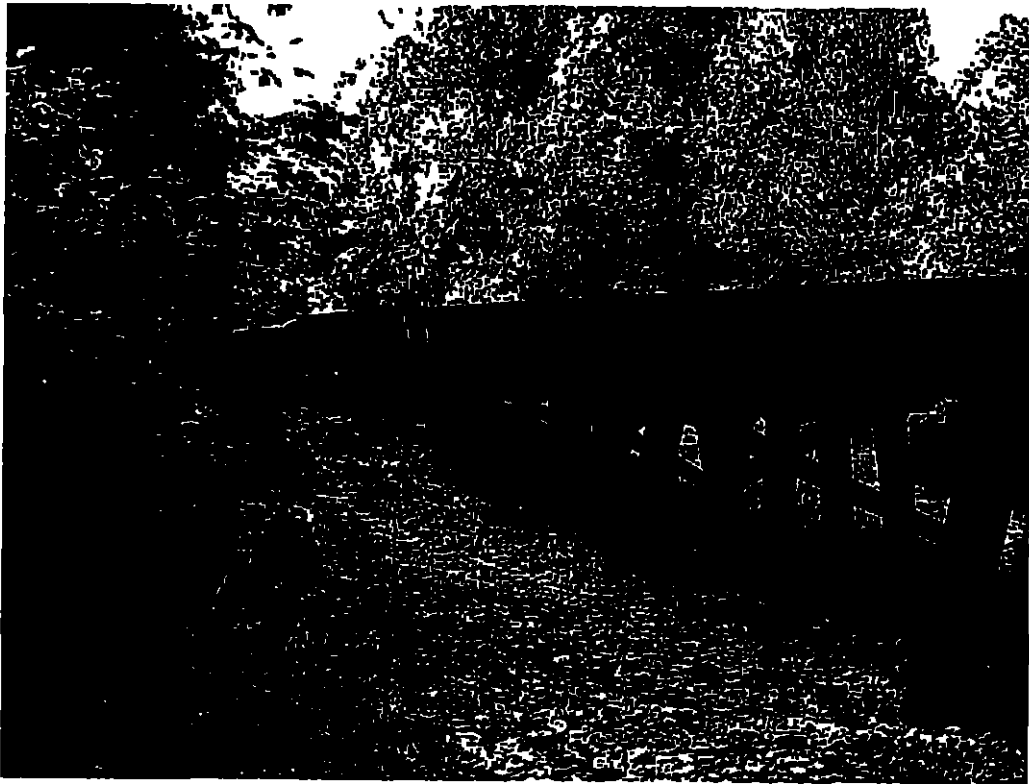
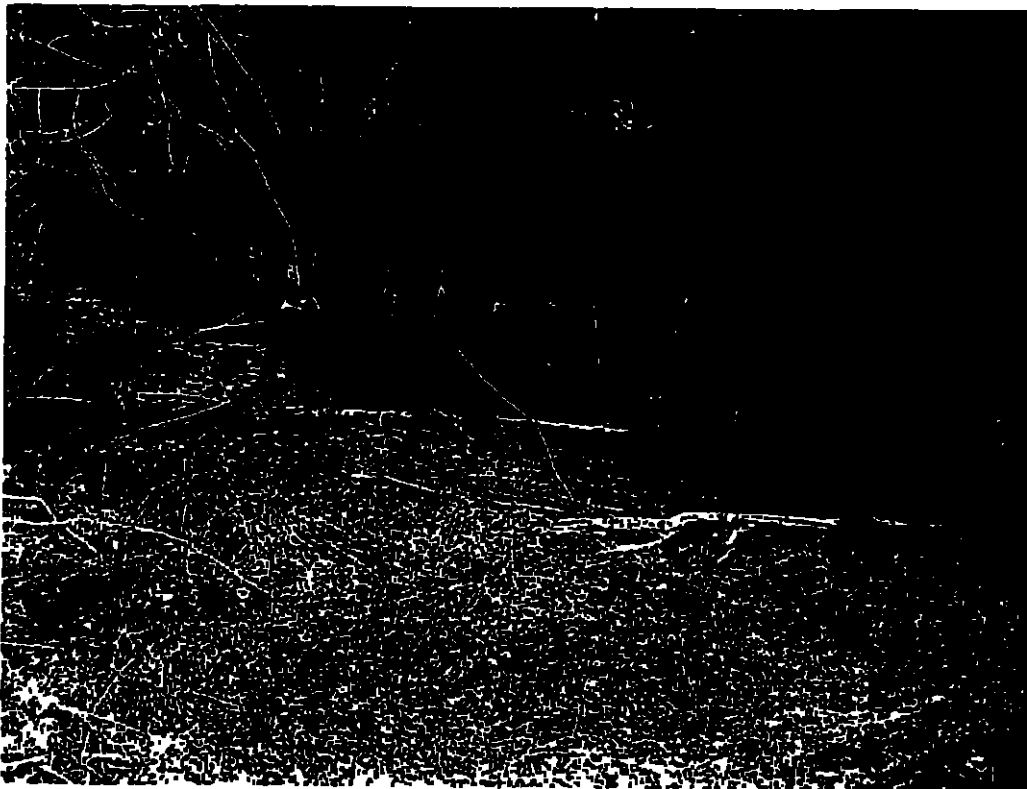
CORP001420

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

Site Photos:

5. Broken Stringer Span 1

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 1662.59

Railroad Central Oregon & Pacific Railroad Line ID CO Line

Inspected By: David Evans and Associates, Inc

Inspection Date. 9/15/08 Inspector(s) Jim Bosket

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	23	ODPT	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft) _____

Bridge on Tangent or Curve: T Skewed (Y or N): N

Feature Bridge Crosses. Long Tom Over Flow

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm) OSMOSE Inspector Rickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties		Fair		Fair	
Stringers		(Not Reported)		Good	
Caps			Good	Good	Several with vertical splits
Piles	Poor			Poor	
Walkway					None
Headwalls		Fair		Fair	BT 24 Headwall rot South end BT 1 Top board rot
Truss					
Floor Beams					
Steel Stringers					

Notes: See previous inspection report sheets 1425 & 1426

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: 1/31/2007	INSPECTOR: K. Trickle

Findings:

- Possible spliced (posted)*
- Bent 1 Pile 5 - Reject
12" 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 *agree*
- Bent 5 Pile 4 - Reject *agree*
- Bent 7 Pile 1 - Possible Reject
Pile 5 - Visual Reject *agree*
- Bent 8 Pile 4 - Reject *agree*
- Bent 10 Pile 2 - Possible Reject
- Bent 11 Pile 2 - Reject
Pile 5 - Reject *agree*
- Bent 12 Pile 2 - Reject
Pile 3 - Reject
- Bent 13 Pile 1 - Reject
- Bent 15 Pile 2 - Possible Reject
Pile 5 - Possible Reject

*JTB
9/15/08*

Osmose Railroad Services, Inc.

CORP001425

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 1/31/2007

INSPECTOR: K. Trickle

Findings:

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

Bent 18
 Pile 4 - Reject

Bent 20
 Pile 2 - Reject *agree*
 Cap - Reject (slight crushing)

Bent 21
 1/2" Gap over Pile 2
 1/2" Gap over Pile 3
 1/2" Gap over Pile 4 } *agree*

Bent 22
 Pile 5 - Reject *agree*

Bent 24
 Cap - Reject *agree*

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

Job 9/15/08

@ BT 24 - Poor w/ Rot South side

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.16	2	RAILROAD	Add ballast and tamp up both approaches.
2	1.15	2	OSMOSE	Post: - Pile 6 of Bent 7 (slight brooming)
3	1.18	3	OSMOSE	Replace: - All Guard timber
4	1.14	3	OSMOSE	Replace: - Cap on Bent 20 (slight crushing) - 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.

CORP001426



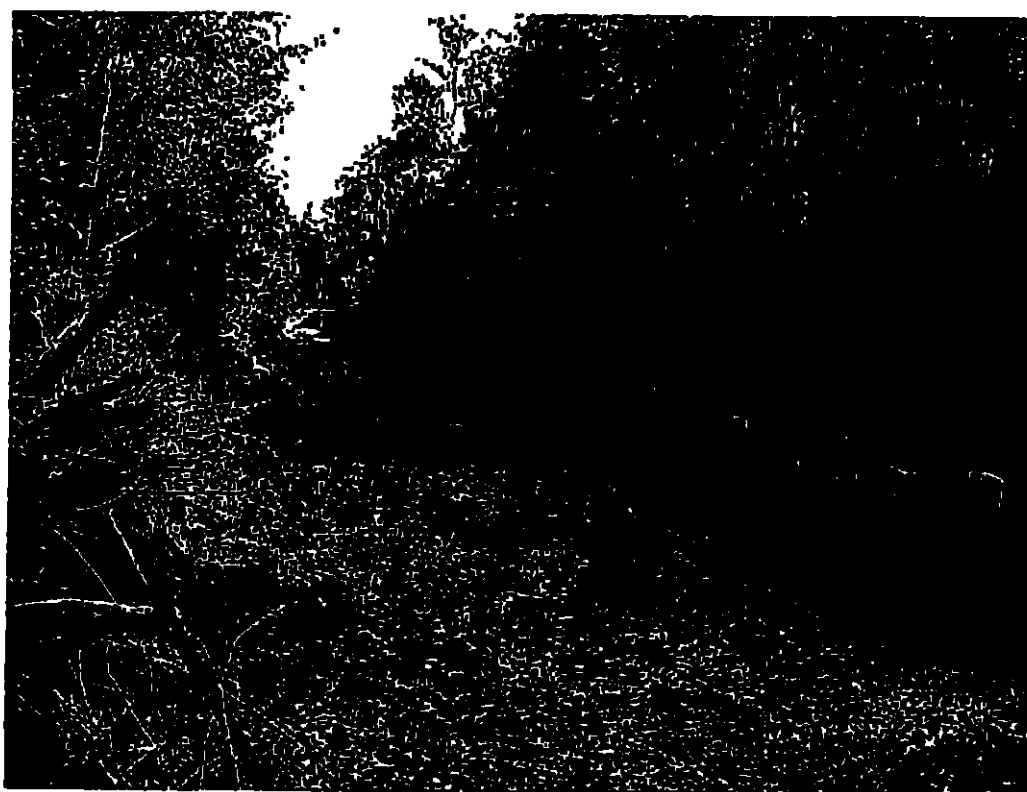
1 Looking Toward Increasing Milepost



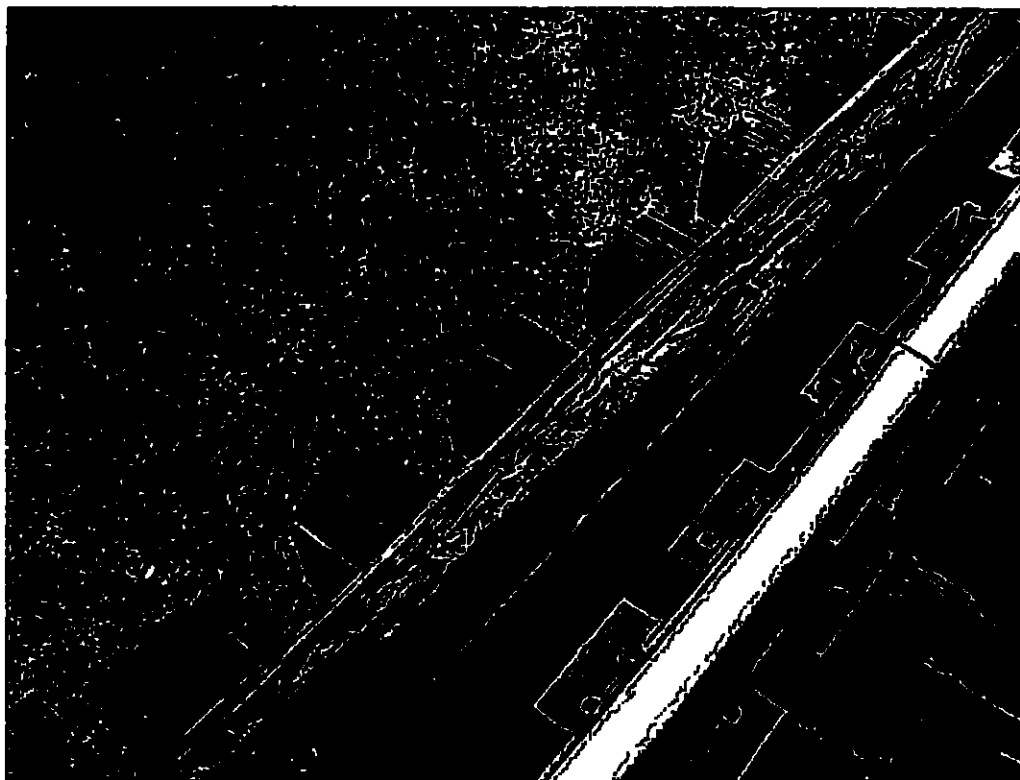
2 Looking Toward Decreasing Milepost



3 Left Side Elevation



4. Right Side Elevation

Site Photos:

5 Rotten Guard Timber

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 664.00

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Jim Bosket, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TRT	Steel		
2	9	Ballast Timber Stringer	Timber		
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N) N

Feature Bridge Crosses: _____

Previous Inspection Information:

Inspection Report Available (Y or N) Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers		(Not Reported)		Good	
Caps			X	Good	
Piles		Fair		Fair	
Walkway				good	
Headwalls				Fair	
Truss				Fair	
Floor Beams	X			Poor	
Steel Stringers	X			Poor	
Bottom g	Poor			Poor	

Notes: Truss - Panel 1 End top stringer to tie (L brace missing, corroded #1s on ground.

See previous inspection report sheets 1433,

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section

BRIDGE # 664.00

MILEPOST: 664.00

SECTION# 1

TYPE: Thru Truss

LOCATION: Nof, OR

INSPECTION DATE: 1/31/2007

INSPECTOR: K. Trindle

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

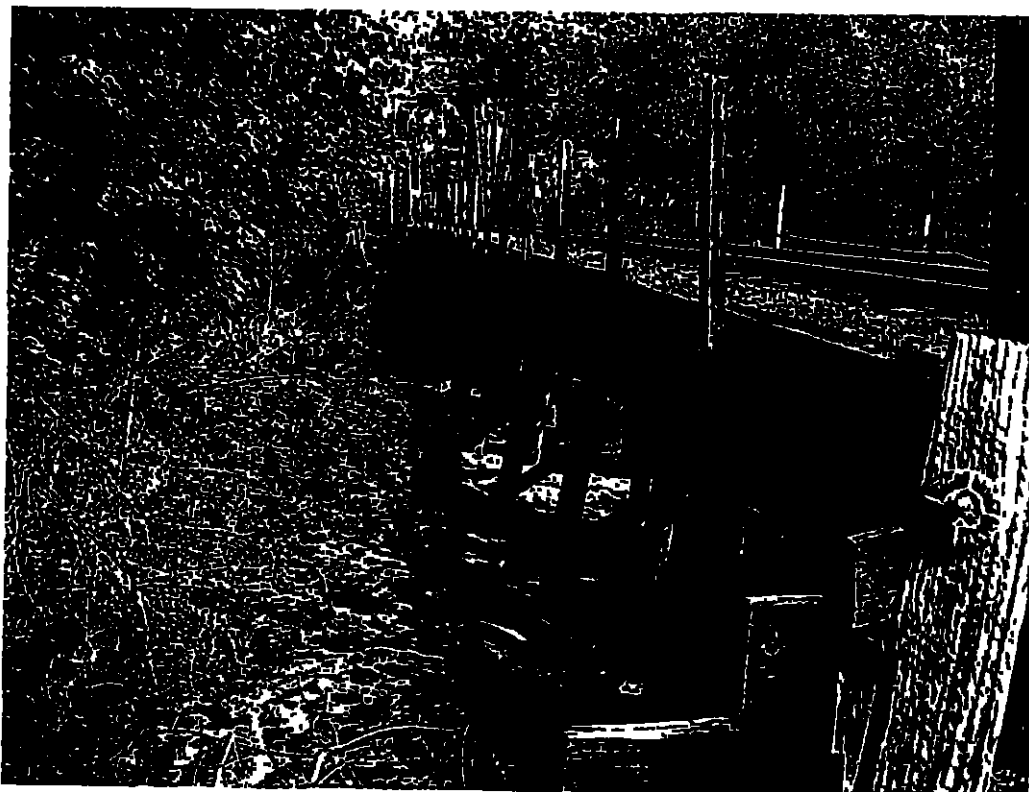
Surface rust on all members of top chord
Light to moderate rust on vertical posts
Debris buildup and moderate corrosion of all bottom chord horizontal gusset plates
Heavy vegetation

Osmose Railroad Services, Inc.

CORP001433

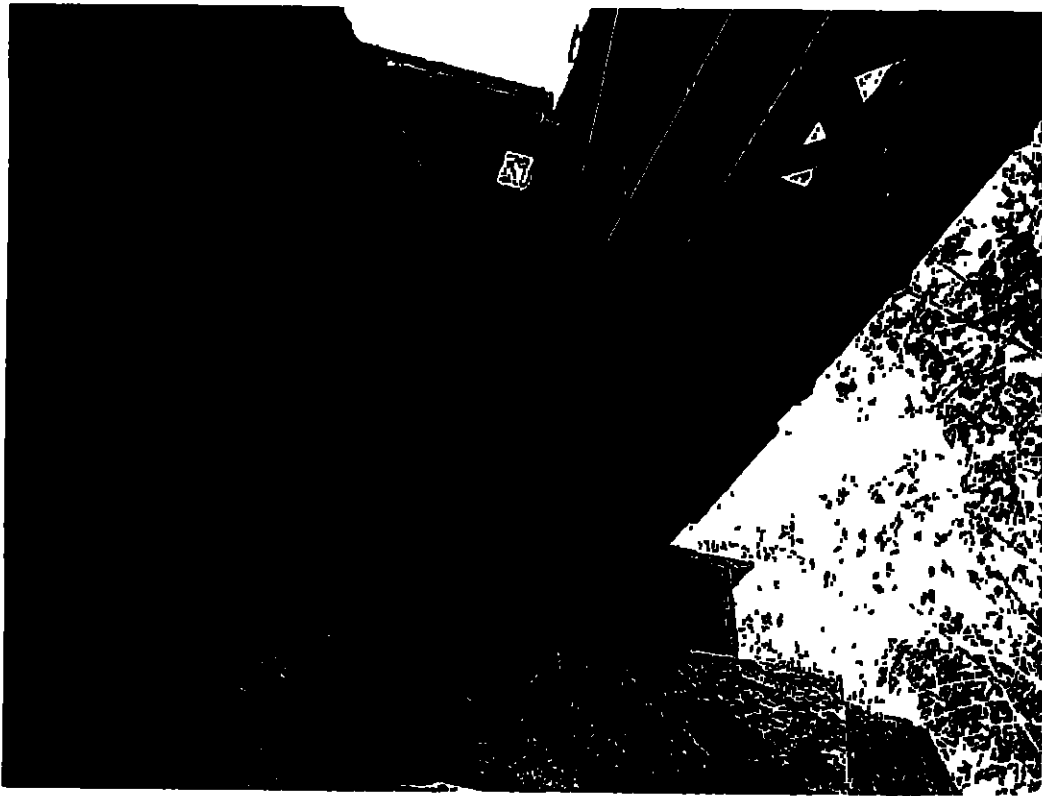


1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Rust On Angles****4 Concrete Bag Rip Rap**



5 Corrosion Underneath Bridge

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 664.62

Railroad. Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By. David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): Jim Bostet, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	ODPT	Timber		
2	1	TRT	Steel		
3	1	ODTT	Timber		
4					

General Bridge Information:

Total Bridge Length (ft): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: T Skewed (Y or N): N

Feature Bridge Crosses: _____

Previous Inspection Information:

Inspection Report Available (Y or N) Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm) ADAMS Inspector: T. K. K.

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers		X		Poor - Fair	
Caps			✓	Good	
Piles		X		Poor	
Walkway	X	X		Poor Fair	Segment 1 & 3 Stringer 12
Headwalls		X		Good	
Truss		X		Fair	
Floor Beams		X		Fair	
Steel Stringers		X		Fair	
Piers			X	Fair	

Notes: Truss - look just behind back to back angle of ball to find
finishing top

See previous inspection report date 1997, 1993, 1959

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 664.62

MLEPOST: 854.82

SECTION# 1

TYPE: ODPT

LOCATION: Noll, OR

INSPECTION DATE: 1/31/2007

INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 1 - Reject *agree*
Shim - Minor cornering under both chords

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

Bent 4
Pile 1 - Reject *agree*
Pile 4 - Reject
Shim - Reject (crushing under both chords)

Bent 7
Shim - Reject (crushing under both chords)

Span 3
Stringer 5 - Reject

Span 4
Stringer 8 - Reject *agree*

Span 5
Stringer 1 - Reject

Ties - OK (6 reject, plate cut at approach)
Guard timber - 50% reject
Approach - Low
Walkways - Fair (15 planks deteriorated) *agree*
Handrails - OK

JGE 9-16-08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1 10	2	RAILROAD	Add ballast and tamp up approach
2	1 14	3	OSMOSE	Replace: - Shim on Bent 4 (crushing under both chords) - Shim on Bent 7 (crushing under both chords)
3	1 8	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 8 bridge ties.
8	1 7	4	OSMOSE	In-place preservative treat piles, caps and stringers

Osmose Railroad Services, Inc.

CORP001447

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 664.62
MILEPOST: 664.62	SECTION# 2
TYPE: Thru Truss	LOCATION: Noil, OR
INSPECTION DATE: 1/31/2007	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 - Fair (minor plate rot)
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

a gree
✓
9-16-08

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.

CORP001453

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach

BRIDGE # 664.62

MILEPOST: 664.62

SECTION# 3

TYPE: OOPT

LOCATION: Noli, OR

INSPECTION DATE 1/31/2007

INSPECTOR: K. Trickle

Findings:

Bent 2

Pile 1 - Reject

Bent 3

Pile 3 - Reject
Pile 4 - Reject

Bent 4

Pile 1 - Reject

Bent 5

Grt Brace 2 in Span 5 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 - Fair (8 reject, plate cut at approach)
Guard Timber - OK
Headwall - OK
Approach - Low
Walkway - Fair (5 planks reject)

JSB
9/16/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.9	2	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	3.11	4	OSMOSE	Replace: - Grt Brace 2 in Span 5
8	3.10	4	OSMOSE	Spot replace 8 bridge ties

Osmose Railroad Services, Inc.

CORP001459

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Right Side Elevation**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 664.85

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): Jim Bostick, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	ODPT	Timber		
2	1	TRT	Steel		
3	5	ODPT	Timber		
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve Curve Skewed (Y or N) N

Feature Bridge Crosses. _____

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 1-31-07

Previously Inspected by (firm): OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Poor - Section 1 & 3	
Stringers				Poor - Section 3	
Caps				Good	
Piles				Fair	
Walkway				Fair	
Headwalls				Good	
Truss				Fair	
Floor Beams				Fair	
Steel Stringers				Fair	

Piles -

Fair

Notes: _____

See previous inspection report sheets 1464, 1468, 1474

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # **664.85**

MILEPOST 664.85

SECTION# 1

TYPE: ODPT

LOCATION: No. 1, OR

INSPECTION DATE: 1/31/2007

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
- Bent 6
1/4" Gap under Chord 1
- Handwritten:* *reject* *JB* *9-16-08*

Ties - OK
Guard Timber - OK
Horsewall - OK
Approach - Low
Walkways - OK
Handrails - OK

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	Shim
3	17	4	OSMOSE	Shim
4	15	4	OSMOSE	Replace
5	13	4	OSMOSE	Cap on Bent 1
6	11	4	OSMOSE	In-place preservative treat the piles, caps and stringers
7	12	5	RAILROAD	Post
				Monitor
				- Pile 2 of Bent 3
				- Pile 3 of Bent 2

Osmose Railroad Services, Inc.

CORP001464

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span

BRIDGE # 664.85

MILEPOST: 664.85

SECTION# 2

TYPE: Thru Truss

LOCATION: Natl. OR

INSPECTION DATE: 1/31/2007

INSPECTOR: K. Trickle

Findings:

PIER	PIER NOTES	
1	Moderate to heavy spalling on top 12" of concrete backwall - <i>agree</i>	
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 Corrosion on top flange angles under walkways

Ties - Poor
Guard timber - Poor
Walkway - Poor

agree

Light corrosion of stringers, all panels

Paint is peeling and surface rust is developing on truss top chord

*agree**agree*

JGL
9-16-08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace ties and walkways
2	2.4	3	OSMOSE	Pier #1 - Chip out deteriorated concrete on backwall - Drill and install dowels and rebar, - Form and pour concrete to original lines
3	2.3	5	RAILROAD	Clean debris from top flange angles of floor beams and stringers of Thru Truss
4	2.2	5	OSMOSE	Continue regular inspections

Osmose Railroad Services, Inc.

CORP001468

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach

BRIDGE # 664.85

MLEPOST: 664 85

SECTION# 3

TYPE: ODPT

LOCATION: Noil, OR

INSPECTION DATE 1/31/2007

INSPECTOR: K. Trickle

Findings:

Bent 1

Shim - Reject (crushing under both chords)

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 6

Stringer 1 - Reject

Stringer 9 - Reject

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

longit crack both, agree

*JGB
9-16-08*

longit crack, agree both

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.2	3	OSMOSE	Replace - Shim on Bent 1 (crushing under both chords) - 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 preservative 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

Osmose Railroad Services, Inc.

CORP001474

Site Photos:

1 Looking Toward Increasing Milepost

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 665.49

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Jim Pocket Alvin Mitchell

Bridge Geometry and Materials:

Segment No.	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	6	ODPT	Timber		
2	1	TRT	Steel		
3	6	ODPT	Timber		
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: T Skewed (Y or N) N

Feature Bridge Crosses _____

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm) OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Fair	
Stringers	(Not Reported)			Good	
Caps		X		Fair	
Piles		X		Fair	
Walkway		X		Fair	
Headwalls		X		Fair	
Truss		X		Fair	
Floor Beams				Poor	
Steel Stringers					
Posts				Good	

Notes: Section 1 - Some exterior longit bracing (Lower) poor condition.

See previous inspection report st. 1479, 1482, 1488

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 665.49

MILEPOST: 665.49

SECTION# 1

TYPE: ODPT

LOCATION: Noll, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Bent 3

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

Agree

JGB
9/15/08

Bent 4

Pile 1 - Reject
 Pile 3 - Reject

Agree

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	1.8	2	RAILROAD	Add ballast and tamp up approach.
2	1.8	3	OSMOSE	Cut Pile tops down and - Replace Cap and install a 6" - 6" Subcap on Bent 3 (piles 3 & 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 preservative treat piles, caps and stringers.
7	1.2	3	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 down and: - Replaced Cap & Shim on Bent 2 with a Cap & 6" Subcap

Osmose Railroad Services, Inc.

CORP001479

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section

BRIDGE # 665.49

MILEPOST: 865.49

SECTION# 2

TYPE: Thru Truss

LOCATION: Nall, OR

INSPECTION DATE 2/1/2007

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

} agree

SPAN #	FINDING #	NOTES
1	1	Floor Beam #0 - Moderate corrosion on top flange angles - Corrosion on top flange angles of its 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

JCB
9/15/08Some indications
of these conditions
but across very
limited for
observation

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	Replacer - 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.

Osmose Railroad Services, Inc.

CORP001482

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach

BRIDGE # 665.49

MILEPOST: 665.49

SECTION# 3

TYPE, ODPT

LOCATION, Nat, OR

INSPECTION DATE 2/12/07

INSPECTOR: K. Trickle

Findings:

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

Bent 4
Pile 2 - Possible Reject

Bent 6
Pile 1 - Reject

Bent 7
1/4" Gap Over Pile 1 - agree

Ties - Fair - agree
Guard Timber - OK - agree
Approach - Low
Walkways - OK
Handrails - OK - agree

JGB
9/16/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.7	2	RAILROAD	Add ballast and tamp up approach.
2	3.1	3	OSMOSE	Post - Pile 1 of Bent 2 - Pile 4 of Bent 2
3	3.6	4	OSMOSE	Spot replace 8 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 preservative 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 down and - Replaced cap on Bent 3 with an Oversized cap

Osmose Railroad Services, Inc.

CORP001488



1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Right Side Elevation****4. Paint Failure**

**OREGON DEPARTMENT OF TRANSPORTATION
RAILROAD DIVISION - BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 1666-21

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-15-08 Inspector(s): Jim Bosket, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	4	Ballast Timber	Str. Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft) _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Roadway

Previous Inspection Information:

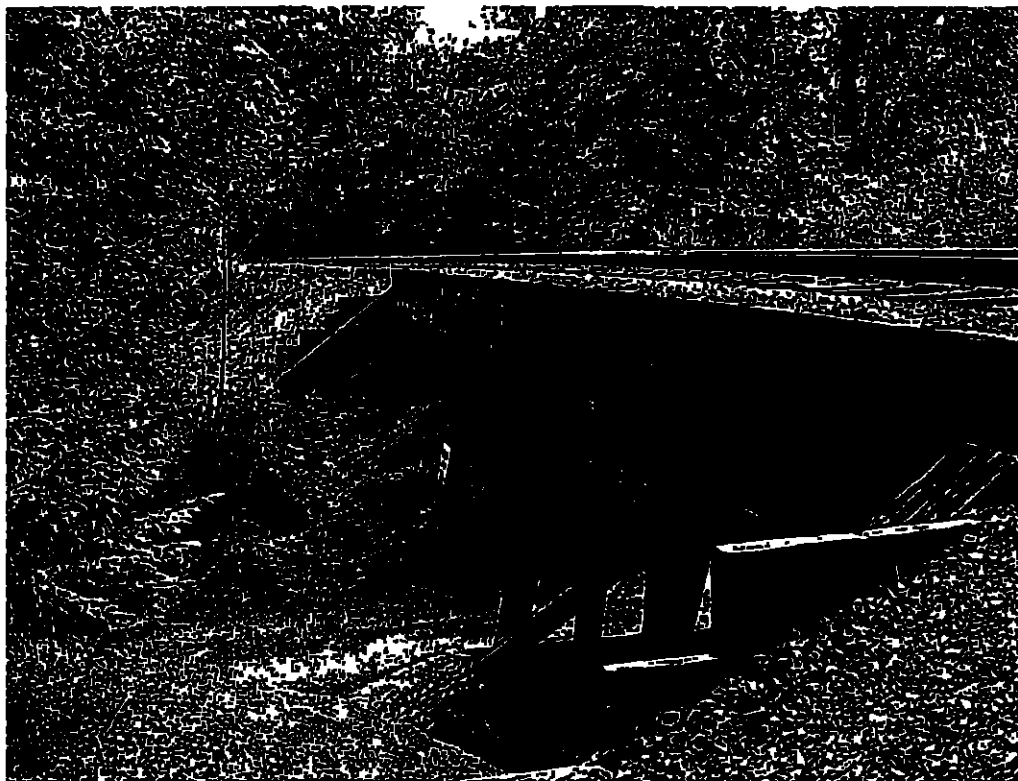
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Frickle

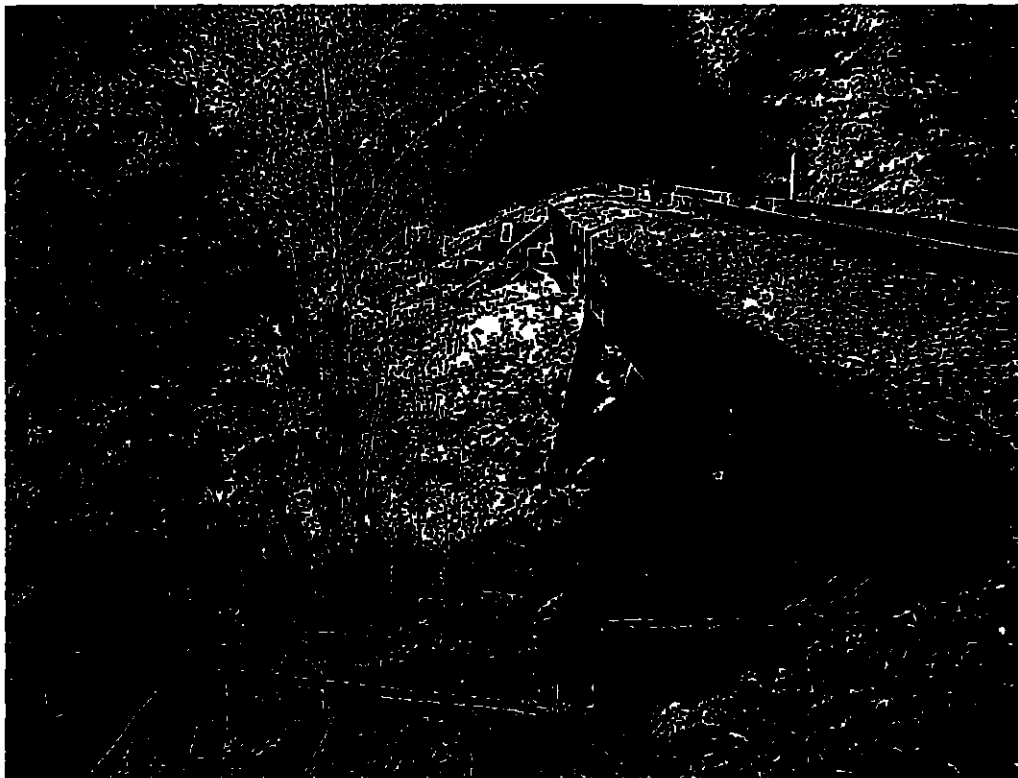
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers	(Not Reported)			Fair to good	
Caps			X	Good	
Piles		X		Fair	
Walkway					
Headwalls				Fair	
Truss					
Floor Beams					
Steel Stringers					

Notes: Sway bracing BT.244 - 1 ea. bent poor from decay

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 1667.28

Railroad Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc

Inspection Date: 9/16/08 Inspector(s): Jim Bosket, Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	ODPT	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve T Skewed (Y or N): N

Feature Bridge Crosses: Drainage

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Fair	
Stringers	(Not Reported)			Good	
Caps	(Not Reported)			Good	
Piles		X		Fair	
Walkway					None
Headwalls		X		Fair	
Truss					
Floor Beams					
Steel Stringers					
Roaming	X			Poor	

Notes: _____

See previous inspection report SH 1494

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: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 4 - Reject *agree*
Both Sway Braces - Reject *agree*

Bent 3
Pile 3 - Possible Reject
Pile 4 - Reject
1/2" Gap over Pile 2
Both Sway Braces - Reject *agree*
Both Sash Braces - Reject

Bent 4
Both Sway Braces - Reject *agree*
Both Sash Braces - Reject

Bent 5
Both Sway Braces - Reject *agree*

JGB
9/16/08

Ties - Fair (3 reject, plate cut)
North headwall - OK
South headwall - Top plank (reject) *agree*
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

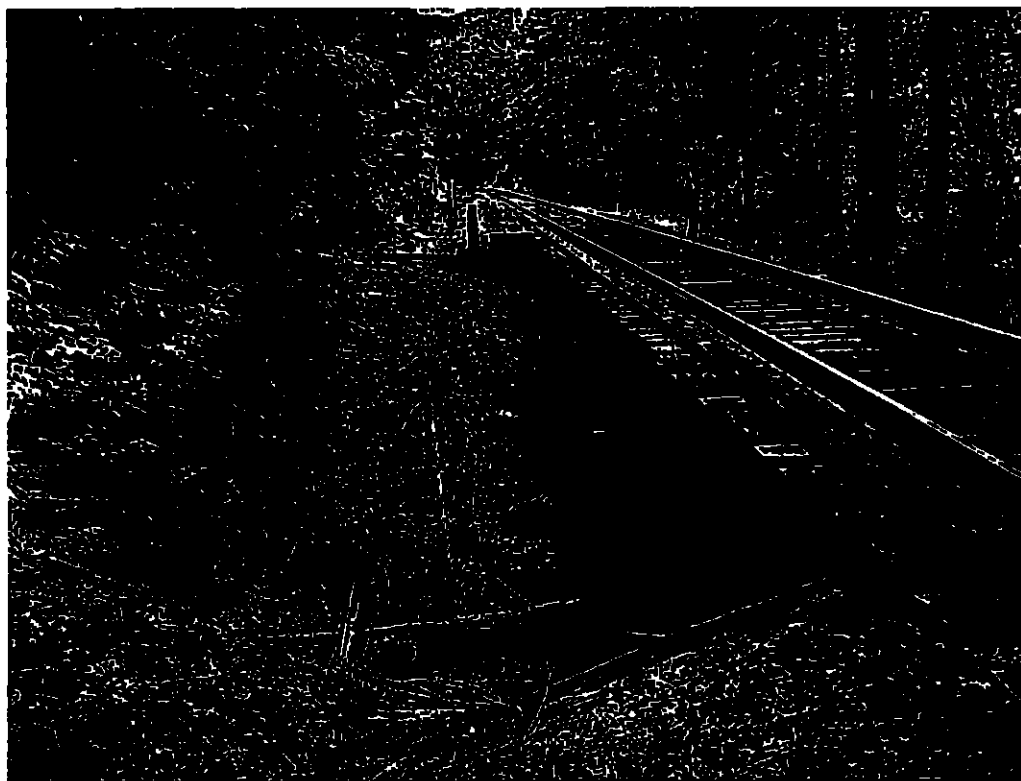
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	3	RAILROAD	Add ballast and tamp up both approaches.
2	1.4	3	OSMOSE	Replace: - Both Sway Braces on Bent 2 - Both Sash Braces on Bent 3 - Both Sway Braces on Bent 3 - Both Sway Braces on Bent 4 - Both Sash Braces on Bent 4 - Both Sway Braces on Bent 5
3	1.8	4	OSMOSE	Spot replace 3 bridge ties.
4	1.7	4	OSMOSE	Shim or Epoxy - Over Pile 2 of Bent 3
5	1.8	4	OSMOSE	Replace: - Top Plank of South headwall
6	1.2	4	OSMOSE	Post: - Pile 4 of Bent 2 - Pile 4 of Bent 3
7	1.1	4	OSMOSE	In-place preservative treat piles and caps
8	1.3	5	RAILROAD	Monitor: - Pile 3 of Bent 3

Osmose Railroad Services, Inc.

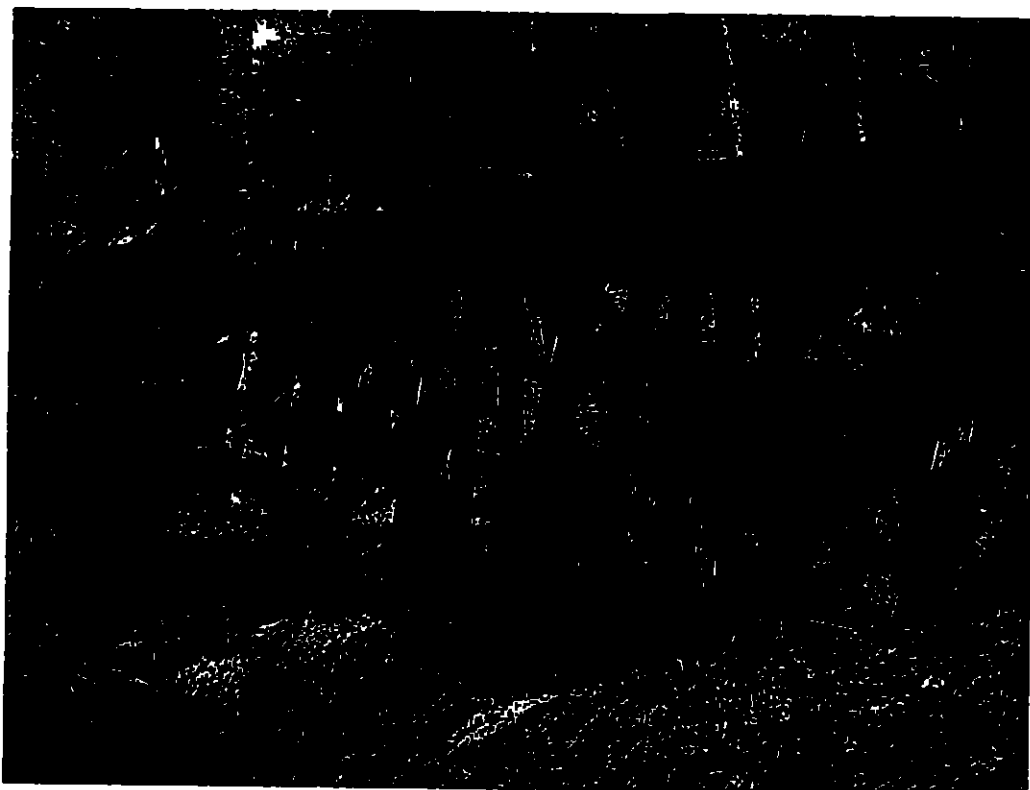
CORP001494

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost



3. Left Side Elevation



4 Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 667.40

Railroad: Central Oregon & Pacific Railroad Line ID. CO Line

Inspected By: David Evans and Associates, Inc

Inspection Date: 9/16/08 Inspector(s): Jim Brekel, Alan Allcheek

Bridge Geometry and Materials:

Segment No	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	6	ODPT	Timber		
2	4	DPG	Steel		
3	3	ODPT	Timber		
4					

General Bridge Information:

Total Bridge Length (ft): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve C Skewed (Y or N): N

Feature Bridge Crosses: creek & riparianity

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/1/07

Previously Inspected by (firm): OSMOSE Inspector: Jicklc

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Fair	
Stringers			X	Fair to Good	
Caps		X		Fair	
Piles				poor to fair	
Walkway				Poor	
Headwalls				Fair	
Truss					
Floor Beams				poor	rotted Paint system failure
Steel Stringers				poor	" " " "
Towers	X			poor	total paint system failure

Notes: Section 1 - Some ext. diagonal bracing near ground rotted - poor

See Previous inspection report sheet 1497, 1502, 1519

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: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Bent 2

Pile 2 - Reject
Pile 4 - Reject

Cap - Reject (slight crushing, piles 2, 3 & 4 punching)
Tapered Shim - Reject (slight crushing under chord 2)

Bent 4

Pile 1 - Possible Reject

Pile 2 - Possible Reject

Cap - Reject

Bent 6

Pile 1 - Reject

Span 4

Stringer 5 - Possible Reject

Ties - Fair (5 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	1.10	3	OSMOSE	Cut Pile tops down and - Replace Cap & install a Double Cap on Bent 2 (slight crushing, piles punching) - Replace Cap & install a Double Cap on Bent 4
2	1.12	3	RAILROAD	Add ballast and tamp up approach.
3	1.8	3	OSMOSE	Replace - Walkway planks
4	1.5	3	OSMOSE	Post. - Pile 2 of Bent 2 - Pile 4 of Bent 2
5	1.14	4	OSMOSE	Spot replace 5 bridge ties
6	1.9	4	OSMOSE	Post. - Pile 1 of Bent 6
7	1.7	4	OSMOSE	In-place preservative treat piles, caps and stringers.
8	1.6	5	RAILROAD	Monitor: - Stringer 3 in Span 4
9	1.3	5	RAILROAD	Monitor. - Pile 1 of Bent 4 - Pile 2 of Bent 4

Osmose Railroad Services, Inc.

CORP001497

OSMOSE WOOD PRESERVING, INC.

140220

RAILROAD BRIDGE DIVISION
BORING RECORDSHEET 1 of 1 SHEETSDate 2-1-2007Owner CORP Reg/Div _____Bridge No. 667.40 N. A PP.Dist/Sub Branch COOS Bay

(Sec)

Location Vaughn, OR (MP 66.8.3)Type: (Pile) (Frame) (Open Deck) (Ballast Deck) (Other) _____Age to 39

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SNELL	VOID	50" SNELL	50" VOID	N	REMARKS	PILE DIA	PX OR X	GR TL	PP	LIN FT PILING
1	5	CAP	2 1/2	over P4	0	K									15
		CAP		over P2	0	K									
2	5	2	10	P/P	1	11				280's	13 1/2	X			50
		4		P/P	2	10					13 1/2	X			
		CAP		over P2	5	1	slight CR			Cap - (X) superdecoration					
					(PILES 2, 3 & 4 PUNCHING), Shim (Sl. R. @ Ch 2)										
3	5	1	15 1/2	12	6	4									80
4	5	1	22	P/P	3	7			1	500's	11 1/2	PX			110
		2		P/P	3 1/2	7					14 1/2	PX			
		CAP		over P4	4 1/2	3			1	CAP (X)					
5	5	Piles 1, 2, 3, 4, 5			Ported New					580's					155
					Double Caps New 7/20/00 Damage										
6	7	1	37 1/2	1	2	10					14 1/2	X			266
7	-	-	-	-	9"	Elevation	Shim on steel tower								-
					Pr 4	W. K. R. - Fair	(Replaced unknown Pile. Ks)								
						Girls - Fair									
						Headwall - OK	App. - Low								
						(Ties) - Fair (6 X)	G. Y. - OK								

SYMBOLS All Borings in inches and fractions to nearest 1/4"

H - Head
X - Reject
V - Void
SH - Shell Not
RS - Ring Separation
DP - Decay Pile
DP - Decay Pocket

PP - Previously Poured
PX - Possibly Reject
ST - Shell Thickness
R/W - Heavy Duty Pile Whip
O/W - Overhead
D/P - Grout Pile
G/L - Gravel Area

Bents Numbered From 05W
Piling Numbered From 05W
Bent # 1 is 05W
(Timeable)

SIGNED

KT

CORP001499

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: 2/1/2007	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 (pile out, spike ill) Walkways - Fair Handrails - OK
		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

*moderate to heavy corrosion
several locations
JCB
9/16/08*

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.6	2	OSMOSE	Replace - East bottom Flange angles and bottom Cover plates in Span 4
2	2.6	2	OSMOSE	Replace - Top Flange angles on both girders in Spans 1 thru 4
3	2.3	2	OSMOSE	Replace - All Laterals and Gusset plates in Spans 1 thru 4
4	2.7	3	OSMOSE	Replace - West bottom Flange angles and bottom Cover plates in Span 4
5	2.2	3	OSMOSE	Replace - Top Tier, East side of Tower 2 steel diagonal bracing
6	2.1	3	RAILROAD	Remove debris from: - Tower leg pedestals - Pier tops - Laterals and Gusset plates
7	2.4	4	OSMOSE	Replace all 137 bridge ties.

Osmose Railroad Services, Inc.

CORP001502

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: 2/14/2007

INSPECTOR: K Trickle

Findings:

Bent 1
Span 1 Glt 1 - Reject — agree

Bent 3
Pile 2 - Reject
Pile 5 - Reject

PIER 1 - ROW 1.
Pile 1 - Possible Reject

PIER 1 - ROW 2.
Pile 1 - Reject — agree
Pile 3 - Reject
Pile 5 - Reject

Span 3
Stinger 1 - Visual Reject — agree

JGB
9/16/08

Tie - OK
Guard Timber - OK
Headwall - OK
Approach - Low
Walkway - Fair (boards deteriorated)

Recommended Work and Work Accomplished

RECOMMENDED WORK

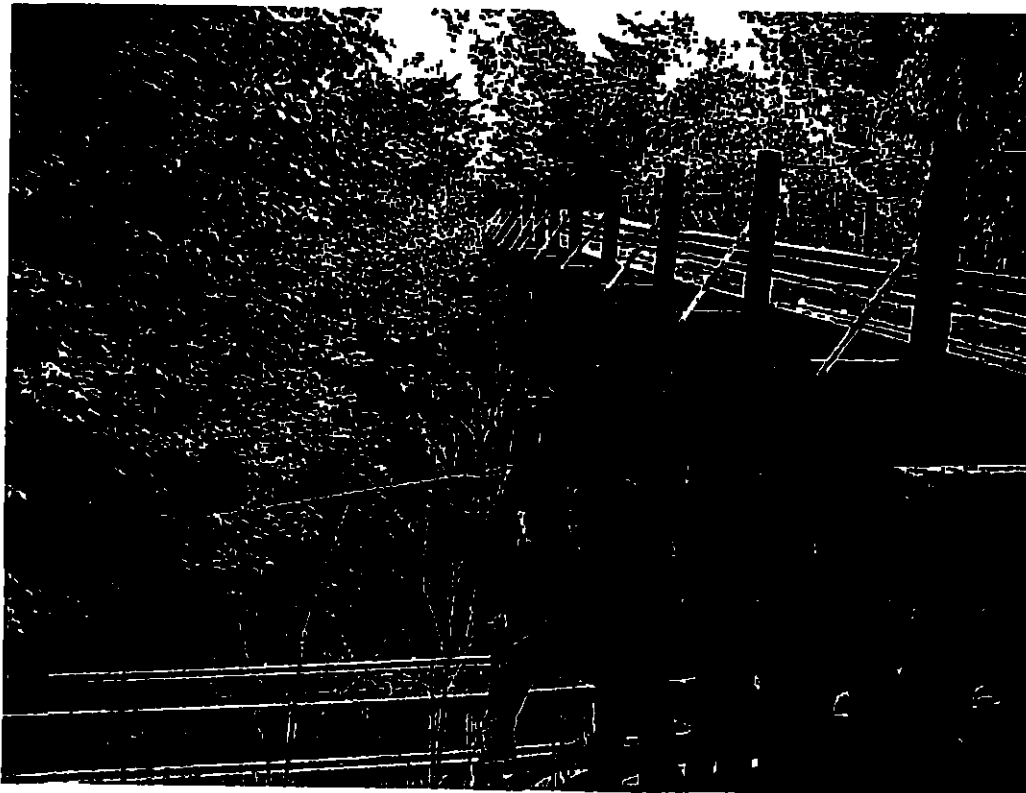
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.2	2	OSMOSE	Post: - Pile 1 in Row 2 of Pier 1 - Pile 3 in Row 2 of Pier 1 - Pile 5 in Row 2 of Pier 1
2	3.7	3	RAILROAD	Add ballast and tamp up approach.
3	3.4	3	OSMOSE	Replace: - All walkway boards
4	3.1	3	OSMOSE	Post: - Pile 2 of Bent 3 - Pile 5 of Bent 3
5	3.8	4	OSMOSE	Replace: - Glt Brace 1 in Span 1
6	3.6	4	OSMOSE	In-place preservative treat piles, caps and stringers.
7	3.3	4	OSMOSE	Replace: - Stinger 1 in Span 3
8	3.6	5	RAILROAD	Monitor: - Pile 1 in Row 1 of Pier 1

Osmose Railroad Services, Inc.

CORP001519



1. Looking Toward Increasing Milepost

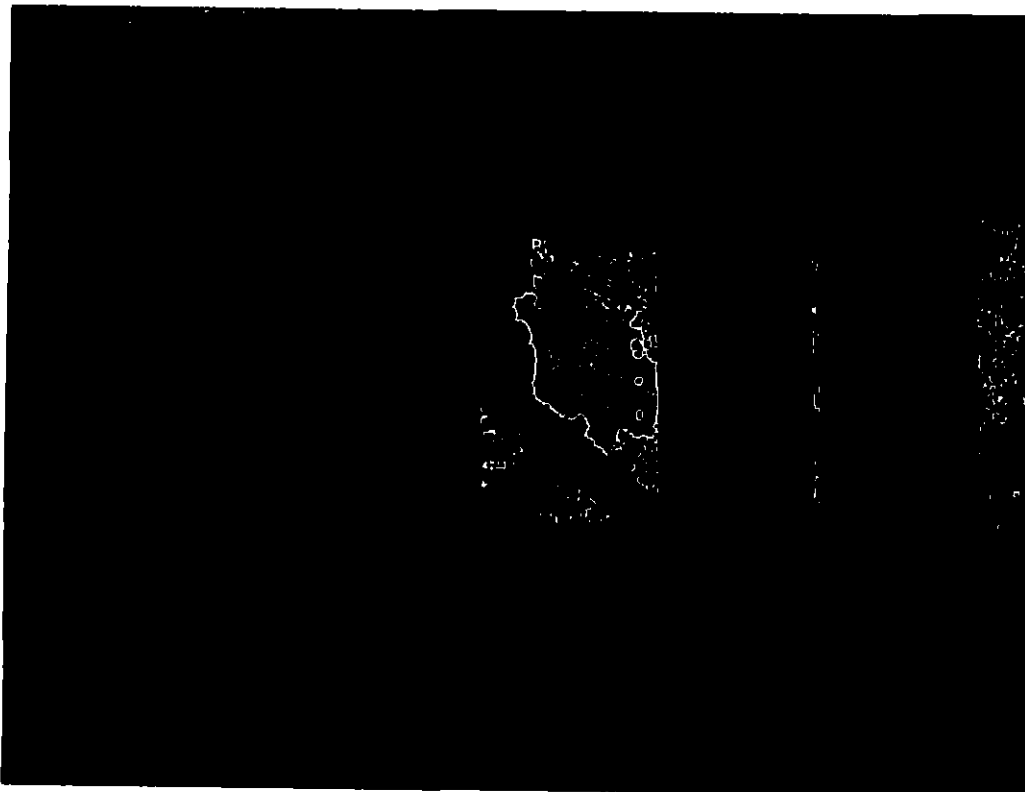


2 Looking Toward Decreasing Milepost

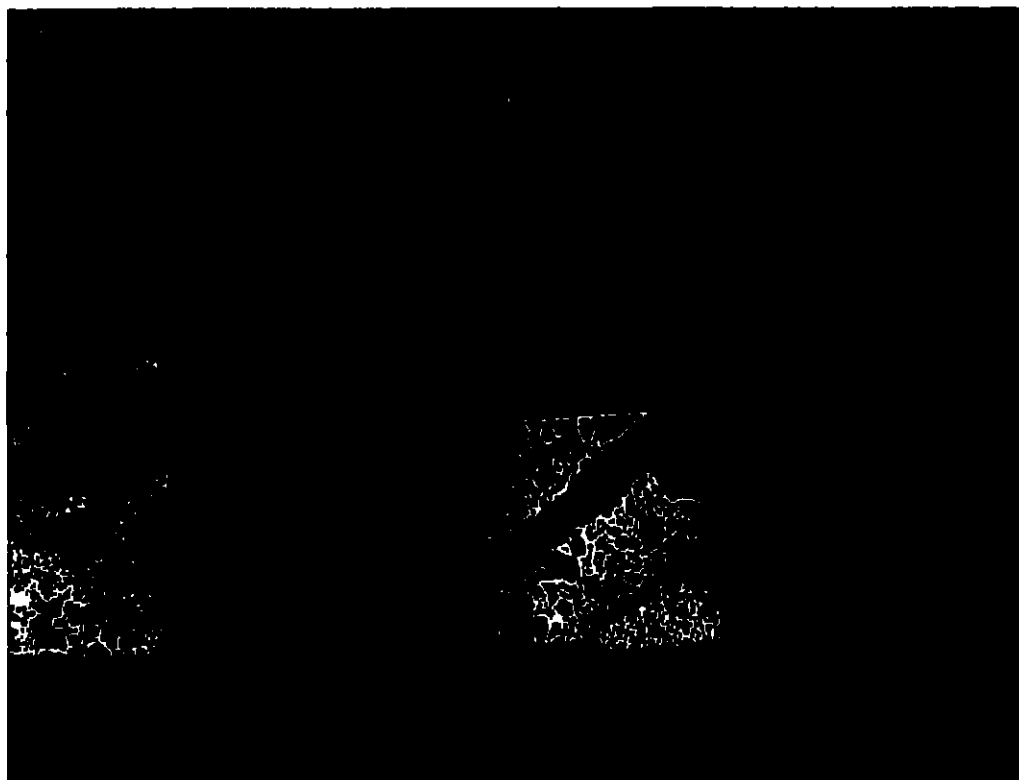
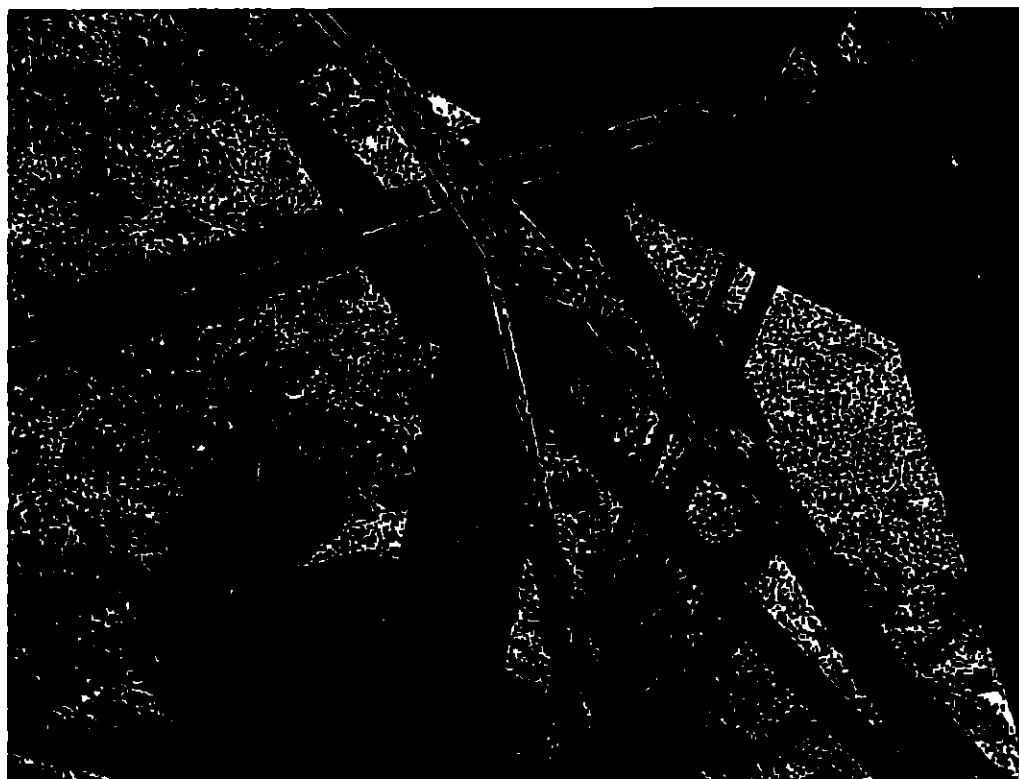
Site Photos:**3 Left Side Elevation****4. Right Side Elevation**



5 Right Side Elevation



6. Corrosion On Angle Plates

Site Photos:**7 Corrosion On Angles****8 Corrosion**

Site Photos:

9 Corrosion

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 668.50

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By David Evans and Associates, Inc

Inspection Date 9/16/08 Inspector(s): Jan Boskoff, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	10	ODPT	Timber		
2	3	DPG	Steel		
3	5	ODPT	Timber		
4					

General Bridge Information:

Total Bridge Length (ft.) _____ Maximum Bridge Height (ft) _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses water

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties	X			Poor	
Stringers				poor to fair	Section 1 - Not Reported Section 3
Caps			Y	Fair to good	
Piles	X	X		poor to fair	
Walkway				Fair	
Headwalls				Fair	
Truss					
Floor Beams				Fair	Paint failing
Steel Stringers				Fair	Paint failing
Timbers				Fair	Total paint system failing light to moderate surface rust

Notes: 6 steel helper bts in section 1

Section 2 - Towing bryes on piers have heavy debris, mod to heavy corrosion. 9/16/08
light corrosion on both flange,

Walkway section 3 - 15' x 2' steel missing

See previous inspection report sheets 1523, 1529, 1533

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 668.50

MLEPOST: 668.50

SECTION# 1

TYPE: ODPT

LOCATION: Vaughn, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K Trinkle

Findings:

- Bent 1 1" Gap over Pile 1 - *agree*
- Bent 4 Pile 1 - Reject
Pile 6 - Reject - *agree*
- Bent 6 Pile 2 - Visual Reject - *agree*
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 - *agree*
- 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) - *agree*
Guard timber - Poor
Approach - Low
Wellways - OK
Handrails - OK

- JLB
9/16/08

Stringer parting lines over timber bents
Bents 6 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	1.8	2	OSMOSE	Replace all 184 bridge ties
4	1.11	3	OSMOSE	Replacer: - 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.

CORP001523

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: 2/1/2007

INSPECTOR: K. Thicke

Findings:

Ties - Poor (plate cut, super elevation)
Line and surface - Fair
Walkways - OK
Handrails - OK

Heavy debris on gusset plates and flange angles - agree

✓ GR
9 16 08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.2	2	OSMOSE	Replace all 104 bridge ties.
2	2.3	3	RAILROAD	Remove debris from: - Gusset plates, laterals and flange angles

Osmose Railroad Services, Inc.

CORP001529

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: 2/1/2007

INSPECTOR: K. Trickle

Findings:

- Bent 1
Elevation Shim on Steel Tower - Possible Reject (minor crushing)
- Bent 2
Southwest tower brace in Tier 2 of Span 2 - Reject *agree*
- Bent 3
Cap - Very minor cornering under both chords
- Bent 4
Cap - Very minor cornering under chord 2

*10/3
9/16/08*

Ties - Fair to Poor *agree*
Guard Timber - Poor *agree*
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	38	4	OSMOSE	Replace: - Southwest tower brace in Tier 2 of Span 2
5	33	4	OSMOSE	In-place preservative treat piles and caps.
6	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 with timber (8 spans). Replaced cap w/cute on Bent 2 for proper elevation.

Osmose Railroad Services, Inc.

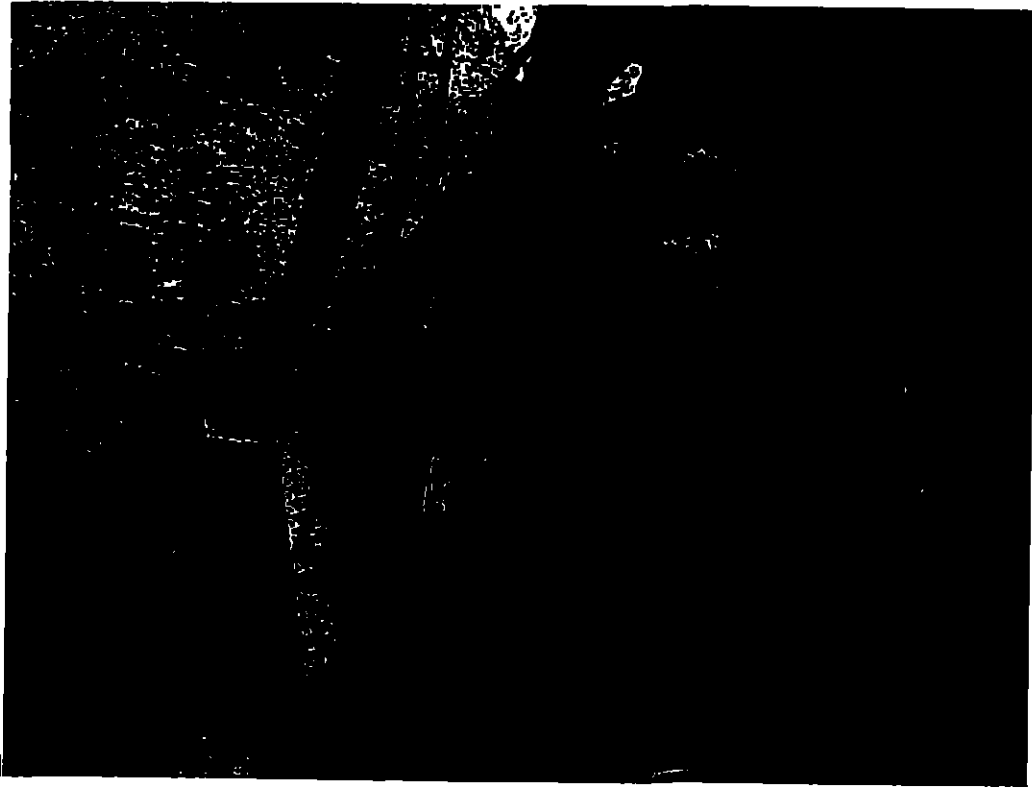
CORP001533

Site Photos:

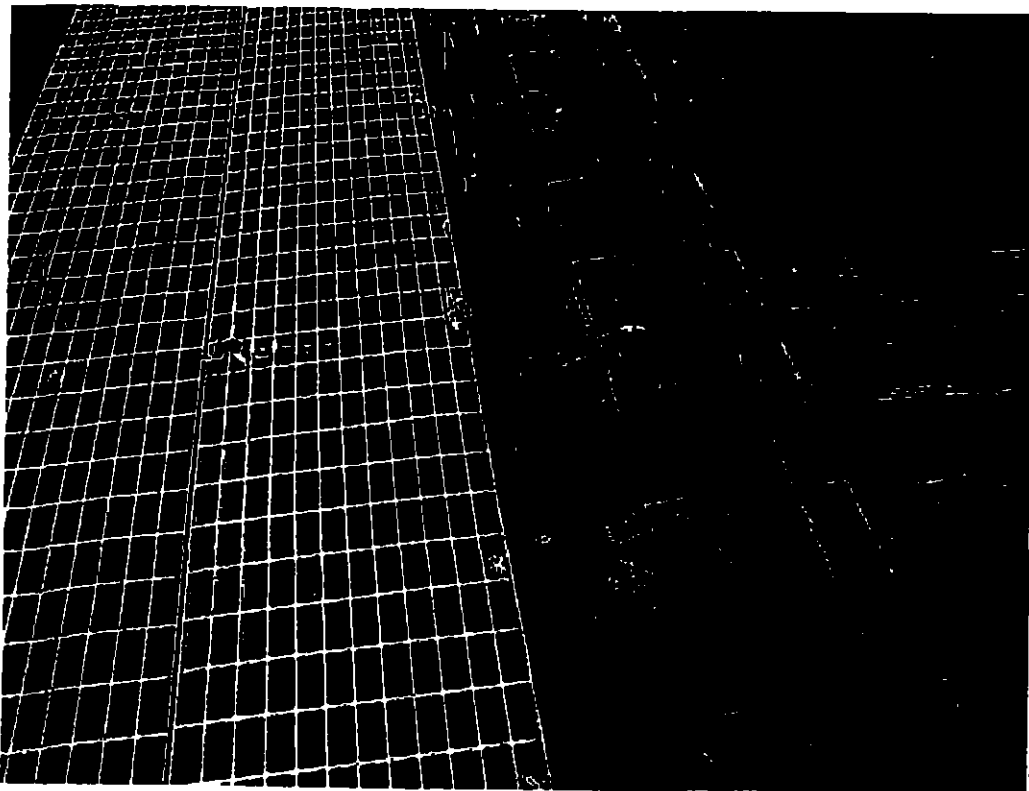
1 Looking Toward Increasing Milepost



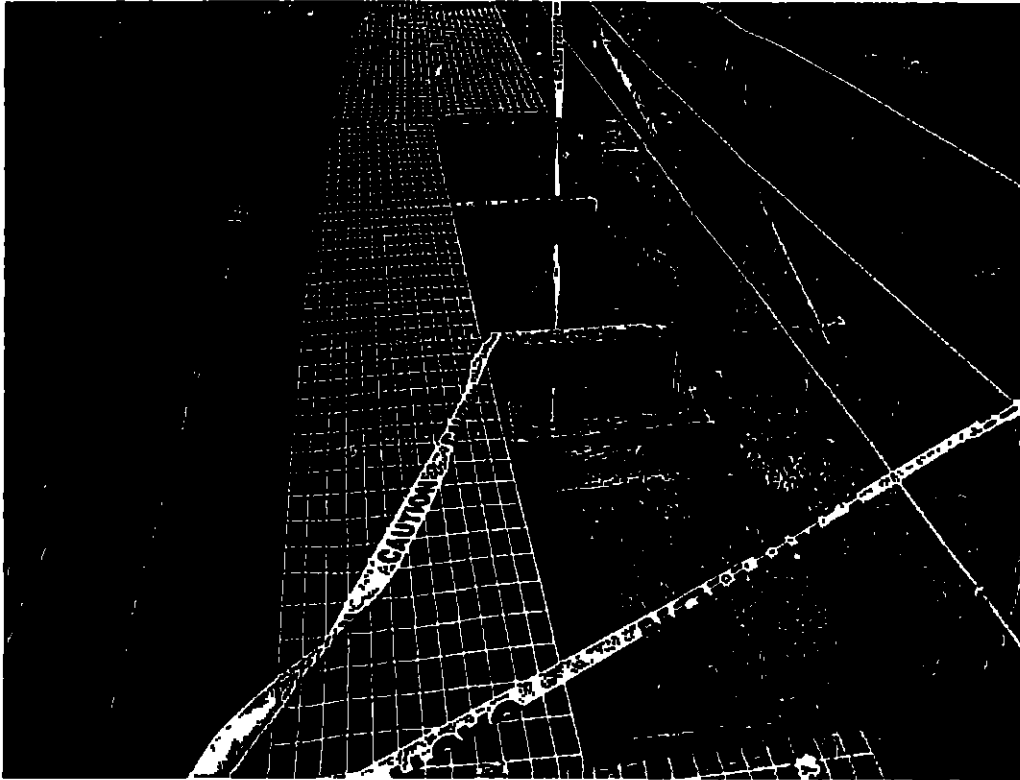
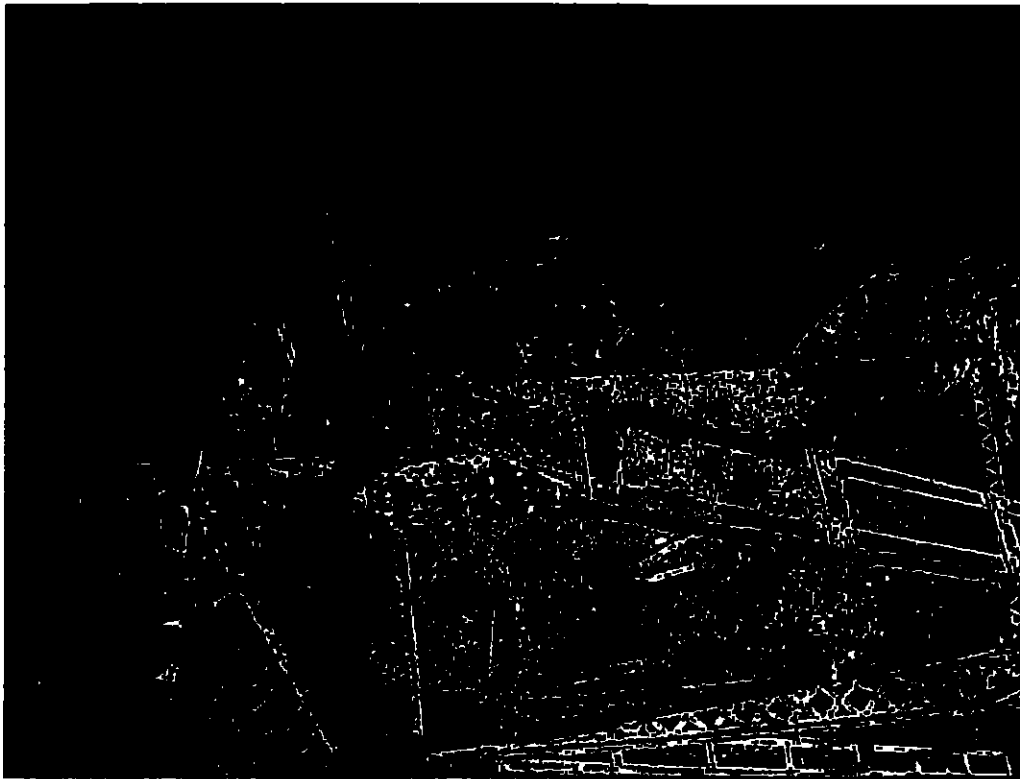
2 Looking Toward Decreasing Milepost



3 Frame Damage



4 Guard Timber Damage

Site Photos:**5 Missing Walkway Panel****6 Corrosion**



7 Bee Hole Top Of Pile



8 Corrosion At Pier Bearing

Site Photos:

9 Steel Pile Helper Bents

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 671.89

Railroad Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Jim Basket, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	<u>10</u>	<u>ODPT</u>	<u>Timber</u>		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek & Roadway

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSWEGO Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties		X		<u>Fair</u>	
Stringers	X	X		<u>From Fair</u>	
Caps		<u>(Not Reported)</u>		<u>Good</u>	
Piles		X		<u>Fair</u>	
Walkway					<u>none</u>
Headwalls		X		<u>Fair</u>	
Truss					
Floor Beams					
Steel Stringers					

Notes: _____

See previous inspection report sheet 1539

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: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Bent 3
Span 3 Girt Brace 1 & 2 - Reject — *agree*

Bent 5
Span 5 Girt Brace 1 - Reject
North Sash Brace - Reject — *agree*

Bent 7
Pile 1 - Reject — *agree*
1/2" Gap over Pile 4

Span 1
Stringer 1 - Reject — *agree*
Stringer 5 - Possible Reject

Span 2
Stringer 1 - Reject — *agree*

Span 4
Stringer 1 - Visual Reject

Span 5
Stringer 4 - Reject — *agree*

Span 8
Stringer 1 - Reject — *agree*
Stringer 4 - Reject

Ties - OK
Guard Timber - OK
Headwalls - OK
South wingwalls - Poor
Approaches - Low

✓ OK
9/16/08

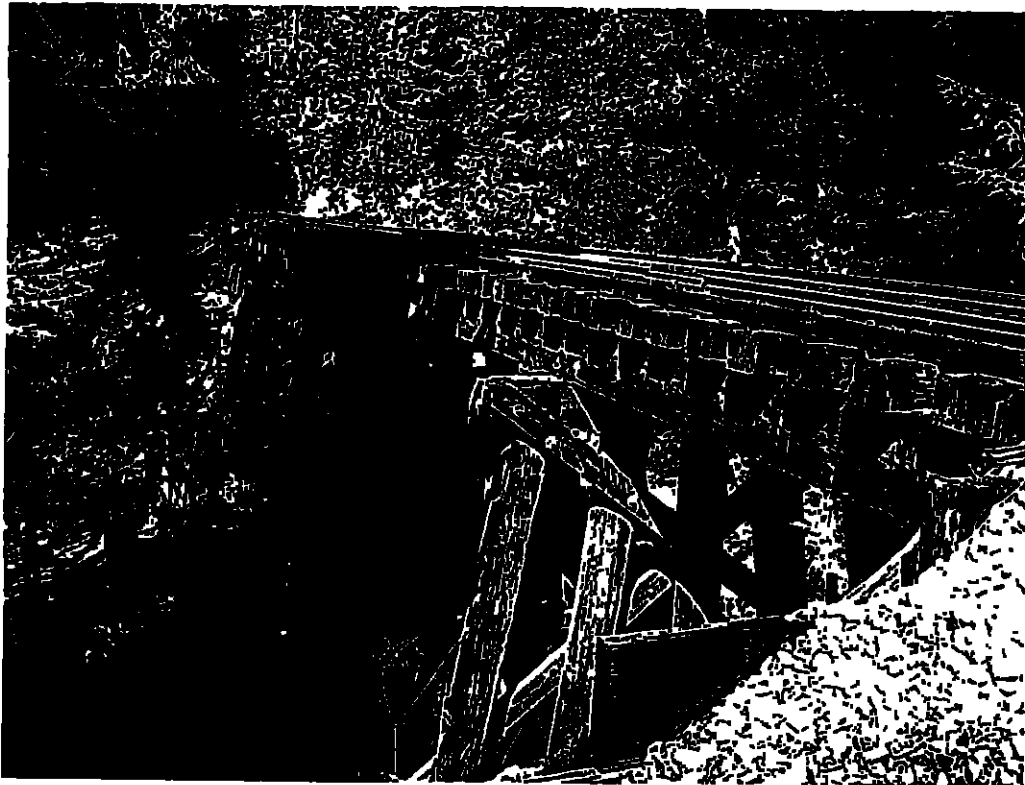
Recommended Work and Work Accomplished

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:
3	1.8	3	OSMOSE	Replace: - Detailed Stringer Inspection
4	1.11	4	OSMOSE	Replace: - Stringer 1 in Span 8 - Stringer 4 in Span 8
5	1.7	4	OSMOSE	Replace: - South wingwalls
6	1.6	4	OSMOSE	Replace: - Girt Brace 1 & 2 in Span 3 - Girt 1 in Span 5 - East Sash Brace on Bent 5
7	1.3	4	OSMOSE	Shim or Epoxy: - Over Pile 4 of Bent 7
				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.

CORP001539



1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 674.03

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Jim Bosket Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	2	ODPT	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve. Curve Skewed (Y or N): N

Feature Bridge Crosses: Stream

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector THC/KC

Previous Inspection Condition Findings and Current Visual Appraisal

Item	Poor	Fair	Good	Current Condition	Comments
Ties	X			Poor	
Stringers		X		Fair	
Caps			X	Good	
Piles		X		Fair	
Walkway					None
Headwalls				Fair	
Truss					
Floor Beams					
Steel Stringers					

Notes: _____

See previous inspection report sh. 1544

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: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Bent 2
 Pile 5 - Reject — agree
 Span 2
 Stringer 8 - Reject
 Ties - Poor (pile cut, 8 reject) — agree
 Guard timber - Poor — agree
 Headwalls - OK
 Wingwalls - OK
 Approaches - Low
 Debris piled up in front of Bent 2 — agree

JOB
 9/16/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

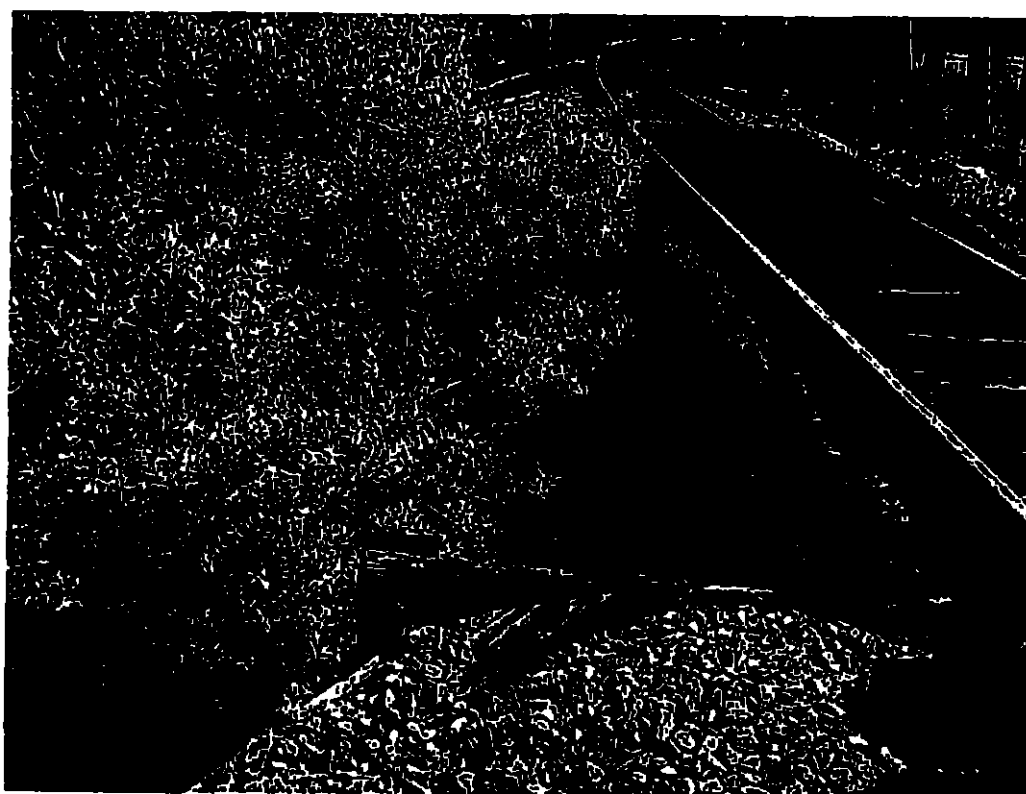
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	RAILROAD	Add ballast and tamp up both approaches
2	1.4	2	OSMOSE	Replace all 31 bridge ties.
3	1.3	3	RAILROAD	Remove debris from Bent 2 (fire hazard)
4	1.6	4	OSMOSE	Replace: - Stringer 8 in Span 2
5	1.2	4	OSMOSE	Post: - Pile 5 of Bent 2
6	1.1	4	OSMOSE	In-place preservative treat the piles caps and stringers.

Osmose Railroad Services, Inc.

CORP001544

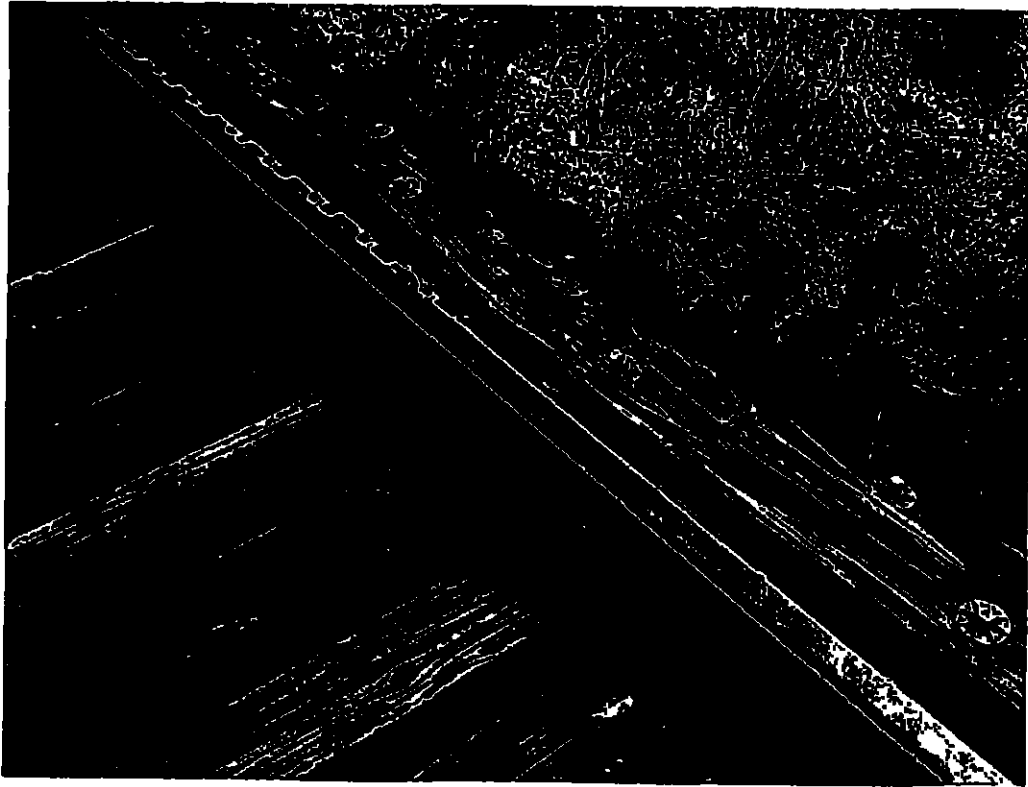


1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4. Right Side Elevation**



5. Guard Timber Damage

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 676-23

Railroad. Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc

Inspection Date. 9/16/08 Inspector(s): Jim Busket, Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TPG	Steel		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.) _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve. Tangent Skewed (Y or N): N

Feature Bridge Crosses. Chickaminy Ck.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					<u>None</u>
Headwalls					
<u>612/15 Truss</u>				<u>Fair</u>	
Floor Beams				<u>Fair</u>	
Steel Stringers		<u>(Not Reported)</u>		<u>Fair</u>	
<u>Abutments</u>				<u>Fair</u>	

Notes: All steel - total paint failure with light to moderate surface rust
Guardrail - Poor, Debris on top of floorbeams

See previous inspection report sht. 1548

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 676.23

MLEPC067: 676.23

SECTION# 1

TYPE: STL

LOCATION: Vaughn, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Ties - Poor *agree*
Approaches - Low
3 North and 3 South Parapet timbers - Reject

Erosion at Northwest Abutment

Abutment 1

*see
9/16/08*

Heavy debris on lower gussets and flange angles
Heavy debris on abutment seats *agree*

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REP #	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	1.6	3	OSMOSE	Replace. - 3 North Parapet timbers - 3 South Parapet timbers
4	1.5	3	OSMOSE	Install. - Wingwall to the Northwest abutment
5	1.4	3	RAILROAD	Remove debris from: - Both abutment seats - All lower gusset plates and flange angles

Osmose Railroad Services, Inc.

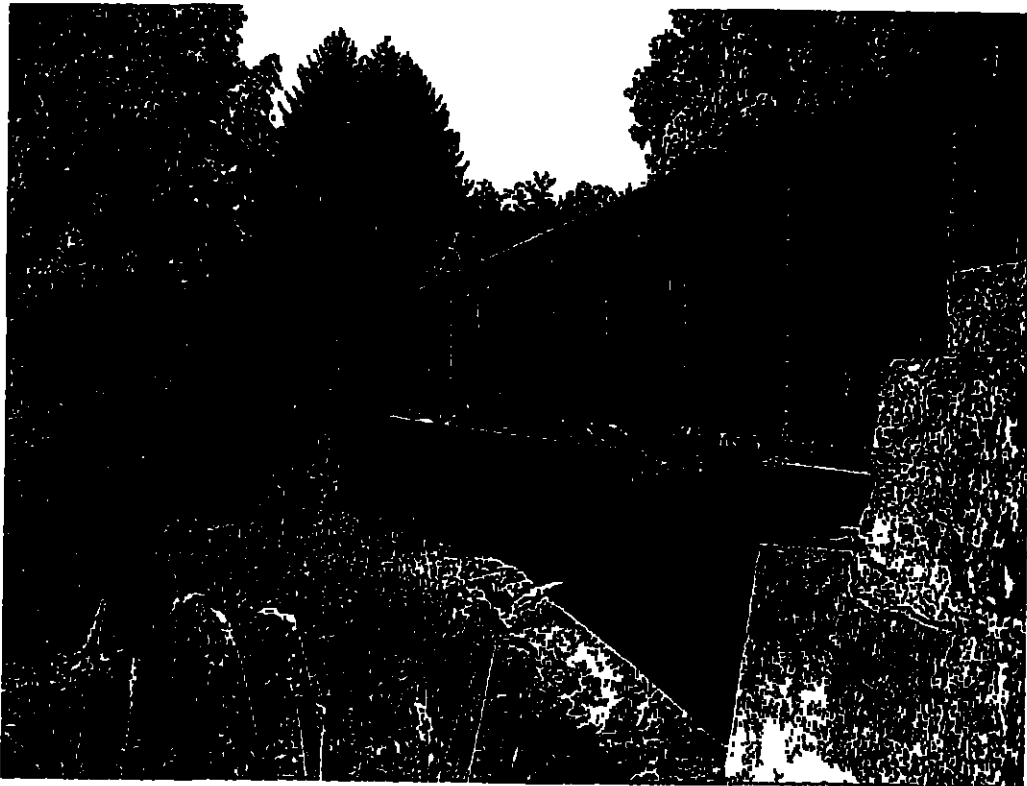
CORP001548

Site Photos:

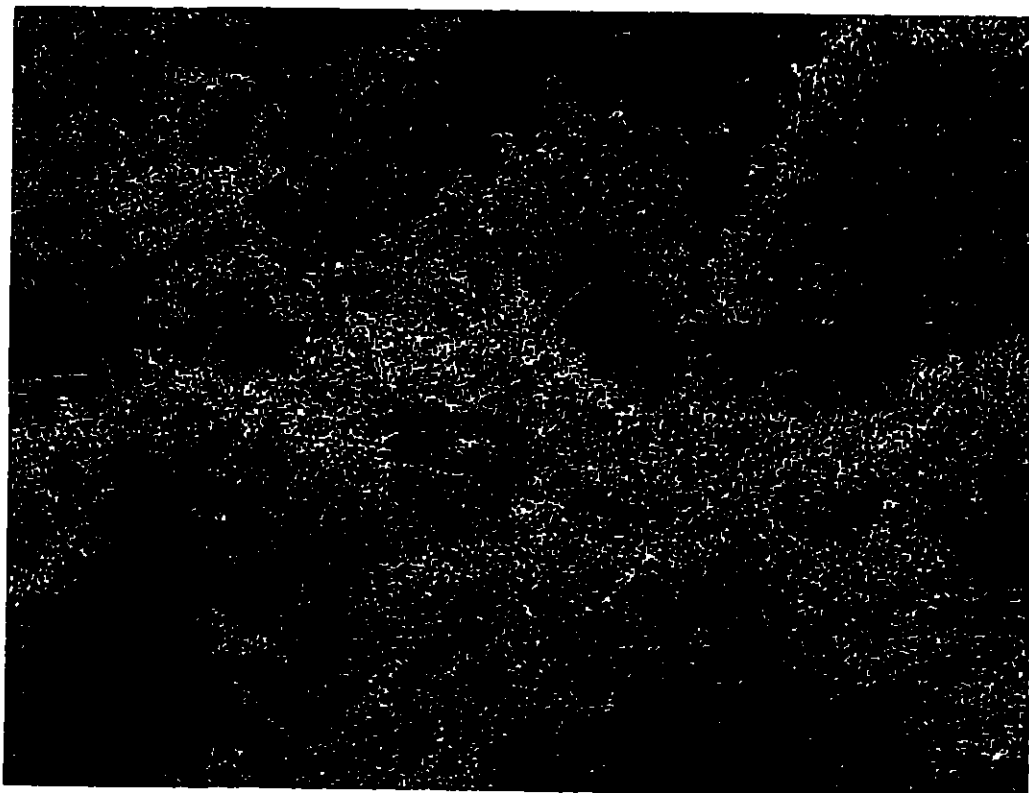
1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

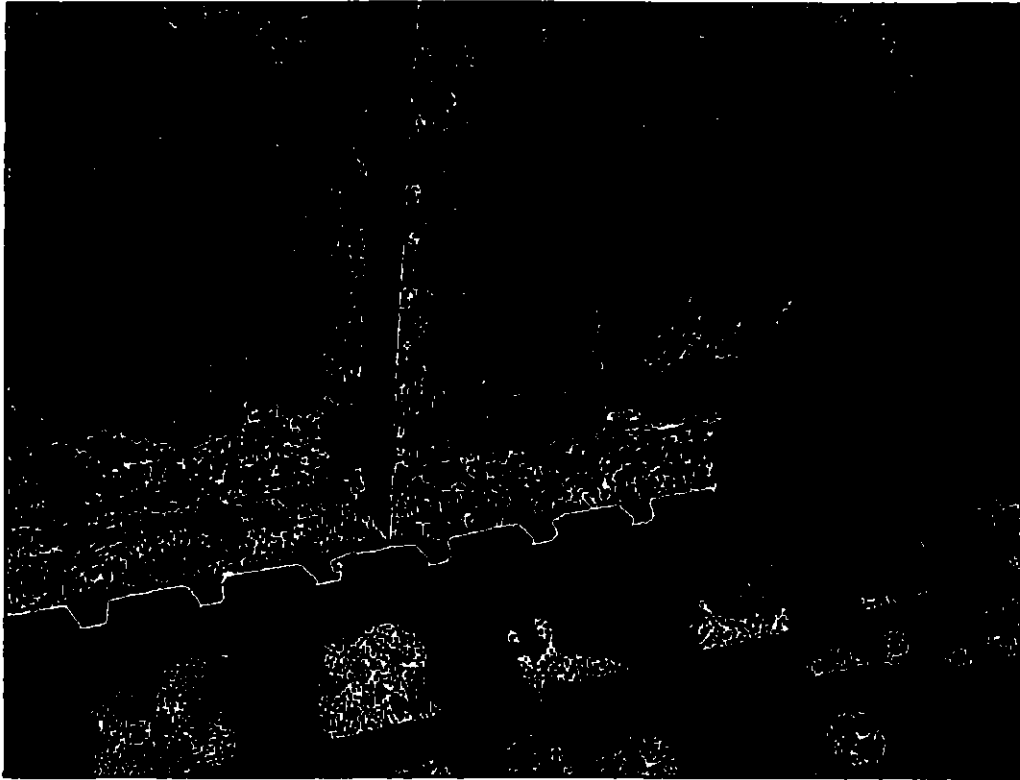


3 Left Side Elevation

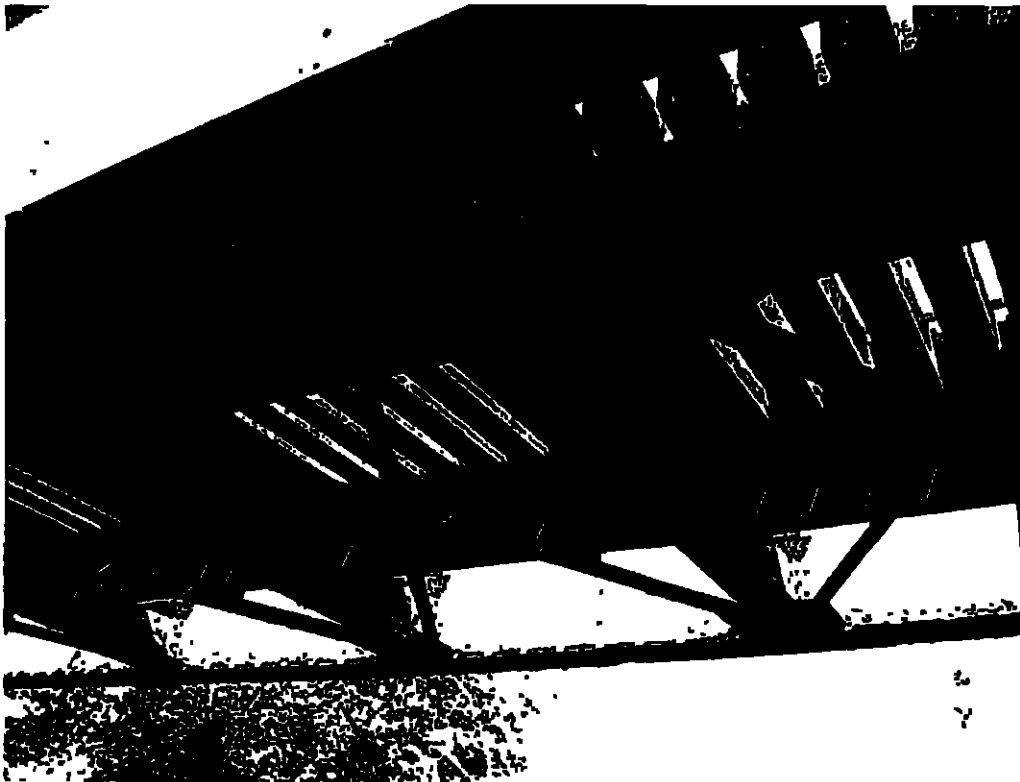


4 Right Side Elevation

Site Photos:



5. Rust/Corrosion



6. Paint/Surface Rust Underneath

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 677.05

Railroad: Central Oregon & Pacific Railroad Line ID. CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Jim Bostert, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	<u>4</u>	<u>OD PT</u>	<u>Timber stringers, Steel caps & piles</u>		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses Walker Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties		<u>X</u>		<u>Fair</u>	
Stringers	<u>X</u>	<u>X</u>		<u>Fair</u>	
Caps <u>steel</u>			<u>X</u>	<u>Good</u>	
Piles <u>steel</u>			<u>X</u>	<u>Good</u>	
Walkway					<u>None</u>
Headwalls		<u>X</u>		<u>Fair</u>	
Truss					
Floor Beams					
Steel Stringers					

Notes: Small amount of drift at BT. 3

See previous inspection report sheet, 1553

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: 2/1/2007

INSPECTOR: K. Trinkle

Findings:

Span 1
 Stringer 1 - Reject
 Stringer 5 - Reject
 Span 2
 Stringer 5 - Reject
 Span 3
 Stringer 5 - Reject
 Ties - Fair
 Guard Timber - Fair to Poor (3 sections reject)
 North Headwall - OK
 Southeast Headwall - Undermining
 Approaches - Low

agree
agree
agree
agree
agree
agree

366
9/16/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

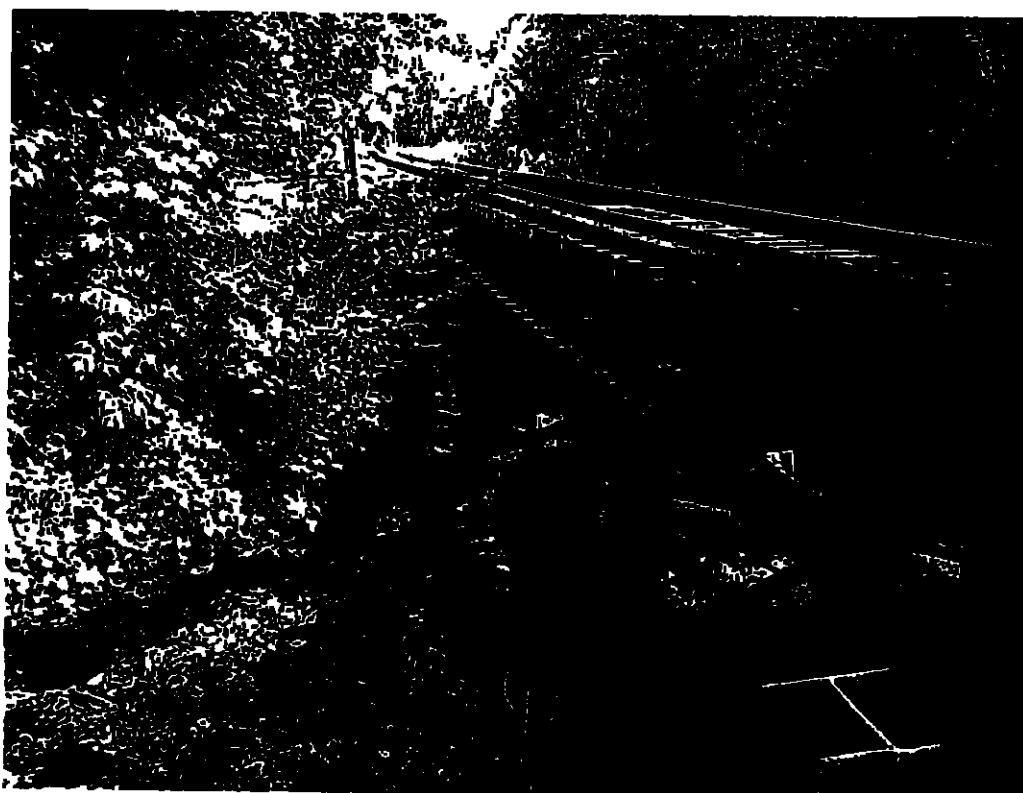
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	OSMOSE	Replace: - All Guard timber
2	1.5	3	RAILROAD	Place: - Rip/rap at the Southeast headwall
3	1.3	3	RAILROAD	Add ballast and tamp up both approaches
4	1.2	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 5 in Span 1
5	1.4	4	OSMOSE	Replace: - Stringer 5 in Span 2 - Stringer 5 in Span 3

Osmose Railroad Services, Inc.

CORP001553



1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 677.80

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc

Inspection Date: 9/16/08 Inspector(s): Jim Boskat, Alan Mitchell

Bridge Geometry and Materials:

Segment No	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	4	ODPT	timber		
2	1	TPG	steel		
3	3	ODPT	timber		
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): No

Feature Bridge Crosses: Stream

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Good	
Stringers				Fair to Good	
Caps				Good	
Piles				Fair	
Walkway			X	Good	
Headwalls				Good	
Truss					
Floor Beams				Fair	
Steel Stringers				Fair	
Plat Girders				Fair	

Notes: Section 2 - Paint system failing - spots of light to moderate surface rust with some local spots of heavy corrosion w/section loss (Rivet Heads)

See previous inspection report sheets 1558, 1562, 1566

Central Oregon & Pacific Railroad

LINE: Coos Bay SubMain

INSPECTION SUMMARY

North Approach

BRIDGE # **677.80**

MLEPOST: 677.80

SECTION# 1

TYPE: COPT

LOCATION: Vaughn, OR

INSPECTION DATE: 2/1/2007

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
Headrail - OK
Approach - Low
Walkway - OK
Handrails - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RAILROAD	RECOMMENDED WORK
1	1.7	3	OSMOSE	RAILROAD	Add ballast and tamp up approach.
2	1.8	3	OSMOSE	RAILROAD	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	RAILROAD	Post: - Pile 1 of Bent 2 - Pile 5 of Bent 2
4	1.4	4	OSMOSE	RAILROAD	Replace: - Stringer 1 in Span 4
5	1.1	4	OSMOSE	RAILROAD	In-place preservative treat piles and caps

Osmose Railroad Services, Inc.

CORP001558

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section	BRIDGE # 677.80
MILEPOST: 677.80	SECTION# 2
TYPE: TPO	LOCATION: Vaughn, OR
INSPECTION DATE: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard timber - OK
Walkway - OK

Minor efflorescence on Concrete Piers

Debris on lower gusset plates and flange angles - agree

Debris on Pier tops

agree

JGB
9/16/08

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 Railroad Services, Inc.

CORP001562

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: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Bent 4 Minor Erosion
Span 2 Stringer B - Reject

Ties - OK
Guard Timber - OK
Headwall - OK
Wingwalls - OK
Approach - Low
Walkway - OK
Handrail - OK

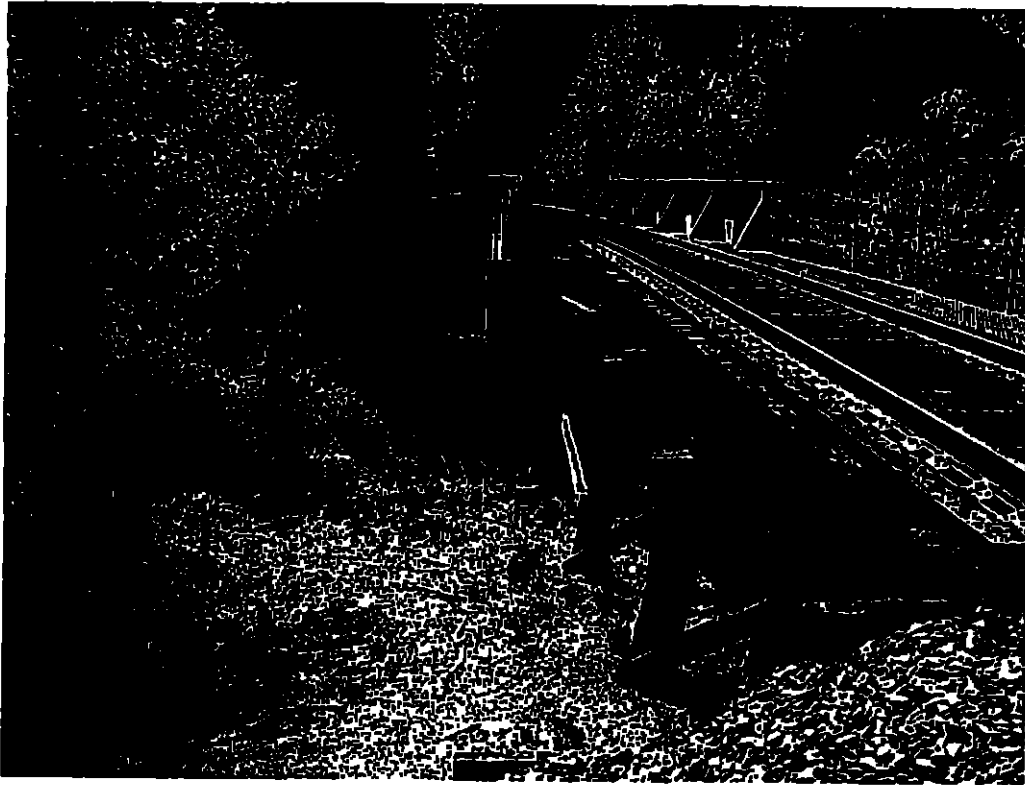
Recommended Work and Work Accomplished

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 preservative treat piles, caps and stringers.
3	3.1	4	OSMOSE	Replace: -Stringer B in Span 2
4	3.2	5	RAILROAD	Monitor: - Bent 4 for additional erosion

Osmose Railroad Services, Inc.

CORP001566

Site Photos:

1 Looking Toward Increasing Milepost



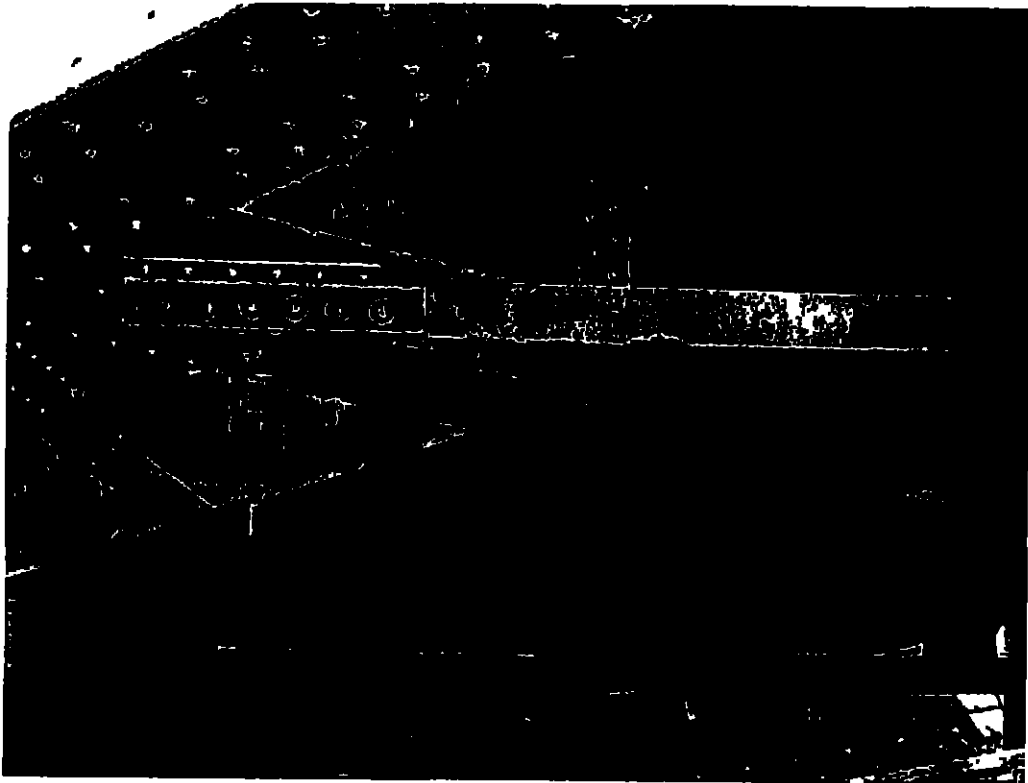
2 Looking Toward Decreasing Milepost



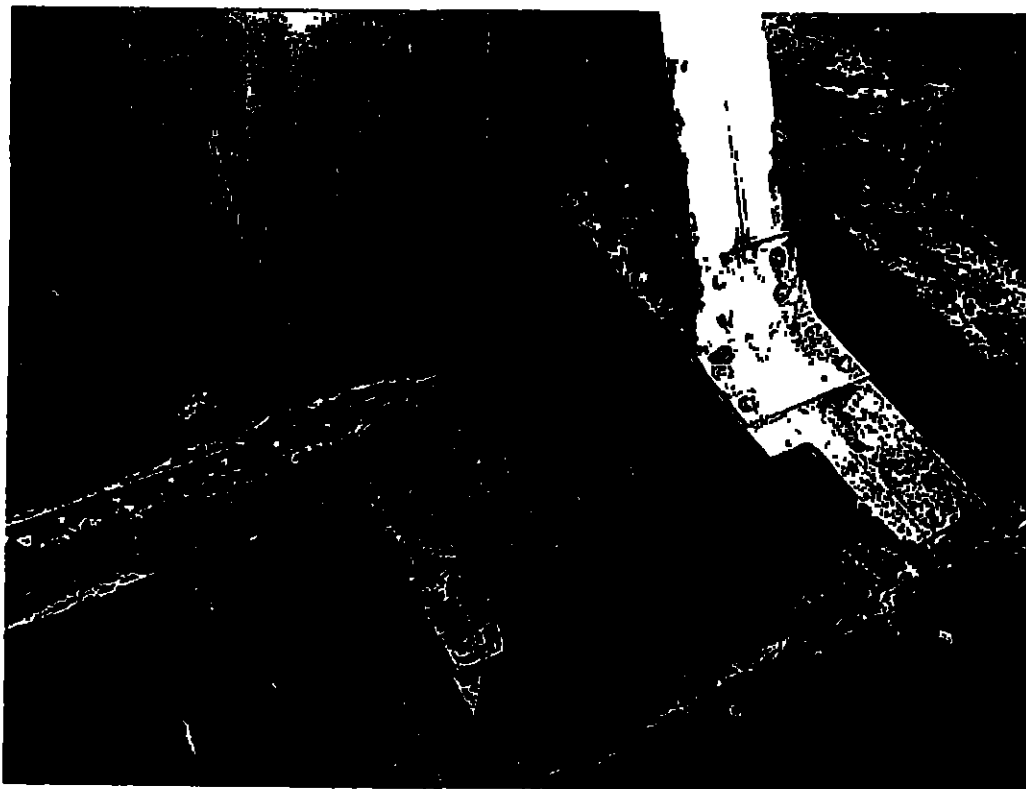
3 Left Side Elevation



4 Right Side Elevation



5. Under System Corrosion/Paint System



6 Corrosion

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 678.43

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Jim Bostick Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	ODPT	timber		
2	2	TPG	steel		
3	3	ODPT	timber		
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: water

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties		X		Good	
Stringers	X			Poor	
Caps				Good	New cap section 1 BT 2
Piles	X ← → X			poor to fair	
Walkway					None
Headwalls				Fair	
~~Truss~~ Girders				Fair	
Floor Beams				Fair	
Steel Stringers				Fair - good	
Plots				Fair	light surface spalls

Notes: New ties & guardrail throughout

Section 2 - light to moderate surface rust on edges of flanges of girders, floor beams, stringers

Few girders with head section loss from oxy corrosion

See previous inspection report sheets 1570, 1575, 1579

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: 2/1/2007

INSPECTOR: K Trickle

Findings:

Bent 1
Pile 3 - Reject

Bent 2
Post 3 - Reject -- agree

Bent 3
Pile 3 - Reject -- agree
Pile 4 - Reject
Pile 5 - Possible Reject

Bent 5
Pile 2 - Possible Reject
Pile 5 - Reject -- agree

Span 1
Stringer 1 - Reject
Stringer 2 - Reject
Stringer 3 - Reject -- agree

Span 2
Stringer 1 - Reject
Stringer 2 - Reject
Stringer 3 - Reject

Span 3
Stringer 1 - Reject
Stringer 7 - Reject -- agree, top decay
Stringer 8 - Reject

Span 4
Stringer 1 - Reject
Stringer 7 - Reject -- agree, top decay
Stringer 8 - Reject

Span 5
Stringer 5 - Reject

Ties - OK
Guard Timber - OK -- New
Headwall - OK
Northwest Wingwall - Poor (losing ballast)
Approach - Low

JGB
9/16/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.13	2	OSMOSE	Replace: - Northwest wingwall
2	1.11	3	RAILROAD	Add ballast and tamp up approach.

Osmose Railroad Services, Inc.

CORP001570

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span

BRIDGE # 678.43

MILEPOST 676.43

SECTION# 2

TYPE: TPG

LOCATION: Richardson, OR

INSPECTION DATE 2/1/2007

INSPECTOR: K. Trickle

Findings:

Ties - OK
Guard Timber - OK

Drift at Pier 2

Debris on Lower gusset plates and flange angles
Debris on Pier tops
Concrete Piers - Minor efflorescence

agree
JLB
7/14/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.3	3	RAILROAD	Remove Drift from base of Pier 2
2	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.

CORP001575

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: 2/ 1/2007

INSPECTOR: K. Trickle

Findings:

Bent 2

Cap - Possible Reject (cornering)
1/2" Shim - Reject (crushing)

Bent 4

Cap - Possible Reject

Span 1

Stringer 1 - Reject *agree*
Stringer 2 - Reject
Stringer 9 - Reject

Span 2

Stringer 1 - Reject
Stringer 2 - Reject
Stringer 9 - Reject *agree*

Span 3

Stringer 1 - Visual Reject *> agree*
Stringer 9 - Visual RejectTies - OK
Guard Timber - 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 9 in Span 3
4	3.5	4	OSMOSE	Replace - Cap on Bent 2 (cornering) - Cap on Bent 4
5	3.2	4	OSMOSE	In-place preservative treat piles and caps

Osmose Railroad Services, Inc.

CORP001579

Site Photos:

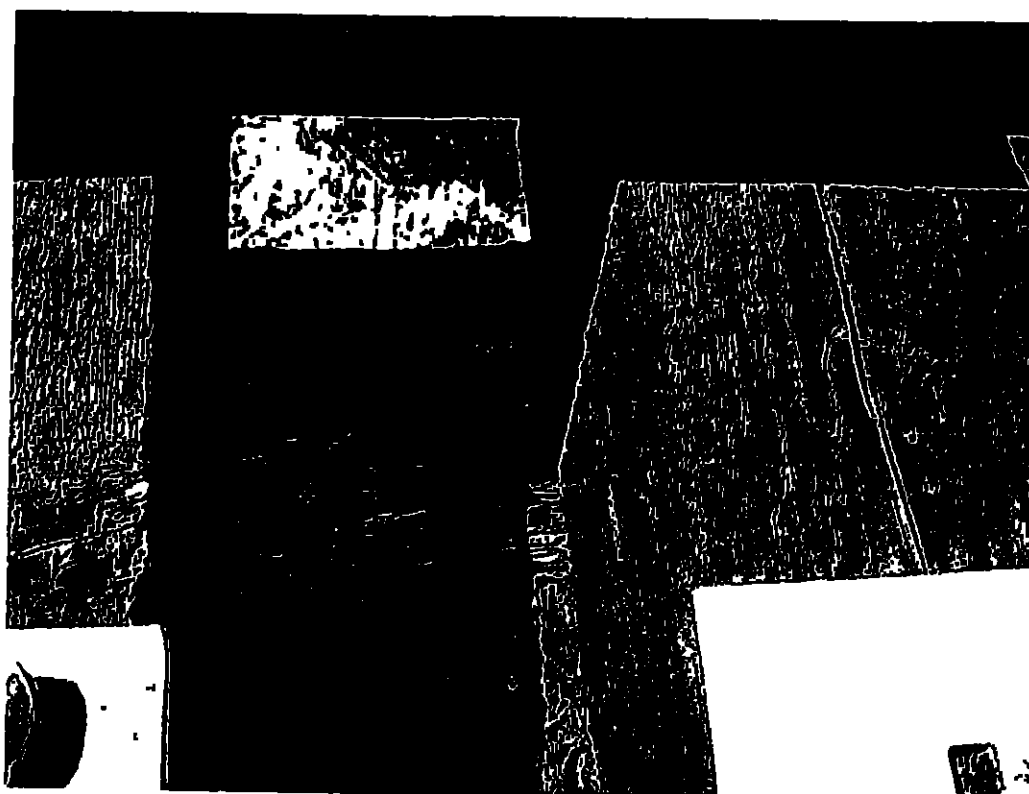
1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3 Right Side Elevation



4 Rotten Outside Stringer

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 680.17

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc

Inspection Date: 9/16/08 Inspector(s): Jim Baskett Alan Mitchell

Bridge Geometry and Materials:

Segment No	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TRT	Steel	150'	
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Wildcat CR

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Poor	
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss				Fair	
Floor Beams				Fair	
Steel Stringers				Fair	
Abutments				Fair	Light surface spalls

Notes: _____

See previous inspection report sh. 1584

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # **680.17**

MLEPOST: 680.17

SECTION# 1

TYPE: Thru Truss

LOCATION: Richardson, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

Findings:

ABUT #	ABUTMENT NOTES	
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 - Low

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, 5' from top of rail - Impact damage

West outboard side of Hanger 4, 2' from top of rail - Impact damage

*DOB 9/16/08
Generally agree*

Recommended Work and Work Accomplished

RECOMMENDED WORK

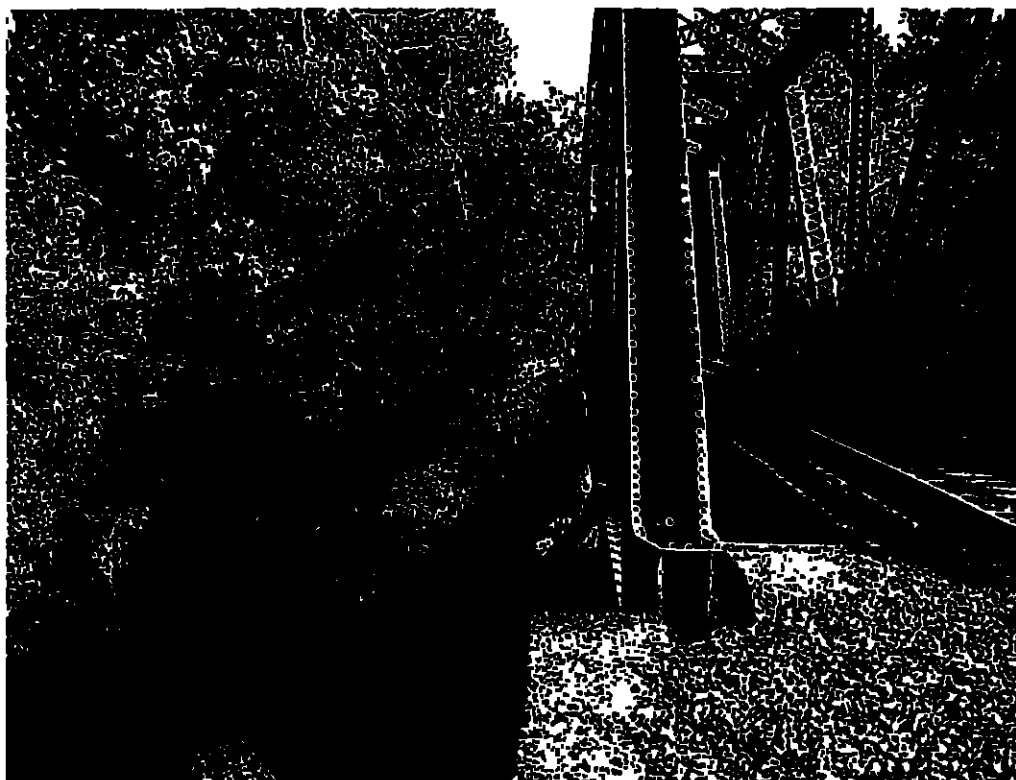
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	OSMOSE	Replace all 126 bridge ties.
2	1.2	3	OSMOSE	Replace bottom flange angles on Floor Beam #0, #1, and #2
3	1.7	4	RAILROAD	Add ballast and tamp up both approaches
4	1.6	4	RAILROAD	Remove debris from: - Top of Flange angles at Floor beams 0, 1, 3 & 6
5	1.5	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

Osmose Railroad Services, Inc.

CORP001584

Site Photos:

1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3 Right Side Elevation



4 Corrosion At Bearings

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 680-46

Railroad: Central Oregon & Pacific Railroad Line ID CO Line

Inspected By: David Evans and Associates, Inc

Inspection Date: 9/16/08 Inspector(s): Jim Bostick, Alan Mitchell

Bridge Geometry and Materials:

1913

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TPG	Steel	100'	
2					
3					
4					

9'-3" deep girders

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: wildcat CR

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Fair	
Stringers					
~~Base~~ Abutments				Fair	Surface spalls
Piles					
Walkway				Good	
Headwalls					
Girders Truss		X		Fair	
Floor Beams		X		Fair	
Steel Stringers	X			Poor	
Bracing Bot Lateral	X			Poor	

Notes: Failing paint system

See previous inspection report sheet 1595

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 680.46	BRIDGE # 680.46
TYPE: TPO	SECTION# 1
INSPECTION DATE: 2/1/2007	LOCATION: Richardson, OR
	INSPECTOR: K. Trickle

Findings:

Ties - OK (derailment damage)
Approaches - 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

agree
JGO 9/16/08

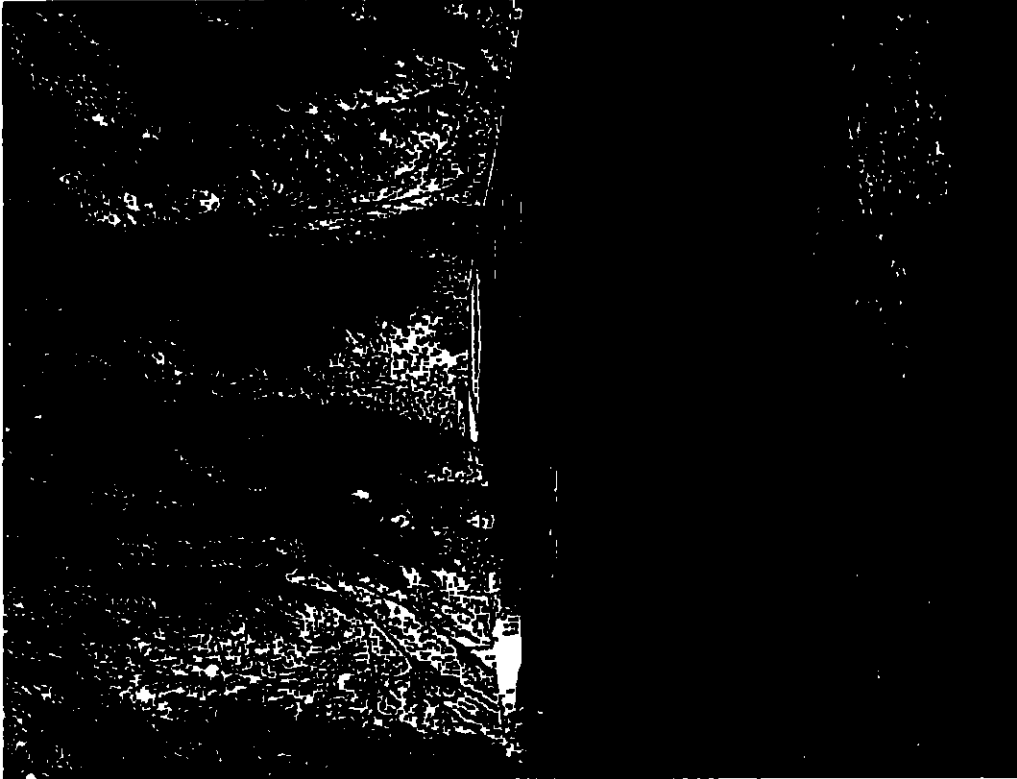
Recommended Work and Work Accomplished

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 both approaches.
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

Osmose Railroad Services, Inc.

CORP001595

Site Photos:

1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3 Right Side Elevation



4 Corrosion On Angles Underneath

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 680.77

Railroad: Central Oregon & Pacific Railroad Line ID. CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s) Jim Bosted, Alan Mitchell

Bridge Geometry and Materials:

1913

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TPG	Steel		
2					
3					
4					

9' girders

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve Curve Skewed (Y or N): N

Feature Bridge Crosses: Wildcat CR.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Fair	
Stringers					
Caps					
Piles					
Walkway					None
Headwalls					
~~Truss~~ Girders				Fair	
Floor Beams				Fair	
Steel Stringers				Fair	
Abutments				Fair	Light surface spalling, scaling

Notes: All members - spots of light to moderate surface rust mainly on edges & top flanges. Pack rust bottom back to back angles of both. Lateral bracing & brgs to girder. Some rivet heads heavily corroded. See previous inspection report Sht 11001

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: 2/ 1/2007	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

} agree
JTB
9/16/08

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 Railroad Services, Inc.

CORP001601

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost



3. Left Side Elevation



4 Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 681.08

Railroad. Central Oregon & Pacific Railroad Line ID. CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date. 9/17/08 Inspector(s): Jim Bosket Alan Mitchell

Bridge Geometry and Materials:

1913

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TPG	Steel	62 ft.	
2	1	TPG	Steel	100	
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve. Curve Skewed (Y or N). Y

Feature Bridge Crosses: Wildcat CK

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): ASMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties		X		Fair	
Stringers					
Caps					
~~Base~~ Girders		X		Fair	
Walkway				Fair	
Headwalls					
~~Floor Beams~~	X			Poor	
Floor Beams		X		Poor to Fair	Spot of heavy corrosion both flange
Steel Stringers		X		Poor to Fair	
Abut & Piers				Fair	Light surface spalling, Seaking

Notes: Stringers have 10% to 20% section loss on both flange. Some spots.
Falling paint system

See previous inspection report sheet 1605

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: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Ties - OK (Joints/End 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 - Detachment and paint peeling

*agreed
 Job 9-17-08*

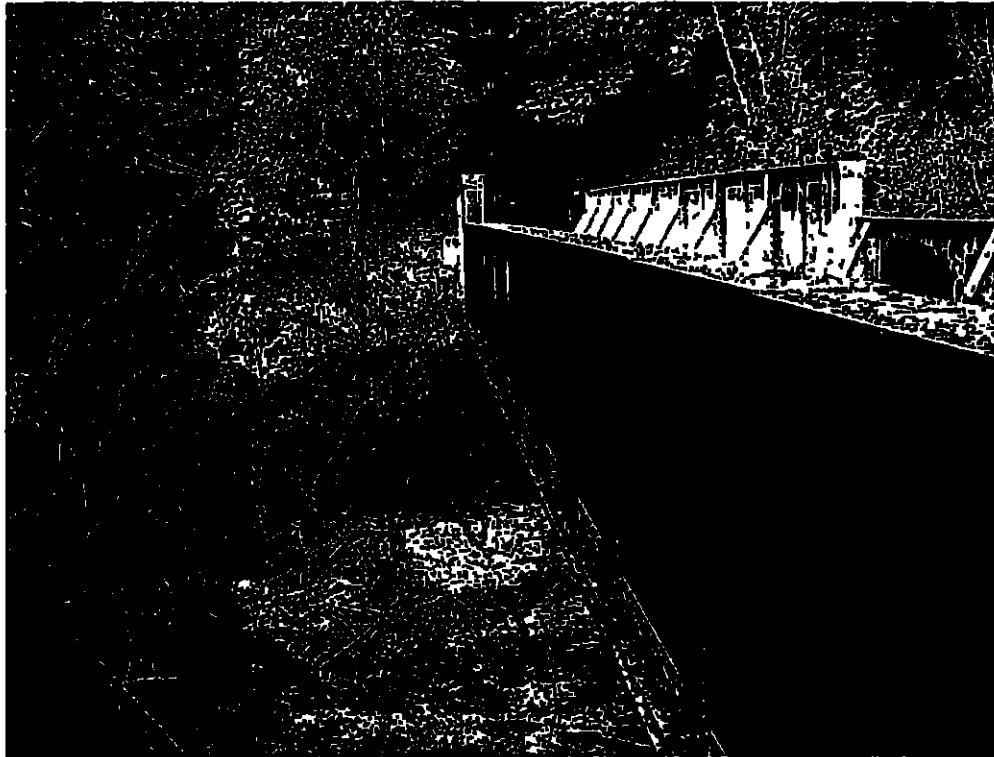
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	RAILROAD	Remove. - Fouled ballast, replace and tamp up North approach to correct elevation
2	1.8	3	RAILROAD	Add ballast and tamp up South approach
3	1.2	4	OSMOSE	Replace - Bottom Laterals in Span 2
4	1.1	4	RAILROAD	Remove debris from: - Lower gusset plates, flange angles, floor beam tops and abutment seats
5	1.6	5	RAILROAD	Monitor: - Bottom cover plates for additional detachment and paint peeling
6	1.5	5	RAILROAD	Monitor: - Bottom Laterals in Span 1 for additional section loss

Osmose Railroad Services, Inc.

CORP001605

Site Photos:

1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3 Left Side Elevation



4. Right Side Elevation

Site Photos:**5 Bottom Flange Corrosion**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 681.45

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): Jim Boscard, Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	3	DPE	steel		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N) N

Feature Bridge Crosses: Wildcat Cr

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/1/07

Previously Inspected by (firm): OSMOSE Inspector: Tickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties		X		Fair	
Stringers					
Caps					
Piles					
Walkway				Poor	
Headwalls					
Truss Girders	X			Poor	
Floor Beams	X			Poor	
Steel Stringers					
Abut 5 & Piers				Fair	Light surface spalls, scaling

Notes: Relinquishment of cover PLs with Section loss

Corrosion in the 3 spans is similar

Top flange angles of girders approx. 50% section loss, typ.

See previous inspection report dtd 10/14

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: 2/ 1/2007

INSPECTOR: K. Trickle

Findings:

SPAN #	FINDING #	NOTES
1	1	80% Section loss of Lower Floor Beam flange angles & stiffeners at East and West corners of Floor beam 0 at Pier 1

Ties - OK
Guard Timber - OK
North Approach - Ballast fouled
South Approach - Low
East Walkway - Poor (2 sections grate reject, 1 handrail and walkway support reject)
Handrails - Poor (2 sections west handrail cable reject)

All spans - Pilling, delamination of cover plates and flange angles
Debris and peck 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 60% section loss
South Bearing, Abutment 1 - Pilling and peck rust

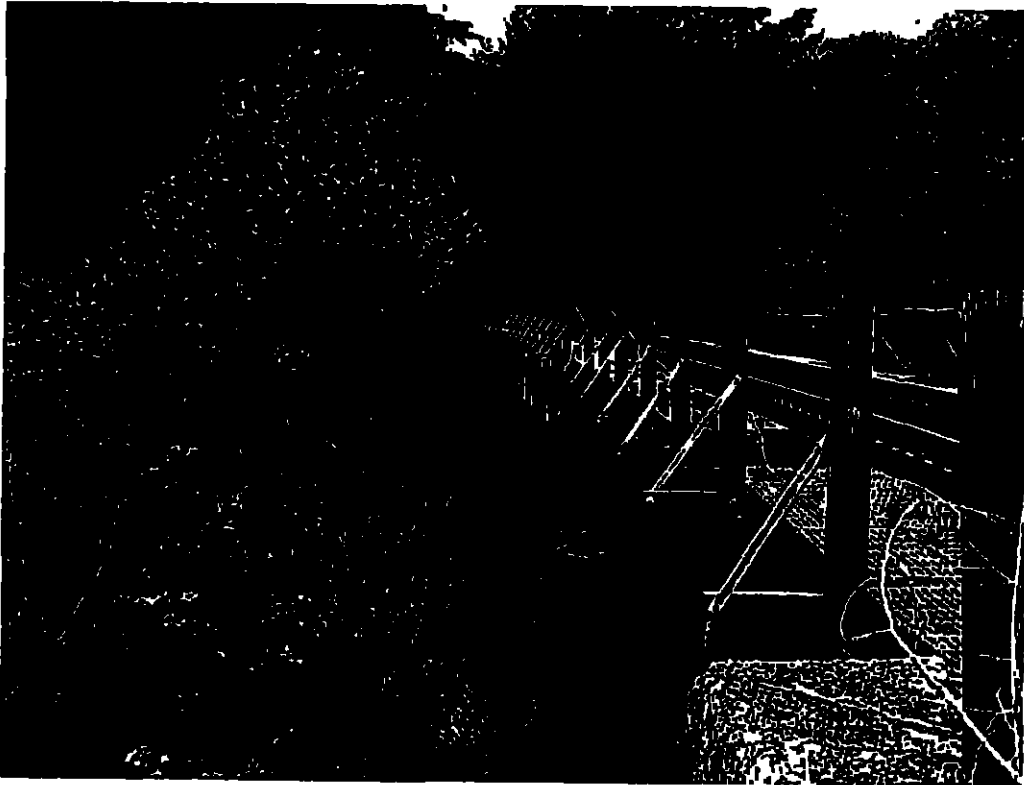
Recommended Work and Work Accomplished

RECOMMENDED WORK

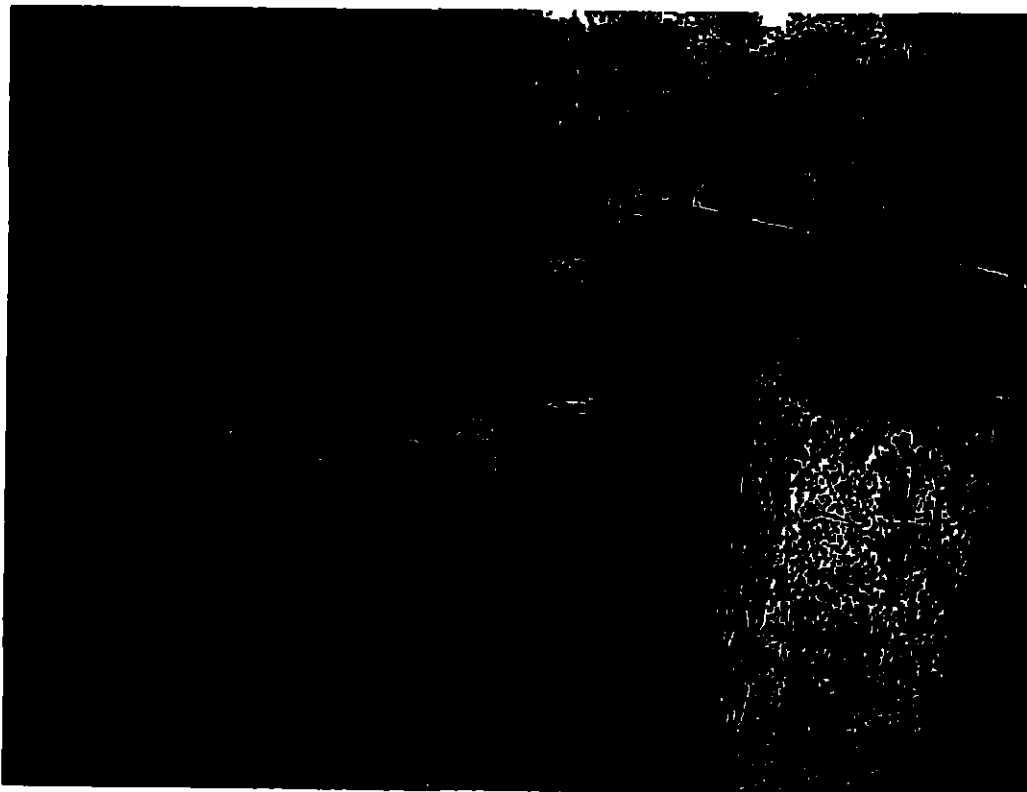
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	2	OSMOSE	Replace: - Lower Flange angles of floor beam 0 at Pier 1 - East & West stiffeners of floor beam 0 at Pier 1
2	1.7	2	RAILROAD	Replace: - 2 sections West Handrail cable - 2 sections East Walkway grate - 1 East Handrail and Walkway support
3	1.6	2	RAILROAD	Remove: - Fouled ballast, replace and tamp up South approach to correct elevation
4	1.6	3	RAILROAD	Add ballast and tamp up North approach.
5	1.3	3	OSMOSE	Replace: - Upper lateral gusset plates in Span 2
6	1.1	4	RAILROAD	Remove debris from: - Lower gusset plates - Flange angles - Floor beam top and abutment seats
7	1.4	6	RAILROAD	Monitor: - Structure for additional pilling and corrosion
8	1.2	5	RAILROAD	Monitor: - Lower lateral angles and gusset plates for additional section loss

Osmose Railroad Services, Inc.

CORP001614

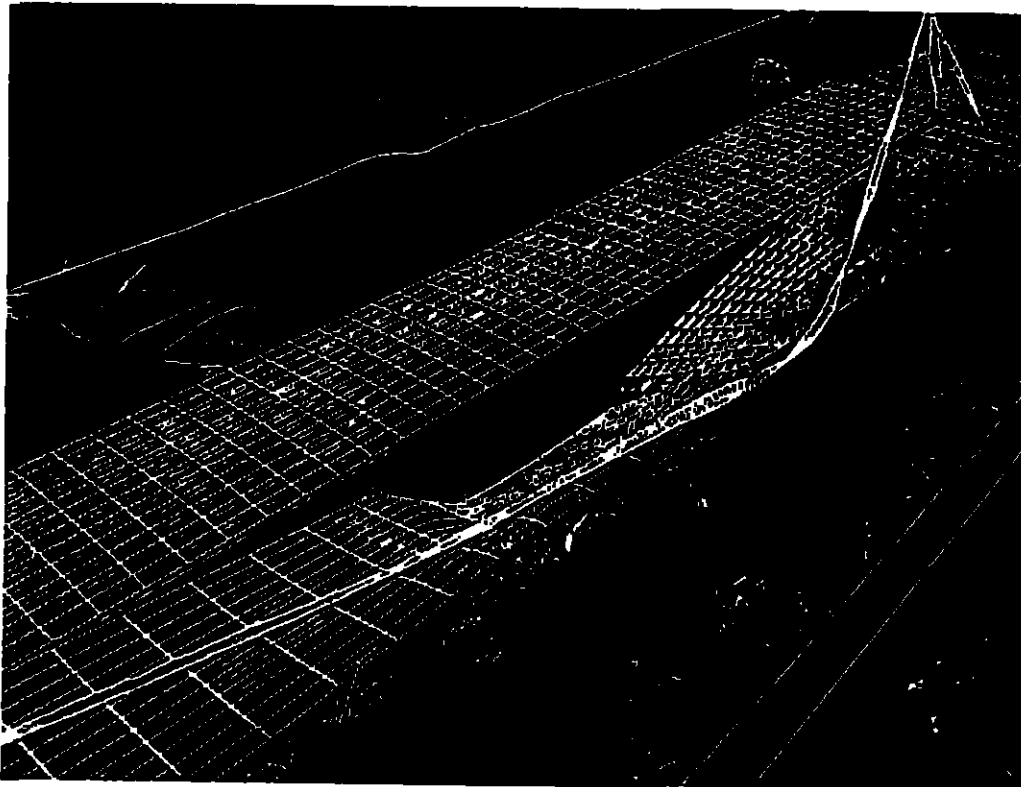


1 Looking Toward Increasing Milepost

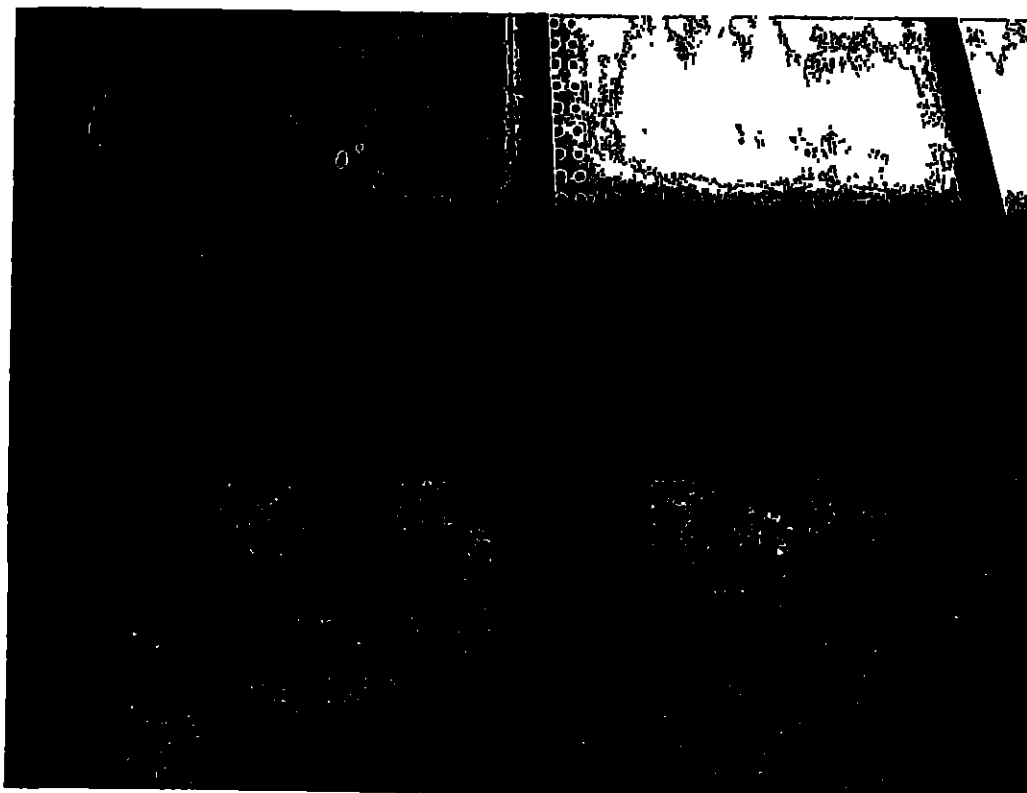


2 Looking Toward Decreasing Milepost

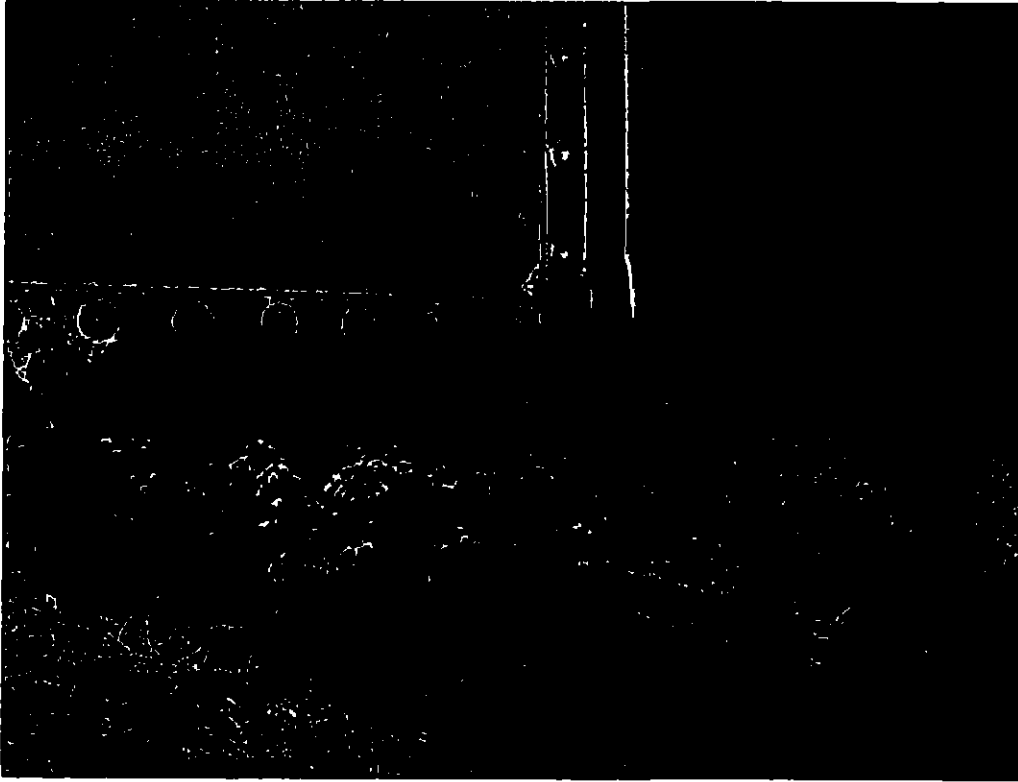
Site Photos:**3 Left Side Elevation****4 Right Side Elevation**



5. Walkway Damage



6 Bottom Flange Corrosion

Site Photos:

7 Bottom Flange Corrosion

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 682.18

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): Jim Boskett, Adam Mitchell

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TPG	Steel		
2	2	DPG	Steel		
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.) _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Sluslaw R. & Roadway

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector: Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Fair	
Stringers					
Caps					
Piles					
Walkway				Fair	
Headwalls					
Girders Sec 1				Fair	
Floor Beams				Fair	
Steel Stringers	X			Poor	
Abut. & Piers				Fair	Light surface spall, scaling

Notes: Section 1 - Some lower laterals w/ 90% Section loss. Falling point system
Several spots of surface rust, Some vehicle impact damage to both Plg. S girder
Section 2 - Falling point system,
See previous inspection report shts. 1620, 1625

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 682.18

TYPE: TPO

INSPECTION DATE: 2/1/2007

BRIDGE # 682.18

SECTION# 1

LOCATION: Richardson, OR

INSPECTOR: K. Trickle

Findings:

Ties - OK (derailment damage)
Guard timber - Fair to Poor
Northwest abutment - Severe loss of backboard
Walkway - OK (steel)

30% section loss on lower laterals
Upper Struts 80% 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

agree
JLB 2/17/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	18	2	OSMOSE	Install - Wingwall to the Northwest abutment
2	14	3	OSMOSE	Replace: - All Guard timber
3	13	3	OSMOSE	Replace: - Upper Struts in each panel
4	11	3	RAILROAD	Remove debris from - Gusset plates, flange angles, floor beams and stringer tops
5	15	4	RAILROAD	Remove debris from - Abutment seat
6	12	4	OSMOSE	Replace - Lower laterals

Osmose Railroad Services, Inc.

CORP001620

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: 2/1/2007	INSPECTOR: K. Thiede

Findings:

Ties - OK (dwarf 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

*agree
JTB 9/17/08*

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

Osmose Railroad Services, Inc.

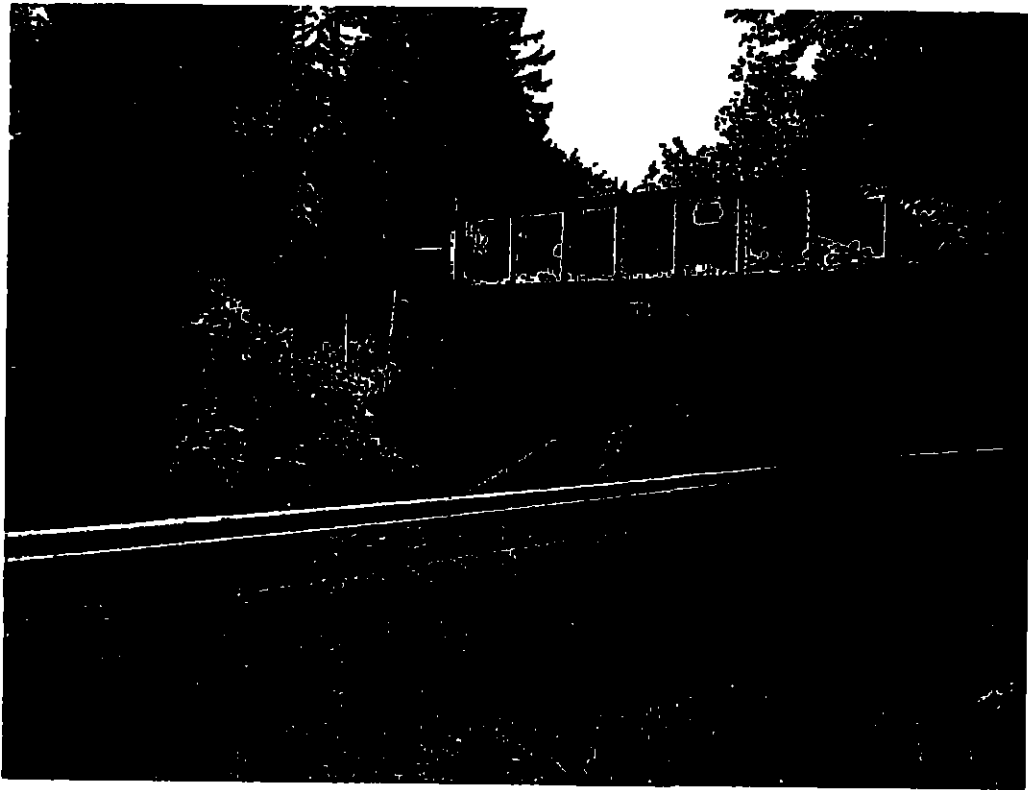
CORP001625

Site Photos:

1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3 Left Side Elevation



4 Right Side Elevation

Site Photos:**5 Right Side Elevation****6. Right Side Elevation**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 683.36

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date 9/17/08 Inspector(s): Jim Bosket, Alan Mitchell

Bridge Geometry and Materials:

Segment No.	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	TPG	Steel		
2	2	TRT	Steel		
3	1	TPG	Steel		
4					

General Bridge Information:

Total Bridge Length (ft.). _____ Maximum Bridge Height (ft.). _____

Bridge on Tangent or Curve. Tangent Skewed (Y or N): N

Feature Bridge Crosses. Sluslaw R.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-1-07

Previously Inspected by (firm): OSMOSE Inspector Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	X	X		poor to fair	
Stringers					
Girders ^{Sec 1} Ears ^{Sec 3}		X		Fair	
Piles					
Walkway					None
Headwalls					
Truss		X		Fair	
Floor Beams		X		Fair	
Steel Stringers		X		Fair	
Piers & Abut				Fair	Light surface spalling, scaling

Notes: Section 1-3 falling paint system. few heavy corroded rivet heads. several spots of surf. rust.

Section 2-- Debris on ball. gusset pl @ ea. panel pt.; corrosion likely.

Section 3 - falling paint system. few heavy corroded rivet heads. several spots of surface rust.

See previous inspection report sheets 1633, 1638, 1642

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: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Ties - Fair (14 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

*agree
JGB 9/17/08*

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	RAILROAD	Ramp up - Fouled ballast, replace and ramp up approach to correct elevation
2	1.2	3	RAILROAD	Remove debris from - Gusset plates, flange angles and abutment seats
3	1.1	4	OSMOSE	Spot replace 14 bridge ties.
4	1.3	5	RAILROAD	Monitor - Gusset plates and flange angles for additional section loss

Osmose Railroad Services, Inc.

CORP001633

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Section

BRIDGE # **683.36**

MILEPOST: 683.36

SECTION# 2

TYPE: Tied Truss

LOCATION: Richardson, OR

INSPECTION DATE: 2/1/2007

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

} agree
JTB 9/17/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace all 198 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 Railroad Services, Inc.

CORP001638

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: 2/1/2007	INSPECTOR: K. Trinkle

Findings:

Ties - Poor
 Guard timber - Poor
 Southeast abutment - Low (losing trackbed)
 Approach - Low
 3 Parapet timbers - Reject

D debris on abutment seats
 Debris on gusset plates and flange angles
 10% section loss on gusset plates and flange angles

agree
 JKB
 9/17/08

Recommended Work and Work Accomplished

RECOMMENDED WORK

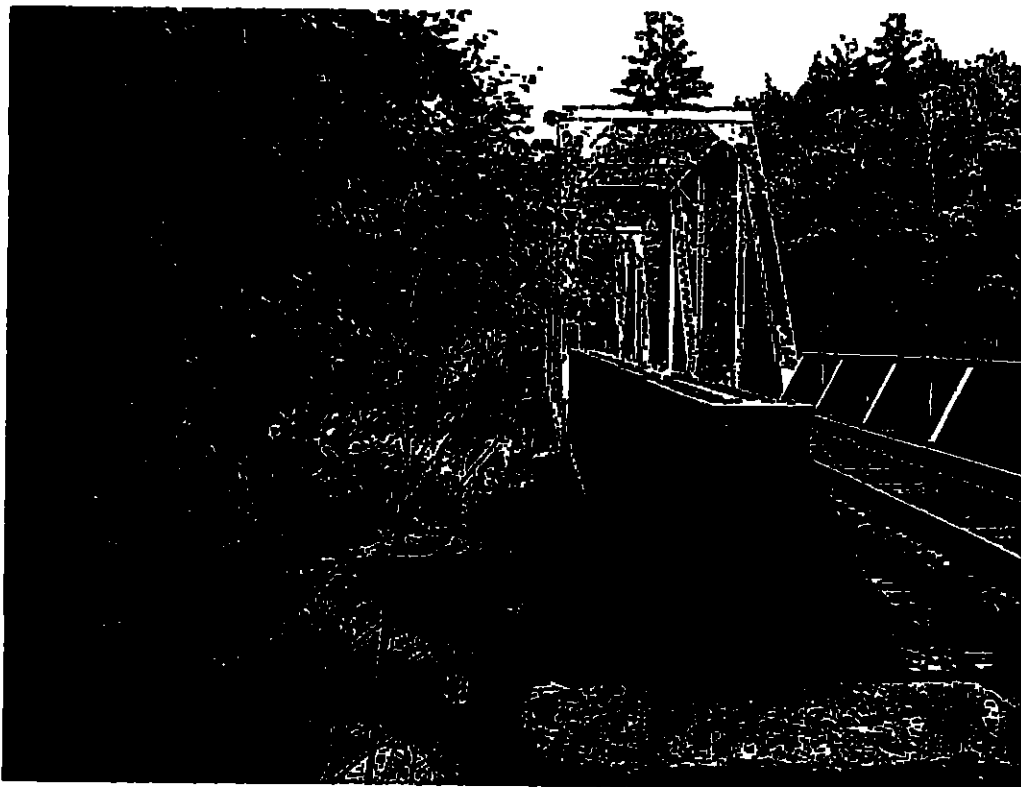
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.1	2	OSMOSE	Replace all 57 bridge ties
2	3.7	3	OSMOSE	Replace - 3 Parapet timbers
3	3.8	3	RAILROAD	Place - Riprap and add ballast to the Southeast wingwall
4	3.8	3	RAILROAD	Add ballast and tamp up approach
5	3.3	4	RAILROAD	Remove debris from - Gusset plates, flange angles and abutment seats
6	3.4	5	RAILROAD	Monitor - Gusset plates and flange angles for additional section loss

Osmose Railroad Services, Inc.

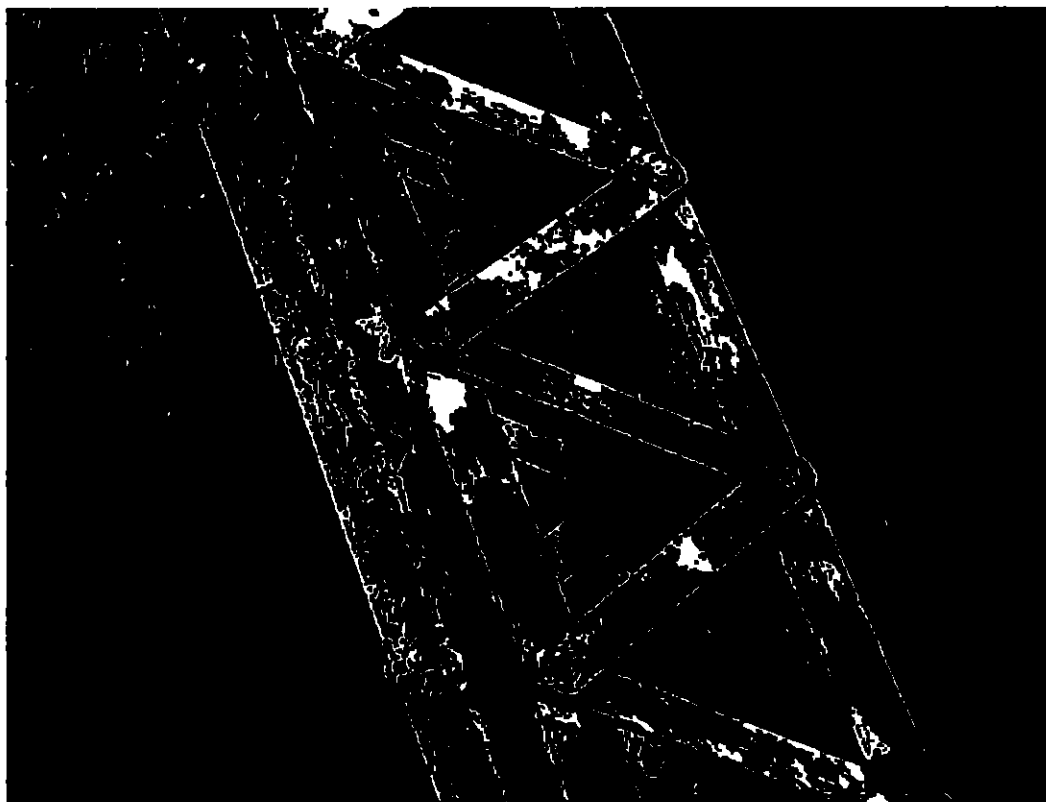
CORP001642

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Corrosion- Rust**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 627.03

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/13/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	5	GDPT	Timber Pile	56'	13'+
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 56 Maximum Bridge Height (ft): 15'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Oxmore RR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

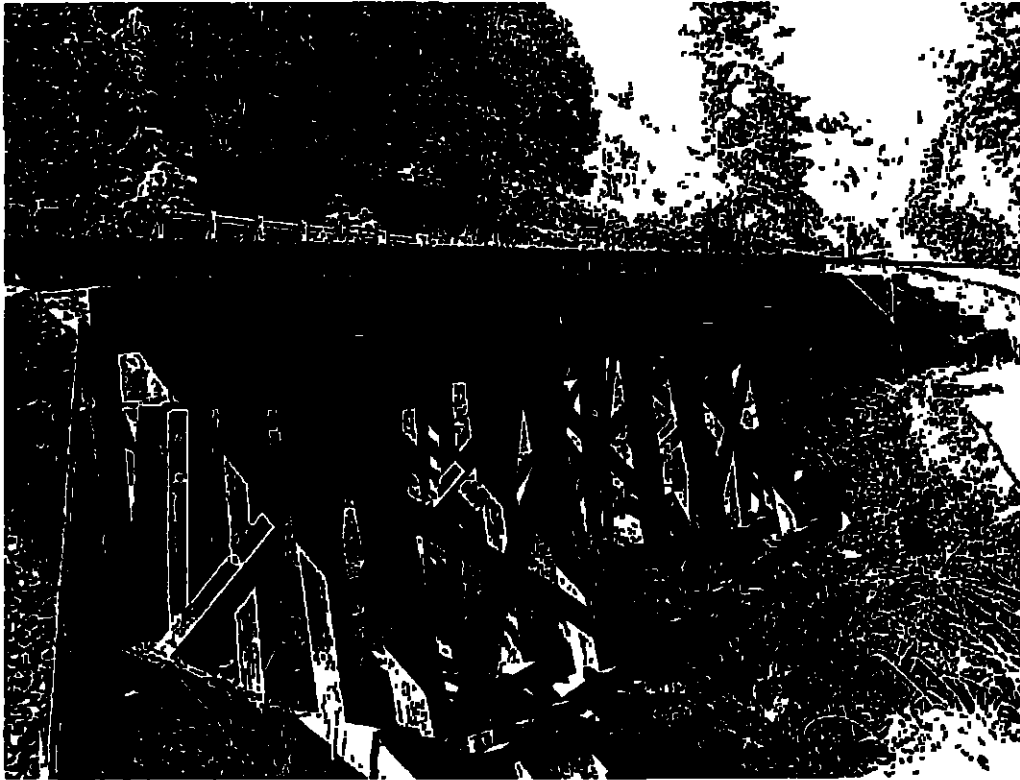
Notes: Per Inspection Report plus 1) Span 5 Stringer 7
visual reject.

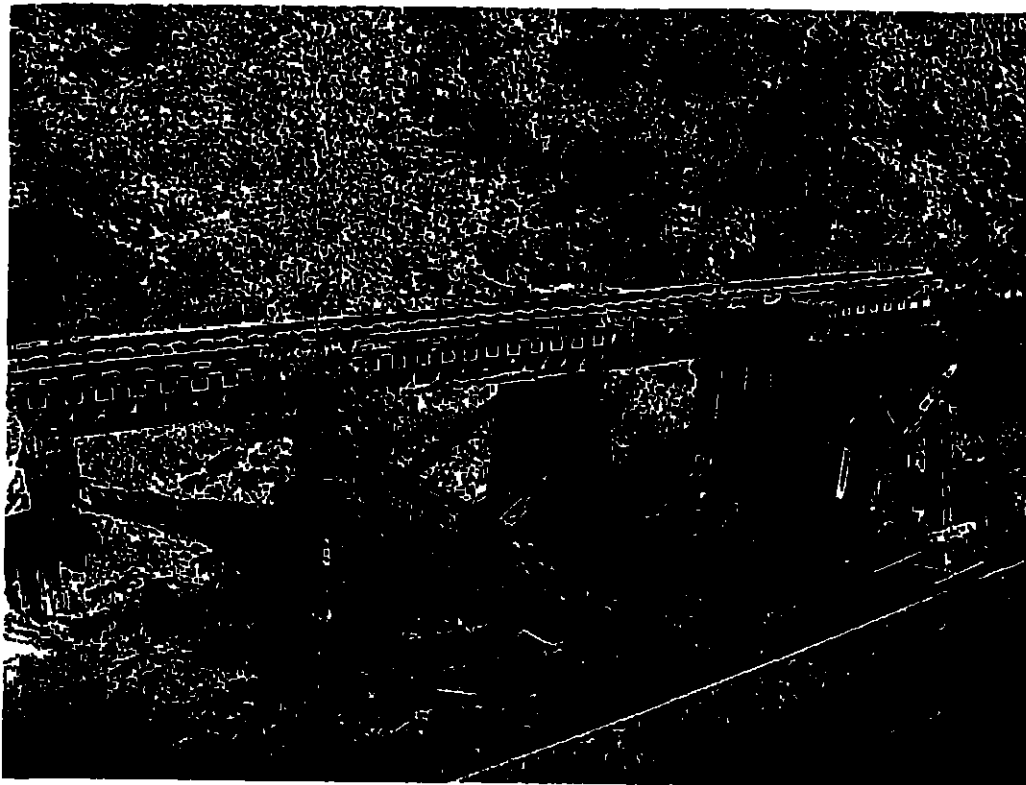


1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5 Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 687.88

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/13/08 Inspector(s): Wheeler/Culpeper

Bridge Geometry and Materials:

Segment No.	No of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	6	ODPT	82 x 22 Cmg. Framed Timber Pile	90'	15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 90'± Maximum Bridge Height (ft): 17'±

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Dsmose RR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Per Inspection Report plus 1) Handrail cables missing.

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: 2/1/2007

INSPECTOR: K. Trickle

Findings:

- Bent 1
Subcap - Reject ✓
- Bent 2
Post 5 - Reject ✓
Subcap - Reject (slight crushing under chord 2) ✓
- Bent 3
Subcap - Reject (crushing under chord 2) ✓
- Bent 4
Subcap - Reject (crushing under chord 2) ✓
- Bent 5
Subcap - Reject (crushing under chord 2) ✓
Cap - Reject
- Bent 6
Post 5 - Reject
Subcap - Possible Reject ✓
- Bent 7
Subcap - Reject (crushing under chord 2) ✓

Ties - Fair (derail damage) ✓
North Guard timber - Fair to Poor ✓
East Headwall - Top plank reject
Approaches - Low
Walkway - OK (2 sections of Northwest grate - reject) ✓
Handrail - OK *Gone*
Drift - Bent 3 ✓

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	1.11	3	RAILROAD	Replace; - 2 sections of Northwest walkway
4	1.9	3	OSMOSE	Replace, - North Guard timber
5	1.7	3	RAILROAD	Add ballast and tamp up both approaches.

Osmose Railroad Services, Inc.

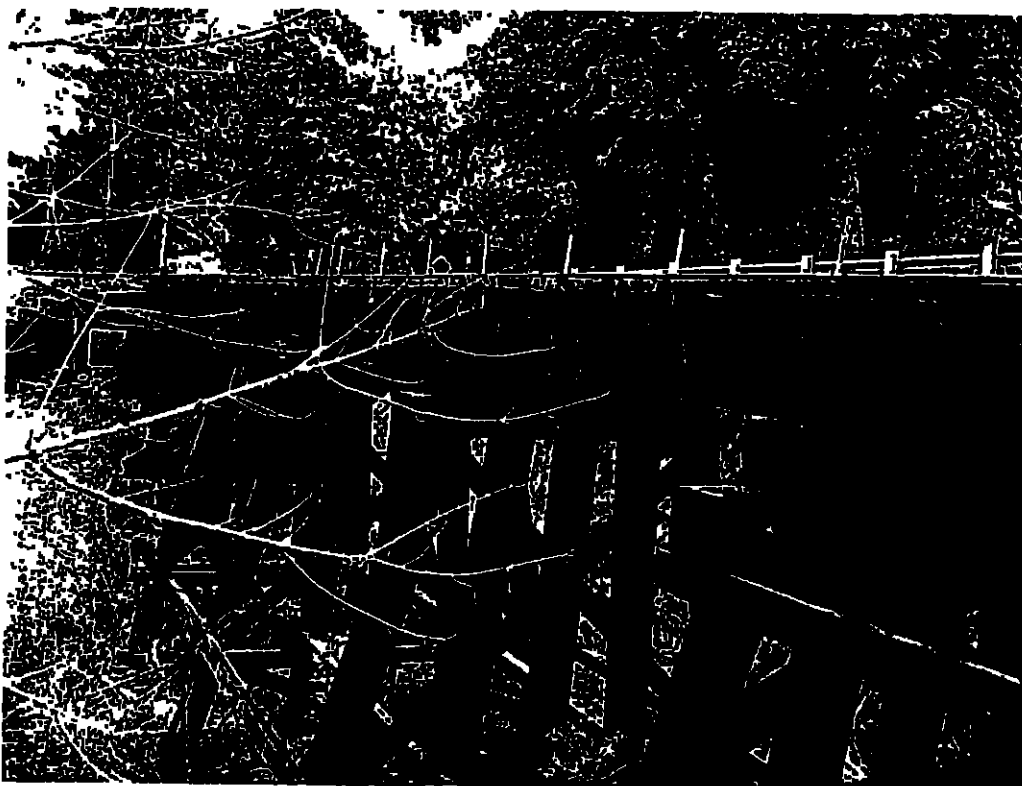
CORP001651

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost



3 Left Side Elevation



4 Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 689.23

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/02 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	1	BOPT	21 FT #2 RT	15'	—
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 15' Maximum Bridge Height (ft.): 8'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Oregon RR Services Inspector: K. Frickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Per Inspection Report plus 1) 1st side ballast retainer
visual report.

Central Oregon & Pacific Railroad

LINE Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 689.23
MILEPOST 889.23

SECTION# 1

TYPE: BDPT

LOCATION: Richardson, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Ballast Retainers - OK — Left side rot
Northwest Headwall - Poor (eroding behind)
Southwest Headwall - Poor (retaining timber reject)

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	14	3	OSMOSE	Replace - Southwest Headwall retaining timber
2	13	3	RAILROAD	Place - Large RipRap and fill behind Northwest Headwall
3	12	4	OSMOSE	In-place preservative treat piles, caps and stringers

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	11		OSMOSE	10/4/2001	Framed out - Bent 1 Replaced: - North Headwall (untreated planks)

Osmose Railroad Services, Inc.

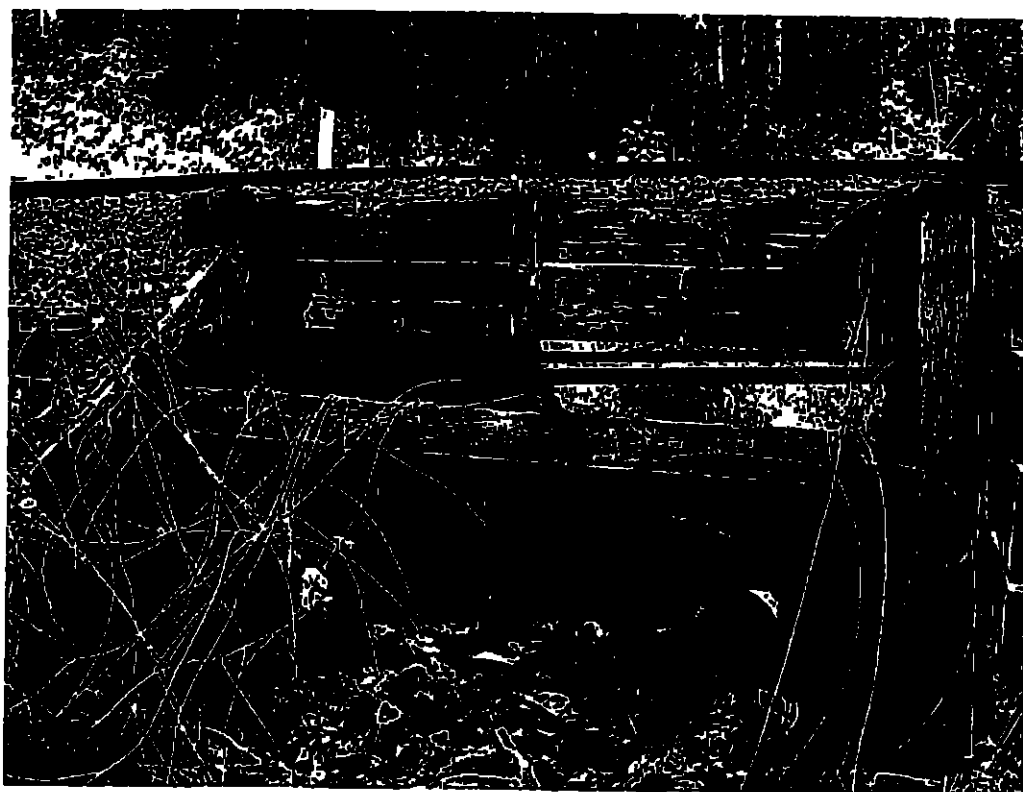
CORP001656

Site Photos:

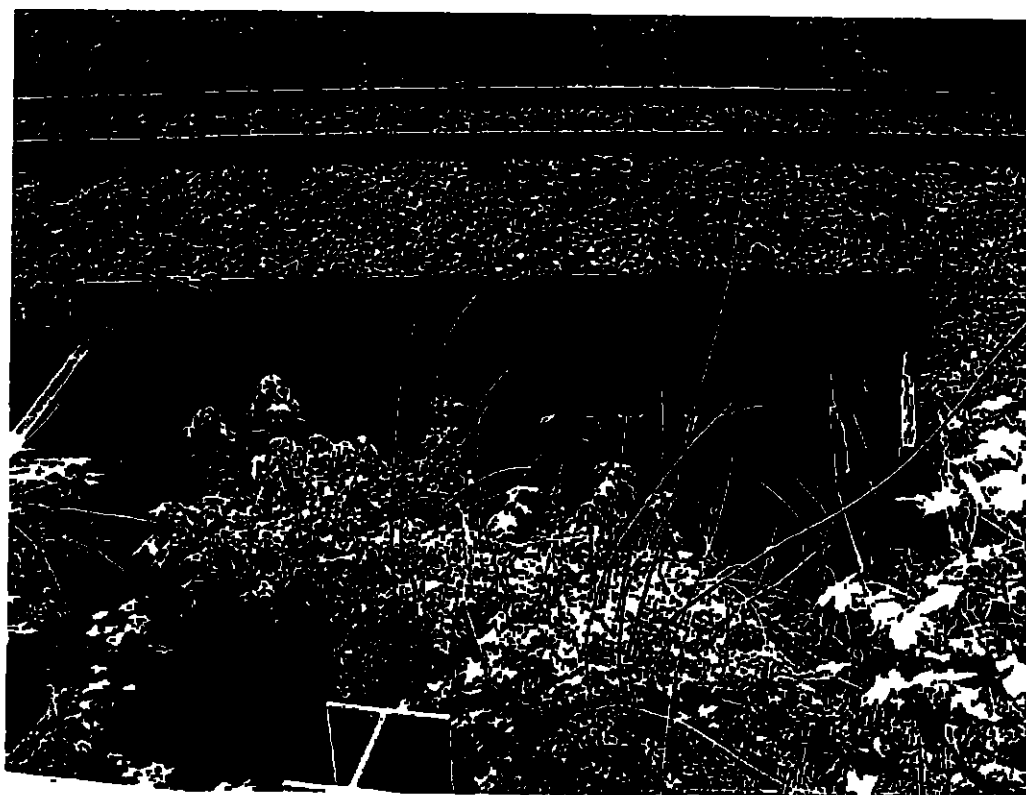
1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost



3 Left Side Elevation



4 Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 690.47

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/13/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	1	TPG	Conc.	45'±	—
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 45'± Maximum Bridge Height (ft): 20'±

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

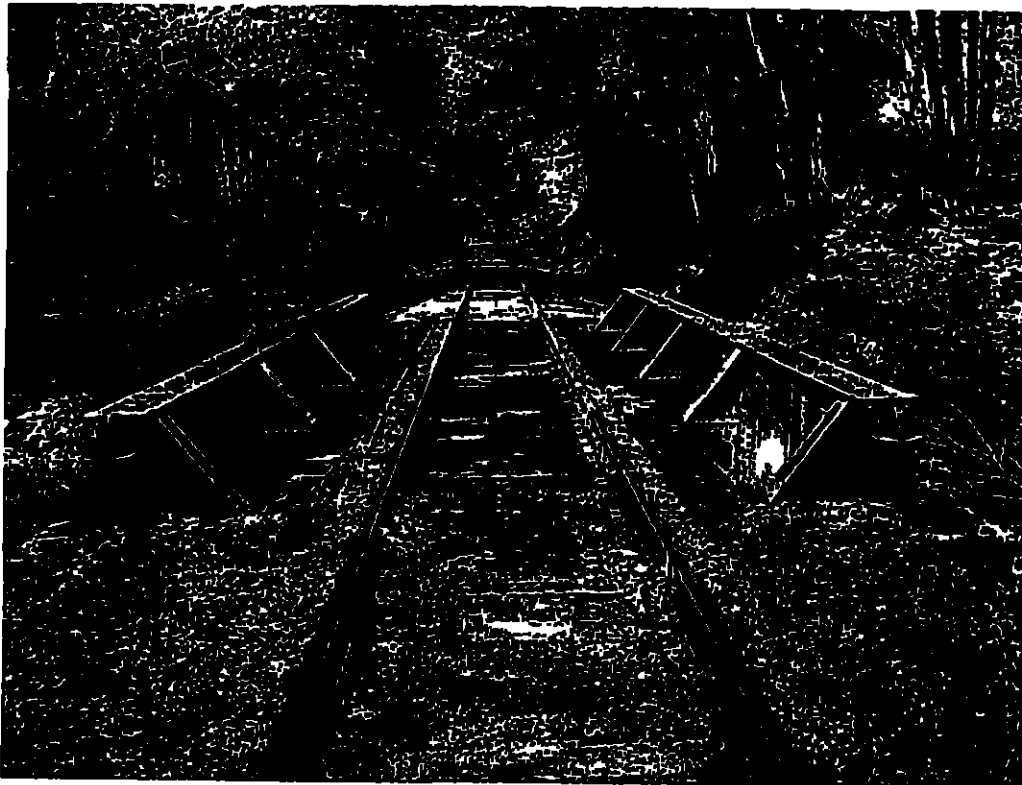
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Oregon RR Services Inspector: K. Trickle

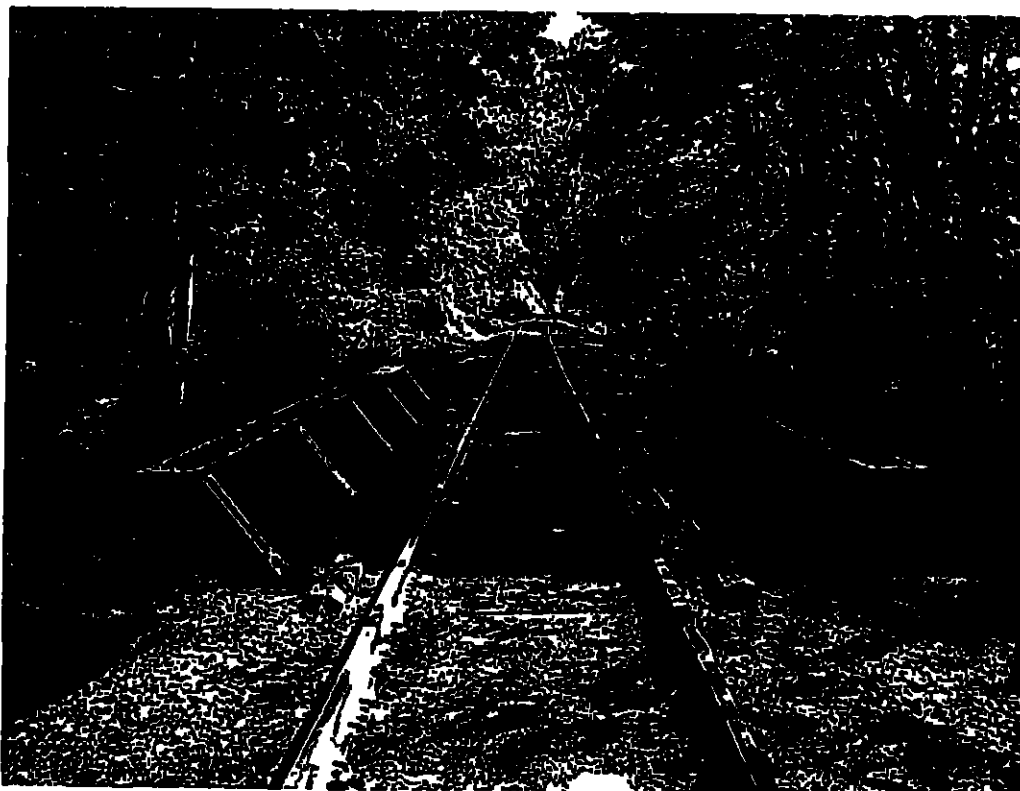
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Per Inspection Report

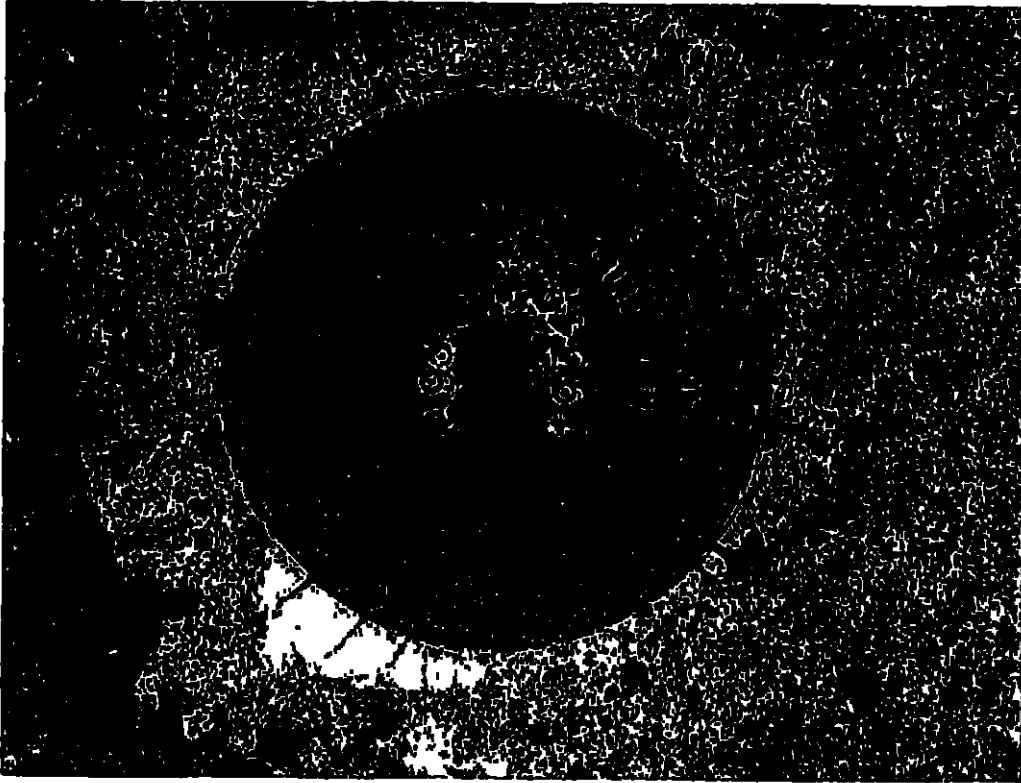


1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

Site Photos:**5 Benchmark**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 690.85

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/13/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	2	TPG	Conc.	110'±	55'±
2	1	Thru Truss	Conc.	115'±	—
3	1	TPG	Conc.	65'±	—
4					

General Bridge Information:

Total Bridge Length (ft.): 290'± Maximum Bridge Height (ft.): 20'±

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Siuslaw R.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Osmose RK Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Per Inspection Report

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: 2/1/2007

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

Osmose Railroad Services, Inc.

CORP001665

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-1-07 BY: KT

Bridge No: LAO.85 Sec #2

CUSTOMER INFORMATION

CUSTOMER NAME: CORP

REGION:

DIVISION:

Coo: Bay Sub

DISTRICT:

BRIDGE DESCRIPTION

LENGTH:

100

OF SPANS:

1

OF TRACKS:

1

YEAR BUILT:

1973

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

(Show overall picture of bridge)

NO. MEMBERS FROM

(E)

(W)

(N)

(S)

MILEAGE INCREASES FROM

(E)

(W)

(N)

(S)

to

(E)

(W)

(N)

(S)

(E)

(W)

(N)

(S)

(Railroad Direction)

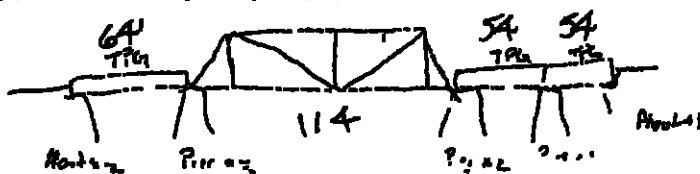
APPROXIMATE

LOCATION: _____ miles (E) (W) (N) (S) (Compass) of the town of

RICHARDSON, OK

Overall Sketch: (include span lengths)

Typical Bent or Pier Sketch:

ACCESS: TRUCK ☒ BOMS • RAIL • Park Work Trailer: Park Concrete Pump:

Sketch Directions to Bridge:

Directions:

GPS COORDINATES: N 44° 03.248 W 103° 41.481

Nearest Crossing:

1 mile

BRIDGE: TANGENT • CURVE ☒

Superelevation is in

GUARD RAIL: YES • NO ☒WALKWAY: YES • NO ☒ LOCATION:SKEWED: YES ☒ NO •

Type of Wall: Dim. x x long

FIBRE OPTICS: YES • NO ☒

CULVERT: YES • NO •

BRIDGE IS OVER

River

Maximum Bridge Height:

20

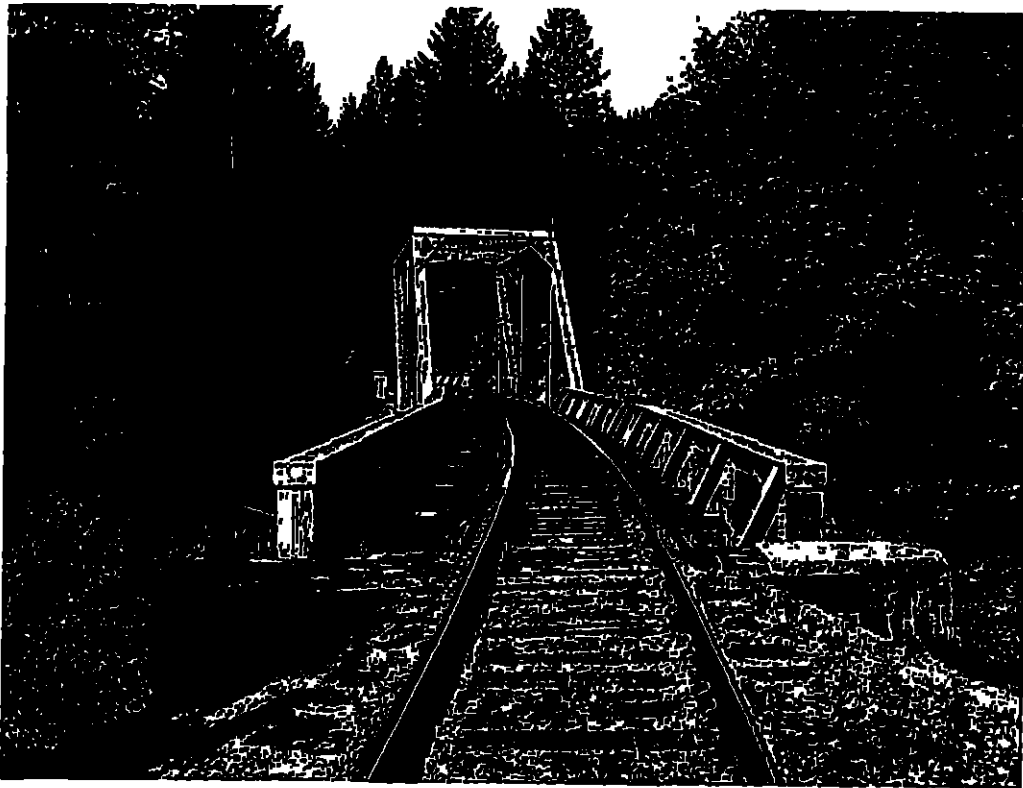
Bents or Piers in Water:

Maximum Water Depth:

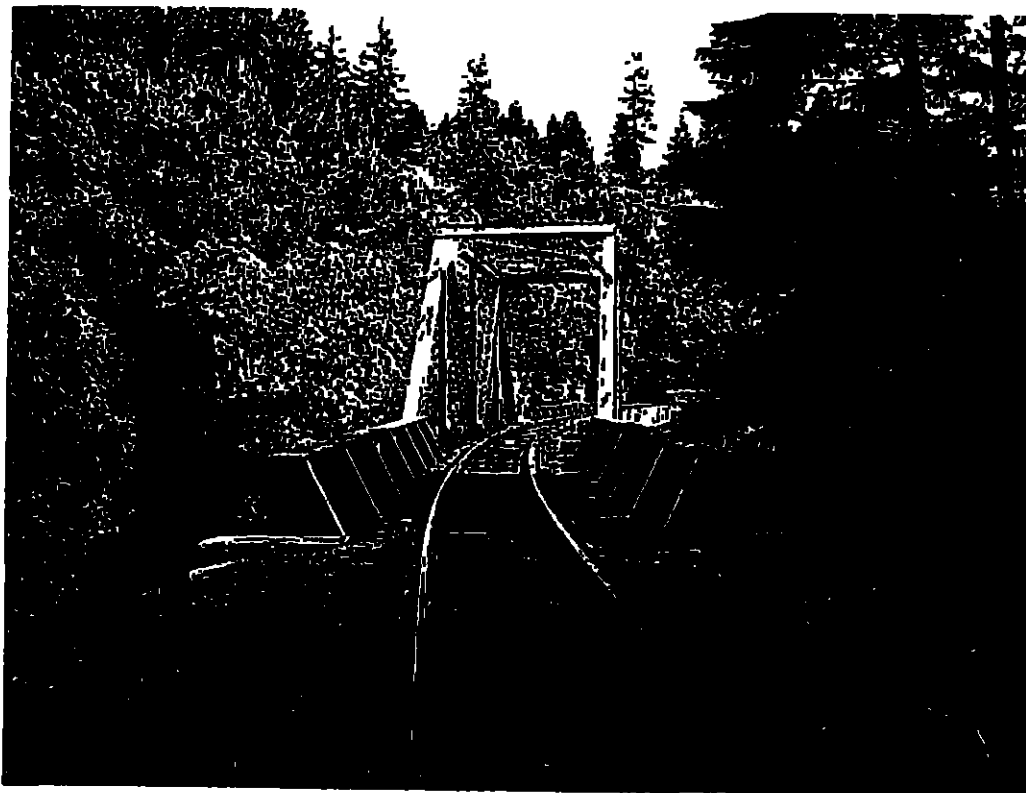
16'

Requires de-watering Yes No

CORP001672



1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4 Right Side Elevation**



5 Right Side Elevation Truss

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 691.05

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	1	DPG	Conc.	79'	—
2	2	Thru Truss	Conc.	250'	150' ± 100' #2
3	9	ODPT	Timber Pile	135±	15'
4					

General Bridge Information:

Total Bridge Length (ft.): 455' + Maximum Bridge Height (ft): 20' +

Bridge on Tangent or Curve: ^{1st 2 Bridges Tangent}
~~2nd 2 Curved~~ Skewed (Y or N): N

Feature Bridge Crosses: Siuslaw R.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/67

Previously Inspected by (firm): Osmose IR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Per Inspection Report plus 1) 1st Truss has one cross
bracing rusted in two 2) Segment 3 needs some stream
debris removal and about 10 ties should be replaced.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 691.05

MLEPOST: 691.05

SECTION# 1

TYPE DPG

LOCATION: Richardson, OR

INSPECTION DATE: 2/1/2007

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 6" 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 6" 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

Osmose Railroad Services, Inc.

CORP001679

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach

MILEPOST: 691.05

TYPE: ODPT

INSPECTION DATE: 2/1/2007

BRIDGE # 691.05

SECTION# 3

LOCATION: Richardson, OR

INSPECTOR: K. Trickle

Findings:

Bent 2
Pile 5 - Reject ?

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

Bent 6
Pile 2 - Possible Reject ✓

Bent 8
Pile 4 - Reject ✓

Bent 10
2" Elevation Shim - Reject (working out) ✓

Span 8
Stringer 8 - Visual Reject ✓

Span 6
Stringer 6 - Visual Reject ✓

Span 7
Stringer 1 - Visual Reject ✓

Ties - OK
Headwall - OK
Wingwalls - OK
Approach - Low (ballast fouled)
Walkways - Poor (1 section Southeast gate bent - trip hazard)
Handrails - OK

6-10 need replacing

Need some debris removal

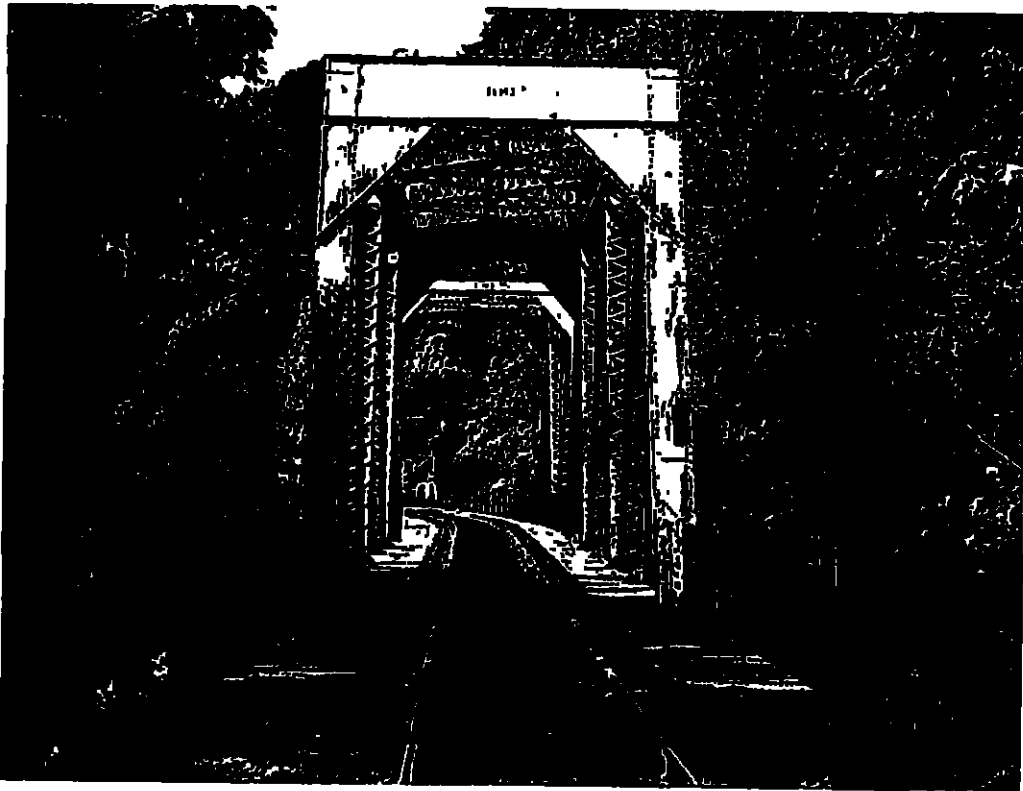
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.11	2	RAILROAD	Replace: - 1 section of Southeast Walkway gate
2	3.10	2	OSMOSE	Replace: - 2" Elevation Shim on Bent 10 (working out)
3	3.9	3	RAILROAD	Remove: - Fouled ballast, replace and tamp up approach to correct elevation
4	2.2	3	OSMOSE	Post: - Pile 1 of Bent 4 - Pile 2 of Bent 4
5	2.5	4	OSMOSE	In-place preservative treat piles, caps and stringers.
6	2.4	4	OSMOSE	Post: - Pile 5 of Bent 2 - Pile 4 of Bent 8
7	2.3	4	OSMOSE	Replace: - Stringer 8 in Spans 5 & 6 (crushing, horizontal shear) - Stringer 1 in Span 7

Osmose Railroad Services, Inc.

CORP001692

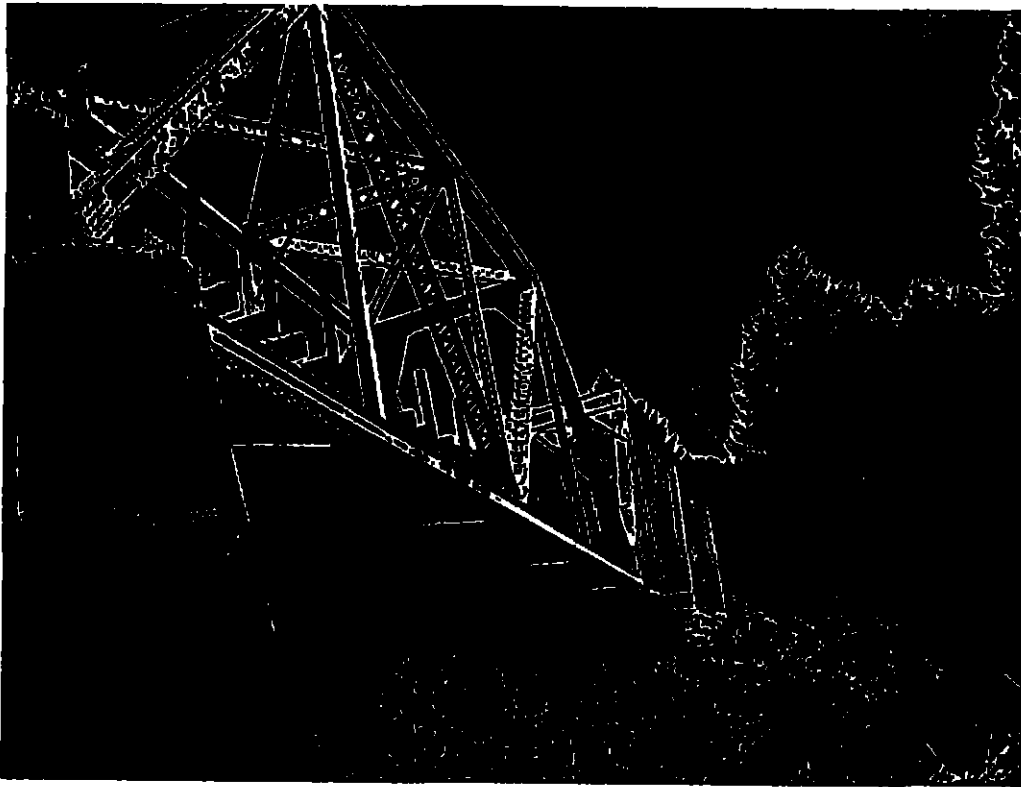


1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

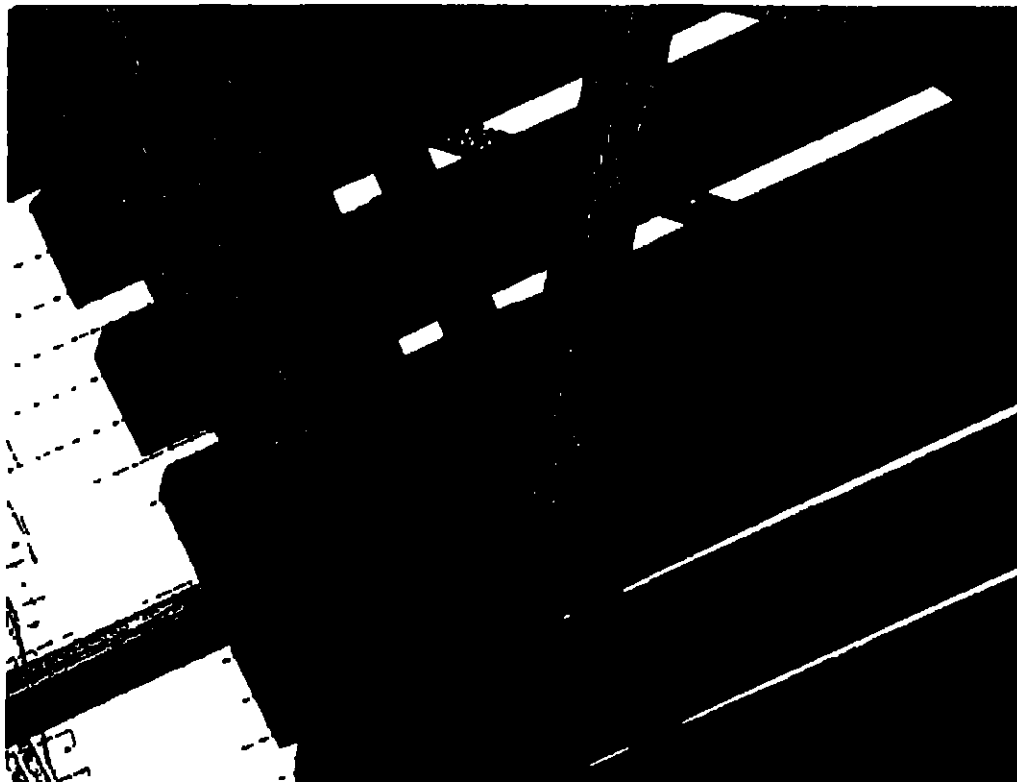
Site Photos:**3 Left Side Elevation****4 Right Side Elevation**



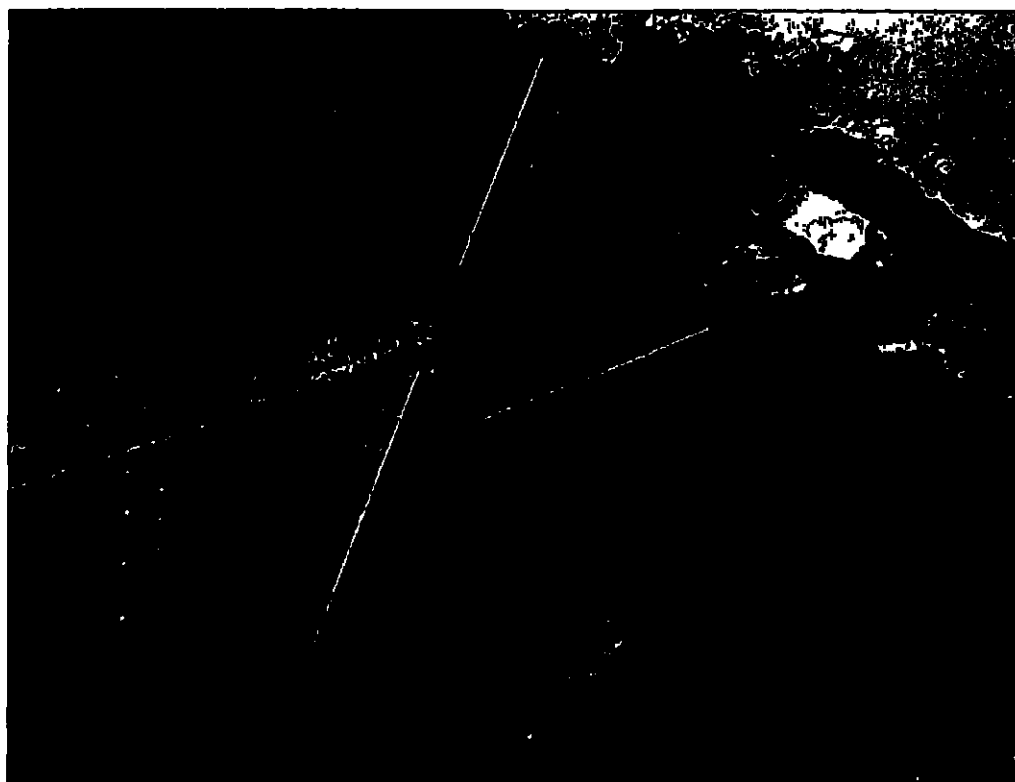
5 Left Side Elevation Truss



6 Span 2 Failed Bracing

Site Photos:

7 Span 2 Rusted Holes In Bracing



8. Span 1 Rusted Bracing

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 691.38

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	1	GDEFT	Timber	16'	16'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 16' Maximum Bridge Height (ft): 10'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses. Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Oregon RR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Approach Rth. Side wingwall timber needs replacement
Otherwise per Inspection Report

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: 2/ 1/2007

INSPECTOR: K. Trickle

Findings:

Ties - OK ✓
 Guard Timber - Fair (1 East side section reject) ✓
 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	13	3	RAILROAD	Add ballast and tamp up both approaches.
2	14	4	OSMOSE	Replace: - 1 East side section of Guard Timber

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	12		RAILROAD	4/18/2001	Installed: - New Handrail
2	11		OSMOSE	10/ 5/2001	Framed out: - Bent 1 - Bent 2

NE Wingwall 10x12 timber face needs replacement
 Frame Bents

Osmose Railroad Services, Inc.

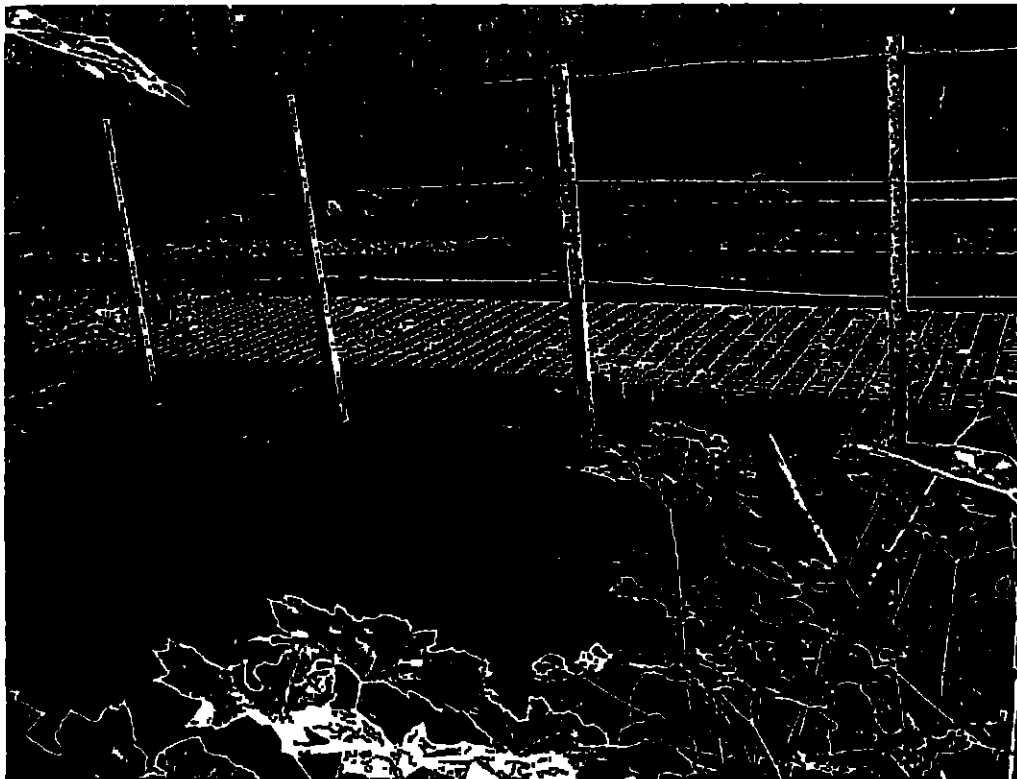
CORP001699



1 Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4. Right Side Elevation**



5 Bent 1 Rotten

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 692.06

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 7/15/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	1	BBPT	Timber	16	16
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 16 Maximum Bridge Height (ft): 6

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Osborne RR. Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Headwalls need some work, see notes
on Inspection Report

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 692.06	
MILEPOST: 692.06	SECTION# 1
TYPE: SDPT	LOCATION: Swisshome, OR
INSPECTION DATE: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Balloon Retainers - OK
Headwalls - OK
Approaches - Low

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.

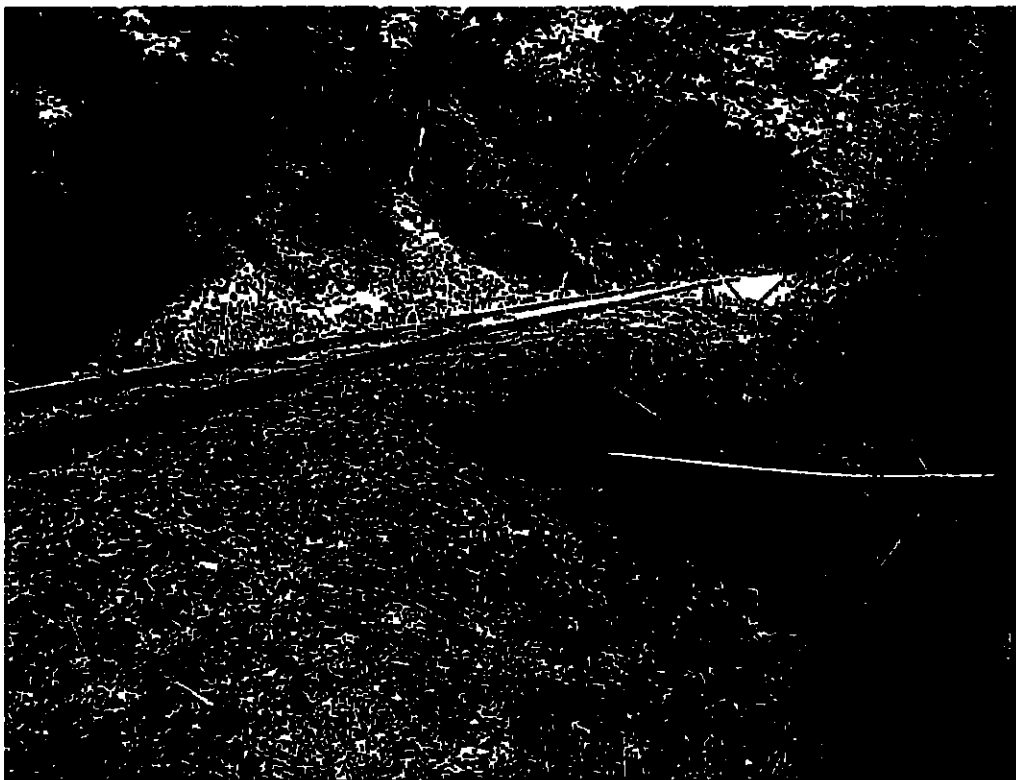
Approach Rt. Headwall pile bad & second timber
up rotted
Lt side of bridge, both headwall
piles bad.

Osmose Railroad Services, Inc.

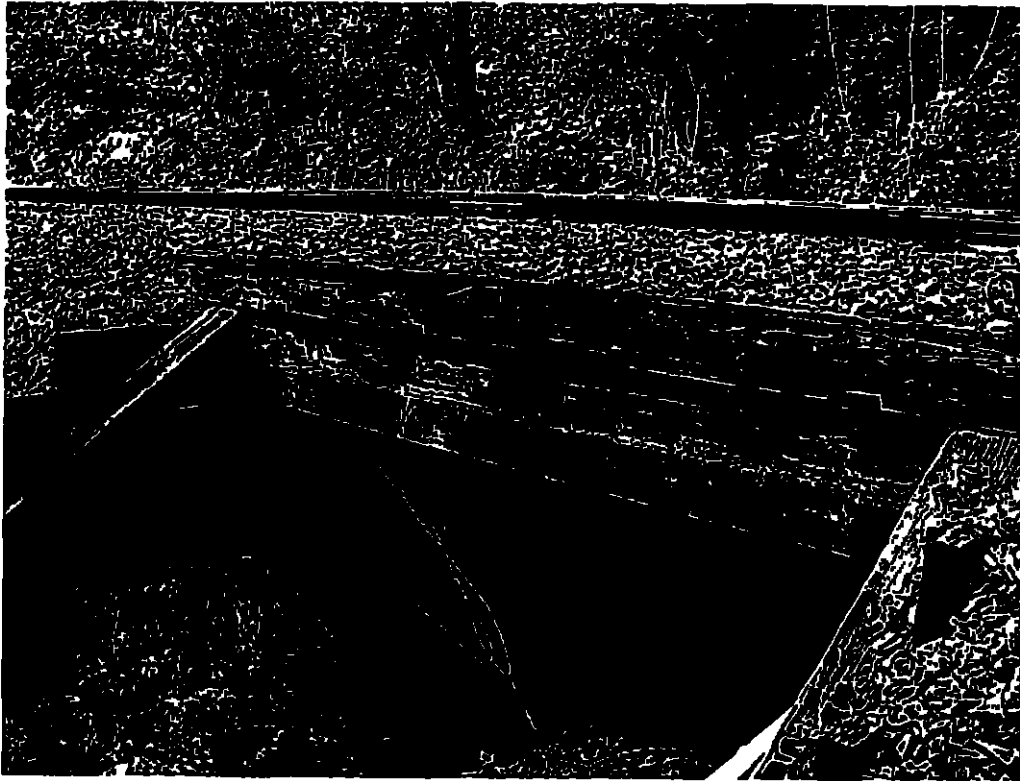
CORP001702

Site Photos:

1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost



3 Left Side Elevation



4 Right Side Elevation

Site Photos:



5 Bent 1 Backwall Pile

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 693.27

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/13/07 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	5	BDTP	Concrete	75	15
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 75' Maximum Bridge Height (ft): 15'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Desmet RR Service Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Rt side ballast retainer showing some rot.
Otherwise per Inspection Report.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 693.27

MILEPOST: 693.27

SECTION# 1

TYPE: BDPT

LOCATION: Swishome, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Bent 3

Cap - Reject
Sill - Reject (minor crushing)

Rot showing

Bent 4

Sill - Possible Reject

Not noticeable

Span 5

Stringer 1 - Reject

Headwalks - OK
Approaches - Low

Erosion at concrete pedestal of Bents 2 & 3

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	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 preservative 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	1.7		OSMOSE	10/18/2002	Replaced: - Cap on Bent 2

Osmose Railroad Services, Inc.

CORP001705



1 Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation****4 Right Side Elevation**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 694.32

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	10	ODPT	Timber Pile	150	15'
2	1	Thru Truss	Concrete	200	—
3	6	ODPT	Timber Pile	90	15'
4					

General Bridge Information:

Total Bridge Length (ft.): 440 Maximum Bridge Height (ft): 25' +

Bridge on Tangent or Curve: Seq. 1 Curved Skewed (Y or N): N

Feature Bridge Crosses: Singlow River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Osmose RR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Per Inspection Report (plus 1) Seq. 1 Span 1 & 2 Stringer
1 visual reject 2) Seq. 1 Span 5 showing scour 3) Seq. 3
headwall showing rot on top.

10 spans
8 Stringers
5 Pile Bents

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: 2/1/2007

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 ✓

Stringer 1 Span 1/2 possible reject

Ties - OK
Headwall - OK
Approach - Low
Walkway - OK
Handrails - OK
Girt braces - OK

Debris on Stringer tops

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REP #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	RAILROAD	Add ballast and tamp up approach.
2	1.12	3	RAILROAD	Remove: - Debris from Stringer tops
3	1.5	3	OSMOSE	Replace: - Cap on Bent 1
4	1.11	4	OSMOSE	Shim or Epoxy: - Over Pile 1 of Bent 2 - Over Pile 2 of Bent 2
5	1.7	4	OSMOSE	Replace: - Cap on Bent 5
6	1.2	4	OSMOSE	Post: - Pile 1 of Bent 5 - Pile 5 of Bent 6 - Pile 1 of Bent 7
7	1.1	4	OSMOSE	In-place preservative treat piles, caps and stringers.

Osmose Railroad Services, Inc.

CORP001709

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach

BRIDGE # 694.32

MILEPOST: 694.32

SECTION# 3

TYPE: ODPT

LOCATION: Swishome, OR

INSPECTION DATE: 2/1/2007

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 ✓

← Fair + showing rot on top

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	3.8	4	OSMOSE	In-place preservative 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	2/18/2003	Replaced: - Cap on Bent 2 with oversized cap - Cap on Bent 3 with oversized cap

Osmose Railroad Services, Inc.

CORP001728

Site Photos:

1. Looking Toward Increasing Milepost



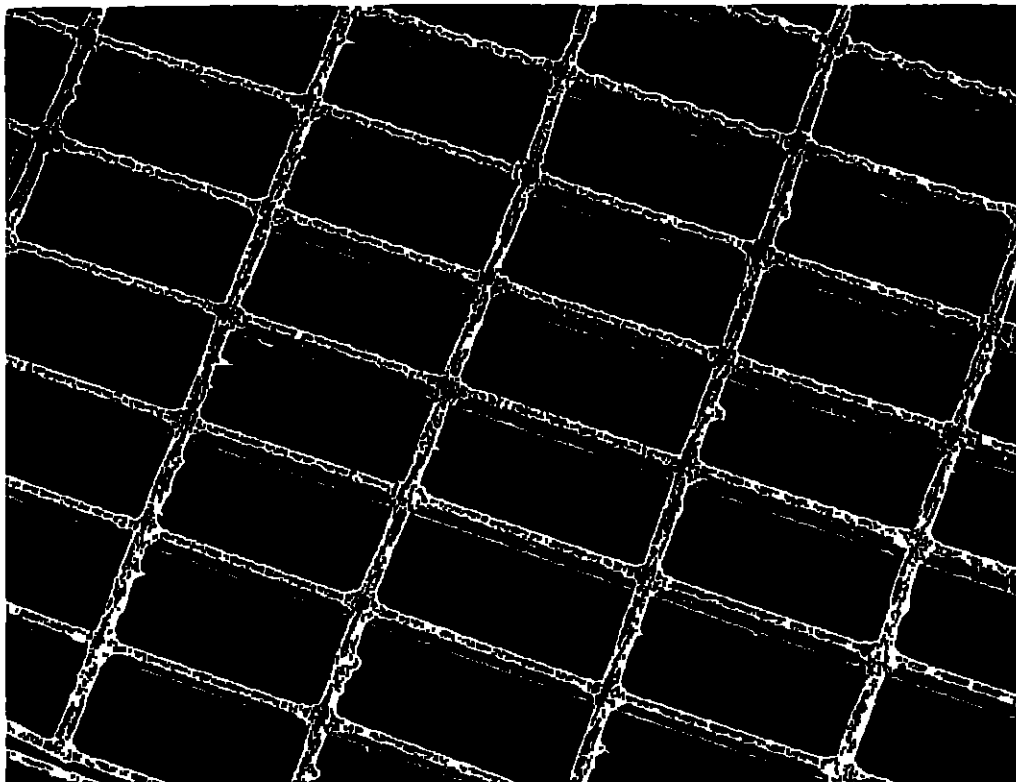
2. Looking Toward Decreasing Milepost



3. Left Side Elevation



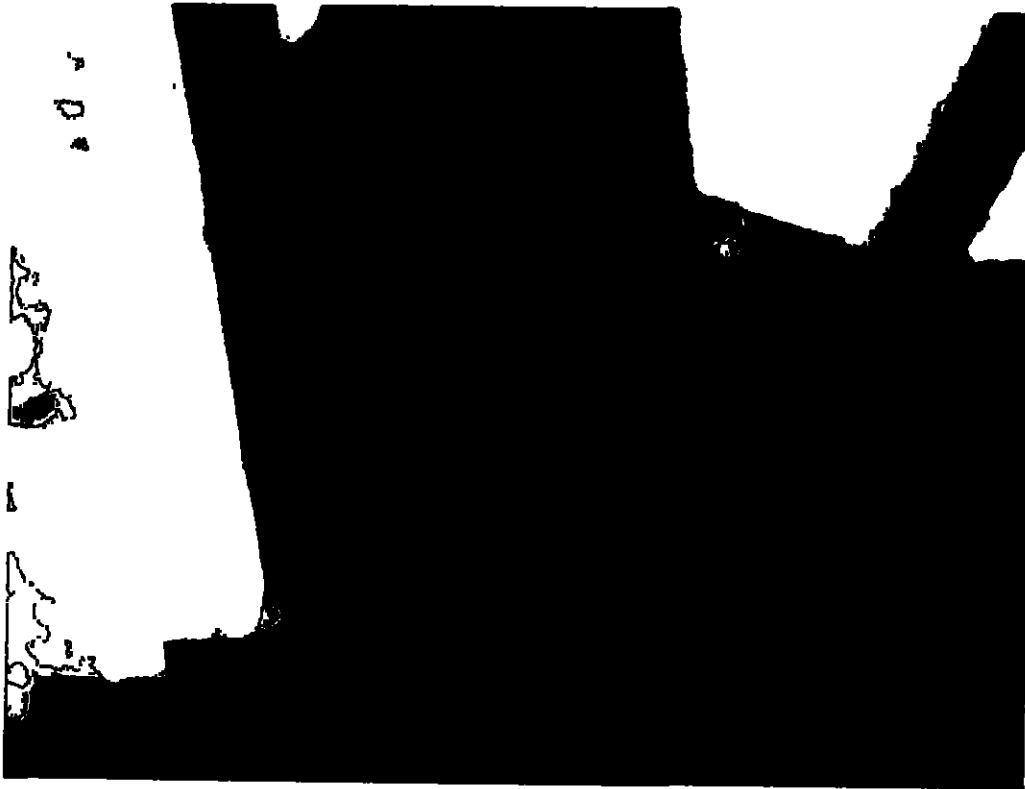
4. Right Side Elevation

Site Photos:

5. Cross Bracing Through Walkway



6. Left Elevation



7 Bottom Chord Steel Truss



8. Bottom Steel Truss

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 694.78

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	1	DPG	Conc.	90	—
2	1	Thru Truss	Conc.	~~140~~ 150	—
3	1	DPG	Conc.	90	—
4					

General Bridge Information:

Total Bridge Length (ft.): 330
340' Maximum Bridge Height (ft): 25

Bridge on Tangent or Curve: Seq. 1 Curve Skewed (Y or N): N

Feature Bridge Crosses: Seq. 3 Tangent
Siuslaw R.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Osmose RR Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Matches Insp. Report except walkway repaired
Seq. 1. Rth Wall wing Seq. 1 rotten

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 694.78

MILEPOST: 694.78

SECTION# 1

TYPE: DPG

LOCATION: Swishome, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Ties - Fair to poor (splice kill) ✓
 West Guard timber - Poor ✓
 Approach - Low ✓
 Walkways - Poor (6 sections Southeast walkway reject) ✓
 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 ✓

*12th Abutment
 wing rotten*

Recommended Work and Work Accomplished

RECOMMENDED WORK

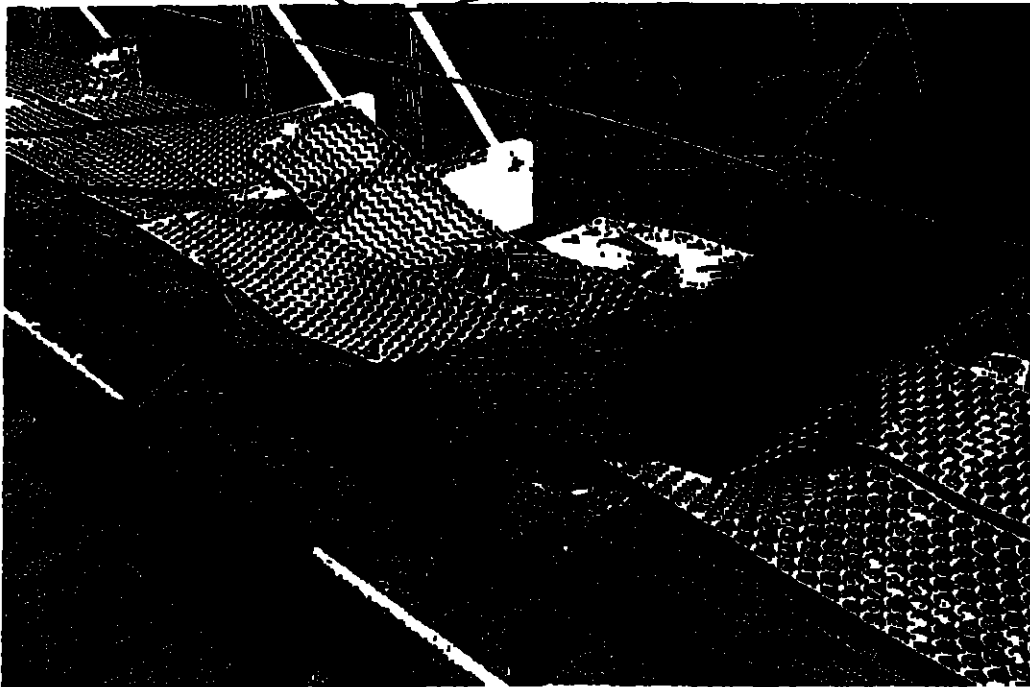
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	2	RAILROAD	Replace: - 6 sections of Southeast walkway <i>Fixed</i>
2	1.8	2	OSMOSE	Replace: - Upper and lower flange angles at the North abutment - Stiffeners over the North abutment bearing area
3	1.8	3	OSMOSE	Replace: - Both expansion bearings
4	1.2	3	RAILROAD	Add ballast and tamp up approach.
5	1.1	3	OSMOSE	Replace all 73 bridge ties.
6	1.4	4	OSMOSE	Replace: - Cross braces - Upper laterals - Lower laterals - Gusset plates
7	1.3	4	RAILROAD	Remove debris from: - Gusset plates, lower laterals, floor beams and stringer tops - Abutment seat
8	1.7	5	RAILROAD	Monitor: - Bottom cover plates for additional corrosion and delamination

Osmose Railroad Services, Inc.

CORP001732

Central Oregon & Pacific Railroad

Fixed



Bridge 694.78 Section 1 Southeast walkway grates - Damaged

Osmose Railroad Services, Inc.

Coos Bay Subdivision

CORP001733

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # **694.78**

MILEPOST: 694.78

SECTION# 3

TYPE: DPG

LOCATION: Swishome, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

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 ✓

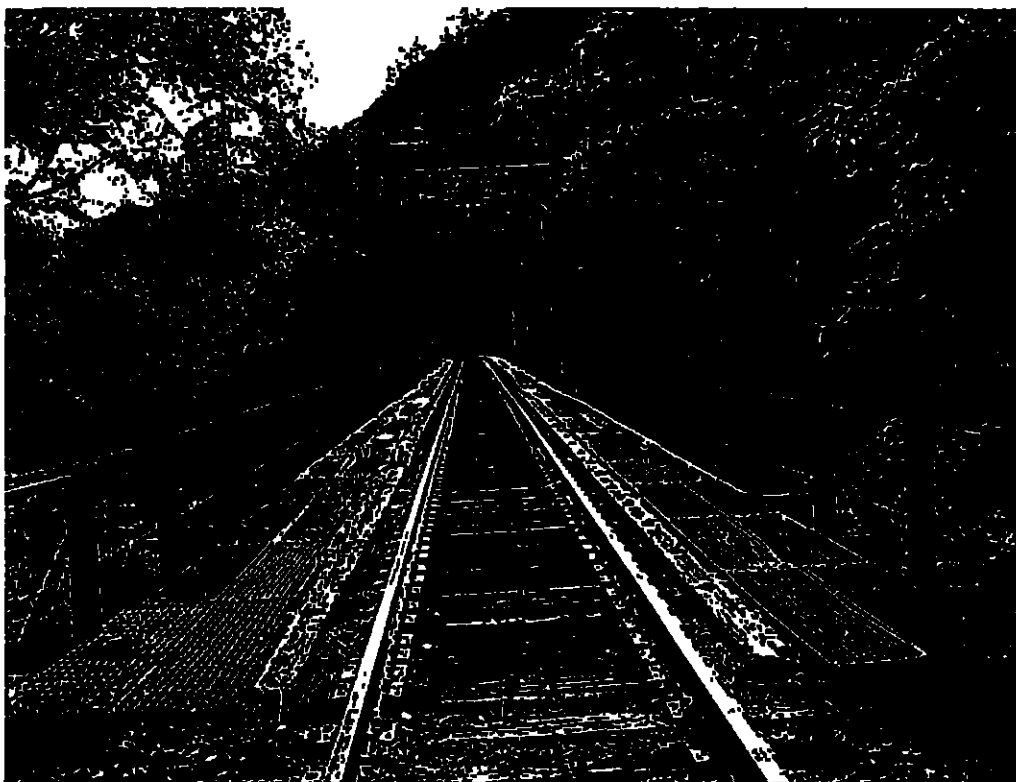
Recommended Work and Work Accomplished

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

Osmose Railroad Services, Inc.

CORP001747

Site Photos:

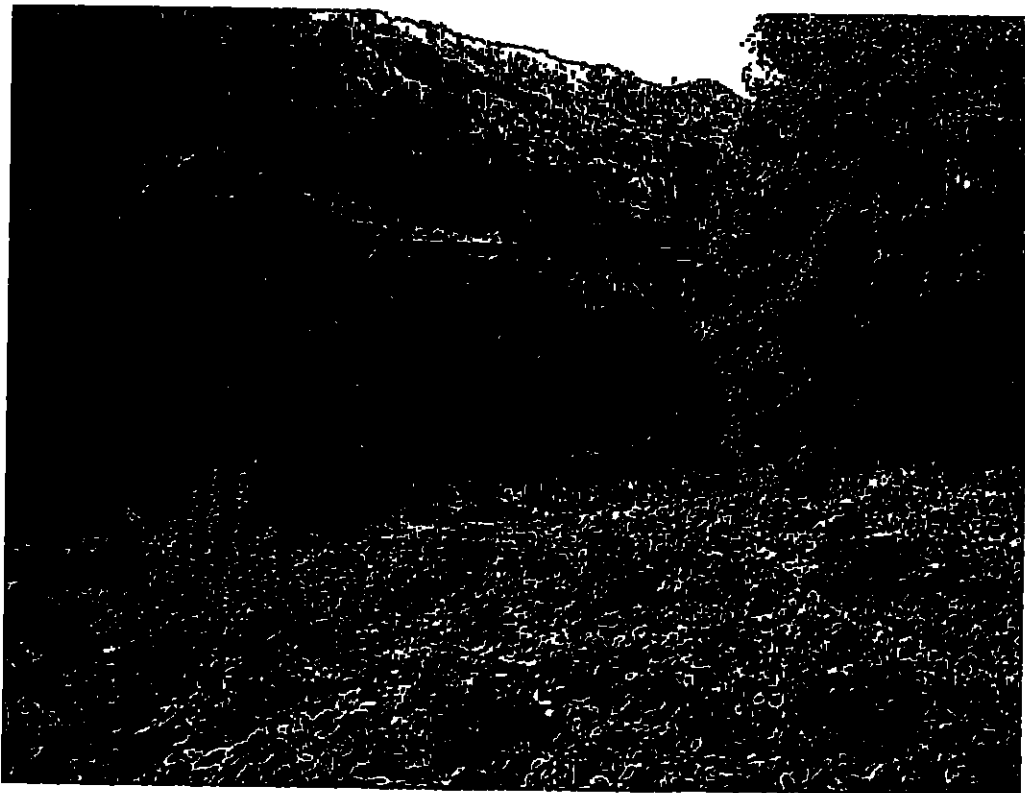
1. Looking Toward Decreasing Milepost



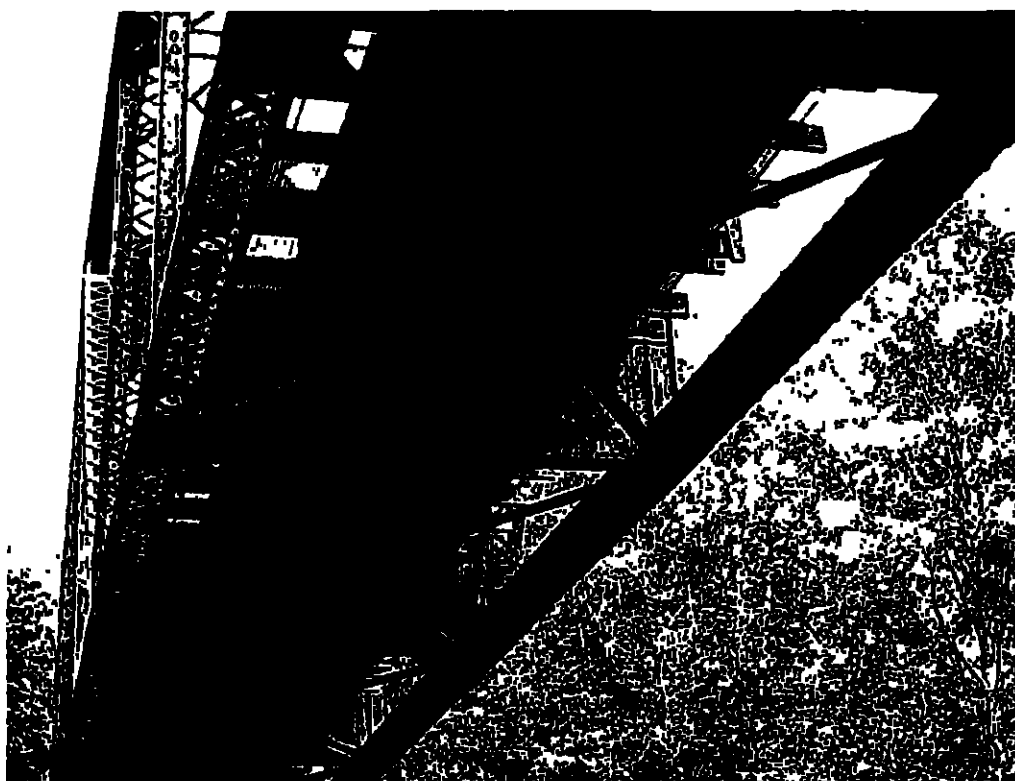
2. Left Side Elevation



3. Left Side Elevation Span 3



4. Right Side Elevation

Site Photos:**5. Approach Bearing****6. Underside Of Truss**



7. Bearing Span 3

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 694.98

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/09 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	1	90 FT	Can't Tell Timber?	15'	
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 15' Maximum Bridge Height (ft.): 5'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/1/07

Previously Inspected by (firm): Osmose RR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Matches Insp Report

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 694.98	
MILEPOST: 694.98	SECTION# 1
TYPE: ODFT	LOCATION: Swishome, OR
INSPECTION DATE: 2/1/2007	INSPECTOR: K. Trickle

Findings:

Bent 1

Cap - Reject ✓

Ties - OK

Guard Timber - OK ✓

Headwalls - OK ✓

Approaches - Low (ballast fouled) ✓

Walkway - OK ✓

Handrails - OK

Loose

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	RAILROAD	Remove: - Fouled ballast, replace and tamp up both approaches to correct elevation
2	1.1	3	OSMOSE	Replace: - Cap on Bent 1

Osmose Railroad Services, Inc.

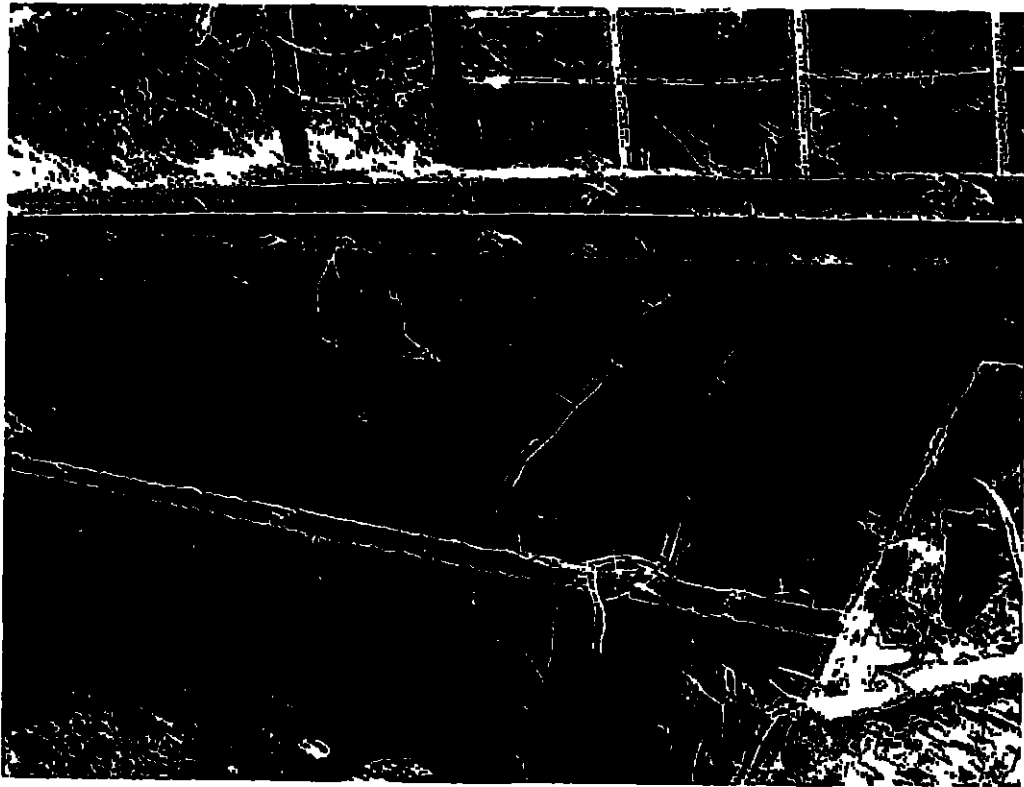
CORP001754

Site Photos:

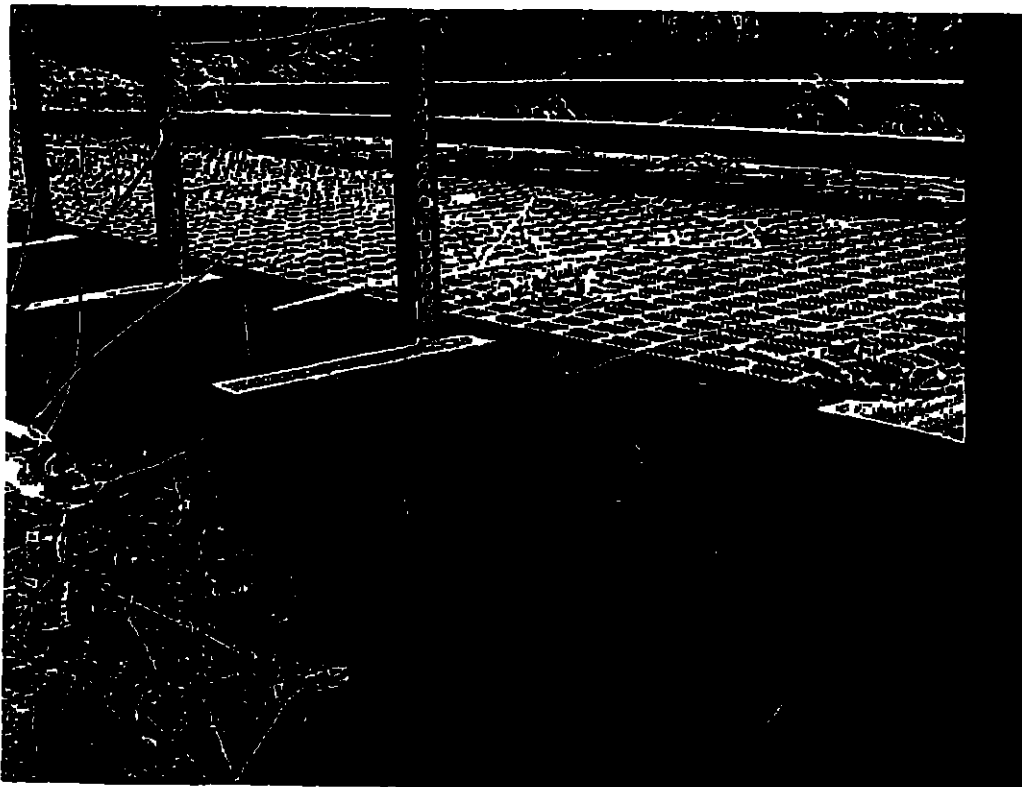
1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 896.66

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	5	BDPT	Conc	75'	15'
2	1	Thru Truss	Conc	150' 165'	
3	9	BDPT	Comp Timber	145'	15' 4' 160'
4					

General Bridge Information:

Total Bridge Length (ft.): 370' ^{305'} Maximum Bridge Height (ft): 25'

Bridge on Tangent or Curve: Seq 1 & 3 Curve Skewed (Y or N): N

Feature Bridge Crosses: Siuslaw River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Osmose RR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Matches inspection report plus 1) Seq 1 lt side
ballast retainer visual reject.

*3 Span
Framed Truss/Bents
on conc.*

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # **696.66**

MLEPOST: 696.66

SECTION# 1

TYPE: SDFT

LOCATION: Swishama, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

Findings:

Bent 3

Cap - Reject (split)

Bent 4

Cap - Possible Reject

Bent 5

Post 1 - Reject

5?

Ballast Retainers - OK

Approach - OK

lt. side rotting

Drift buildup in Spans 3 thru 5

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	RAILROAD	Remove drift from bridge as necessary.
2	1.2	3	OSMOSE	Replace:
				- Cap on Bent 3 (split)
3	1.4	4	OSMOSE	Replace:
				- Cap on Bent 4
4	1.3	4	OSMOSE	Post:
				- Post 1 of Bent 5
5	1.1	4	OSMOSE	In-place preservative treat piles, caps and stringers.

Osmose Railroad Services, Inc.

CORP001757

INSPECTION SUMMARY

South Approach

BRIDGE # 696.66

MILEPOST: 696.66

SECTION# 3

TYPE: ODPT

LOCATION: Swanton, OR

INSPECTION DATE: 2/12/07

INSPECTOR: K. Trickle

Findings:

Bent 2
Post 5 - Reject ✓Bent 3
SII - Reject (minor crushing) —Bent 4
SII - Possible Reject ✓Bent 5
SII - Possible Reject (split) —Bent 7
Pile 4 - Reject —Ties - OK ✓
Headwall - OK ✓
Approach - Low ✓
Stringers - OK ✓*1st Four Bents
are Framed Bents
on Caps.*

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.10	3	OSMOSE	Replace: - SII in Bent 3 (minor crushing)
2	3.9	4	RAILROAD	Add ballast and tamp up approach.
3	3.7	4	OSMOSE	In-place preservative 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: - SII in Bent 4 - SII 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.

CORP001768

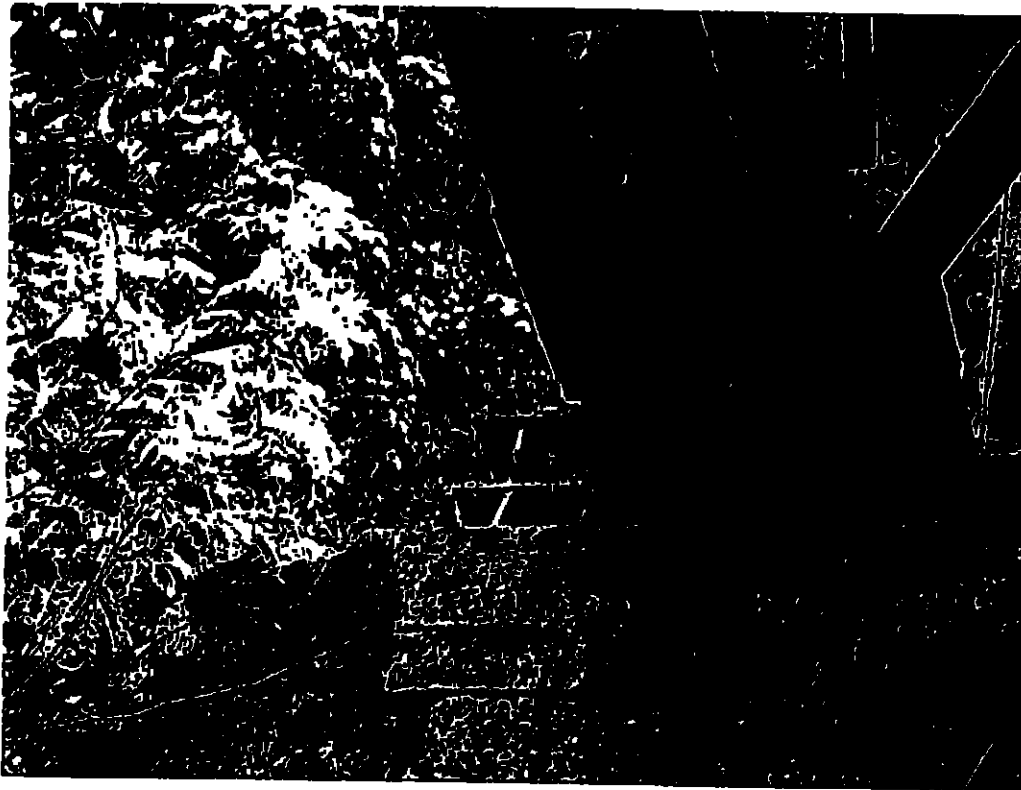


1. Looking Toward Increasing Milepost

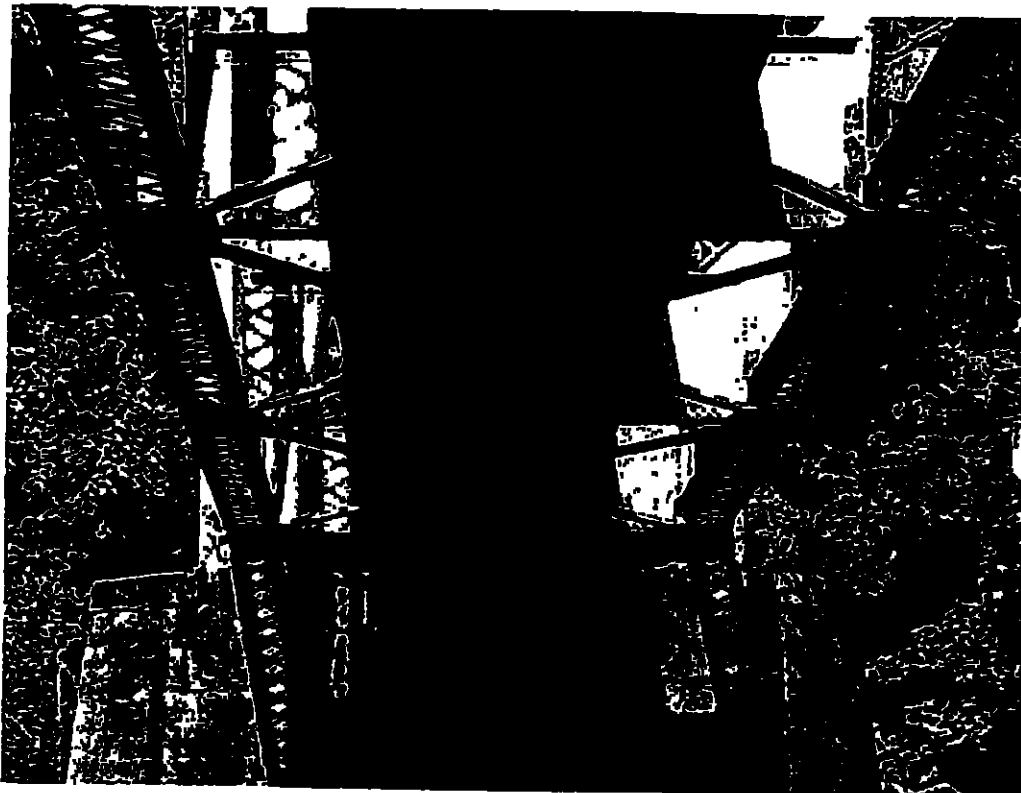


2 Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5 Steel Truss Bearing



6. Underside Of Steel Truss

Site Photos:

7. Right Elevation From Road

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 700.37

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	3	ODDT/DDDT	3- Conc. 6 Pile	125	15 (1-20')
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 125 Maximum Bridge Height (ft): 12' 8"

Bridge on Tangent or Curve: Tangent Skewed (Y or N): No

Feature Bridge Crosses: Creek and Road

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Osmose IR Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Matches inspection report plus 1) Bent 9 12ft wingwall
timber showing rot.

8 Span
7-15'-1-20'

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 700.37

SECTION# 1

LOCATION: Tide, OR

INSPECTOR: K. Trickle

INSPECTION DATE: 2/12/2007

TYPE: ODPTODPT 6 Pile

Findings:

- Bent 3 Pile 5 - Reject ✓
- Bent 4 Cap - Reject (slight crushing) ✓
Shim - Reject (crushing under stringer chords) ✓
- Bent 5 Shims - Reject (crushing under stringer chords) ✓
Sill - Cracked at cap 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)

Wingwall Rt. Trailing Timber Rot

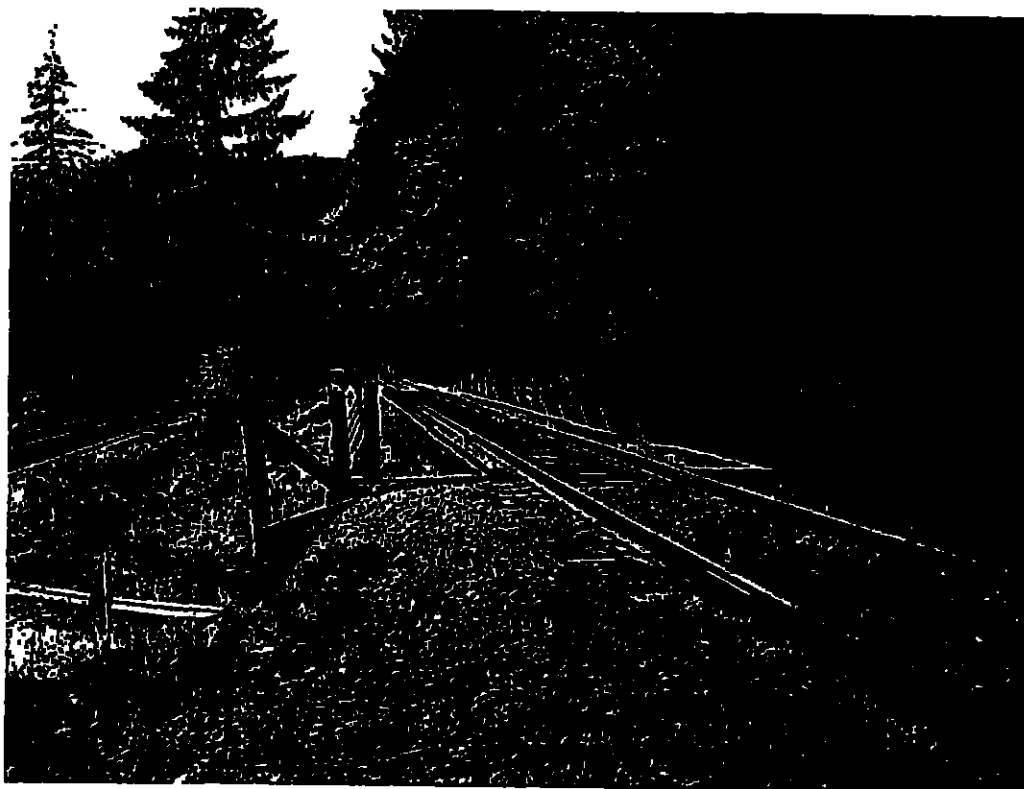
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO DOES	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.

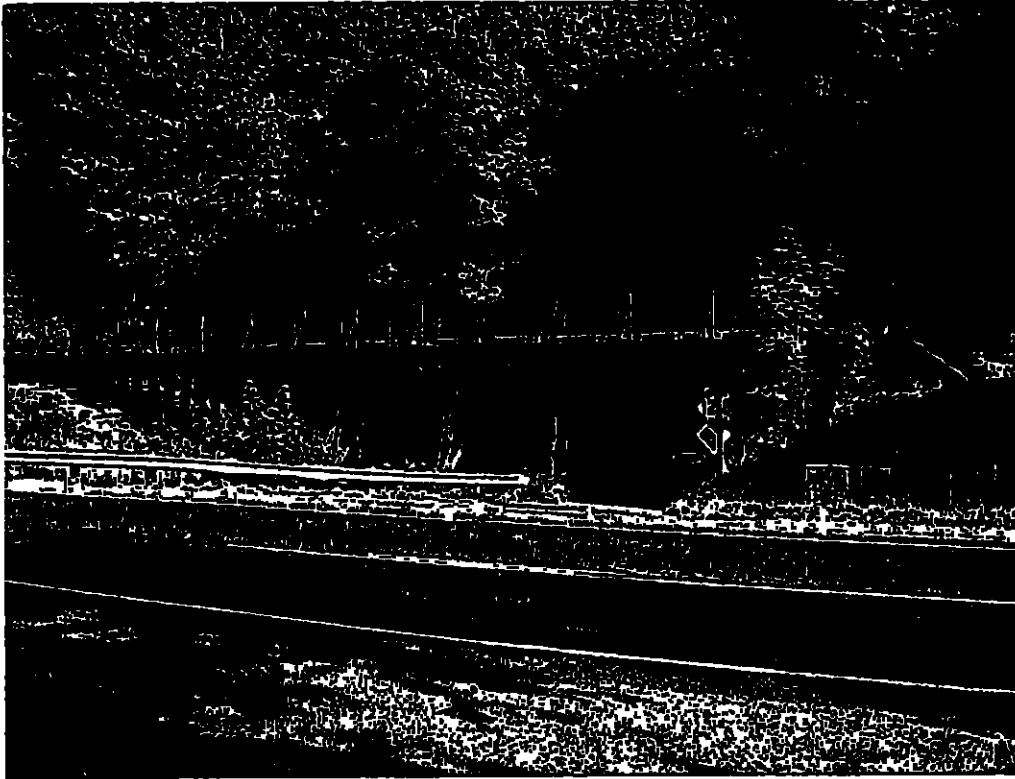
CORP001773



1. Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

Site Photos:

5 Right Side Elevation From Road

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 702.65

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	9	ODPT/ODPT	Pile/Steel/Cong	135'	15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 135 Maximum Bridge Height (ft.): 15'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Amose IRR Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Trees over track approach end. Additions to inspection report:
Beam 1 & 2, Spans 8 & 9 visual reject. Bont 8 has spliced
two-piece cap - reject?

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 702.65

MILEPOST: 702.65

SECTIONS 1

TYPE: ODP/ODFT

LOCATION: Mapleton, OR

INSPECTION DATE: 2/1/2007

INSPECTOR: K. Trickle

Findings:

- Bent 1
 File 1 - Possible Reject ✓
 Tapered Shim - Reject (working out and split) ✓
- Bent 8
 6" Shim - Possible Reject (vertical split) ✓
 Still buried ✓
- Span 1
 Stringer 1 - Reject ✓
- Ties - OK (8 reject at rail joints, plate cut) ✓
 Guard timber - OK (2 sections reject) ✓
 Headwells - Fair ✓
 Approaches - Low ✓

Tree Over Track
 Approach end
 Lot of Debris
 in Creek

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	1.15	3	OSMOSE	Replace: - Tapered Shim on Bent 1 (split, working out)
3	1.11	3	RAILROAD	Add ballast and tamp up both approaches.
4	1.14	4	OSMOSE	Replace: - 6" Shim on Bent 8 (vertical split)
5	1.13	4	OSMOSE	Replace: - 2 sections of Guard timber
6	1.12	4	OSMOSE	Replace: - Stringer 1 in Span 1
7	1.1	4	OSMOSE	In-place preservative treat piles, caps and stringers.
8	1.3	5	RAILROAD	Monitor: - File 1 of Bent 1

Beam 1 & 8
 spans at 9
 Visual reject
 Bent 8 has two
 piece spliced
 Cap - reject?

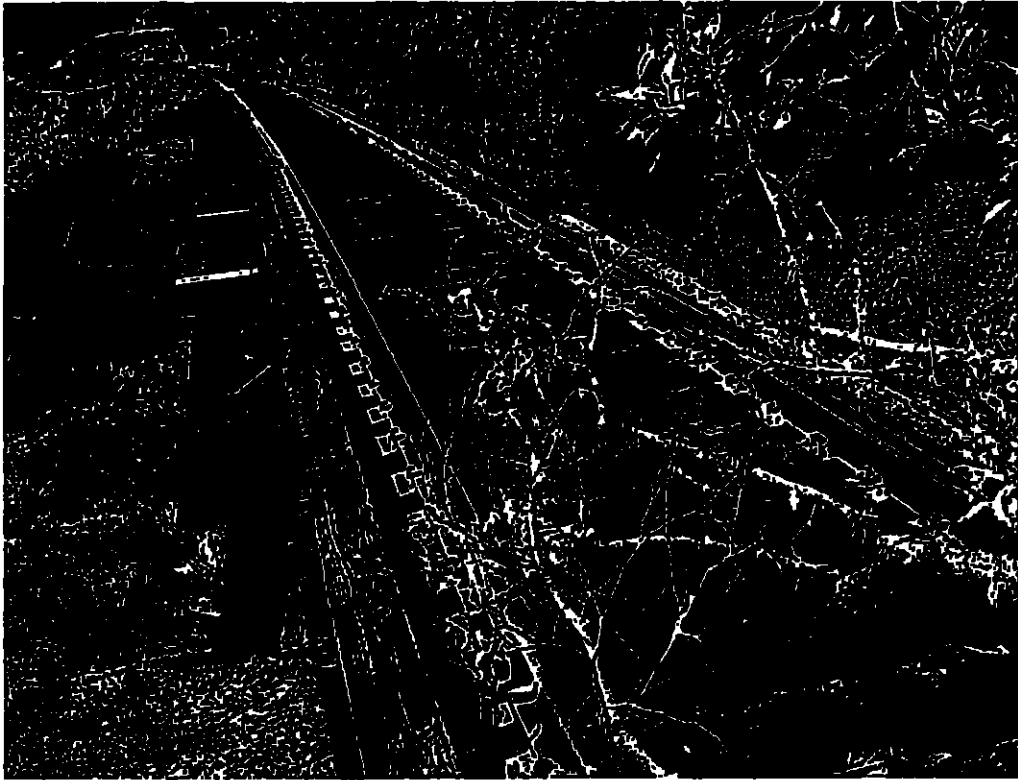
COMPLETED WORK

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

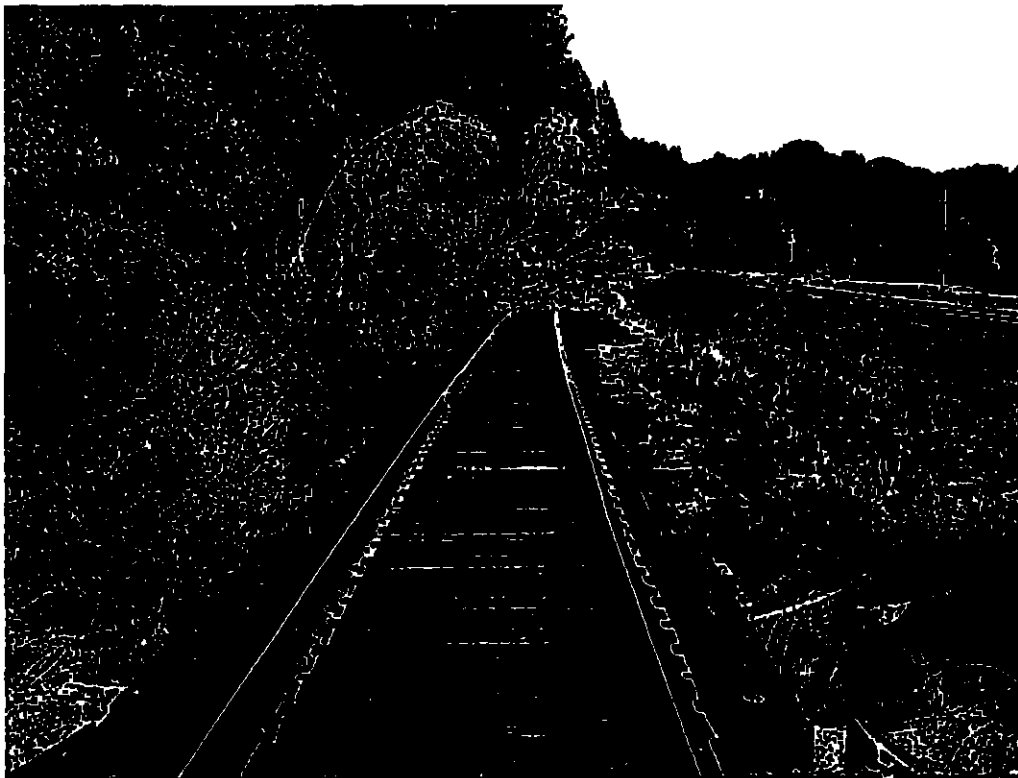
Osmose Railroad Services, Inc.

Bent 1 & 2 Trestle Pile (5)
 Bent 3 & 4 Steel Trestle (3)
 Bent 5, 6, 7 Framed Trestle (5)
 Bent 8, 9, 10 Trestle Pile (5)

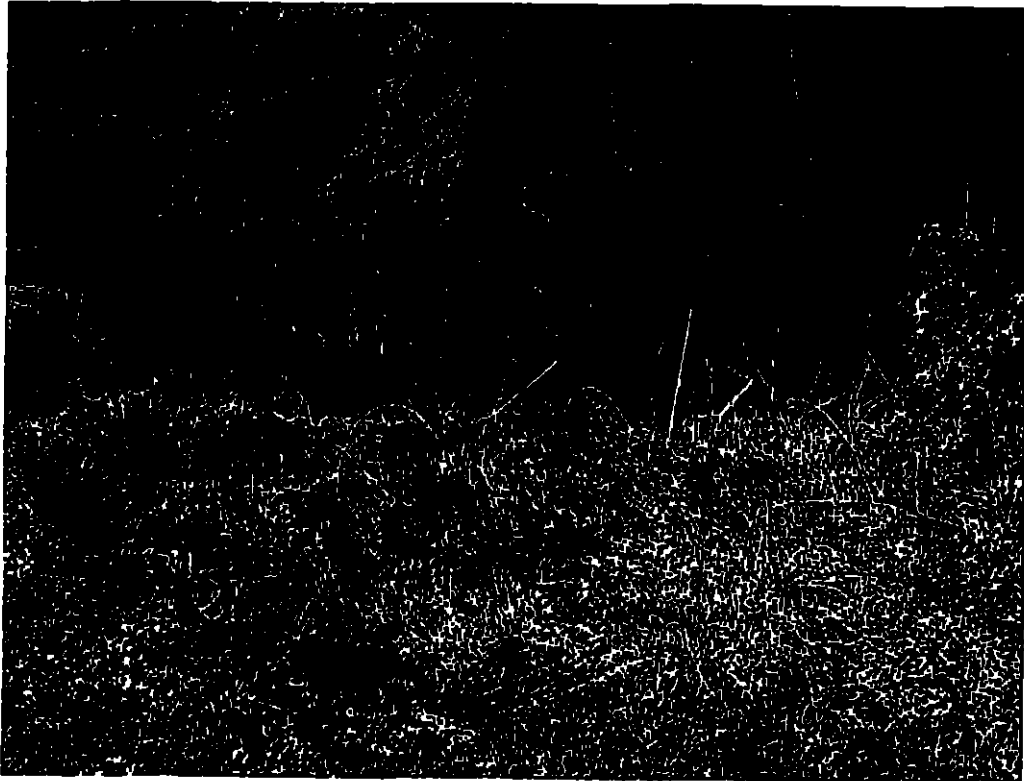
CORP001779

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:



5. Two Piece Cap at Bent 7

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 702.95

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler/Catigapper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	4	ODPT	Timber pile	60	15
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 60 Maximum Bridge Height (ft): 10+

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/01/07

Previously Inspected by (firm): Osmose RR Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Additions to inspection report: 1: Bent 3 - entire cap looks rough 2: Trailing headwall buried, 3: Heavy erosion at Bent 1, 4: Debris in channel, 5: Stringer 5 Span 3 showing rot in top

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: 2/1/2007

INSPECTOR: K. Thibault

Findings:

Bent 2

2" Shim under Chord 2 - Reject (crushing)

Bent 3

2" Shim - Reject (slight crushing)

Bent 4

1/2" Tapered Cap over Post 5

Both Shims - Reject (crushing)

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) - Both Shims on Bent 4
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 preservative treat piles, caps and stringers.

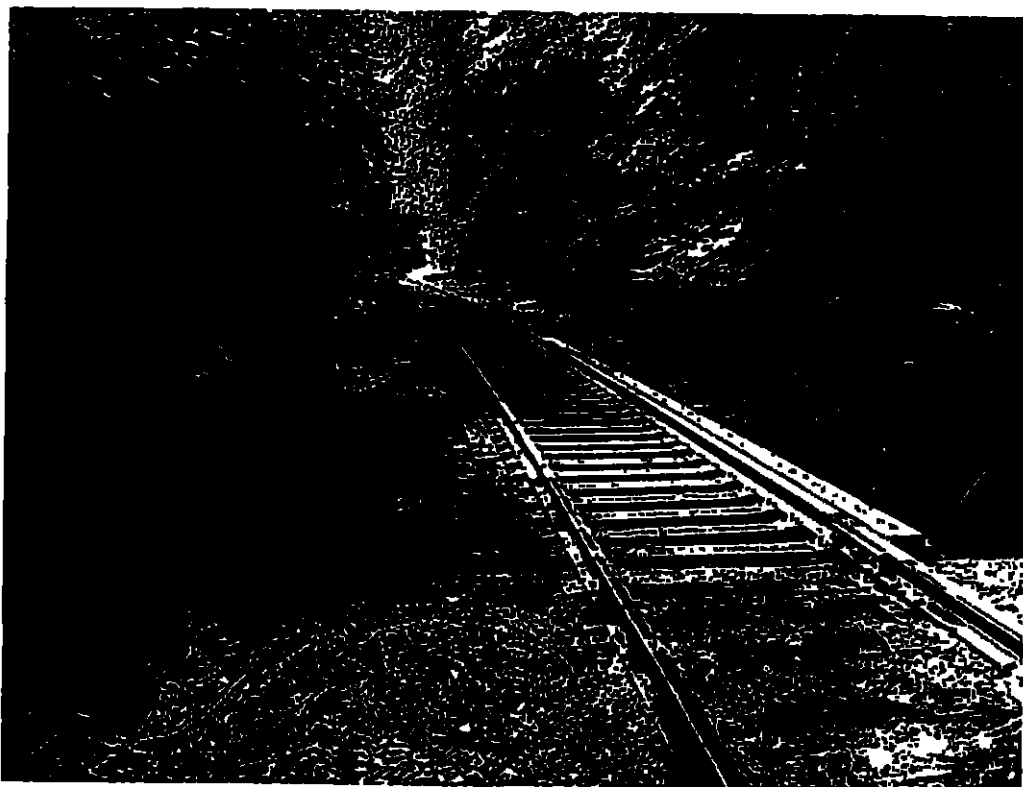
Debris in stream channel

High erosion potential at Bent 1

Stringer 5 Span 3 showing rot

Osmose Railroad Services, Inc.

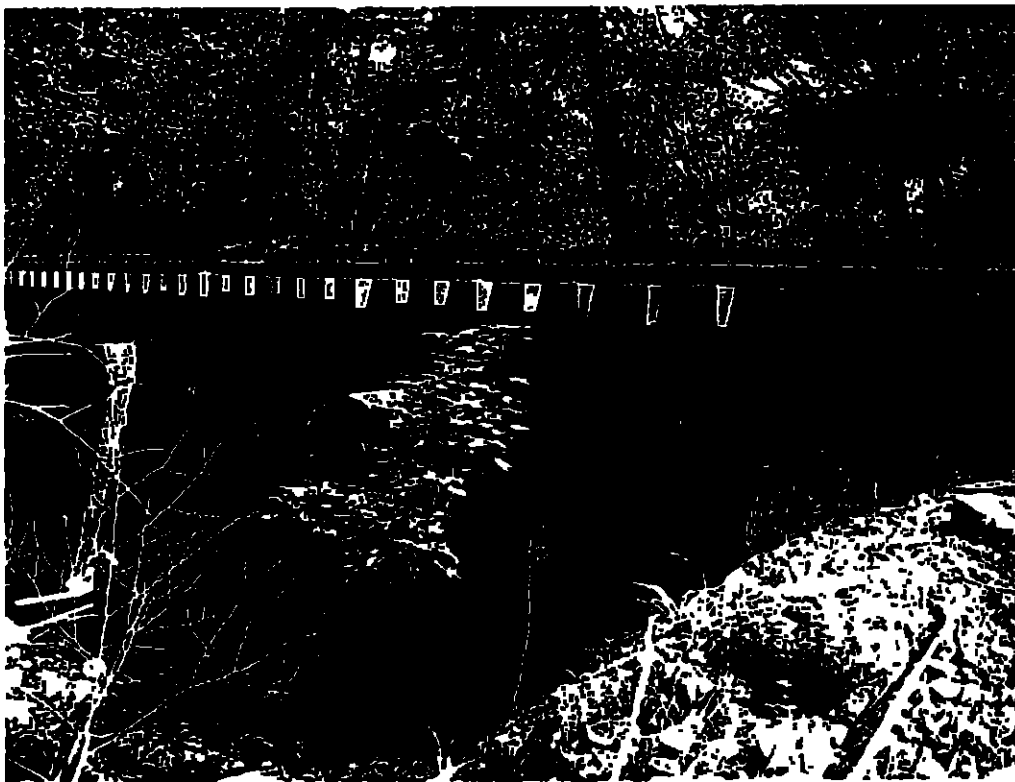
CORP001783



1. Looking Toward Increasing Milepost



2 Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Bent 4 Right



6. Bent 1 Bank Erosion

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 710.20

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/02 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	7	DDPT	Timber Pile	105	15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 105 Maximum Bridge Height (ft): 15'

Bridge on Tangent or Curve: slight C.L. Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/2/07

Previously Inspected by (firm): Demose R.R. Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: In addition to inspection report 1) handrails need
tightening 2) Need new ballast board retainer spans 6 & 7
Lt.

7 ~~10~~ span

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 710.20

MILEPOST: 710.20

SECTION# 1

TYPE: SOPT

LOCATION: Beck, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Bent 2

Pile 2 - Reject
Pile 3 - Possible RejectBent 1 - Conc. Abutment
Bent 4 - Funky framed Trestle

Bent 3

Pile 1 - Possible Reject

Pile 2 possible

Bent 5

Pile 4 - Reject
Pile 5 - Reject
Cap - Possible Reject

Bent 8

Pile 8 - Reject
Pile 9 - Reject
Block over Pile 2 - Visual Reject (Split)

Span 1

Stringer 1 - Reject

Span 2

Stringer 1 - Reject

1 Bad Ballast Retainer Board
Span 6 & 7 Lt.Headwalls - OK
Wingwalls - OK
Approaches - OK
Handrails - Fair

Need tightening

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.12	2	OSMOSE	Frame out: - Bent 3
2	1.3	3	OSMOSE	Post: - Pile 4 of Bent 5 - Pile 8 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	8/8/2001	Frame out: - Bent 4

Osmose Railroad Services, Inc.

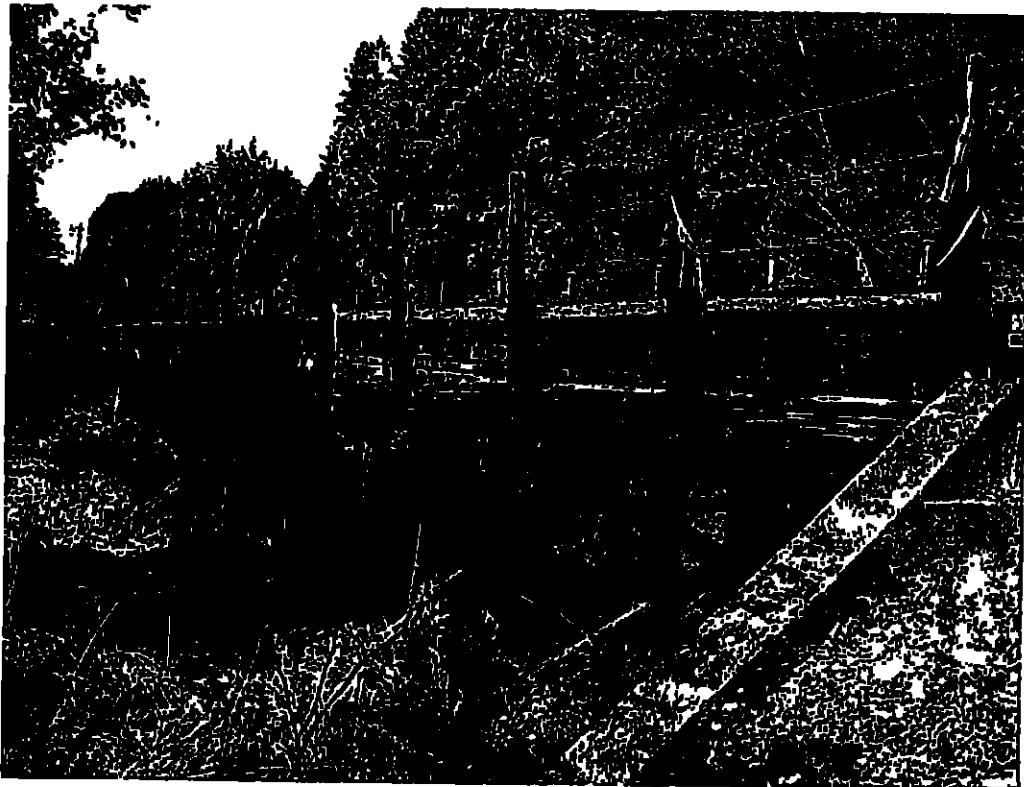
CORP001786

Site Photos:

1. Looking Toward Increasing Milepost



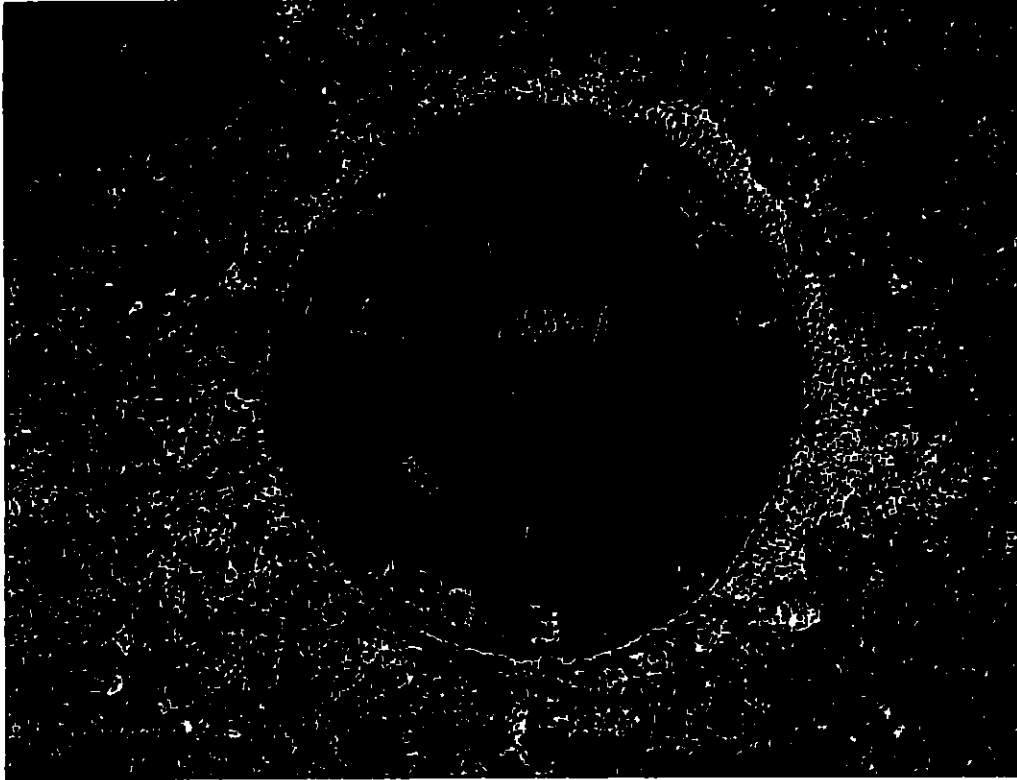
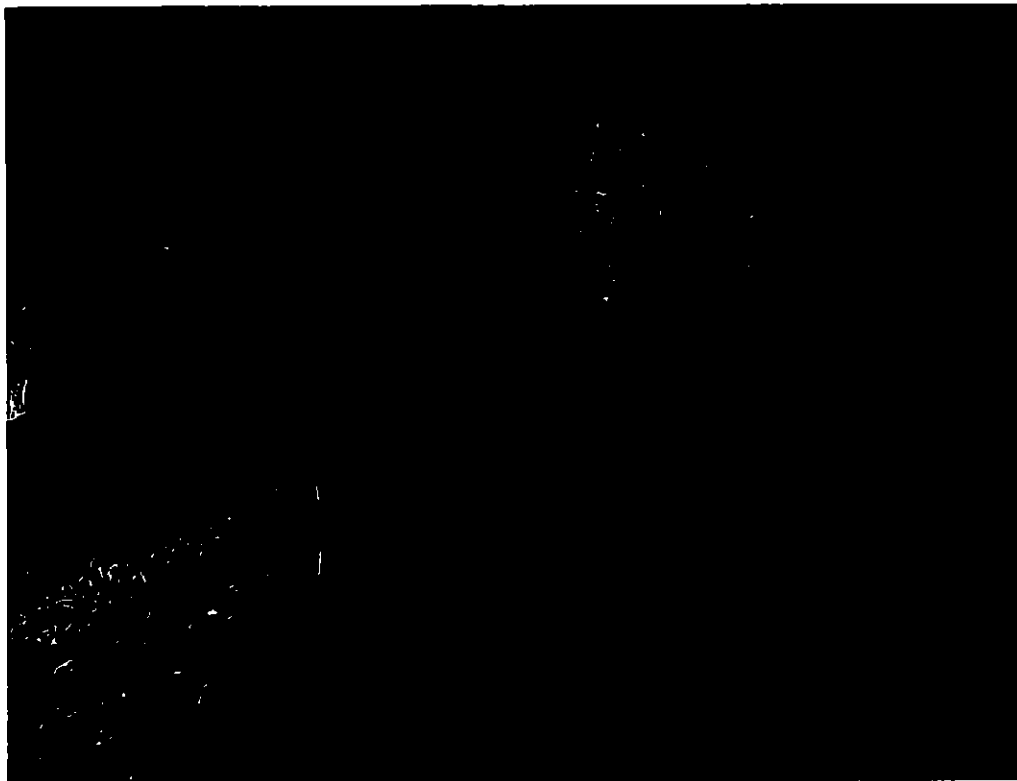
2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:**5. Bent 1 Benchmark****6. Bent 8 Pile 2 Shim**



7. Bent 4 Framed Splice

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 711.37

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	5	BDPT	Timber Pile	75	15
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 75 Maximum Bridge Height (ft): 10+

Bridge on Tangent or Curve: Slight Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/02/07

Previously Inspected by (firm): Osmose RR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: In addition to inspection report 1) South headwall settlement and rot in 4th timber 2) Span 1 4th Ballast retainer - reject 3) Lot of debris in channel.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 711.37

MILOPOST: 711.37

SECTION: 1

TYPE: BDPT

LOCATION: Beek, OR

INSPECTION DATE: 2/22/2007

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 6 Stringer 1 - Reject ✓
- Ballast Retainers - OK
- North Headwall - OK
- South Headwall - Fair
- Vegetation under bridge
- Span 1 Ballast Retainer Reject*
- Lot of Debris in channel*
- Settlement and Lk timber rot*

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	1.8	4	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 1 in Span 4 - Stringer 1 in Span 6
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	Replace: - Cap on Bent 2

Osmose Railroad Services, Inc.

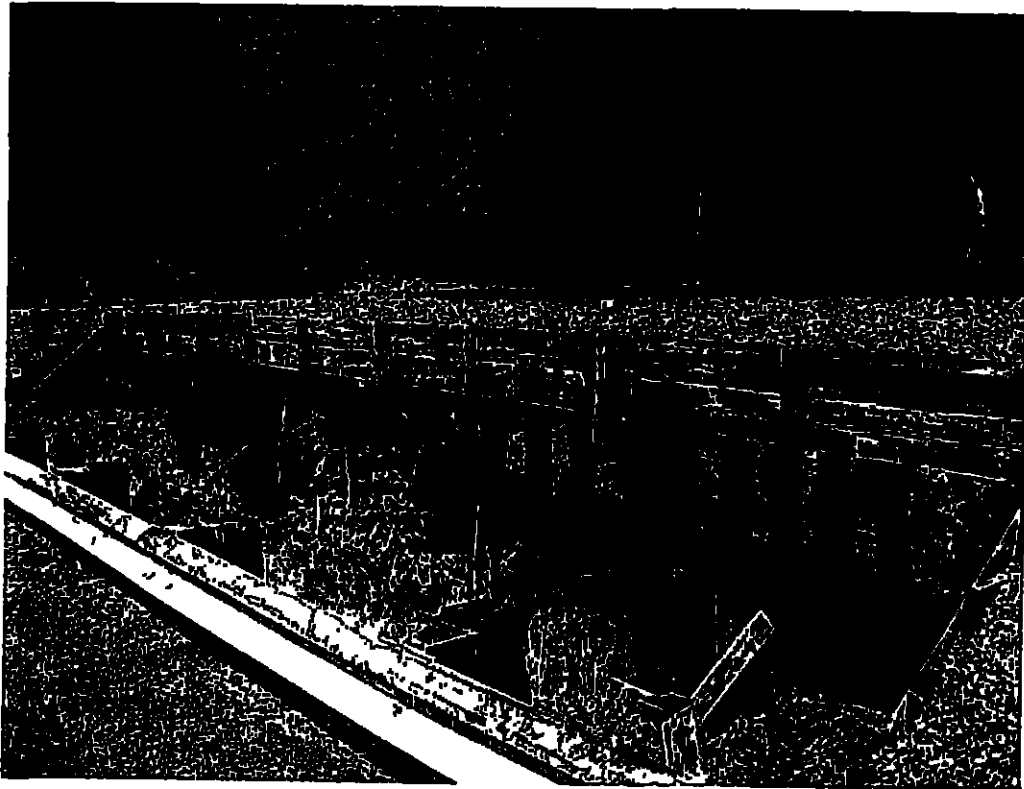
CORP001791

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 711.67

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	5	BDPT	Timber	75	15
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 75 Maximum Bridge Height (ft): 15+

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/02/07

Previously Inspected by (firm): Omose RR Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Additions to the inspection report 1) Bent 1 headwall showing rot 2) need to check pile 5 Bent 4 3) Intermittent deck plating show rot 4)

Bents 1-4 Trestle Pile
Bents 5-6 Appear Framed

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # **711.67**
 MILEPOST: 711.67
 TYPE: SDPT
 INSPECTION DATE: 2/2/2007
 SECTION# 1
 LOCATION: Beak, OR
 INSPECTOR: K. Trickle

Findings:

Bent 1
 Pile 1 - Possible Reject ✓
 Pile 2 - Reject ✓
 Pile 6 - Reject ✓
 Bent 3
 Pile 2 - Reject ✓
 Bent 4
 Pile 1 - Reject ✓
 1/2" Shim over Pile 3 working out. — Pile 5 suspicious
 Span 1
 Stringer 8 - Reject ✓
 Stringer 12 - Visual Reject ✓

Ballast retainer - OK
 Headwalks - 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 8 in Span 1 - Stringer 12 in Span 1
4	1.8	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 preservative treat piles, caps and stringers.
7	1.8	3	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 3 - Bent 6

Osmose Railroad Services, Inc.

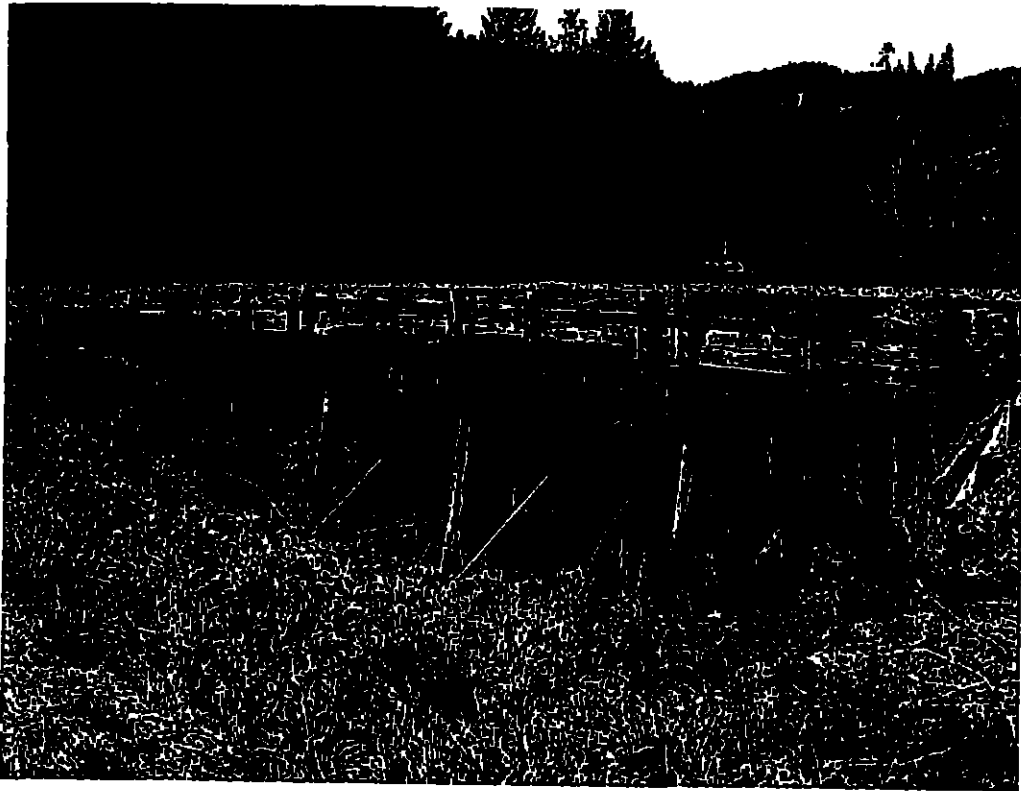
CORP001795

Site Photos:

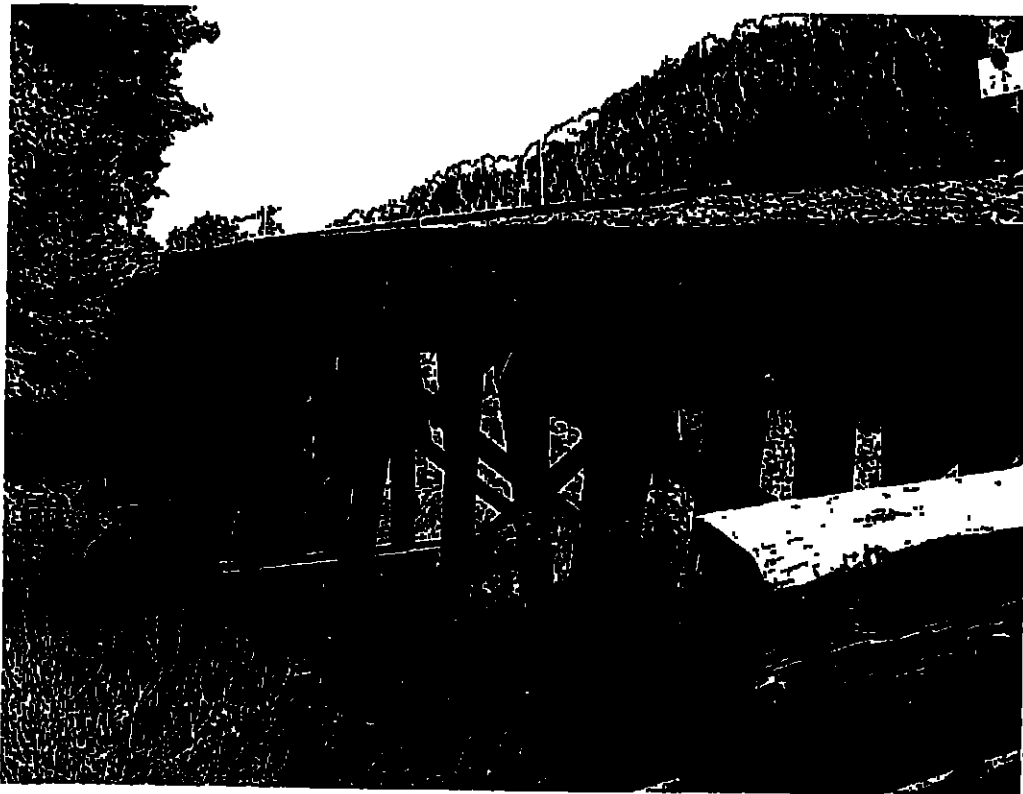
1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 712.16

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler/Culpppper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	4	BDPT	Timber Plk	60	15
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 60 Maximum Bridge Height (ft): 10'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/02/07

Previously Inspected by (firm): Omase R2 Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Additions to inspection report 1) Bent 2 cap crushing
2) Retainer Board posts failed Span 4 Lt.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 712.16

MILEPOST: 712.16

SECTION# 1

TYPE: SDPT

LOCATION: Wendson, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 4 - Possible Reject
Pile 5 - Possible Reject
Cap - Reject

Bent 2 Cap Crushing

Bent 5
Pile 1 - Possible Reject
Pile 2 - Reject

Span 3
Stringer 1 - Reject

Span 4
Stringer 1 - Reject

*Retainer Board Posts Failed
Span 4 Lt*

Balast Retainers - OK
North Headwall - Undermining
Approaches - Low
Stringers - Fair

Bent 1

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REP #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	3	RAILROAD	Add ballast and tamp up both approaches.
2	1.1	3	OSMOSE	Replace: - Cap on Bent 1
3	1.7	4	OSMOSE	Replace: - Stringer 1 in Span 3 - Stringer 1 in Span 4
4	1.5	4	OSMOSE	Post: - Pile 2 of Bent 5
5	1.3	4	OSMOSE	Replace: - North headwall (undermining)
6	1.2	4	OSMOSE	in-place preservatives treat piles, caps and stringers.
7	1.6	6	RAILROAD	Monitor: - Pile 4 of Bent 1 - Pile 5 of Bent 1 - Pile 1 of Bent 5

Osmose Railroad Services, Inc.

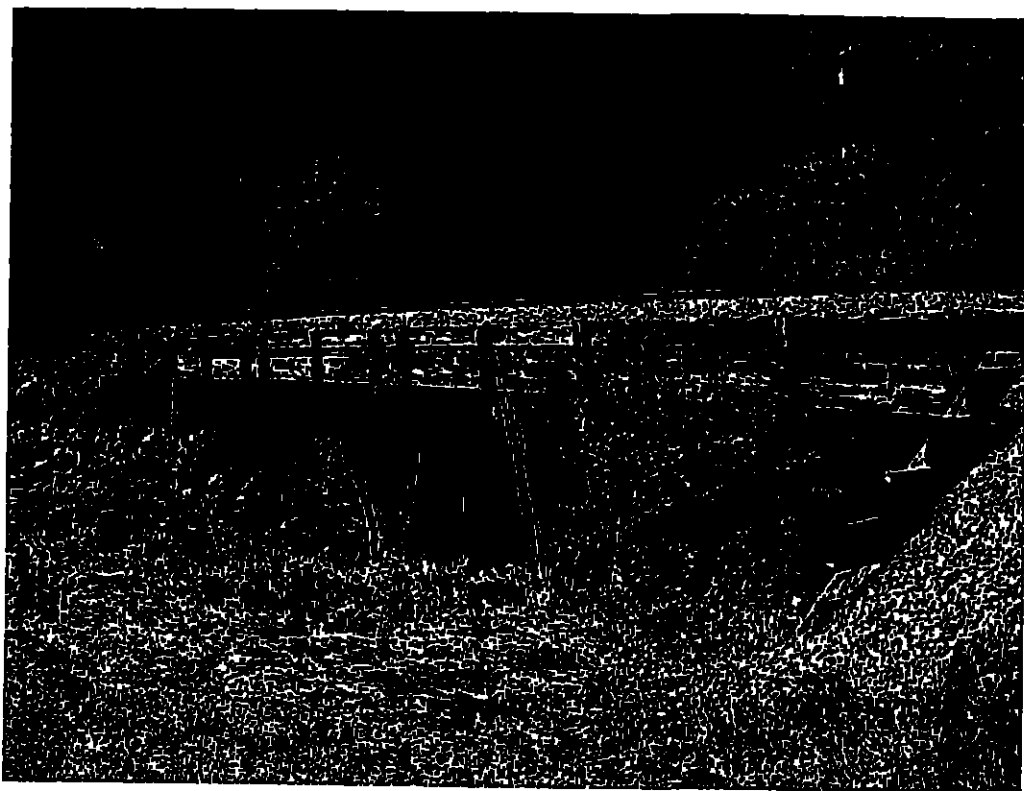
CORP001799

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 7.12.80

Railroad: Central Oregon & Pacific Railroad Line ID: CQ Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	4	ODPT	Timber ^{Pile}	60	15
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 60 Maximum Bridge Height (ft): 10 +

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek & Access Rd

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/02/07

Previously Inspected by (firm): Dumas RR Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Additions to inspection report 1) Bent 2 Pile 2 & 5 spliced piles (reject?) 2) Bent 3 Pile 2 & 4 spliced (reject?), 3) Guard timbers Span 3 & 4 replace, 4) All headwall brace timbers rotten.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 712.80	
MILEPOST: 712.80	SECTION# 1
TYPE: ODPT	LOCATION: Wendon, OR
INSPECTION DATE: 2/22/07	INSPECTOR: K. Thicke

Findings:

Bent 1

Pile 1 - Reject

Bent 2

Pile 1 - Reject

Subcap - Reject (decay pocket East end)

Bent 3

South Sway Brace - Reject

Ties - OK
Guard Timber - OK
Highways - Fair
Approaches - Low

Span 4 Rtr. Replace

Brace Timbers Rot

Pile 2 & 5 reject Spliced pile
Bent 4 Appears to be framed

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.9	3	OSMOSE	Replace: - Subcap on Bent 2 (decay pocket East end)
2	1.8	3	RAILROAD	Add ballast and tamp up both approaches.
3	1.7	4	OSMOSE	Replace: - South sway brace on Bent 3
4	1.8	4	OSMOSE	Post: - Pile 1 of Bent 1 - Pile 1 of Bent 2
5	1.1	4	OSMOSE	In-place preservative treat piles, caps and stringers.

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.9		OSMOSE	8/19/2003	Replaced: - Cap & string on Bent 3 with new cap & subcap Posted: - Piles 2 & 4 of Bent 3
2	1.8		OSMOSE	8/30/2001	Framed out: - Bent 4

Osmose Railroad Services, Inc.

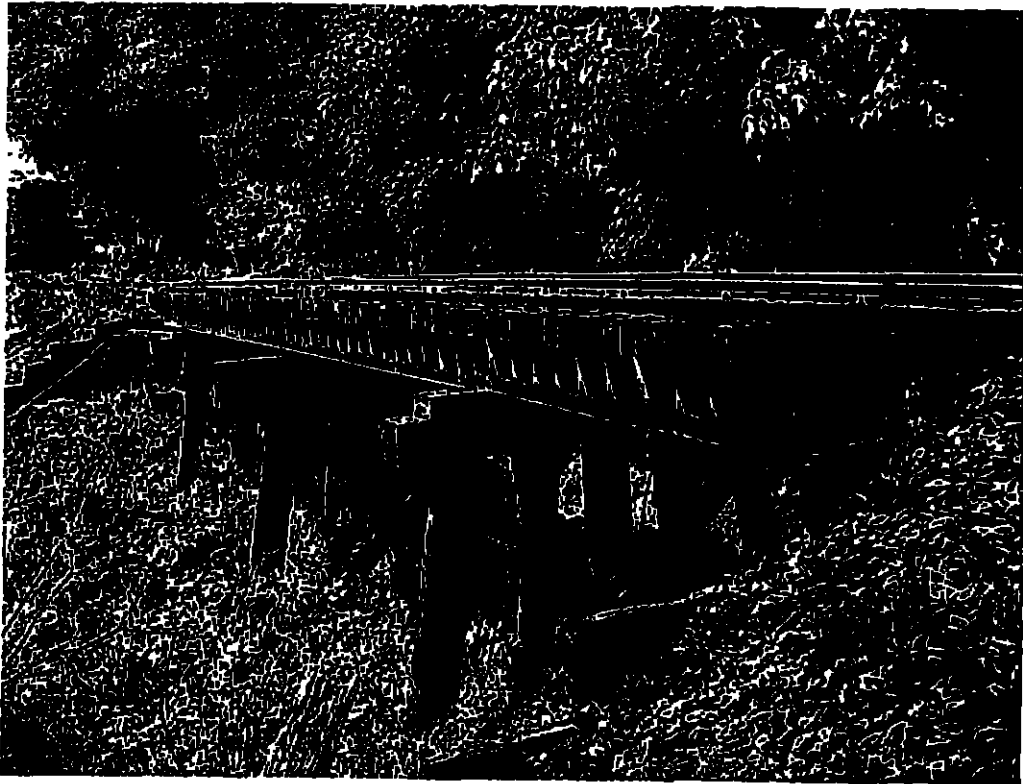
CORP001803

Site Photos:

1. Looking Toward Increasing Milepost



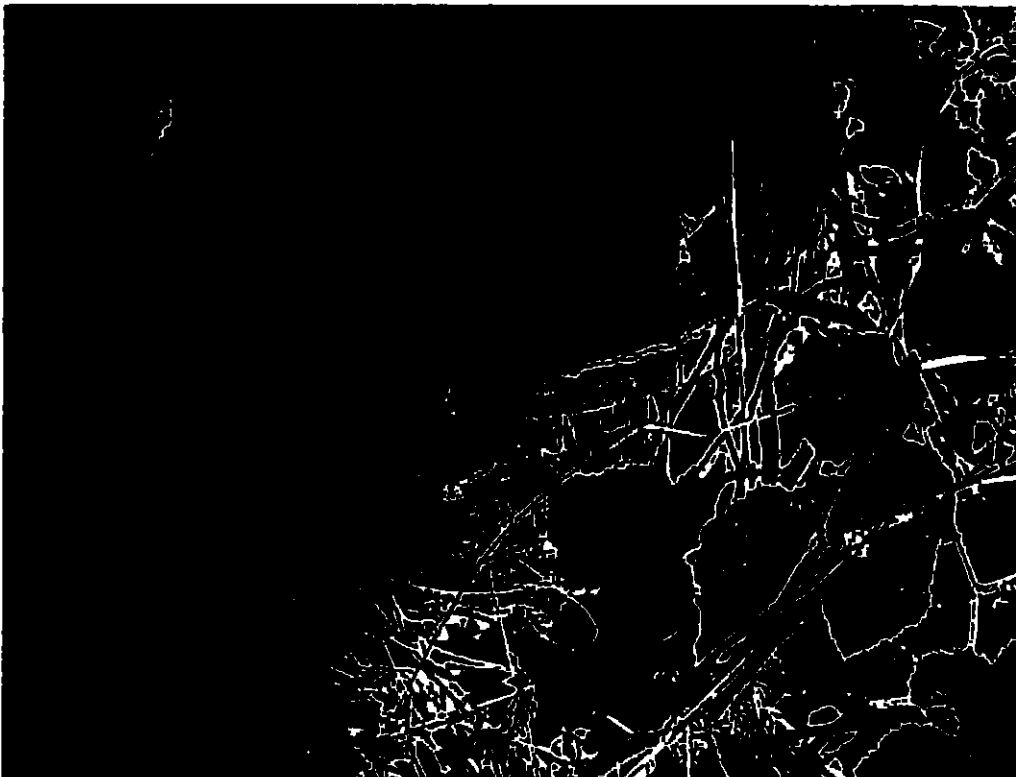
2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:**5. Bent 2 Pile Splice****6. Bent 3 Pile Splice**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 716.4 Segments 1, 2, 3, 4

Railroad: Central Oregon & Pacific Railroad Line ID CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/13 - 9/16 2008 Inspector(s): Tom Whitman, Heidi Clayville
Ronan Lennar, Amanda Blankenship

Bridge Geometry and Materials:

Segment No	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	Open Deck Thru Plate Girder	Steel	52'	52'
2	8	Open Deck Timber-Pile Truss	Timber	112.5'	14'
3	3	Steel Thru Truss	Steel	685'	See Notes
4	170	Open Deck Timber-Pile Truss	Timber	2550'	15'

$\Sigma = 3400'$

General Bridge Information:

Total Bridge Length (ft): 3,400' Maximum Bridge Height (ft): ~15'

Bridge on Tangent or Curve Segment 1, 2, 3: Tangent Skewed (Y or N) Segment 1: Y, 4/5°
Segment 4: Tangent & Curve Segment 2, 3, 4: N

Feature Bridge Crosses: Segment 1: Hwy 126, Segment 2: Siuslaw River b.o.L

Previous Inspection Information: Segment 3: Siuslaw River, Segment 4: Siuslaw river and floodplain

Inspection Report Available (Y or N): Y Date of Previous Inspection 2/2/07

Previously Inspected by (firm) Osmose Inspector K. Trinkle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties			X	Good	
Stringers				NA	
Caps				NA	
Piles				NA	
Walkway			X	Good	
~~Stringers~~		X		Fair	Poor Paint, Minor Deterioration, damaged flange
Truss				NA	
Floor Beams				NA	
Steel Stringers		X - see notes		Fair	Poor Paint, Minor Deterioration
		X - one center hole missing			

Notes: Segment 3 consists of: (1) 200' pinned thru truss
(1) 245' cantilevered rivetted thru truss
(1) 200' pinned thru truss

Osmose noted vehicle damage on east btm. flange of girder (1" tear)
This damage has not been repaired.

Segment 1:

Steel Girders



JOB DESCRIPTION CORP CO Line MP 716.4
CALCULATION FOR _____

JN. DDOT-0620

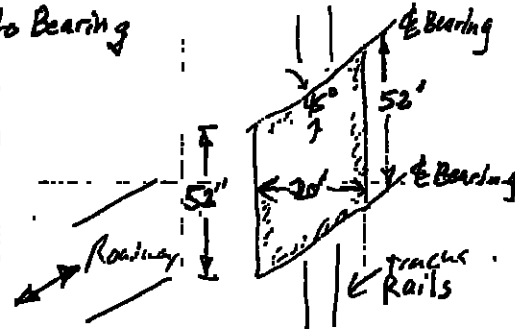
BY AUST DATE 9/18/08

SHEET _____ OF _____ SHEETS

CHECKED BY _____ DATE _____

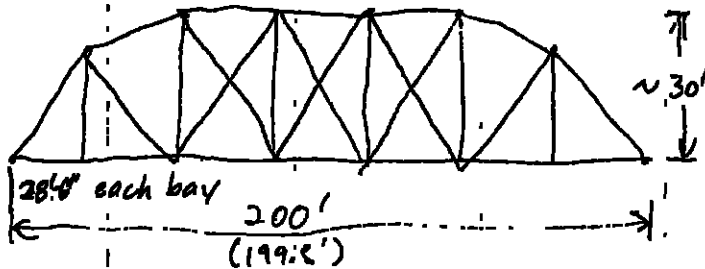
• Segment 1:

Steel Roadway crossing 52' Bearing to Bearing
Thru Girder



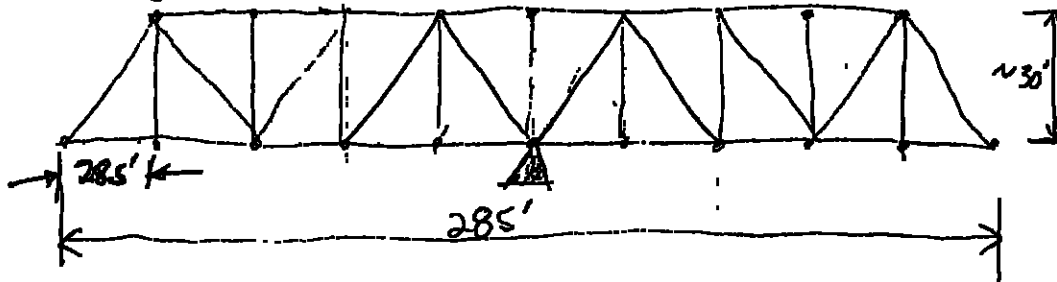
• Segment 3:

Steel Pinned Thru Trusses (2)



$$\begin{array}{r} 29.5 \\ .7 \\ \hline 30.2 \\ 56.0 \\ \hline 115.2 \end{array}$$

Center
Swing Spans, Riveted Thru Trusses



• Segment 2:

North Timber approach trestle

Spans = $\uparrow 12.6' - 14.25' - 14.25' - 14.25' - 15' - 15' - 14.25' - 13'$

Steel Roadway
Crossing

Span lengths

Steel trestle
and swing span

• Segment 4:

South Long timber approach trestle

$\uparrow 14 - 15.5 - 15 - 15 - 15 \dots$

Steel trestle
and swing span

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: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Approaches - Low
 Walkways - OK

West web at Panel 2 - Bulged out from vehicle impact damage
 Vehicle impact damage - East bottom flange of girder (1" tear)
 West cover plates bent

One anchor bolt - Reject on concrete abutment

Recommended Work and Work Accomplished**RECOMMENDED WORK**

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	2	RAILROAD	Add ballast and tamp up both approaches.
2	1.5	2	OSMOSE	Repair: - Vehicle impact damage to East bottom girder (1" tear)
3	1.6	3	OSMOSE	Replace: - 1 Anchor bolt on concrete abutment
4	1.7	5	RAILROAD	Monitor: - West web and bottom cover plates of Panel 2 for additional impact damage
5	1.1	5	RAILROAD	Monitor: - Underside of TPG for additional vehicle impact damage

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.4		OSMOSE	1/24/2000	Replaced: - West Bottom Girder
2	1.3		OSMOSE	9/25/1998	Steel inspection performed on vehicle impact damage

Osmose Railroad Services, Inc.

CORP001806

Osmose.

BID SHOWING/ INSPECTION REPORT

DATE: 2-2-07 BY: KT

Bridge No: 716 4 Sec: 1

CUSTOMER INFORMATION

CUSTOMER NAME:

CORP

REGION:

DIVISION:

Coos Bay Sub

DISTRICT:

BRIDGE DESCRIPTION

LENGTH:

OF SPANS:

OF TRACKS:

YEAR BUILT:

TYPE: DPG • TPB • TRUSS • SLAB • ARCH • TRESTLE • COPT • BEAM SPAN • BOPT • OTHER •

(Show small picture of bridge)

NO. MEMBERS FROM:

(E) (W) (S) (N)

MILEAGE INCREASES FROM:

(E) (W) (S) (N) (S) (N) (S) (N)

(Railroad Direction)

APPROXIMATE

LOCATION:

miles

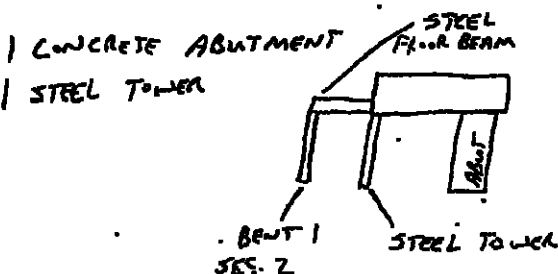
(E) (W) (S) (N)

(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:

BRIDGE: TANGENT •

CURVE

Superelevation is in:

GUARD RAIL:

YES •

NO •

WALKWAY:

YES •

NO •

LOCATION:

SKEWED:

YES •

NO •

Type of Walls:

One

x

x

long

FIBER OPTICS:

YES •

NO •

CULVERT:

YES •

NO •

BRIDGE IS OVER:

Maximum Bridge Height:

Bent/Pier Pile in Water:

Maximum Water Depth:

Requires de-watering Yes No

CORP001809

		Bridge No: 716 ⁴ Sec. 1	
		CONDITION	
LINE & SURFACE:	POOR • FAIR • GOOD •		
APPROACHES:	POOR • FAIR • GOOD •	LOW EROSION PROBLEMS: (#2)	
TIES:	POOR • FAIR • GOOD •	SIZE: QUANTITY:	
HEADWALLS:	POOR • FAIR • GOOD •		
WALKWAYS:	POOR • FAIR • GOOD •		
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)			
WEST COVER PLATES - BENT (#5)			
SUBSTRUCTURE (Note any defects):			
1 ANCHOR BOLT ON CONCRETE ABUTMENT (X)			
RECOMMENDED WORK AND PRIORITIZATION			
Work designated with an asterisk (*) should be addressed immediately.			
PHOTO			
Roll #			
#		#	(Overall Picture of Bridge)
#		#	(Picture of Deck)
#		#	(Jacking setup)
#		#	(Close-up of Repair)
#		#	(Overall view of Repair)
#		#	(Access and Parking Trailer)
#		#	
#		#	

CORP001810



DAVID EVANS
AND ASSOCIATES INC.

JOB DESCRIPTION OREGON RAIL BR. INSP.
CALCULATION FOR BR. 716.4 - CRP LINE, EMBANK
OREGON

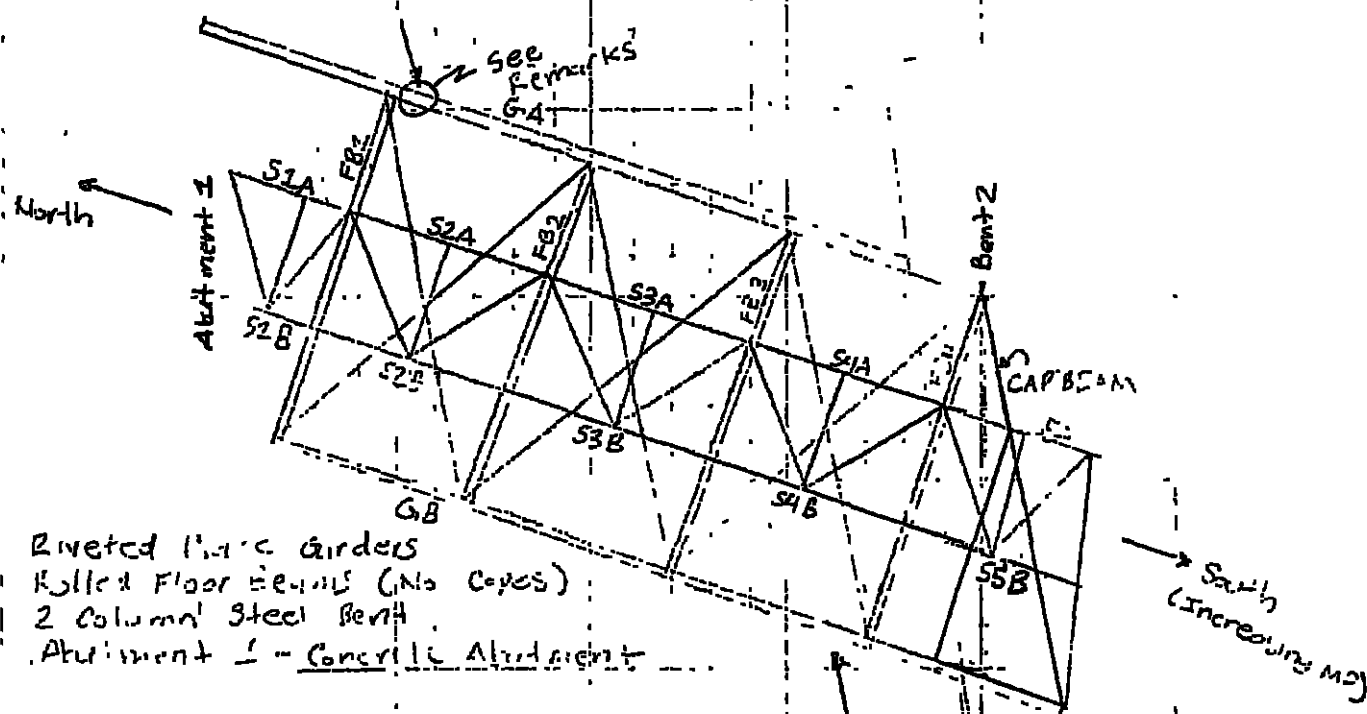
JN DOT-62D

BY TW/CK DATE 9-13-08

SHEET 1 OF 1 SHEETS

CHECKED BY TW DATE 9-13-08

Bridge 716.4 Section 1 thru Steel girder



Riveted I-beam girders
Rolled Floor Beams (No Copes)
2 Column Steel Bent
Abutment 1 - Concrete Abutment

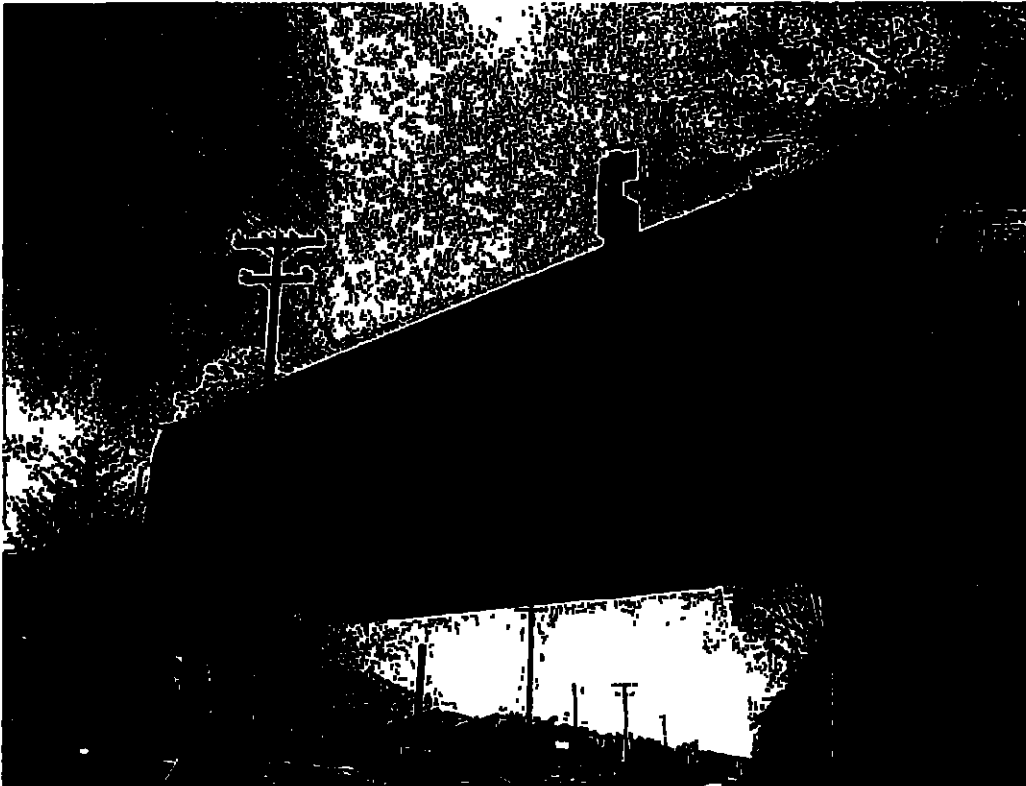
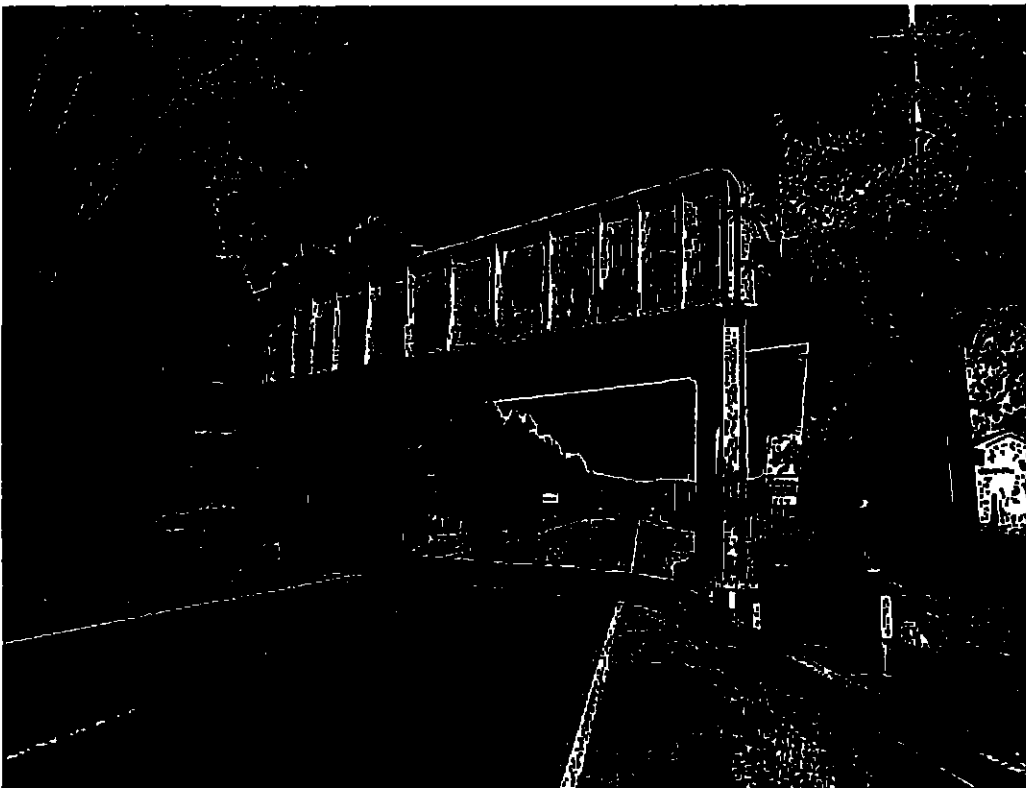
	NBI	COND	% LOSS	REMARKS
G1A	4	3	<1	Impact Damage (Not Required)
G1B	5	3	<1	Repaired
FB 1	6	2	0	Minor Surface
FB 2	6	3	0	
FB 3	6	2	0	
FB 4	6	2	0	
S1A	5	3	0	Pitting
S1B	5	4	<2	
S2A	5	3	0	Impact Damage to End of Flange
S2B	6	3	0	
S3A	6	3	0	
S3B	6	3	0	
S4A	6	3	0	
S4B	6	3	0	
S5A	6	3	0	
S5B	6	2	0	
CAP BEAM	6	3	<1	
CROSS BRACING	6	2	0	
ABUTMENT 1	7	1	0	
BENT 2	5	5		



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

Site Photos:

5. East Side Collision Damage



6 Deck Looking Ahead on Station

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 716.4 Segment 2

Railroad: Central Oregon & Pacific Railroad Line ID CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/13 - 9/16 2008 Inspector(s): Tom Whitman, Heidi Clayville
Ronan Lennar, Amanda Blankenship

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2	8	Open Deck Timber Pile Trestle	Timber	112.5'	14'
3					
4					

See
Segment 1

General Bridge Information:

Total Bridge Length (ft.) 3400' Maximum Bridge Height (ft.) ~15'

Bridge on Tangent or Curve: Segment 2: Tangent Skewed (Y or N): Segment 2: No

Feature Bridge Crosses Segment 2: Siuslaw River banks

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/2/07

Previously Inspected by (firm): Osmose Inspector L. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties			X	Good	
Stringers			X	Good	
Caps		X		Fair	
Piles	X - 11 pile reject per bent			Fair	Average 1 pile per bent rejected
Walkway			X	Good	
Headwalls				NA	
Truss				NA	
Floor Beams				NA	
Steel Stringers				NA	

Segment 2

Notes:

See field notes and in-depth report for more details

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 2

BRIDGE # 716.4

MILEPOST: 716.40

SECTION# 2

TYPE: CDPT

LOCATION: Cushman, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Bent 1
Post 3 - Reject

Bent 3
Pile 1 - Reject

Bent 4
Pile 6 - 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 FIXED	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 preservative treat piles, caps and stringers.
3	2.4	4	OSMOSE	Post: - Post 6 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.

CORP001812

OSMOSE WOOD PRESERVING, INC.

140346

RAILROAD BRIDGE DIVISION
BORING RECORDSHEET 1 of 2 SHEETSDate 2-2-2007Owner COEP

Reg. Div.

Bridge No. 716.4 (Sec 42)Dist./Subdistrict Coos BayLocation CUSHMAN, OR (MP 716.20)ODOT # 756 495TType Pile (Frame) Open Deck (Ballast Deck) (Other) TR 1976Age 19 32

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80" SHELL	80" VOID	H	REMARKS	PILE DIA.	PK OR X	OK TL	PP	LIK. FT. PILING
1	6	1	16		POSTED @ 1/2					STILL ON BENT				B	96
		5			POSTED @ 1/2										
		PS		2	3	9 1/2					13 1/2	XP			
2	4		16												64
										New Frame Bent 9/24/2001 Osmose					
3	5	1	15	9 1/2	2	11					16	X			75
		5		3	2 1/2	7 1/2	6	4 1/2			16				
4	5	5	15	9 1/2	1 1/2	8					15 1/2	PX			75
5	5	1	15	9 1/2	1	5 1/2					15 1/2				75
6	5	1	15		POSTED @ 1/2									B	75
		5		8	3	9					14 1/2	X			
7	5	5	17	9 1/2	3	10				2 1/2"	15 1/2	X			85
8	5	1	19	9 1/2	3 1/2	9 1/2				3 1/2"	16	PX			95
9	5	1	19		POSTED @ 1/2									28	95
		PI		1/2	2	9					13 1/2	XP			73 1/2
		3		1/2	2	11					14	X			
		5			POSTED PILE @ 1/2										
10	-	-	-		CAP ON CONC PILE										

SYMBOLS All Drawings in inches and Fractions to nearest 1/8"

H - Haul
 X - Reject
 V - Void
 BR - Shell Box
 SS - Ring Separation
 DP - Decay Ring
 DP - Decay Pocket
 PP - Previously Piled
 PK - Possible Subject
 ST - Shell Thickness
 P/W - Heavy Duty Pile Wrap
 C/W - Corrosion
 D/P - Ditch Pile
 G/L - Groundline Area

Bents Numbered From 1 SEW
 Piling Numbered From 1 SEW
 Bent # 1 is 1 SEW
 (Timetable)

SIGNED

KT

CORP001813

JOB DESCRIPTION	Periodic Inspection for Bridge 716.4 Cushman, OR -Siuslaw River
FOR	Oregon Rail Assessments
LOCATION	Section 2 Timber Bent Inspections

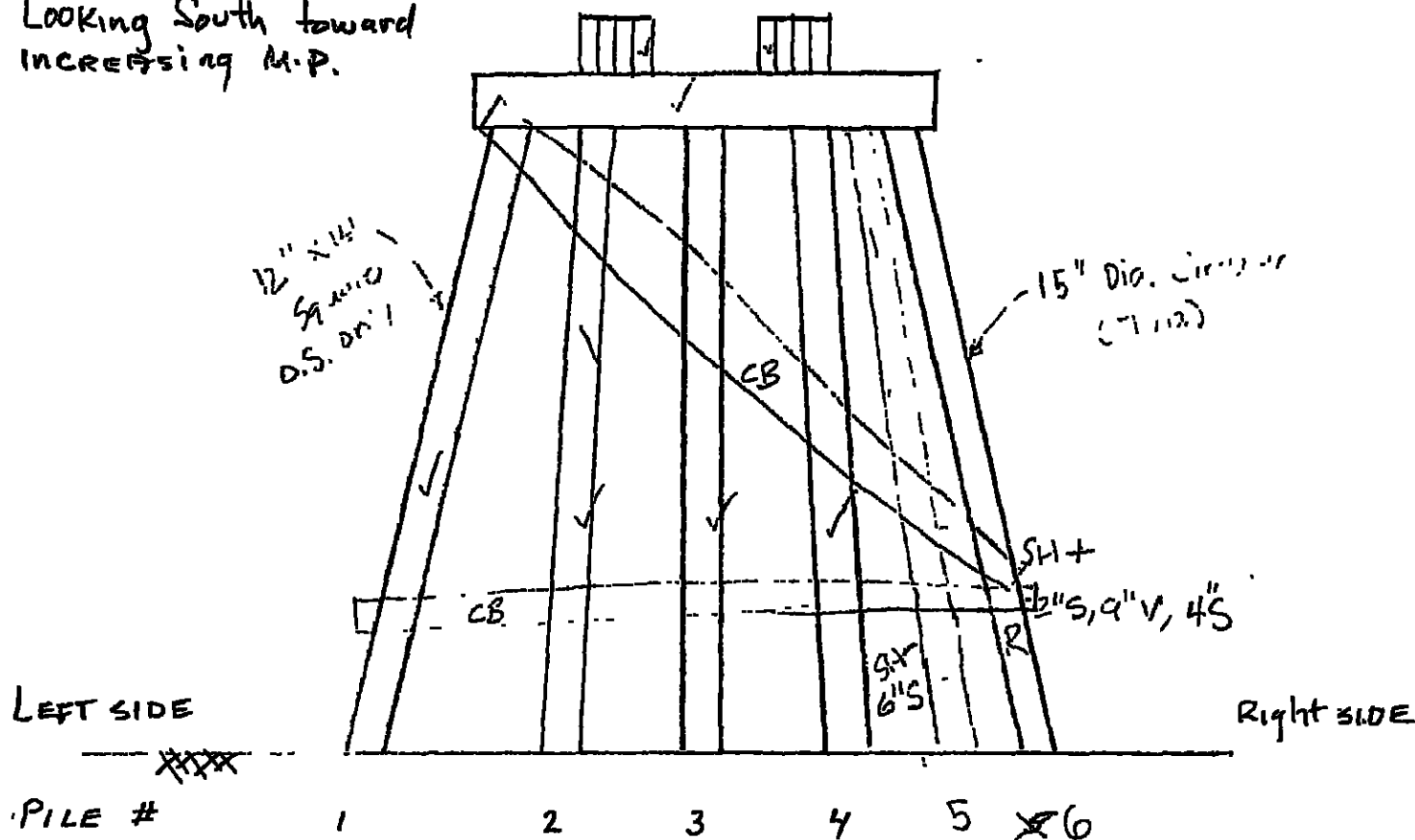
Legend:

Bents Numbered From North
Piling Numbered From East

DAVID EVANS
AND ASSOCIATES INC

Periodic Inspection

 JOB DESCRIPTION Oregon Rail Assessment
 CALCULATION FOR CORP CO Line MP 716.4

 JN _____
 BY TW (DEA) DATE _____
 SHEET _____ OF _____ SHEETS
 CHECKED BY _____ DATE _____
SECTION 2BENT 1ALooking South toward
Increasing M.P.

CB ✓

. . . GEND. } = split w/ width.

R = Rot.

SH = Sounds Hollow.

✓ = NO PROBLEMS NOTED



Periodic Inspection

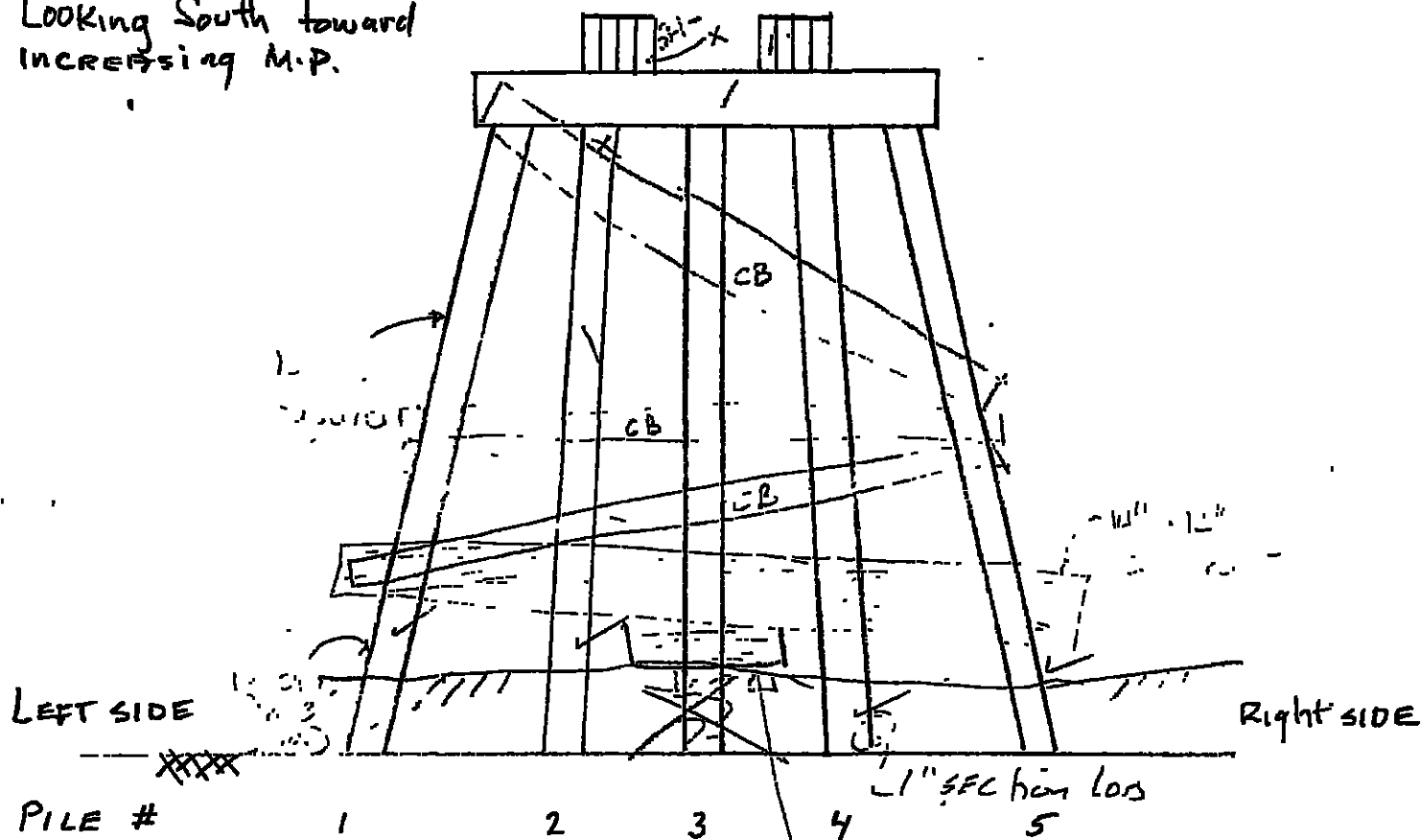
JOB DESCRIPTION Oregon Rail Assessment
CALCULATION FOR CORP CO Line MP 716.4

JN _____
BY TW (DEA) DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

SECTION 2

BENT 1B

Looking South toward
Increasing M.P.



1" section loss
1'2" x 12" (sill on ground)
Sill on ground

CB-✓

-9 END. } = split w/ width

R = Rot.

SH = Sounds Hollow. - = 1/2 cut. - = 1/4 cut

✓ = NO PROBLEMS NOTED 10.01.69



DAVID EVANS
AND ASSOCIATES INC

Periodic Inspection

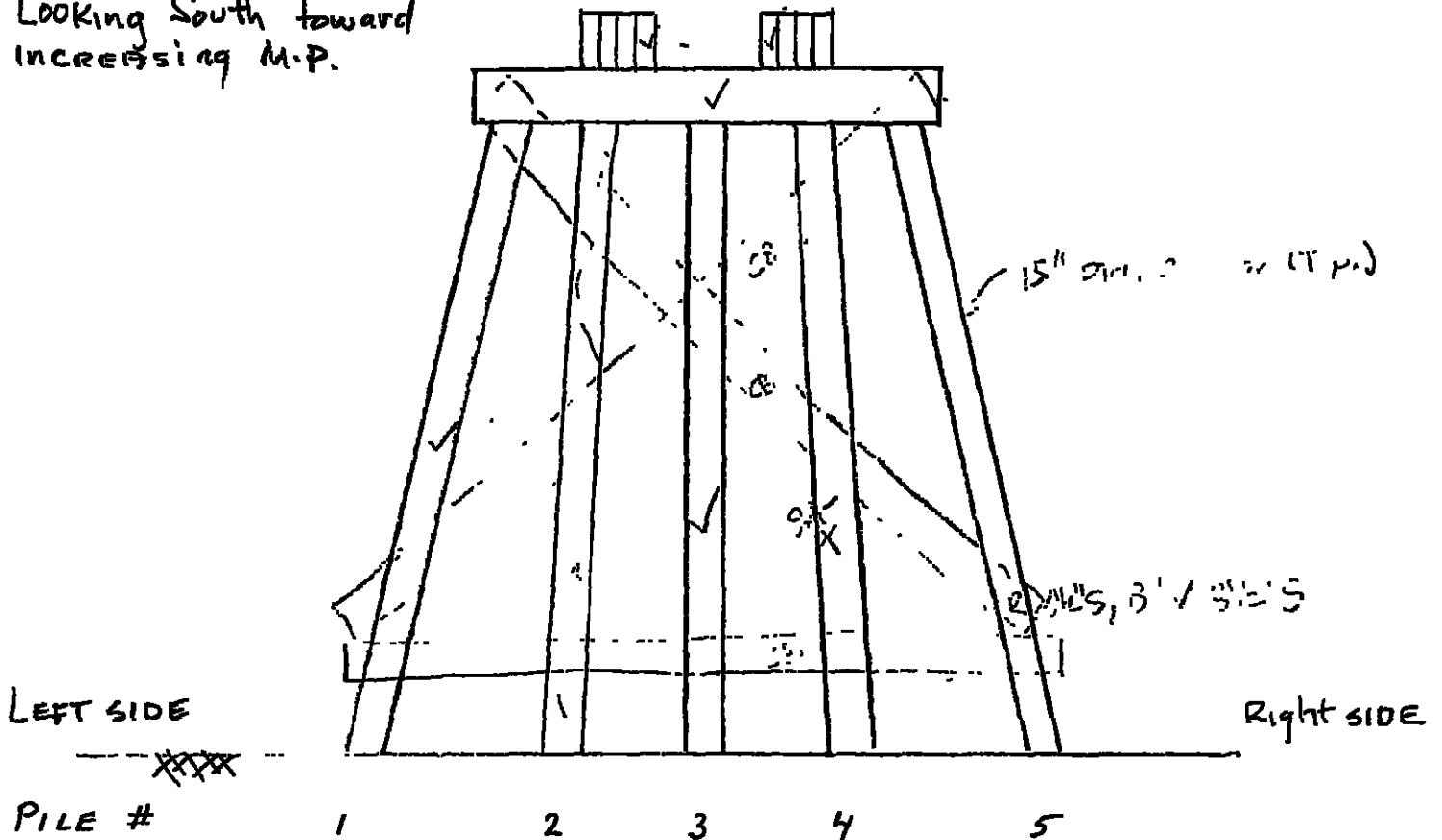
JOB DESCRIPTION Oregon Rail Assessment
CALCULATION FOR CORP CO Line MP 716.4

JN _____
BY TW (DEA) DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

SECTION 2

BENT 2

Looking South toward
increasing M.P.



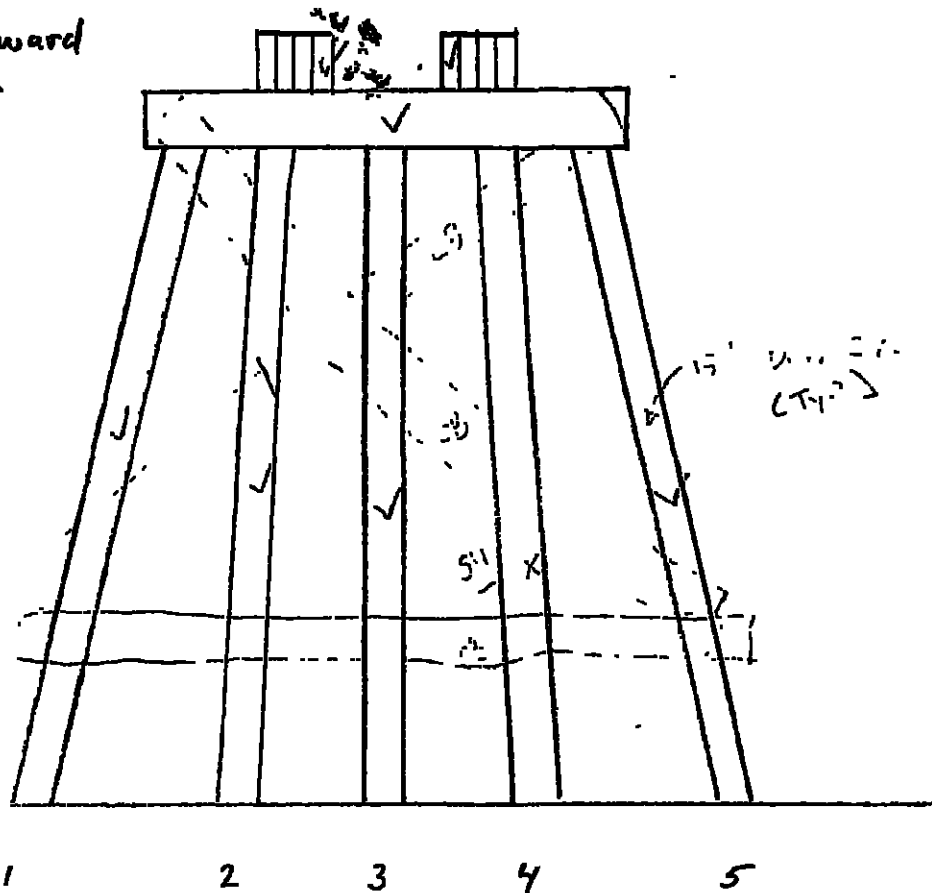
CB ✓

..g END. } = split w/ width
R = Rot.
SH = Sounds Hollow.
✓ = NO PROBLEMS NOTED

DAVID EVANS
AND ASSOCIATES INC.

Periodic Inspection

 JOB DESCRIPTION Oregon Rail Assessment
 CALCULATION FOR CDRP CO Line MP 716.4

 JN _____
 BY TW (DEA) DATE _____
 SHEET _____ OF _____ SHEETS
 CHECKED BY _____ DATE _____
SECTION 2BENT 3Looking South toward
Increasing M.P.

LEFT SIDE

Right side

PILE #

1 2 3 4 5

CB✓

(9END.) = split w/ width.

R = Rot.

SH = Sounds Hollow.

✓ = NO PROBLEMS NOTED



DAVID EVANS
AND ASSOCIATES INC.

Periodic Inspection

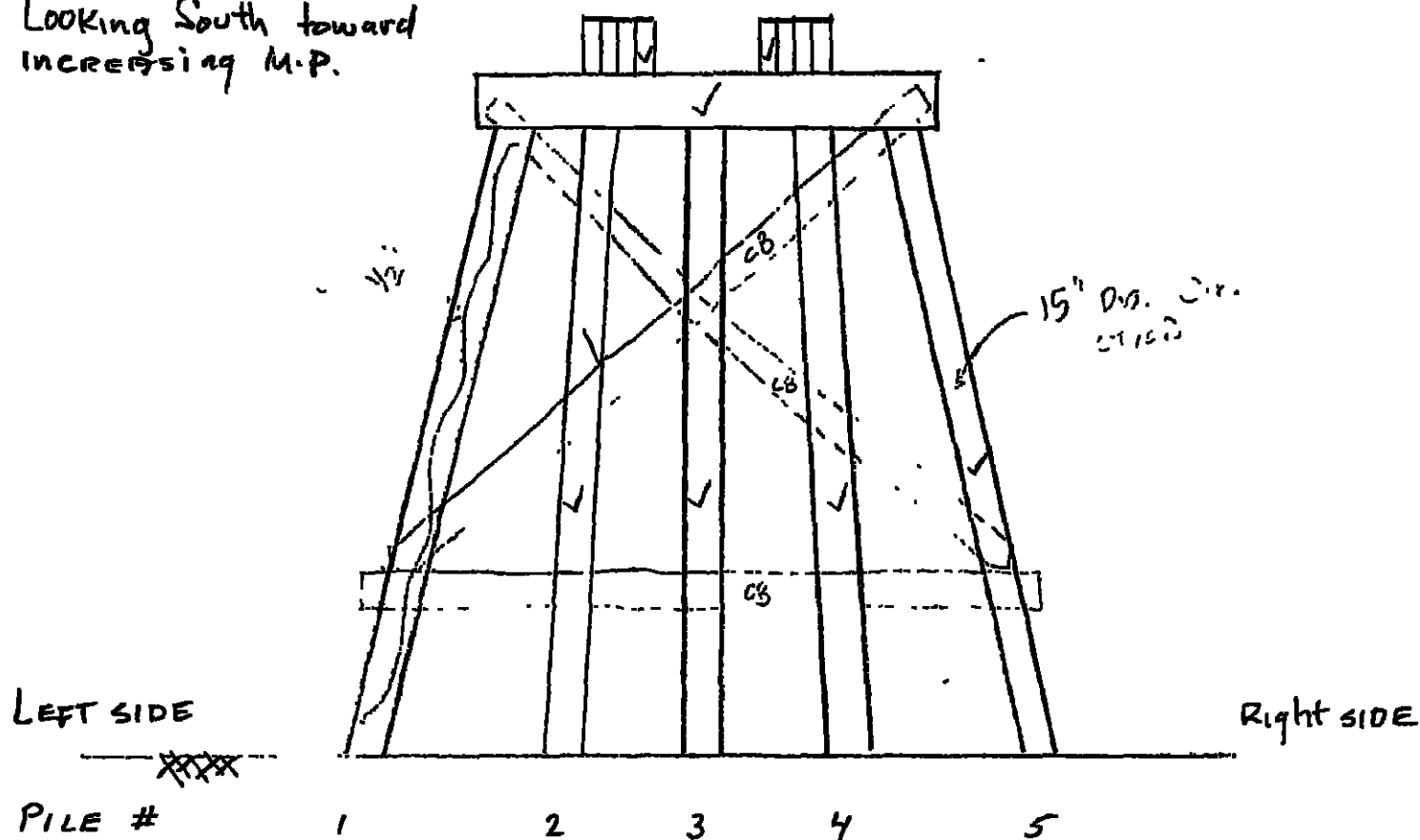
JOB DESCRIPTION Oregon Rail Assessment
CALCULATION FOR CORP CO Line MP 716.4

JN. _____
BY TW (DEA) DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

SECTION 2

BENT 4

Looking South toward
increasing M.P.



cb✓

• .9END. } = split w/ width.

R = Rot.

SH = Sounds Hollow.

✓ = NO PROBLEMS NOTED



Periodic Inspection

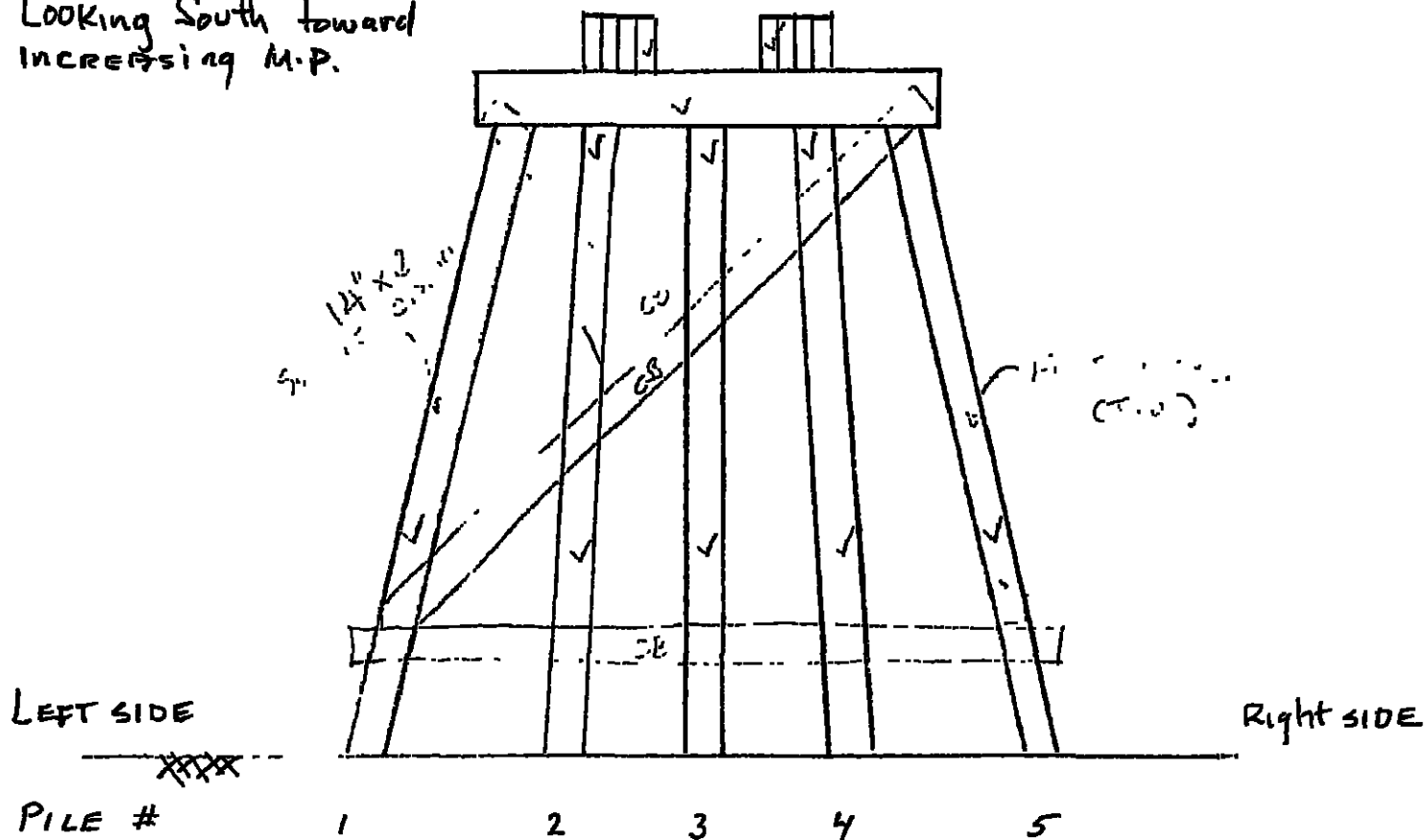
JOB DESCRIPTION Oregon Rail Assessment
CALCULATION FOR CORP CO Line MP 716.4

JN. _____
BY TW (DEA) DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

SECTION 2

BENT 5

Looking South toward
increasing M.P.



CBV

(GEND.) = split w/ width
R = Rot.
SH = Sounds Hollow.
✓ = NO PROBLEMS NOTED



DAVID EVANS
AND ASSOCIATES INC.

Periodic Inspection

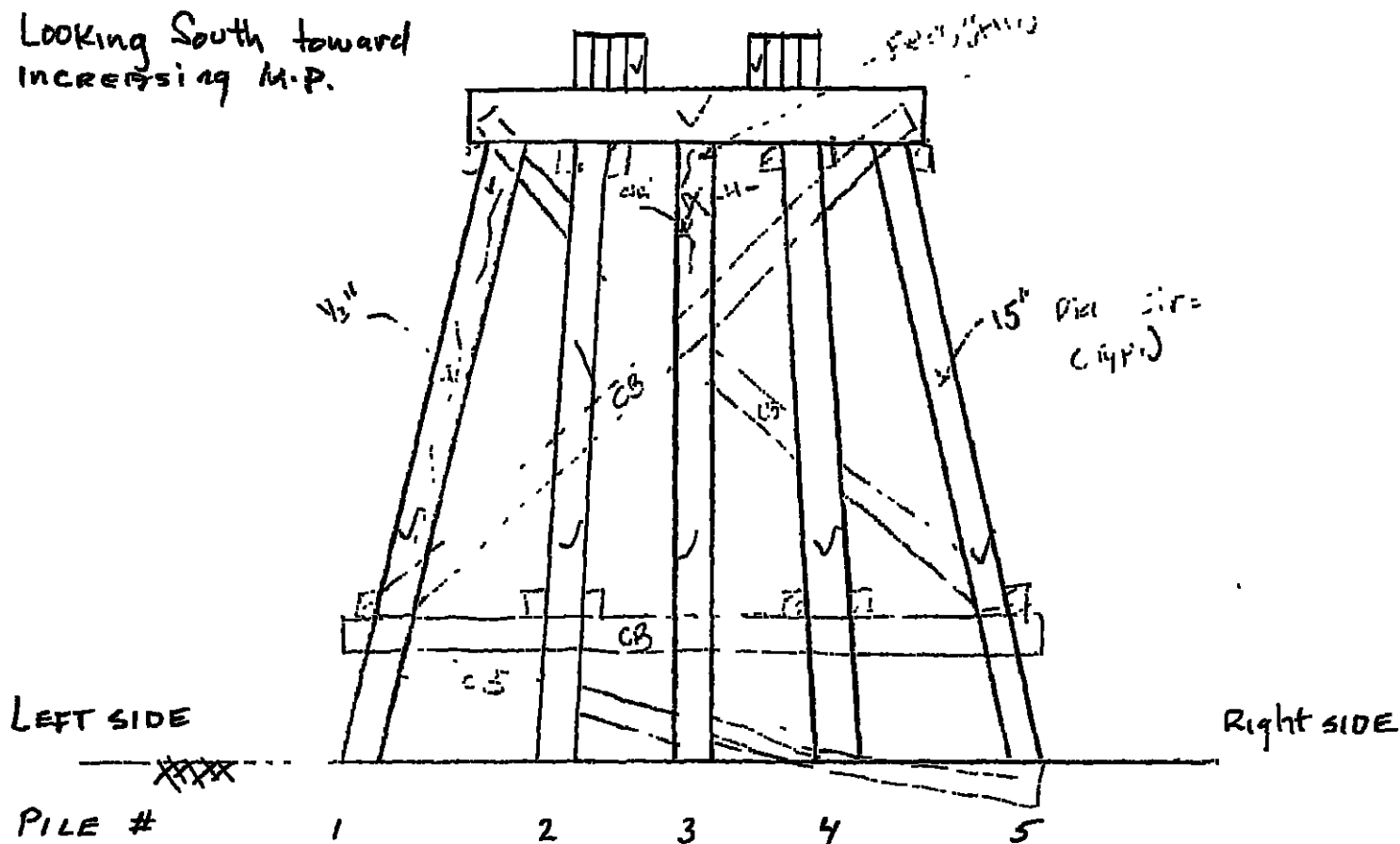
JOB DESCRIPTION Oregon Rail Assessment
CALCULATION FOR CORP CO Line MP 716.4

JN _____
BY TW (DEA) DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

SECTION 2

BENT 6

Looking South toward
increasing M.P.



cont

Lower bridge to Bent 7 ✓

g END. } = split w/ width.

R = Rot.

SH = Sounds Hollow.

✓ = NO PROBLEMS NOTED



Periodic Inspection

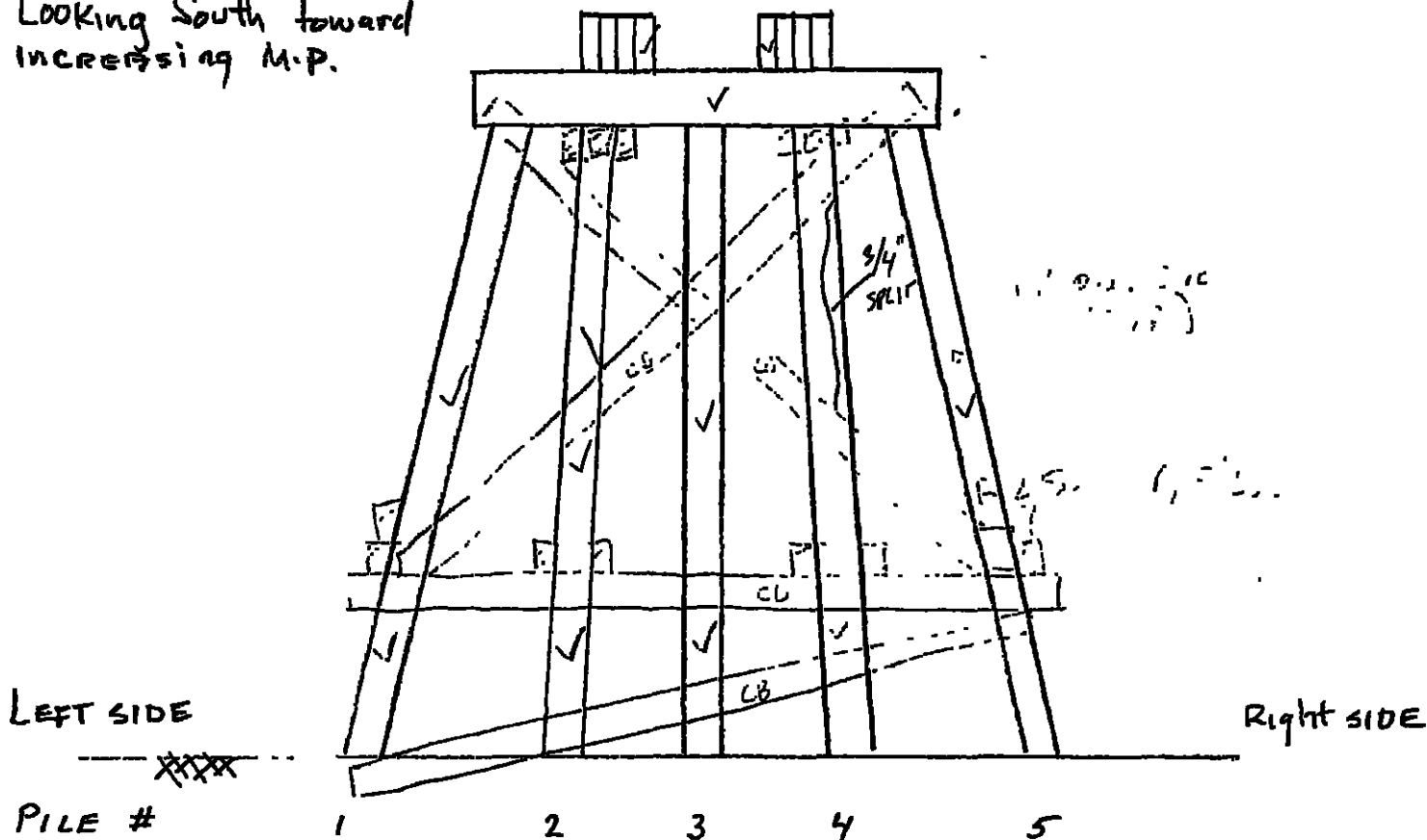
JOB DESCRIPTION Oregon Rail Assessment
CALCULATION FOR CORP CO Line MP 716.4

JN _____
BY TW (DEA) DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

SECTION 2

BENT 7

Looking South toward
increasing M.P.





DAVID EVANS
AND ASSOCIATES INC.

Periodic Inspection

JOB DESCRIPTION Oregon Rail Assessment
CALCULATION FOR CORP CO Line MP 716.4

JN _____

BY TW (DEA) DATE _____

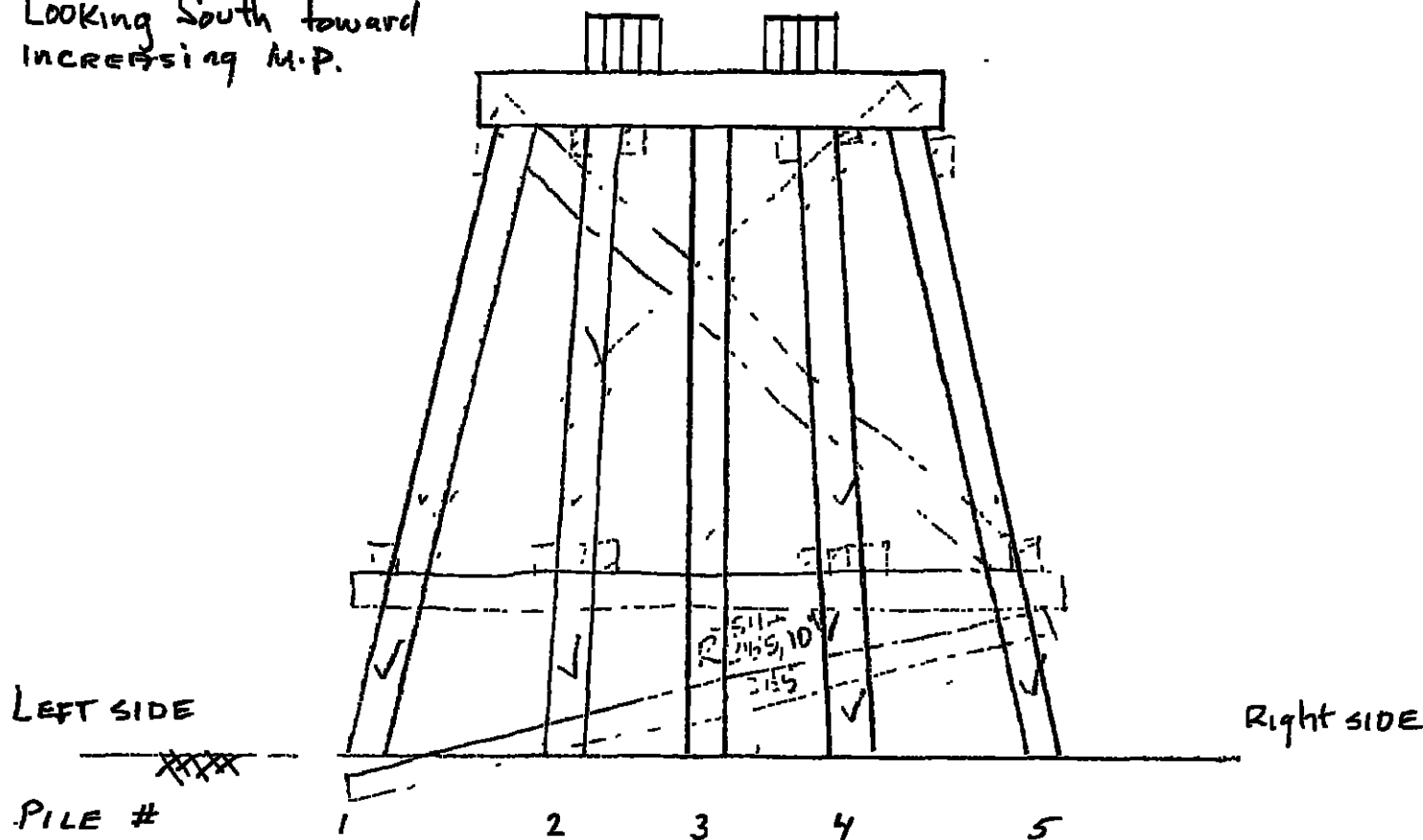
SHEET _____ OF _____ SHEETS

CHECKED BY _____ DATE _____

SECTION 2

BENT 2

Looking South toward
Increasing M.P.



C.B. ✓

9 END. } = split w/ width.

R = Rot.

SH = Sounds Hollow.

✓ = NO PROBLEMS NOTED

Site Photos:

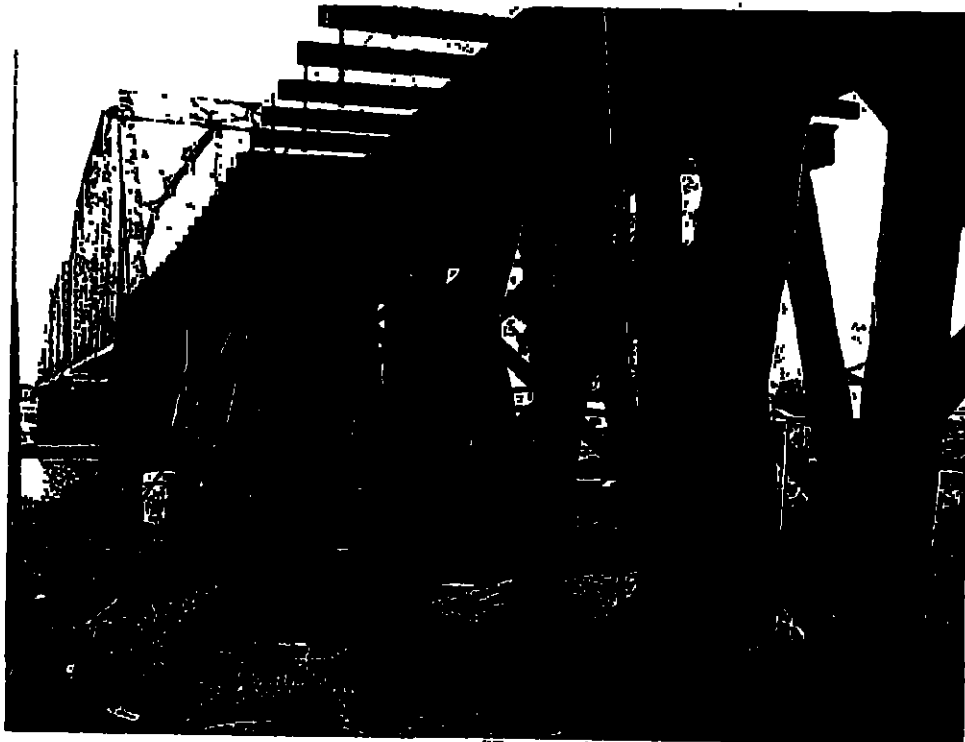
1. Looking Toward Increasing Milepost



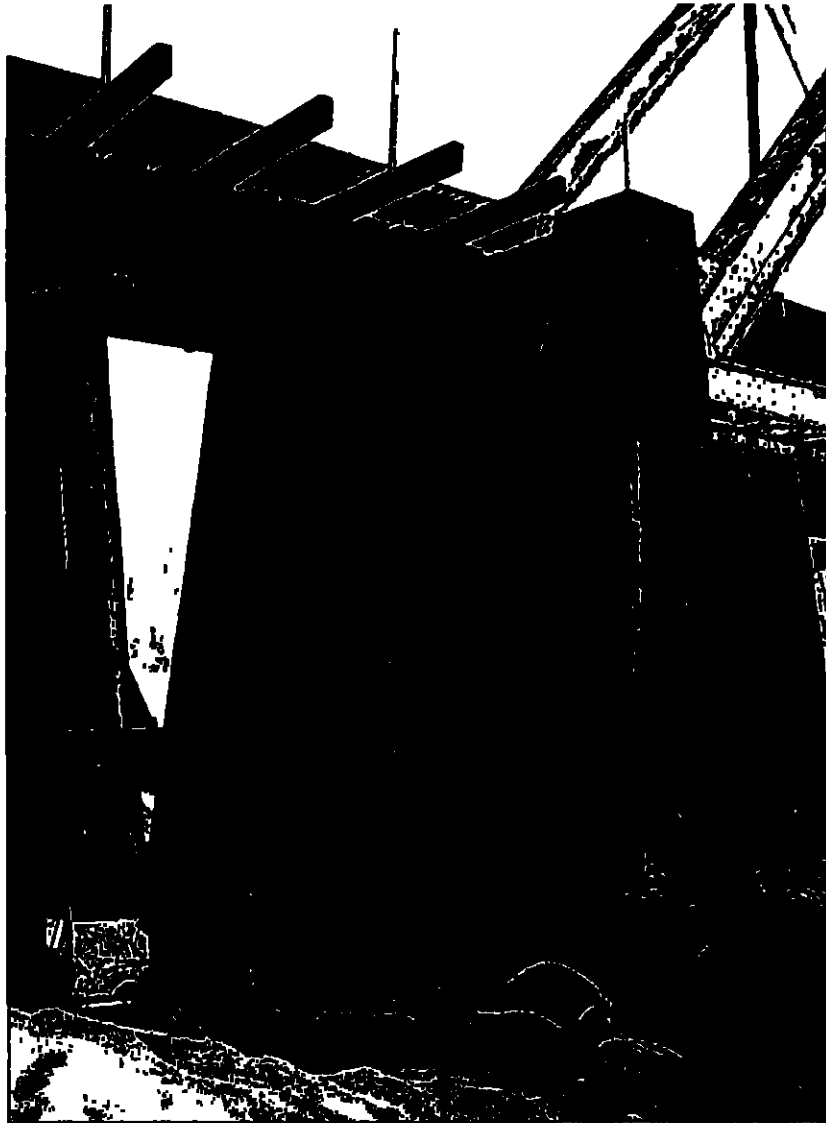
2. Bent 1 Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:

5. Last Span Looking Ahead On Station

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 716.4 Segment 3

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date 9/13-9/16 2008 Inspector(s) Tom Whiteman, Heidi Clayville
Ronan Lennar, Amanda Blankenship

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3	<u>4</u>	<u>Steel Truss</u>	<u>Steel</u>	<u>685'</u>	<u>200', 142.5', 142.5', 200'</u>
4					

General Bridge Information:

Total Bridge Length (ft.): 3400' Maximum Bridge Height (ft.): ~ 20'

Bridge on Tangent or Curve: Segment 3: Tangent Skewed (Y or N): Segment 3: No

Feature Bridge Crosses: Segment 3: Siuslaw River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/2/07

Previously Inspected by (firm): Osmose Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	<u>X</u>			<u>Poor</u>	
Stringers				<u>NA</u>	
Caps				<u>NA</u>	
Piles				<u>NA</u>	
Walkway				<u>Good</u>	
Headwalls				<u>NA</u>	
Truss	<u>X - Heavy to severe corrosion</u>			<u>Poor</u>	
Floor Beams	<u>X - Heavy corrosion</u>			<u>Poor</u>	
Steel Stringers	<u>X - Heavy to severe corrosion</u>			<u>Poor</u>	
Bedlogs	<u>X - Heavy corrosion on anchor bolts</u>			<u>Poor</u>	

Notes:

See field notes and in-depth report for more details

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: 2/ 2/2007

INSPECTOR: K. Trickle

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 (80% 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% - 60% 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 (60% - 100% section loss) L5-U5 (both sides), web above pin 100% section
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

Osmose Railroad Services, Inc.

CORP001816

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: 2/ 2/2007

INSPECTOR: K. Trickle

Findings:

1	10	Panel #2 Heavy corrosion (80% 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 (80% 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 (80% 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 L5-U5 webs and flange angles (both sides)

Osmose Railroad Services, Inc.

CORP001817

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3

BRIDGE # 716.4

MLEPOST: 71840

SECTION# 3

TYPE: Thru Truss

LOCATION: Cushman, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

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 (80% - 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 (80% 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-U5 both (40% section loss on webs, 50% 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-U6 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

Osmose Railroad Services, Inc.

CORP001818

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3

BRIDGE # 716.4

MLEPOST: 716.40

SECTION# 3

TYPE: Thru Truss

LOCATION: Cushman, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Tyckle

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 (80% 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 away 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)

Truss 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 away 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 60% 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 plates, all panels
Moderate to severe corrosion on truss top chord away 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-L4 east and west
2	3.9	2	OSMOSE	Replace inspection ladders at the following locations: Truss #2, north and 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

Osmose Railroad Services, Inc.

CORP001820

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: 2/ 2/2007

INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
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, L3-U3 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
5	3.8	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 away 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 #5 (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

Osmose Railroad Services, Inc.

CORP001821

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 3

BRIDGE # 716.4

MILEPOST: 716.40

SECTION# 3

TYPE: Truss

LOCATION: Cushman, OR

INSPECTION DATE: 2/22/07

INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
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, L3-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, L3-U3 eyebars east and west Truss #2, L5-U4 eyebars east and west Truss #2, L5-U6 eyebars east and west Truss #2, L6-U8 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, L3-U3 east eybar 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
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-U8 east and west Truss #3, L4-U5 west Truss #3, L5-U6 east and west

Osmose Railroad Services, Inc.

CORP001822

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: 2/ 2/2007

INSPECTOR: K. Trickle

Findings:**Recommended Work and Work Accomplished****RECOMMENDED WORK**

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
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, L8-U8 east and west

Osmose Railroad Services, Inc.

CORP001823

Osmose

BID SHOWING/ INSPECTION REPORT

DATE 2-2-07	BY: KT.	Bridge No: 716.40 Sec #3
CUSTOMER INFORMATION		
CUSTOMER NAME: CORP	DIVISION: Cos Bay Sup	DISTRICT:
BRIDGE INFORMATION		
LENGTH:	# OF SPANS: ✓	# OF TRACKS: 1
YEAR BUILT: 1914		
TYPE: DPG • TPG • TRUSS • SLAB • ARCH • TRESTLE • COPT • BEAM SPAN • BDPT • OTHER •		
(Show overall picture of bridge)		
NO. MEMBERS FROM (E) (W) (N) (S)	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 1 mile		
GUARD RAIL: YES • NO ☒ WALKWAY: YES ☒ NO • LOCATION: Both		
SKEWED: YES • NO ☒ Type of Walk: 1/2 er Dim. 4' 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		

CORP001825

		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	Pier #2		
- All anchor bolts are set and bent over.	- Fixed bearing anchor, " " " " " "		
- End of Truss is against pier wall			
- Exp Beamline			
RECOMMENDED WORK AND PROJECT DELINEATION			
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)	
#	#		
#	#		
#	#		

CORP001826

Pawl 45

- Eye bars are 'are and corroded
- BCLM have 'CO' s'
- UHLS diagonal eye bars are 'are and heavy cuts @ upper flyback location

17' c has vertical post
2 str / panel
35 35

2 Str. / Panel

זכרונות

FB # 5

- L₅-U₅ both sites, see severe 20' to 40' c.l. (27-42) - web photo about p.u. can n has 157' s. (W. Long Plate)
- TFA has 30' c.l.
- BFA has 20' c.l.

Span #2 Truss #2

716.40 Sec #3

F.B. #2

- TFA has 30' s.
- SFA has 30' s.
- L2-U2 has 40' s. on web inside out 30' s. on web East
- " " 20' s. " " 20' s. West

Panel #3

- L2-U2 has 40' s. on web and 20' s. on web East
- SFA has 30' s. on web East at F.B. #3 corner (West)

F.B. #3

- TFA has 30' s.
- SFA has 10' s.
- L2-U2 both has 30' s. on web and 20' s. on web
- Web has heavy corr at SFA corner.

Panel #4

- L2-U2 both has 20' s. on web
- Web has heavy corr at F.A. corner

F.B. #4

- TFA has 30' s.
- SFA has 30' s.
- L2-U2 both has 30' s. on web and 20' s. on web
- Web has heavy corr at SFA corner (West)

Panel #5

- L2-U2 both has moderate corr on web and 20' s. on web
- SFA has 30' s.
- Web has heavy corr at F.B. #5

F.B. #5

- L2-U2 heavy corr both 30' s. on web
- Both having corr on web and 20' s. on web

Panel #6

- L2-U2 both has 40' s. on web and 20' s. on web
- SFA has 30' s.

F.B. #6

- L2-U2 both has 20' s. on web and 20' s. on web

Panel #7

- Web has heavy corr at SFA corner
- L2-U2 both has moderate corr on web

F.B. #7

- TFA has 30' s.
- SFA has 30' s.
- L2-U2 both has 40' s. on web and 20' s. on web

Panel #8

- L2-U2 both has moderate corr on web
- L2-U2 both has moderate corr on web and 20' s. on web

* 33' length of V. Post from B.F.T.

Pier #3

- Ch
- Drain at

F.B. #8

- TFA has 30' s.
- SFA has 30' s.
- Web has heavy corr at SFA
- L2-U2 both has 30' s. on web and 20' s. on web

Panel #8

- L2-U2 has 30' s. on web and 20' s. on web
- L2-U2 has 30' s. on web and 20' s. on web
- SFA has 30' s.

F.B. #9

- TFA has 30' s.
- SFA has 30' s.
- L2-U2 both has moderate corr on web and 20' s. on web
- Web has heavy corr at SFA

Panel #9

- SFA has 30' s.
- Both has moderate corr on web and 20' s. on web
- Both has moderate corr on web and 20' s. on web

F.B. #10

- TFA has 30' s.
- SFA has 30' s.

Tophead Corner Post

- W. Tip of T.C. has 30' s. and TFA has 30' s.

CORP001829

Spinal Truss #3

- Same as Truss #1 Ins

pic 33 -

F.B. #0

- Web has NY S1 @ BFA
- Panel Low TCP on web has L1 1:
- P. is low TCP on: BFA S1 2

Panel #1

- Same

F.B. #1

- L1-U1 East web 70% at B lower hole
- Web has minor corr on web side / all FB.

Panel #2

- L2-U1 eye bars slightly lower corr. on all four

F.B. #2

- L2-U1 Both webs have heavy corr. on FA @ lower hole (B1 B)

Panel #3

- L2-U1 Eye bars lower
- BC eye bars have heavy corr. below lower hole (P. #2)
- U2-L2 - Eye bars slightly lower corr. on all four
- Web side web corroded at F.B. #1
- P. is at on BC at top. eye bars corr.

F.B. #3

- L3-U3 - West has holes in web at channels N1, N2, N3 in FA (P. #2)
- L3-U3 - East has sev. sl. on channel webs
- Web has moderate to heavy corr.
- But chord to F.B. web splice side has minor corr.

Panel #4

- L3-U3 Eye bars slightly lower
- BC eye bars have minor corr.
- L4-U4 - Slightly lower web, eye bars heavy corr. on all four (P. #2) Then out near east side corr (U1, U2)

F.B. #4

- L4-U4 - severely rusted thru on east side (P. #2)

Panel #5

- L4-U4 - heavy corr. east side (P. #2)
- East web has slightly lower

- L5-U5 - Eye bars have heavy corr. on P. #2

General Photos

- TLA & G of str are severely det. (all panels)
- TFA of str are severely corr. (all panels)
- TCP of F.B. has severe corr. in all panels
- TPA of F.B. has sev. corr.
- RFA of F.B. has sev. corr.
- BC of Truss on N1 & N2 has sev. corr. on all four
- TC web side ordering slightly corr. angles have minor corr. to lower side
- TLA Braces have light to moderate corr.
- BCTLA near both ends in all panels

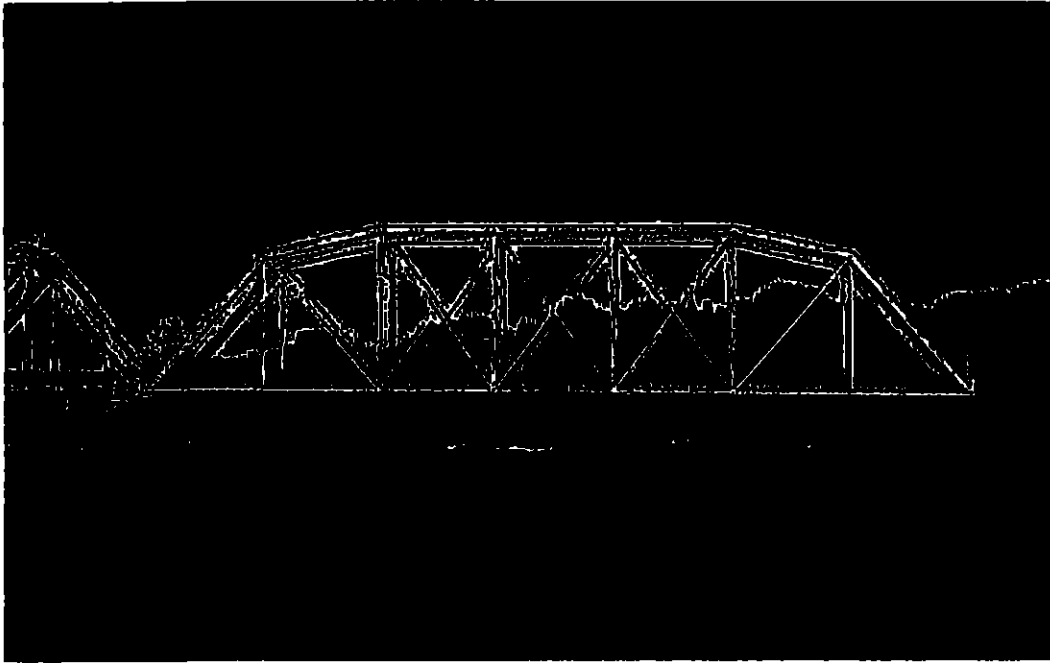
CORP001830

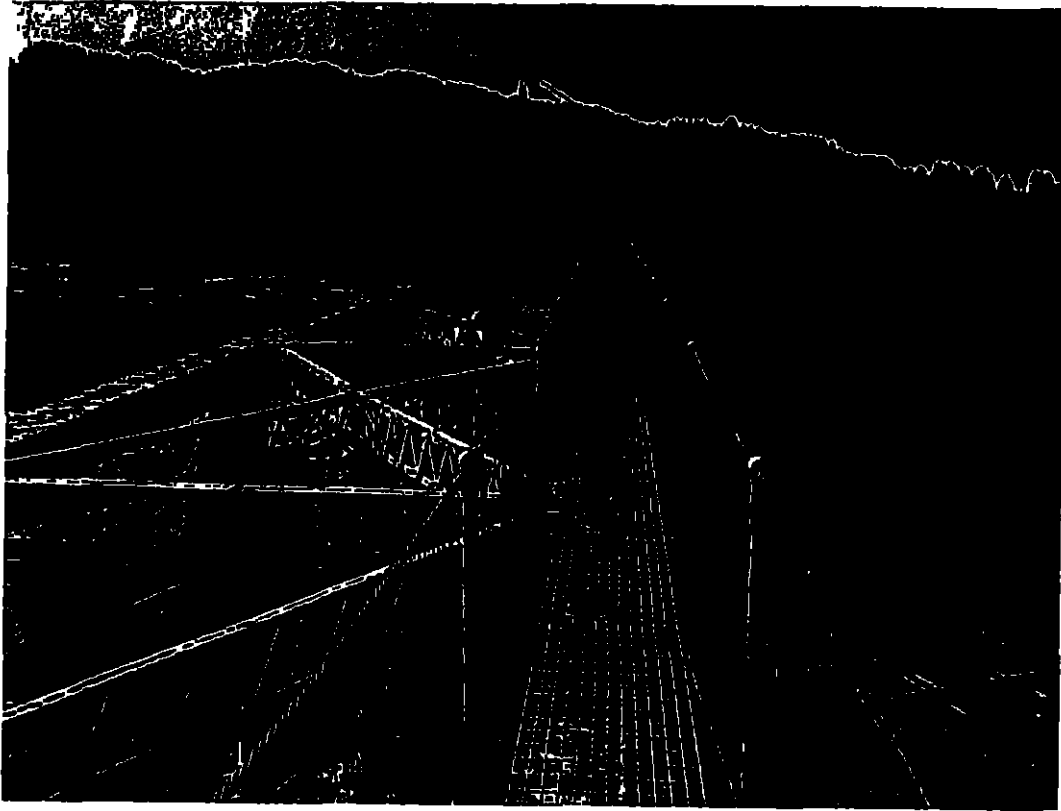
Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Swing Span Looking Ahead on Mile Post

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 716.4 Segment 4

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/13 - 9/16 2008 Inspector(s): Tom Whitteman, Heidi Clayville,
Roman Lennar, Amanda Blankenship

Bridge Geometry and Materials:

Segment No	No of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3					
4	170	^{over Deck} Timber-Pile Trestle	Timber	2550'	15'

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft) ~ 15'

Bridge on Tangent or Curve: Segment 4: Tangent + Curve Skewed (Y or N): Segment 4: N

Feature Bridge Crosses: Segment 4: Siuslaw River & Siuslaw River Floodplain

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/2/07

Previously Inspected by (firm): Asmosc Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties			X	Fair	A few broken and mis placed
Stringers			X	Good	
Caps		X - some rejects		Fair	1 Failed Cap
Piles		X - some rejects		Fair	3 brnts w/ 2 rejected
Walkway				NA	
Headwalls			X		
Truss				NA	
Floor Beams				NA	
Steel Stringers				NA	

Notes:

See field notes and in-depth report for more details

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: 2/22/07****INSPECTOR: K. Trickle****Findings:**

Bent 4
Cap - Possible Reject

Bent 9
Post 4 - Visual Reject

Bent 8
Post 3 - Reject

Bent 7
Post 5 - Reject

Bent 9
Cap - Reject
Tower Brace in Span 9 - Reject

Bent 10
Post 5 - Reject

Bent 11
Cap - Reject (might crushing under both chords)

Bent 13
Post 2 - Reject

Bent 14
Post 5 - Reject

Bent 16
Post 5 - Reject

Bent 17
File 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

Osmose Railroad Services, Inc.**CORP001832**

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: 2/22/07****INSPECTOR: K. Trickle****Findings:**

Bent 21
Post 5 - Reject

Bent 22
Cap - Possible Reject (slight crushing under chord 1)

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

Osmose Railroad Services, Inc.**CORP001833**

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY**Section 4****BRIDGE # 716.4**

MILEPOST: 716.40

SECTION# 4

TYPE: ODPY/ODFT

LOCATION: Cushman, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Bent 66
Cap - Vertical split

Bent 68
Pile 5 - Possible Reject

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 106
Post 5 - Reject

Bent 107
Post 5 - Reject

Bent 109
Post 1 - Reject

Bent 110
Post 5 - Reject

Osmose Railroad Services, Inc.**CORP001834**

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: 2/2/2007****INSPECTOR: K. Trickle****Findings:**

Bent 112 Post 1 - Reject

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 138 Cap - Reject (slight bulging)

Bent 136 Post 4 - Reject

Bent 149 Post 5 - Reject

Bent 151 Post 7 - Reject

Bent 153 Post 7 - Reject

Bent 164 Cap - Reject (crushing under chord 2)

Bent 165 Cap - Possible Reject (slight crushing under chord 2)

Bent 166 Post 1 - Possible Reject

Osmose Railroad Services, Inc.**CORP001835**

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4

BRIDGE # 716.4

MLEPOST: 716.40

SECTION# 4

TYPE: ODP7/ODFT

LOCATION: Cushman, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Bent 167

Post 1 - Possible Reject

Ties - OK (5 reject)

Guard timber - OK

Headwall - OK

Approach - Low

Stringers - OK

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	4.15	2	OSMOSE	Replace: - Cap on Bent 164 (crushing under chord 2)
2	4.1	2	OSMOSE	Post: - Post 4 of Bent 5 (brooming) - Post 4 of Bent 17 (falling) - Post 1 of Bent 28 - Post 5 of Bent 28 (wreck) - Post 5 of Bent 46 (falling)
3	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
4	4.8	3	OSMOSE	Replace: - Cap on Bent 8 - Cap on Bent 11 (slight crushing under both chords) - Cap on Bent 28 - Cap on Bent 70 - Cap on Bent 87 - Cap on Bent 135 (slight bulging)
5	4.16	4	RAILROAD	Spot replace 8 bridge ties.
6	4.13	4	RAILROAD	Add ballast and tamp up approach.
7	4.12	4	OSMOSE	In-place preservative treat piles, posts, sills and caps.

Osmose Railroad Services, Inc.

CORP001836

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: 2/22/2007

INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
8	4.11	4	OSMOSE	Post: - Post 3 of Bent 6 - Post 6 of Bent 7 - Post 5 of Bent 10 - Post 2 of Bent 13 - Post 6 of Bent 14 - Post 6 of Bent 16 - Post 1 of Bent 18 - Post 6 of Bent 19 - Post 1 of Bent 20 - Post 6 of Bent 21 - Post 6 of Bent 28 - Post 1 of Bent 82 - Post 6 of Bent 83 - Post 6 of Bent 84 - Post 6 of Bent 100 - Post 6 of Bent 106 - Post 6 of Bent 107 - Post 1 of Bent 109 - Post 6 of Bent 110 - Post 1 of Bent 112 - Post 6 of Bent 118 - Post 6 of Bent 127 - Post 1 of Bent 129 - Post 4 of Bent 136 - Post 6 of Bent 148 - Post 7 of Bent 181 - Post 7 of Bent 183
9	4.7	4	OSMOSE	Replace: - Cap on Bent 4 - Cap on Bent 22 (slight crushing under chord 1) - Cap on Bent 26 - Cap on Bent 37 - Cap on Bent 38 - Cap on Bent 159 (slight crushing under chord 1 & 2) - Cap on Bent 165 (slight crushing under chord 2)
10	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 36 - East Tower Brace in Span 39 - West Tower Brace in Span 45 - West Tower Brace in Span 64 - West Tower Brace in Span 66 - Both Tower Braces in Span 102
11	4.14	5	RAILROAD	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)

Osmose Railroad Services, Inc.

CORP001837

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Section 4	BRIDGE # 716.4
MLEPOST: 716.40	SECTION# 4
TYPE: ODPT/ODFT	LOCATION: Cushman, OR
INSPECTION DATE: 2/22/07	INSPECTOR: K. Trickle

Findings:

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
12	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 preservative treated bridge.

Osmose Railroad Services, Inc.

CORP001838

OSMOSE WOOD PRESERVING, INC.

14824b

RAILROAD BRIDGE DIVISION
BORING RECORDSHEET 1 of 8 SHEETSDate 2-2-2007Owner CORP

Reg. Div.

Bridge No.

716.40 (SAC 44)Dist. Sub. Branch COOS BAYLocation CUSHMAN, OR

Type		(Pile)		(Frame)		(Open Deck)		(Ballast Deck)		(Other)		Age 19			
BENT	PREP BENT	PILE	PILE HT	BORED AT	SHELL	VOID	SO' SHELL	SO' VOID	H	REMARKS	PILE DIA.	PI OR K	ON IN	PP	LIN FT PILING
1	-	-	-	-	CAP ON CONC.										
2	5	1	17	1/2	5 1/2	4									85
3	5	CAP	17	PI	3	1 1/2									85
4	5	CAP	17	PI	2	2				CAP (P)					85
5	5	CAP	17	PI	4	1 1/2									85
		4		6	1 1/2	12				Post @ 6'	11 1/2" x 14"	VX			
6	5	3	17	2	1	9					11 1/2" x 14"	(X)			85
7	5	5	17	1/2	4 1/2	9					11 1/2" x 14"	(X)			85
8	5		17												85
9	5	CAP	17	P3	1	4 1/2				2nd 18' 11 1/2" x 14" = 14'	Span 9	11 1/2" x 14"	(X)		85
10	5	5	17	6	1/2	10					11 1/2" x 14"	(X)			85
11	5	CAP	17	PI	2 1/4	1/2	(X)			(SIL. OR @ both Chds)		(X)			85
12	5	1	17	1/2	OK										85
13	5	2	17	3	1/2	10				PS - ROUND POST	11 1/2" x 14"	(X)			85
14	5		17							H ₂ O					85
15	5	2	17	POSTER @ SILL?						H ₂ O				B	85
		5		4	1	6			3		11 1/2" x 14"				
		1		6	5	5									
16	5	5	17	3	2	9					11 1/2" x 14"	(X)			85
17	5	4	17	5	1/2	11 1/2	FAILING			(Wet Tower VX)	11 1/2" x 14"	(X)			85
										Cap - vertical split					1360

SYMBOLS All Borings to inches and Fractions to nearest 1/4"

H - Hoist
 X - Reject
 Y - Void
 SR - Shell Rot
 RS - Ring Separation
 DP - Decay Spot
 DP - Decay Pocket

PP - Previously Packed
 PR - Possible Reject
 OT - Shell Thickness
 P/W - Heavy Duty Pile Wrap
 Q/R - Ground Rod
 G/P - Drill Pipe
 G/L - Groundline Area

BTSZ-61 FRAMED

ALL SILENCE BUILT

Bents Numbered From 10 SEW
 Piling Numbered From 10 SEW
 Bent # 1 is 10 SEW
 (Timetable)

SIGNED

KT

CORP001839

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14024b.1

RAILROAD BRIDGE DIVISION
BORING RECORDSHEET 2 of 8 SHEETSBridge No 716 ⁴⁰ SEC #4Date 2-2, 19 2007

Post

BENT	PIES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	80" SHELL	80" VOID	H	REMARKS	PILE DIA.	PK OR X	CHL TR.	PP	LN. FT. PLUNG
18	5	1	17	2	1	8 1/4	1	6	1	288 1/2	11 1/2 x 13 1/2	(X)			85
					CAP NEW	9/1/2001				OSMOSE					
19	5	1	17	4 1/2	2	3			3	CAP NEWER. 288 1/2					85
		5		4	1	8 1/2				11 1/2 x 13 1/2	(X)				
20	5	1	17	3	2	9				288 1/2	11 1/2 x 13 1/2	(X)			85
21	5	5	18	8	2	8				H ₁₀ TIMBER FACING Timber Facing 288 1/2	11 1/2 x 13 1/2	(X)			90
22	5	1	17	4 1/2	4	1/2	Cap	(X)	(S)	C.P. @ CHL		(X)			85
23	5		17												85
24	5		17							NO NEWER CAP E.T.W TOWER. (X)					85
25	5	5	17	POSTED	POST @ SILL ?					H ₁₀ Cap @ Part 3 3320	(X)				85
26	5	CAP	17	P5	5	1 1/2				Cap - Vert. Split	(X)				85
27	5	5	17	POSTED	POST @ SILL ?										85
28	5	1	17	1 1/2	1	11					11 1/2 x 13 1/2	(X)			85
		P5		1 1/2	1/2	13					11 1/2 x 13 1/2	(X)			
		CAP		P4	1/2	5				Cap - (X)	11 1/2 x 13 1/2 x 14				
29	5	5	17	1	1	10				288 1/2	11 1/2 x 13 1/2	(X)			85
30	5		17							NEWER CAP. 288 1/2					85
31	5		17							288 1/2					85
32	5	CAP	17	P5	7	1 1/2				288 1/2					85
33	5	CAP	17	P1	OK					288 1/2					85
34	5		17							288 1/2					85
35	5	CAP	17	P5	2	1 1/2				288 1/2					85
36	5	5	17	2	OK					NEWER CAP 288 1/2					85
37	5	CAP	17	P1	7	2				CAP (X) 288 1/2 11 1/2 x 13 1/2 x 14					85
38	5	CAP	17	P3	3	2				EAST TOWER CAP - (X) 288 1/2 CAP (X)					85
39	5		17							NEWER CAP 288 1/2 EAST TOWER SAW - (X)					85
40	5		17							288 1/2					85

CORP001840

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140.24b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 2 of 8 SHEETSBridge No. 71640 SEC#4Date 2-2, 192007

BENT	PILES PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PK OR X	GL TR.	PP	LEN. FT. PILING
41	5	CAP	17	25	3 1/2	1									85
42	5		18							TIMBER FACING					90
43	5		18							TIMBER FACING					90
44	5		17							7 ft.					85
45	5	S	17		Vx @ 6'					H ₂ O W. TOWER (X) 18'		(X)			85
46	5		17							H ₁ 21A					85
47	5		17							H ₂ 28B					85
48	5	CAP	17							H ₂ 28C					85
49	5		17							H ₂ 28A					85
50	5	CAP	17							H ₂ 1					85
51	5		17							H ₂					85
52	5		17							H ₂					85
53	5	4	17	9	8	3				H ₂					85
54	5		17							H ₂ SPAN SH W TOWER (X)					85
55	5		16												80
56	5		16												80
57	5		16												80
58	5		16							H ₂					80
59	5		16							H ₂					80
60	5		16							H ₂					80
61	5	5	16	2	5	2				H ₂					80
62	5	CAP	18							TIMBER FACING					90
63	5	CAP	18							TIMBER FACING					90
64	5	1	18	1/4	2	9				H ₂ NEWER CAP	15"	(X)			90
		5		P/P	1	12					15 1/2"	(X)			
65	5	CAP	18							H ₂					90
66	5		18							Cap-Vertical Split 15					90

CORP001841

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14024b.1

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 4 of 8 SHEETS

Bridge No. 716.40 SEC #4

Date 2-2-77 # 2007

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	GL TR	PP	UN FT PILING
67	5		18							H ₂ O					90
68	5	1	18	2	2	2				H ₂ O					90
		5		1/2	3	8				H ₂ O		PX			
69	5		18							H ₂ O NODUR. CAP					90
70	5	CAP	18	P1	2	5 1/2				H ₂ O CAP @ 12' 6" 12' 6" x 14'					90
71	5		18							H ₂ O					90
	END PILE BENTS START FRAME BENTS. 5' SPAN BETWEEN BENTS 71, 72														
72	5		17							H ₂ O SILL @ 1/2					85
73	5		17							H ₂ O SILL @ 1/2					85
74	5		17							H ₂ O SILL @ 1/2					85
75	5		17							H ₂ O SILL @ 1/2					85
76	5		17							H ₂ O SILL @ 1/2					85
77	5		17							H ₂ O SILL @ 1/2					85
78	5		17							H ₂ O SILL @ 1/2					85
79	5	4	17	10						H ₂ O SILL @ 1/2					85
80	5		17							H ₂ O SILL @ 1/2					85
81	5	1	17		POSTED	POST				H ₂ O SILL @ 1/2					85
82	5		17							H ₂ O SILL @ 1/2 TIMBER FACING					85
83	5	CAP	17							H ₂ O SILL @ 1/2 TIMBER FACING					85
84	5		17							H ₂ O					85
85	5		17							H ₂ O					85
86	5	5	16	10						H ₂ O SILL @ 1/2 W. TOWER - @					80
87	5	5	16	8						H ₂ O SILL @ 1/2					80
		CAP		P2	1	4 1/2				CAP @ 11' 1/2" = 12' 1/2" x 12"					
88	5		16							H ₂ O SILL @ 1/2					80
89	5	5	16	3	1/2	4 1/2				H ₂ O SILL @ 1/2					80
90	5	5	16	7	1	4				H ₂ O SILL @ 1/2					80

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Bridge No. 416.40 SAC #4

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 5 of 8 SHEETS

Date 2-2-40 2007

BENT	PERCENT PER BENT	PILE	PILE HT.	SCORED AT	SHELL	VOID	SO SHELL	SO VOID	H	REMARKS	PILE DIA.	PK OR X	QIL TR.	PP	LN. FT. PILING
91	5	3	15		POSTED	POST				H ₁₀ SILL @ H ₁₀ Newer cap					75
		5			POSTED	POST									
92	5	1	15	5	1	9				H ₁₀ SILL @ 1/4	11 1/2 x 11 1/2	(X)			75
93	5	5	15	10	1 1/2	8 1/2				H ₁₀ SILL @ 1/4	11 1/2 x 11 1/2	(X)			75
94	5	5	15	4	3	10				H ₁₀ SILL @ 1/4	11 1/2 x 11 1/2	(X)			75
95	5		15							H ₁₀ SILL @ 1/4					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 ₁₀	11 1/2 x 11 1/2	(X)			75
101	5	CAP	15							H ₁₀					75
102	5		15							H ₁₀ SILL @ 1/4 SPAN 102 BOTH TOWERS (X)					75
103	5	4	15	2	OK					H ₁₀ SILL @ 1/4					75
104	5		15							H ₁₀ SILL @ 1/4					75
105	5	5	14	4	1	10				H ₁₀ SILL @ H ₁₀ TIMBER FACING	11 1/2 x 11 1/2	(X)			70
106	5		14							H ₁₀ SILL @ H ₁₀ TIMBER FACING					70
107	5	5	14	5	1	11				H ₁₀ SILL @ H ₁₀	11 1/2 x 11 1/2	(X)			70
108	5		14							H ₁₀ NEWER CAP SILL @ H ₁₀					70
109	5	1	14	4	1	11				H ₁₀ SILL @ H ₁₀	11 1/2 x 11 1/2	(X)			70
110	5	5	14	3	1	12				H ₁₀ SILL @ H ₁₀		(X)			70
111	5	CAP	14	5						H ₁₀ SILL @ H ₁₀					70
112	5	1	14	3	1 1/2	11				H ₁₀ SILL @ H ₁₀	11 1/2 x 11 1/2	(X)			70
		5			POSTED	w/ Round Post									
		CAP		OK											70
113	5	2	14		POSTED	POST				H ₁₀ SILL @ H ₁₀					1180
		5			POSTED	2 S.									

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RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 6 of 8 SHEETS

Bridge No. 716.40 SEC 44
Past

Date 2-2-2007

SENT	PILES PER SENT	PILE	PILE HT.	BORED AT	BHLL	VOID	80" BHLL	80" VOID	N	REMARKS	PILE DIA.	PK OR X	OK TPL	PP	UN. FT. PILING
114	5	1	14	4	1	12				H ₂ O SUBMERGED SILL	11 1/2" x 15 1/2"	(X)			70
		5		3	1 1/2	9					11 1/2" x 15 1/2"	(X)			
115	5	~~1~~ 5	14	8	5	5				H ₂ O SUBMERGED SILL					70
116	5		14							H ₂ O SUBMERGED SILL					70
117	5	5	14	2	2 1/2	6 1/2				H ₂ O SUBMERGED SILL					70
118	5	5	14	2	4	5 1/2	2	8	2	H ₂ O SUBMERGED SILL		PK			70
119	5	5	14	4 1/2	4	9				H ₂ O SUBMERGED SILL	11 1/2" x 15 1/2"	(X)			70
120	5	CAP	13	over P3	5	1				H ₂ O SILL @ H ₂ O					65
121	5		13							H ₂ O SILL @ H ₂ O CAP					65
122	5		13							H ₂ O SUBMERGED SILL					65
123	5		13							H ₂ O SUBMERGED SILL					65
124	5	CAP	13		Cap New	9/17/2005				OSMOSE H ₂ O					65
125	5		13							H ₂ O SUBMERGED SILL					65
126	5		14							H ₂ O SUBMERGED SILL					70
127	5	1	14	2	6 1/2	2				H ₂ O SUBMERGED SILL					70
		5		7	1 1/2	9 1/2					11 1/2" x 15 1/2"	(X)			
1		CAP		P5	OK										
128	5	CAP	14	over P5	4	1 1/2				H ₂ O SUBMERGED SILL					70
129	5	1	13	2	1	8				H ₂ O SUBMERGED SILL	11 1/2" x 15 1/2"	(X)			65
130	5	CAP	13							H ₂ O					65
131	5		13							H ₂ O					65
132	5	CAP	13							H ₂ O					65
133	5	CAP	13	over P5						H ₂ O					65
134	5		13							H ₂ O					65
135	5	CAP	13	P2	2 1/2	3 1/4				H ₂ O CAP @ (S.I. 2015) 1/14/2014					65
136	5	4	13	4	2	10				H ₂ O	11 1/2" x 15 1/2"	(X)			65
137	5		13							H ₂ O					65

CORP001844

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140245 1

SHEET 7 of 8 SHEETSBridge No. 716.40 SAC #4RAILROAD BRIDGE DIVISION
BORING RECORDDate 7-2-40 2007

Post Bts 141-166 SPOT FRAMES w/ PILE ON EACH END

BENT	FEET PER BENT	PILE	PILE HT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS SIL. S. & M. 100' 1/2	PILE DIA.	PK OR X	DL TR.	PP	LIN. FT. PILINGS
138	5	5	12	2	4	3			3	H ₁₀					60
139	5	4	12	10	2	2				H ₁₀					60
140	5		12							H ₁₀					60
141	7	1	12	0/p	2	7				H ₁₀					84
142	7	7	12	0/p	3	6				H ₁₀					84
143	7	2	12	10	1	6				H ₁₀					84
144	7	1A8	12	our P3						H ₁₀					84
145	7		12							H ₁₀					84
146	7		12							H ₁₀					84
147	7	7	12	3	OK					H ₁₀					84
148	7		12							H ₁₀					84
149	7	5	12	3	1	11				H ₁₀		⊗			84
150	7		12							H ₁₀					84
151	7	7	12	0/p	0	8				H ₁₀	15	X			84
152	7	7	12							H ₁₀					84
153	7	7	12	0/p	0	9				H ₁₀	16	X			84
154	7		12							H ₁₀					84
155	7		11							H ₁₀					77
156	7	4	11	8	4	4				H ₁₀					77
157	7	CAP	11							H ₁₀					77
158	7	7	11	0/p						H ₁₀ N.W. CAP					77
159	7	1	11	POSTED	PILE.					H ₁₀ Cap. ⊗ (SIL. CR. @ both ends)					77
160	7		11							H ₁₀					77
161	7	7	11	0/p						H ₁₀					77
162	7	1	11	10						H ₁₀					77
163	7	1	11	4	3	5				H ₁₀					77
164	7	7	11	0/p						H ₁₀ Cap. ⊗ (CR. P. 1.2) #2					77

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Bridge No. 716.40.5EL#4

RAILROAD BRIDGE DIVISION
BORING RECORD

SHEET 8 of 8 SHEETS

Date 2-2 192007

BENT	PILES PER BENT	PILE	PILE HT.	BORED AT	SHELL	VOID	80° SHELL	80° VOID	H	REMARKS	PILE DIA.	PX OR X	GL TR	PP	LN FT. PILING
165	7	1	11	P/P						Pile Cap - (S.L.C.R. & Chz)					77
		7		P/P											
166	7	1	11	P/P	0	9				H ₂ O	16	PX			77
		7		P/P											
167	7	1	11	3	1	9				H ₂ O	16	PX			77
168	7	1	11							H ₂ O					77
		7													
		CM													
169	5	1	11	P/P						H ₂ O					55
		2		P/P											
170	5	3	7	Pile @ 4/4										3	35
		CM													
171	5		1							6" SUBCAP					5
															403
										STRS - GOOD WOOD'S					
										H. WALLS - OK					
										TIES - OK 6/8					
										Longest span - 15'6"					
										APP - LOK					
										G. timb - OK					

CORP001846


 BENT VAND
 5 10 7 1 3

JOB DESCRIPTION Inspection of CORP Bridge No 716 4

Florence, OR -Siuslaw River

FOR ODOT Rail Assessments

LOCATION Section 4 Timber Bents

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

WEATHER 70 F, Sunny, Windy

PAGE 1 OF 9

Bents No From N , Piles No. From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
1	0	Cap	NDN				C
2	5	P1	NDN			93, 94	
		P5	H	6"+	3'		NRF
3	5	Cap	NDN			95, 96	
		P4	H	1"	3'		RF, NF
4	5	Cap	NDN			97	
5	5	Cap	DN			98	CR
		4	H				C
		5	H	1"	3'		RF, NF
6	5	P3	H	1/2"	2'	99	C, RF
7	5	P5	H	1/2"	2'	100	C, RF, Long Bracing Anchor Bolt Gone
8	5		NDN			101	C
9	5	Cap	NDN			102	
10	5	P2	H	1/2"	4'	103	RF, NF
		P5	H	1/2"	6'		C, RF
11	5	Cap	DN			104	S, CR
12	5	P1	NDN			105	C
		P3	H	1/2"	4'		RF, NF
		P4	DN				Top Shifted 1" N at Cap
13	5	P2	H	1/2"		106	C, RF
		P5	DN				C, 3" Crack @ Top, Round Pile
14	5		NDN			107	C
15	5	P1	H	5"		108	C, RF
		P3	H	1"	4'		RF, NF
		P5	H	1"			C, RF
16	5	Cap	H			109	NF, AP Rot Betw P4&5
		P5	H	1/2"			C, RF
17	5	Cap	H			110, 111	NF, AP Rot Betw P4&5, NBI 3/4, Serious Splitting
		P4	H	1/2"			C, RF, Crushing, Bulging, NBI 1
18	5	P1	H	1"	2'	112	C, RF, 1/2" Crack Full Height
		P3	DN				3/4" Crack Full Height
19	5	Cap	DN			113	Newer Cap, 3/4" Horiz. Crack
		P1	H	1/2"	5'		C, RF
		P5	H	1"	4'		C, RF
20	5	Cap	DN			114	S, 1/2" Horiz. Crack
		P1	H	2"	3'		C, RF
21	5	Cap	DN			115	S, Timber Facing on Bent
		P5	H	6"+	4'		NRF

Legend:

AP - Appears

C - Confirmed Osmose Findings

CR - Cracked/Split

DN - Defects Noted, See Remarks

H - Sounds Hollow

MCR - Minor Crushing

NDN - No Defects Noted

NF - New Finding

NRF - No Rot Found

RF - Rot Found

S - Soft

SA2 - Stringer A2

SR - Surface Rot

Notes:

1 All piles were sounded from ground level to approx 7' height Most piles with hollow sound were drilled to assess amount of rot and shell thickness.

2 All cap beams were sounded Several caps which sounded hollow were also drilled to evaluate potential rot and shell thickness. All caps were visually inspected for crushing


JOB DESCRIPTION Inspection of CORP Bridge No. 716 4

Florence, OR -Siuslaw River

FOR ODOT Rail Assessments

LOCATION Section 4 Timber Bents

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

WEATHER 70 F, Sunny, Windy

PAGE 2 OF 9

Bents No From N , Piles No From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
22	5	Cap	H			116	S, NF, Timber Facing on Bent
		P1	NDN				
23	5	Cap	DN			117	S, CR
24	5		NDN			118	C
25	5	Cap	DN			119	S, CR
26	5	Cap	DN			120	S, CR, SR on Bottom
27	5	Cap	DN			121	S, CR, SR on Bottom
		P1	DN				1/2" Crack Full Height
		P5	DN				1/2" Crack Full Height
28	5	Cap	H			122	C, S, CR
		P1	H	1/2"	2'		C, RF
		P5	H	1/4"	2'		C, RF, NBI 1, Rot Full Depth, Needs Replaced
29	5	P5	H	1"		123	C, RF
30	5	Cap	DN			124	Small Holes in Cap
31	5	Cap	DN			125	CR
32	5	Cap	NDN			126	
33	5	Cap	DN			127	S, CR
34	5	Cap	DN			128	Split at Stringer
35	5	Cap	NDN			129	
36	5		NDN			130	C
37	5	Cap	DN			131	S, CR
38	5	Cap	NDN			132	
		SB	DN				SR on Bottom
39	5	SA1,SA2	DN			133	SR on Bottom
40	5	Cap	H			134	S, NF, SR on Bottom Betw P4&5
		P5	H	2"	7'		RF, NF
41	5	Cap	NDN			135	
42	5	Cap	DN			136, 137	CR, Timber Facing on Bent
43	5	Cap	H			139	CR, NF, Timber Facing on Bent
44	5	Cap	DN			140	SR on Bottom
45	5	P5	DN			141	Several 1/4" Crack
46	5	P5	DN			142	Old Pile
47	5	Cap	DN			143	SR on Bottom
48	5	Cap	DN			144	CR
49	5	P3	DN			145	1/2" Crack Half Height
50	5	Cap	DN			146	CR, SR on Bottom
		P1	H	5"	2'		RF, NF
		SA2	DN				Section Loss

Legend:

AP - Appears

C - Confirmed Osmose Findings

CR - Cracked/Split

DN - Defects Noted, See Remarks

H - Sounds Hollow

MCR - Minor Crushing

NDN - No Defects Noted

NF - New Finding

NRF - No Rot Found

RF - Rot Found

S - Soft

SA2 - Stringer A2

SR - Surface Rot

Notes:

1 All piles were sounded from ground level to approx 7' height. Most piles with hollow sound were drilled to assess amount of rot and shell thickness

2. All cap beams were sounded Several caps which sounded hollow were also drilled to evaluate potential rot and shell thickness All caps were visually inspected for crushing


JOB DESCRIPTION Inspection of CORP Bridge No. 716 4

Florence, OR -Siuslaw River

FOR ODOT Rail Assessments

LOCATION Section 4 Timber Bents

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

WEATHER 70 F, Sunny, Windy

PAGE 3 OF 9

Bents No. From N , Piles No. From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
51	5	Cap	DN			147	SR & Holes Betw P4&5
		P3	DN				1/4" Crack Full Height, Crossbeam Split
52	5	Cap	DN			148	CR
		SA2	DN				Section Loss
53	5	P4	H	6"+	2'	149	NRF, 1/2" Crack Full Height
54	5		DN			150	Deterioration and Rotting of Long. Bracing at Cap
55	5	Cap	DN			151	S
		P3	DN				1/4" Crack Full Height
		P4	DN				1/2" Crack Full Height
56	5	P1	DN			152	Splitting, Cracking & Crushing at Top
		P5	DN				1/2" Crack Full Height
		SA2	DN				Section Loss
57	5	Cap	DN			153	CR
		P2	DN				1/2" Crack Half Height
58	5	P1	DN			154	1/4" Crack Full Height
59	5	Cap	DN				S
60	5		NDN			155	C
61	5	P5	H	2"	2'	156	C, RF
62	5	Cap	H			157	NF, S, Timber Facing on Bent
		P3	DN				1/4" Crack Full Height
		SB2	DN				1/4" x 3' Section Loss
63	5		NDN			158	C, Timber Facing on Bent
64	5	P1	H	1"	3'	159	C, RF, Swelling of Pile
		P2	DN				3/8" Crack Full Height
		P5	H	6"+	4'		NRF
65	5	P5	H	1/2"		160	RF, NF, 3/4 of Pile is Gone
66	5	Cap	DN			161	CR, 3/4" Vertical Split
		P5	DN				Metal Pile Cap Shifted 6" of Top of Pile
67	5		NDN			162	C
68	5	Cap	DN			163	SR on Bottom
		P1	H	4"	2'		C, RF, Crossbracing Anchor Nut Gone
		P5	NDN				
69	5	P3	DN			164, 165	Split
		P5	H	2"			RF, NF
70	5	Cap	DN			166	S, MCR
71	5		DN			167	Crossbracing Split at Pile 1 & Rotted

End Pile Bents, Begin Frame Bents with 5' Span between Bents 71 & 72

72	5	Cap	H			167, 168	NF, S, CR
Legend:				Notes:			
AP - Appears				1. All piles were sounded from ground level to approx 7' height			
C - Confirmed Osmose Findings				Most piles with hollow sound were drilled to assess amount of			
CR - Cracked/Split				rot and shell thickness.			
DN - Defects Noted, See Remarks				2. All cap beams were sounded Several caps which sounded			
H - Sounds Hollow				hollow were also drilled to evaluate potential rot and shell			
MCR - Minor Crushing				thickness All caps were visually inspected for crushing			
NDN - No Defects Noted							
NF - New Finding							
NRF - No Rot Found							
RF - Rot Found							
S - Soft							
SA2 - Stringer A2							
SR - Surface Rot							


JOB DESCRIPTION Inspection of CORP Bridge No 716.4

Florence, OR -Siuslaw River

FOR ODOT Rail Assessments

LOCATION Section 4 Timber Bents

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

WEATHER 70 F, Sunny, Windy

PAGE 4 OF 9

Bents No From N , Piles No. From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
73	5		NDN			169	C
74	5	Cap	DN			170	CR
75	5	Cap Sill	DN			171	SR
		SA3	DN				CR
76	5	Cap	DN			172	SR on Bottom
		P1	H	6"+	2'		NRF, SR, S, 1/2" Crack Full Height
		P5	H	2 1/2"	6'		RF, NF
77	5	P1	DN			173	1/2" Crack Full Height, Cross Bracing Loose
78	5	P5	H	6"+	2'	174	NRF
		SA3	DN				1 1/2" x 1 1/2" x 10' Section Loss
79	5	P3	DN			175, 176	Crack Full Height
80	5	Cap	DN			177	CR
81	5		NDN			178	C
82	5	Cap	DN			179	Debris on Cap, Timber Facing on Bent
83	5		NDN			180	C, Timber Facing on Bent
84	5	Cap	DN			181	SR on Bottom
85	5		NDN			182	C
86	5	Cap	DN			183	S, MCR
		P3	DN				1/2" Crack Full Height
		P5	DN				3/8" Split 5' Long
87	5	Cap	NDN			184	Long Bracing at P4 Rotted
88	5	Cap	DN			185	1/2" Horz. Crack
		P3	DN				1/2" Crack 8' Long
		P4 -	DN				3/8" Crack 8' Long
89	5	Cap	DN			186	S, CR
		P1	H	3"	2'		RF, NF, S
90	5	Cap	DN			187	S, SR on Bottom
		P3	DN				1/2" Crack Full Height
		P4	DN				3/8" Crack 6' Long
		P5	H	3 1/2"	2' & 7'		C, RF, 3/4" x 6" x 5' Split
		SA3	DN				2 2" Dia. X 3" Deep Holes
91	5	SB3	DN			188	2" x 2" x 4' Section Loss
92	5	P1	H	3"	6'	189	C, RF
93	5	P4	H	1/2"	3'	190	RF, NF
		P5	H	1/2"	3' & 5'		C, RF
94	5	P5	H	2"	5'	191	C, RF, 1/2" Split Full Height
		SA1	DN				1/4" x 1/4" x 3' Section Loss

Legend:

AP - Appears

C - Confirmed Osmose Findings

CR - Cracked/Split

DN - Defects Noted, See Remarks

H - Sounds Hollow

MCR - Minor Crushing

NDN - No Defects Noted

NF - New Finding

NRF - No Rot Found

RF - Rot Found

S - Soft

SA2 - Stringer A2

SR - Surface Rot

Notes:

1. All piles were sounded from ground level to approx. 7' height. Most piles with hollow sound were drilled to assess amount of rot and shell thickness.

2. All cap beams were sounded. Several caps which sounded hollow were also drilled to evaluate potential rot and shell thickness. All caps were visually inspected for crushing.


JOB DESCRIPTION Inspection of CORP Bridge No 716 4

Florence, OR -Siuslaw River

FOR ODOT Rail Assessments

LOCATION Section 4 Timber Bents

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

WEATHER 70 F, Sunny, Windy

PAGE 5 OF 9

Bents No From N , Piles No From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
95	5		NDN			192	C
96	5	Cap	DN			193	SR on Bottom
		P3	DN				3/4" Crack Full Height
97	5	Cap	DN			194	CR
		P1	DN				1/4" Crack Full Height
98	5	SB2	DN			195	1" x 1" x 3' Section Loss
99	5	P1	H	6"+		196	NRF
100	5	Cap	DN			197	CR, Bulging @ Piles, SR on Bottom
		P1	DN				1/2" x 5" Split Full Height
		P2	DN				3/4" Crack Full Height
		P5	H	1 1/2"	3'		C, RF
101	5		NDN			198	C
102	5	Cap	DN			199	SR on Bottom
		SA3	DN				2" Dia X 3" Deep Hole
103	5	P4	H	6"+	2'	200	NRF
104	5	Cap	DN			201	CR
		SA4	DN				3" Dia. X 4" Deep Hole
105	5	P5	H	1"	4'	202	C, RF, Timber Facing on Bent
106	5	Cap	DN			203	SR on Bottom, Timber Facing on Bent
107	5	Cap	DN			204	S
		P5	H	1"	5'		C, RF
108	5	P2	DN			205	Pin coming out at top of Pile
109	5	Cap	H	2"		206	RF, NF, S, SR on Top, Minor Damage
		P1	H	1"	4'		C, RF
110	5	Cap	DN			207	CR, Crossbracing Loose Bolt
		P2	DN				1/2" Crack Full Height
		P3	H	6"+	3'		NRF, S
		P4	DN				3/8" Crack Full Height
		P5	H	2"	5'		C, RF
111	5	Cap	DN			208	SR over P1 & 2
112	5	Cap	DN			209	SR on Bottom, 2" x 1/2" x 1' Section Loss at Stringer A
		P1	H	1"			C, RF
		P2	DN				3/8" Crack Full Height
		P4	DN				3/4" Split 6' Long
113	5	P1	H	6"+	1'	210	NRF

Legend:

AP - Appears

C - Confirmed Osmose Findings

CR - Cracked/Split

DN - Defects Noted, See Remarks

H - Sounds Hollow

MCR - Minor Crushing

NDN - No Defects Noted

NF - New Finding

NRF - No Rot Found

RF - Rot Found

S - Soft

SA2 - Stringer A2

SR - Surface Rot

Notes:

1 All piles were sounded from ground level to approx. 7' height. Most piles with hollow sound were drilled to assess amount of rot and shell thickness.

2 All cap beams were sounded. Several caps which sounded hollow were also drilled to evaluate potential rot and shell thickness. All caps were visually inspected for crushing.


JOB DESCRIPTION Inspection of CORP Bridge No 716 4

Florence, OR -Siuslaw River

FOR ODOT Rail Assessments

LOCATION Section 4 Timber Bents

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

WEATHER 70 F, Sunny, Windy

PAGE 6 OF 9

Bents No. From N , Piles No. From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
114	5	Cap	DN			211	SR on Bottom
		P1	H	1"	2' & 5'		C, RF
		P2	DN				1/2" Crack Full Height
		P3	DN				1/2" Crack Full Height
		P5	H	1 1/2"	3'		C, RF
115	5	Cap	H			212	NF, CR, S, Rotting over P1&2, Crushing
		P4	H				C
		P5	H				C
116	5	Cap	DN			213	CR, SR on Bottom, Long. Bracing Loose/Splitting
		P5	DN				1/2" Crack Full Height
117	5	Cap	DN			214	S, SR
		P1	H	1/2"	3'		RF, NF
		P2	H	1/2"	2'		RF, NF, 3/4" Split Full Height
		P5	H	2 1/2"	2'		C, RF
118	5	P1	DN			215	3/8" Crack Full Height
		P2	DN				1/2" Crack Full Height
		P5	H	6"	3'		C, RF, 3/4" Crack Full Height
119	5	P5	H	4 1/2"	4'	216	C, RF
120	5	Cap	NDN			217	
121	5		NDN			218	C
122	5	Cap	H			219	RF, NF, CR, Falling, Bulging, Crushing, NBI 2
		P1	DN				SR
		P4	DN				1/2" Crack Full Height
123	5	Cap	DN			220	S, CR, SR on Top and Bot., Full Length Crack
		P1	DN				1/2" Crack Full Height
		P2	DN				Crack Full Height
		P4	DN				3/4" Crack Full Height
124	5	Cap	DN			221	S, CR, 2 Piece Cap
		P3	H	6"+	4'		NRF, S, 1/2" Crack Full Height
		P4	DN				3/4" Split Full Height
125	5	Cap	DN			222	CR
		P3	DN				Crack Full Height
		P5	H	4"	5'		RF, NF, Crack Full Height
126	5	Cap	DN			223	CR
		P1	H	6"+			NRF
		P2	DN				3/8" Crack Full Height
		P3	H	6"+			NRF

Legend:

AP - Appears

C - Confirmed Osmose Findings

CR - Cracked/Split

DN - Defects Noted, See Remarks

H - Sounds Hollow

MCR - Minor Grushing

NDN - No Defects Noted

NF - New Finding

NRF - No Rot Found

RF - Rot Found

S - Soft

SA2 - Stringer A2

SR - Surface Rot

Notes:

1. All piles were sounded from ground level to approx. 7' height. Most piles with hollow sound were drilled to assess amount of rot and shell thickness.

2 All cap beams were sounded Several caps which sounded hollow were also drilled to evaluate potential rot and shell thickness All caps were visually inspected for crushing


JOB DESCRIPTION Inspection of CORP Bridge No 716.4

Florence, OR -Siuslaw River

FOR ODOT Rail Assessments

LOCATION Section 4 Timber Bents

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

WEATHER 70 F, Sunny, Windy

PAGE 7 OF 9

Bents No From N , Piles No From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
127	5	P1	H	6"+	2'	224	NRF
		P5	H	1 1/2"	7'		C, RF
128	5	Cap	DN			225	CR, Bulging at P5
		P3	DN				S
129	5	Cap	H			226	NF, S, SR
		P1	H	1"	2'		C, RF
		P2	DN				SR
130	5	Cap	DN			227	S, CR
		P1	H	2"	4'		RF, NF
		P3	DN	6"+	4'		NRF, 1/2" Crack Full Height
		P4	DN				3/8" Crack Full Height
		P5	DN				1/2" Split Full Height, Both Directions through Pile
131	5	Cap	DN			228	SR on Bottom
		P1	DN				Crack Full Height
		P2	DN				Crack Full Height
		P3	H				NF
		P4	DN				Crack Full Height
		P5	H				NF, Crack Full Height
132	5	P2	DN			229	3/4" Crack Full Height
		P5	H	6"+	7'		NRF, 3/4" Split, Both Directions through Pile
133	5	Cap	DN			230	S, CR
		P2	DN				SR
		P3	H				NF
		P5	H				NF
134	5	Cap	DN			231	S, CR, MCR, Long Bracing Loose/Missing
		P1	H	1/2"	7'		RF, NF
		P2	DN				Multiple 3/8" Cracks
		P3	DN				1/2" Crack Full Height
		P5	H	1"	7'		RF, NF, 3/8" Crack Full Height
135	5	Cap	H			232	S, CR, MCR
		P3	DN				Crack Full Height
		P5	DN				Crack Full Height
136	5	Cap	DN			233	SR
		P4	H				NF, Crack Full Height
137	5	Cap	H			234	NF, S, CR
		P3	H				NF

Bents 138 to 167 - Below waterline, Heavy Rot, Heavy Cracking and Splitting, Holes in Top of Piles under waterline.

Legend:

 AP - Appears
 C - Confirmed Osmose Findings
 CR - Cracked/Spilt
 DN - Defects Noted, See Remarks
 H - Sounds Hollow
 MCR - Minor Crushing
 NDN - No Defects Noted

 NF - New Finding
 NRF - No Rot Found
 RF - Rot Found
 S - Soft
 SA2 - Stringer A2
 SR - Surface Rot

Notes:

 1 All piles were sounded from ground level to approx 7' height. Most piles with hollow sound were drilled to assess amount of rot and shell thickness
 2 All cap beams were sounded. Several caps which sounded hollow were also drilled to evaluate potential rot and shell thickness. All caps were visually inspected for crushing.


JOB DESCRIPTION Inspection of CORP Bridge No 716 4

Florence, OR -Siuslaw River

FOR ODOT Rail Assessments

LOCATION Section 4 Timber Bents

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

WEATHER 70 F, Sunny, Windy

PAGE 8 OF 9

Bents No. From N , Piles No. From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
138	5	Cap	DN			235	S, CR, Cross Bracing Loose/Missing
		P5	H	4"	5'		C, RF
139	5	Cap	DN			236	CR
		P4	NDN				
140	5	Cap	DN			237	S, CR
141	7	Cap	DN			238	MCR, Loose Long. Bracing
142	7	Cap	DN			239, 240	CR
143	7	P7	H			241	C
144	7	Cap	DN			242	CR
		P1	H				NF
		P2	H				NF
		P3	H				NF
		P4	H	6"+	3'		NRF
		P5	H	6"+	3'		NRF
145	7	Cap	H			243	NF, S, CR
146	7	P1	DN			244	3/4" Crack Full Height
147	7	Cap	DN			245	CR
		P2	H		4'		
		P6	H				
148	7	Cap	DN			246	CR
		P1	H	6"+	2'		NRF
		P5	H				NF
149	7	Cap	DN			247	S, CR
		P5	NDN				NF
150	7	Cap	DN			248	CR
		P7	H				NF
151	7	Cap	H			249	NF, CR
152	7	Cap	DN			250	CR
153	7		NDN			251	C
154	7		NDN			252	C
155	7	Cap	DN			253	CR
		P6	DN				Crack Full Height
156	7	Cap	DN			254	CR
		P1	DN				Heavy Cracking at Bottom
		P2	DN				Crack Full Height
		P4	NDN				

Legend:

AP - Appears

C - Confirmed Osmose Findings

CR - Cracked/Split

DN - Defects Noted, See Remarks

H - Sounds Hollow

MCR - Minor Crushing

NDN - No Defects Noted

NF - New Finding

NRF - No Rot Found

RF - Rot Found

S - Soft

SA2 - Stringer A2

SR - Surface Rot

Notes:

1 All piles were sounded from ground level to approx 7' height Most piles with hollow sound were drilled to assess amount of rot and shell thickness.

2 All cap beams were sounded Several caps which sounded hollow were also drilled to evaluate potential rot and shell thickness All caps were visually inspected for crushing



FLORIDA
TRANSPORTATION
COMMISSION

INSPECTED BY THWH, CSK, AMST, RJST, CDS

DATE 9/16/2008

JOB DESCRIPTION Inspection of CORP Bridge No 716 4

Florence, OR -Siuslaw River

WEATHER 70 F, Sunny, Windy

FOR ODOT Rail Assessments

PAGE 9 OF 9

LOCATION Section 4 Timber Bents

Bents No. From N , Piles No From E

Bent	No. Piles	Member	Results	Shell	Drill Height	Photo #	Remarks
157	7	Cap	DN			255	CR
		P7	H	1/2"	5'		RF, NF
158	7	Cap	DN			256	S, CR
		P7	H	1"	3'		C, RF
159	7	Cap	DN			257	CR, Long. Bracing Loose
		P2	H				NF
160	7	Cap	DN			258	CR
		P2	DN				Crack Full Height
161	7	P7	H	1"	4'	259	RF, NF
162	7	Cap	H			260	NF, CR, Evidence of Stringer Shift on Cap
		P5	DN				Crack Full Height
		P7	DN				Crack Full Height
163	7	Cap	H	1"		261	NF, S, CR, MCR, NBI 3/4
164	7	Cap	DN			262	CR
165	7	Cap	H	6"+		263	NRF, CR
166	7	Cap	DN			264	S, CR
		P1	H	1"	7'		RF, NF
		P7	H	6"+	8'		NRF
167	7	Cap	DN			265	CR
		P1	NDN				
		P6	DN				Crack Full Height
		P7	H	1"	5'		RF, NF
168	5	Cap	DN			266	CR
		P1	H	6"+	3'		NRF
		P4	H	1"	7'		RF, NF
169	5	Cap	H	2"		267	RF, NF, 2" Dia Holes on top
		P1	H	1/2"	5'		RF, NF, Heavy Cracking, Rot at Top
170*	5	P4	H	6"+	Top	268	NRF

* Previous Inspection Reports Indicate 171 Bents, however, we confirmed only 170 Bents

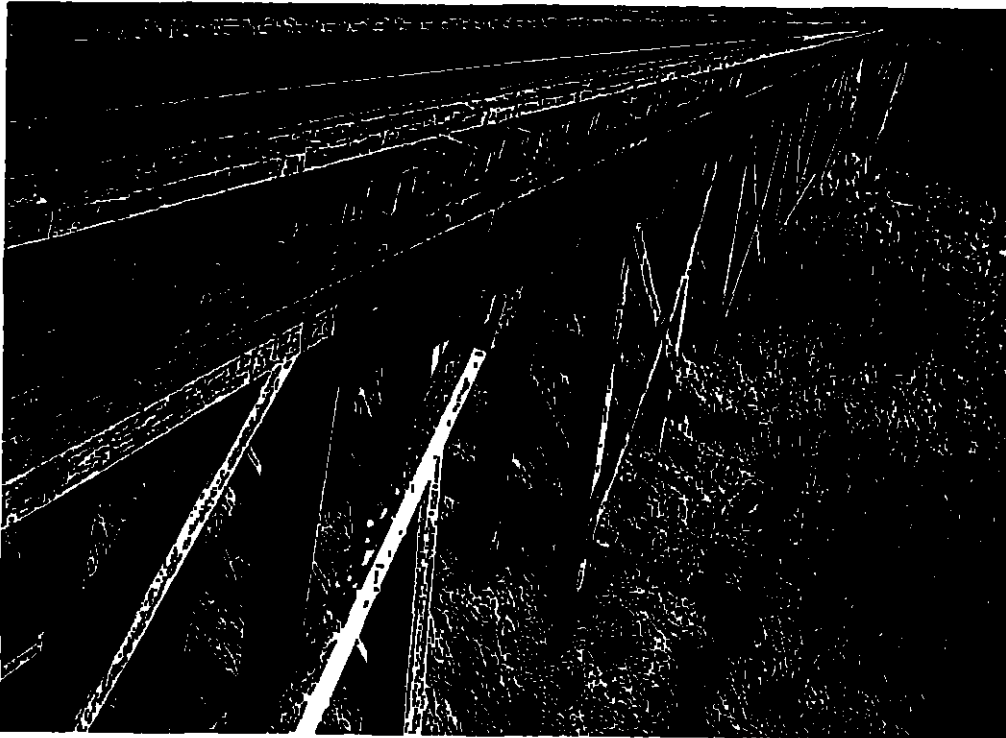
Legend:

AP - Appears
C - Confirmed Osmose Findings
CR - Cracked/Split
DN - Defects Noted, See Remarks
H - Sounds Hollow
MCR - Minor Crushing
NDN - No Defects Noted

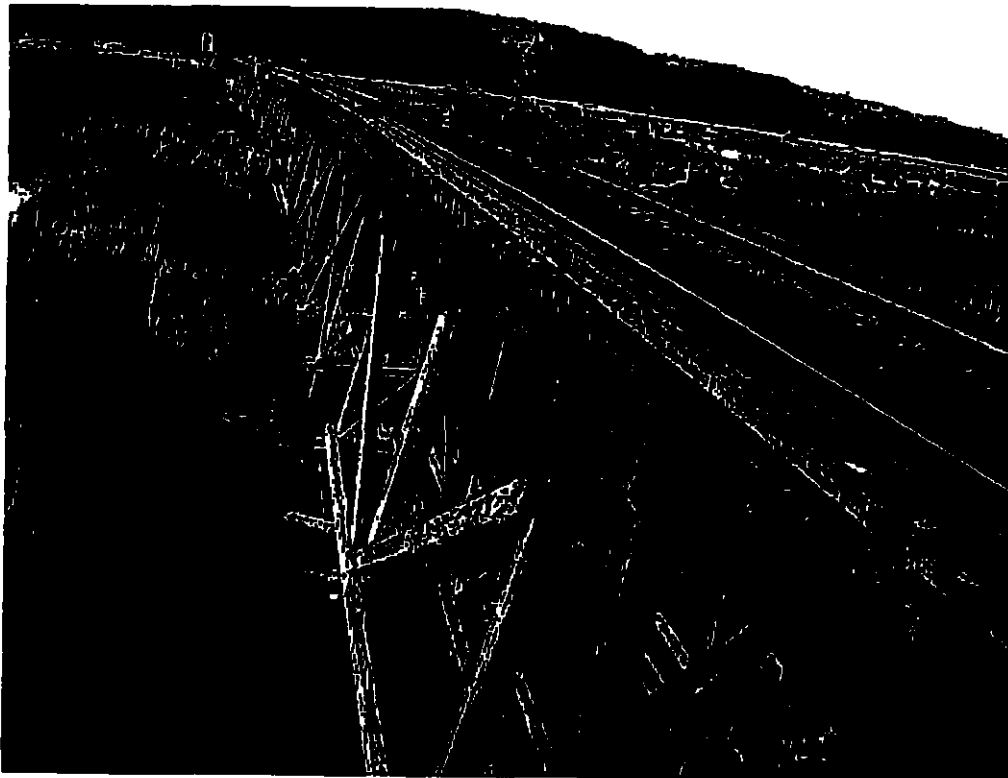
NF - New Finding
NRF - No Rot Found
RF - Rot Found
S - Soft
SA2 - Stringer A2
SR - Surface Rot

Notes:

1. All piles were sounded from ground level to approx. 7' height. Most piles with hollow sound were drilled to assess amount of rot and shell thickness.
2. All cap beams were sounded. Several caps which sounded hollow were also drilled to evaluate potential rot and shell thickness. All caps were visually inspected for crushing.



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 718.12

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	1	Conc.	Steel Pile Conc cap	30'	30'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 30 Maximum Bridge Height (ft): 19'

Bridge on Tangent or Curve: Curve Skewed (Y or N): No

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/02/07

Previously Inspected by (firm): Dismore RR Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

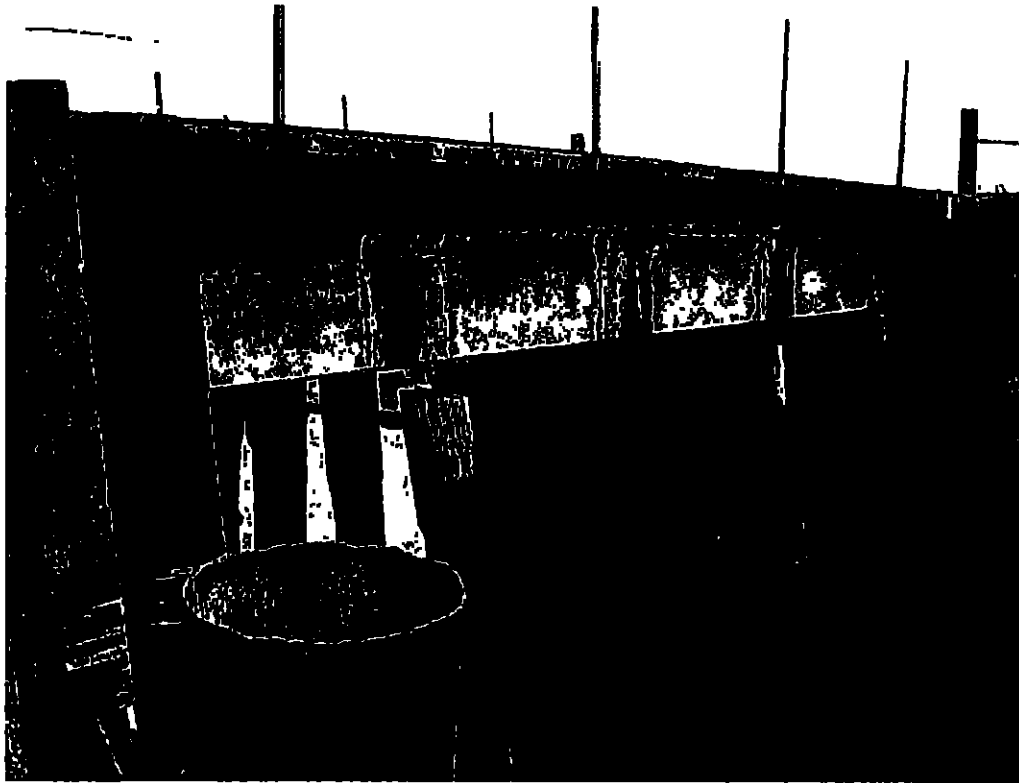
Notes: Per Inspection Report (Approach Rt. Wing wall
needs to be repositioned

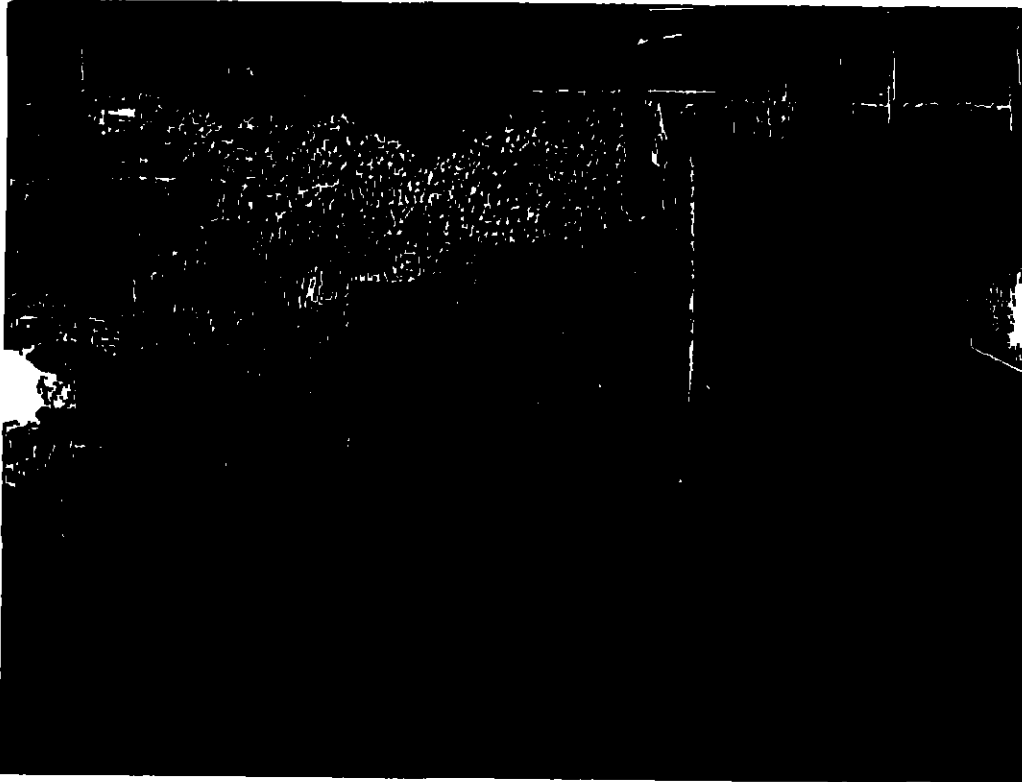


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Precast Wingwall At Bent 1, Right Side

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 719.47

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	7	ADPT	Timber Pile	105'	15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 105 Maximum Bridge Height (ft): 20'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek & Private Access

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/02/07

Previously Inspected by (firm): Osborn R2 Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: per inspection report plus 1) Bent 5, Pile 1 reject,
Bent 6 Pile 1 & 3 reject, Bent 7 Pile 2 spliced,
2) Head wall brace timber rotting Bent 1

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 719.07

TYPE: ODPT

INSPECTION DATE: 2/2/2007

BRIDGE # 719.07

SECTION# 1

LOCATION: Coos Bay, OR

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 1
Pile 5 - Reject
- Bent 6
Pile 4 - Reject Pile 1 + 3
- Bent 7
Pile 4 - Reject Pile 2 Spliced
Pile 5 - Reject

Ties - Poor (pile cut, 35 reject, approx. 9 at rail joints) ✓

Guard timber - OK

Headwalls - OK

Approaches - Low

Brace Timber Rotting

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	2	OSMOSE	Replace all 108 bridge ties.
2	1.6	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 6 of Bent 4 - Pile 3 of Bent 5 - Pile 5 of Bent 5 - Pile 4 of Bent 7 - Pile 6 of Bent 7

Osmose Railroad Services, Inc.

CORP001852

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:

5. Pile Splice Bent 7

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 719.21

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	<u>21</u>	<u>GDOT</u>	<u>Timber Pile</u>	<u>310' 426'</u>	<u>18' 20'</u>
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 420 Maximum Bridge Height (ft): 25

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Private access, Creek, marsh

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/02/07

Previously Inspected by (firm): Oregon 1212 Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: See Edited inspection report 1) 7 additional
visual reject piling 2) 9 additional stringer visual rejects.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 719.21

MILEPOST: 719.21

SECTION# 1

TYPE: ODPT

LOCATION: Canby, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Bent 1
Cap - Reject ✓Bent 3
Pile 8 - Possible Reject ✓
Girts 1, 2 & 3 in Span 3 - Reject ✓Bent 4
Pile 3 - Possible Reject ✓
Pile 4 - Reject ✓ *pile 1 & 5*Bent 5
Pile 8 - Reject ✓Bent 7
Girt 1 in Span 7 - Reject ✓Bent 8
Pile 1 - Reject ✓Bent 9
Pile 1 - Possible Reject ✓ *pile 4*Bent 10
Shim - Reject (crushing) ✓ *pile 1*Bent 11
Pile 1 - Reject ✓Bent 12
Pile 2 - Reject ✓Bent 13
Pile 3 - Possible Reject ✓ *pile 5*
Cap - Possible Reject
2" Shim - Reject (crushing)
Drop in elevationBent 14
2" Shim - Reject (billed) ✓ *pile 1*
Drop in elevationBent 15
Pile 1 - Possible Reject ✓
Pile 6 - Reject ✓
Shim - Reject (slight crushing)

Span 4 Stringer 8
 Span 5 Stringer 8
 Span 9 Stringer 8
 Span 10 Stringer 7
 Span 13 & 14 Stringer 1
 Span 14 Stringer 2 & 3
 Span 15 Stringer 8

Osmose Railroad Services, Inc.

CORP001856

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # **719.21**

MLEPOST: 719.21

SECTION# 1

TYPE: ODPT

LOCATION: Canby, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Bent 17
Pile 3 - Possible Reject ✓ *Pile 5*
Cap - Possible Reject

Bent 18
Pile 1 - Possible Reject ✓
Pile 5 - Possible Reject

Bent 19
Sash brace - Reject ✓

Bent 20
Both Shims - Reject (slight crushing) ✓

Bent 21
Pile 1 - Reject ✓
Girt Braces 1 & 2 - Reject

Bent 22
Subcap - Reject (slight crushing under chord 1) ✓
Shim - Reject

Span 1
Stringer 5 - Reject

Span 18
Stringer 3 - Reject

Ties - Fair to poor (22 reject ties at 5 rail joints)
Guard timber - Fair
North Headwall - Fair
South 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: - South headwall
3	1.10	2	OSMOSE	Replace: - 2" Shim on Bent 13 (crushing) - 2" Shim on Bent 14 (failed)
4	1.16	3	OSMOSE	Cut Pile tops down and: - Replace Cap & Shim & install a 6" - 8" Subcap on Bent 22 (slight crushing)
5	1.15	3	OSMOSE	Replace: - Shim on Bent 10 (crushing) - Shim on Bent 15 (slight crushing) - Both Shims on Bent 20 (slight crushing)
6	1.12	3	OSMOSE	Replace all bridge ties.

Osmose Railroad Services, Inc.

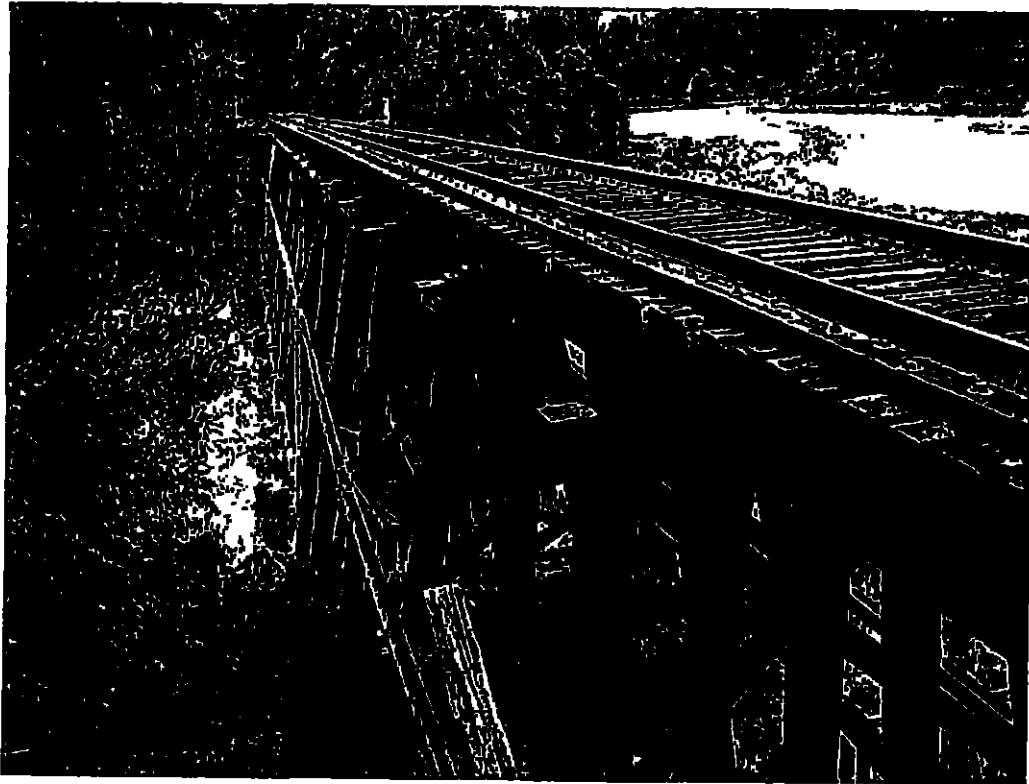
CORP001857

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:



5. Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 724.22

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	4	Conc. Tub	^{Sub} Steel Piles Conc. Cap	120	30'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 120 Maximum Bridge Height (ft): 12'

Bridge on Tangent or Curve: Curve Skewed (Y or N): No

Feature Bridge Crosses: Silcoos Lake Arm

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/02/07

Previously Inspected by (firm): Osmose P&P Services Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Per Inspection Report except Bent 4 ^{Lt.} Wing wall misaligned

Site Photos:

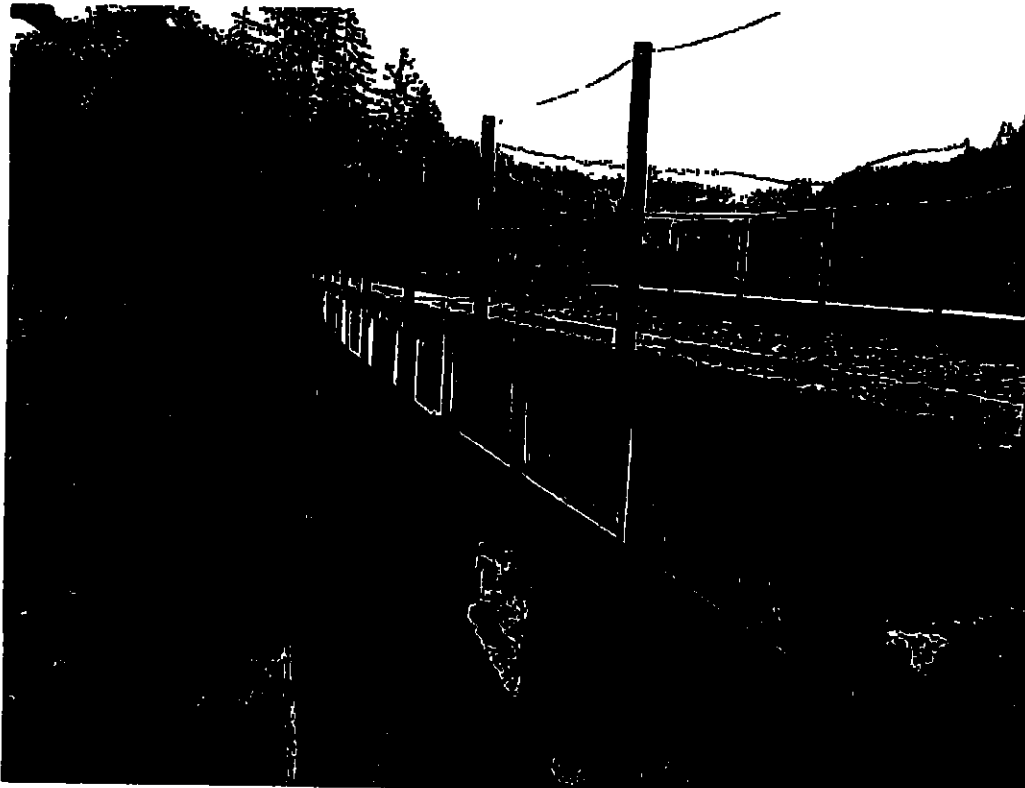
1. Looking Toward Increasing Milepost



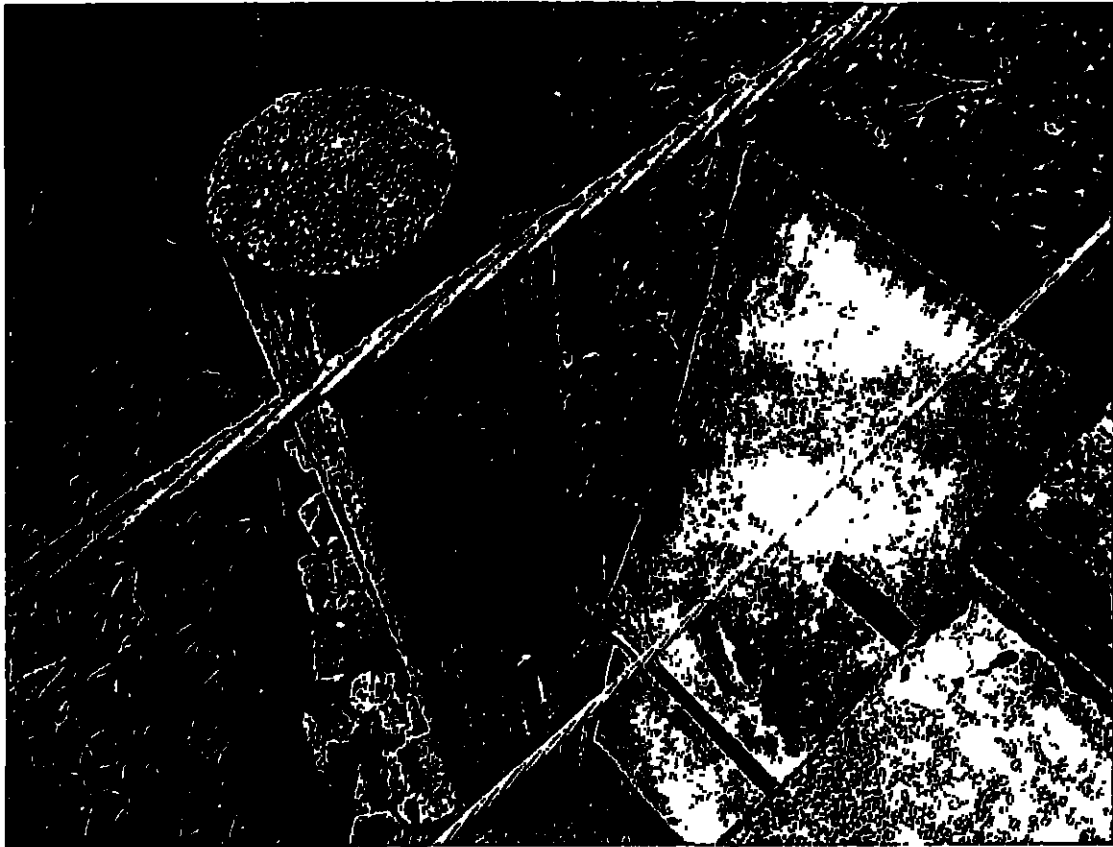
2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:**5. Bent 2 Wingwall**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 725.96

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	~~3~~	~~OBT~~	Timber Pile	~~245~~ 650'	~~245~~ 17'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~~245~~ 650' Maximum Bridge Height (ft): 12

Bridge on Tangent or Curve: ~~2/3 Tangent~~ Curve Beginning Skewed (Y or N): N

Feature Bridge Crosses: Arm of Coos Lk

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose RR Services Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: per Inspection Report plus 1) Both headwalls showing rot 2) Span 5 Stringer 1 visual reject 3) Span 16 Stringer 7 visual reject. Visual inspection from walking bridge. Could not inspect substructure without boat

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 725.96

TYPE: ODPT

INSPECTION DATE: 2/14/2007

BRIDGE # 725.96

SECTION# 1

LOCATION: Kroll, OR

INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 3
Pile 5 - Possible Reject

Span 5

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 16
Pile 1 - Possible Reject
Cap - Reject

Span 16

Bent 20
Span 20 - Stringer 2 (poor parting line only on cap 2 1/2")

Bent 22
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

39
Bent 1 Headwall Rot

Recommended Work and Work Accomplished

RECOMMENDED WORK

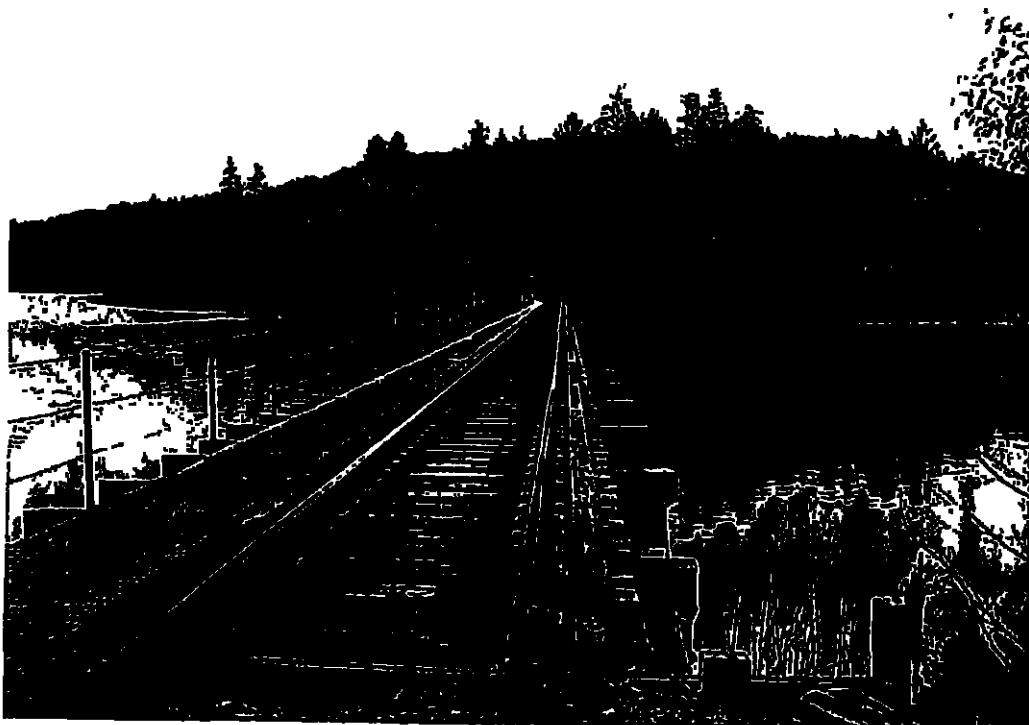
ITEM # REF # PRIORITY WHO FIXES RECOMMENDED WORK

Osmose Railroad Services, Inc.

CORP001872



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Left Side Elevation



6. Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 726.31

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler/Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	66	ODFT	Timber Pile	990	15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 990 Maximum Bridge Height (ft): 122

Bridge on Tangent or Curve: Tangent Skewed (Y or N): No

Feature Bridge Crosses: Silcoos Lake Arm

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose IR Services Inspector: K. Twickie

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Inspection Report + 20 Stringers
Visual inspection only from walking bridge. Would
need boat to better inspect substructure

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 726.31

TYPE: ODFT

INSPECTION DATE: 2/14/2007

BRIDGE # 726.31

SECTION# 1

LOCATION: Kroll, OR

INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 68

Csp - Possible Reject (very minor cornering)

Span 1

Stringer 3 - Possible Reject
Stringer 5 - Possible Reject
Stringer 6 - Reject

Span 2 Stringer 6

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 6 Stringer 4

Span 5

Stringer 4 - Reject

2 3 8 7

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

3

Span 21

Stringer 2 - Reject
Stringer 6 - Possible Reject

4 5

Span 22

Stringer 2 - Reject
Stringer 5 - 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

26 - 4

Span 27

Stringer 5 - Possible Reject
Stringer 6 - Reject

Osmose Railroad Services, Inc.

CORP001880

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 726.31

TYPE: ODFI

INSPECTION DATE: 2/14/2007

BRIDGE # 726.31

SECTION# 1

LOCATION: Kroll, OR

INSPECTOR: K. Trickle & P. Kisz

Findings:

Span 28
Stringer 4 - Reject
Stringer 6 - Reject

Span 31
Stringer 4 - Possible Reject
Stringer 5 - Possible Reject
Stringer 7 - Reject
Stringer 8 - Reject

Span 32
Stringer 4 - Possible Reject
Stringer 5 - Possible Reject
Stringer 6 - Reject
Stringer 8 - Reject

Span 33
Stringer 4 - Visual Reject
Stringer 5 - 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 38
Stringer 7 - Reject

Span 49
Stringer 2 - Reject

Span 50
Stringer 2 - Reject

Span 53
Stringer 6 - Reject

Span 54
Stringer 5 - 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

3-
5
4 4 B

Osmose Railroad Services, Inc.

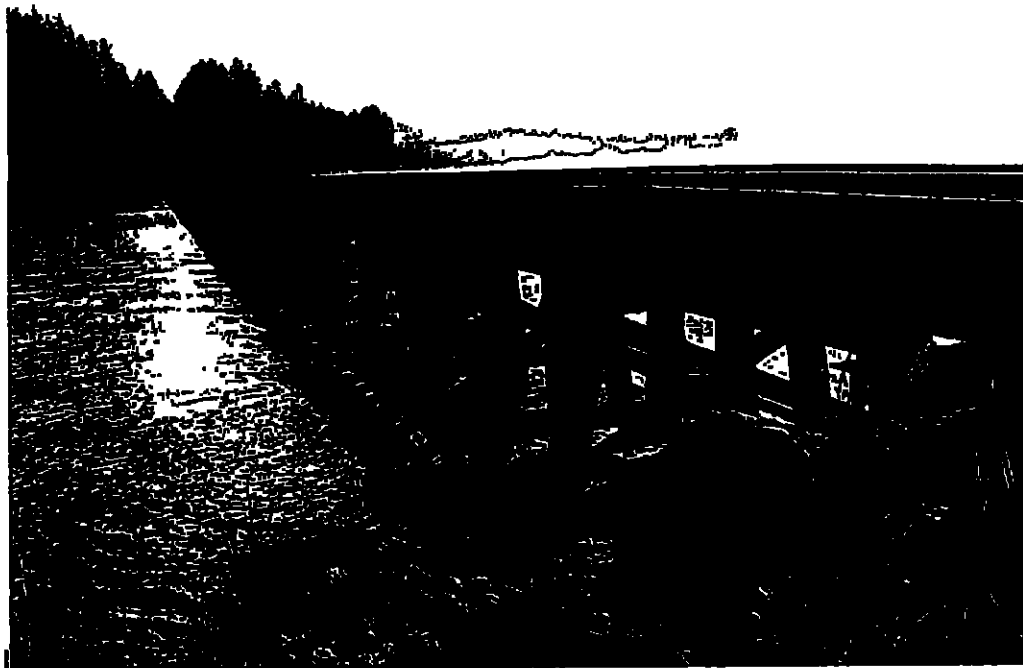
CORP001881

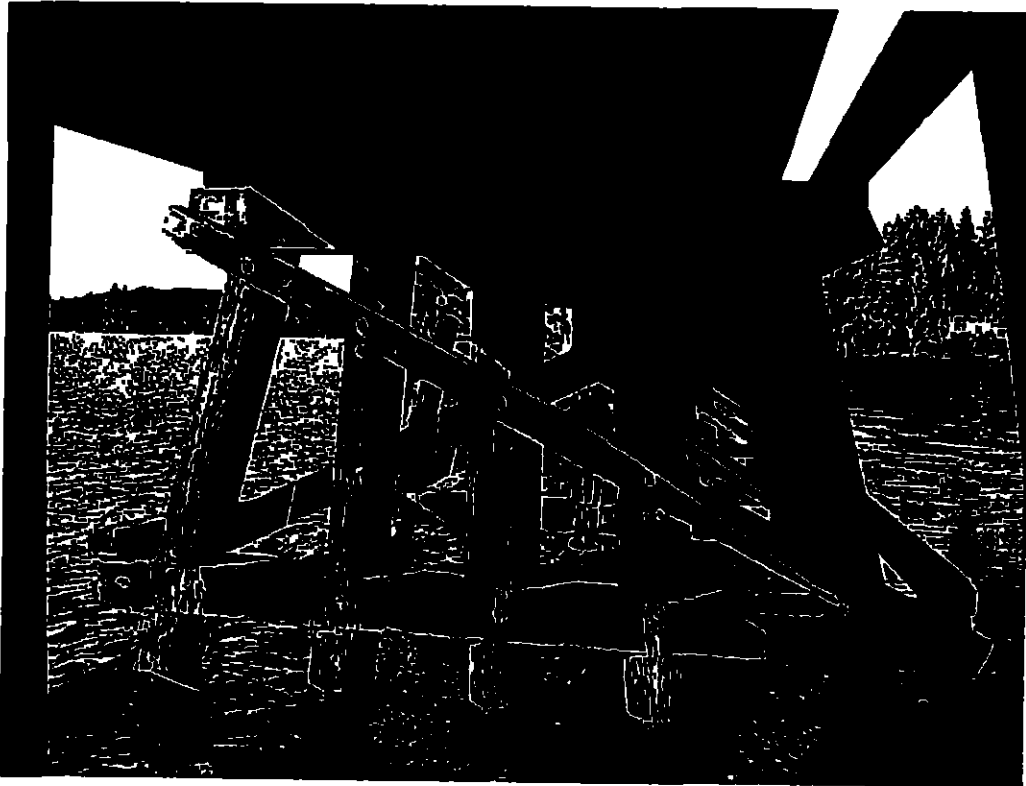


1. Looking Toward Increasing Milepost

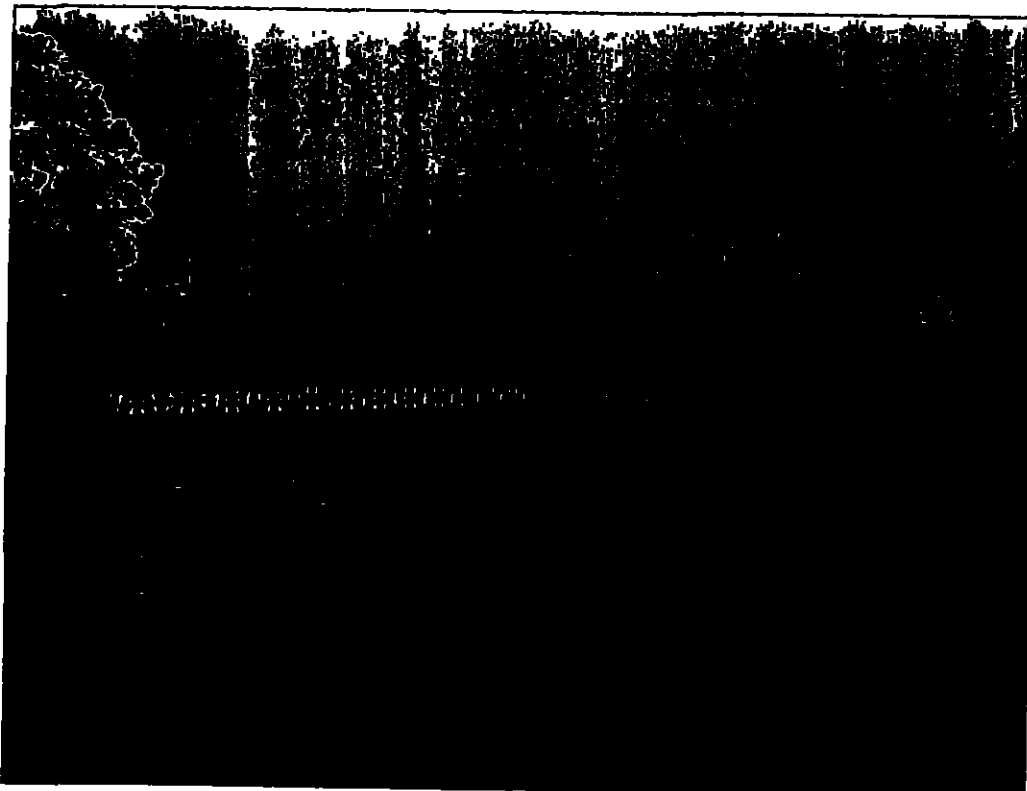


2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Timber Frame



6. Left Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 727.35

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Wheeler / Culpepper

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	^{Sub} Superstructure Material	Section Length	Average Span Length
1	42	Conc. Tub	Steel R.I.C.	1200'	30' (4 spans 15')
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 1200 Maximum Bridge Height (ft.): 13'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Silcoos Lake

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/2/07

Previously Inspected by (firm): Osmose RR Service Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Per Inspection Report, Ballast Leaking at
Piers 10, 11, 12, 14, 17, 23, 24, 25, 27, 29, 30, 34, 35,
36 & 42

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: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Walkways - OK
 Handrails - OK
 Vegetation at both abutments

Ballast leaks in Spans 10, 11, 13, 16, 22, 24, 26, 27, 30, 31 & 39

Recommended Work and Work Accomplished**RECOMMENDED WORK**

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	RAILROAD	Patch: - Ballast leaks in Spans 10, 11, 13, 16, 22, 24, 26, 27, 30, 31 & 39
2	1.2	3	RAILROAD	Remove vegetation from both abutments.

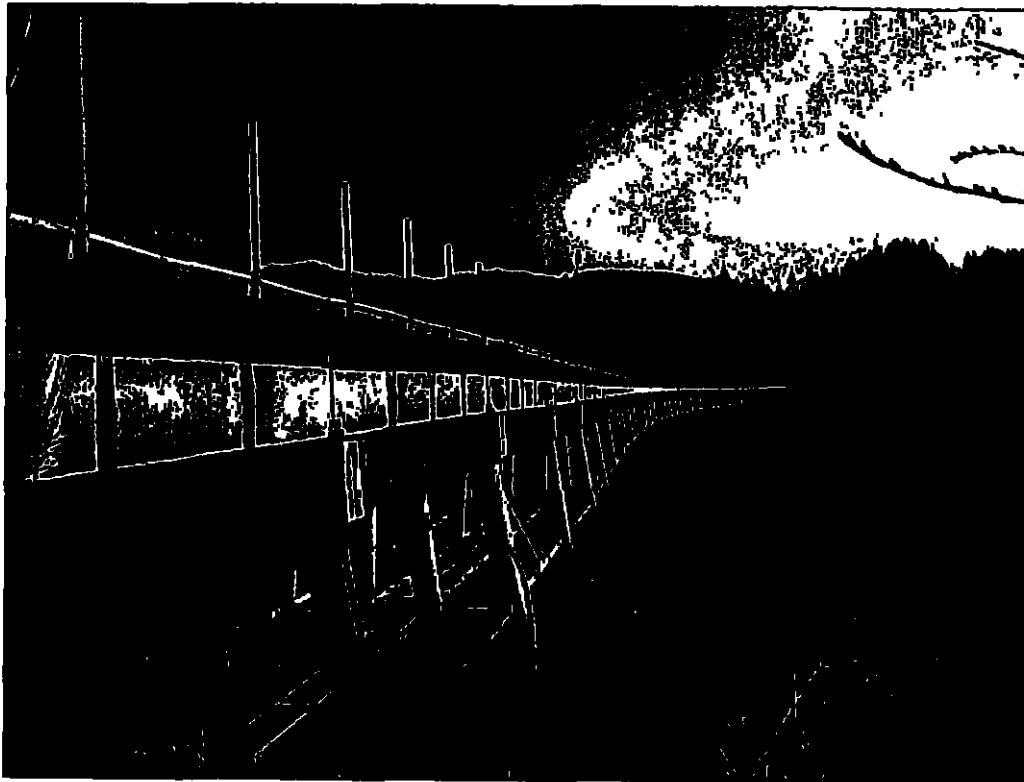
Osmose Railroad Services, Inc.**CORP001897**

Site Photos:

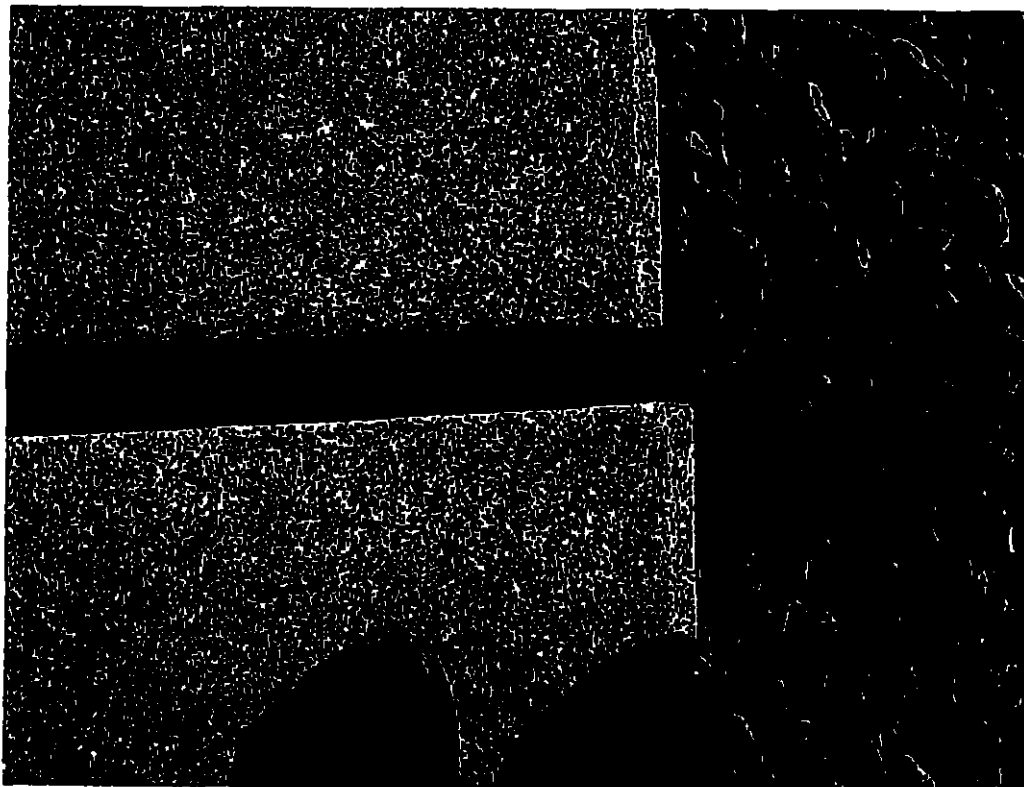
1. Looking Toward Increasing Milepost



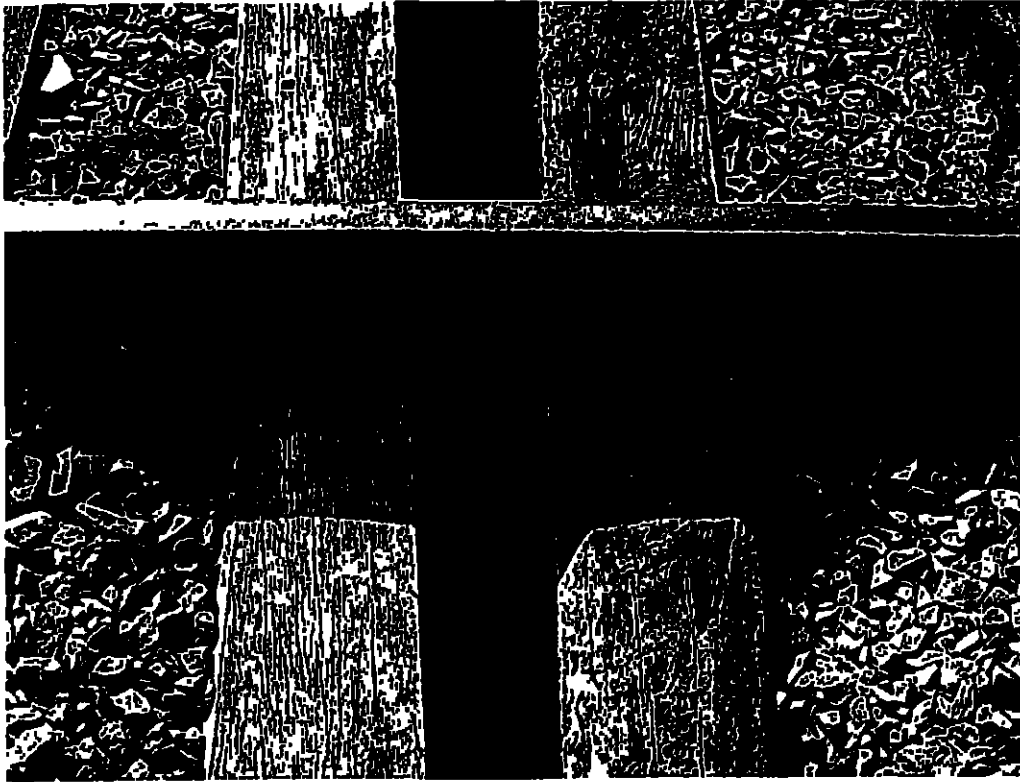
2 Looking Toward Decreasing Milepost



3. Right Side Elevation



4. Ballast Leak

Site Photos:**5. Ballast Leak****6. Right Side Decreasing Milepost**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 728.51

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): A. Blankenship, C. Schreiner, R. Stone

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	19	ODPT	Timber	240'	13'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 240' Maximum Bridge Height (ft.): 20'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Siltcoas Lake Arm

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose Inspector: K. Trickle, P. Kan

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	X	X		Poor	
Stringers				Good to Fair	One stringer w/ deep rot hole, some w/ horiz. splits, 5/8" gap.
Caps	X ⁴ ~~Registered~~			Poor	Many Split
Piles	X			Poor	Bt. 2A Pile 3 sounded hollow
Walkway		X		Fair	
Headwalls			X	Good	
Truss			NA	NA	
Floor Beams			NA	NA	
Steel Stringers			NA		

Notes: Stringers at bear 1 weathered and split

Additional (10) stringers at span 6

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: 2/14/2007

INSPECTOR: K Trickle & P. Koz

Findings:

Bent 1

2" Shims - Reject

Bent 2A

1/4" Gap over Pile 2

1/4" Gap over Pile 3

1/4" Gap over Pile 4

pile 3

Bent 3

✓ Cap - Reject (might crushing under chord 1)

Sounds hollow

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

Cap - Reject (crushing under both chords)

Bent 10

Pile 2 - Reject

Bent 11

Pile 5 - Possible Reject

Cap - Reject

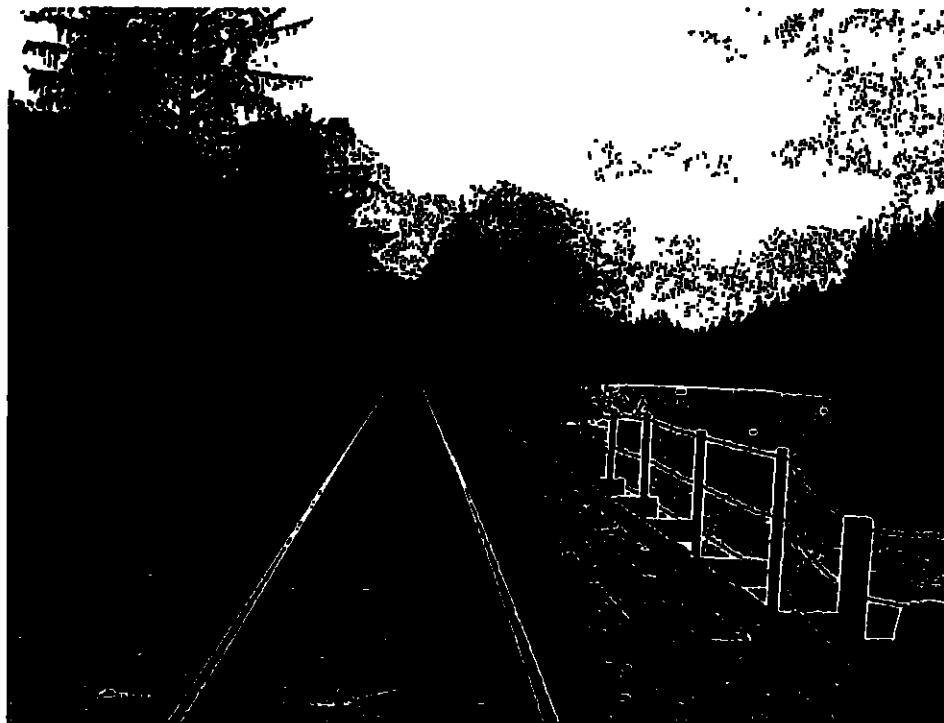
Bent 12

Pile 2 - Reject

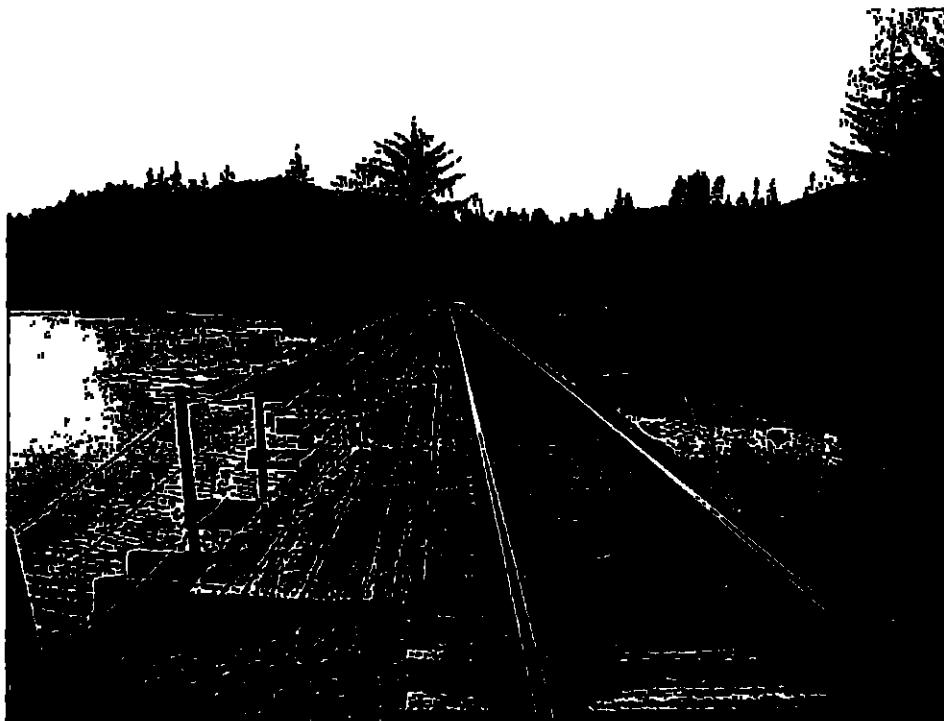
Pile 5 - Possible Reject

Osmose Railroad Services, Inc.

CORP001905

Site Photos:

1. Looking Toward Increasing Milepost



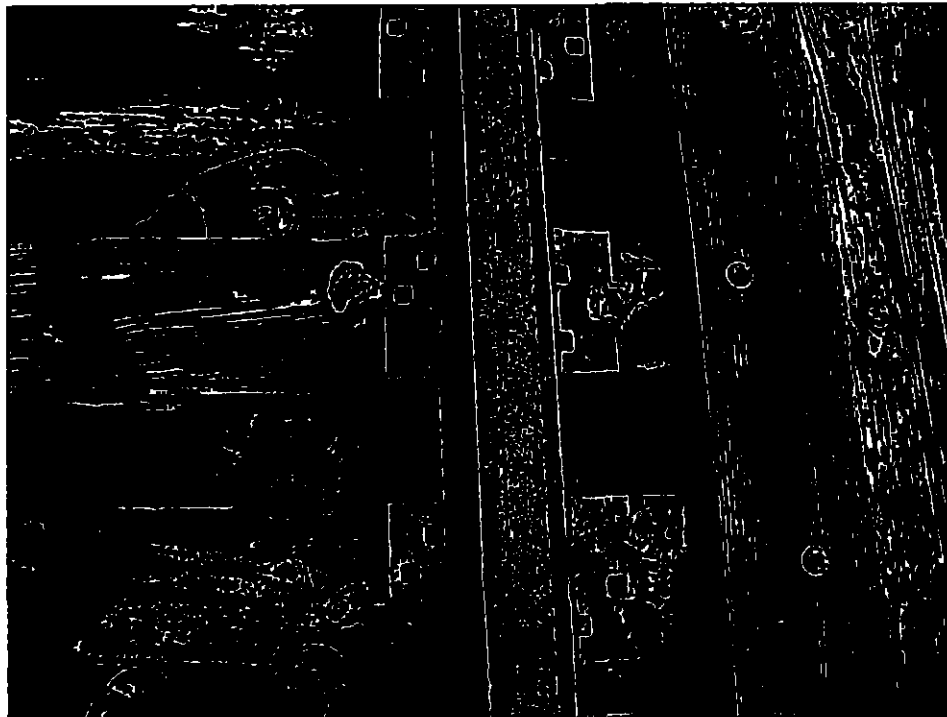
2. Looking Toward Decreasing Milepost

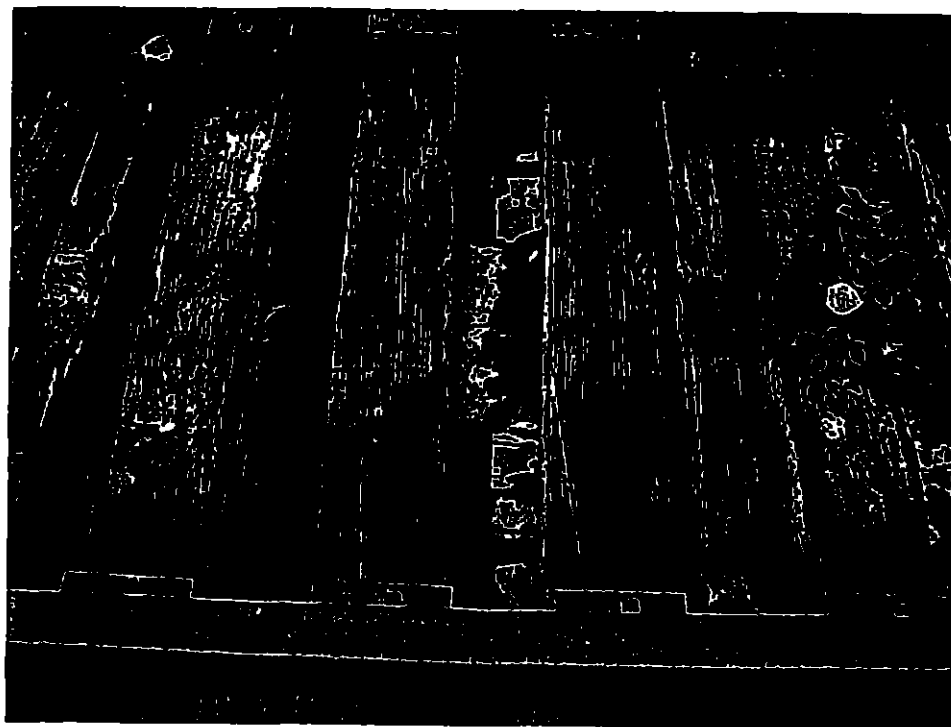


3. Left Side Elevation

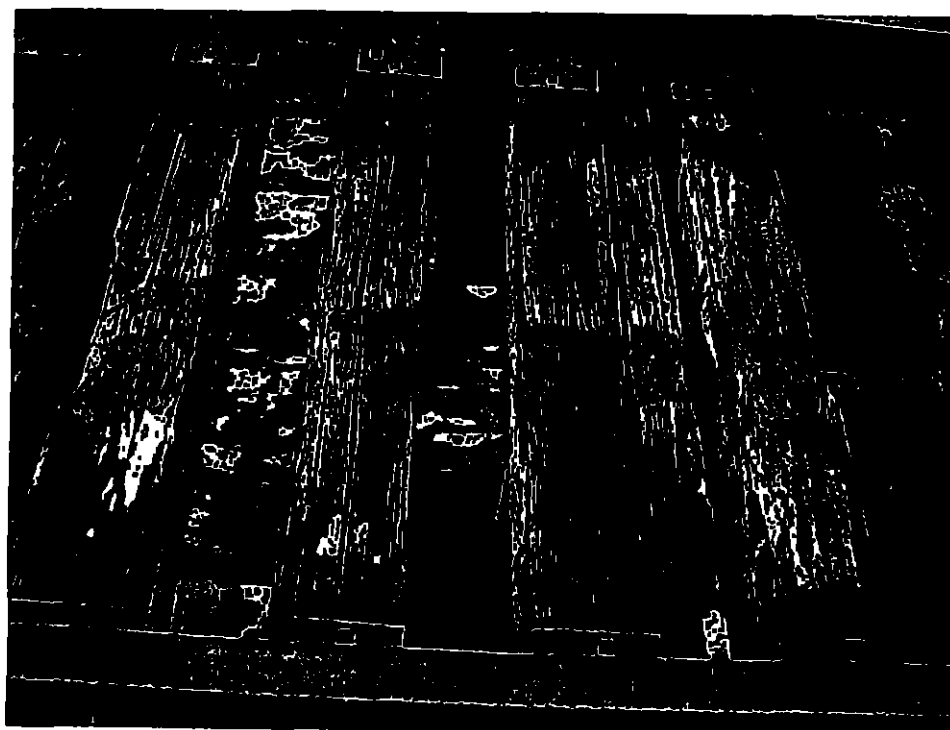


4. Right Side Elevation

Site Photos:**5. Tie Damage****6. Derailment Damage**



7. Extra Stringer Over Span



8. Extra Stringer Over Span

Site Photos:

9. Hollowed Out Stringer

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 729.04

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): A. Blankenship, P. Scherer, R. Stone

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	26	ODPT	Timber	330	15
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 330 Maximum Bridge Height (ft): 35'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Roadway (BPD) + Wetland
Gravel

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose Inspector: K. Trickle, P. Kaz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	X			Poor	
Stringers	X			Fair/Poor	5 Stringers under each Rail
Caps	X	X		Fair	
Piles	X	X		Fair/Poor	
Walkway				NA	
Headwalls			X	Fair	Small gap Bear 2. about 3 ballast Release
Truss				NA	
Floor Beams				NA	
Steel Stringers				NA	
				NA	

Notes: Bear 1B Rot hole in ^{stringer} #2, also in other areas on stringer #2

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 729.04

TYPE: ODPT

INSPECTION DATE: 2/14/2007

BRIDGE # 729.04

SECTION# 1

LOCATION: Noel, OR

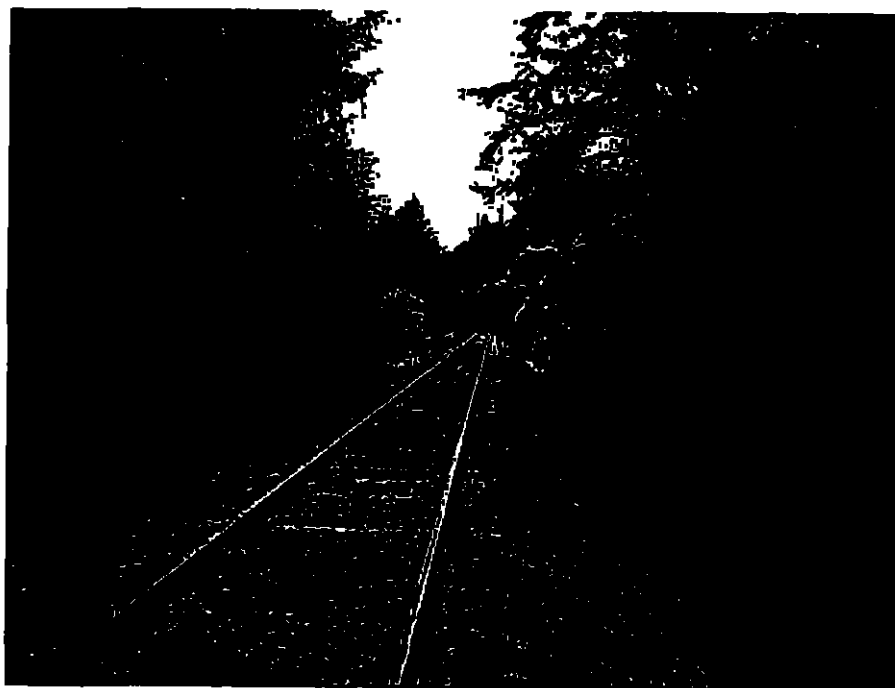
INSPECTOR: K. Trickle & P. Koz

Findings:

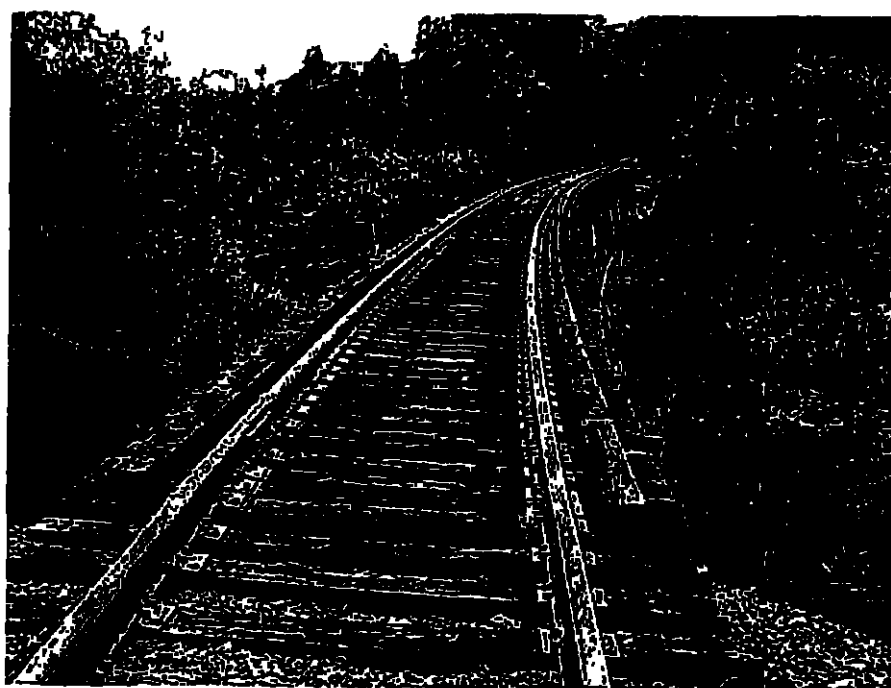
- Bent 1
Slinger 8 in Span 1 - Mechanical crushing into Cap
1 1/2" Shims under Chord 1 - Reject (welding out)
- Bent 2
1/2" Tapered Gap over Pile 2
- Bent 4
Pile 2 - Reject — *See notes on page 2*
1/2" Shims - Reject (crushed)
- Bent 5
Pile 1 - Reject
Cap - Reject (slight crushing under chord 2)
- Bent 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
Cap - Horizontal split at West end
1/2" Shims - Reject (crushed)

Osmose Railroad Services, Inc.

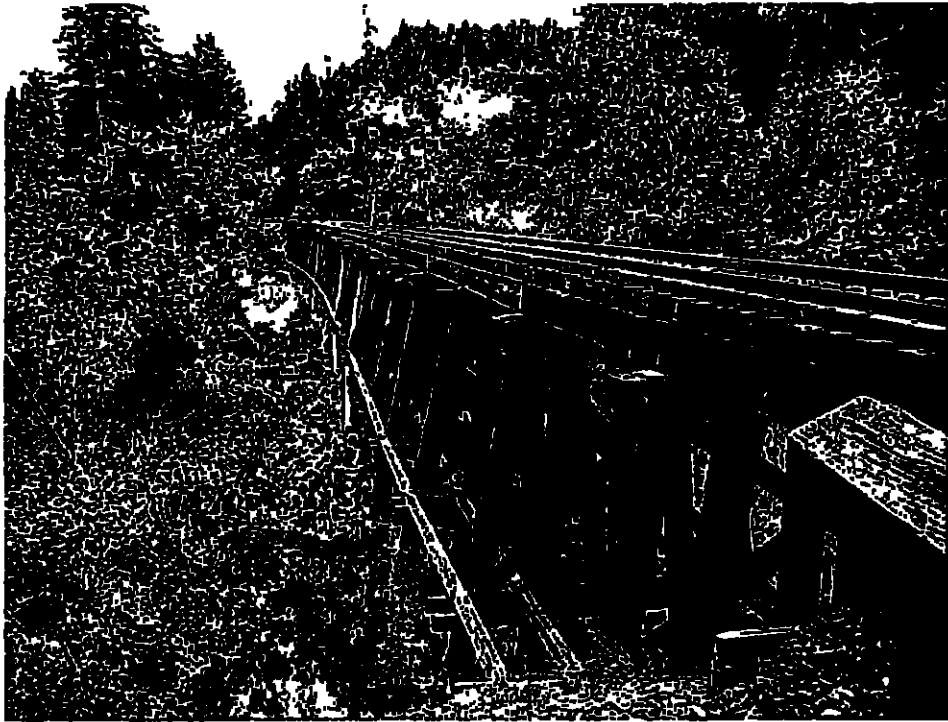
CORP001913

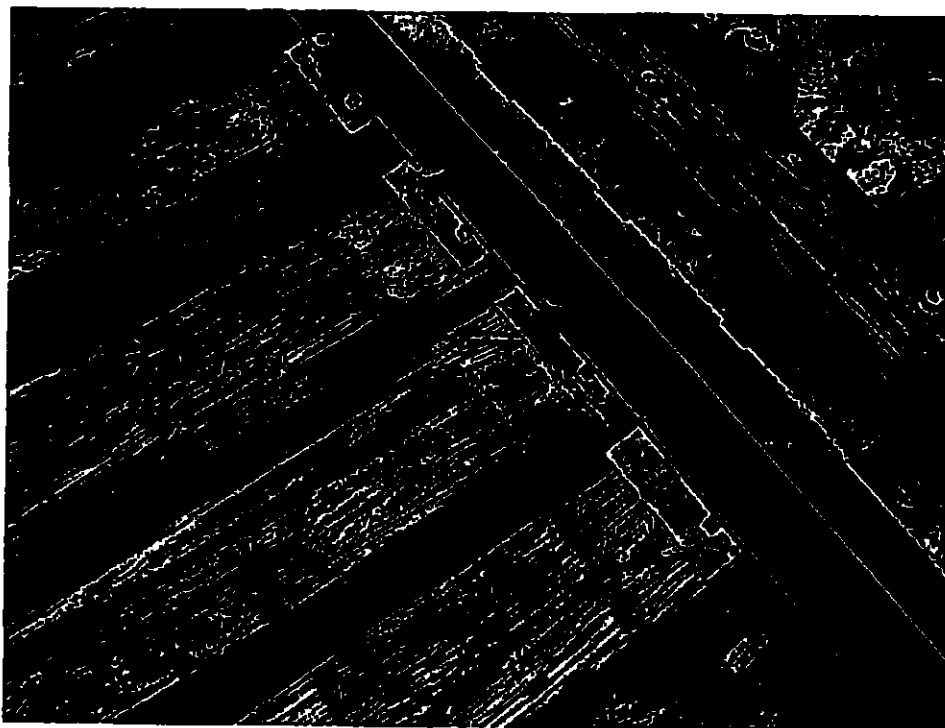


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Derailment Damage



6. Looking Back At Bent 1

Site Photos:

7. Looking Ahead From Under Bridge



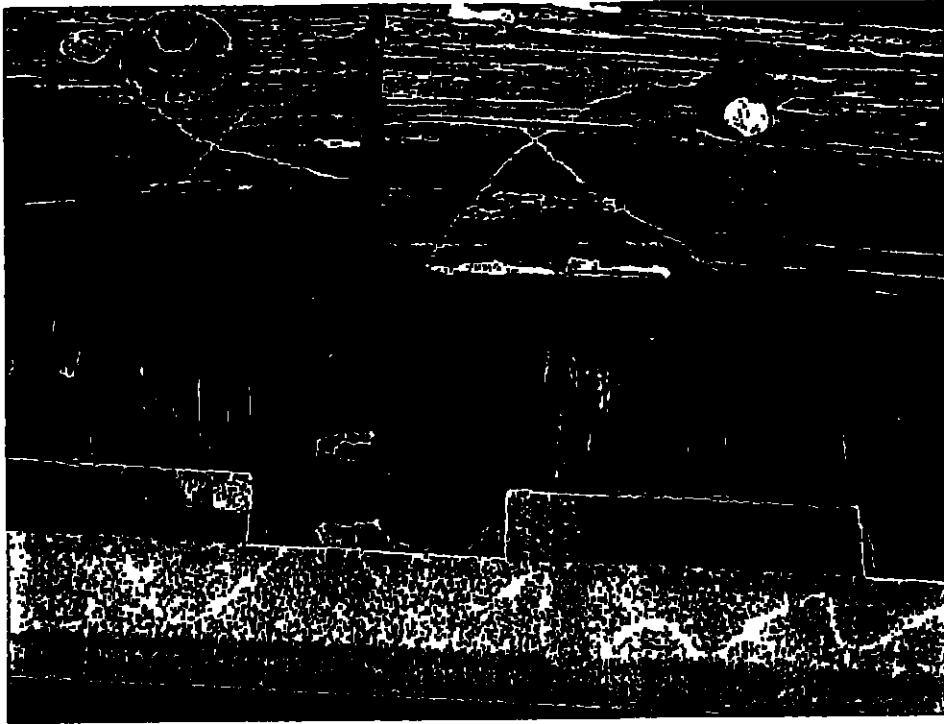
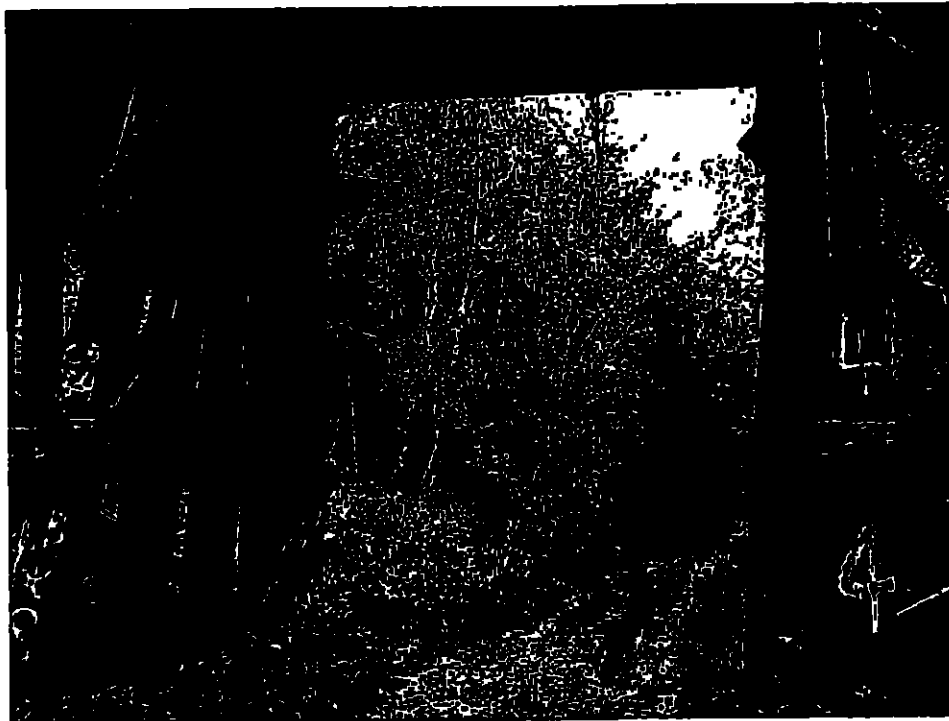
8. Looking Up At Bent Cap



9. Piles In Wetland

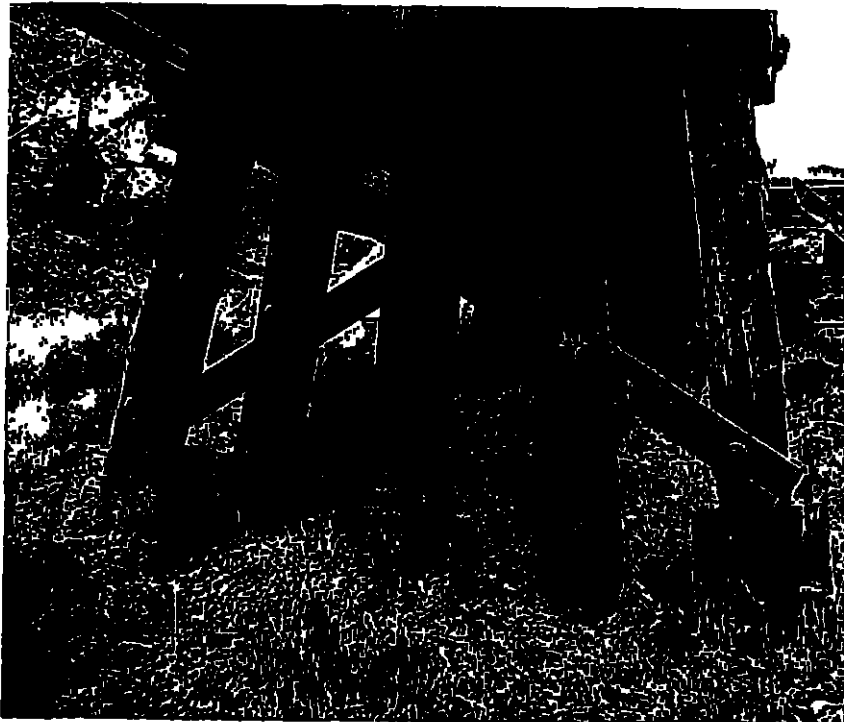


10. Damaged Bracing

Site Photos:**11. Hollow Stringer****12. Elevation From Roadway**



13. Looking Up At Bent



14. Bent With One Square Pile

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 729.17 Bridge MP actually 730.17

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): A. Blackship, C. Schreiner, R. Stone

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	<u>16</u>	<u>Conc. Tub</u>	<u>Concrete</u>	<u>480</u>	<u>30</u>
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 480 Maximum Bridge Height (ft): 20'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Takenish lake

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/2/07

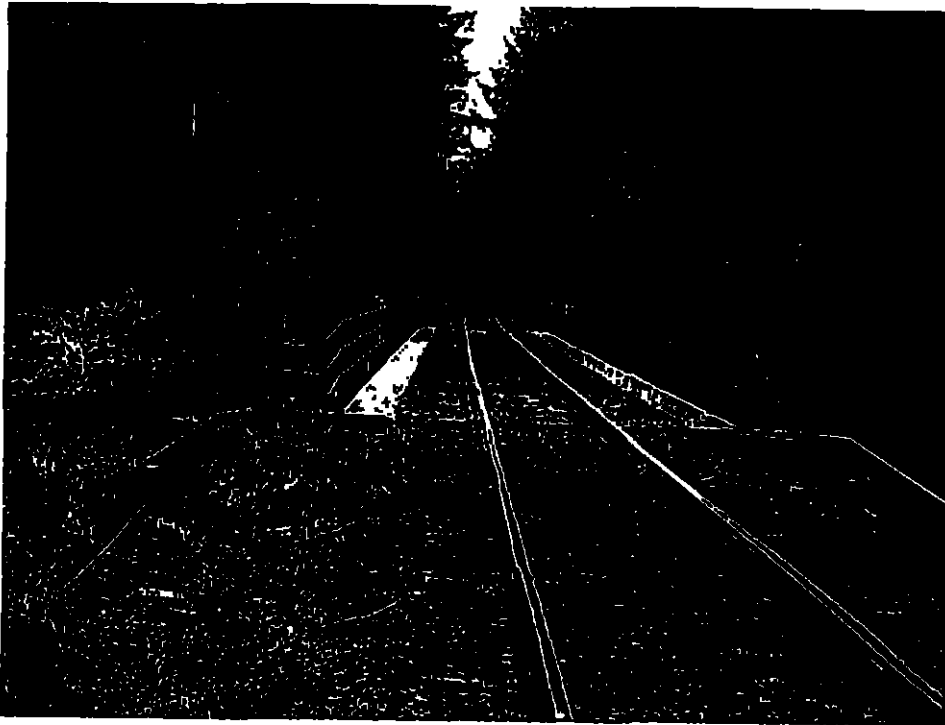
Previously Inspected by (firm): Osmose Inspector: K. Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				<u>Refr</u>	
Stringers			<u>-</u>	<u>NA</u>	
Caps			<u>X</u>	<u>Good</u>	<u>See Note</u>
Piles			<u>X</u>	<u>Good</u>	<u>Surface Rust at water line</u>
Walkway			<u>Good</u>	<u>Good</u>	
Headwalls				<u>Good</u>	
Truss			<u>-</u>	<u>NA</u>	
Floor Beams			<u>-</u>	<u>NA</u>	
Steel Stringers			<u>-</u>	<u>NA</u>	
Conc. Tubs			<u>X</u>	<u>Good</u>	

Notes: Abutment 2 Crack in Bent cap, 1/2" to 3/4" crack

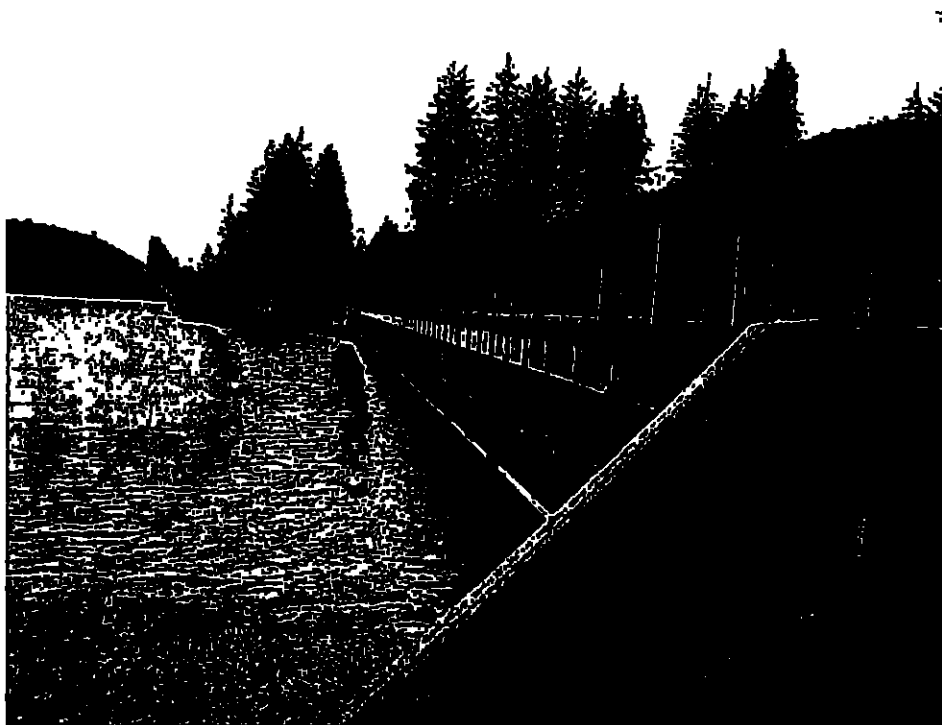
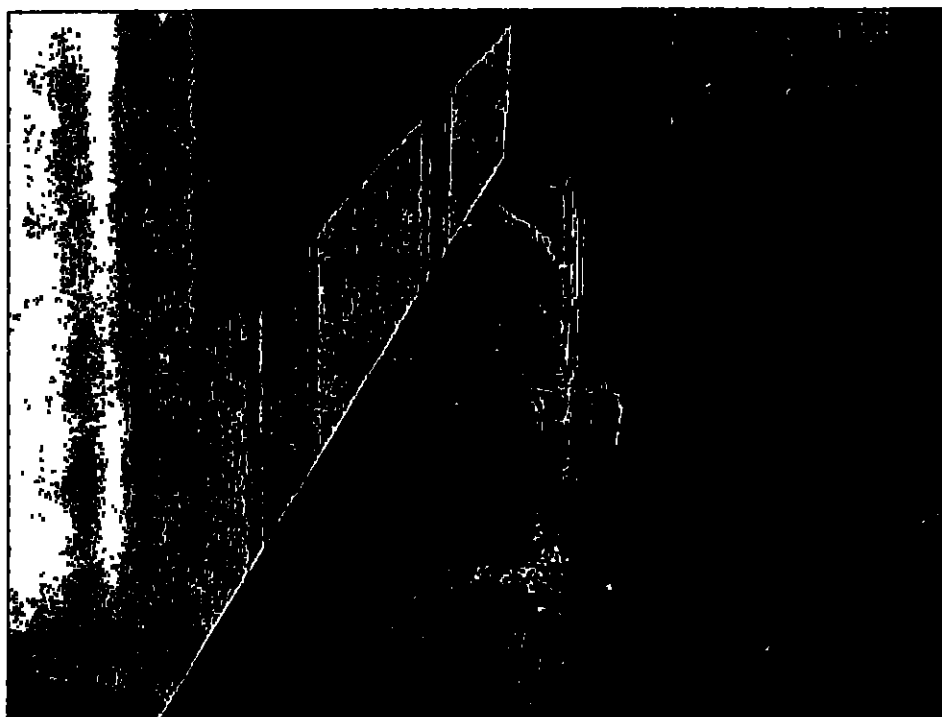
Osmose said No Defects

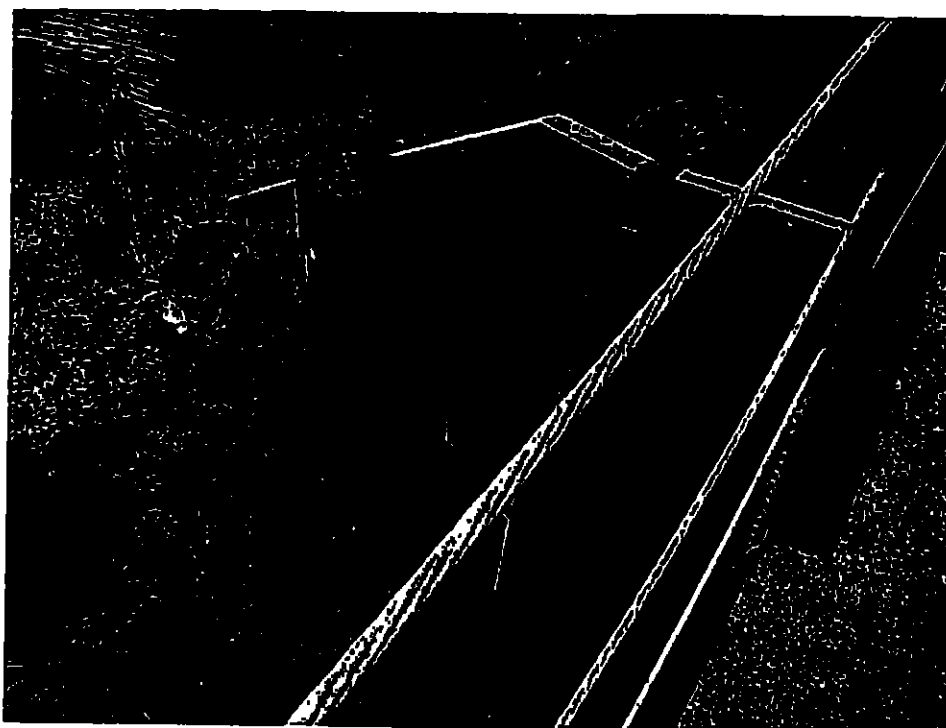


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Damaged Cap At Abutment 2**



5. H Pile At Abutment 1

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 130.156 segment 1

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 2/14/07 Inspector(s): K. TRICKLE & P. KAZ
9/16/08 AMANDA BLONROD SHIP
GEY SCHREINER
Reuben Stone

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	12	ODPT	Timber	185'	15'
2	4	Concrete	Conc. Tub	120'	30'
3	18	ODPT	Timber	255'	15'
4	2	STL	Steel	100'	50'
5	35	ODPT/ODFT	Timber	525'	30'

General Bridge Information:

Total Bridge Length (ft.): 1185' Maximum Bridge Height (ft.): 20'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Tanukich lake

Previous Inspection Information:

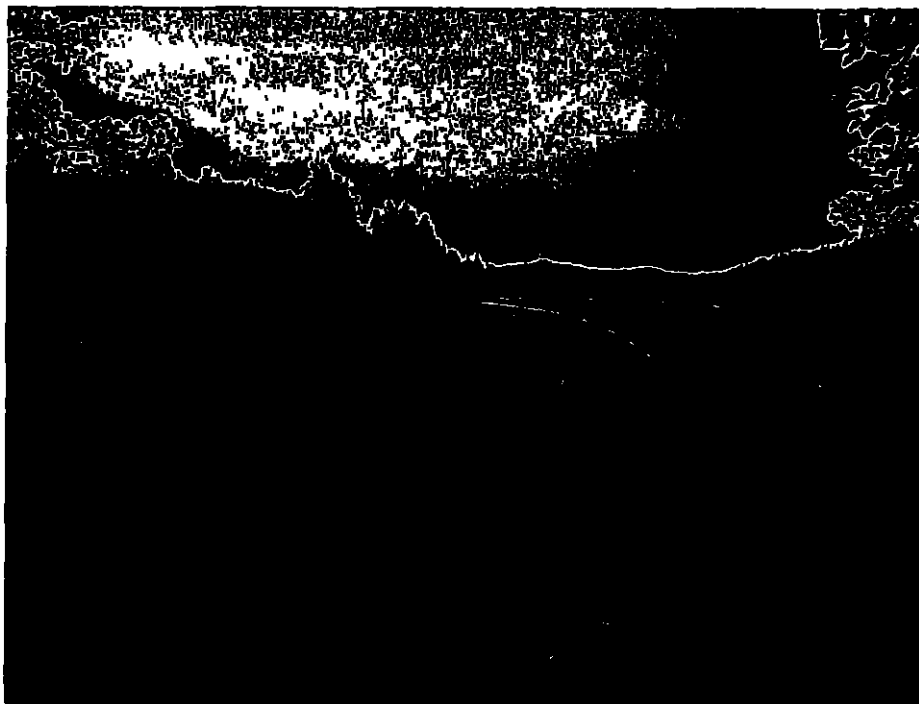
Inspection Report Available (Y or N): y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): OSMOSIS Inspector: K. TRICKLE & P. KAZ

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	x		x	Good	
Stringers				Good	
Caps				Good	
Piles	X			Poor	See Notes
Walkway				NA	
Headwalls			x	Poor	Fire Damage
Truss			NA	NA	
Floor Beams			NA	NA	
Steel Stringers			NA	NA	

Notes: Fire Damage, Headwall. ~2" radius loss
Fire damage Bents 1, 2, 3
Bent 2, Frame

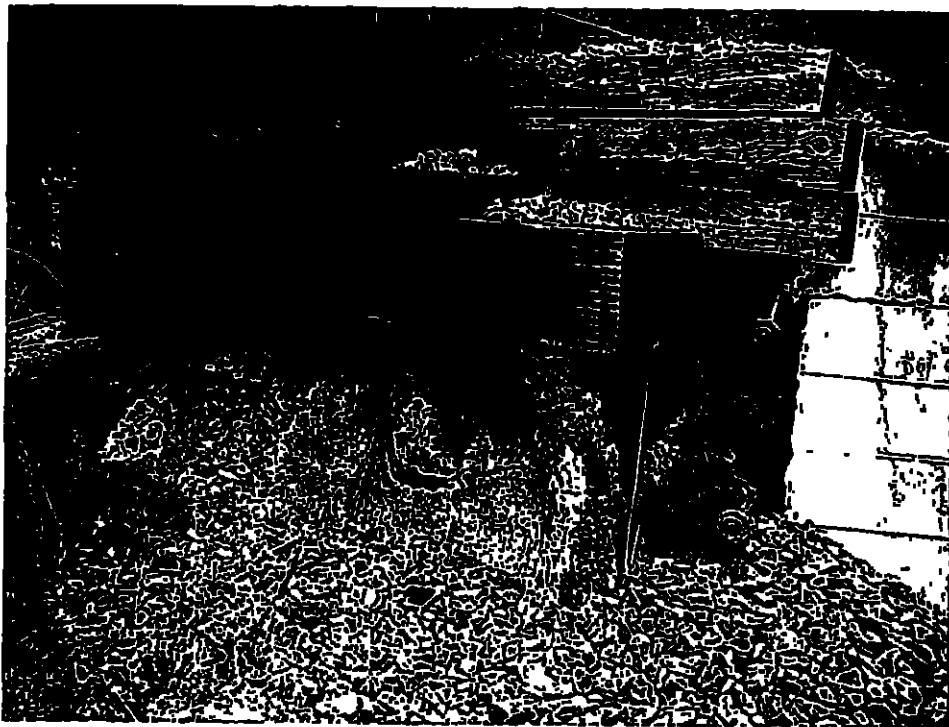


1. Looking Toward Increasing Milepost

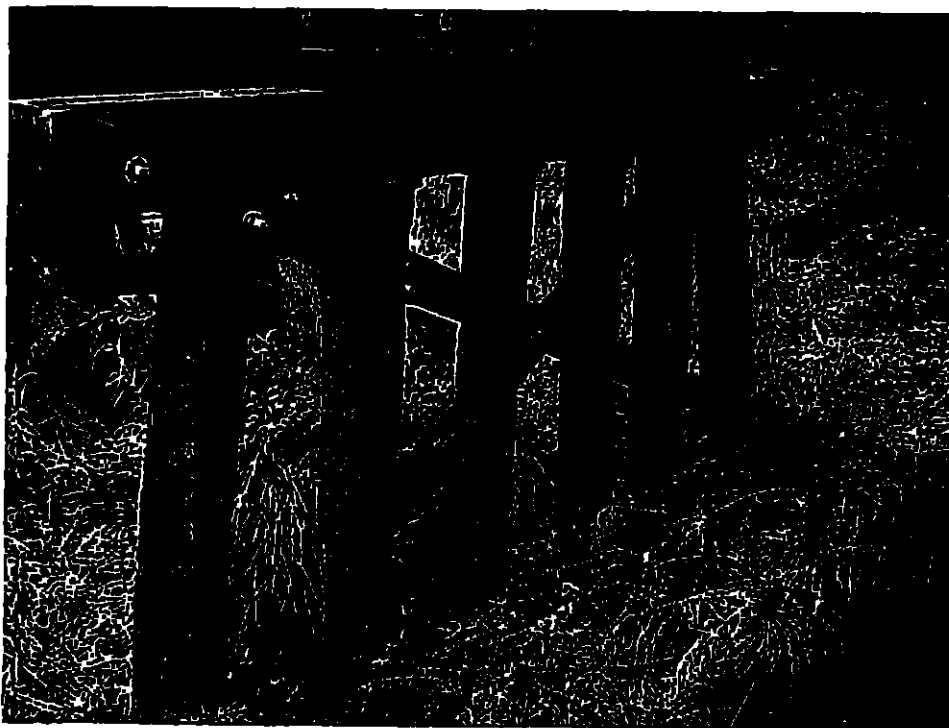


2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Fire Damage At Abutment 1**

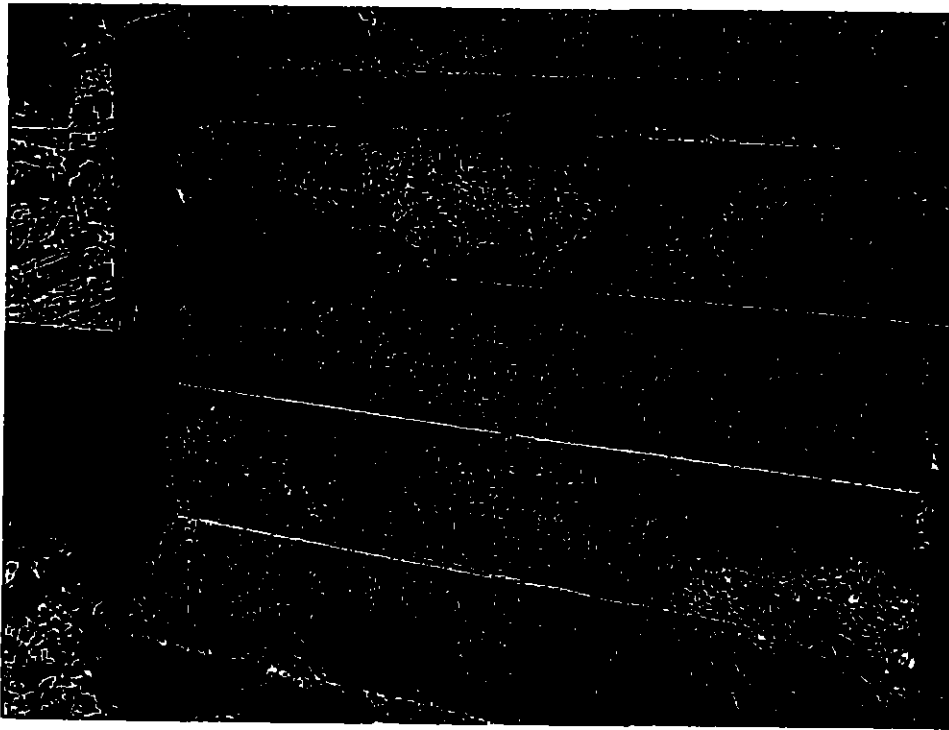


5. Fire Damage At Abutment 1

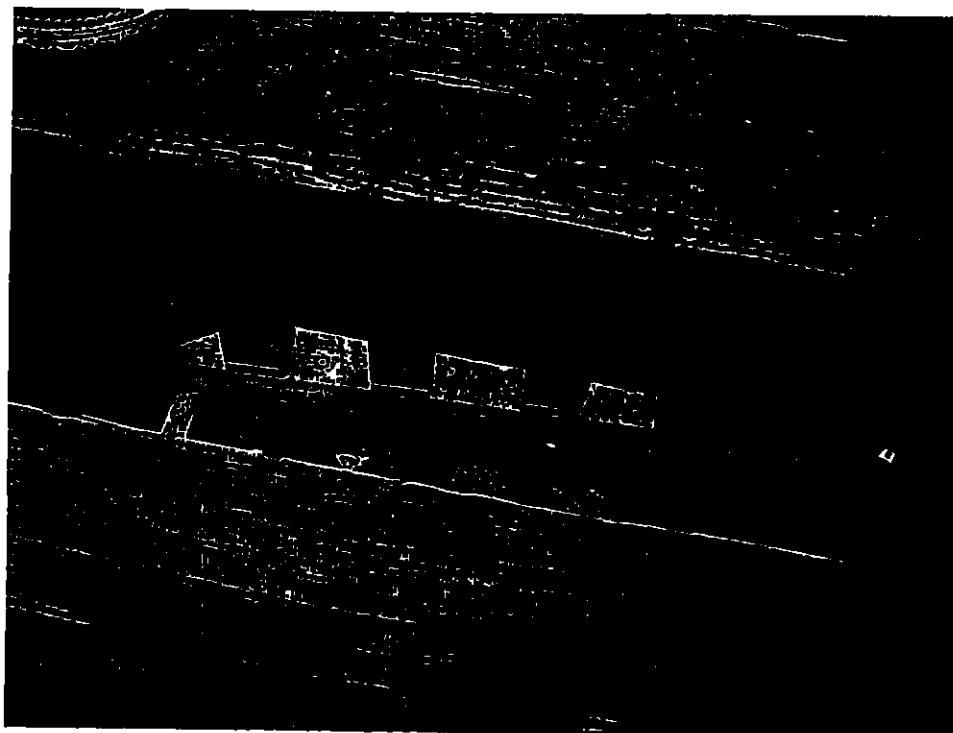


6. Fire Damage

Site Photos:**7. Fire Damage****8. Fire Damage**



9. Fire Damage



10. Framed Piles

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 730.56 Section 2

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 7/16/08 Inspector(s): Amanda Blankenship
Gary Schreiner
Reuben Stone

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2	<u>4</u>	<u>Concrete</u>	<u>Conc. Tub</u>	<u>30' 100'</u>	<u>30'</u>
3					
4					

See
Section
1

General Bridge Information:

Total Bridge Length (ft.): ~~1185'~~ 1185' Maximum Bridge Height (ft): 20'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Tankersch Lake

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/11/07

Previously Inspected by (firm): Osmose Inspector: K. Trickle & P. Koz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties			<u>X</u>	<u>Good</u>	
Stringers				<u>NA</u>	
Caps			<u>X</u>	<u>Good</u>	
Piles			<u>X</u>	<u>Good</u>	<u>Surface Rust at waterline</u>
Walkway			<u>X</u>	<u>Good</u>	<u>NO handrails</u>
Headwalls				<u>NA</u>	
Truss				<u>NA</u>	
Floor Beams				<u>NA</u>	
Steel Stringers				<u>NA</u>	
Conc. rubs			<u>X</u>	<u>Good</u>	

Segment
2

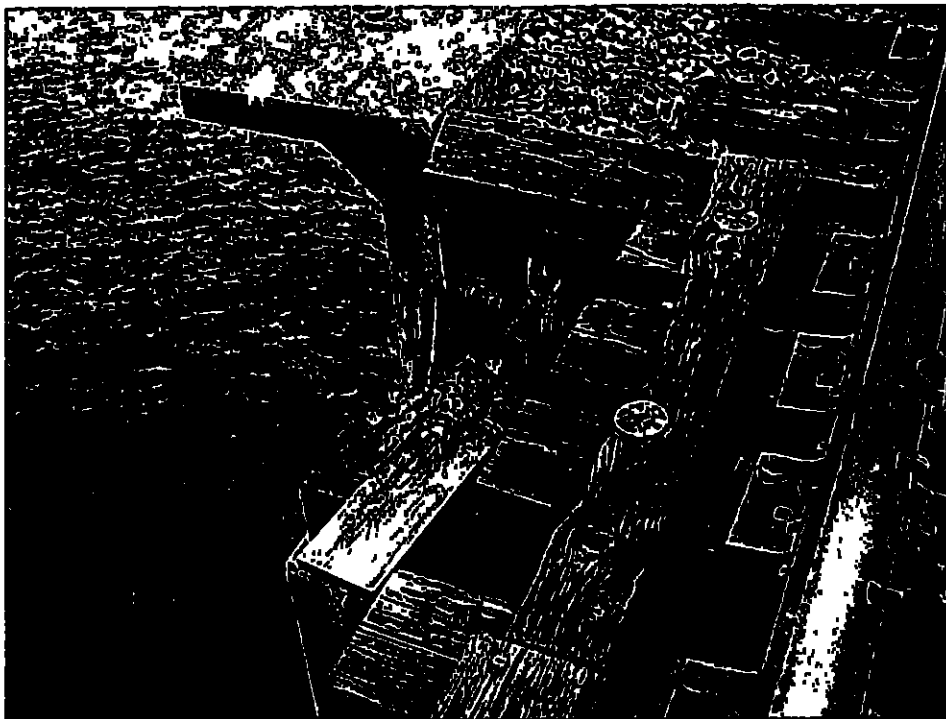
Notes: Ballast Deck, Concrete Tube



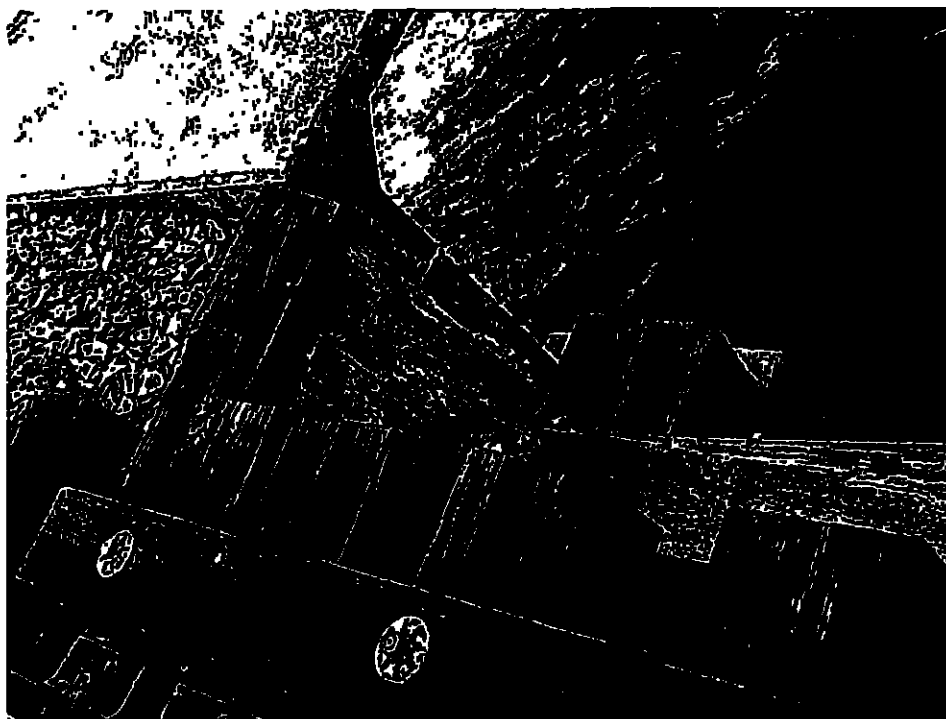
1. Left Side Elevation



2. Right Side Elevation

Site Photos:

3. Tub At Left Side Of Bent



4. Tub At Right Side Of Bent

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 730.56 SECTION 3

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): A. Blankenship, C. Schreiner, R. Stone

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
23	18	ODPT	TIMBER	255	15'
24					
25					

See
Section
1

General Bridge Information:

Total Bridge Length (ft.): ~~1185~~ 1185' Maximum Bridge Height (ft): 20'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Tankenich Lake

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): DMSC Inspector: R. TRICKLE & P. KAZ

Previous Inspection Condition Findings and Current Visual Appraisal:

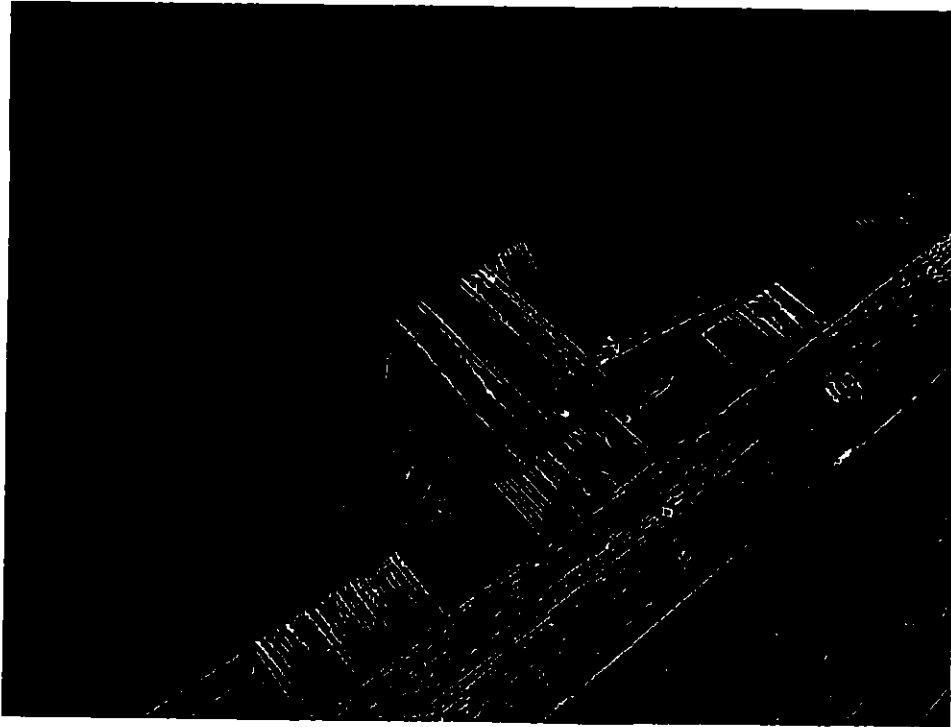
Item	Poor	Fair	Good	Current Condition	Comments
Ties			X	Good	Minor detail wear damage noticed
Stringers			X	Good	
Caps				Fair/Good	Mixed age on caps
Piles	X			Poor	Pile SPLITS, one frame bent
Walkway				NA	
Headwalls				NA	
Truss				NA	
Floor Beams				NA	
Steel Stringers				NA	

Segment
3

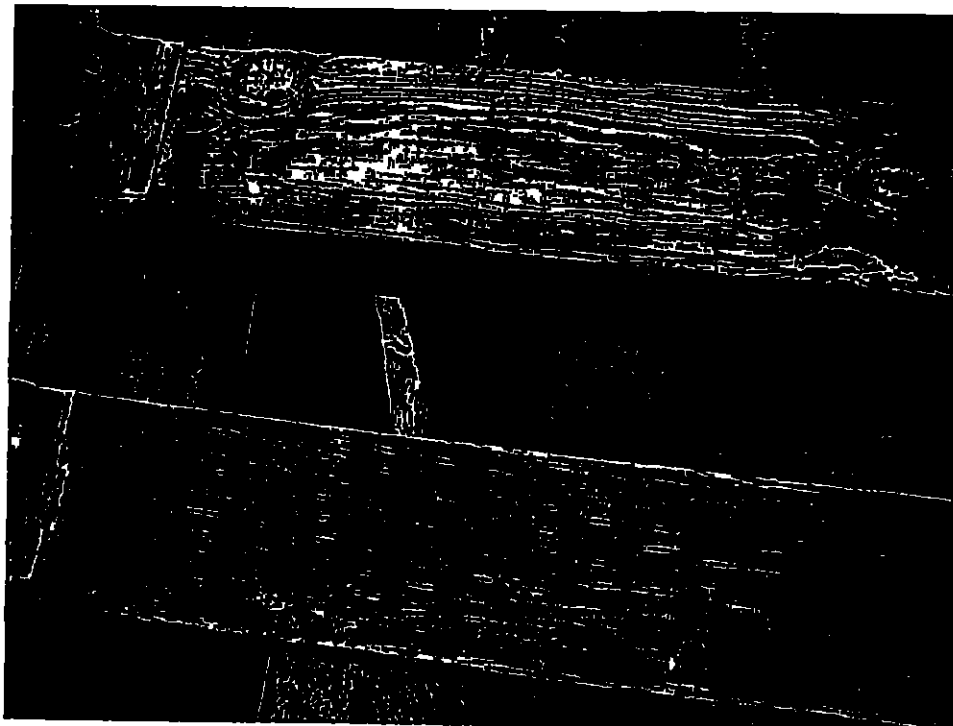
Notes: Same Ties, minor splits

Older caps have cracks

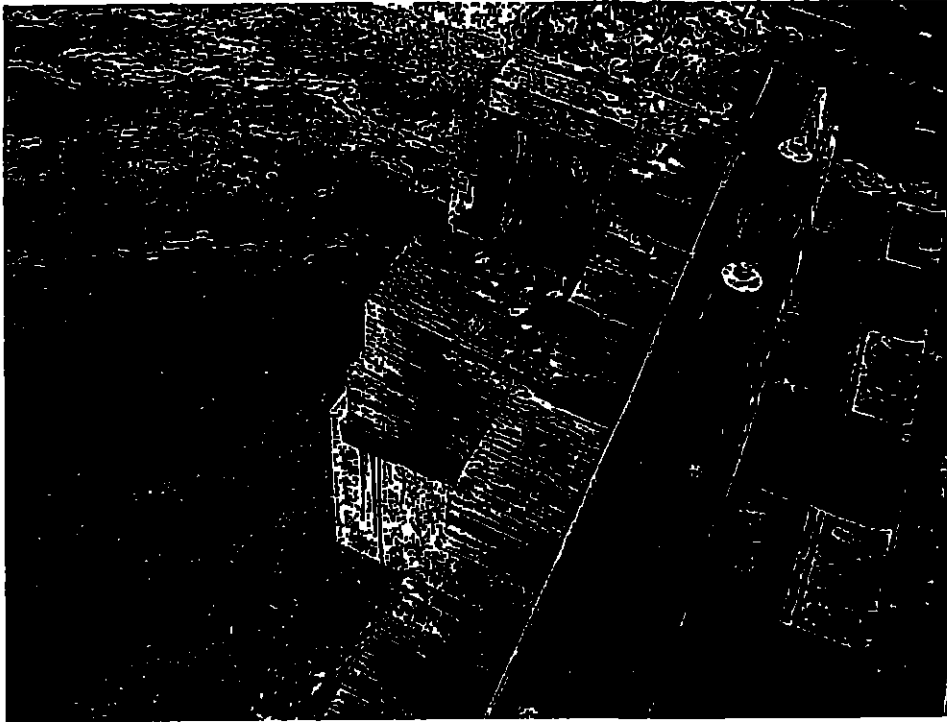
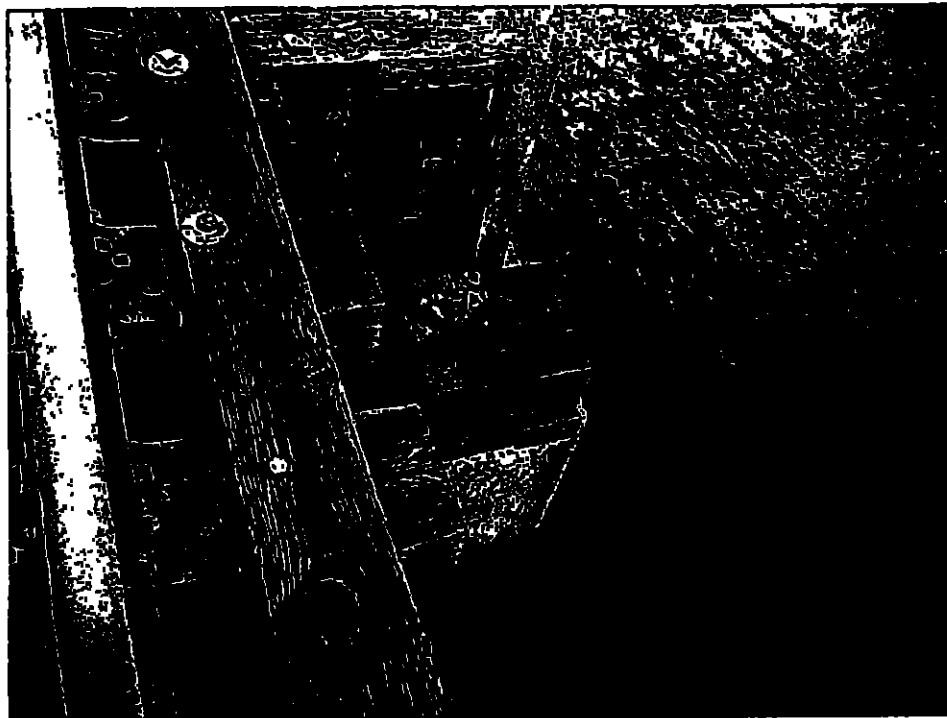
Site Photos:**1. Left Side Elevation****2. Right Side Elevation**



3. Split In Cap



4. Split In Pile

Site Photos:**5. End Cap****6. End Cap**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 730.56 Section 4

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Amanda Blankenship

Coney Schreiner
Reuben Stone

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3					
4	<u>2</u>	<u>STL</u>	<u>Steel</u>	<u>100'</u>	<u>50'</u>

See
Section 1

General Bridge Information:

Total Bridge Length (ft.): ~~1185~~ 1185' Maximum Bridge Height (ft): 20'

Bridge on Tangent or Curve: tangent Skewed (Y or N): N

Feature Bridge Crosses: Lake Tankenich

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose Inspector: K. Trindle & P. Katz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	<u>X</u>			<u>Poor</u>	
Stringers				<u>Poor</u>	<u>See Notes</u>
Caps				<u>NA</u>	
~~Piles~~				<u>inaccessible</u>	
Walkway				<u>NA</u>	
Headwalls				<u>NA</u>	
Truss				<u>NA</u>	
Floor Beams					
Steel Stringers				<u>Poor</u>	<u>See Notes</u>

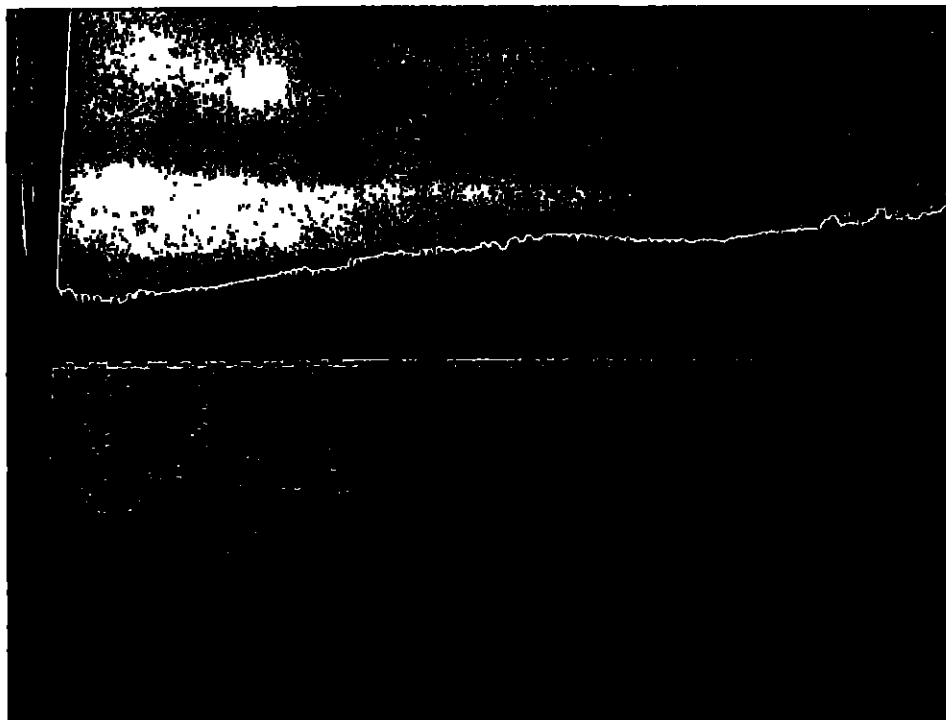
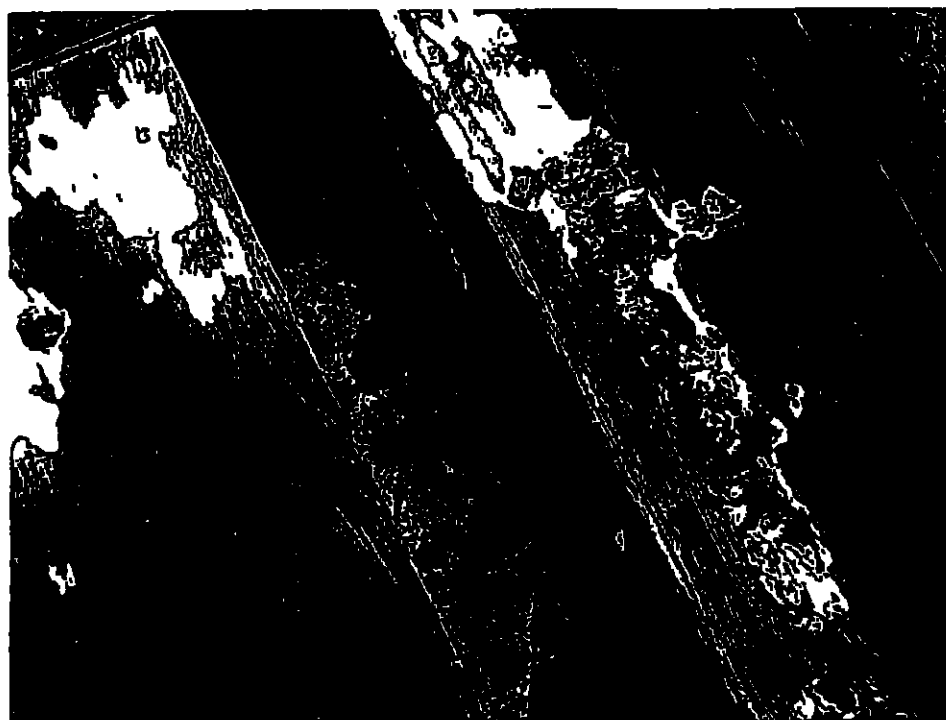
Segment
#4

Concrete
Pier

Notes: Osmose noted upper lateral, gusset plates & X bracing w/ 40% loss
Turn Span

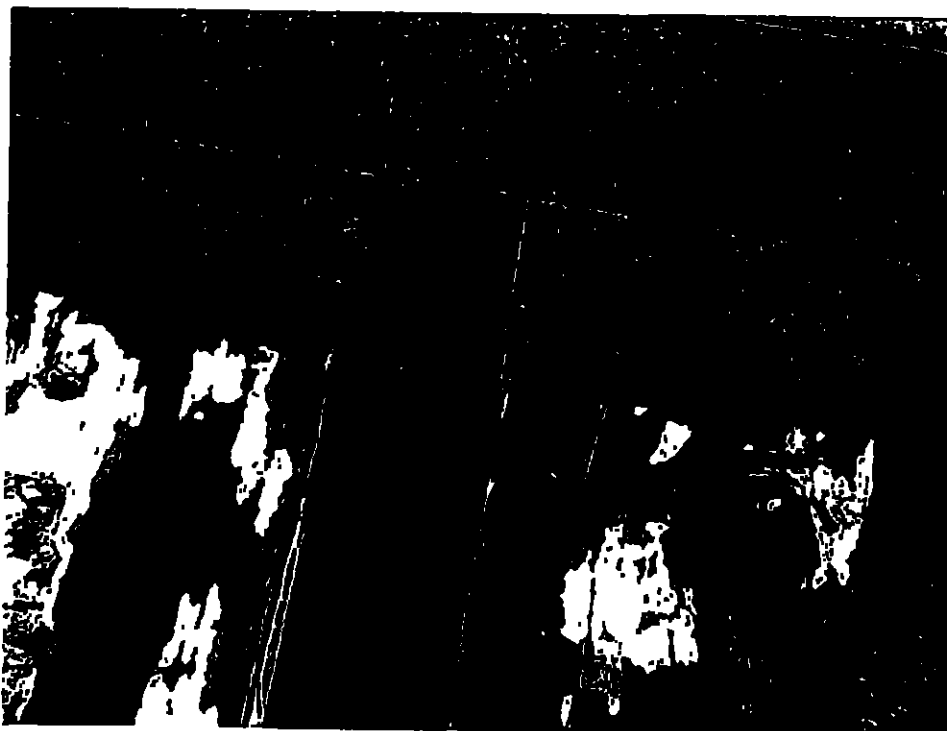
Stringers, Bottom Flange Rivets severe section loss, top and bottom flange 25% loss, gusset web surface

Bearings, severe section loss of anchor bolts, 1 bolt missing

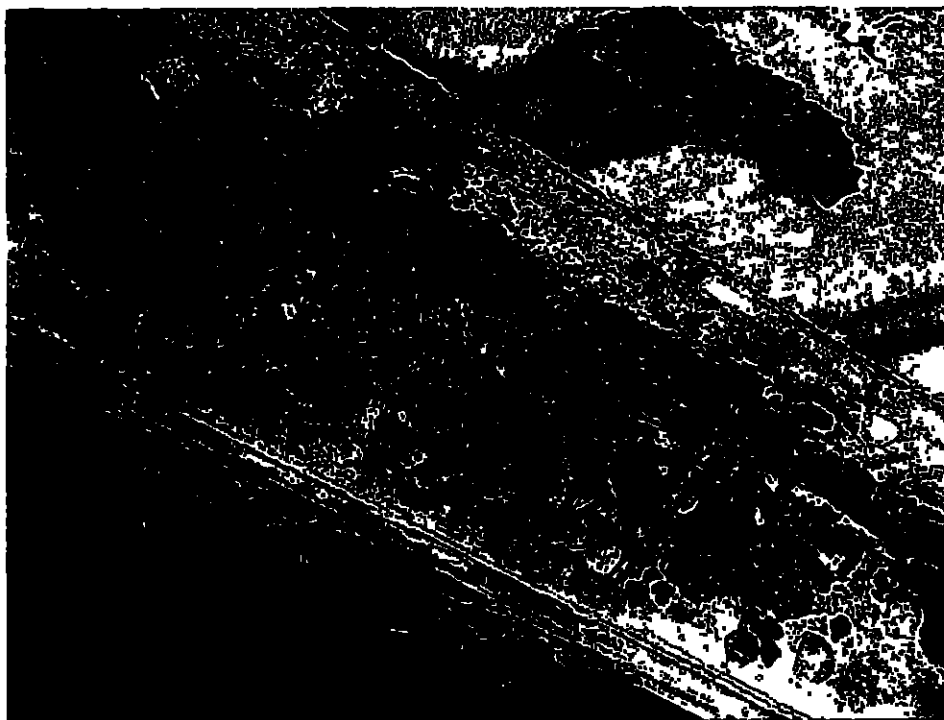
Site Photos:**1. Right Side Elevation****2. Steel Damage**

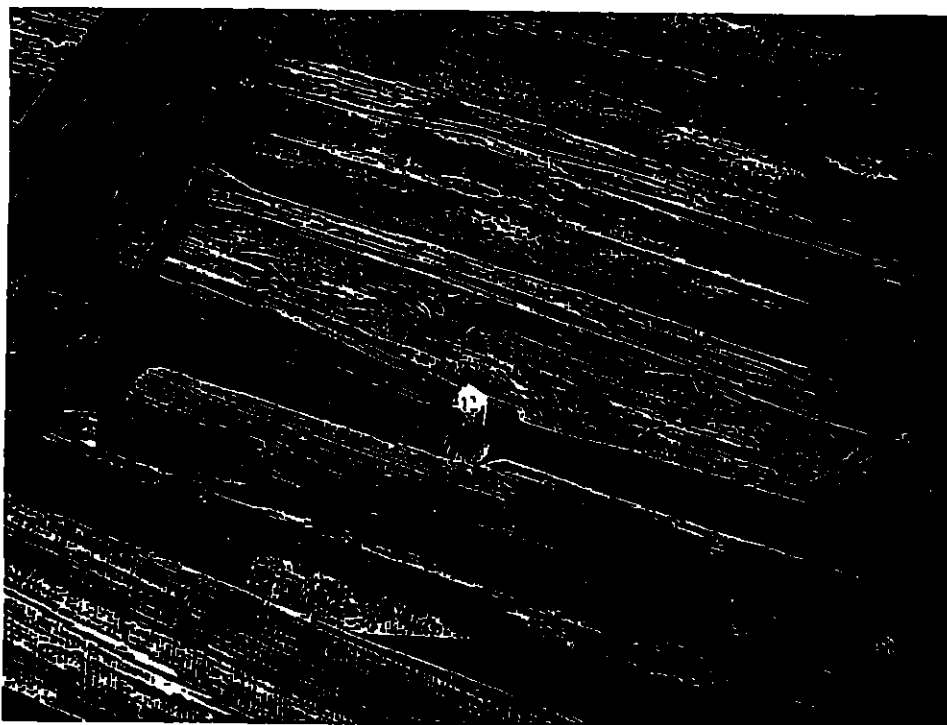


3. Steel Damage

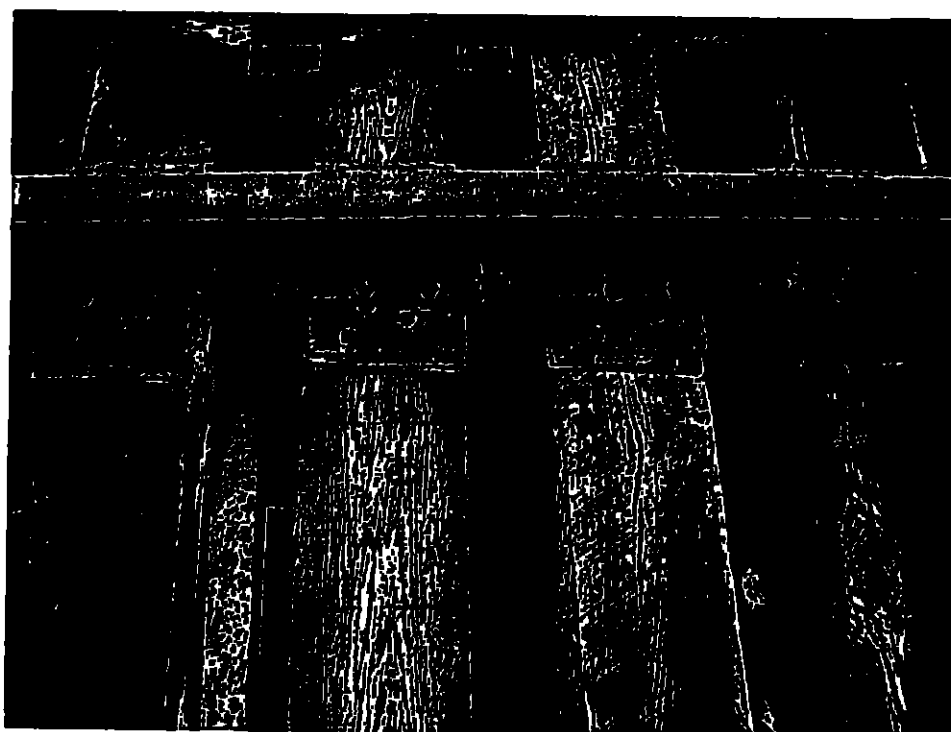


4. Steel Damage

Site Photos:**5. Rust On Steel Girder****6. Rust On Steel Girder**



7. Damaged Tie At Gear Crank



8. Steel Damage

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 730.56 Section 5

Railroad: Central Oregon & Pacific Railroad

Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/17/08 Inspector(s): Amanda Blankenship

Corey Schreiner
R Stone

Bridge Geometry and Materials:

See Section 1

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3					
4					

5 35 ODPT/CDF Timber 825' 15'

General Bridge Information:

Total Bridge Length (ft.): 1185' Maximum Bridge Height (ft.): 15'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Arm of Lake Tahkewitch

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Dsmose Inspector: K. Trinkle & P. Karc

Previous Inspection Condition Findings and Current Visual Appraisal:

Segment # 5

Item	Poor	Fair	Good	Current Condition	Comments
Ties	X 25	reject		<u>Good</u>	<u>Small portions of this segment have poor ties</u>
Stringers			X	<u>Good</u>	
Caps				<u>Poor</u>	
Piles	X	many reject		<u>Poor</u>	<u>visible splits, shell visible from above</u>
Walkway				<u>NA</u>	
Headwalls	<u>Fair to Poor</u>			<u>FAIR</u>	
Truss				<u>NA</u>	
Floor Beams				<u>NA</u>	
Steel Stringers				<u>NA</u>	

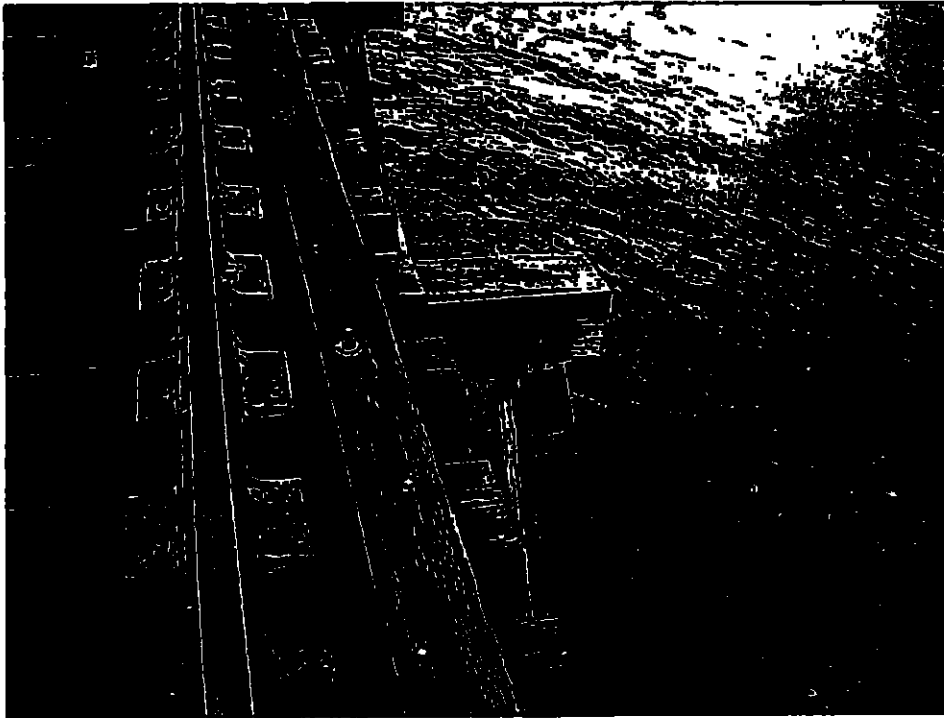
Notes: beats approx 2 to 7 p.c. 5 square 2 round (outside)



1. Right Side Elevation



2. Left Side Elevation

Site Photos:**3. Exposed Shell On Exterior Pile****4. Split In Pile**



5. South Abutment

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. ~~731.65~~ 731.65 Section 1

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Amanda Blankenship

Coney Schreiner

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	<u>63</u>	<u>ODPT</u>	<u>TIMBER</u>	<u>945'</u>	<u>~15'</u>
2	<u>2</u>	<u>STL</u>	<u>Steel</u>	<u>~80-100'</u>	<u>~40-50'</u>
3	<u>167</u>	<u>ODPT/ODFT</u>	<u>Timber</u>	<u>1248'</u>	<u>766"</u>
4					

$\Sigma = 2293'$

General Bridge Information:

Total Bridge Length (ft.): 2293' Maximum Bridge Height (ft.): ~15'

Bridge on Tangent or Curve: TANGENT Skewed (Y or N): N

Feature Bridge Crosses: TAKENITOH LAKE

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

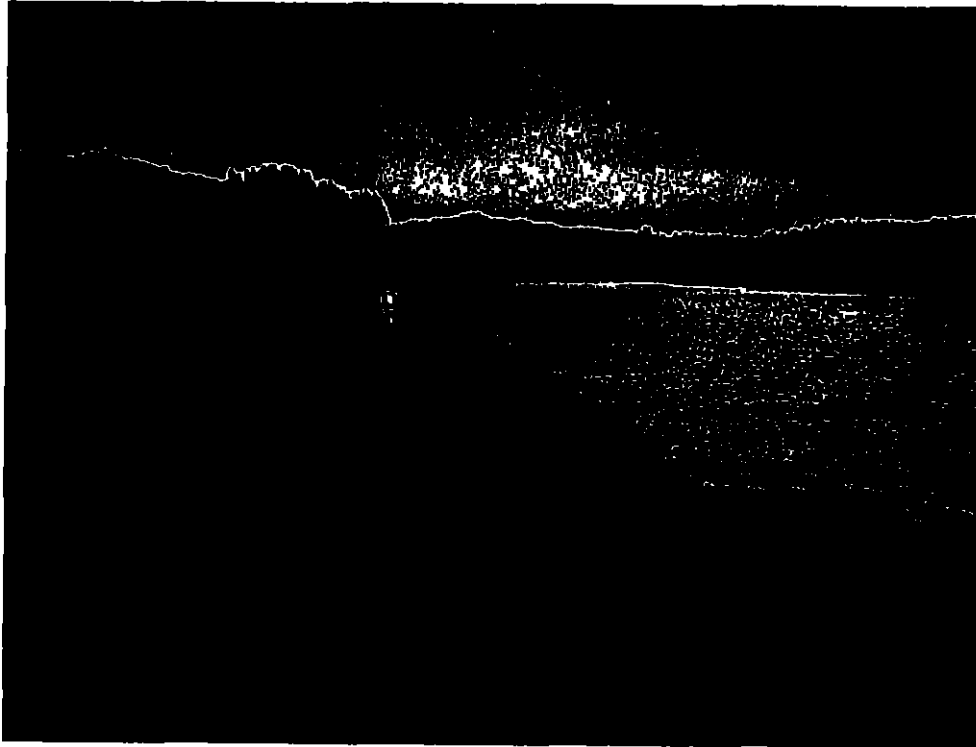
Previously Inspected by (firm): OSBORNE Inspector: K. TRICKLE & P. KAZ.

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	<u>7-23500S</u>		<u>X</u>	<u>GOOD-FAIR</u>	
Stringers		<u>X-9</u>	<u>23500S</u>	<u>FAIR-2GOOD</u>	<u>1 UNDER 20, KASE BERTON</u>
Caps	<u>X-2</u>	<u>23500S</u>		<u>FAIR-2GOOD</u>	<u>SPLITTING</u>
Piles			<u>X</u>	<u>FAIR-2GOOD</u>	
Walkway				<u>---</u>	<u>NO WALKWAY</u>
Headwalls	<u>NO</u>	<u>DATA</u>		<u>GOOD</u>	
Truss	<u>?</u>	<u>?</u>			
Floor Beams	<u>?</u>	<u>?</u>			
Steel Stringers	<u>?</u>	<u>?</u>			

Notes: 5 RUNNO PILES FOR SENT NO VISUAL DEFECTS

Some piles 12-14" Ø



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3 Left Side Elevation**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 731.65 Section 2

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Amanda Blenkinship
Carey Schreiner

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2	<u>2</u>	<u>STL</u>	<u>STEEL</u>	<u>80-100</u>	<u>~40-50</u>
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 80'-100' Maximum Bridge Height (ft): 15

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Lake Takemitch

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose Inspector: R. Trinkle & P. Koz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	<u>X</u>			<u>POOR</u>	
Stringers				<u>FAIR-POOR</u>	
Caps				<u>NA</u>	<u>NONE</u>
Piles				<u>NA</u>	<u>NONE</u>
Walkway				<u>NA</u>	<u>NONE</u>
Headwalls				<u>NA</u>	<u>NONE</u>
Truss					
Floor Beams				<u>FAIR</u>	
Steel Stringers	<u>X</u>			<u>upper laterals cross bracing - 10% loss</u>	

Notes: Open Deck, TWIN SPAN, ~10% SECTION LOSS ON PLATING,
APPROX. 25% SECTION LOSS ON WEB, NOTED EXISTENCE OF SWING
SYSTEM,

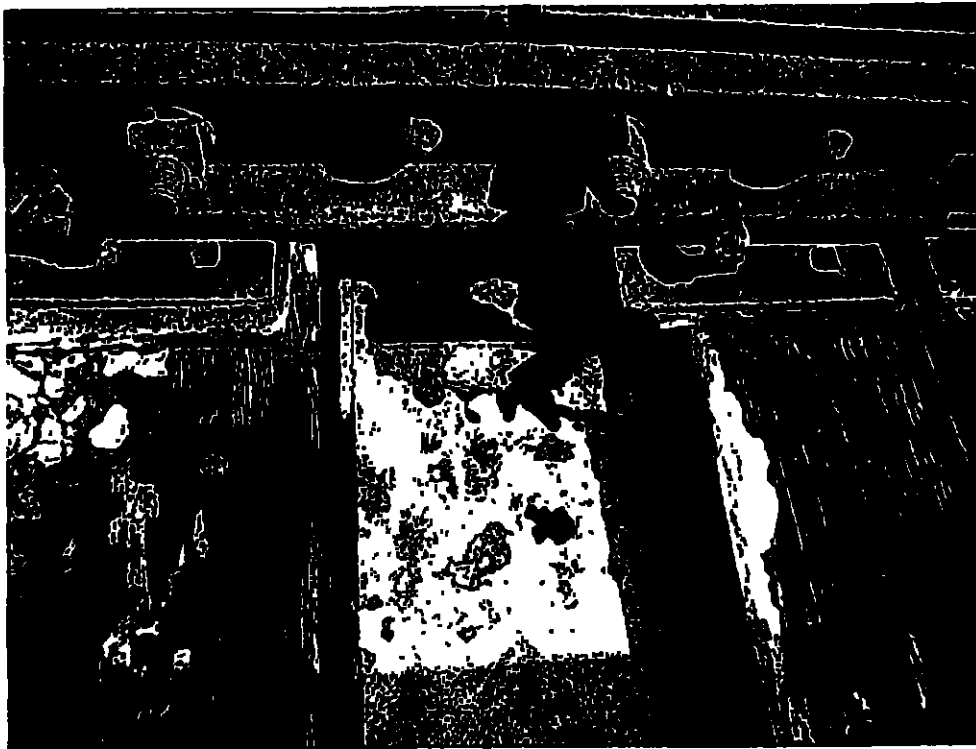
Site Photos:**1. Left Side Elevation****2. Right Side Elevation**

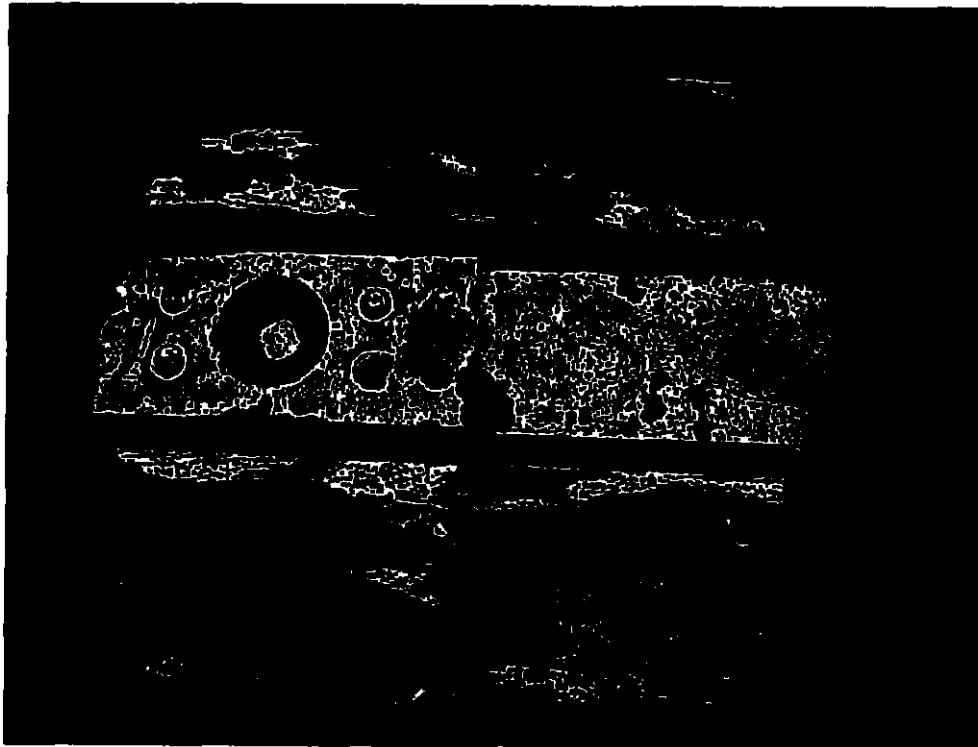


3. Bearing



4. Rusted Steel Girder

Site Photos:**5. Gear At Swing Span****6. Damaged Steel**



7. Damaged Steel

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 731.65 Section 3

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Amanda Blankenship
Corey Schreiner

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3	ODPT/ODFT	167	Timber	1248'	7'-6" ~~7'-6"~~
4	21				

General Bridge Information:

Total Bridge Length (ft.): 1248' Maximum Bridge Height (ft.): 15'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Arm of Lake Takemitch

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose Inspector: K. Trindle & P. Kez

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	X	3570 rejects		Poor	
Stringers	X	Many rejects		POOR	SEVERAL SPLITS IN OUTSIDE
Caps	X	Some rejects		Poor - See notes	STAINERS and some visible rot from above
Piles	X	Many rejects		POOR	CAN'T COMMENT See notes
Walkway	None			None	
Headwalls				Good	
Truss					
Floor Beams					
Steel Stringers					

Notes: Stringers - 5 under each rail, space between each, some splayed out.

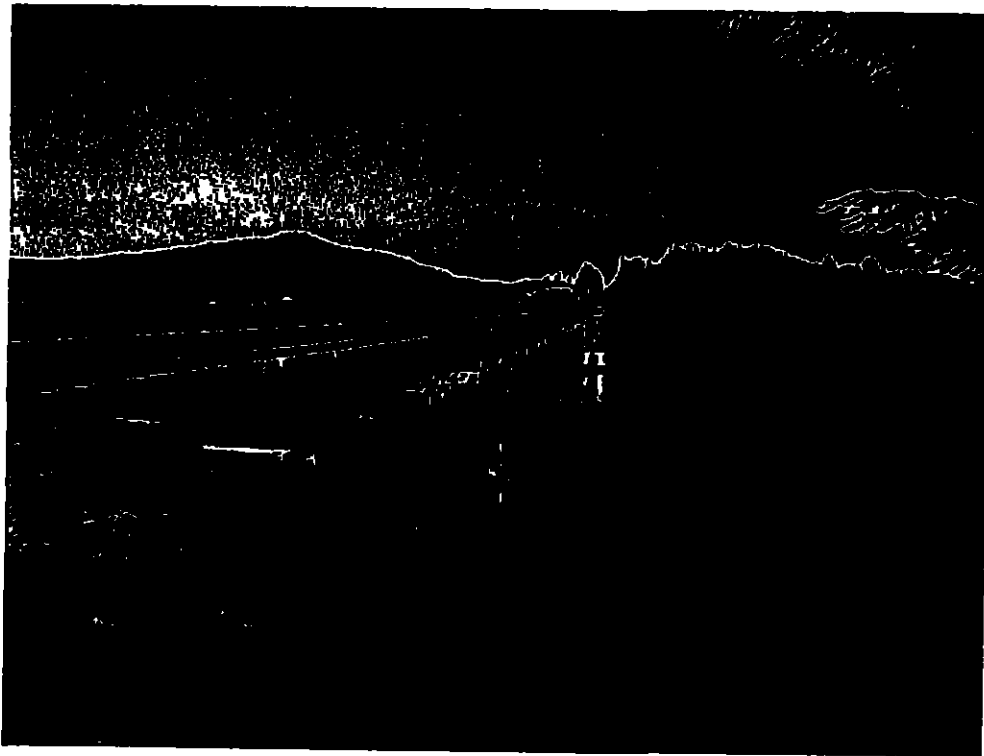
Piles - But types A & B alternated every other @ 8' o.c.

Type A - 5 Round Piles, visually ok, cap fair to good

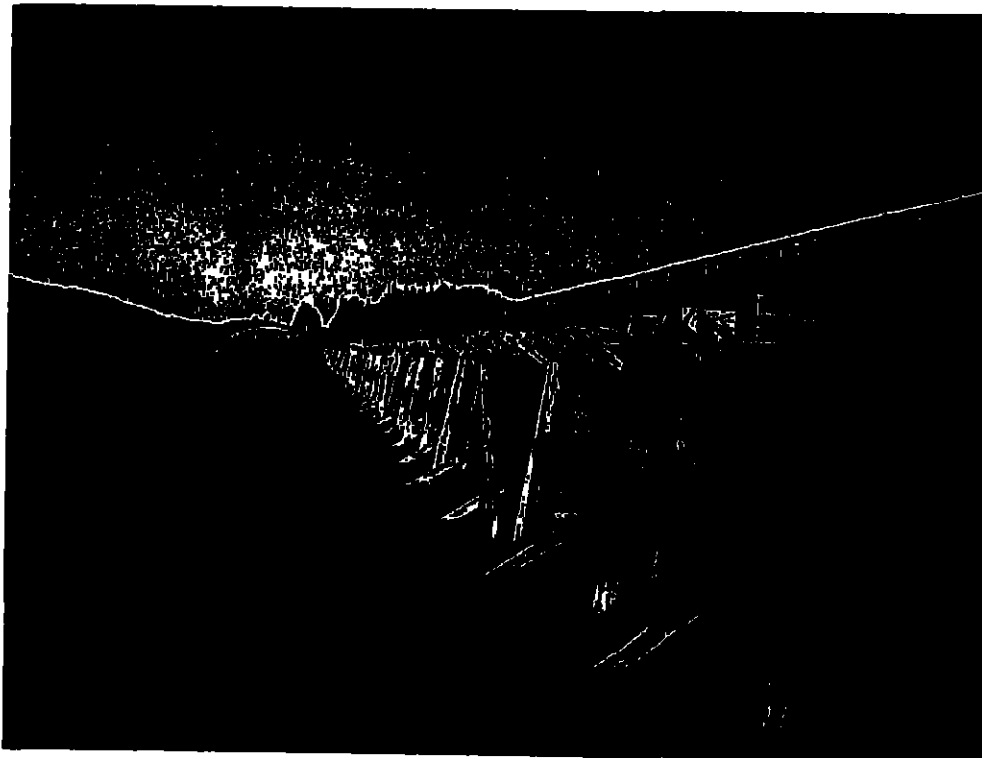
Type B - 5 Square Piles fair to poor visually, cap poor

3 3" 4"
167
7.5
167
1248
7.5

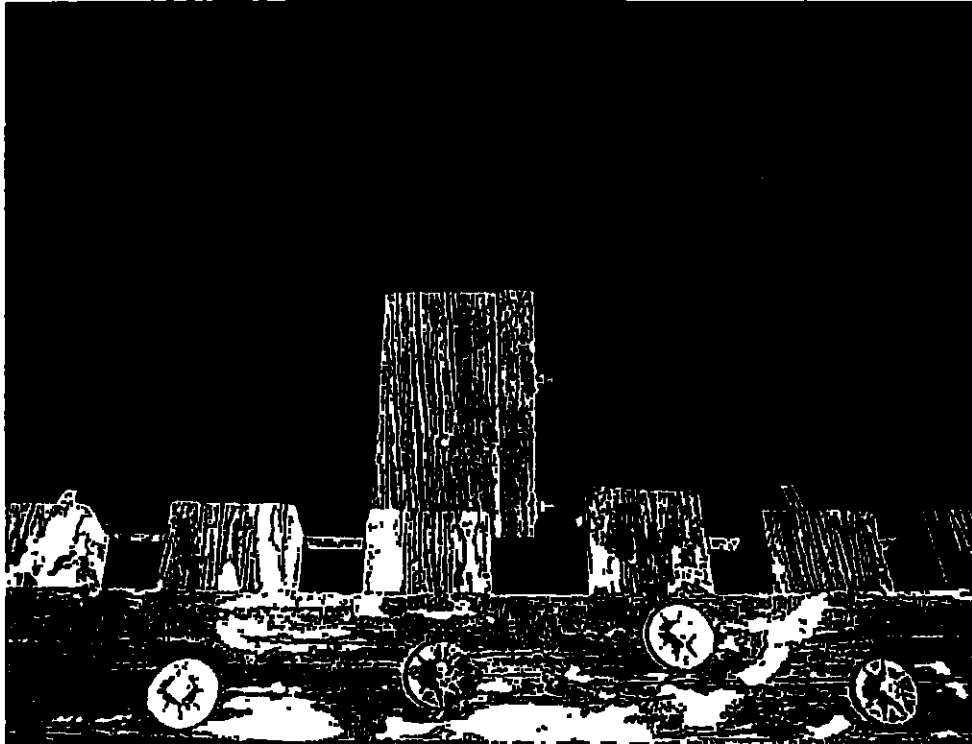
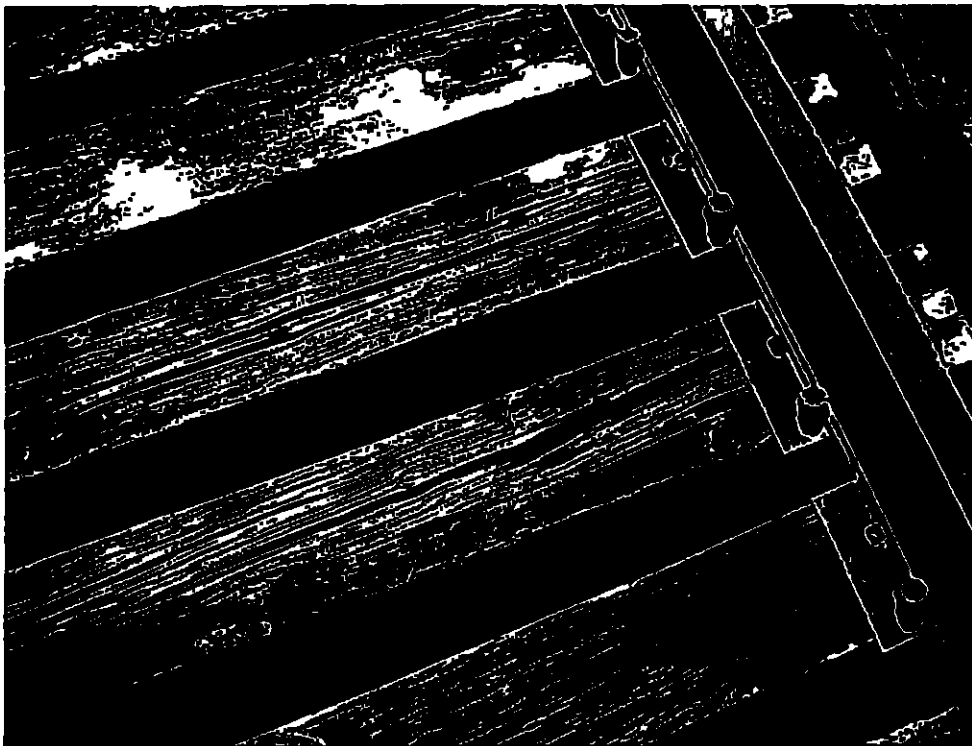
Segment #3

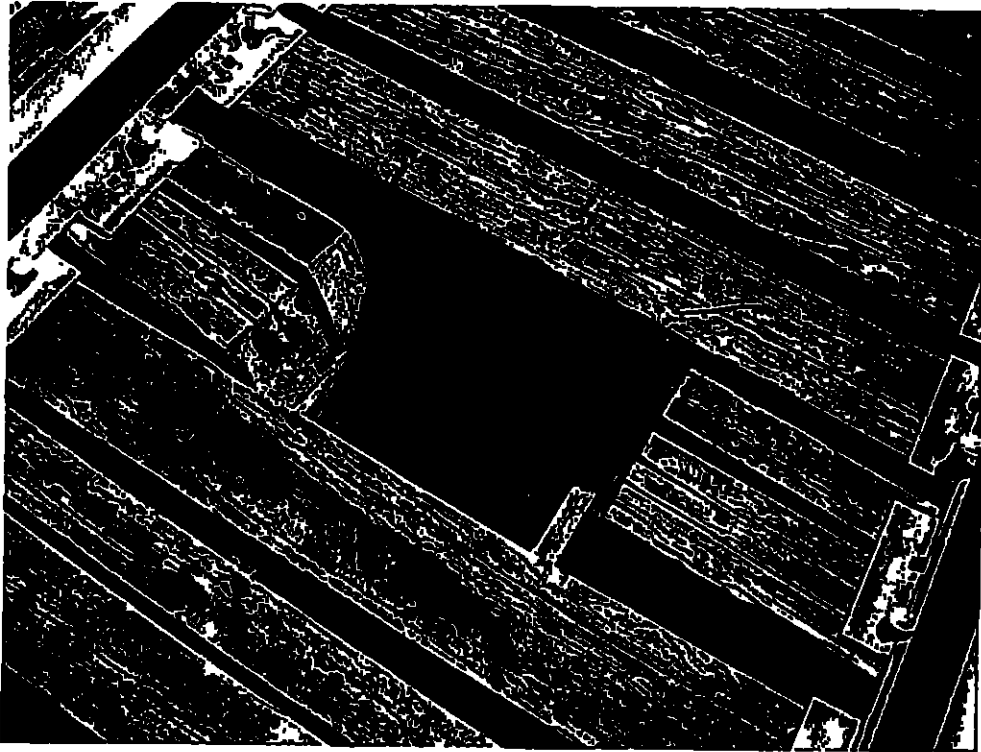


1. Left Side Elevation



2. Right Side Elevation

Site Photos:**3. Damaged Cap****4. Damaged Tie**



5. Hole In Tie

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 731.65 Section 3

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/15/08 Inspector(s): Amanda Blankenship
Corey Schremer

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3	ODPT/ODFT	167	Timber	1248'	7'-6" ~~7'-6"~~
4					

General Bridge Information:

Total Bridge Length (ft.): 1248' Maximum Bridge Height (ft.): 15'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Arm of Lake Tahkenitch

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose Inspector: K. Trinkle & P. Kez

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties	X 3570 rejects			Poor	
Stringers	X - Many rejects			Poor	several splits on outside
Caps	X Some rejects			Poor - See notes	
Piles	X Many rejects			Poor	can't confirm See notes
Walkway	None			None	
Headwalls				Good	
Truss					
Floor Beams					
Steel Stringers					

Notes: Stringers - 5 under each rail, space between each, some splayed out.

Piles - Box types A & B alternated every other @ 8' o.c.

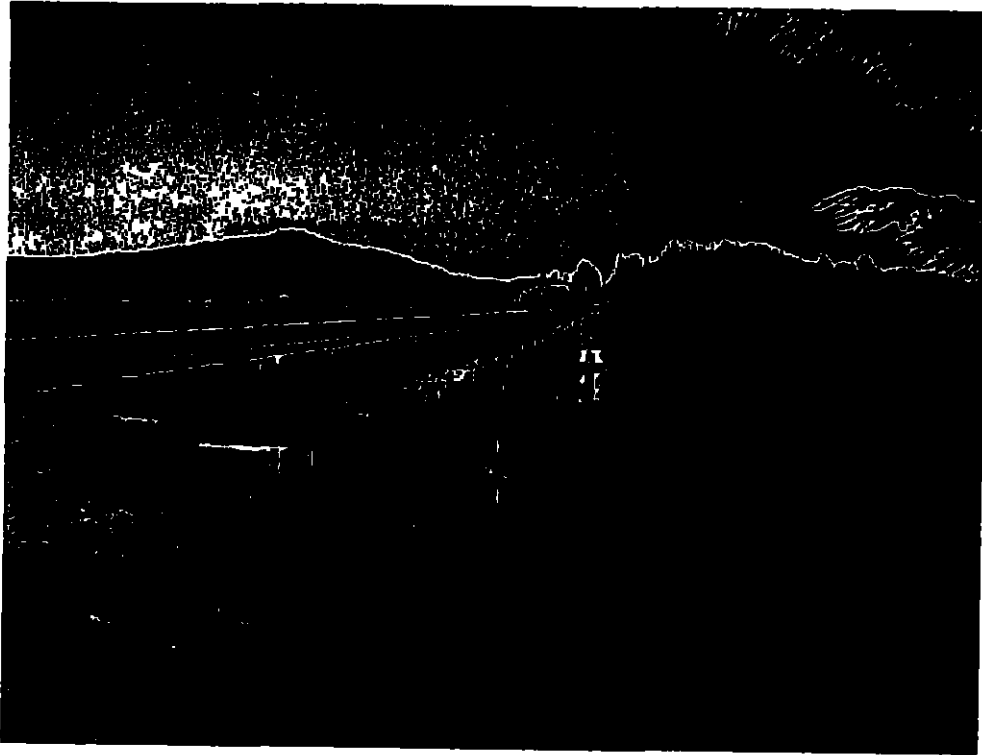
Type A - Round Piles, usually ok, cap fair to good

Type B - Square Piles fair to poor usually, cap poor

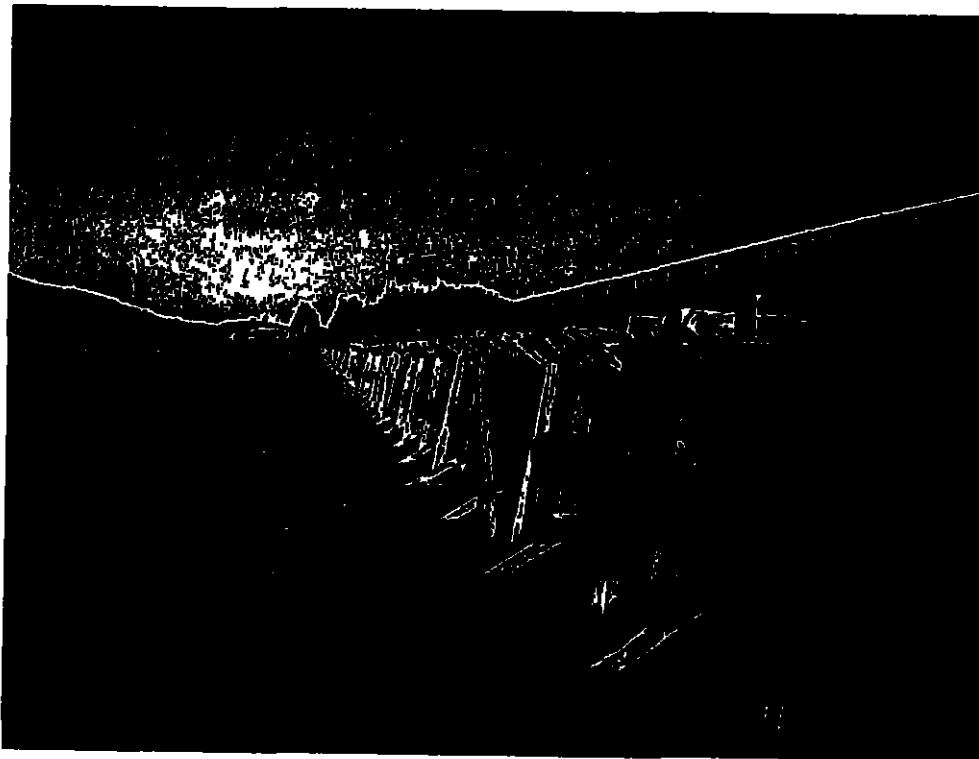
3' 3" 4"
167
7.5
124 7.5
164 x
124 7.5

Segment #3

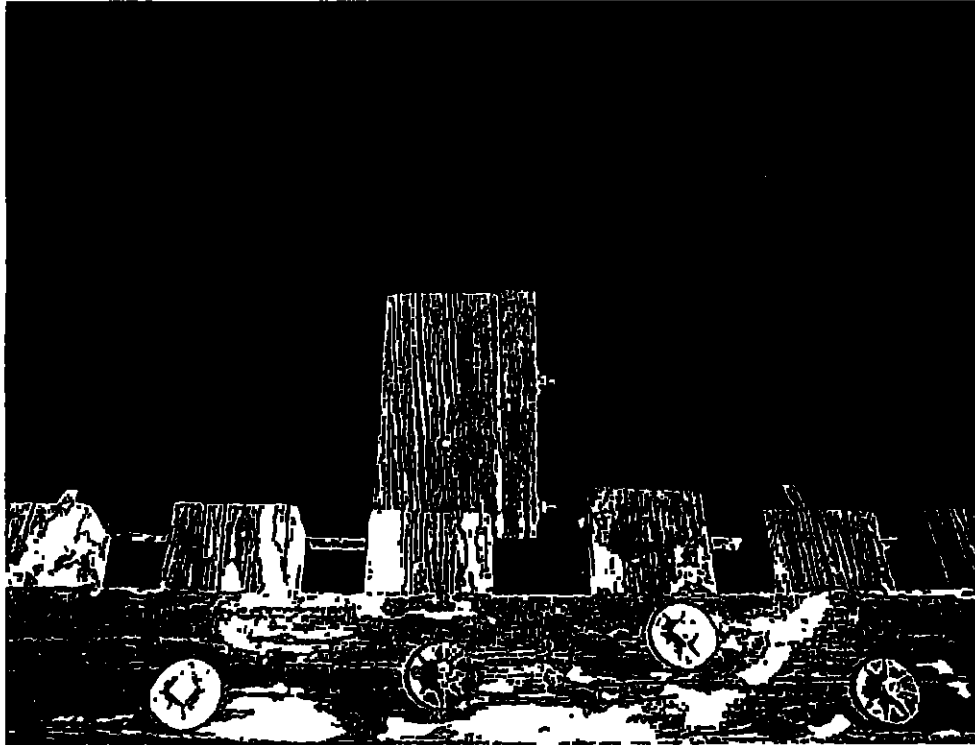
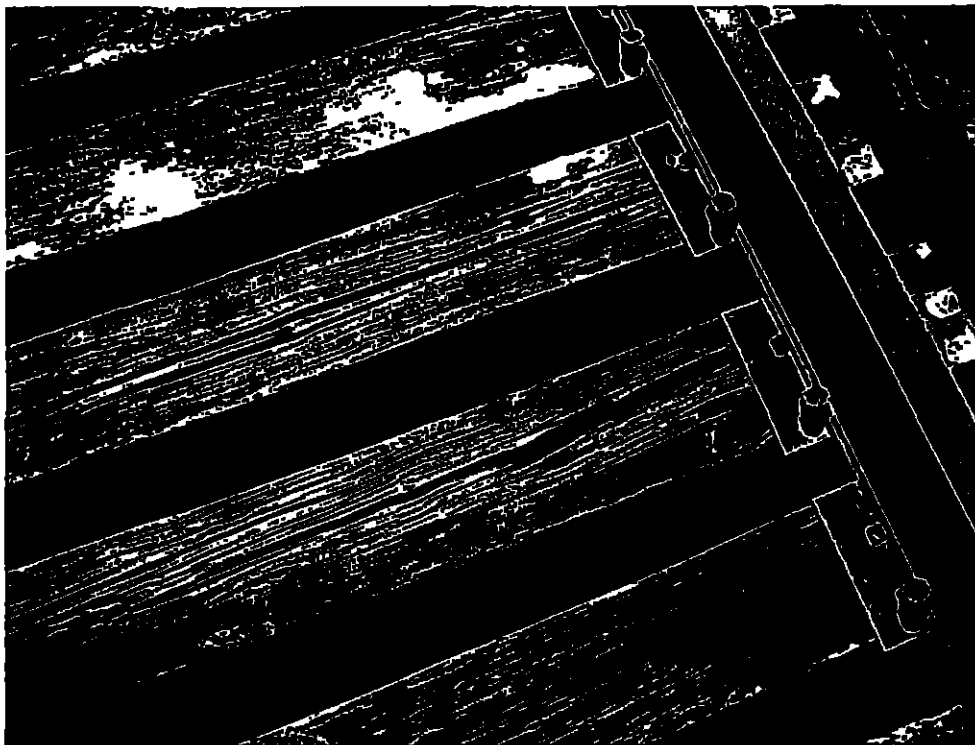
stringers and some visible rot from above

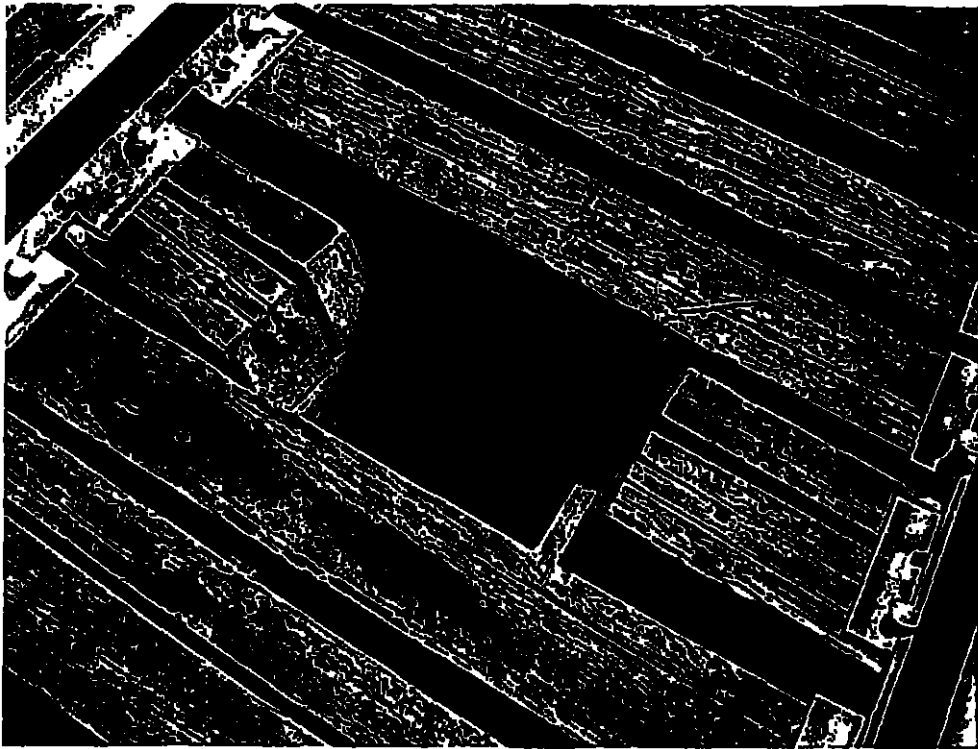


1. Left Side Elevation



2. Right Side Elevation

Site Photos:**3. Damaged Cap****4. Damaged Tie**

Site Photos:**5. Hole In Tie**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 73 2.81 Section 1

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Amanda Blankenship
Cory Schreiner

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	<u>25</u>	<u>ODPT/ODFT</u>	<u>Timber</u>	<u>375'</u>	<u>15'</u>
2	<u>1</u>	<u>DPG</u>	<u>Steel</u>	<u>28'</u>	<u>28'</u>
3	<u>19</u>	<u>ODPT/ODFT</u>	<u>Timber</u>	<u>300'</u>	<u>15' and some 7'6"</u>
4					<u>See notes</u>

General Bridge Information:

Total Bridge Length (ft.): 703' Maximum Bridge Height (ft): 15'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Arm of Lake Takkenitch

Previous Inspection Information:

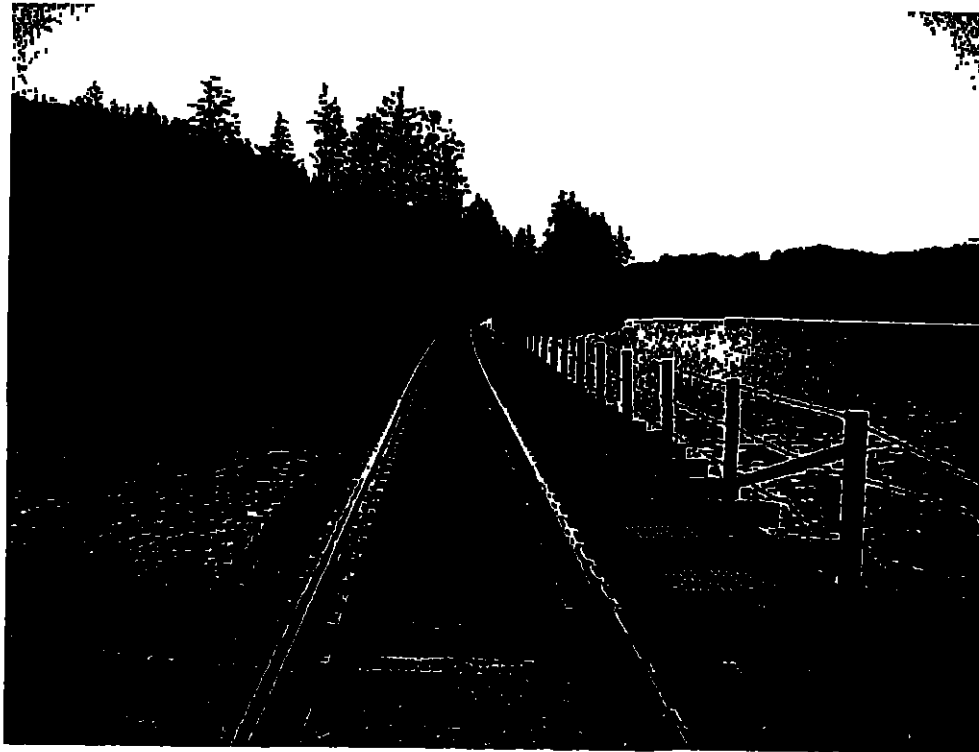
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Dumas Inspector: K. Trinkle & PKaz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties			<u>X</u>	<u>Good</u>	
Stringers	<u>No remarks from Dumas</u>				
Caps		<u>X → 3 rejects</u>		<u>Fair</u>	
Piles	<u>X → many rejects</u>			<u>Poor</u>	
Walkway			<u>X</u>	<u>Good</u>	
Headwalls	<u>X</u>				
Truss					
Floor Beams					
Steel Stringers					

Segment #1
Notes: 5 ROUNDED PILES BT 1-4, PILES 5-25 7 PILES ROUNDED & SQUARE
BT 1 & 6 NEWER 1 1/2" CAPS, REMAINING CAPS DETERIORATED MAIN WITH
LARGE HOLE, SPLITS, ALL ROUNDED OUTSIDE PILE VISIBLE 2" SHOWN



1. Looking Toward Increasing Milepost



2. Left Side Elevation

Site Photos:**3. Headwall**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 732.84 Section 2

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Amanda Blakely
Cory Schneider

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2	1	DPG	Steel	28'	28'
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 703' Maximum Bridge Height (ft.): 15'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Arm of Lake Takkanitch

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

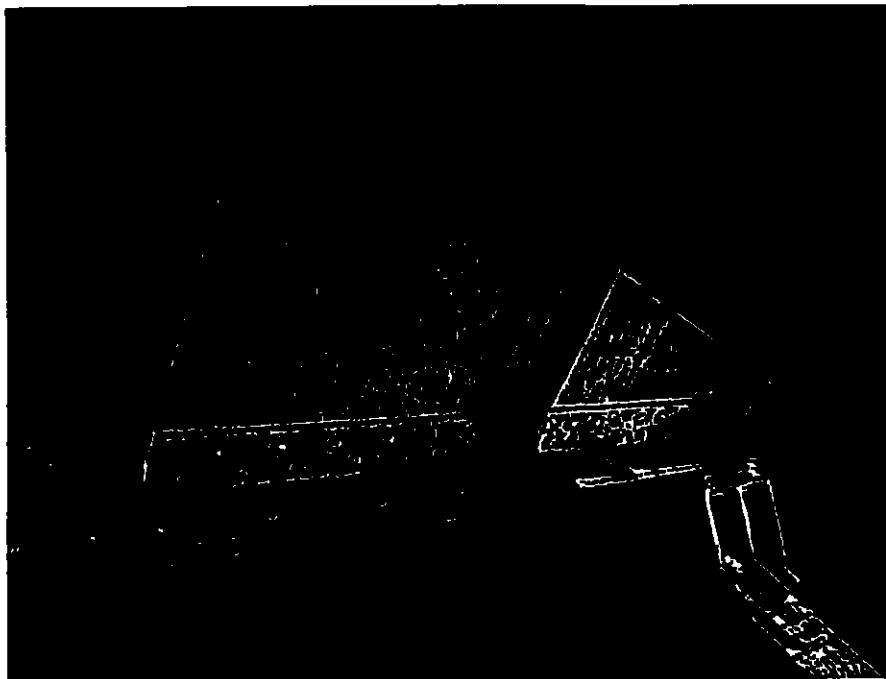
Previously Inspected by (firm): Osmose Inspector: K. Trunk & P. Kuz

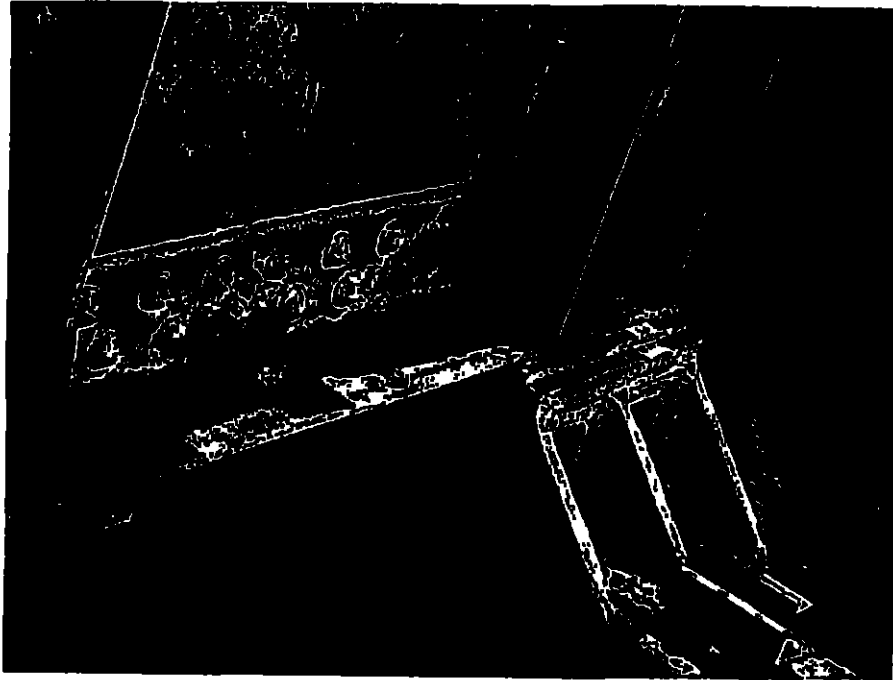
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties			X	Good	
Stringers					
Caps	X - rejects			Can't Verify	
Piles	X - rejects			Poor	
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers				Poor	

Notes: 10% SECTION LOSS ON BTM FLANGES ~50% UP TOP FLANGES, RIVETS HAVE
SEVERE SECTION LOSS. BEARING STIFFENERS 100% SECTION LOSS

plate on BR. (9/14)

Site Photos:**1. Left Side Elevation****2. Surface Rust On Steel**



3. Bearing



4. Bearing And Piles

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 732.84 Section 3

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Amanda Blankenship
Curry Schreiner

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3	<u>19</u>	<u>OODS/ODPS</u>	<u>TIMBER</u>	<u>300'</u>	<u>15' and some 7'-6"</u>
4					

See notes

General Bridge Information:

Total Bridge Length (ft.): 703' Maximum Bridge Height (ft): 15'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Arm of Lake Takkenitch

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Osmose Inspector: B. Trumble & P. Katz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties			x	Good	
Stringers			x	Good	~~None~~ No visual problems
Caps				Can't Confirm	
Piles	x			Poor	many rejects on Osmose Report
Walkway			x	Good	Some girders loose
Headwalls			x	Good	
Truss					
Floor Beams					
Steel Stringers					

See Notes

Notes: Blwn. Bl. 8 & Bl. 16 spans are 7'-6"

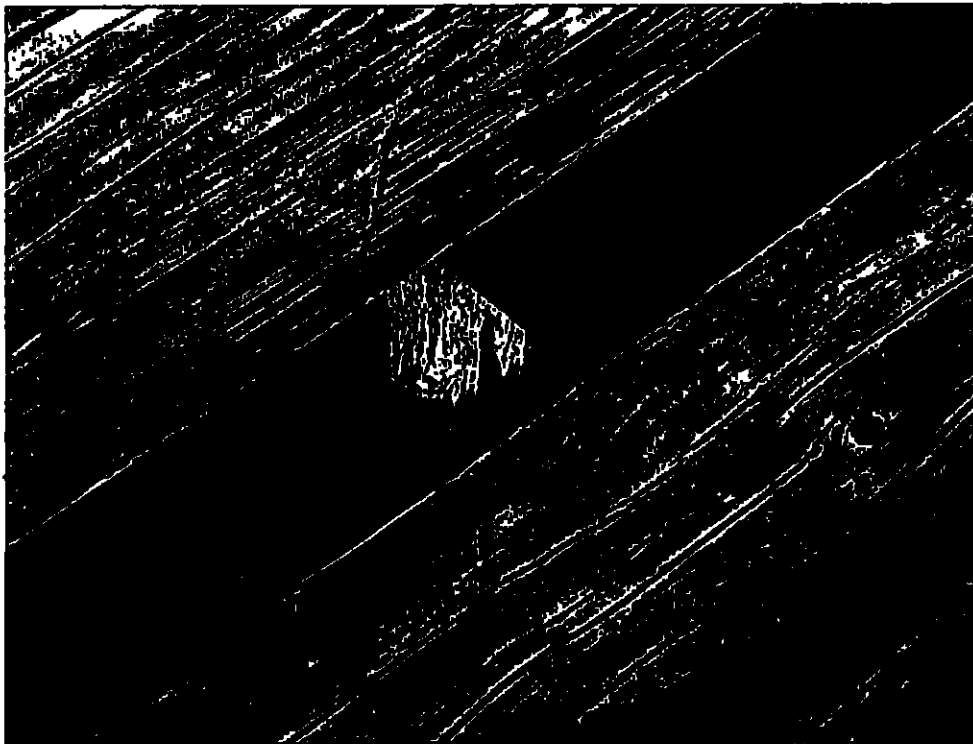
Piles - No surface rot, no access, can't confirm Osmose rejects



1. Right Side Elevation



2. Possible Bad Pile

Site Photos:**3. Possible Bad Pile****4. Rotted Out Pile**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. ~~733.88~~ 733.88

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Amanda Blankenship
Corey Schreiner

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	35	Steel Pile Tied (2) Concrete Tub Beams		1050'	30'
2					
3					
4					

(35 spans)

General Bridge Information:

Total Bridge Length (ft.): 1050' Maximum Bridge Height (ft.): ~30'

Bridge on Tangent or Curve: Curve (mostly on tangent) Skewed (Y or N): N

Feature Bridge Crosses: Arm of Tahkenitch Lake

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/14/07

Previously Inspected by (firm): Demo Inspector: K Trinkle & P Kaz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				Good	
Stringers			X	Good	
Caps			X	Good	
24" Piles			X	Good	Rust at and below waterline
Walkway			X	Good	
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes:

Very similar to MP # 733.95 → (This bridge had piles with a spiral weld)

Port of Coos Bay Railroad Assessment

Piles are welded from a 10¹⁵ plate with a vertical weld.

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Right Side Elevation



4. Piers At Middle Of Bridge

Site Photos:

5. Piers At Middle Of Bridge



6. Typical Pipe Pile



7. Walkway Under Bridge

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 733.95

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9/16/08 Inspector(s): Amanda Blankenship

Corey Schreiner

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	35	Steel Pile Trestle	Corr. Tub Beams	~~1050'~~	30'
2				1050'	
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 1050' ^{# of spans 35} Maximum Bridge Height (ft.): 25' ^{~ piles to water}
 Bridge on Tangent or Curve: Curve (mostly tangent) Skewed (Y or N): N ^{35' rails to water}
 Feature Bridge Crosses: Arm of Tahkenitch Lake

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/2/07

Previously Inspected by (firm): Osmose Inspector: K Trickle

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties		~~1/2~~		Fair	Some with ~~minor~~ significant rot
Stringers			X	Good	
Caps			X	Good	
Piles			X	Good	Minor ($\frac{3}{8}$ ") spalling rust at waterline
Walkway			X		
Headwalls				Good	
Truss					
Floor Beams					
Steel Stringers					

Notes: Marker notes 1980 (Date of construction)

Ballasted Deck

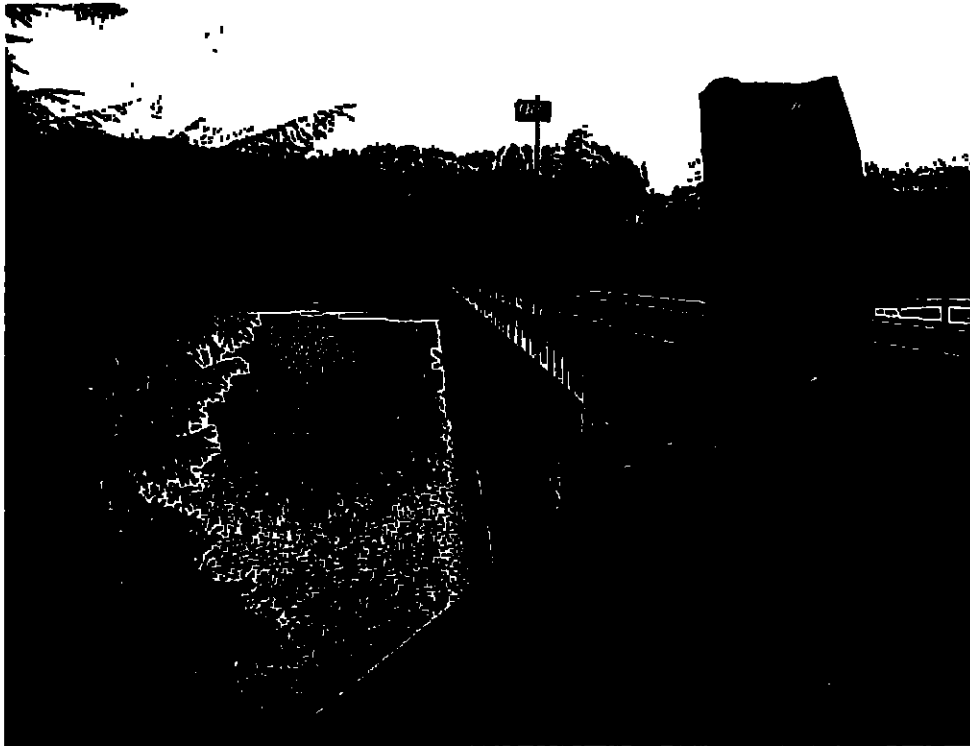
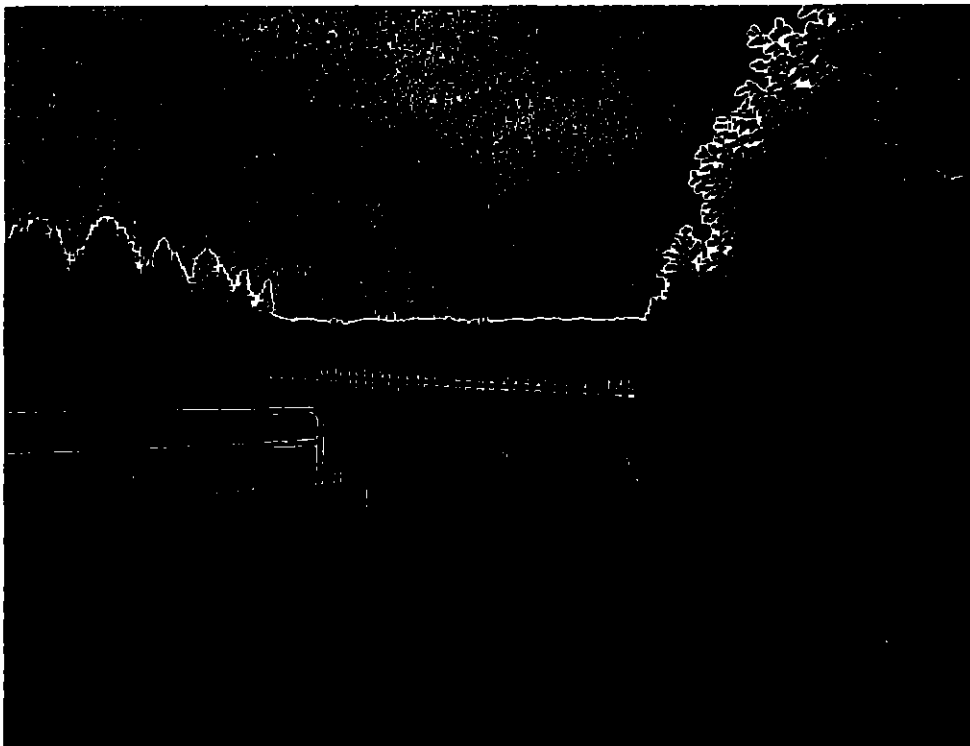
Significant loss of ballast over bridge joint



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

Site Photos:**5. Ballast Leakage****6. Flaking On Pipe Pile**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 735.86

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~60' Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Wetland

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-2-07

Previously Inspected by (firm): OS ROSE Inspector: KT

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No Changes. INFO - Photo of Bent 6 Fix.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 735.86

MILEPOST: 735.86

SECTION: 1

TYPE: ODPT

LOCATION: K&L DR

INSPECTION DATE: 2/2/2007

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 (split cut) ✓
 Guard timber - (25' reject) ✓
 Lins - Poor (no 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	Grins or Epoxys: - Over Pile 2 of Bent 1
7	1.8	4	OSMOSE	Post: - Pile 3 of Bent 2 - Pile 1 of Bent 3 - Pile 5 of Bent 5
8	1.1	4	OSMOSE	In-place preservative treat piles, caps and stringers.
9	1.2	4	OSMOSE	Replace: - Cap on Bent 3

Osmose Railroad Services, Inc.

CORP002019

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

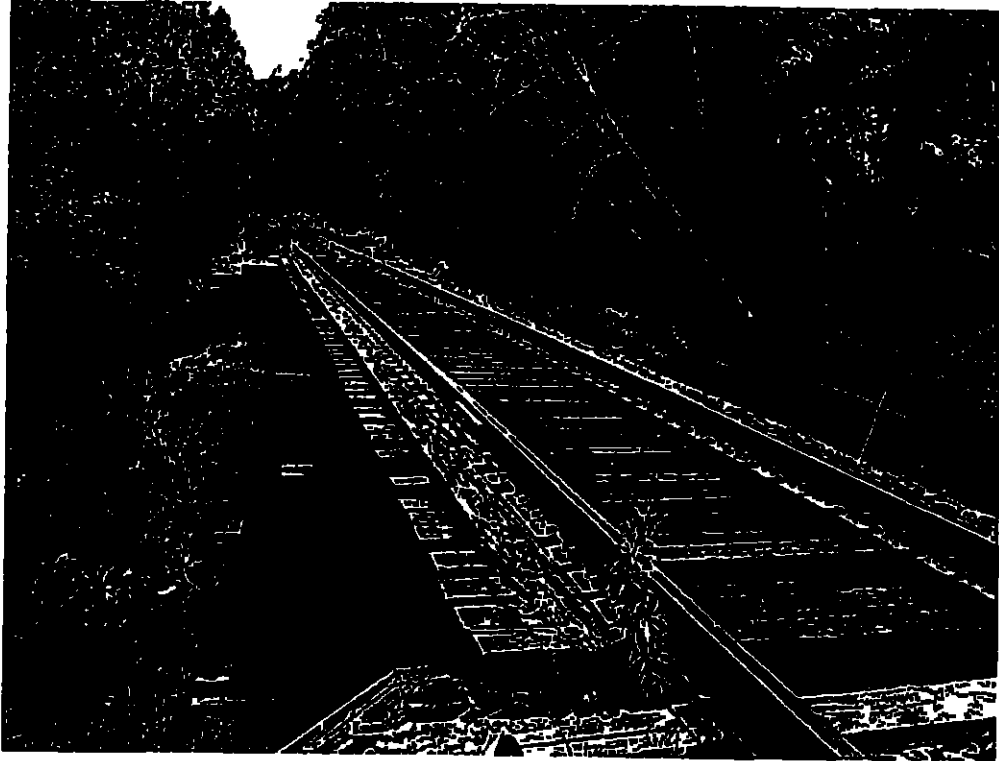
BRIDGE # 735.86	
MILEPOST: 735.86	SECTION# 1
TYPE: COPT	LOCATION: 19th, OR
INSPECTION DATE: 3/2/2007	INSPECTOR: K. Thibault

Findings:COMPLETED WORK

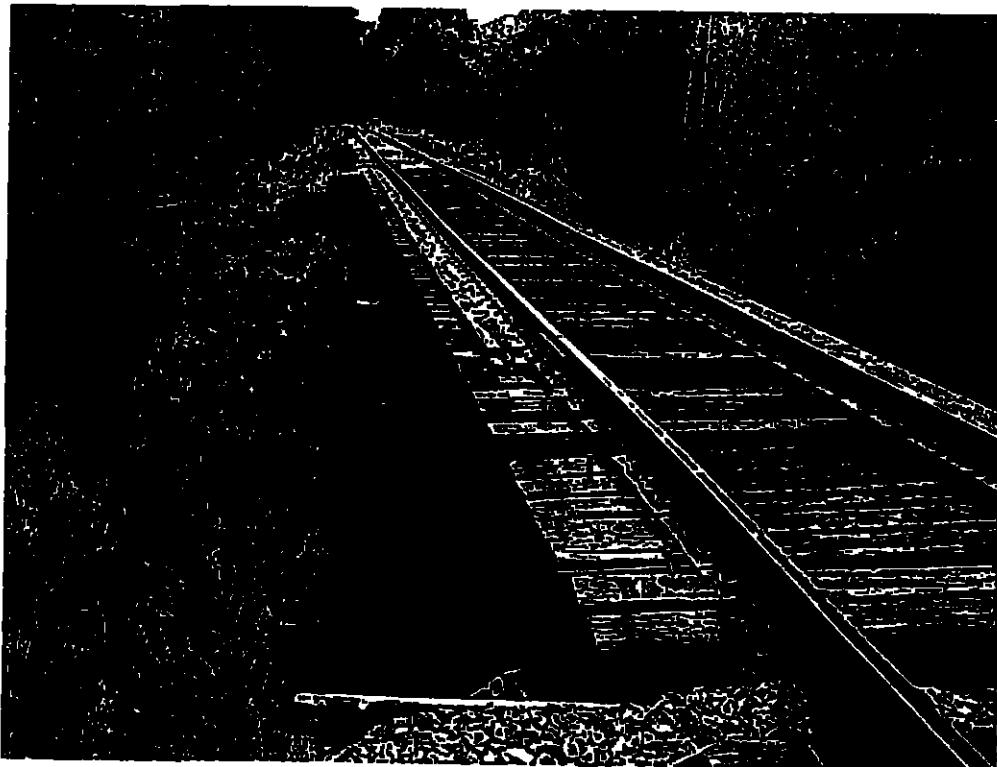
ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.14	OSMOSE		1/21/2008	Replaced. - Cap on Bent 9 with a Double Cap
2	1.9	OSMOSE		3/7/2008	Replaced. - Cap on Bent 2 with a new Cap & 8" Subcap - Cap on Bent 4 with a new Cap & 8" Subcap - Cap on Bent 5 with a new Cap & 8" Subcap

Osmose Railroad Services, Inc.

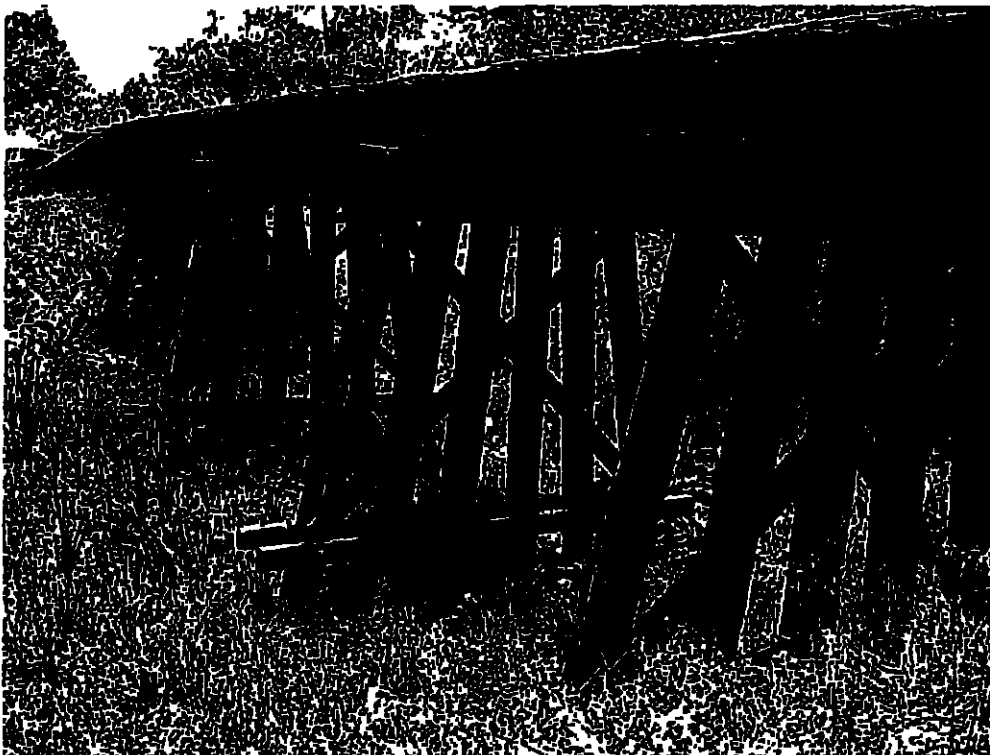
CORP002020



1. Looking Toward Increasing Milepost

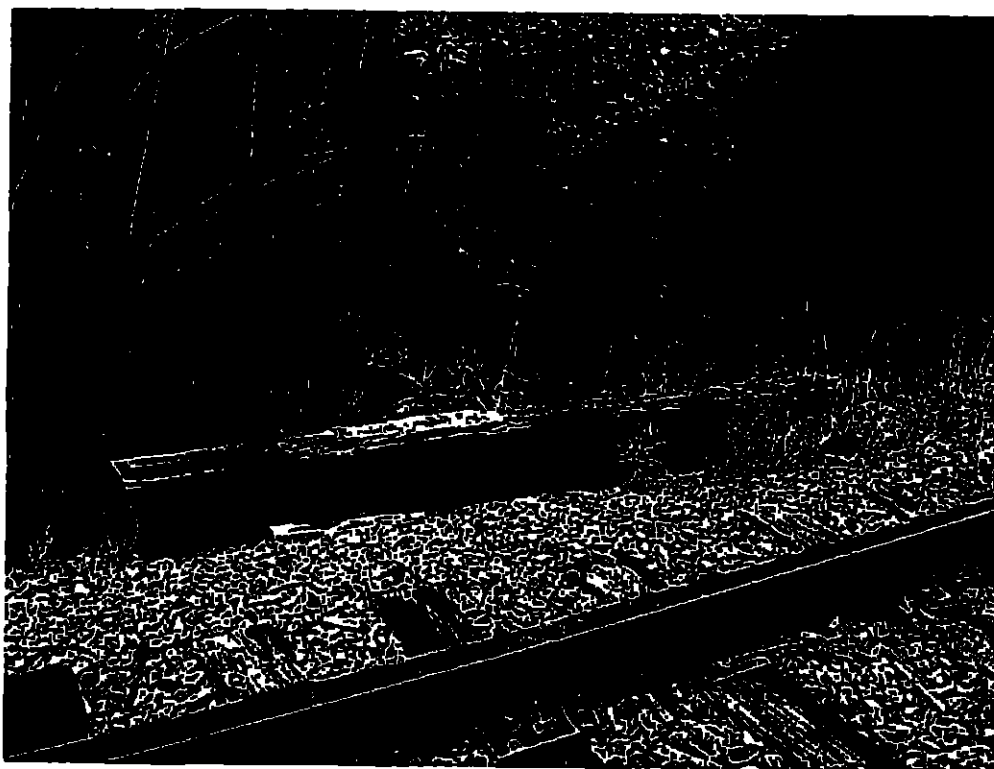


2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Added Caps Up Milepost End



6. Debris From Renovations 2

Site Photos:**7. Debris From Renovations****8. Pieces Of Pile Cut Off To Make Room For Pile Extra Pile Cap**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 736.03

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: wetland

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-2-07

Previously Inspected by (firm): OSMOS Inspector: KT

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: All bents, except 4 & 6, have steel plate
on top of piles - crushing - See Photos.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 736.03	
MILEPOST: 736.03	SECTION: 1
TYPE: ODPT	LOCATION: Gardner Jct., OR
INSPECTION DATE: 2/2/2007	INSPECTOR: K. Trickle

Findings:

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

Bent 2
 Pile 2 - Possible Reject ✓

Bent 3
 Pile 7 - Reject ✓
 North Shim - Reject (crushing, falling under chord 2) ✓

Bent 4
 Pile 1 - Reject ✓
 Pile 7 - Reject ✓

Bent 5
 Pile 2 - Reject ✓
 2" Shims - Reject (crushing under chord 1) ✓

Ties - Poor (plate cut, 15 reject at rail joints)
 Headwails - OK
 Approaches - Low

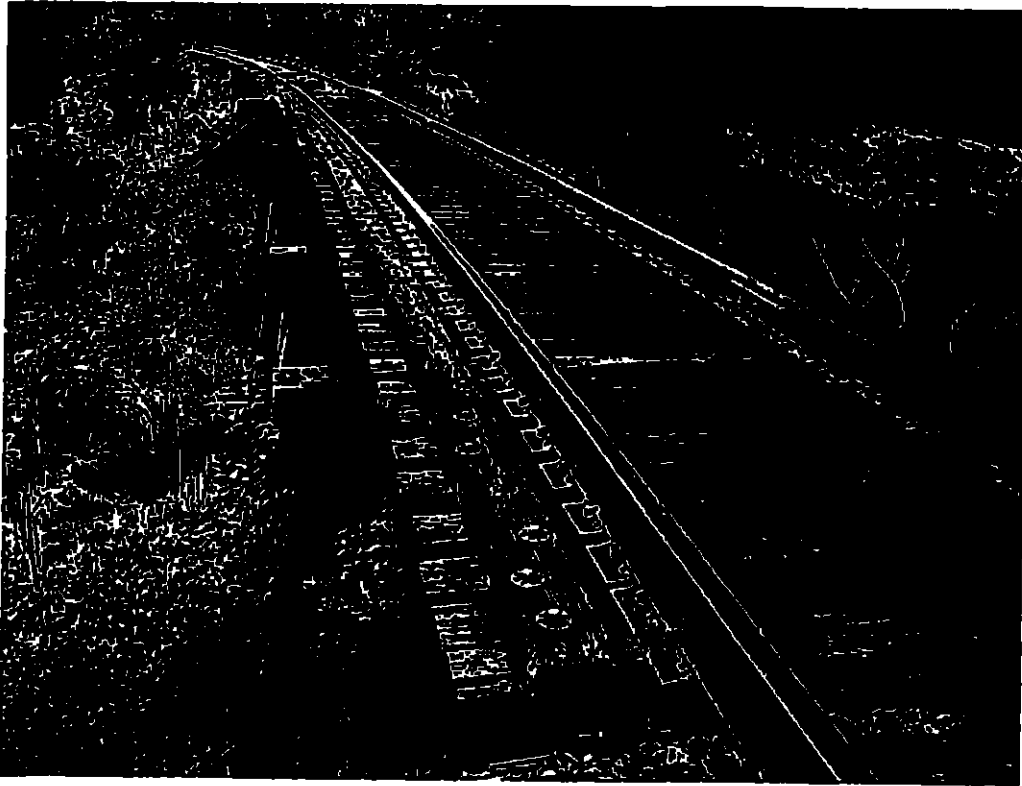
Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	OSMOSE	Replace: - North Shim under Chord 2 on Bent 3 (crushing, falling) - 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 preservative 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

Osmose Railroad Services, Inc.

CORP002024



1. Looking Toward Increasing Milepost

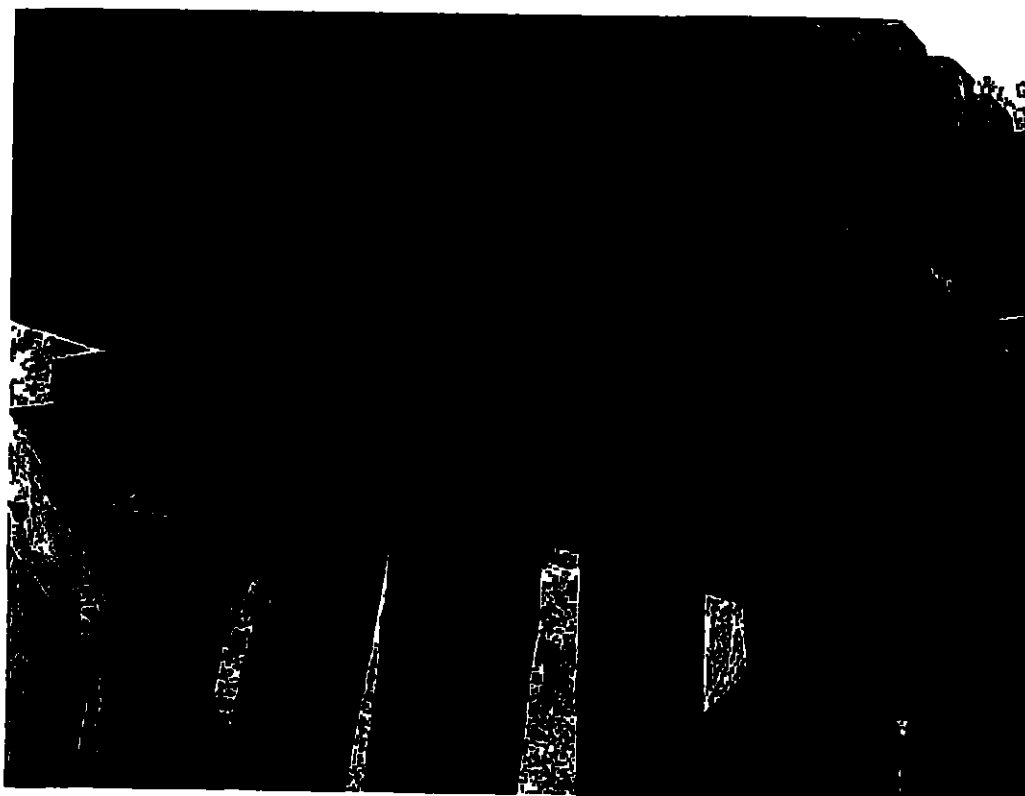


2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Shims At Bent 1



6. Shims At Bent 2

Site Photos:**7 Shims At Bent 3****8. Shims At Bent 4**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 736.51

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	3	Timb. Trestle	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Grade ~ Ditch

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-2-07

Previously Inspected by (firm): OSMOSH Inspector: KT

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Cape					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Bt. 3 ~ Pile 5 (W. Side) ~ Splice Repair -
See Photo

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 736.51

MILEPOST: 736.51

SECTION# 1

TYPE: ODPT

LOCATION: Gardner, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Trickle

Findings:

Bent 1
Pile 1 - Visual Reject
Cap - Reject ✓

Bent 2
1/4" gap under 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 ✓
Headwalks - OK ✓
Approaches - Low ✓

Recommended Work and Work Accomplished

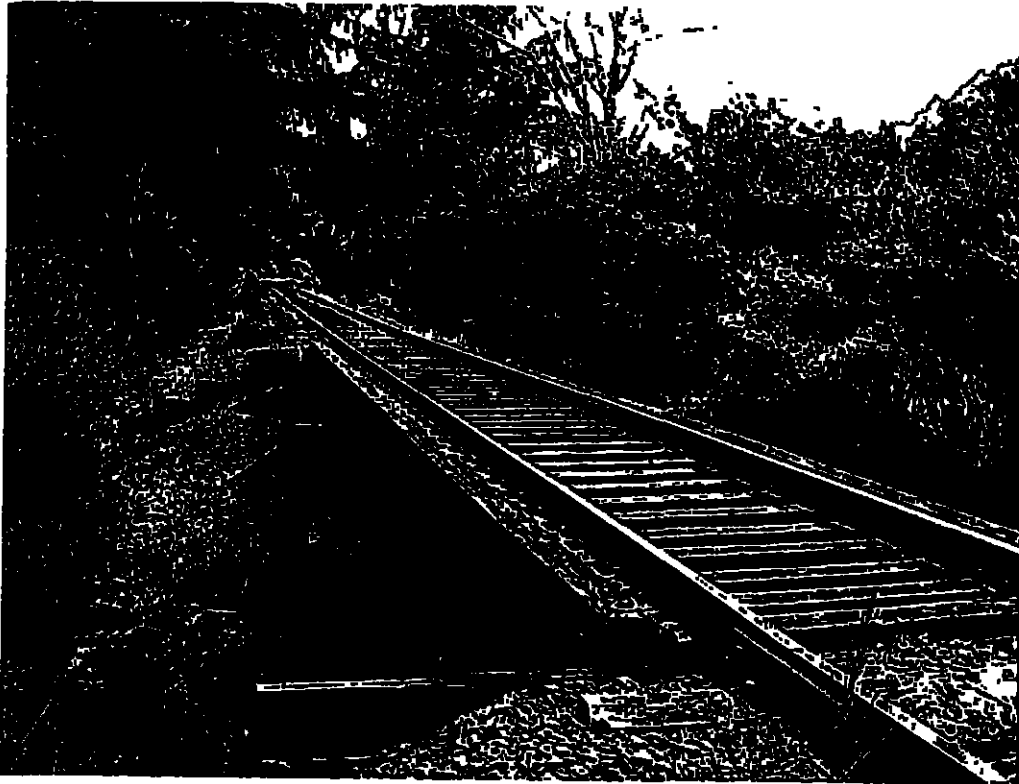
RECOMMENDED WORK

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 on 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 preservative 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

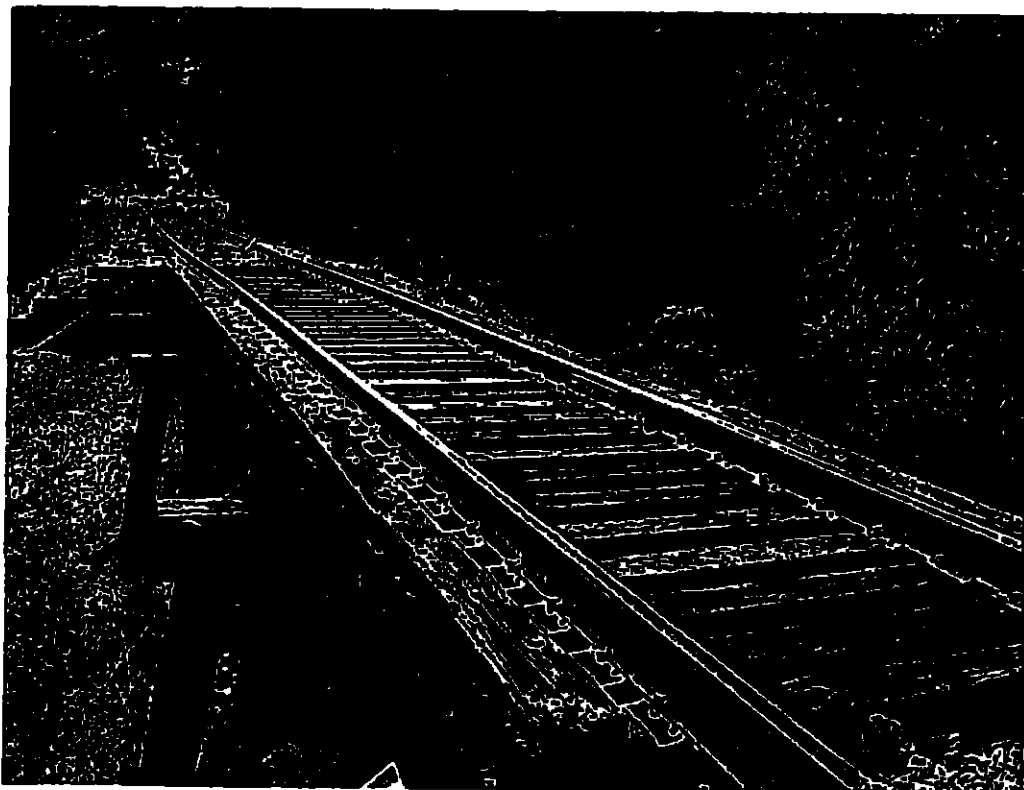
file spliced

Osmose Railroad Services, Inc.

CORP002029

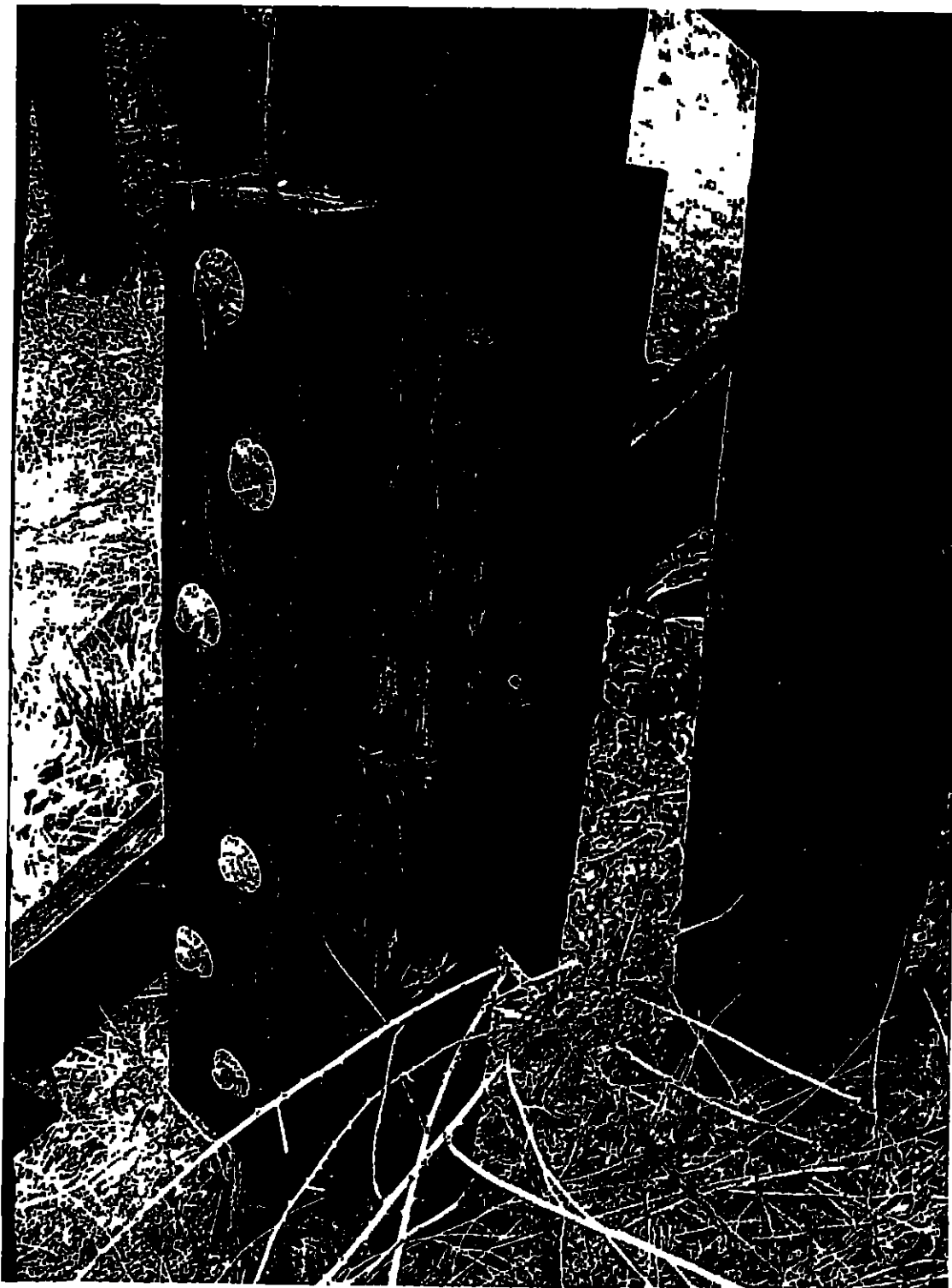


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Bent 2 Second Pile From Right

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 737.33

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	6	Timb. Trestle	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: CURVE Skewed (Y or N): N

Feature Bridge Crosses: STREAM

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-2-07

Previously Inspected by (firm): CSNOSB Inspector: KT

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No changes

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 737.33

MILEPOST: 737.33

SECTION# 1

TYPE: SDPT

LOCATION: Gardiner, OR

INSPECTION DATE: 2/2/2007

INSPECTOR: K. Tinkle

Findings:

Bent 2
 Pile 6 - Reject ✓
 Cap - Possible Reject ✓
 North Sway Brace - 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 AccomplishedRECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	17	4	OSMOSE	Replace: - North Sway Brace on Bent 2 ✓
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 preservative treat piles, caps and stringers.
4	1.3	4	OSMOSE	Post: - Pile 6 of Bent 2 ✓
5	12	4	OSMOSE	Replace: - Cap on Bent 2 ✓

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	16		OSMOSE	8/23/2006	Cut Pile tops down and: - Replaced cap on Bent 6 with an oversized cap - Replaced cap on Bent 7 with an oversized cap

Osmose Railroad Services, Inc.

CORP002033

Site Photos:

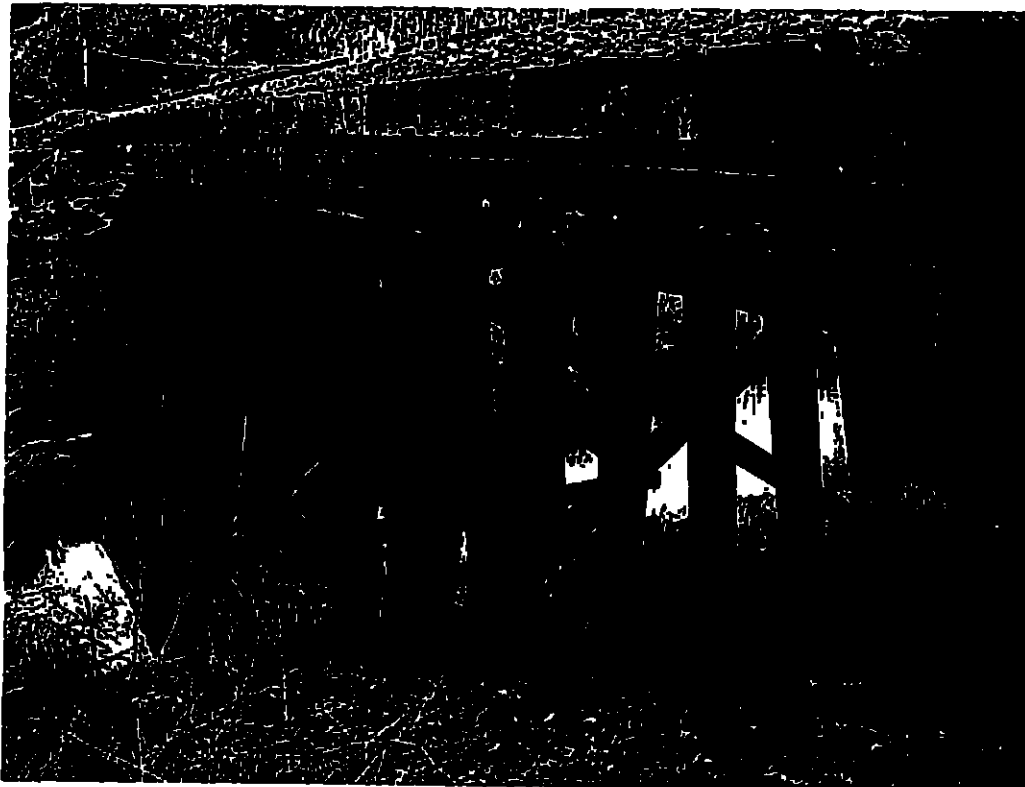
1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 738.70

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	2	Timber Trestle	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: RR - Curve
Br. - Tangent Skewed (Y or N): N

Feature Bridge Crosses: Grade - Wildlife Passage? (U)

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-2-07

Previously Inspected by (firm): OSMOSE Inspector: ET

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No Changes

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main line

BRIDGE # 738.70 Main

MLEPOST: 738.70

SECTION# 1

TYPE: ODPT

LOCATION: Reedsport, OR

INSPECTION DATE: 2/22/07

INSPECTOR: K. Trickle

Findings:

Bent 2
 Pile 1 - Reject ✓
 Pile 2 - Reject ✓
 North Sway brace - 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	1.5	4	OSMOSE	Replace: - North Sway brace on Bent 2
3	1.4	4	RAILROAD	Add ballast and tamp up both approaches.
4	1.3	4	OSMOSE	Replace: - Stringer 8 in Spans 1 & 2 (horizontal shear)
5	1.1	4	OSMOSE	In-place preservative treat piles, caps and stringers

Osmose Railroad Services, Inc.

CORP002037

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 738.94

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	27	Timb. Trestle	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 390' Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No Changes

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 738.94

MILEPOST: 738.94

SECTION: 1

TYPE: ODOT/ODFT

LOCATION: Gardiner JCT., OR

INSPECTION DATE: 2/13/2007

INSPECTOR: K. Trickle & P. Koz

Findings:

Bent 3	North Sway Brace - Reject	✓
Bent 4	Post 3 - Reject	✓
Bent 5	South Sway Brace - Reject	✓
Bent 8	Tower Braces 1 & 4 - Reject in Span 6	✓
Bent 13	Pile 1 - Reject	unverified (4)
Bent 14	Pile 5 - Reject	4
	Cap - Reject (slight crushing)	4
	Seash Brace - Reject	✓
Bent 15	Seash Brace - Reject	✓
Bent 16	Pile 3 - Reject	4
	North Sway Brace - Reject	✓
	Seash Brace - Reject	✓
Bent 17	Pile 5 - Reject	4
Bent 19	Cap - Reject (slight crushing)	4
Bent 21	Cap - Reject	4
Bent 22	Pile 5 - Reject	4
	Cap - Reject	4
Bent 24	Post 1 - Reject	4

Osmose Railroad Services, Inc.

CORP002046

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 738.94

TYPE: ODOT/ODFT

INSPECTION DATE: 2/13/2007

BRIDGE # **738.94**

SECTION# 1

LOCATION: Gardner JCT., OR

INSPECTOR: K. Trickle & P. Koz

Findings:

Bent 25
2 Girt Braces in Span 25 - Reject ✓

Bent 26
2 Girt Braces in Span 26 - Reject ✓

Bent 27
Post 2 - Reject ✓

Ties - OK
Guard Timber - OK
Headwails - OK
Approaches - Low

Walkway - Steel (1 grating broken and low at Southwest)
Handrail - OK
Drift - Spans 3 through 8

Walkway inspection planks - Poor

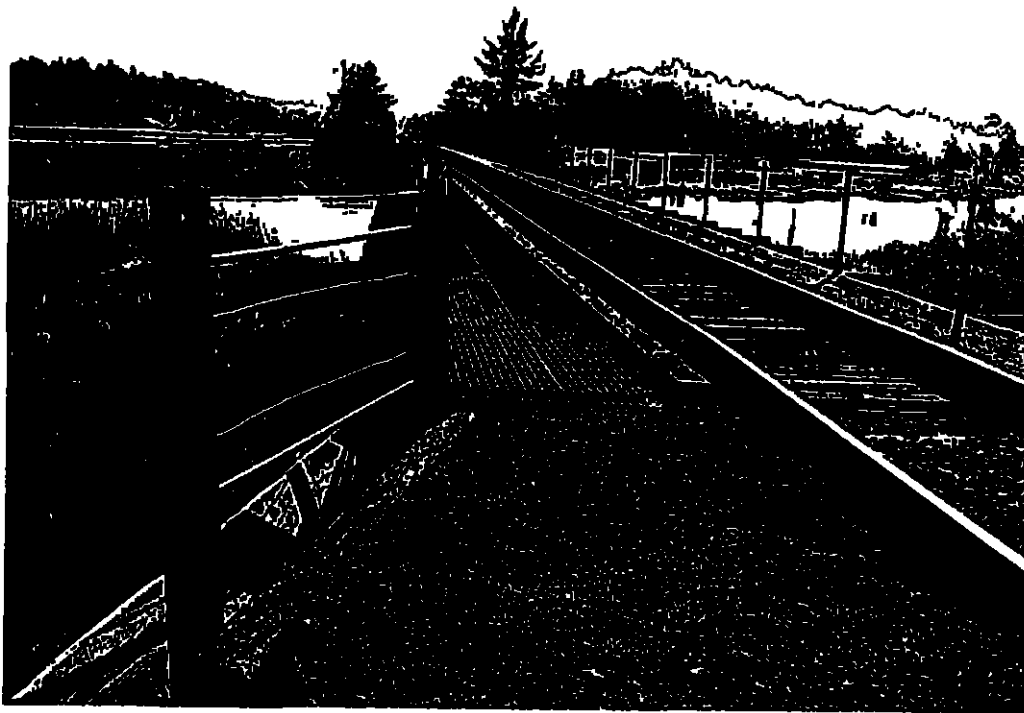
Recommended Work and Work Accomplished

RECOMMENDED WORK

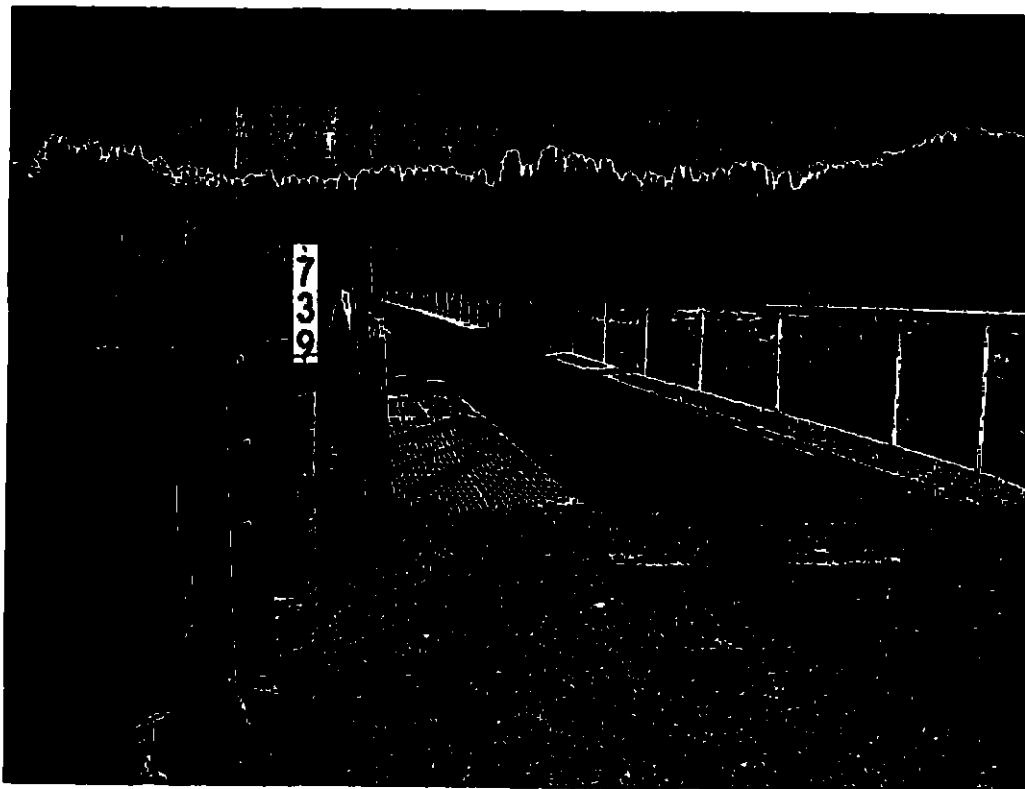
ITEM #	REF #	PRIORITY	WHO	FORES	RAILROAD	RECOMMENDED WORK
1	1.11	2			RAILROAD	Reweld: - Southwest & Southeast steel walkway grating at 4 sections - Northwest steel walkway grating 35' and 45' from approach at 2 sections
2	1.13	3			OSMOSE	Replace: - Walkway inspection planks & install hand cable
3	1.12	3			RAILROAD	Remove drift from bridge as necessary.
4	1.5	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 preservative treat piles, caps and stringers.
7	1.5	4			OSMOSE	Replace: - North Sway Brace on Bent 3 - South Sway Brace on Bent 5 - 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 Railroad Services, Inc.

CORP002046

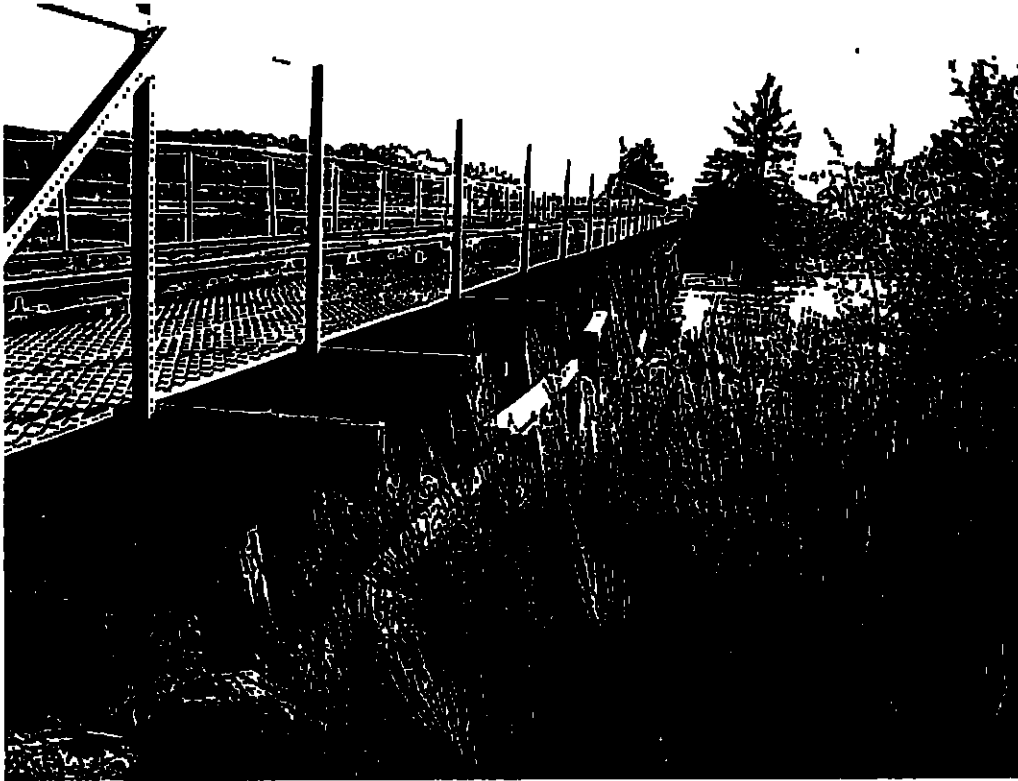


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:



3. Left Side Elevation



4. Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 739.14

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & PC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	25	Timb. Trestle	Timber		
2	1	Thru Stk. B. Gid.	Steel		
3	11	Timb. Trestle	Timber		
4					

Al. Appr.
Main
S. Appr.

General Bridge Information:

Total Bridge Length (ft.): 371' Maximum Bridge Height (ft):

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSHOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: sect. 1 - No changes
sect 2 - No changes
sect 3 - Possibly new drift debris - spans 7-10

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach

BRIDGE # 739.14

MLEPOST: 739.14

SECTION# 3

TYPE: ODPTODPT

LOCATION: Gardiner, OR

INSPECTION DATE: 3/12/2007

INSPECTOR: K. Trickle & P. Koz

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 (crushing under chord 2)
- Bent 4
Post 2 - Possible Reject
Post 3 - Reject
Cutoff 2 - Visual Reject
Cutoff 3 - Visual Reject
1/2"-1" Gaps between Cutoffs and Sill
Very poor Bearing over Cutoffs
Cap - Reject (crushing under chord 2)
- Bent 5
1" Gaps between Cutoffs and Sill
Very poor Bearing over Cutoffs
Cap - Slight twisting at post caps
- 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 5 - Reject
Post 6 - Possible Reject
1"-1 1/2" Gaps between Cutoffs and Sill
Very poor Bearing over Cutoffs
Cap - Reject (crushing 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

Osmose Railroad Services, Inc.

CORP002062

Central Oregon & Pacific Railroad

LINE: Goose Bay Subdivision

INSPECTION SUMMARY

South Approach

BRIDGE # 739.14

MILEPOST: 739.14

SECTION# 3

TYPE: ODP/ODPT

LOCATION: Gardiner, OR

INSPECTION DATE: 2/13/2007

INSPECTOR: K. Trickle & P. Kaz

Findings:

- Bent 10
Post 2 - Reject ✓
Very poor bearing over Cutoff ✓
Cap - Possible Reject (broken over pile 8) ✓
SB - Possible Reject
- Bent 11
Cap - Possible Reject (slight crushing under chord 1) ✓
- Bent 12
Cap - Reject (very slight crushing) ✓
- Ties - Fair to Poor (Reject at South approach)
Headwall - OK ✓
Wingwalls - OK ✓
Approach - Low ✓
Bridging - 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 3 (crushing under chord 2) - Cap on Bent 7 (crushing under chord 7) - Cap on Bent 12 (very slight crushing)
2	2.7	2	OSMOSE	Remove (4 & 5 post frame bents with piles 1 & 6 or 7 driven on each side). - Building frame bent in bent 4 (pulling cutoffs down 1-2') - Existing frame bent in bent 8 (pulling cutoffs down 1-2')
3	3.9	2	OSMOSE	Cap 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	3.16	3	OSMOSE	Replace all bridge ties.
5	3.16	3	OSMOSE	Replace: - Cap on Bent 4 (crushing under chord 2) - Cap on Bent 5 (crushing over Posts 5 & 6)
6	3.14	3	RAILROAD	Add ballast and tamp up approach.
7	3.13	3	OSMOSE	Replace: - Walkway inspection planks & install hand cable
8	3.10	3	OSMOSE	Remove (2 post frame bent with piles 1 & 7 driven on each side). - Existing frame bent in bent 10 (pulling cutoffs down 1-2')
9	3.17	4	OSMOSE	Replace: - Cap on Bent 11 (slight crushing under chord 1)

Osmose Railroad Services, Inc.

CORP002063

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 739.14

MILOPOST: 739.14

SECTION# 1

TYPE: COPT

LOCATION: Gardiner, OR

INSPECTION DATE: 2/13/2007

INSPECTOR: K. Trickle & P. Kaz

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 ✓
Cap - Possible Reject (slight crushing under chord 2) ✓

Bent 11 Pile 5 - Reject
Cap - Slight crushing under chords 1 & 2

Bent 14 Cap - Possible Reject ✓
North Sash 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 ✓

Unverified

Osmose Railroad Services, Inc.

CORP002061

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 739.14

MILEPOST: 739.14

SECTION: 1

TYPE: ODPT

LOCATION: Galloway, OR

INSPECTION DATE: 2/12/2007

INSPECTOR: K. Trickle & P. Koz

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)

Bent 23

Pile 2 - Reject

Pile 4 - Reject

Cap - Reject (slight crushing under chord 1)

East Tower Brace - Reject

Bent 24

Cap - Reject

Bent 25

Pile 3 - Reject

Bent 26

Cap - Possible Reject (slight breaking at middle)

Ties - Pair to Floor (multiple planks out, 5 reject at North approach, severe planks out)

Handrails - OK

Approach - Low

Walkway inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

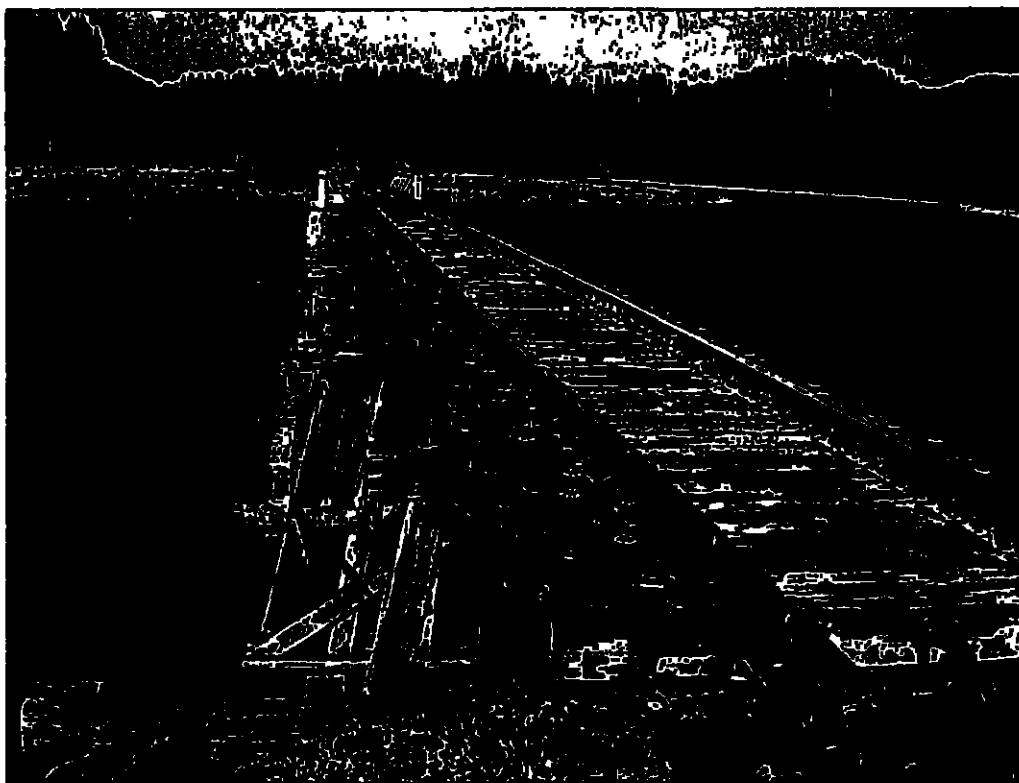
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.12	2	RAILROAD	Add ballast and tamp up approach.
2	1.11	2	OSMOSE	Replace: - Cap on Bent 21 (crushing under chord 2)
3	1.16	3	OSMOSE	Replace all bridge ties.
4	1.13	3	OSMOSE	Replace: - Walkway inspection planks & install hand cable

Osmose Railroad Services, Inc.

CORP002052

Site Photos:

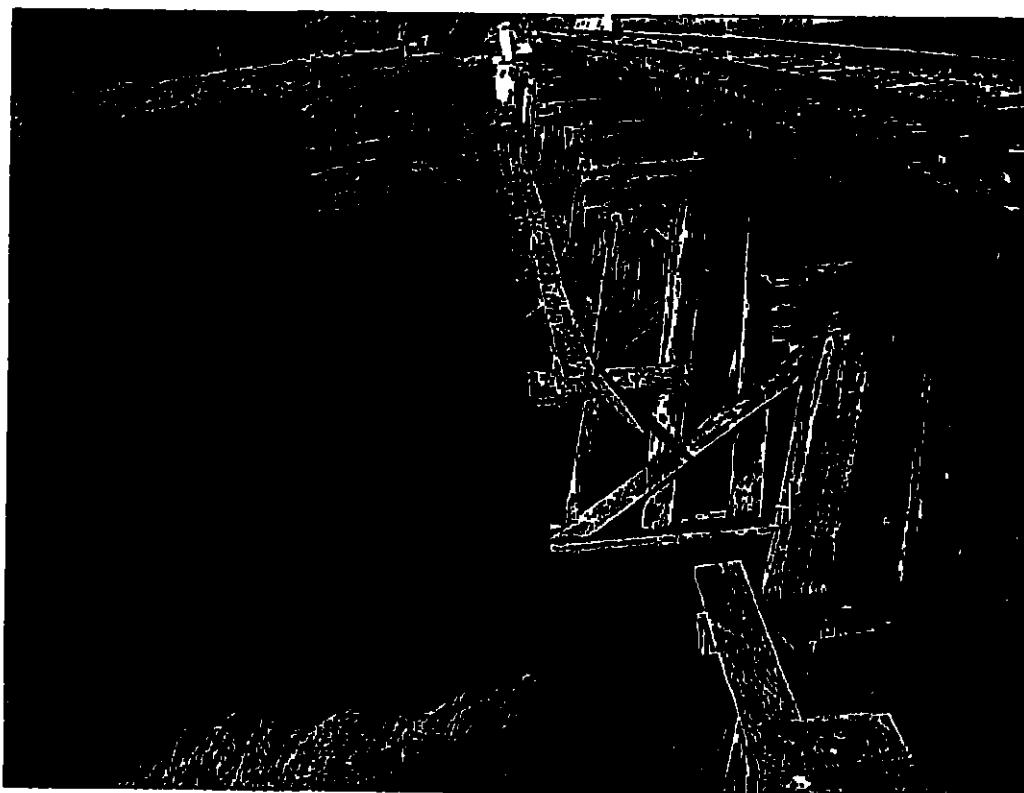
1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4 Right Side Elevation

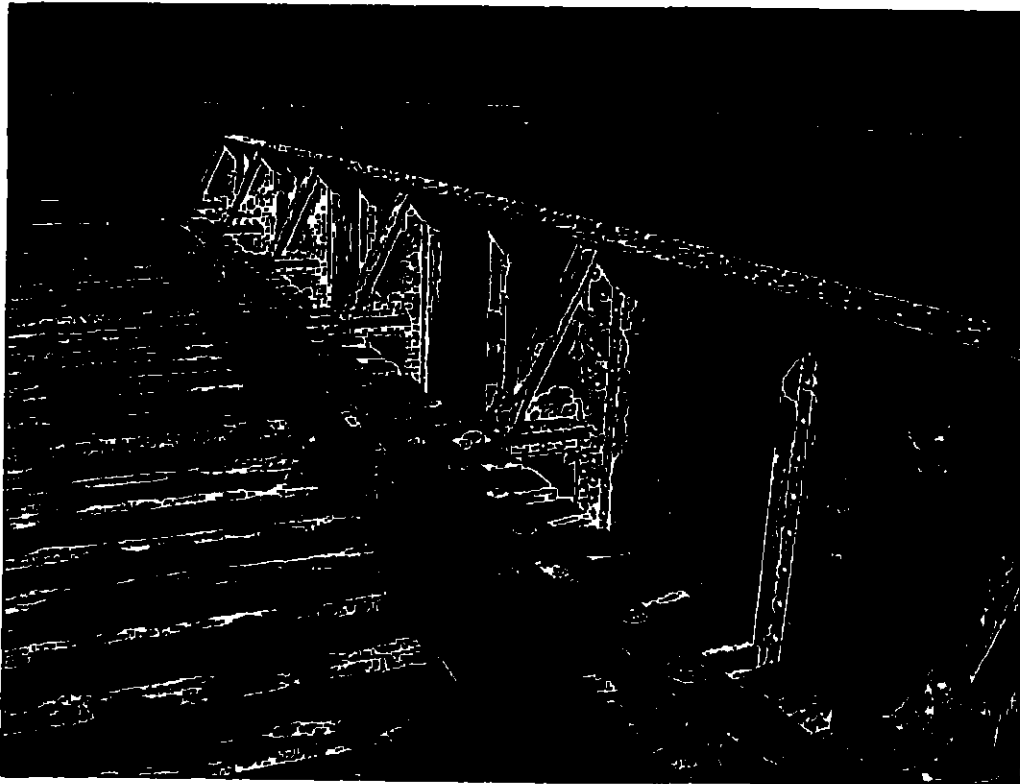
Site Photos:



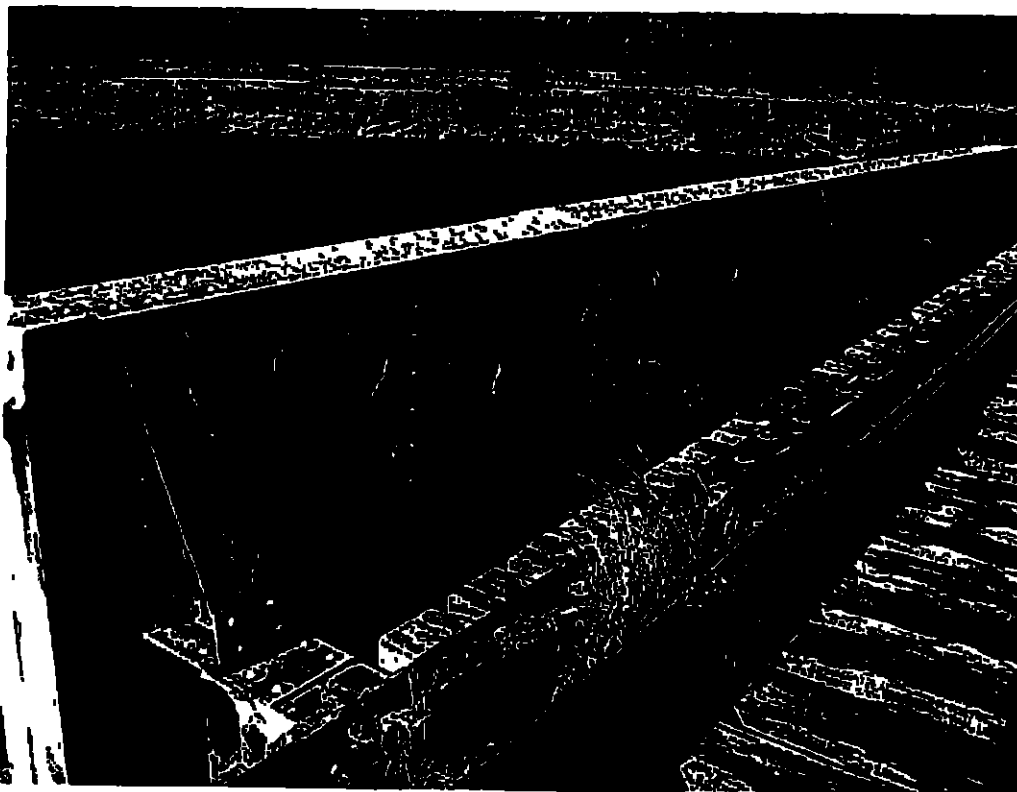
5. Driftwood



6. Driftwood



7. Section 2 Interior Left



8. Section 2 Interior Right

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 739.43

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

N. Appr.

S. Appr.

Segment No	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1		Timb. Trestle	Timber		
2		St. Trestle	Steel		
3		Timb. Trestle	Timber		
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): ASMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Sect. 1 ~ No changes ~ Could not verify drift debris

Sect 2 ~ No changes

Sect 3 ~ No changes ~ Possibly new drift debris @ left Bank Tie start.

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 739.43

MILEPOST: 758.43

SECTION# 1

TYPE: DCPY

LOCATION: Reedport, OR

INSPECTION DATE: 2/13/2007

INSPECTOR: K. Triplett & P. Koz

Findings:

Bent 2
Pile 3 - Reject
Cap - Reject (slight crushing) ✓

Bent 3
Cap - Possible Reject (breeding at cap) ✓

Bent 4
Pile 6 - Reject ✓
Sill - Reject (spilt) ✓

Bent 6
Cap - Vertical split *unverified*

Bent 7
Post 2 - Reject ✓
Post 4 - Reject ✓
Pile 7 - Reject ✓
Cap - Reject (corrosion, bulging) ✓

Bent 8
Post 6 - 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 ✓
Cap - Reject (crushing under chord 1) ✓

Bent 15
Cap - Slight crushing over post 2 ✓

Bent 17
Pile 7 - Reject ✓

Osmose Railroad Services, Inc.

CORP002069

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: 2/18/2007

INSPECTOR: K. Truhls & P. Kaz

Findings:

Bent 18

Pile 7 - Reject

Ties - Fair (plate out)

Handrail - OK

Approach - Low

Guard Timber - Fair

Stringers - OK

Bents 3 thru 18 are 6 post frame bents with piles 1 & 7 on outside

Walkway inspection planks - Fair

Drift in Space 10 & 11

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FINDS	RECOMMENDED WORK
1	1.14	2	RAILROAD	Add ballast and tamp up approach.
2	1.3	2	OSMOSE	Post: - Post 2 of Bent 7 - Post 4 of Bent 7 - Pile 7 of Bent 7
3	1.3	2	OSMOSE	Replace: - Gilt in Bent 4 (split)
4	1.1	2	OSMOSE	Replace: - Cap on Bent 2 (slight crushing) - Cap on Bent 4 (split) - Cap on Bent 7 (crushing, bulging) - Cap on Bent 14 (crushing under chord 1)
5	1.17	3	RAILROAD	Remove drift from bridge as necessary.
6	1.18	3	OSMOSE	Replace: - Walkway inspection planks & install hand cable
7	1.15	3	OSMOSE	Post: - Post 3 of Bent 8 - Post 6 of Bent 8 - Post 4 of Bent 12 - Pile 7 of Bent 12
8	1.13	3	OSMOSE	Replace: - Cap on Bent 8
9	1.11	4	OSMOSE	Replace: - Cap on Bent 3 (crushing at top)
10	1.10	4	RAILROAD	Inspect for Marine Borer
11	1.8	4	OSMOSE	Post: - Pile 5 of Bent 2 - Pile 6 of Bent 4 - Post 6 of Bent 8 - Pile 7 of Bent 10 - Post 4 of Bent 14 - Pile 7 of Bent 17 - Pile 7 of Bent 18
12	1.5	4	OSMOSE	In-place preservative treat piles and caps.

Osmose Railroad Services, Inc.

CORP002070

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span	BRIDGE # 739.43
MILEPOST: 739.43	SECTION# 3
TYPE: TPG	LOCATION: Roadport, OR
INSPECTION DATE: 2/13/2007	INSPECTOR: K. Trickle & P. Kue

Findings:

Bearings covered in pack rust, debris ✓
 Lower gusset and flange angles have pack/rust, debris ✓
 Floor beams have drive pin holes ✓
 Floor beams disambled at lower flange angles ✓
 Stringer stiff braced 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 stiff braced on all TPG floor beams
2	2.1	4	RAILROAD	Clean - Fly toppings - 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.

CORP002076

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

South Approach

BRIDGE # 739.43

RAILPOST: 739.43

SECTION# 1

TYPE: CbPT/CbPT

LOCATION: Reedsport, OR

INSPECTION DATE: 2/19/2007

INSPECTOR: K. Trickle & P. Koz

Findings:

- Bent 1
Pile 1 - Reject ✓
Cap - Reject (broken) ✓
- Bent 2
Pile 1 - Reject ✓
Post 5 - Reject ✓
- Bent 3
Cap - Possible Reject (slight crushing under shore 1 & 2) ✓
- Bent 6
Cap - Reject (cracking) ✓
- Bent 6
Pile 1 - Reject ✓
Cap - Possible Reject (cracking) ✓
- Bent 7
Pile 7 - Reject ✓
- Bent 8
Pile 1 - Reject ✓

Ties - Fair
Guard Timber - Fair to poor
Handrail - OK
Approach - Low
Sillings - OK

Walkway inspection planks - Poor

Recommended Work and Work Accomplished

RECOMMENDED WORK

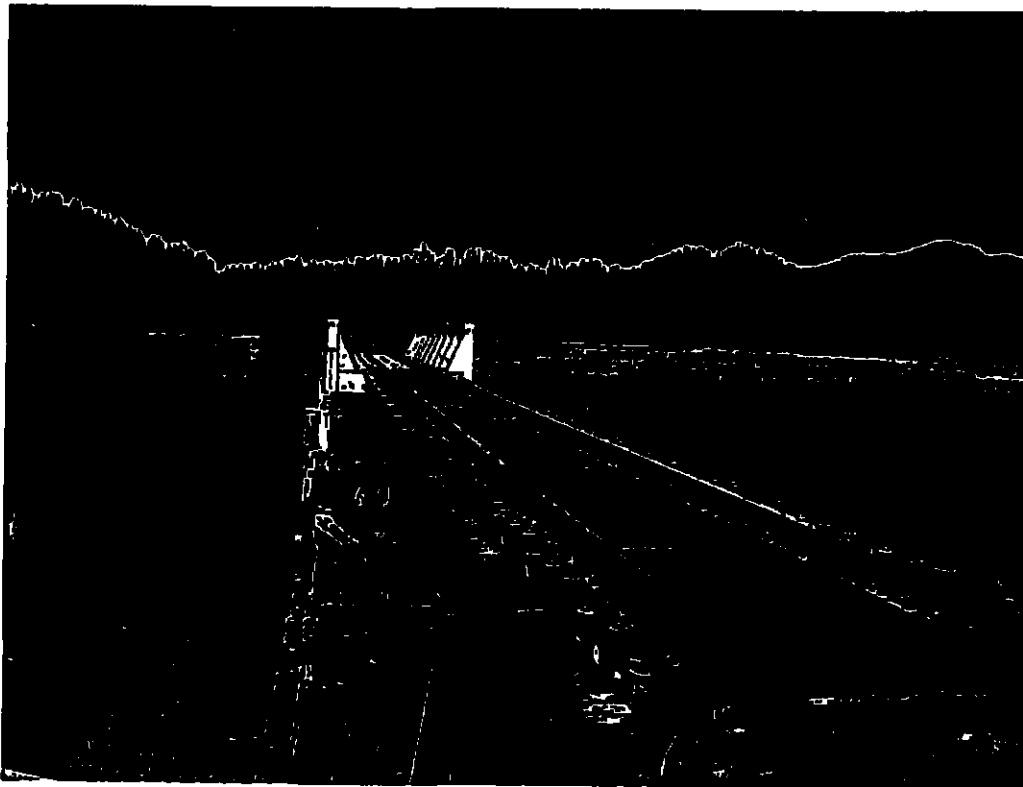
ITEM #	REP #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.1	2	OSMOSE	Out Pile tops down and: - Replace Cap with an oversized cap on Bent 1 (broken)
2	3.12	3	OSMOSE	Replace: - Walkway inspection planks & install hand cable
3	3.11	3	OSMOSE	Replace: - Guard timber
4	3.9	3	OSMOSE	Post: - Pile 1 of Bent 2 - Post 6 of Bent 2
5	3.7	3	RAILROAD	Add ballast and ramp up approach.
6	3.2	3	OSMOSE	Out Pile tops down and: - Replace Cap with an oversized cap on Bent 5 (cracking) - Replace Cap with an oversized cap on Bent 6 (cracking)

Osmose Railroad Services, Inc.

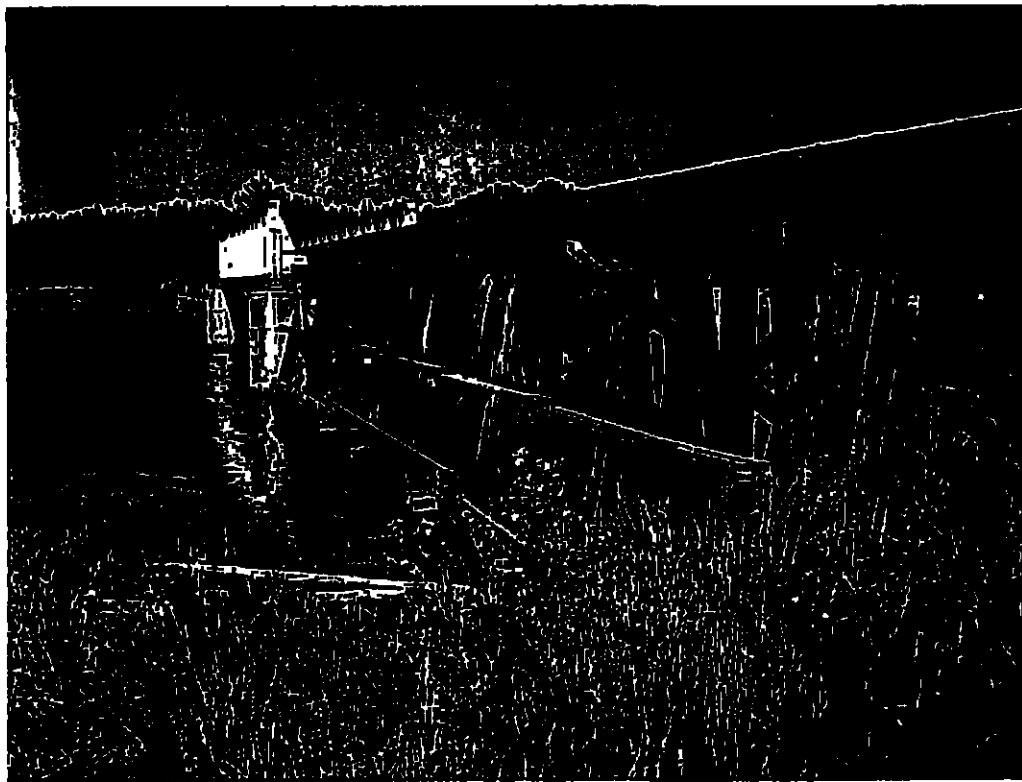
CORP002083



1. Looking Toward Increasing Milepost

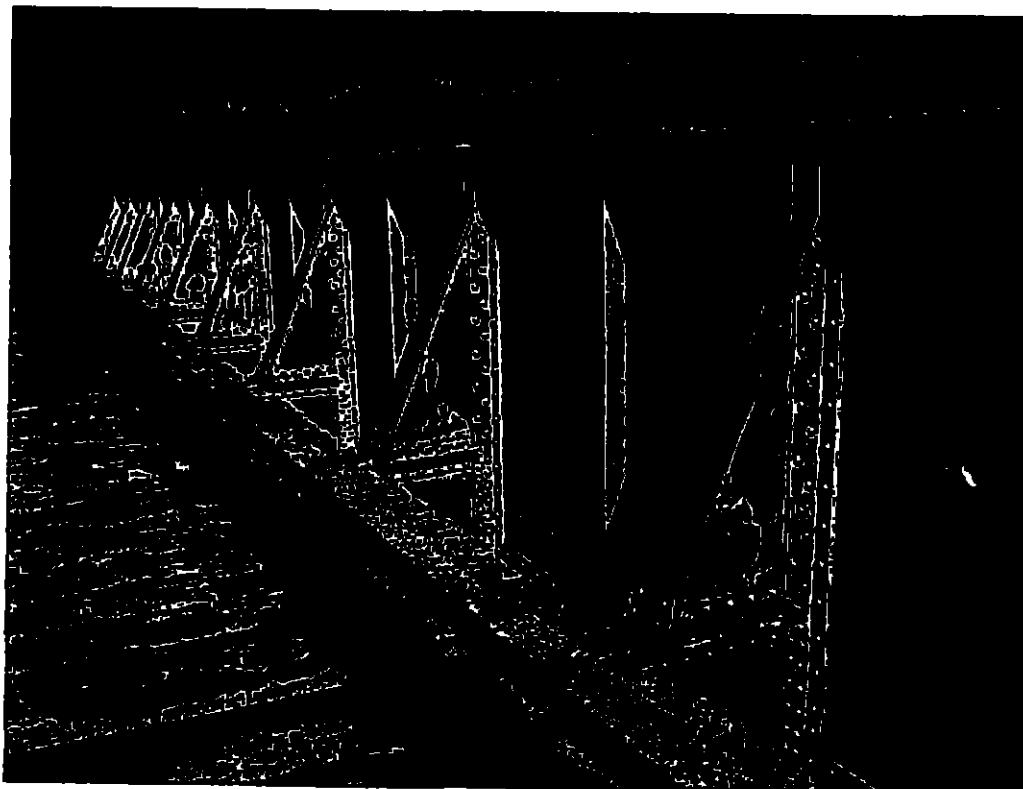


2. Looking Toward Decreasing Milepost

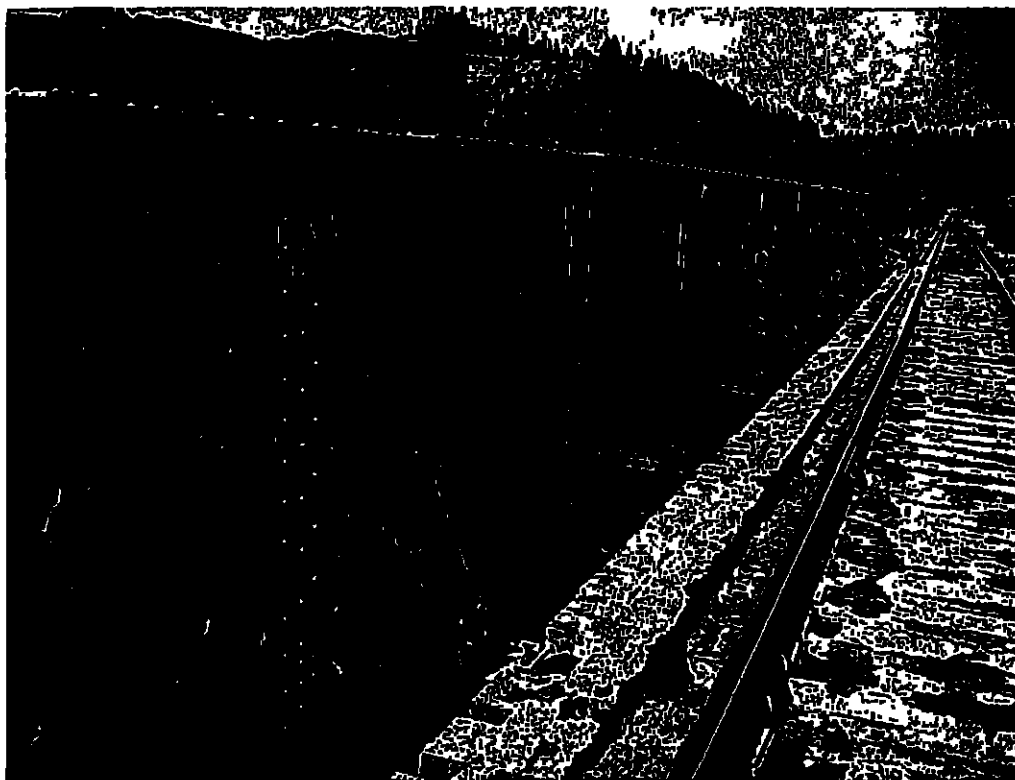
Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

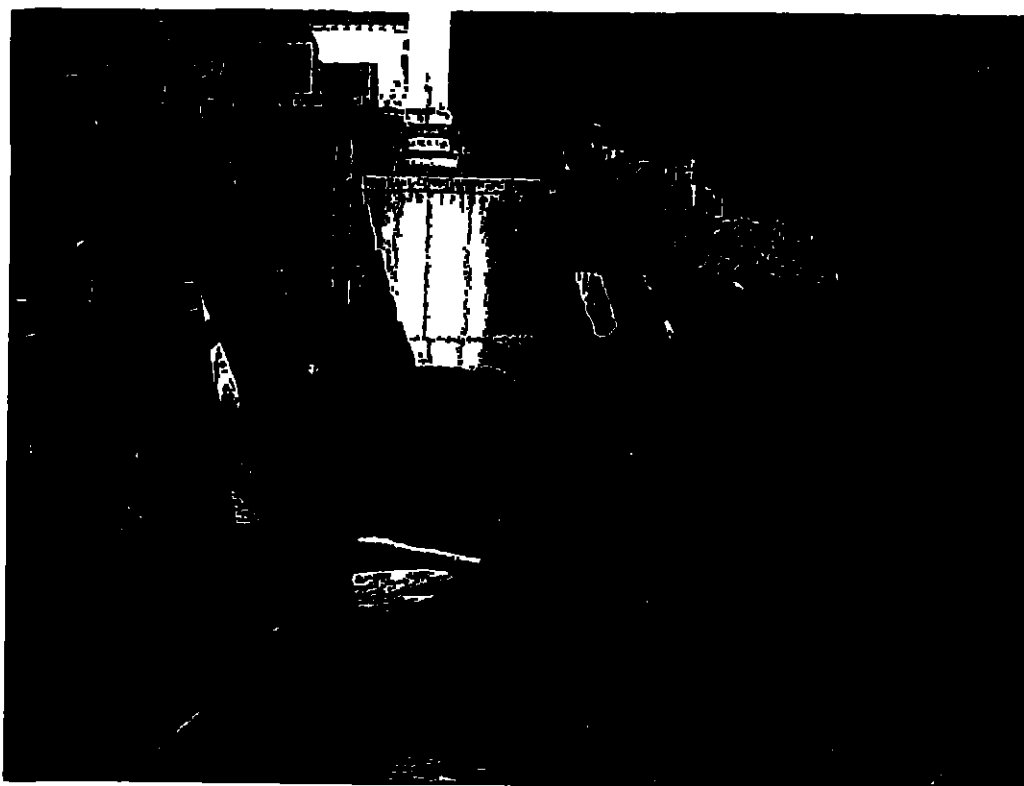


5. Driftwood



6. Section 2 Interior Left

Site Photos:**7. Section 2 Interior Right****8. Section 2 Interior**



9. Section 2 Piers

GAP
739.68

PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES

$$\frac{45' + 12'}{57'} = 60'$$

Bridge MP No. 739.68 SECT 1

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: _____ Inspector(s): _____

Bridge Geometry and Materials:

N. Appr.
Tmb.

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	4	Timber	Timber	60'	
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-19-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No Changes.

PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES

Bridge MP No. 739.68 SECT. 2 N. Appr. Toward Swing Span
Spans 3-4

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-08 Inspector(s): GAP & PC

Bridge Geometry and Materials:

Span

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1		Stl. Thru Truss	steel	125'	
2		"	"	125'	
3		"	"	125'	
4		"	"	125'	

Panel to
Panel Dist
25'
x 5 Panels

125'
x 8 spans

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: River

1,000 FT.
N. side
only.
not incl. dir.
swing
span.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-14-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Span 1 - No changes

Span 2 - Panel 2 - bott. chord lattice bracing broken - B. side -
Rivets repl. w/ Bolts.

Span 3 - No changes Span 4 - No changes

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 739.68 Sect. 2 N. Appr. Toward Swing Span
Span 5

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Span

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
<u>15</u>		<u>SH Thru Truss</u>	<u>Steel</u>	<u>125</u>	
<u>26</u>					
<u>27</u>					
<u>18</u>					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-14-07

Previously Inspected by (firm): OSMOSE Inspector: KT & FK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Span 5 - No changes



DAVID EVANS
AND ASSOCIATES INC.

JOB DESCRIPTION _____
CALCULATION FOR _____

JL _____
BY _____ DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

BR. 739.68

SECT 1	60'	Timb Appr.
~~SECT~~ 2	1000	Steel Truss
	360	Steel Truss Swing Span
SECT 3	125'	Steel Truss
	60	Timb. Appr.

≈ 1605 FT. ← Visual
OBSERVATION

Check Bridge length 1507 vs. 1598

Based on Field observation, the
bridge length is closer to 1598'

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

North Approach

BRIDGE # 739.68

MILEPOST: 739.68

SECTION# 1

TYPE: ODPT

LOCATION: Redport, OR

INSPECTION DATE: 2/14/2007

INSPECTOR: K. Trickle & P. Koz

Findings:

Bent 2

Girt Brace 3 in Span 2 - Reject ✓

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	1.10	4	OSMOSE	Replace: - Girt Brace 3 in Span 2
2	1.8	4	RAILROAD	Add ballast and tamp up approach.
3	1.5	4	OSMOSE	Replace: - Stringer 1 in Spans 1 & 2 (horizontal shear)
4	1.4	4	OSMOSE	Shims - Over Post 4 of Bent 4
5	1.2	4	OSMOSE	In-place preservative treat piles, caps and stringers.
6	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	1.8		OSMOSE	8/23/2008	Shimmed: - Chord 2 at Bent 2 (no cost to owner) Monitor: - Bent for settlement during future inspections
2	1.7		OSMOSE	8/18/2008	Replaced: - Cap on Bent 2 with an oversized cap Posted: - Post 1 of Bent 2

Osmose Railroad Services, Inc.

CORP002087

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span

BRIDGE # 739.68

MILEPOST: 739.68

SECTION: 2

TYPE: Thru Truss

LOCATION: Roadport, OR

INSPECTION DATE: 2/18/2007

INSPECTOR: K. Trickle & P. Koz

Findings:

PIER	PIER NOTES
1	No defects noted ✓
2	Heavy to severe corrosion on expansion bearing bolsters Severe corrosion on all bearing anchor bolts (corroded through) ✓ Heavy corrosion on masonry plates, all bearings ✓
3	Heavy to severe corrosion on expansion bearing bolsters ✓ Severe corrosion on all bearing anchor bolts (corroded through) ✓ Heavy corrosion on masonry plates, all bearings ✓
4	Severe corrosion on all bearing anchor bolts (corroded through) ✓
5	Heavy corrosion on expansion bearing bolsters Heavy to severe corrosion (80% - 90% section loss) on all bearing anchor bolts ✓
6	Severe corrosion on expansion bearing bolsters (bearings are falling out) Heavy corrosion (80% 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 (west) ✓
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-L2 (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 ✓

Osmose Railroad Services, Inc.

CORP002091

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span

BRIDGE # 739.68

MILEPOST: 739.68

SECTION# 2

TYPE: Truss

LOCATION: Reedsport, OR

INSPECTION DATE: 2/18/2007

INSPECTOR: K. Trickle & P. Koz

Findings:

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)	✓	✓
1	8	Panel #2 Moderate corrosion on truss bottom chord channels Moderate corrosion on L3-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 leading base 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 shell angles at Floor Beam #3 Moderate corrosion (25% section loss) on truss bottom chord horizontal gusset plate (west) 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 L3-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 corrosion (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 (west) 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 bottom plates at Floor Beam #1 connections	✓	✓

East side -
Corroded rivets
Removed & Repl.
w/ Bolts.

For Both Chords -
Collision Damage.

Osmose Railroad Services, Inc.

CORP002092

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: 2/16/2007

INSPECTOR: K. Trickle & P. Koz

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 (50% section loss) on portal top flange angles Moderate to heavy corrosion (30% 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 plates, 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 (50% 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 (50% 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, (west) Corrosion on rivets, bottom 10' of west portal	✓ ✓ ✓

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CORP002093

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span

BRIDGE # 739.68

MLEPOST: 739.68

SECTION# 2

TYPE: Thru Truss

LOCATION: Roadport, OR

INSPECTION DATE: 2/18/2007

INSPECTOR: K. Trickle & P. Koz

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 (70% 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 (west)	✓ ✓ ✓ ✓
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)	✓ ✓

Osmose Railroad Services, Inc.

CORP002094

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span

BRIDGE # 739.68

MILEPOST: 739.88

SECTION# 2

TYPE: Truss

LOCATION: Redport, OR

INSPECTION DATE: 2/16/2007

INSPECTOR: K. Trickle & P. Kaz

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 - 75% loss - see picture ✓ 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 L2-U4 (west) ✓ Heavy corrosion on truss bottom chord lacing bars (west) ✓
4	11	Panel #5 Heavy corrosion on web and bottom flange of stringer 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 (west) ✓ 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, L3-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) ✓

Osmose Railroad Services, Inc.

CORP002095

W L2-U1 top dia.
chord some corrosion
loss

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span

BRIDGE # 739.68

MLEPOST: 739.68

SECTION# 2

TYPE: Tru Truss

LOCATION: Reedsport, OR

INSPECTION DATE: 2/15/2007

INSPECTOR: K. Trickle & P. Kaz

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) ✓
5	1	Floor Beam #0 Heavy corrosion (70% section loss) on top and bottom flange angles
5	2	Floor Beam #1 Light to moderate corrosion (20% section loss) on top flange angles Light corrosion (10% section loss) on bottom flange angles
5	3	Floor Beam #2 Heavy corrosion on web and bottom flange at web-to-bottom flange connection
5	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
5	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
5	6	Floor Beam #5 Light corrosion (10% section loss) on top flange angles
5	7	Panel #1 Moderate corrosion (20% - 40% section loss) on portal channels Heavy corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion (80% section loss) on truss bottom chord channel and lacing bars (west) Moderate to heavy corrosion on web and flange angles, L2-U1 (both sides)
5	8	Panel #2 Heavy corrosion on stringer web at bottom flange angle connection (west) Moderate to heavy corrosion (60% section loss) on stringer bottom flange angles (both sides) Moderate to heavy corrosion on flange angles and rivets, L3-U3 (both sides) Moderate to heavy corrosion on flange angles and rivets, L3-U2 (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) Heavy corrosion on lacing bars of truss bottom chord (both sides)
5	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)
5	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)

GP's Team
Amund's Team

Osmose Railroad Services, Inc.

CORP002096

1/4

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: 2/15/2007	INSPECTOR: K. Trickle & P. Kaz

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
✓ Moderate corrosion (30% 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, + Bottom Flange | |
| 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 (80% section loss) on truss bottom chord channel and lacing bars (west)
✓ Moderate to heavy corrosion on web and flange angles, L3-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, L3-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) | Stringer, TOP Flange 80% Section loss |
| 6 | 10 | Panel #4 to moderate
✓ Minor corrosion on stringer web (west)
✓ Moderate corrosion on web, L4-U3 (both sides)
✓ Moderate corrosion on truss bottom chord outboard web (west) Inboard face has moderate corrosion | |
| 6 | 11 | Panel #5
✓ Minor corrosion on stringer web (west)
✓ Surface rust developing on portals = Holes + heavy corrosion
✓ Moderate corrosion on truss bottom chord at Floor Beam #5 connection (west)
✓ Moderate corrosion on truss bottom chord outboard web (west)
CC Conf confirm | |

Osmose Railroad Services, Inc.

CORP002096

AB

739.68

2/A

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

Main Span

BRIDGE # 739.68

MILEPOST: 739.68

SECTION 2

TYPE: Truss

LOCATION: Reedsport, OR

INSPECTION DATE: 2/16/2007

INSPECTOR: K. Trinkle & P. Kaz

Findings:

- | | | | |
|---|----|---|---------------------------------|
| 7 | 1 | <p>Floor Beam #0</p> <ul style="list-style-type: none"> Moderate to heavy corrosion (50% section loss) on bottom flange angles Light corrosion (20% 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 | <p>Floor Beam #1</p> <ul style="list-style-type: none"> 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 | <p>Floor Beam #2</p> <ul style="list-style-type: none"> Severe corrosion on bottom vertical gusset plate, L2-U1 (both sides) Light corrosion on web at bottom flange angle connection | |
| 7 | 4 | <p>Floor Beam #3</p> <ul style="list-style-type: none"> 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 | <p>Floor Beam #4</p> <ul style="list-style-type: none"> Severe corrosion on web and flange angles, L4-U4 (west) Heavy corrosion on web and flange angles, L4-U4 (east) Moderate to heavy corrosion on web outboard from west stringer Surface rust developing on portal | |
| 7 | 6 | <p>Floor Beam #5</p> <ul style="list-style-type: none"> Heavy corrosion on truss bottom chord horizontal gusset plate (both sides) Light corrosion on bottom flange angles | |
| 7 | 7 | <p>Panel #1</p> <ul style="list-style-type: none"> Moderate to heavy corrosion on stringer top lateral gusset plates Moderate corrosion (50% section loss) on stringer top flange angles (east) | } Severe Section Loss of Rivets |
| 7 | 8 | <p>Panel #2</p> <ul style="list-style-type: none"> Moderate to heavy corrosion on stringer top lateral gusset plates Severe corrosion (corroded-through in places), L2-L31 throughout member (both sides) Moderate corrosion (30% - 50% section loss) on truss bottom chord throughout (both sides) | |
| 7 | 9 | <p>Panel #3</p> <ul style="list-style-type: none"> 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, L3-L3 (both sides) Moderate corrosion on flange angles, L3-L2 (both sides) | |
| 7 | 10 | <p>Panel #4</p> <ul style="list-style-type: none"> 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 | <p>Panel #5</p> <ul style="list-style-type: none"> Severe corrosion on stringer web at bottom flange angle connection (west) Heavy corrosion on stringer top lateral gusset plates | |
| 8 | 1 | <p>Floor Beam #0</p> <ul style="list-style-type: none"> 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) | |

Osmose Railroad Services, Inc.

CORP002097

AB

3/4

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: 2/16/2007

INSPECTOR: K. Trickle & P. Koz

Findings:

- | | | |
|---|----|---|
| 8 | 2 | <p>Floor Beam #1</p> <ul style="list-style-type: none"> ✓ 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 | <p>Floor Beam #2</p> <ul style="list-style-type: none"> ✓ 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 | <p>Floor Beam #3</p> <ul style="list-style-type: none"> ✓ 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 | <p>Floor Beam #4</p> <p><i>50% - 60% - web is 50% loss</i></p> <ul style="list-style-type: none"> ✓ Light to 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 | <p>Floor Beam #5</p> <ul style="list-style-type: none"> ✓ Heavy to severe corrosion on top flange angles ✓ Moderate corrosion (30% section loss) on bottom flange angles |
| 8 | 7 | <p>Panel #1</p> <ul style="list-style-type: none"> ✓ Surface rust on portals, <i>SEVERE RUST, HOLES</i> ✓ Heavy corrosion on stringer web at bottom flange angle connection (west) ✓ Moderate to heavy corrosion on stringer top lateral gusset plates |
| 8 | 8 | <p>Panel #2</p> <ul style="list-style-type: none"> ✓ Moderate corrosion (20% 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 | <p>Panel #3</p> <ul style="list-style-type: none"> ✓ 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 | <p>Panel #4</p> <ul style="list-style-type: none"> ✓ 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) ✓ Heavy corrosion on truss bottom chord <p><i>moderate to severe</i></p> |
| 8 | 11 | <p>Panel #5</p> <ul style="list-style-type: none"> ✓ Surface rust on portals ✓ Heavy corrosion on stringer top lateral angles and gusset plates ✓ Moderate to heavy corrosion (50% section loss) on stringer top flange angles ✓ Minor corrosion on truss top chord bracing |
| 9 | 1 | <p>Floor Beam #0</p> <ul style="list-style-type: none"> ✓ Heavy to severe corrosion (70% - 80% section loss) on top flange angles |
| 9 | 2 | <p>Floor Beam #1</p> <ul style="list-style-type: none"> ✓ Minor corrosion on web at bottom flange angle connection ✓ Minor corrosion on web and flange angles, L1-U1 (west) |

Osmose Railroad Services, Inc.

CORP002098



DAVID EVANS
AND ASSOCIATES INC

AB & RS & CS 789.68

4/4

JN _____
BY _____ DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

JOB DESCRIPTION 739.68 Section 2
CALCULATION FOR Coos Bay

Span 8, ~~8~~

General Observation on Primary Truss members

Top chord 25% section loss of web and flanges

Bottom chord 50% loss flanges, 25% loss web, worse @ connections

Lacking, some holes, some failed

Diagonal - Holes, 50% section loss

Vertical - 25% loss flanges, 50% loss web

Span 7,

Top chord - 50-75% loss on top chord flanges, 25% loss on web

Bottom chord - Same as top chord

Diagonal - 50% section loss

Vertical - 25% section loss

Span 6,

Top chord - Severe River Section loss

Top flange 80% loss, web 25% loss

Bottom chord - 50% section loss flanges, 25% loss webs

Diagonal - 25-50% section loss

Vertical - 25% section loss

1/2

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 739.68 Sect. 2, span 10 only.

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-08 Inspector(s): Aracanda Blankenship

Rueben Stone
Corey Schreiner

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2	<u>10</u>	<u>Steel Thru</u>	<u>Steel</u>	<u>1</u>	<u>125' on all</u>
3		<u>Truss</u>			
4					

spans except
B & C. See
Notes for
detail

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): ~20'

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Umpqua River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-15-07

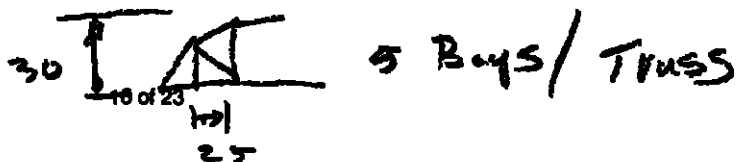
Previously Inspected by (firm): OSMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties				<u>Fair</u>	
Stringers				<u>Poor</u>	
Caps				<u>NA</u>	
Piles				<u>NA</u>	
Walkway				<u>Good</u>	
Headwalls				<u>NA</u>	
Truss				<u>X See Notes Fair</u>	<u>See Notes</u>
Floor Beams				<u>X Poor Poor</u>	
Steel Stringers	<u>X</u>	<u>30</u>	<u>70</u>	<u>section loss on Top Flanges</u>	
Bearings	<u>X</u>			<u>Poor</u>	

Notes:

OSMOSE - Note surface rust on truss members and heavy to moderate corrosion of bracing



S. Approach

739.68



DAVID EVANS
AND ASSOCIATES INC

AB, RS, CS

2/2

JN _____
BY _____ DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

JOB DESCRIPTION 739.68 Section 2, SPAN 10 only
CALCULATION FOR Cass Bay Railroad Assessment

Top Chord - failed Paint, severe pitting, 20% section loss
Puck Rust at lacing connections

Verticals - Severe pitting at web, 5% section loss

Diagonal - Same Rivets, severe section loss
Puck Rust severe 10% Member section loss

~~ails~~
Stringers - Bottom Chord - Webs have severe pitting, 25% section loss
Failed paint system on whole member

Flanges - 50% section loss

Floor beam - 10% section loss of web and flanges
Severe puck rust at stringer connections
Many rivets severe section loss

Stringers - 50% section loss of top flange
Less ~~4~~_{1/2} 5% web
10% Bottom flange

Bottom lateral - holes, severe section loss, severe paint Rust
Bracing 75% section loss



DAVID EVANS
AND ASSOCIATES INC

AB, RS & CS 739.68

JN. _____
BY _____ DATE _____
SHEET _____ OF _____ SHEETS
CHECKED BY _____ DATE _____

JOB DESCRIPTION 739.68 Section 2, Spans 8+9 Observation
CALCULATION FOR Coos Bay Railroad Assessment

Swing Spans

Observations:

Span is open and only accessible by observation through Binoculars.

Paint system has failed

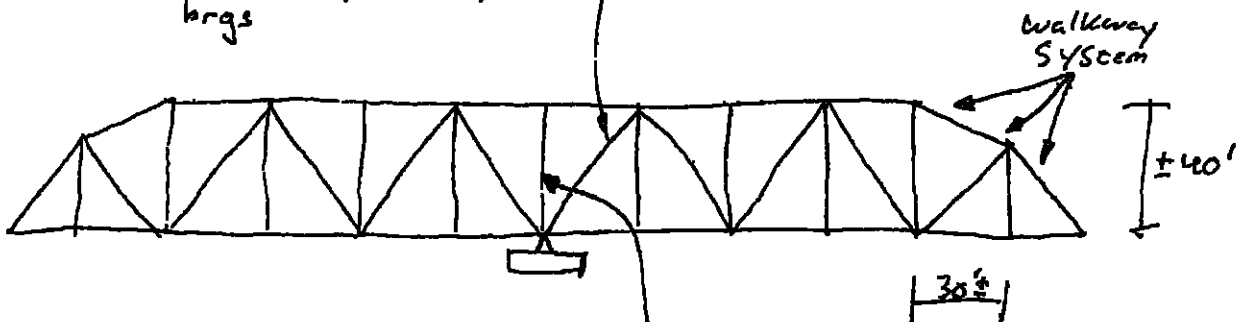
Evidence of pitting and section loss observed

Walkway system to access top chord has failed

Stringers appear to have significant exposed steel that indicates Section loss.

Apparent rivet section loss
Darker rust apparent, possible deep pitting

Riveted truss, no pins, except at brgs



Top lateral bracing - severe section loss, holes

Ladder

PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES

Bridge MP No. 739.68 SECTION 3

S. Approach

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-08 Inspector(s): Amanda Blankship, Corey Schriener

Bridge Geometry and Materials:

a Ruben Stone

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1					
2					
3	<u>4</u>	<u>ODPT</u>	<u>Timber</u>	<u>60</u>	<u>15</u>
4					

General Bridge Information:

Total Bridge Length (ft.): 60 Maximum Bridge Height (ft): 16.5

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Road

Previous Inspection Information:

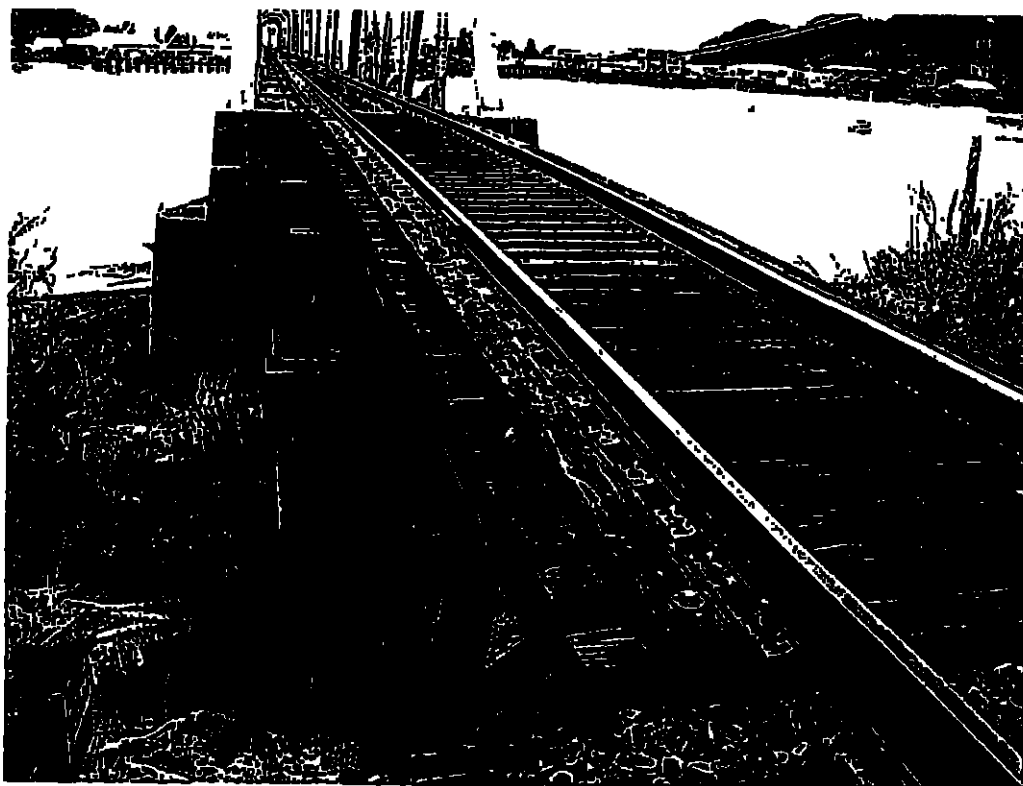
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/13/07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties		X		Poor	No Rot or splits
Stringers	X	X		Confirmed	Span 3 Poor
Caps				Fair	Moderate splitting Bent 3
Piles	X		X	Poor	Confirmed #5 reject, severe split
Walkway			X		
Headwalls			X		Bent 5 piles surface Rust
Truss				NA	
Floor Beams				NA	
Steel Stringers				NA	

Notes: Bent 4 Pile 2 sounded Hollow Bent 3 Pile 5 severe splits
Bent 2, Pile 2 Sounded Hollow Bent 2 Pile 4 - sounded hollow.
4 stringers under each Rail, Confirmed Collision damage

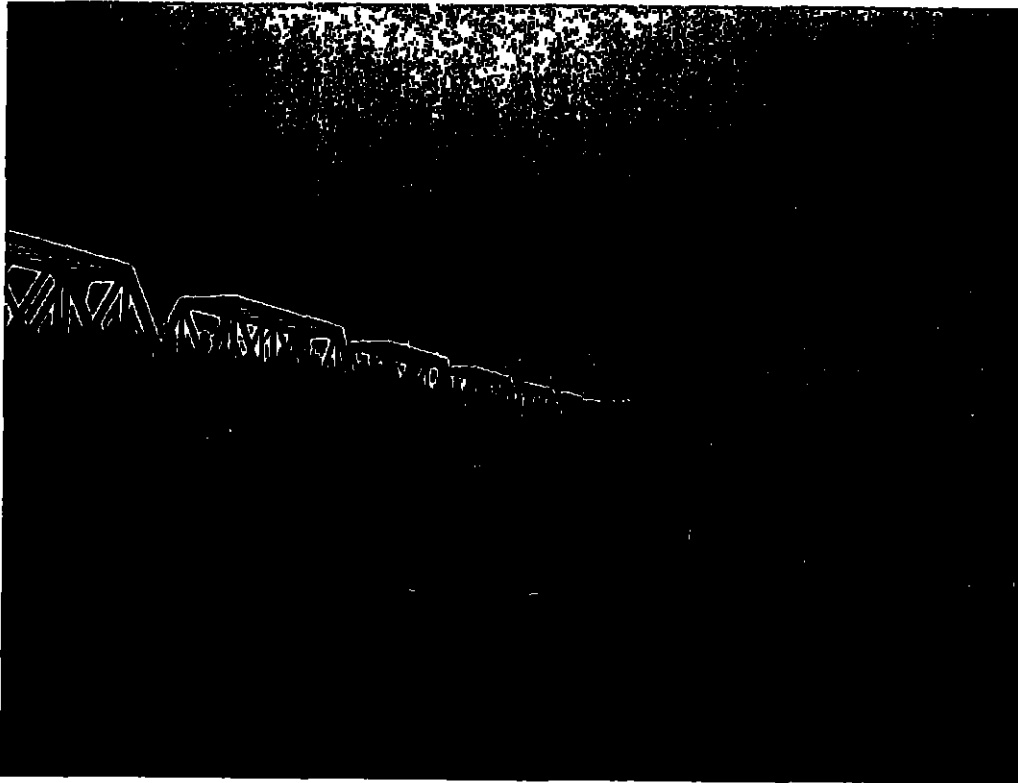


1. Looking Toward Increasing Milepost

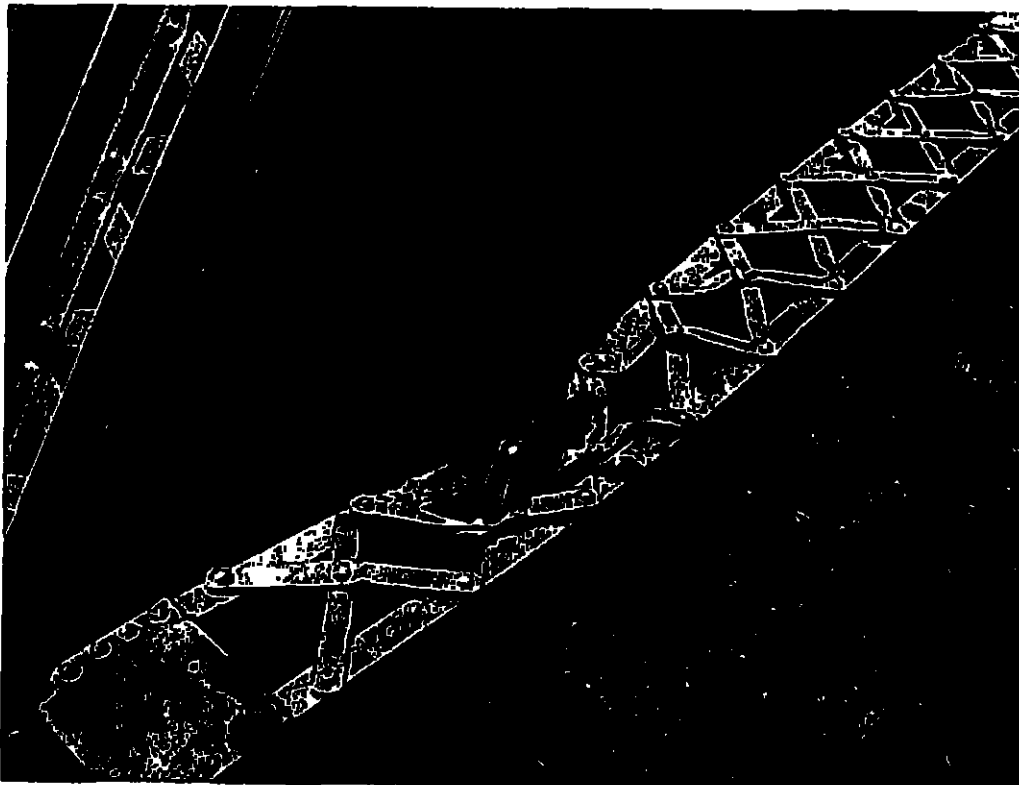


2. Left Side Elevation

Site Photos:**3. Right Side Elevation****4. Right Side Elevation**



5. Right Side Elevation



6. Damaged East Bottom Chord, Span 2 Panel 3

Site Photos:

7. View Looking Back On Milepost

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 740.25

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-15-03 Inspector(s): GAP & R.C.

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	4	Timb. Frame	Timber		14.67'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): 7'-2" cl.

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Grade ~ abandoned Rdwy.

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No Changes ~ see Previous Insp. Rep.

Site Photos:

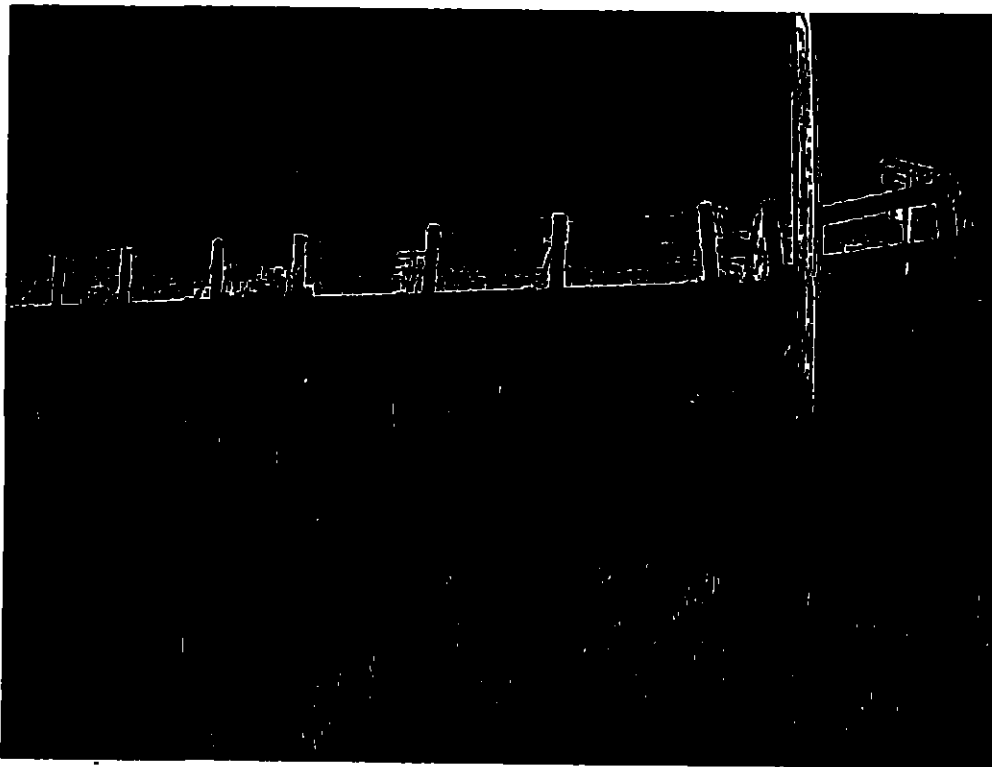
1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 740.84

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-15-08 Inspector(s): GAP & EC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	16	Conc. Tub/gir	Conc.		
2		Pile Trestle			
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: River

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

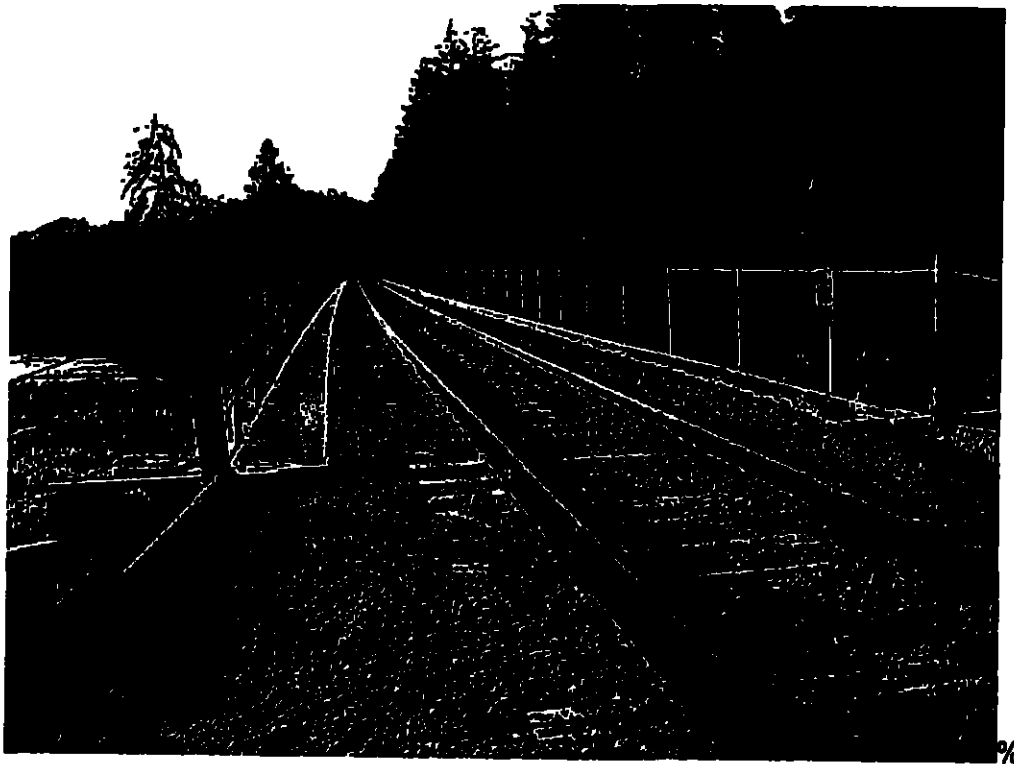
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

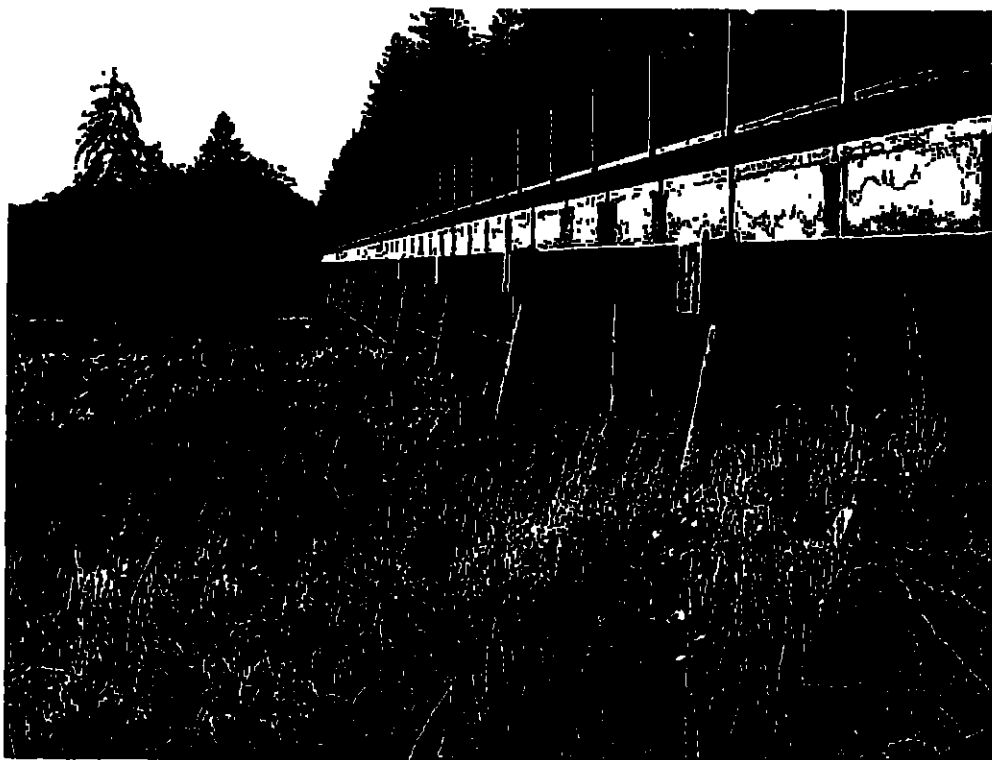
Notes: Minor Debris on each side of Bridge - see Photos
- otherwise no changes.



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 741.35

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-15-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	4	Timb. Frame	Timber		
2		Trestle			
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 530 Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No changes

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 741.35
MILEPOST: 741.35

SECTION# 1

TYPE: ODP/ODFT

LOCATION: Reedsport, OR

INSPECTION DATE: 2/19/2007

INSPECTOR: K. Thibbs & P. Koz

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 ✓
Cap - Reject (crushing under chord 2, vertical split) ✓
2" Shim - Reject (crushing) ✓
- Span 3
Stringer 5 - Reject
- Span 4
Stringer 5 - Reject
- Ties - Fair (1 reject)
Guard timber - OK
South Headwall - Top plank reject, losing ballast
North Headwall - OK
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

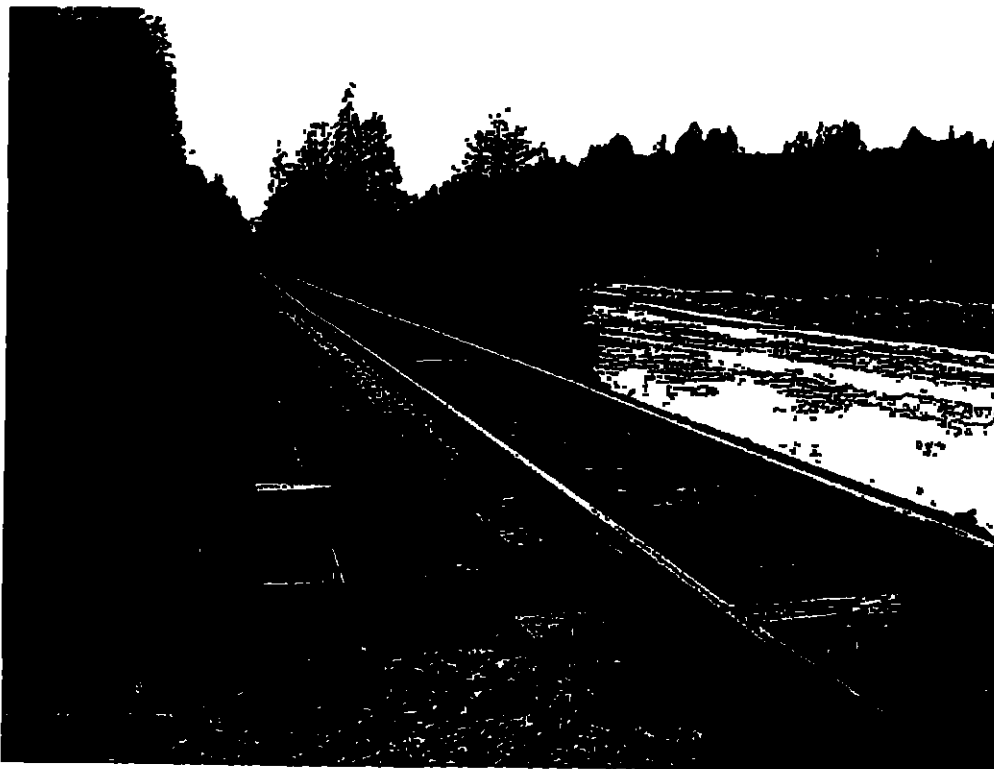
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.16	2	OSMOSE	Cut Pile tops down and: - Replace Cap & install a 6" - 6" Subcap on Bent 5 (crushing)
2	1.16	3	OSMOSE	Replace: - Top plank on South headwall
3	1.13	3	OSMOSE	Replace: - Sill in Bent 2 (vertical split, crushing under post 4)
4	1.12	3	OSMOSE	Replace: - 6 1/2" of Shims on Bent 1
5	1.10	3	RAILROAD	Add ballast and tamp up both approaches.
6	1.9	3	OSMOSE	Shim: - Under Stringer 2, 4 & 6 of Bent 3
7	1.3	3	OSMOSE	Post: - Post 2 of Bent 5 (visual reject) - Post 5 of Bent 5
8	1.16	4	OSMOSE	Spot replace 11 bridge ties.
9	1.8	4	OSMOSE	Replace: - Stringer 5 in Span 3 (crushing) - Stringer 5 in Span 4 (crushing)
10	1.4	4	OSMOSE	Spot replace 11 bridge ties.

Osmose Railroad Services, Inc.

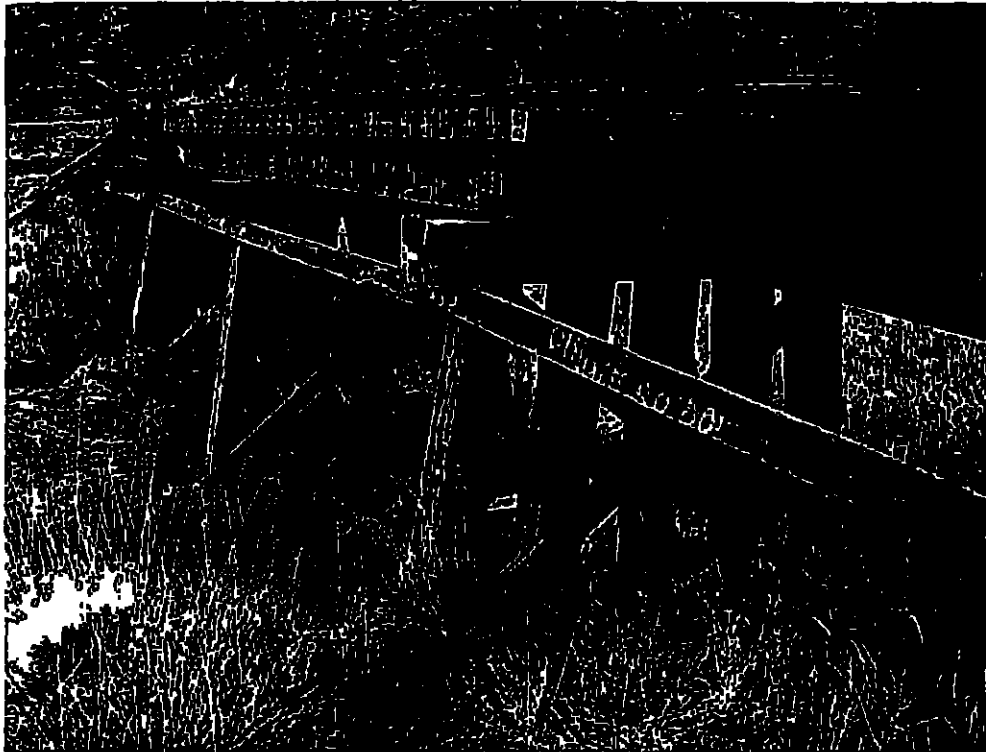
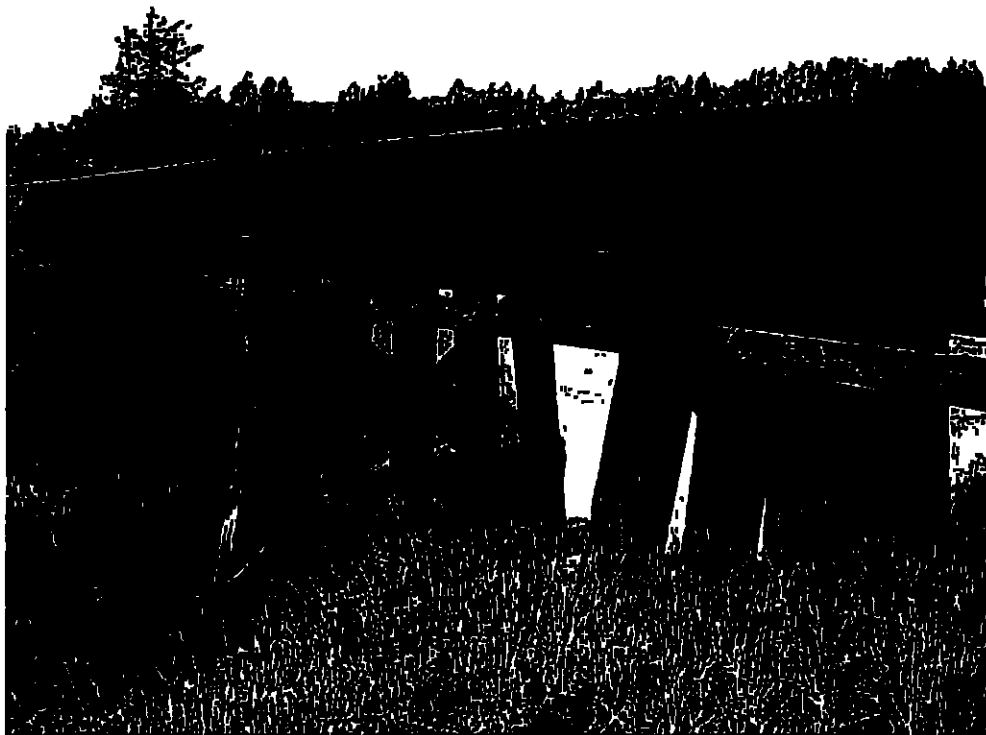
CORP002137

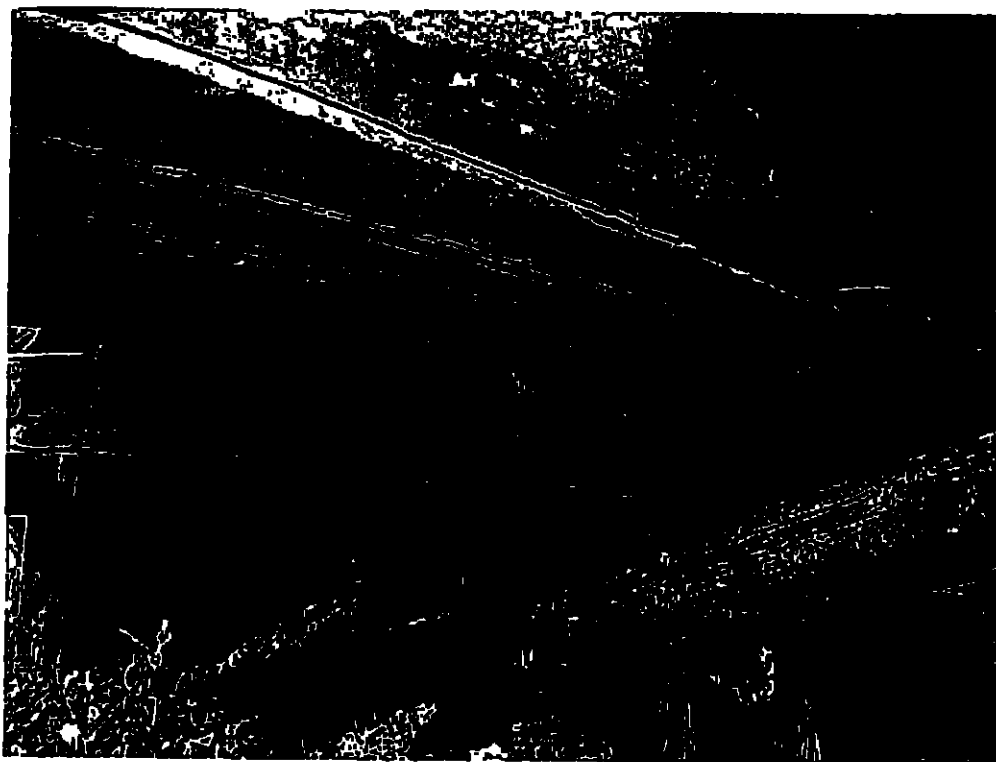


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Crushing Bent

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 741.74

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-15-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	3	Timb Frame	Timber		
2		Trestle			
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

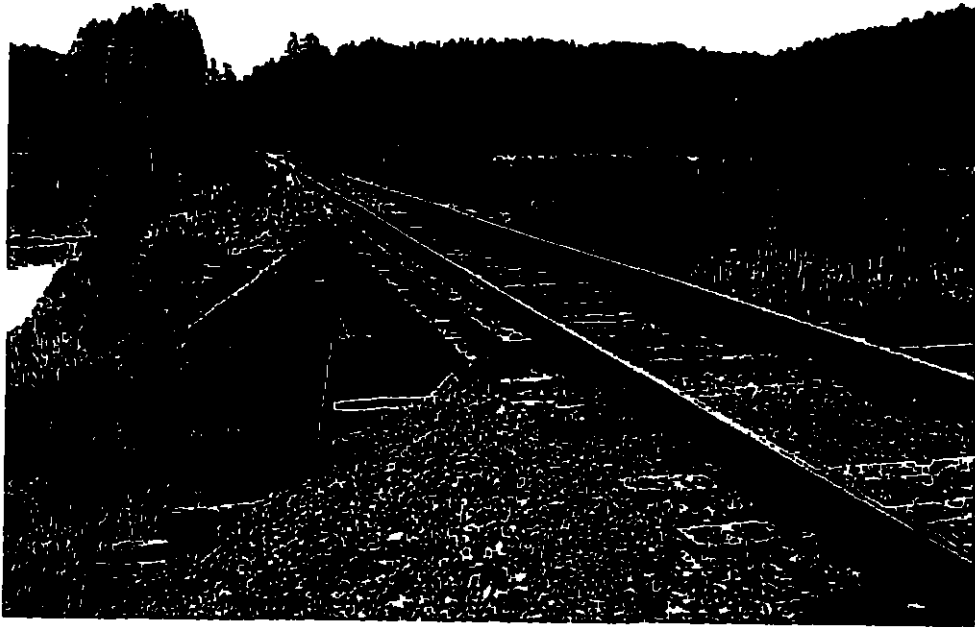
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

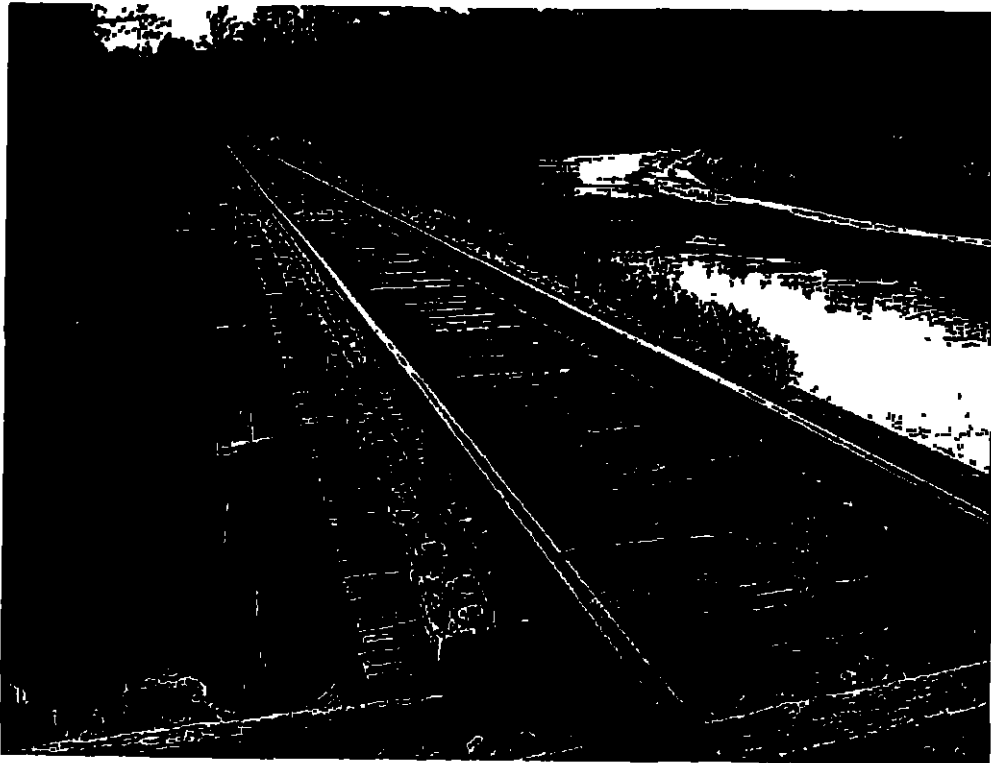
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

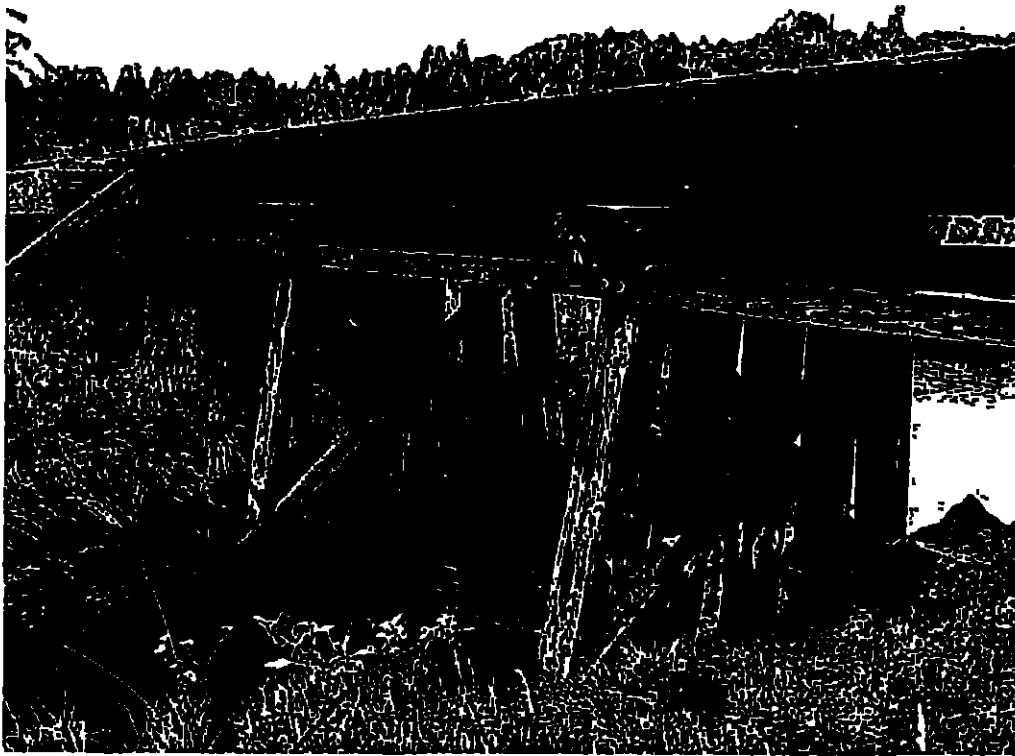
Notes: No Changes



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 742.05

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	3	Timb. Frame	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: RR - Curve
RR - Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek - Wetland

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSHOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No changes

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: 2/13/2007

INSPECTOR: K. Trickle & P. Koz

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 ✓

Tie - Fair to poor (10 reject, plate out on low side of elevation)
Guard Timber - Fair (1, 11' section reject)

Headwalls - OK

Approaches - Low

Bents 1 through 4 - Tapered Elevation Signs (slight mechanical crushing)

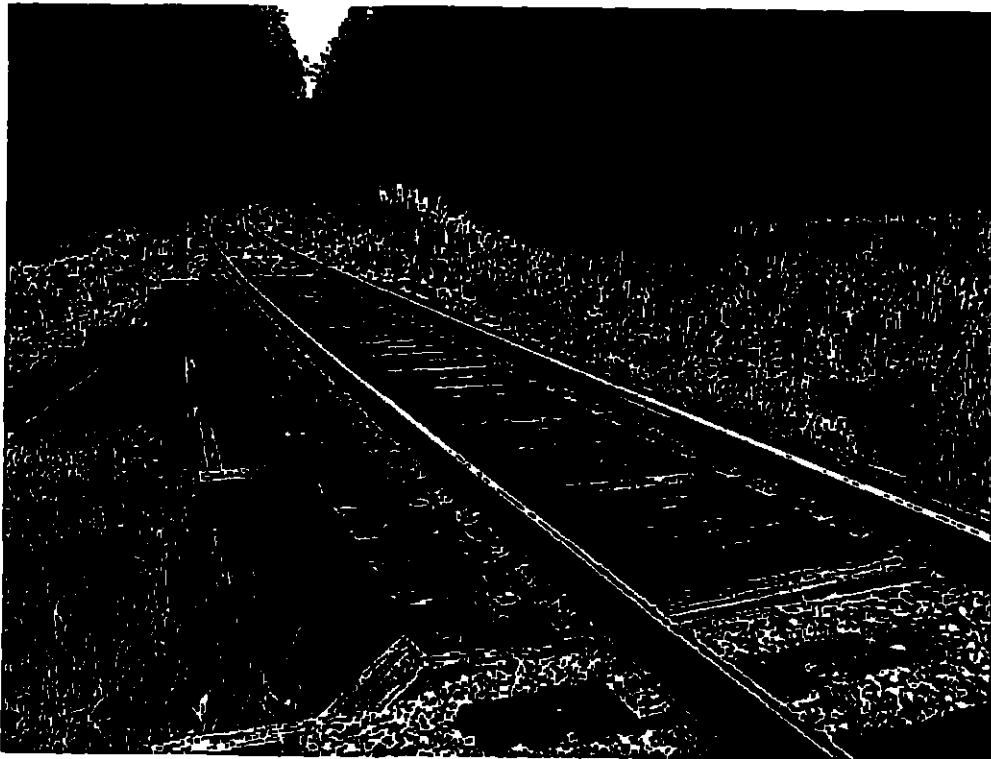
Recommended Work and Work Accomplished

RECOMMENDED WORK

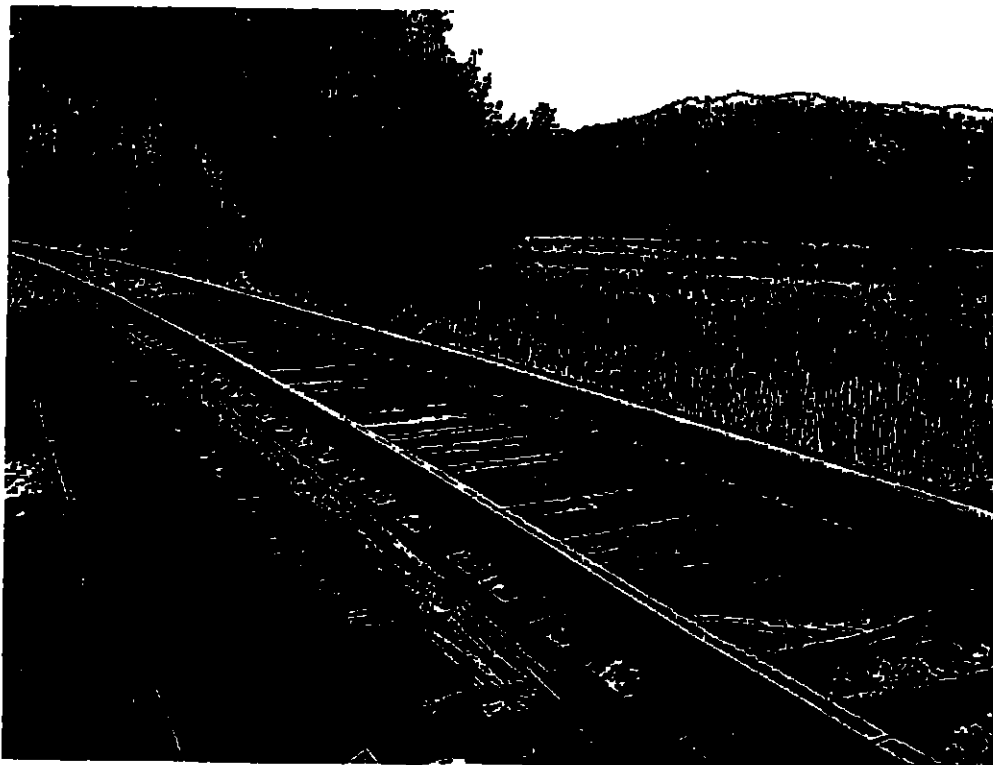
ITEM #	REF #	PRIORITY	WHO DOES	RECOMMENDED WORK
1	1.9	3	RAILROAD	Add ballast and tamp up both approaches.
2	1.5	3	OSMOSE	Replace all 36 bridge ties.
3	1.1	3	OSMOSE	Replace: - Stringer 1 in Span 1 - Stringer 8 in Span 1 & 2 - Stringer 1 in Span 3 - Stringer 8 in Span 3
4	1.10	4	OSMOSE	Post: - Post 5 of Bent 3
5	1.4	4	OSMOSE	Sign or Epost: - Over Pile 3 of Bent 3
6	1.11	5	RAILROAD	Monitor: - Bents 1 through 4 Tapered Elevation signs for additional crushing

Osmose Railroad Services, Inc.

CORP002148



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:



3. Left Side Elevation



4 Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 742.24

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	<u>6</u>	<u>Timber Truss</u>	<u>Timber</u>		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): _____

Feature Bridge Crosses: Creek ~ Wetland

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSHOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal.

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No Changes

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

BRIDGE # 742.24

WLEPOST: 742.24

SECTION: 1

TYPE: CDPT

LOCATION: Roadport, OR

INSPECTION DATE: 2/13/2007

INSPECTOR: K. Trinkle & P. Max

Findings:

Bent 4
Cap - Possible Reject ✓
Bent 5
Pile 6 - Reject ✓
Bent 6
Pile 3 - Reject ✓
Both Sway Braces - Reject ✓
Bent 8
1/4" Chord Shims - Reject (working out) ✓

Ties - Fair (10 reject)
Guard Timber - OK
Headframe - Fair
Approaches - Low

Recommended Work and Work Accomplished

RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FORKS	RECOMMENDED WORK
1	1.11	3	OSMOSE	Replace: - 1/4" Shims under both chords on Bent 8
2	1.9	3	RAILROAD	Add ballast and tamp up both approaches.
3	1.10	4	OSMOSE	Replace: - Cap on Bent 4
4	1.5	4	OSMOSE	Replace all bridge ties.
5	1.6	4	OSMOSE	Post: - Pile 6 of Bent 5 - Pile 3 of Bent 6
6	1.4	4	OSMOSE	Replace: - Both Sway Braces on Bent 6
7	1.3	4	OSMOSE	in-place preservative treat piles, caps and stringers.

COMPLETED WORK

ITEM #	REF #	PRIORITY	WHO FIXED	DATE COMPLETED	COMPLETED WORK
1	1.1		OSMOSE	02/1/2008	On Pile (cap down rail) - Replaced Cap on Bent 1 Framed out: - Bent 7 Post: - Piles 5 & 6 of Bent 4 Swiss: - Bridge by shoring beams

Osmose Railroad Services, Inc.

CORP002152

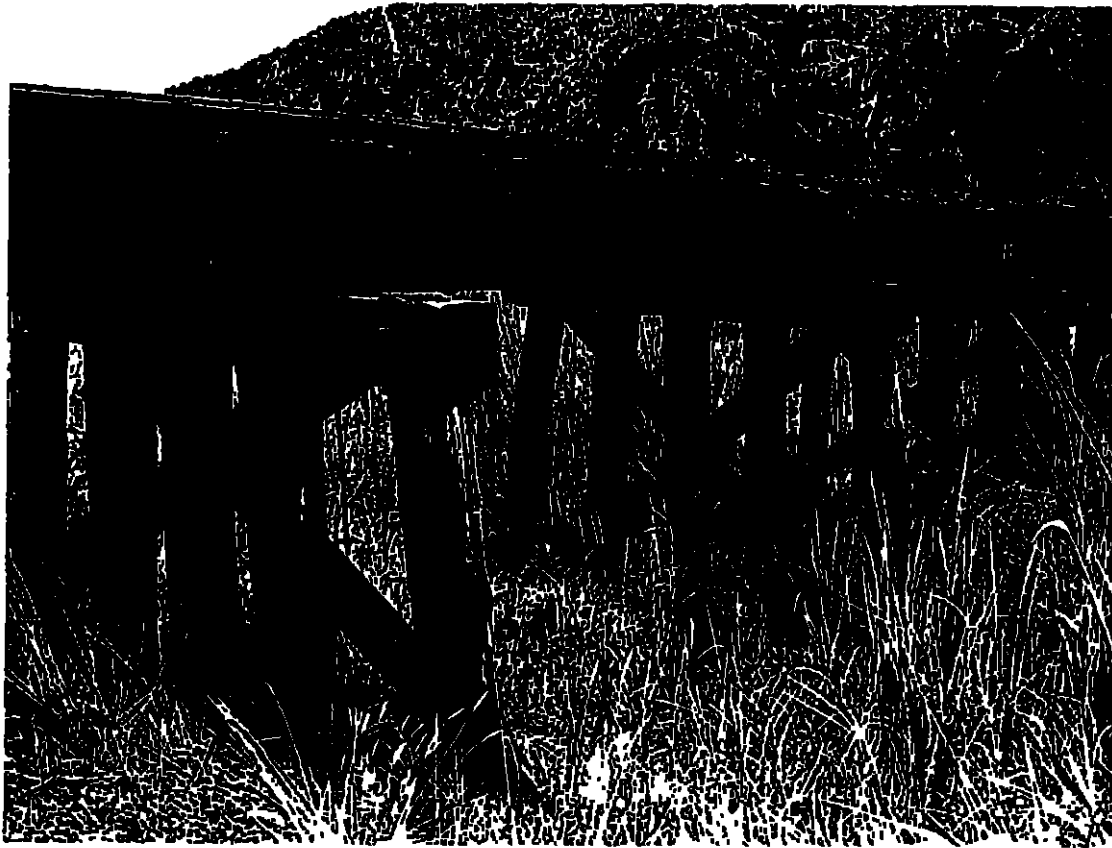


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**



5. Right Side Elevation Increasing Milepost

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 742.72

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	3	2 stl. Pile Trestle	Timber		
2		6 Timb Pile Trest	Timber		
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Slight Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

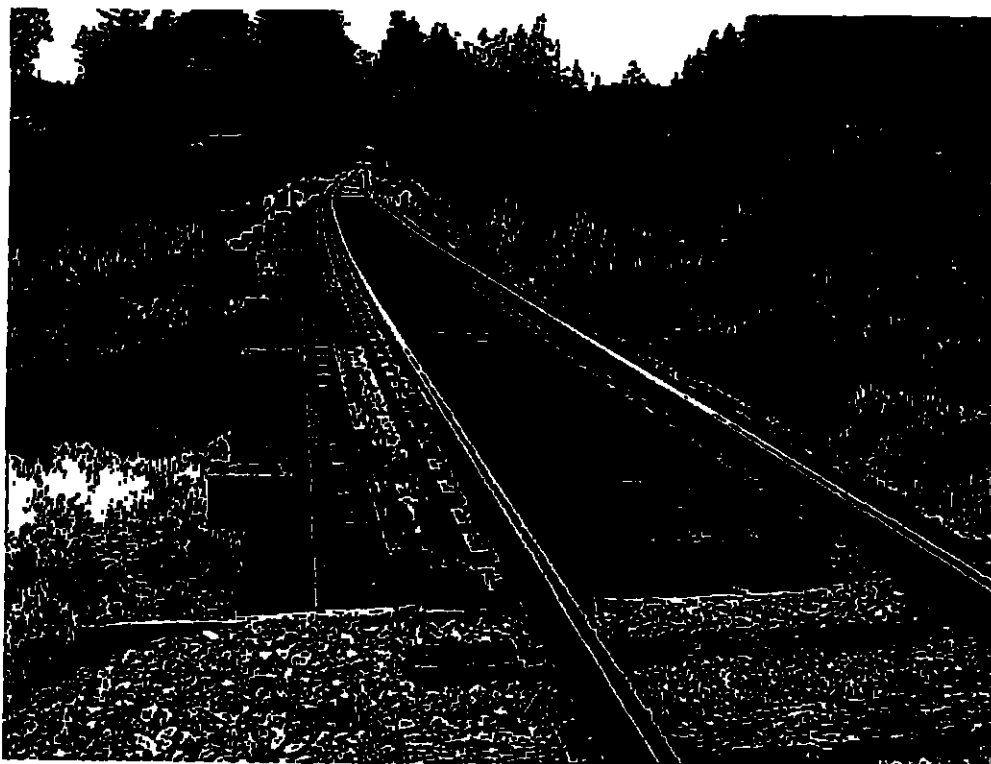
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSNOSE Inspector: KT & PK

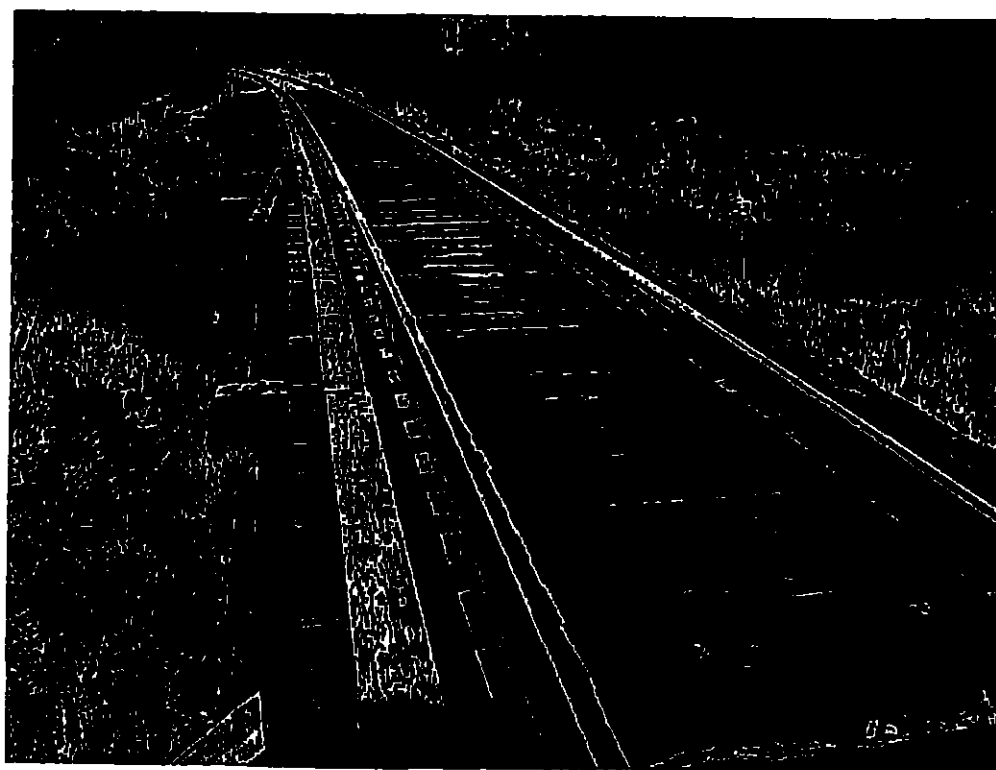
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

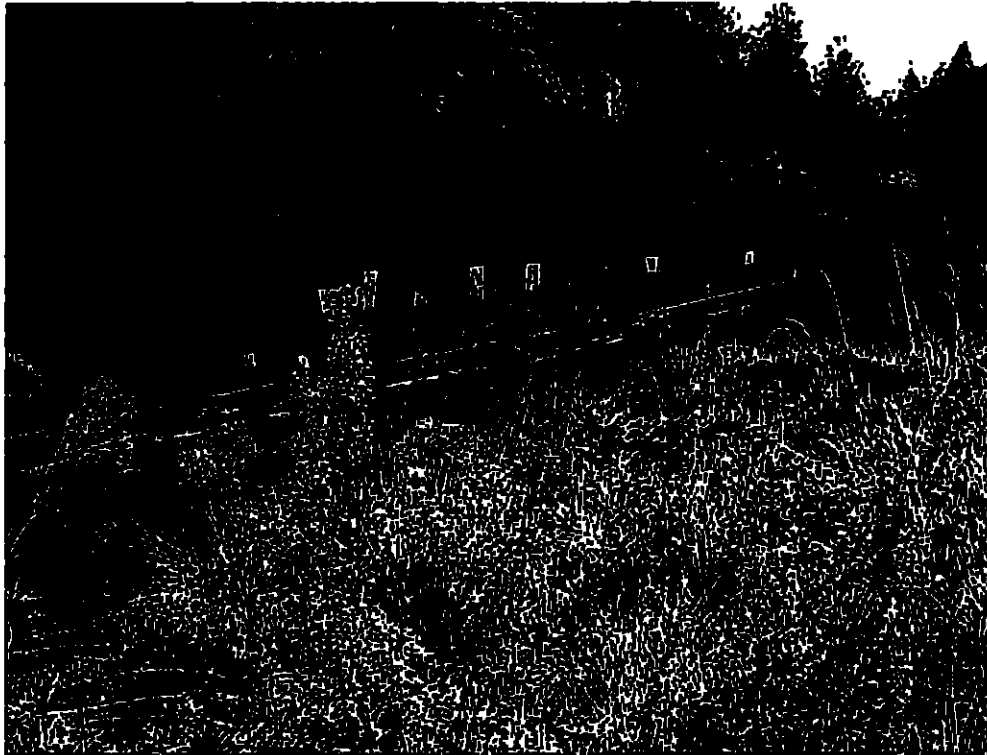
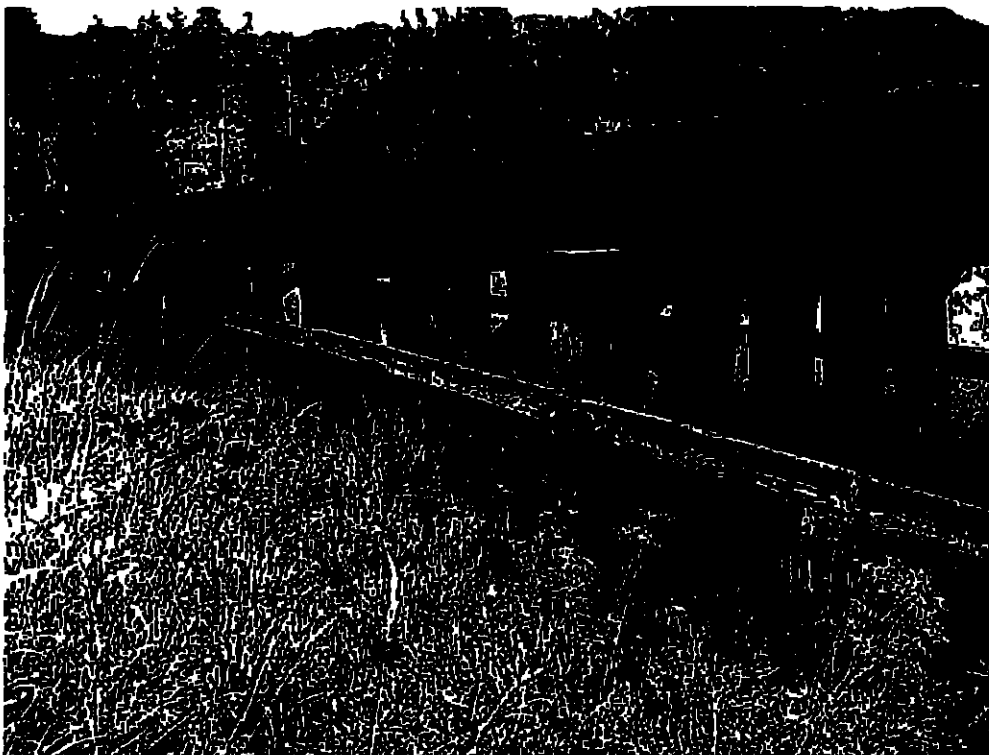
Notes: No Changes

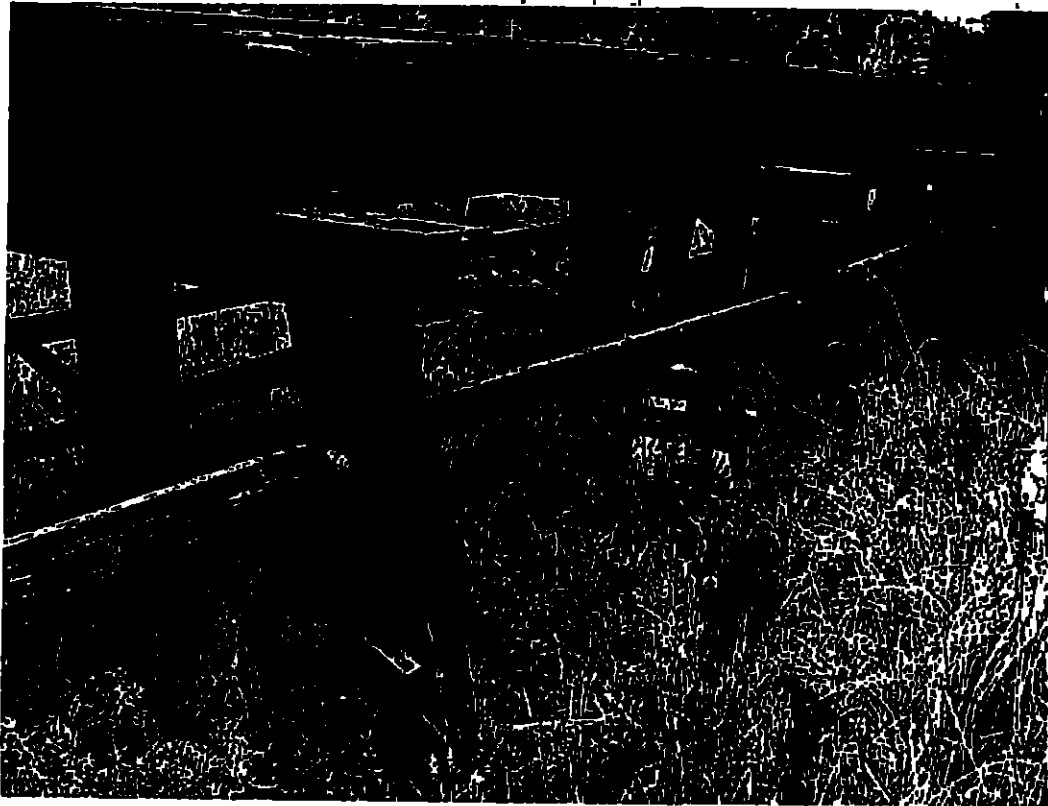


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Right Side Elevation****4. Left Side Elevation**



5. Steel Piles

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 742.95

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	4	Timber Truss	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

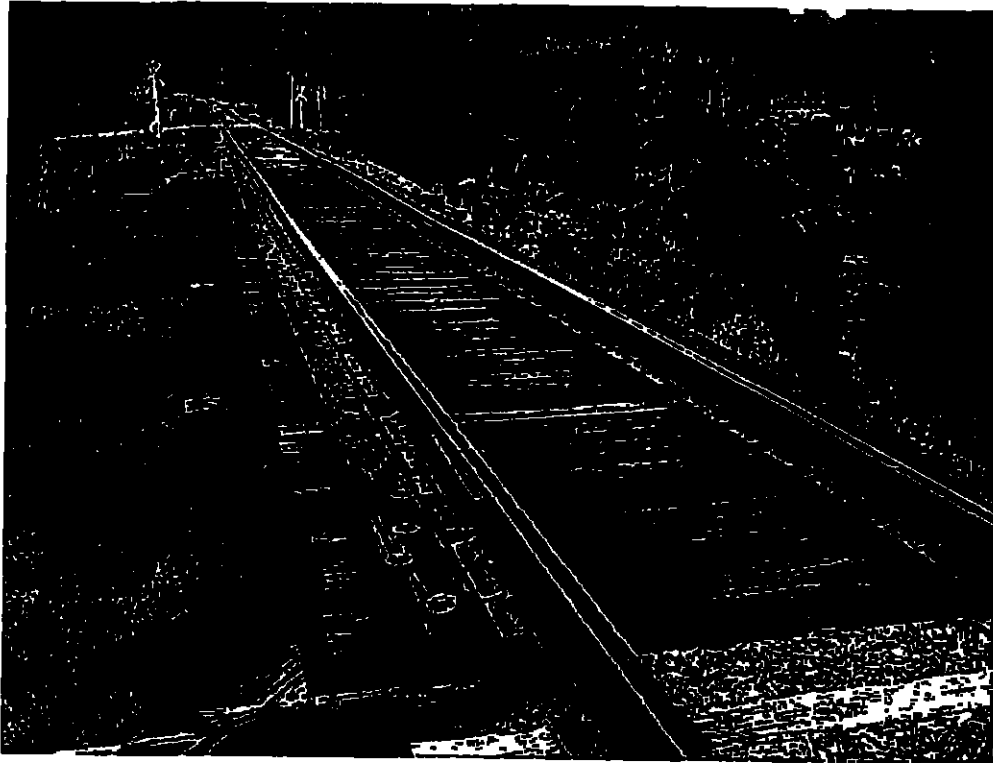
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSMOS Inspector: KT & PK

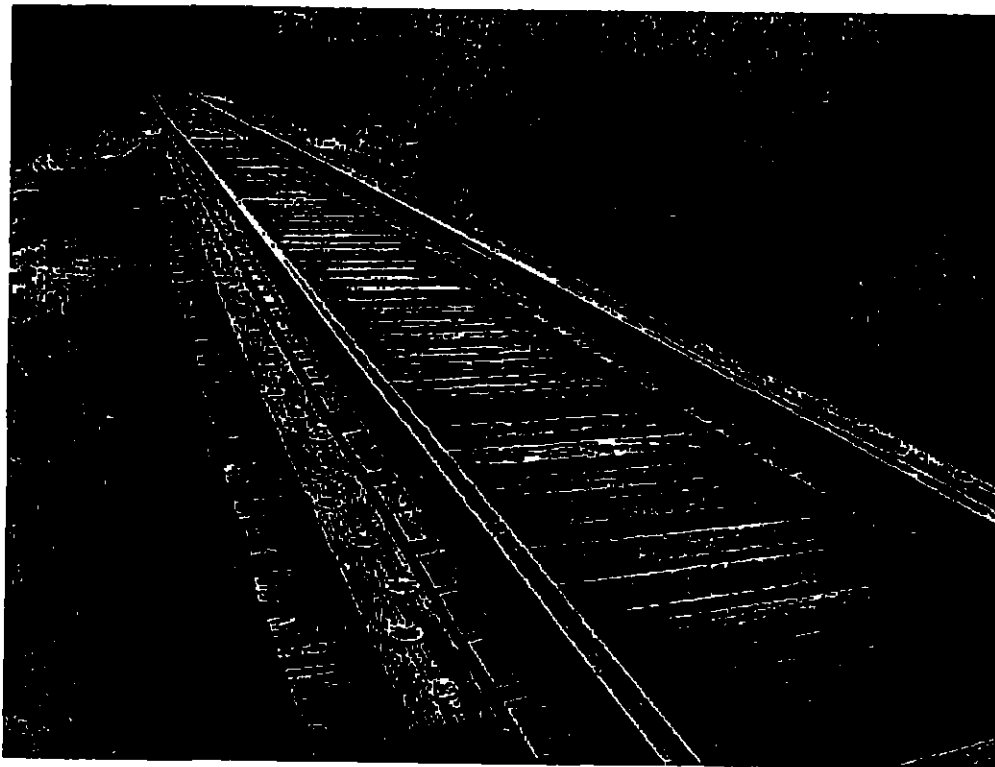
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No changes



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 743.20

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & PC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	3	Timb. Trestle	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: RR - Curve
RR - Tangent Skewed (Y or N): N

Feature Bridge Crosses: Grade - Cattle Xing --- ☺

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSNOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No Changes

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 743.73

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-06 Inspector(s): GAP & PC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	9	Timb Truss	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek ~ Wetland

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Guidance of Fire Damage ~ Apprais: spans 6-9 Partial Replacement
See photos.
~ Bts 6-10 damaged ~ Noe replacement

Central Oregon & Pacific Railroad

LINE: Coos Bay Subdivision

INSPECTION SUMMARY

MILEPOST: 743.73

BRIDGE # 743.73

SECTION: 1

TYPE: CDPT

LOCATION: Reedport, OR

INSPECTION DATE: 2/13/2007

INSPECTOR: K. Tyndle & P. Koz

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 6
Stringer 5 - Reject

Span 8
Stringer 2 - Visual Reject
Stringer 3 - Reject
Stringer 4 - Reject
Stringer 6 - Reject
Stringer 8 - Possible Reject
Stringer 7 - Reject
Stringer 5 - Possible Reject

Span 7
Stringer 5 - Visual Reject

Span 6
Stringer 1 - Visual Reject
Stringer 2 - Visual Reject
Stringer 4 - Visual Reject
Stringer 5 - Visual Reject

Span 9
Stringer 1 - Visual Reject
Stringer 2 - Visual Reject
Stringer 5 - Visual Reject

Ties - Poor at North approach (6 reject)
North Headwall - Very poor
South Headwall - Top 2 planks, reject

Drift - Spans 4 and 5
Spans 6 through 9 charred

*Fire Damage
&
Repl.*

Osmose Railroad Services, Inc.

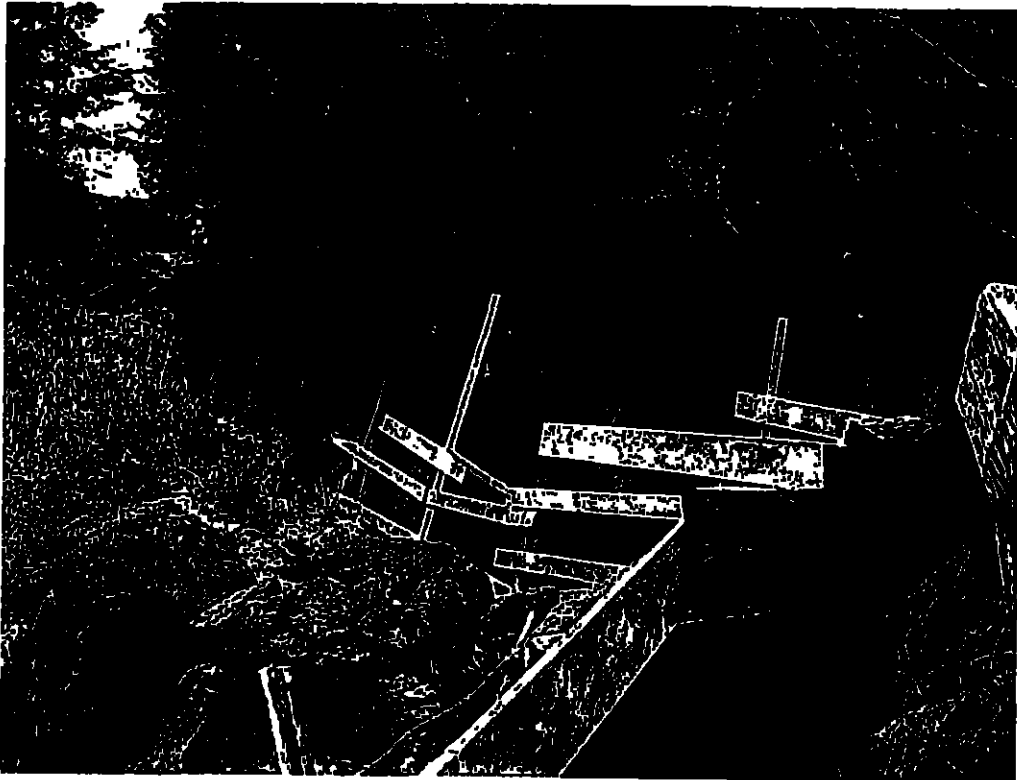
CORP002168

Site Photos:

1. Looking Toward Increasing Milepost



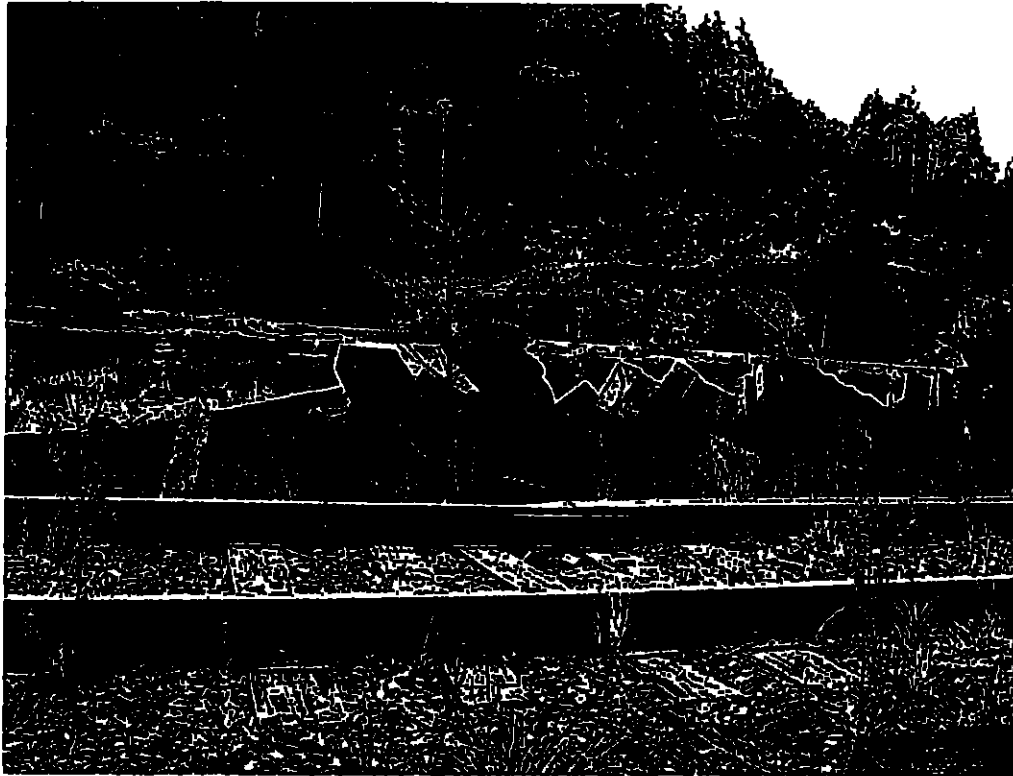
2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation



5. Debris From Fire



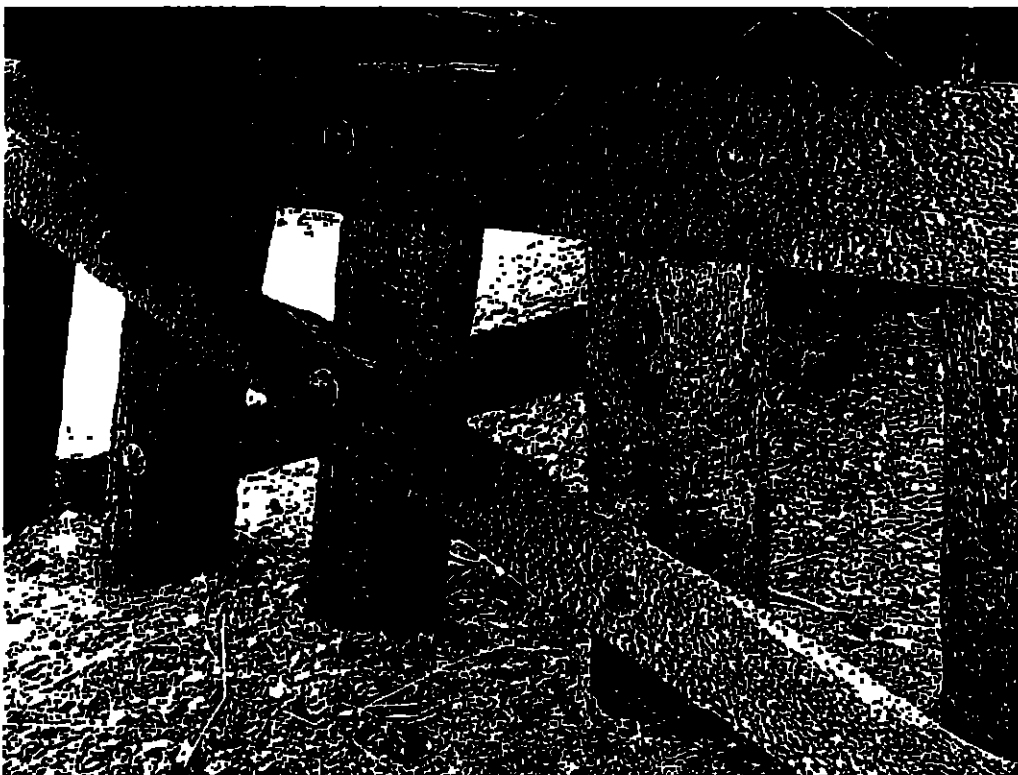
6. Fire Damage



7. Fire Damage Bent 6



8. Fire Damage Bent 7

Site Photos:**9. Fire Damage Bent 8****10. Fire damage Bent 9**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 743.88

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & CR

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	<u>8</u>	<u>Timb Trestle</u>	<u>Timber</u>		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Creek -

Previous Inspection Information:

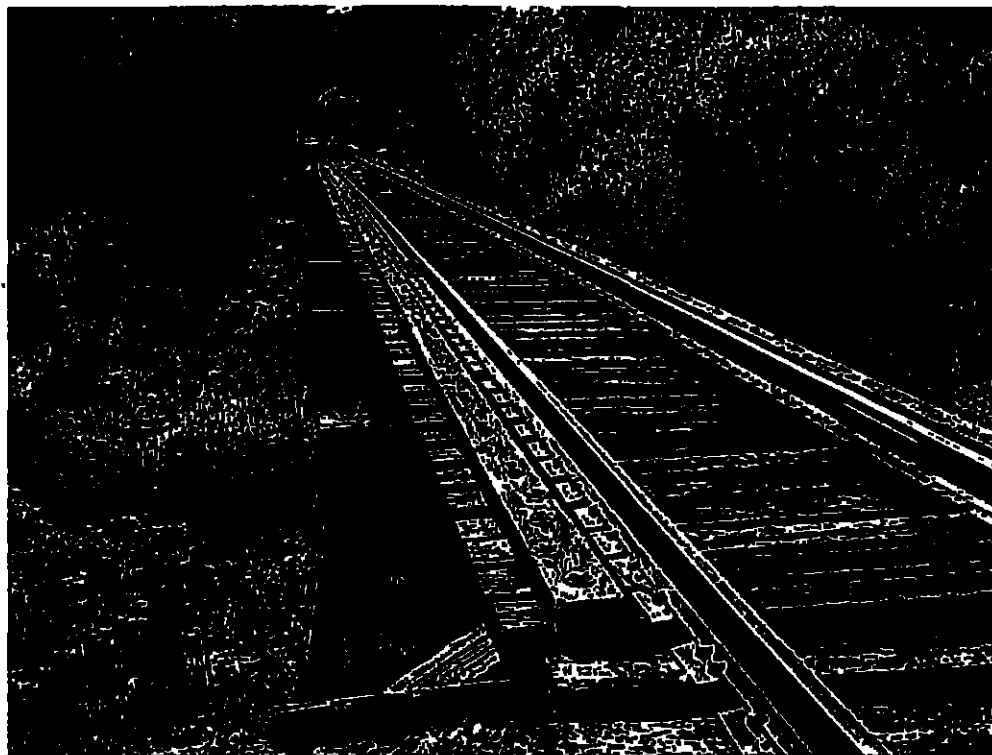
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSHOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No changes

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:

5. Elevation Left, Down Mile Post



6. Elevation Right, Up Mile Post

Site Photos:

7. Elevation Right, Up Mile Post

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 743.97

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	7	Timb Truss	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): NO

Feature Bridge Crosses: Creek

Previous Inspection Information:

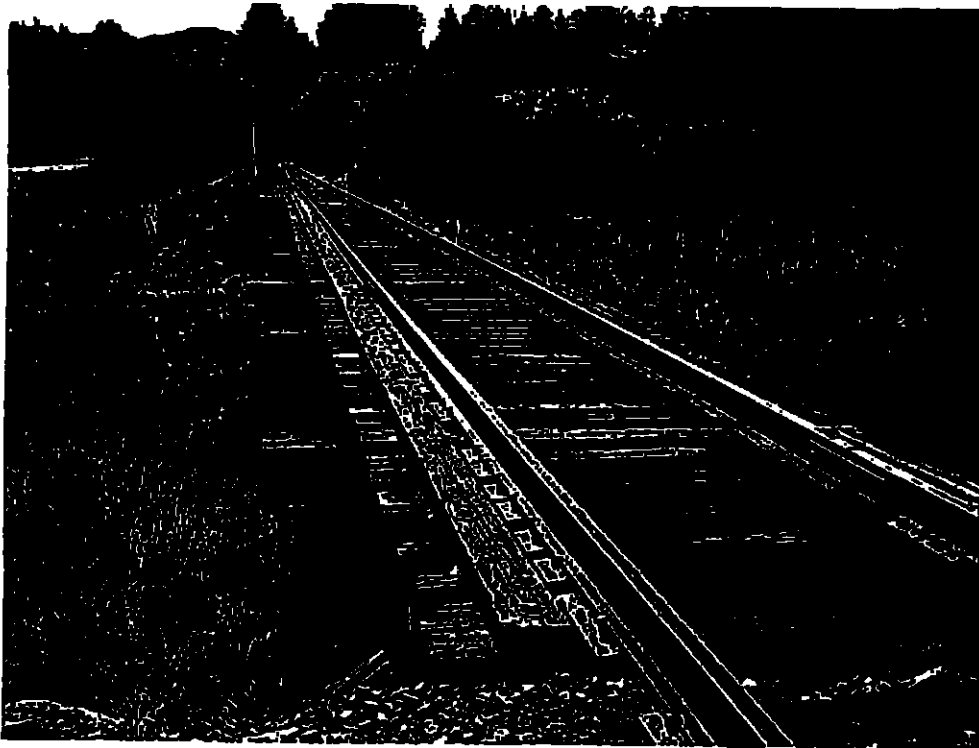
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-07

Previously Inspected by (firm): OSMOSE Inspector: KT & PK

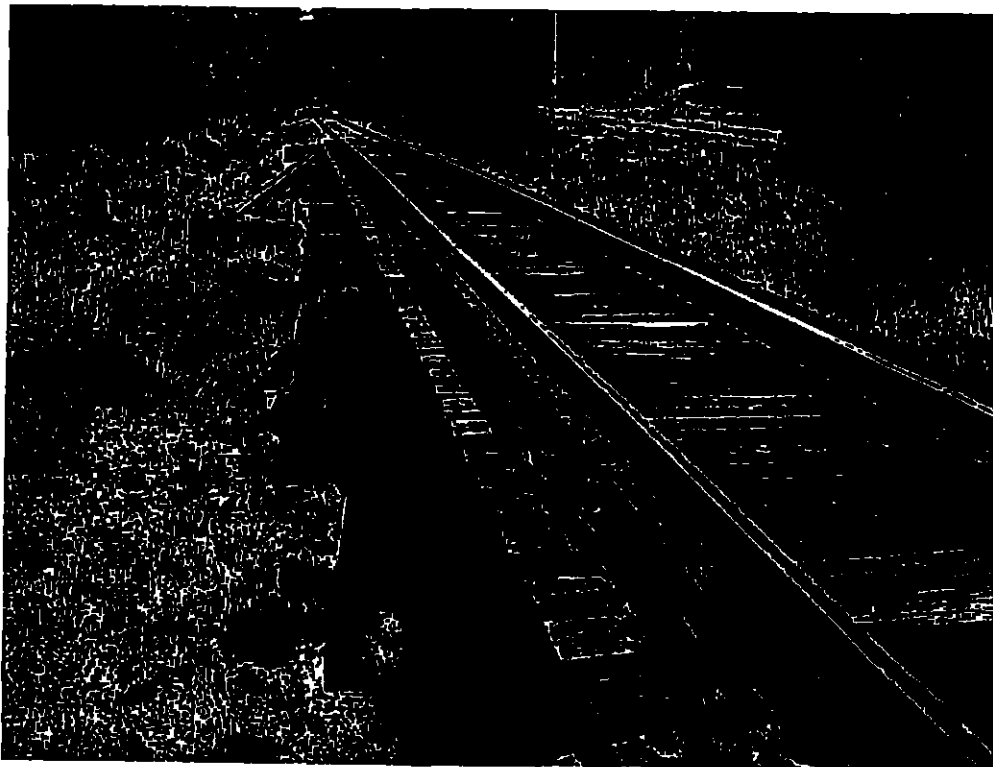
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

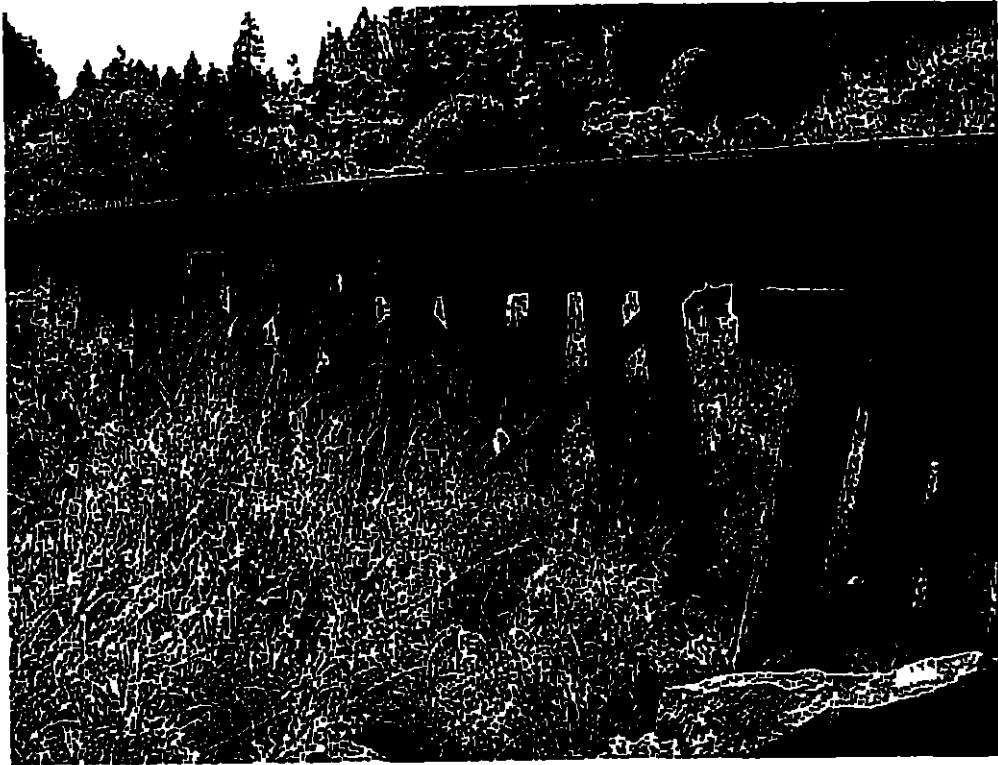
Notes: No changes

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 744.44

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: _____ Inspector(s): _____

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	Timber Truss	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: small creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/13/07

Previously Inspected by (firm): OSHOSE Inspector: KT & PK

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No changes

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: 2/13/2007

INSPECTOR: K. Trickle & P. Kaz

Findings:

Bent 1
Post 1 - Visual Reject
2" Gap over Post 1 ✓

Bent 2
Pile 4 - Possible Reject ✓

Bent 3
Pile 1 - Possible Reject ✓

Ballast Retainers - OK ✓
Deck Boards - OK ✓
North Handrail - Fair ✓
South Handrail - OK ✓

Recommended Work and Work Accomplished

RECOMMENDED WORK

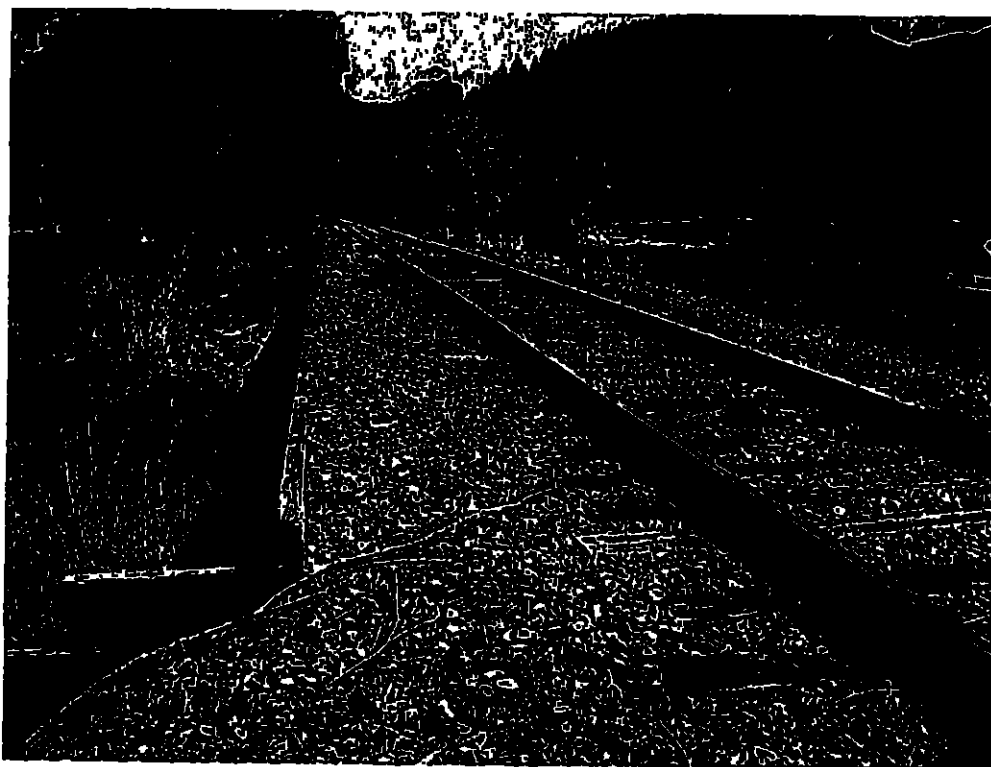
ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	OSMOSE	Post: - Post 1 of Bent 1
2	1.2	4	OSMOSE	In-place preservatively treat piles, caps and stringers.
3	1.2	5	RAILROAD	Monitor: - Pile 4 of Bent 2 - Pile 1 of Bent 3

Osmose Railroad Services, Inc.

CORP002186



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 744.70

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GP & RC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	Timb. Truss	Timber		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Tangent Skewed (Y or N): N

Feature Bridge Crosses: Small stream

Previous Inspection Information:

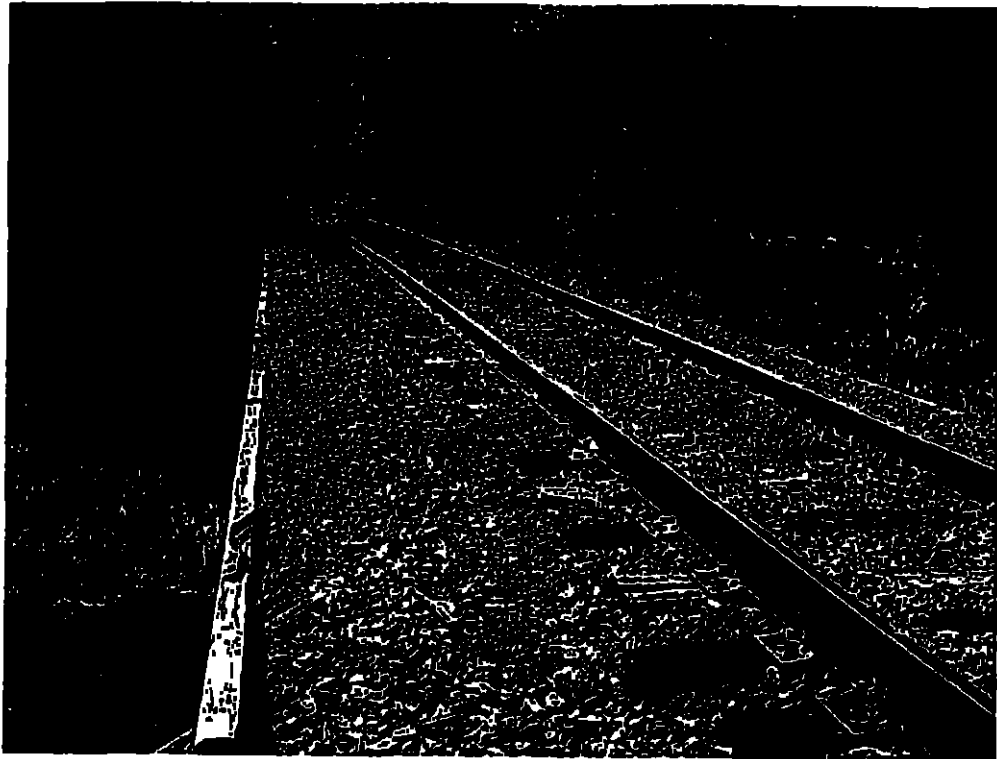
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/13/07

Previously Inspected by (firm): OSNOSE Inspector: KT & PK

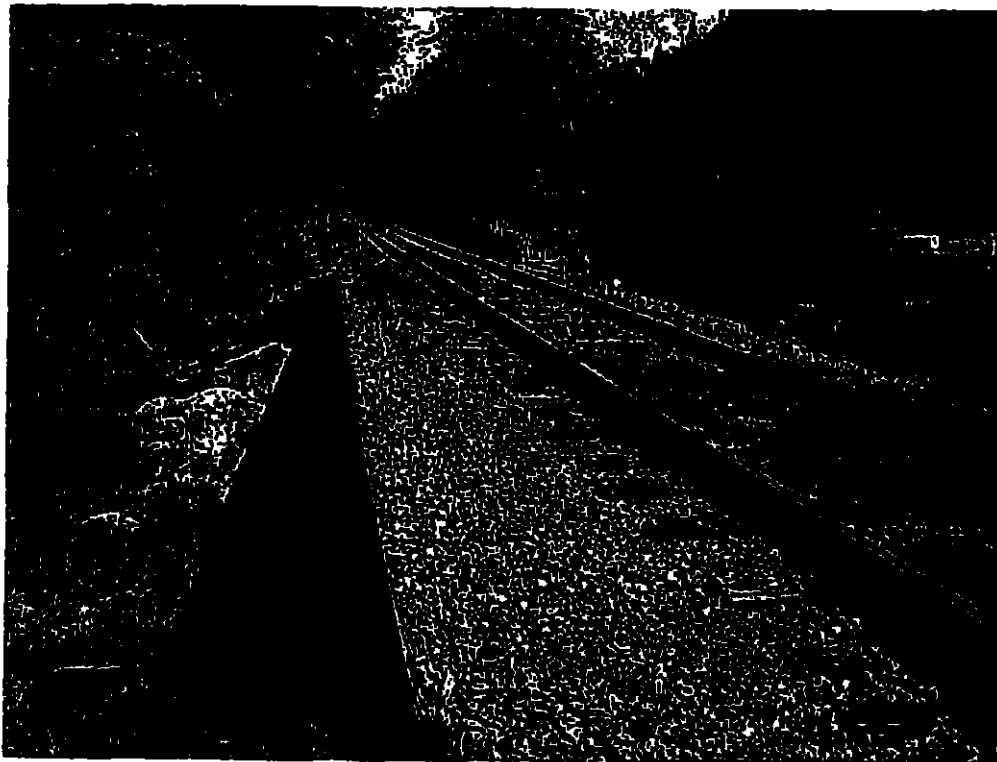
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No changes



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 744.83

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-08 Inspector(s): GAP & PC

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5				
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft.): _____

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Creek

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2/13/07

Previously Inspected by (firm): OSMOSB Inspector: KT & PK

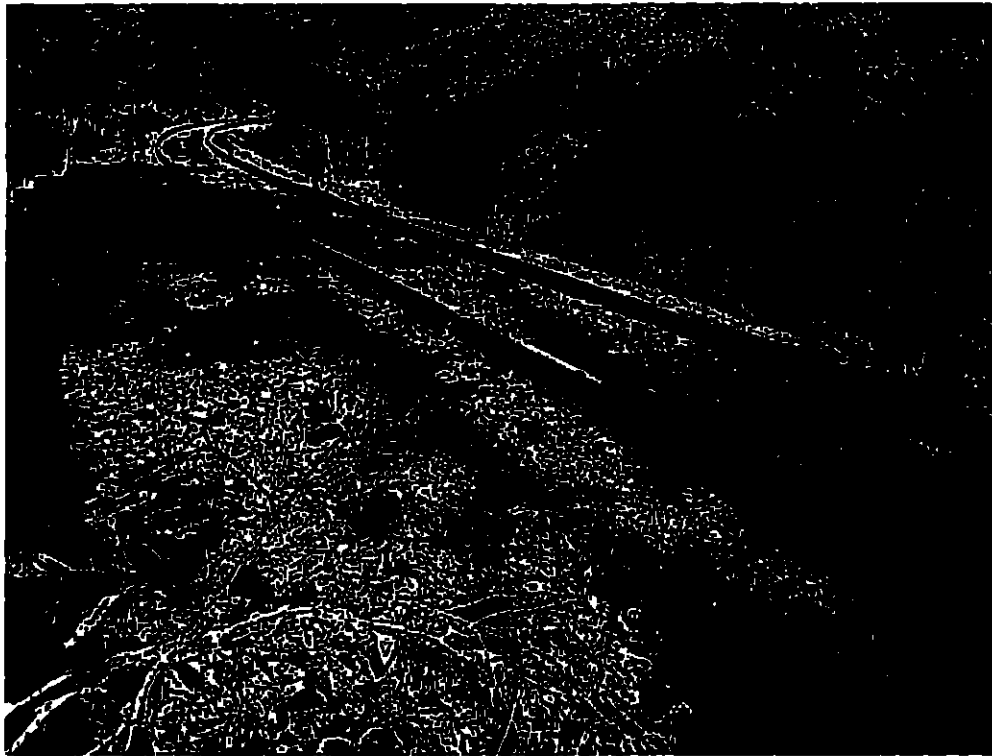
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: No changes

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 748.00

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	6	BDPT	WOOD		~ 15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~ 90' Maximum Bridge Height (ft): 12'

Bridge on Tangent or Curve: TAN Skewed (Y or N): N

Feature Bridge Crosses: small creek

Previous Inspection Information:

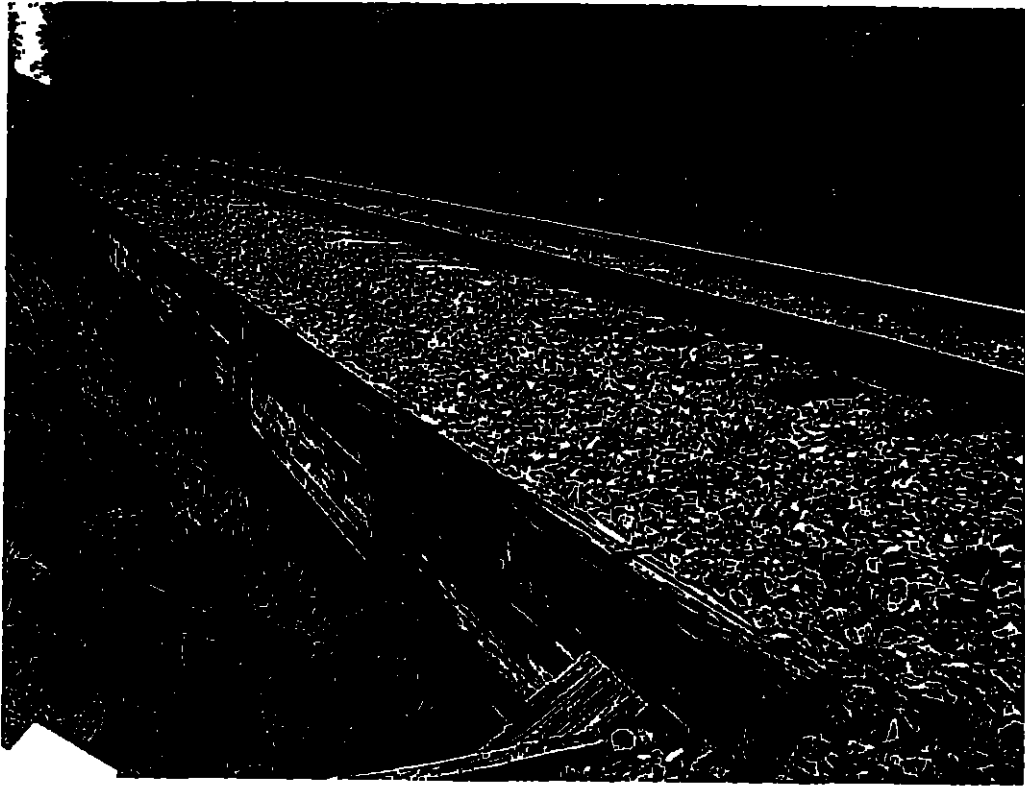
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): OS nose Inspector: Trickle / Kaz

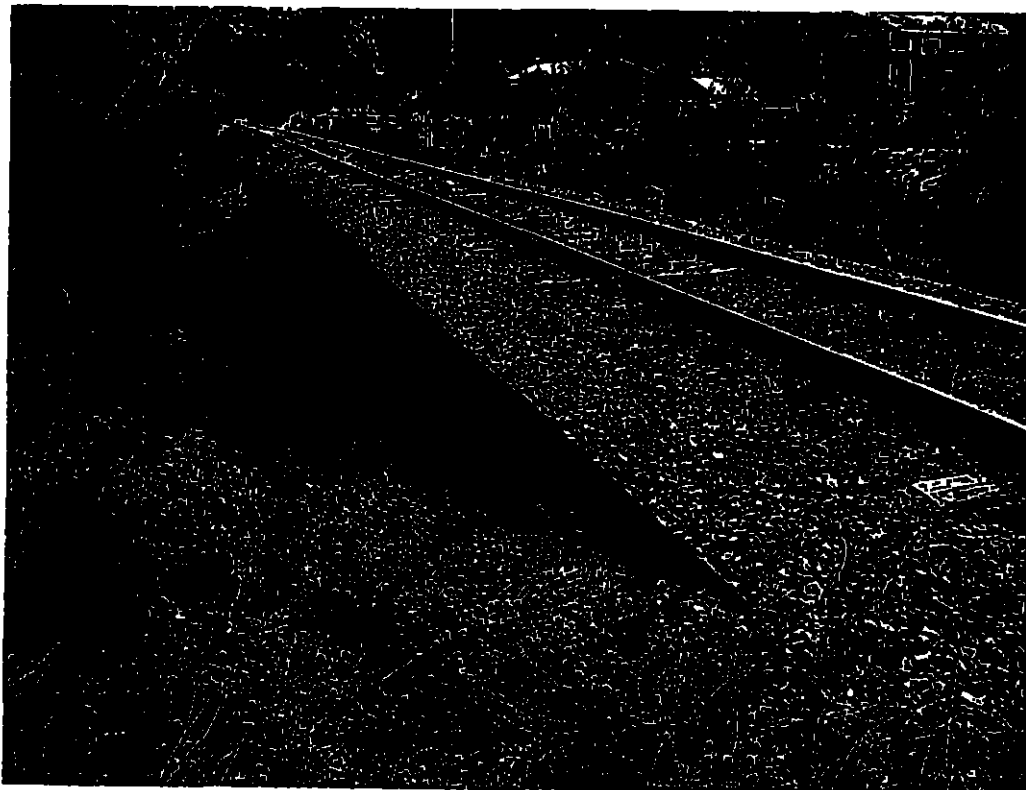
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

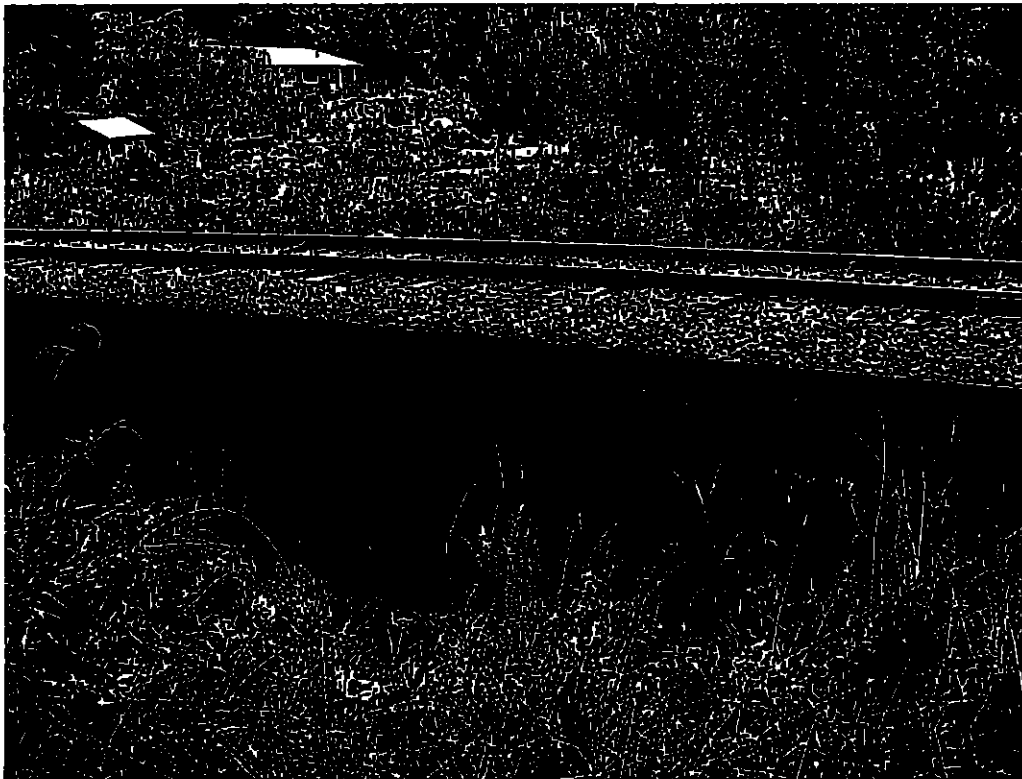
Notes: Visual inspection concurs with 2007 inspection's findings - cap crushing. Nothing else of significance observed.



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 748.44

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	2	BDPT	WOOD		~ 15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~30' Maximum Bridge Height (ft): ~10'

Bridge on Tangent or Curve: TAN Skewed (Y or N): N

Feature Bridge Crosses: Small creek

Previous Inspection Information:

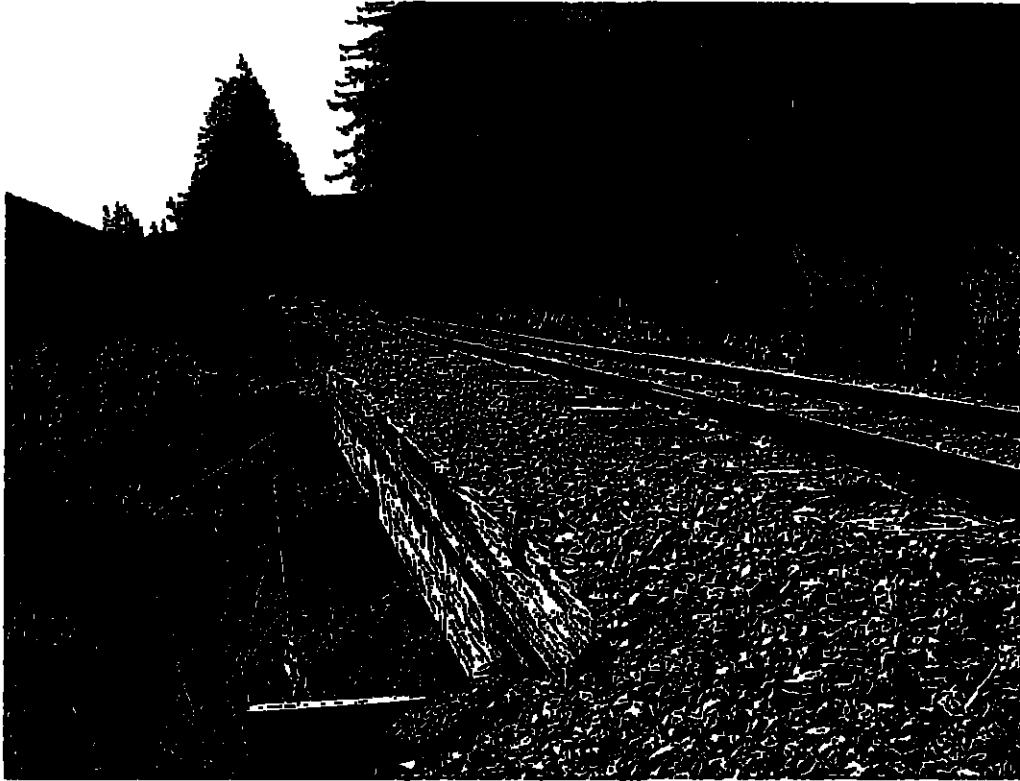
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osmose Inspector: Trickle/Kaz

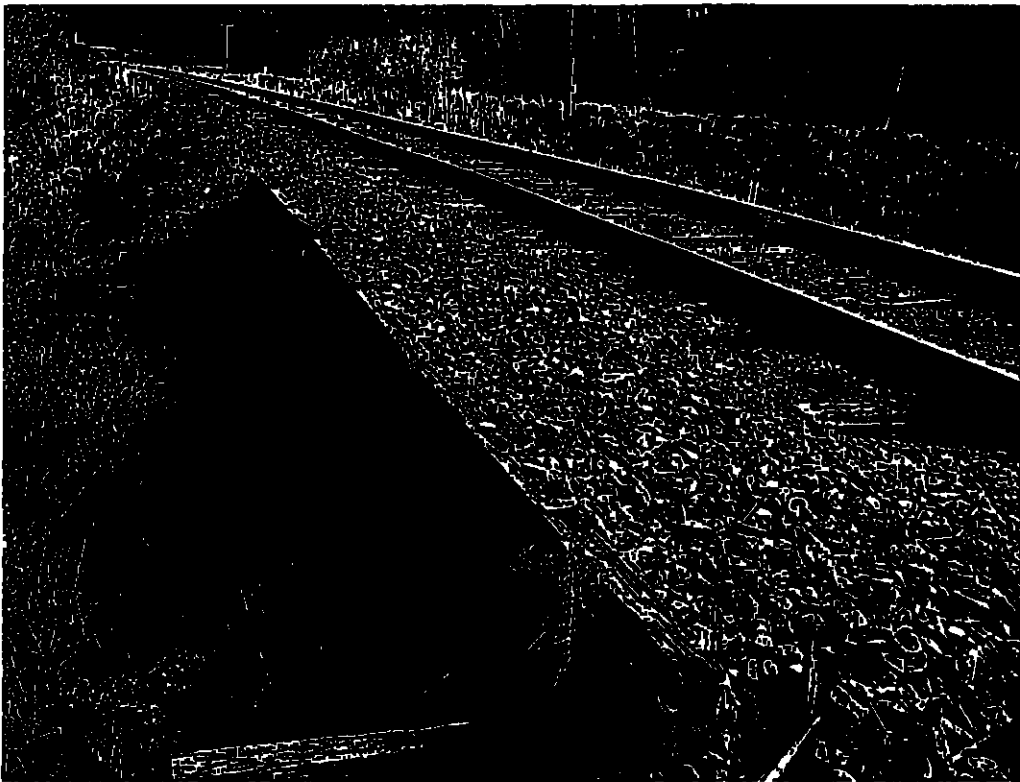
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

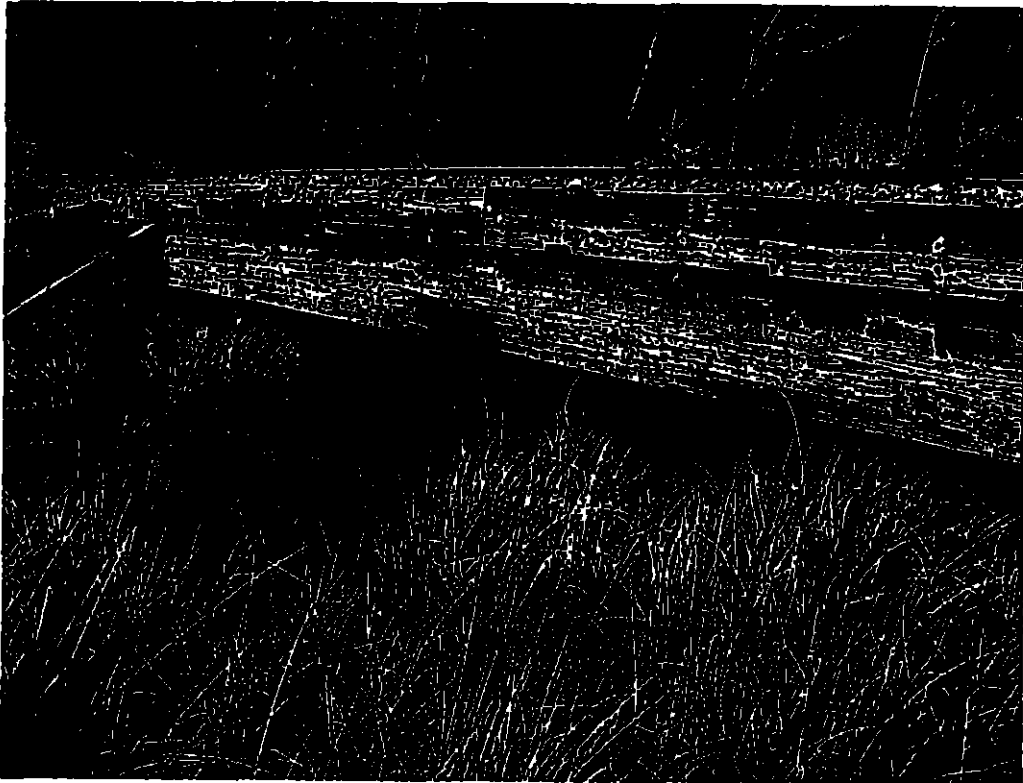
Notes: Visual inspection concurs with 2007 inspection's findings. No other significant issues observed.

Site Photos:

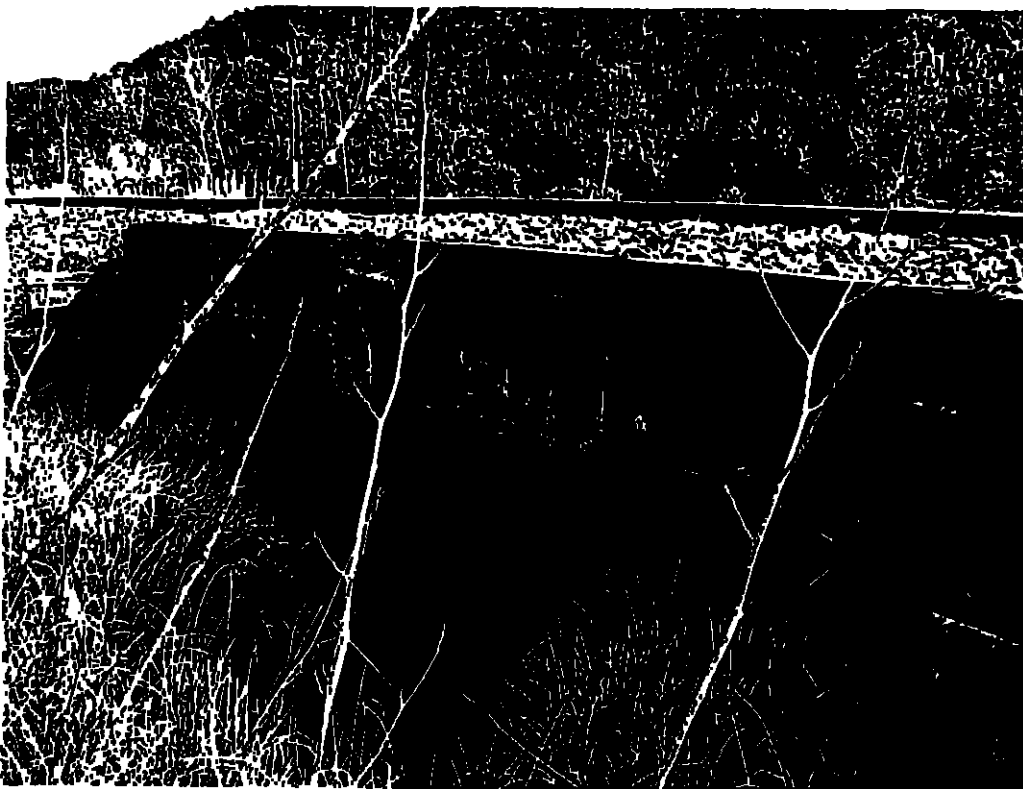
1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 748.68

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	ODPT	WOOD		~15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~75' Maximum Bridge Height (ft): ~15'

Bridge on Tangent or Curve: TAN Skewed (Y or N): N

Feature Bridge Crosses: seasonal creek, adj to lake

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

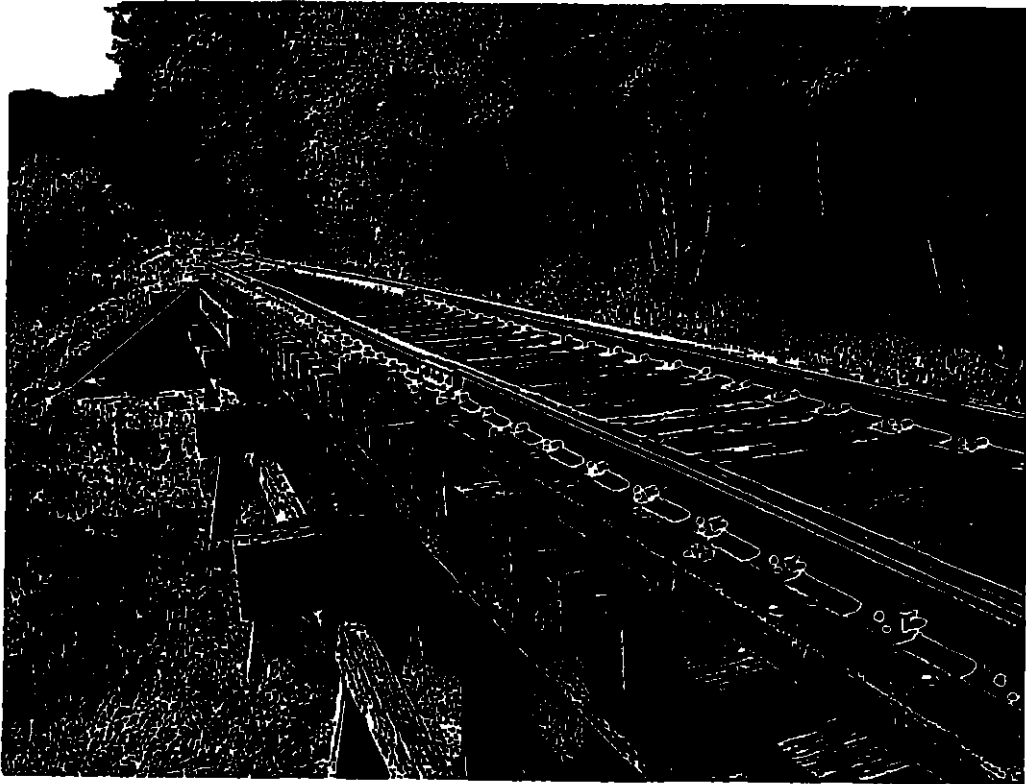
Previously Inspected by (firm): OSMose Inspector: Trickle / Kaz

Previous Inspection Condition Findings and Current Visual Appraisal:

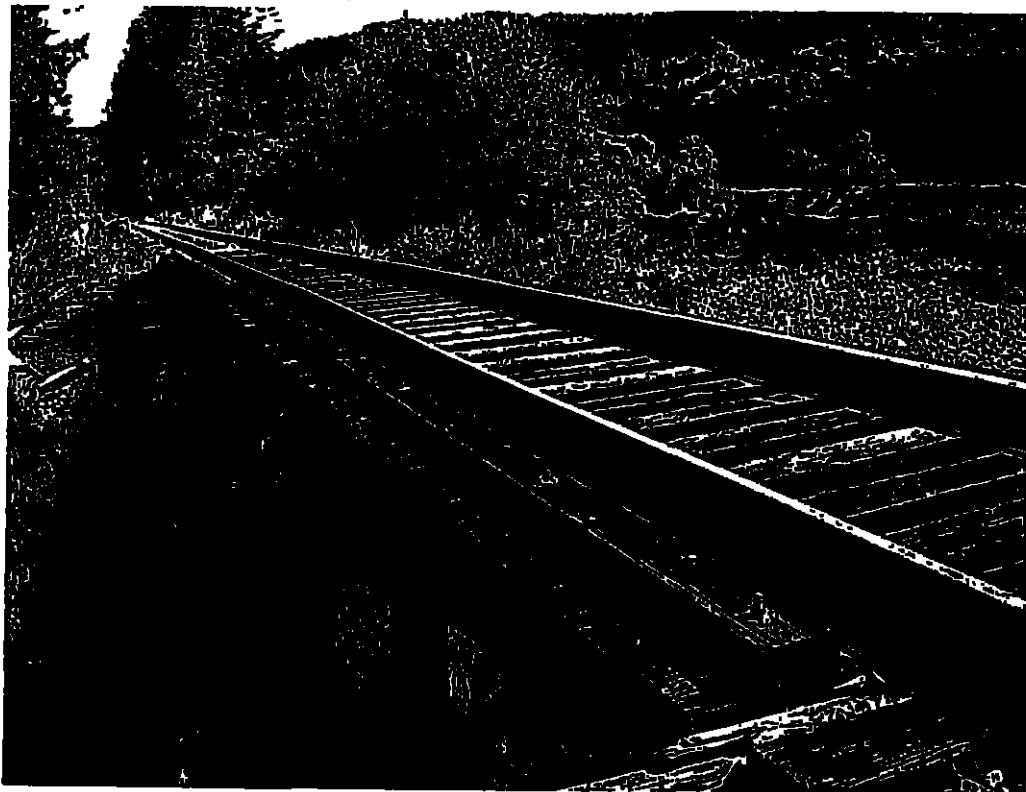
Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Visual inspection concurs with 2007 inspection's findings - numerous rejected stringers.

No other significant findings were observed.

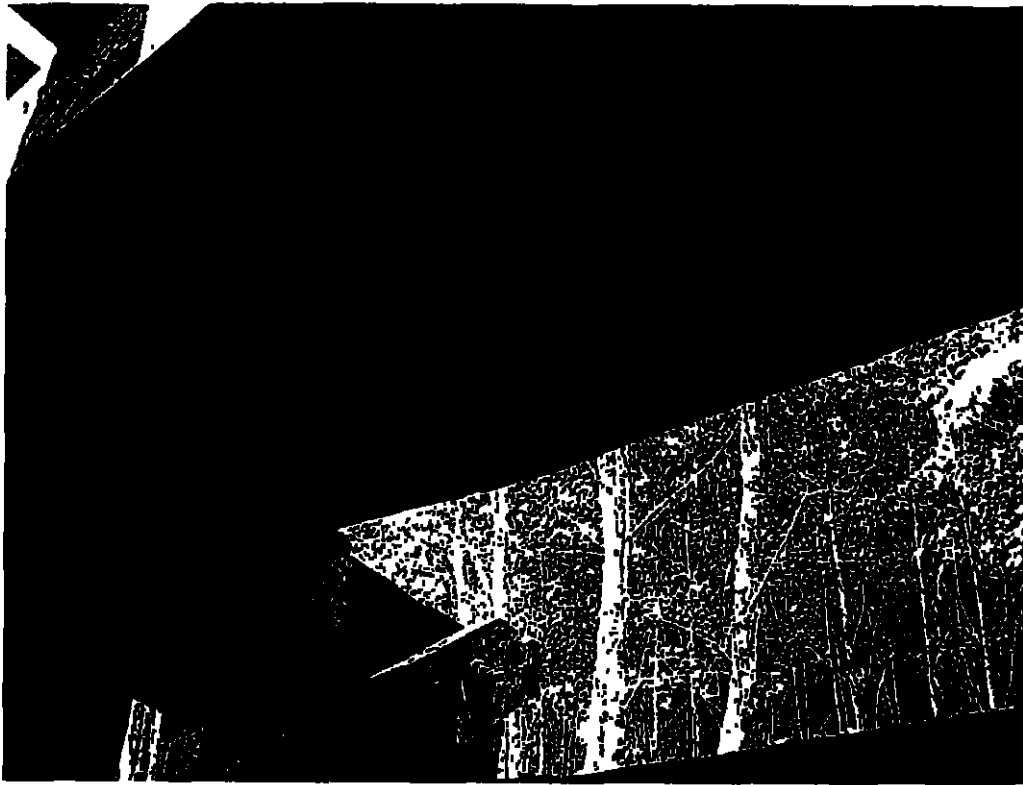


1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

Site Photos:**5. Stringer 8 Span 4****6 Stringer 4 Span 3**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 749.89

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1		PCB-SPT	Concrete		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): 20' to 25'

Bridge on Tangent or Curve: curve Skewed (Y or N): N

Feature Bridge Crosses: Lake

Previous Inspection Information:

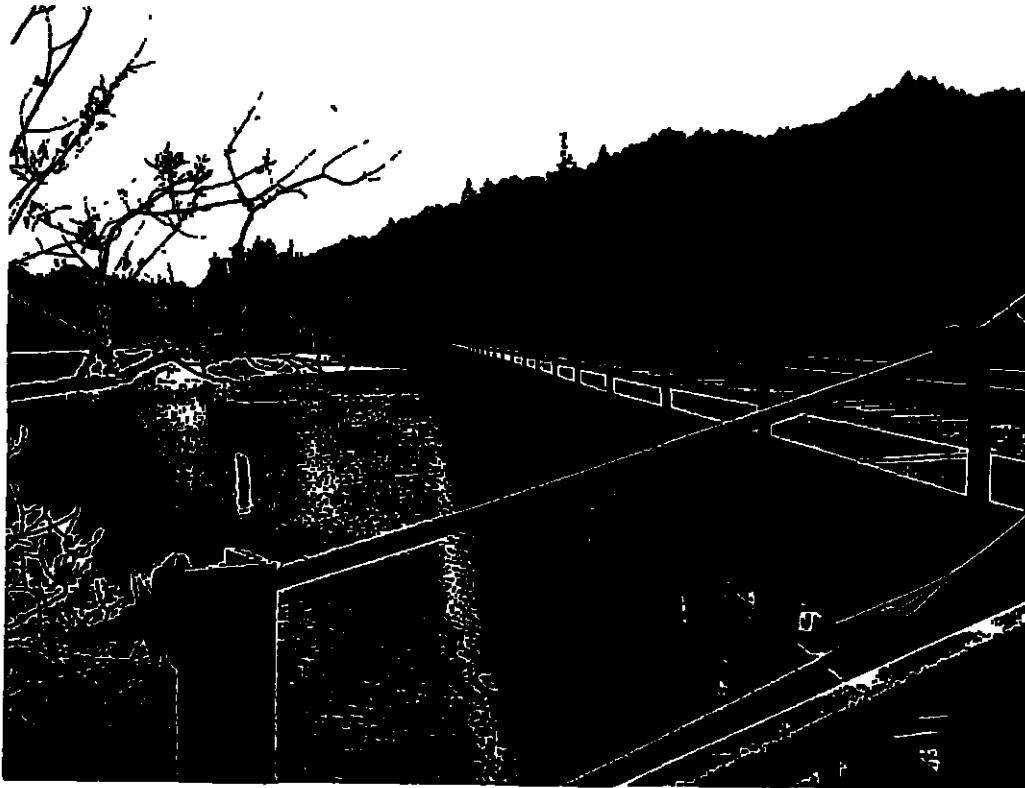
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osage Inspector: Trickle / Kaz

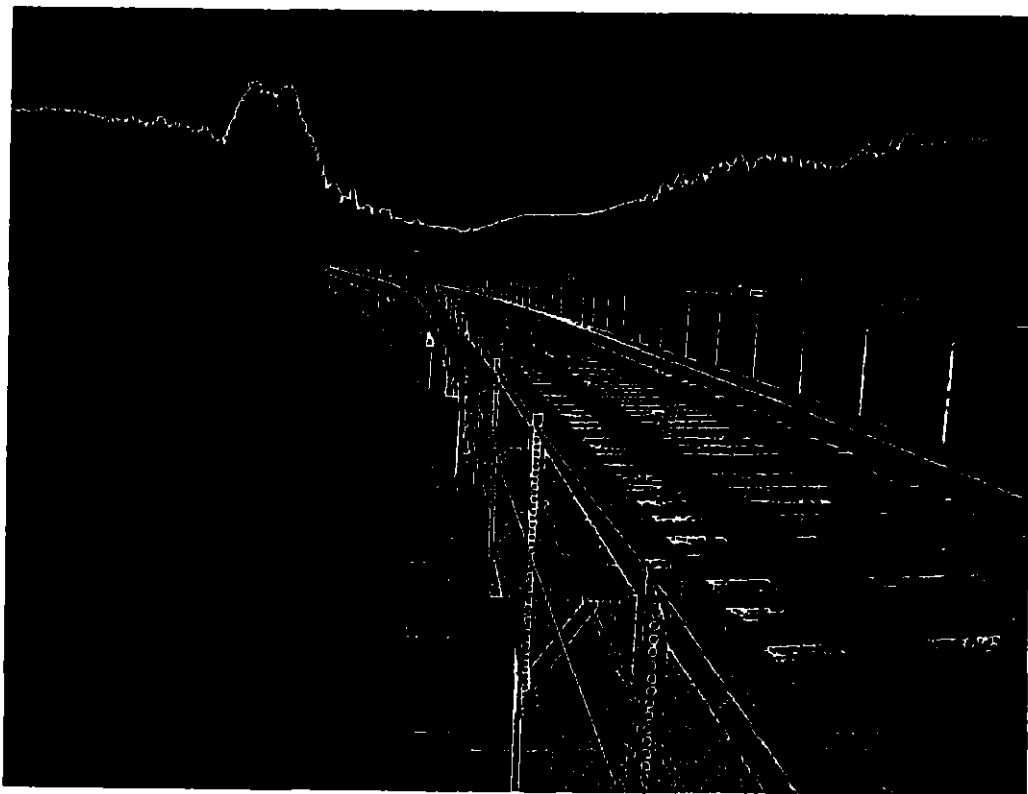
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

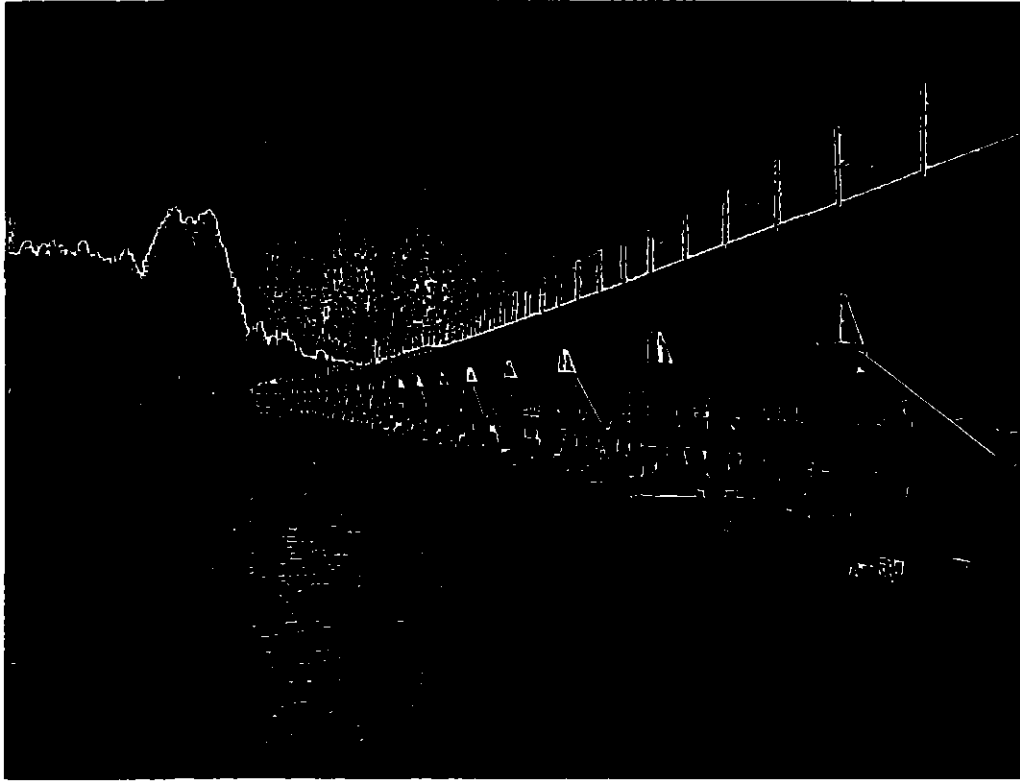
Notes: Visual inspection concurs with 2007 inspection's findings - some minor cracking at conc. cap ends. Additionally, some corrosion of steel pipe piles were observed, probably an issue that needs to be monitored and does not require repair at this time.

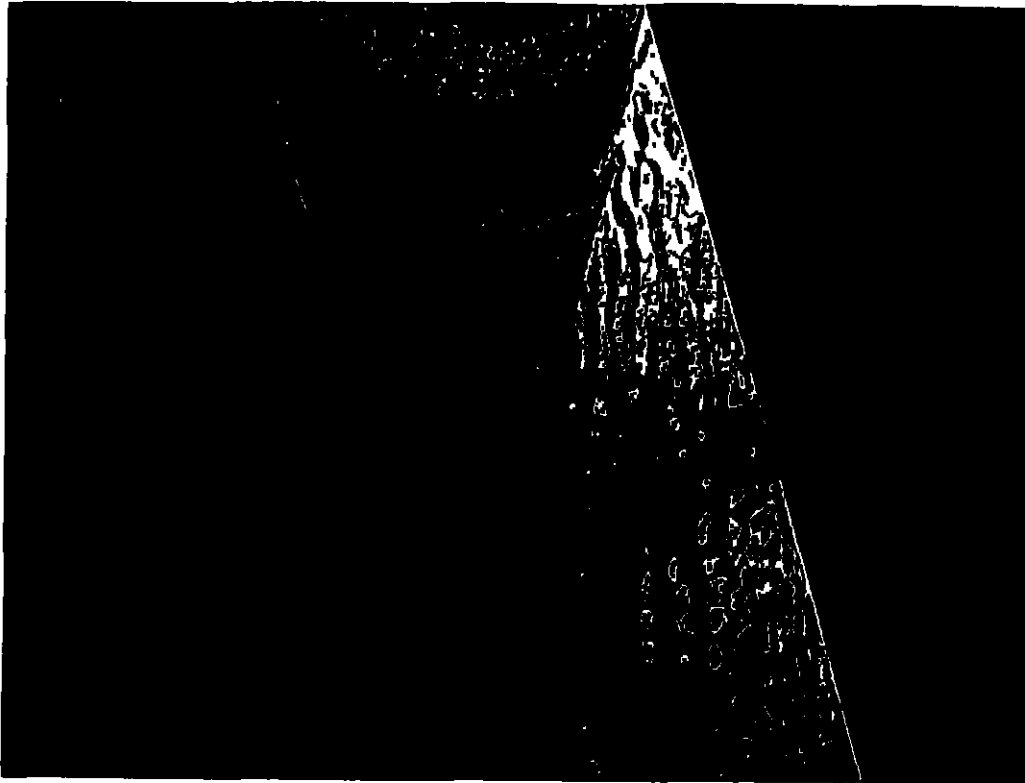
Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Right Side Elevation****4. Bent 16 Looking South**



5. Bent 27 Typical Interior Pile Corrosion

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 750.46

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1		ODPT	WOOD		
2	1	SBS - PT	STEEL		
3		ODPT	WOOD		
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): 20' to 25'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: Lake

Previous Inspection Information:

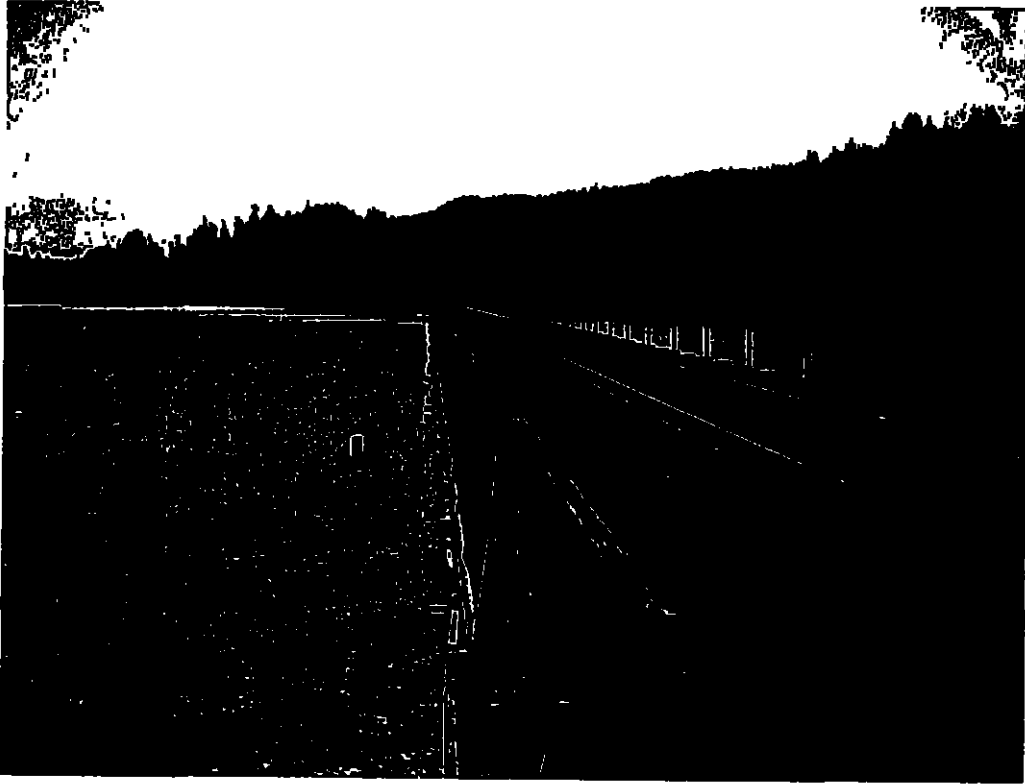
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osmose Inspector: Trickle / Kaz

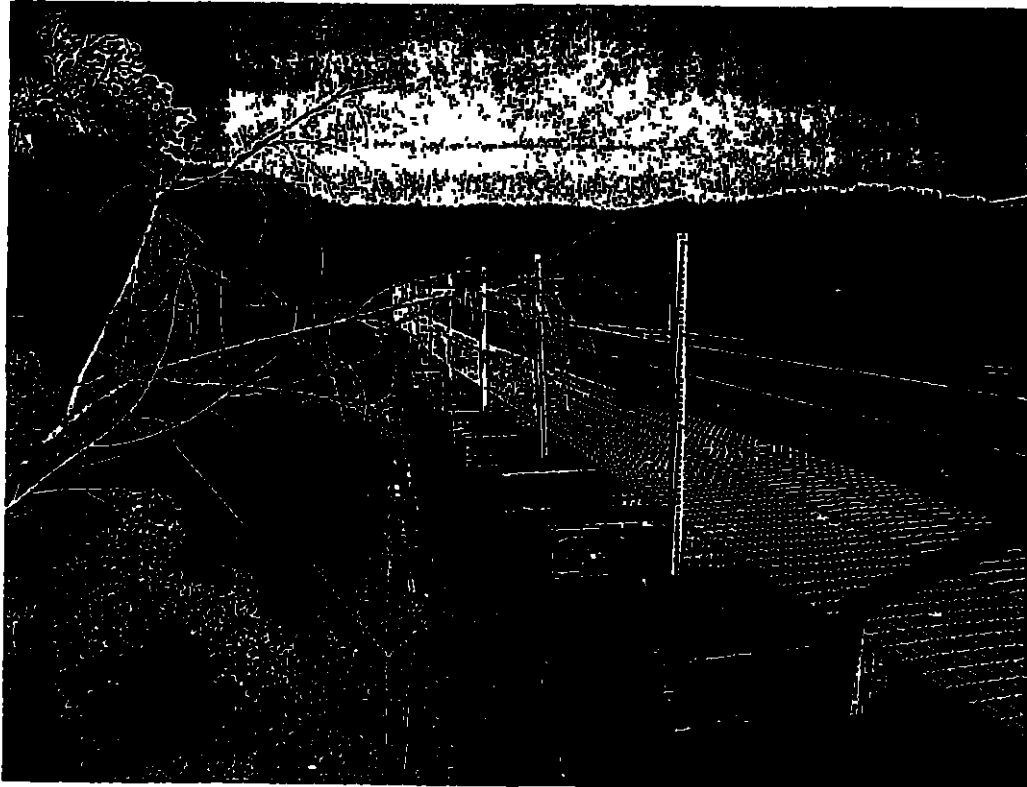
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

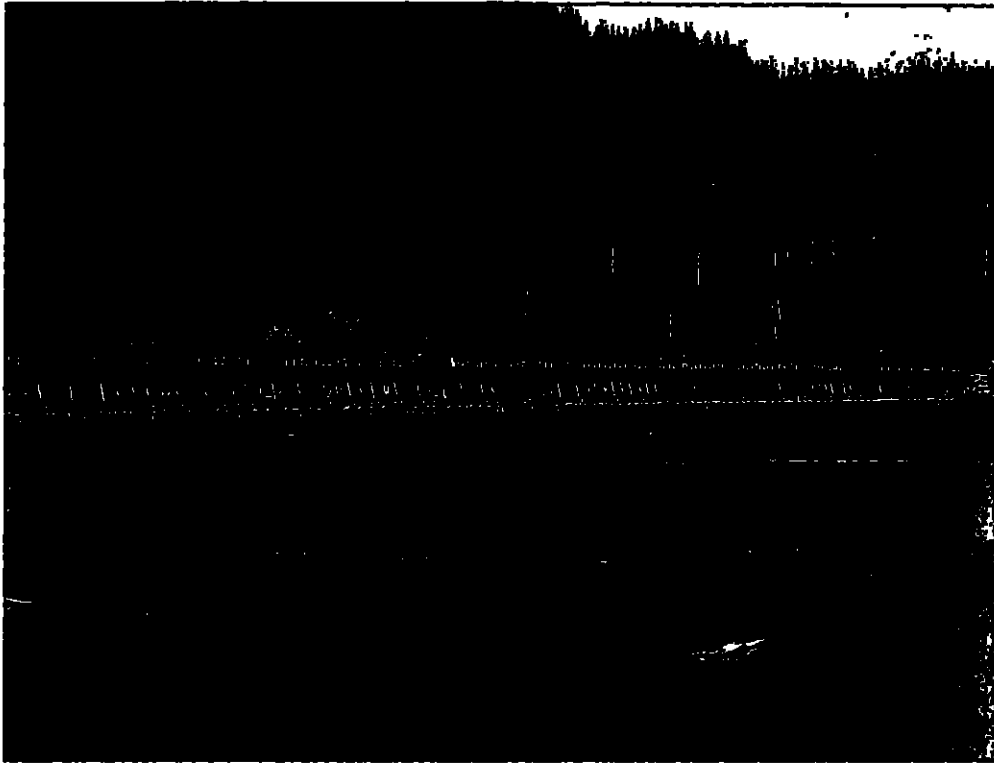
Notes: Visual inspection concurs with 2007 inspection's findings. Limited inspection opportunity due to water crossing. Severe section loss observed in steel span as noted in 2007 inspection.

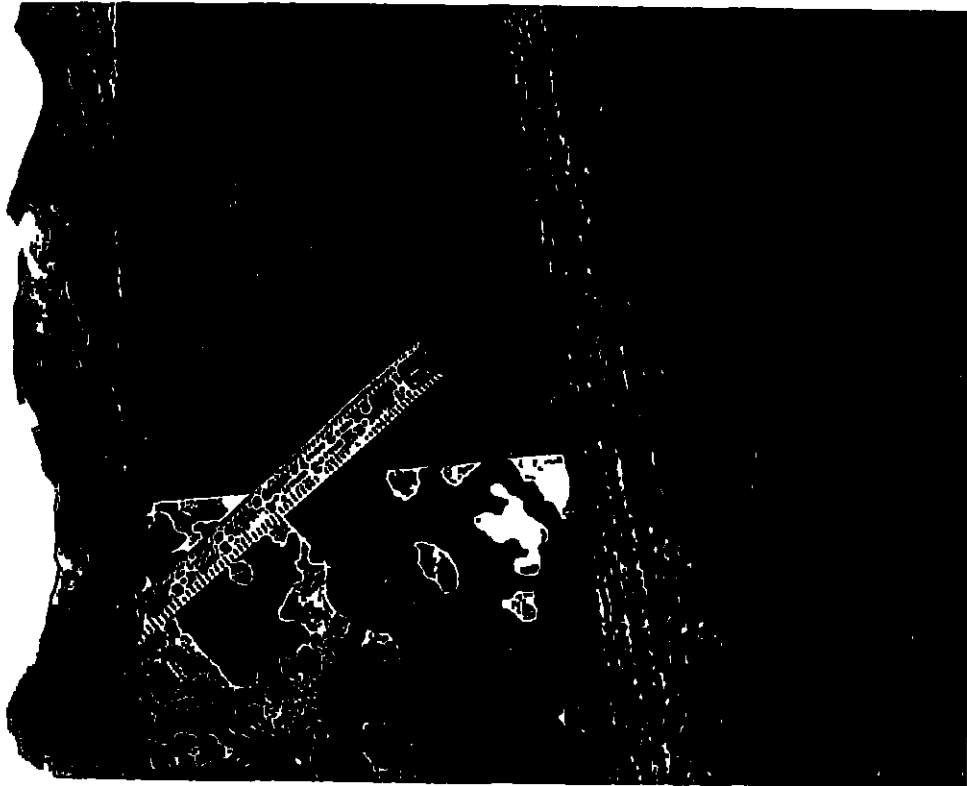
Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Section 2 South Bent West Girder Bottom Flange**



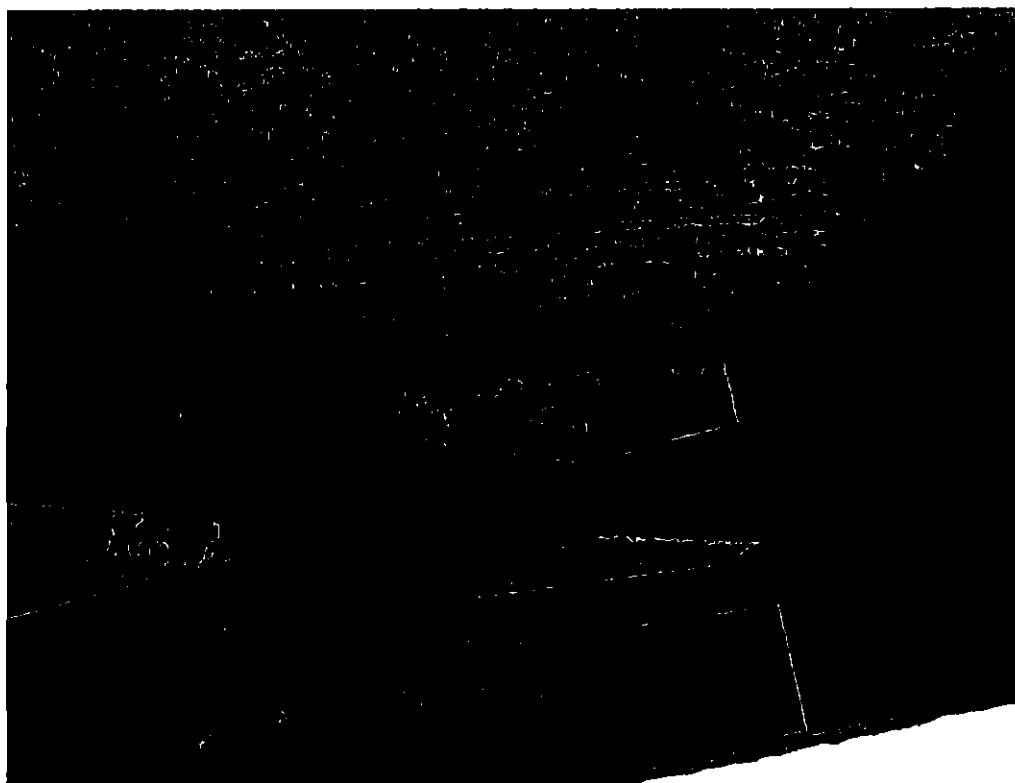
5. Top Lateral Bracing at South Bent



6. Section 2 Top Brace South End Cross Frame - Elevation

Site Photos:

7. Section 2 Top Brace South End Cross Frame - Top 1



8. Section 2 Top Brace South End Cross Frame - Top 2

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 751.02

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1		OD PT	WOOD		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): 20' to 25'

Bridge on Tangent or Curve: TAN Skewed (Y or N): N

Feature Bridge Crosses: Lake

Previous Inspection Information:

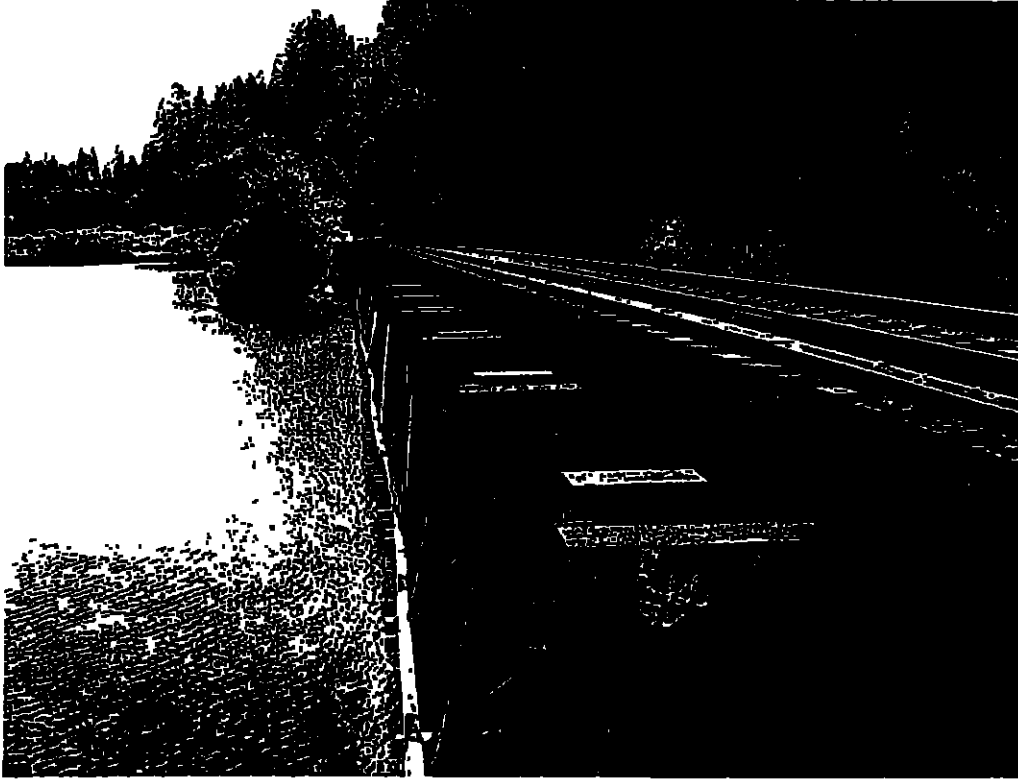
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): OSMOSE Inspector: Trickle/Kaz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

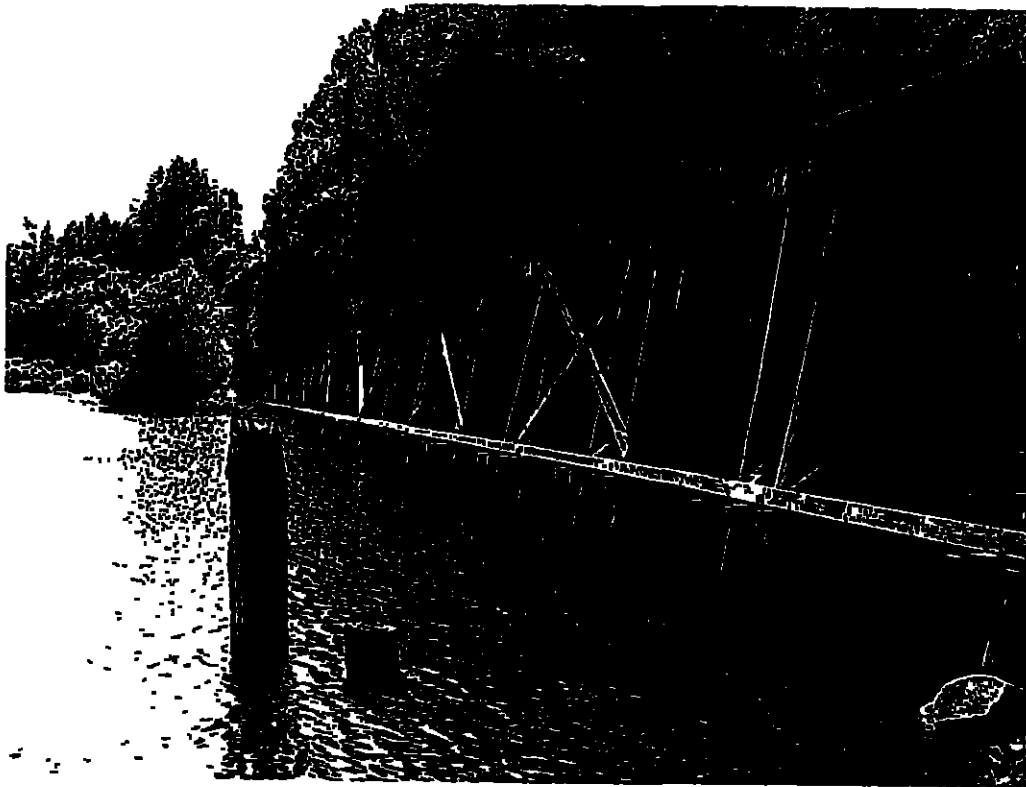
Notes: Visual inspection concurs with 2007 inspection's findings. Inspection limited due to water crossing.

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 752.99

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	12	ODPT	WOOD		~ 15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~ 180' Maximum Bridge Height (ft): ~ 30'

Bridge on Tangent or Curve: Curve Skewed (Y or N): N

Feature Bridge Crosses: _____

Previous Inspection Information:

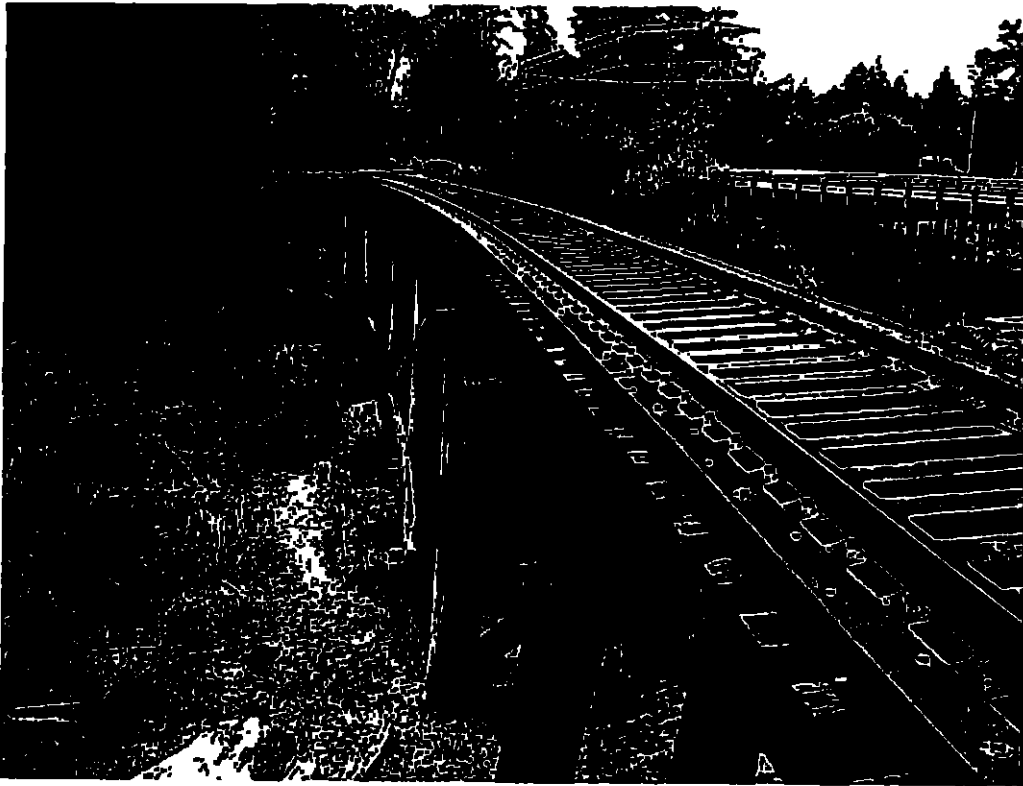
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osmose Inspector: Trickle / Kaz

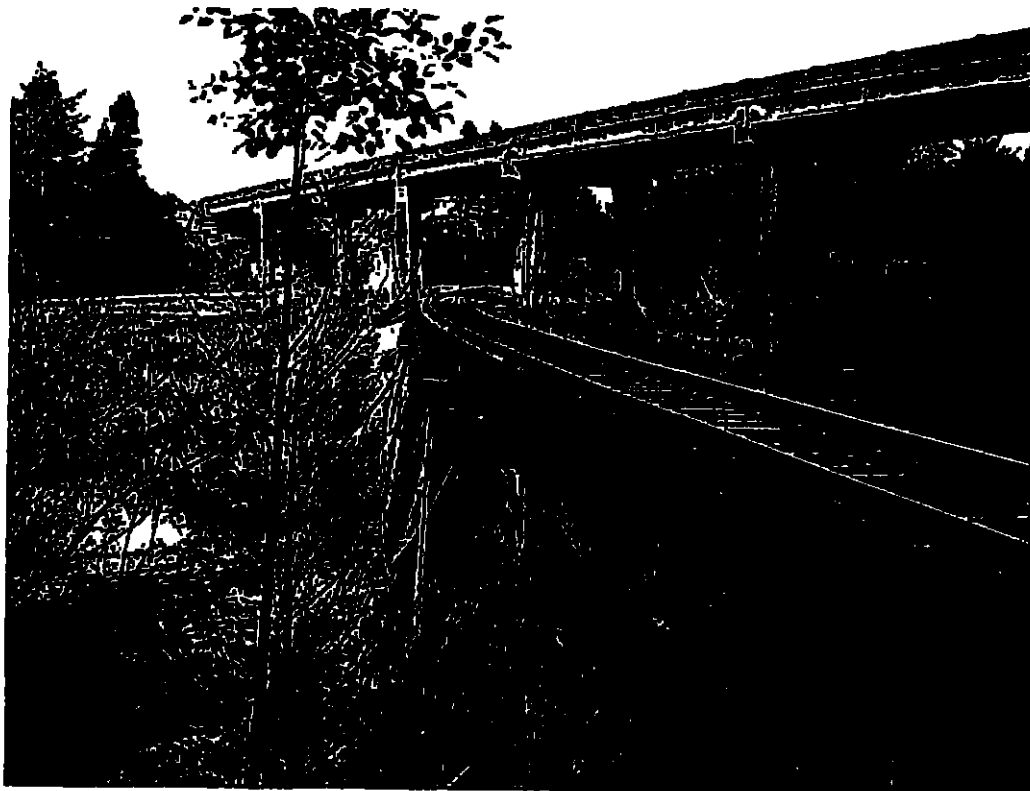
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Visual inspection concurs with 2007 inspection's findings. No other significant issues were observed.



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 753.48

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	7	ODPT	WOOD		~15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~105' Maximum Bridge Height (ft): ~30'

Bridge on Tangent or Curve: TAN Skewed (Y or N): N

Feature Bridge Crosses: small creek

Previous Inspection Information:

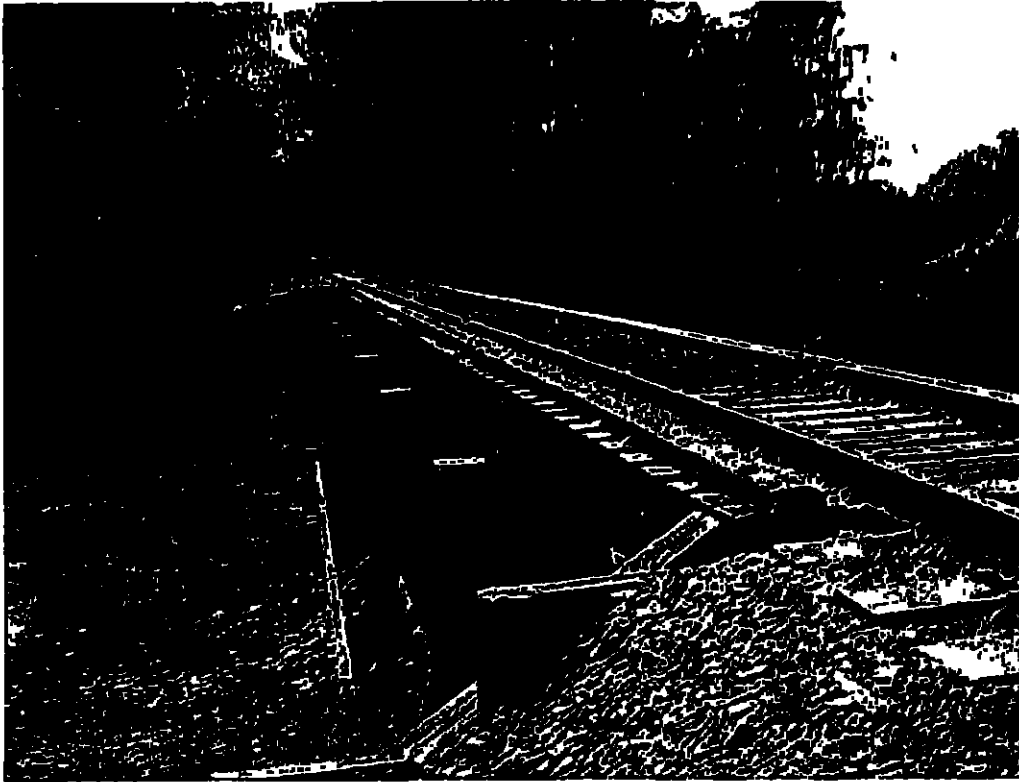
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osmose Inspector: Trickle/Kaz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Visual inspection concurs with 2007 inspection's findings. No other significant issues were observed.

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:**5. Right Side Elevation 2**

PORT OF COOS BAY RAILROAD BRIDGE ASSESSMENT VISUAL INSPECTION NOTES

Bridge MP No. 753.97

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	1	SBS	steel		
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): _____ Maximum Bridge Height (ft): _____

Bridge on Tangent or Curve: TAN Skewed (Y or N): YES

Feature Bridge Crosses: Road

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osmose Inspector: Trickle / Kaz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

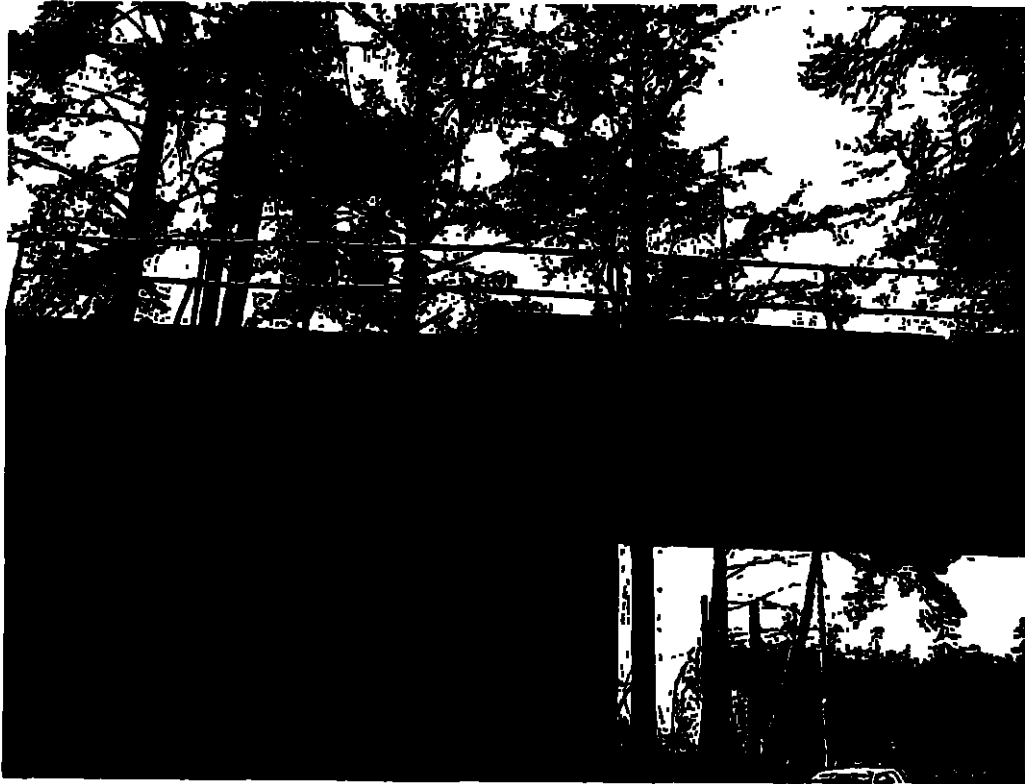
Notes: Visual inspection concurs with 2007 inspection's findings - section loss observed though not as significant as elsewhere.

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 755.63

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-16-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	ODPT	WOOD		~15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~75' Maximum Bridge Height (ft): ~20'

Bridge on Tangent or Curve: TAN Skewed (Y or N): N

Feature Bridge Crosses: creek btwn lakes

Previous Inspection Information:

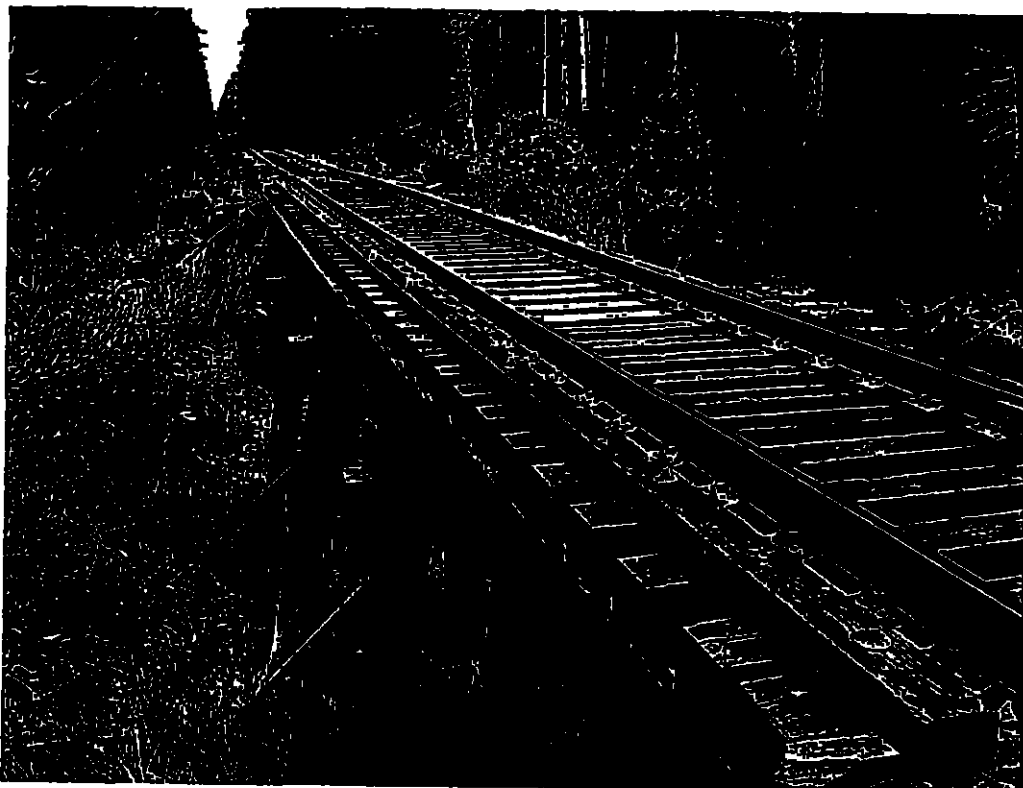
Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osmond Inspector: Frickle/Kaz

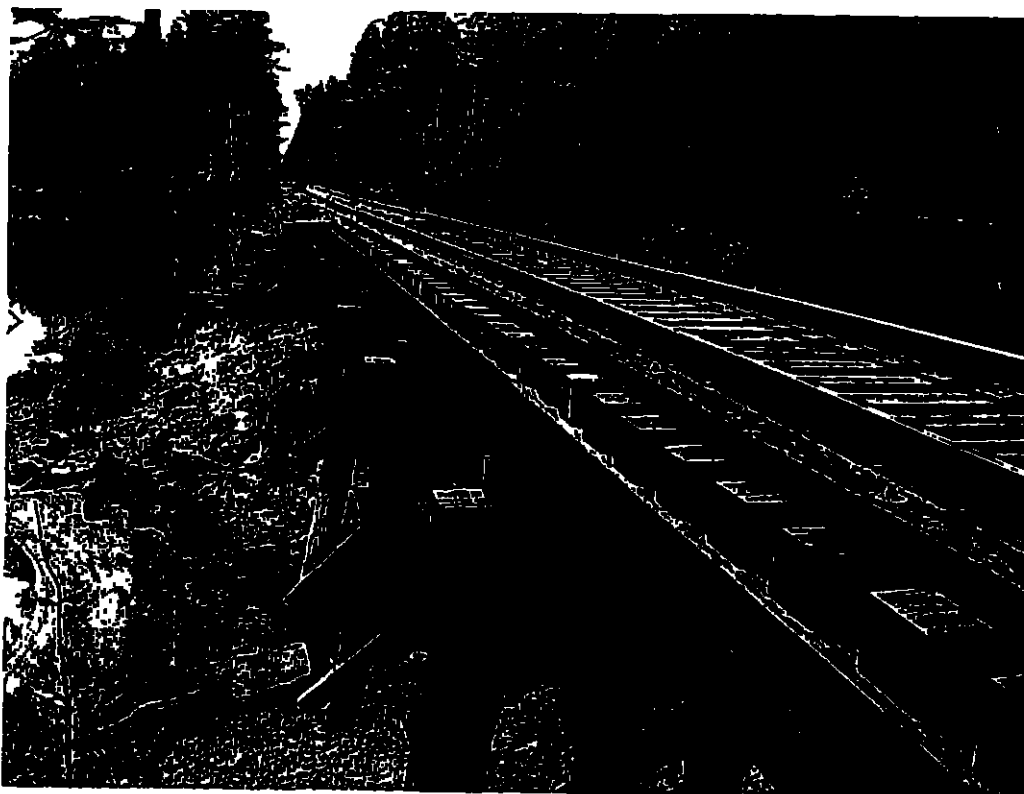
Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Visual inspection concurs with 2007 inspection's findings. Additionally, a brace needs to be replaced at bent 2.



1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost

Site Photos:**3. Left Side Elevation****4. Right Side Elevation**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 756.13

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	ODPT	WOOD		~ 15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): ~75' Maximum Bridge Height (ft): ~20'

Bridge on Tangent or Curve: TAN Skewed (Y or N): N

Feature Bridge Crosses: creek btwn. lakes

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osmose Inspector: Trickle / Kaz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

Notes: Visual inspection concurs with 2007 inspection.
Additional investigation req'd @ bent 2, pile cap exposed
showing deteriorated pile not prev. noted.

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



3. Left Side Elevation



4. Right Side Elevation

Site Photos:**5. Bent 1 Pile**

**PORT OF COOS BAY
RAILROAD BRIDGE ASSESSMENT
VISUAL INSPECTION NOTES**

Bridge MP No. 756.55

Railroad: Central Oregon & Pacific Railroad Line ID: CO Line

Inspected By: David Evans and Associates, Inc.

Inspection Date: 9-17-2008 Inspector(s): RAU, ELWOOD

Bridge Geometry and Materials:

Segment No.	No. of Spans	Bridge Type	Superstructure Material	Section Length	Average Span Length
1	5	ODPT	WOOD		~15'
2					
3					
4					

General Bridge Information:

Total Bridge Length (ft.): 75' Maximum Bridge Height (ft): ~10'

Bridge on Tangent or Curve: TAN Skewed (Y or N): N

Feature Bridge Crosses: creek btwn. lakes

Previous Inspection Information:

Inspection Report Available (Y or N): Y Date of Previous Inspection: 2-13-2007

Previously Inspected by (firm): Osmose Inspector: Trickle/Kaz

Previous Inspection Condition Findings and Current Visual Appraisal:

Item	Poor	Fair	Good	Current Condition	Comments
Ties					
Stringers					
Caps					
Piles					
Walkway					
Headwalls					
Truss					
Floor Beams					
Steel Stringers					

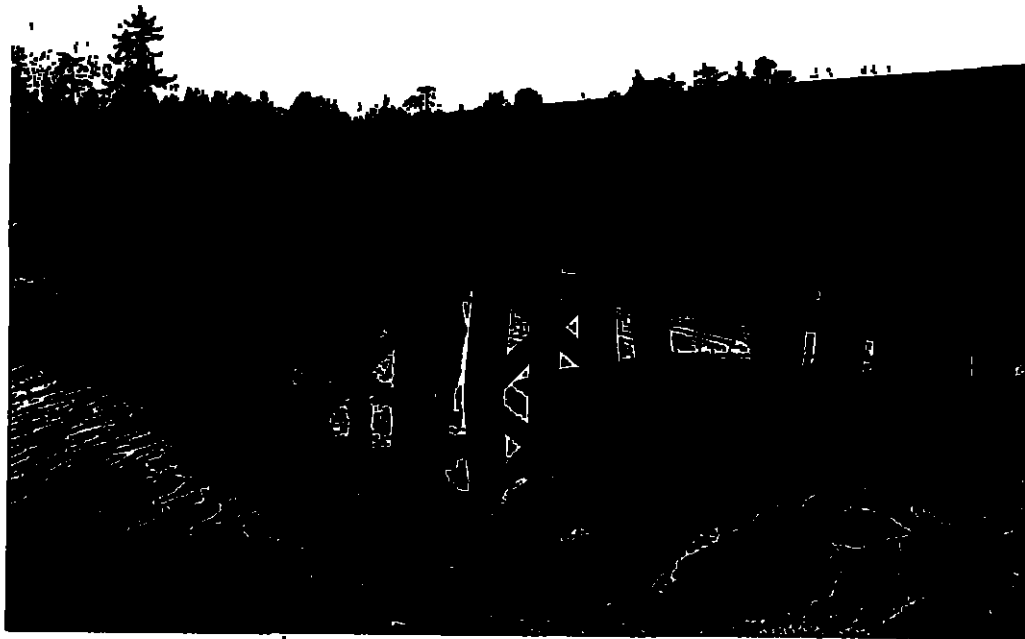
Notes: Visual inspection concurs with 2007 inspection's findings. No other significant issues were observed.

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost



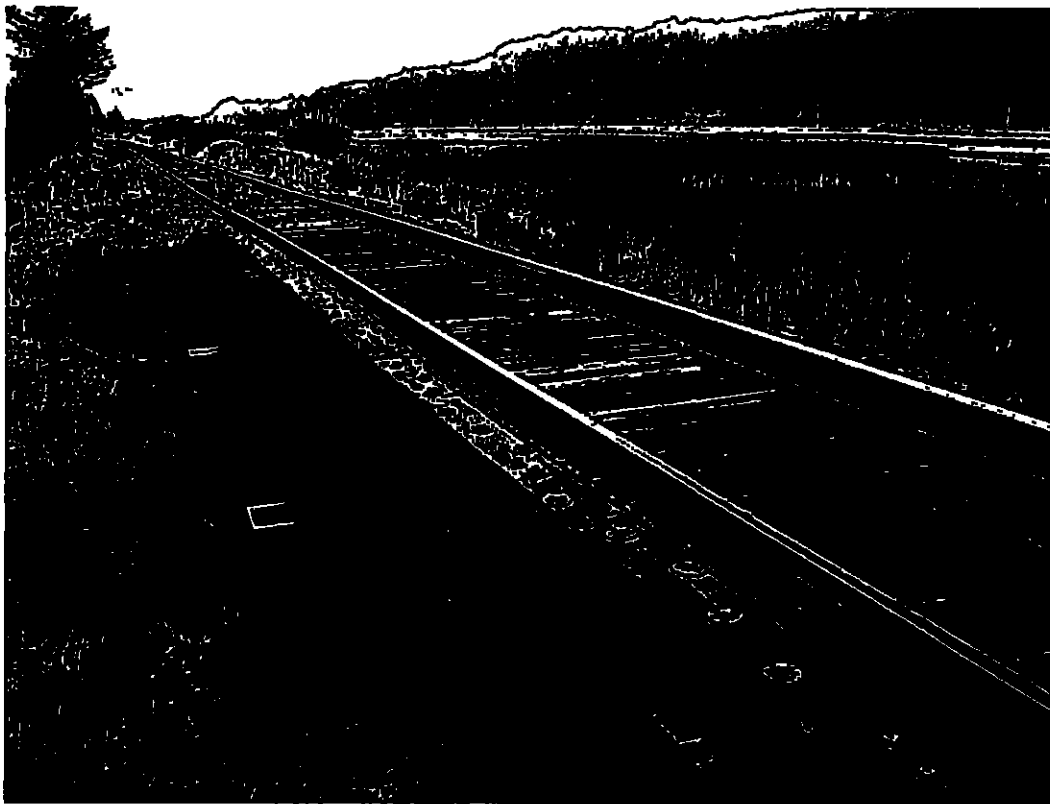
3. Left Side Elevation



4. Right Side Elevation

Site Photos:

1. Looking Toward Increasing Milepost



2. Looking Toward Decreasing Milepost