



INSPECTION DEPARTMENT
DROPPED OBJECT CANOPY INSPECTION.
DATE. 07/11/11.

As requested by management a visual inspection was carried out on the dropped object canopy on the above date. It should be recorded that due to access requirements that certain bolt connections to steel members were not visible from the cycle tracks, this would have required an inspection to be carried out from the carriageway and the use of a manually operated access platform on an additional inspection. It should also be recorded that upper beam connections and relevant fixings were visually inspected by the use of an optical aid to ensure clarity with regards to condition..

The dropped object canopy remains in a satisfactory condition. Below are general observations and comments related to the above .

Dampener tensioning pressure & ram extensions. (located mainspan and side span east side.)

Recommendations state that erection dampener pressures and ram extensions were or should have been 15- 20 bar and 20-30 mm respectively. However there are 12 in No locations on both the main-span and side-span side which exceed the above on the ram extension measurements and all locations exceed the above on dampener pressures. Highlighted below are three locations which are well in excess,



Dampener 16 south, main span side.
40 bar pressure, ram extension 142 mm.



Dampener 15 south, main span side.
30 bar pressure ram extension 110mm



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Examples of Excessive
dampener ram extensions.
Main span side.

Dampener 10 south, main span side.
30 bar pressure ram extension 105mm

Upper & Lower wire rope guide rollers, shackles & wires and fixings. :

Visually all remain intact secure and in a satisfactory condition. There is as to be expected due to exposure to weather conditions corrosion evident on guide roller wheels evident on inspection..



Photograph showing wire
roller guide connections and
fixings to beams, intact and
secure.



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Primary and secondary beams. : All remain in a satisfactory condition, with no evidence of element distortion. There is signs of corrosion / discolouration to some welds evident on beams. All bolt connections / fixings remain intact and secure.

Access stair (West) & emergency stair (East). Both remain in a satisfactory condition , Loose bolts were found at locations as referenced on photographs. It should be stated that both remain intact and secure , reference is made to movement only.



Photograph showing cross bracers on east emergency stair. Small 12mm bolt loose , movement evident, nut intact and secure.

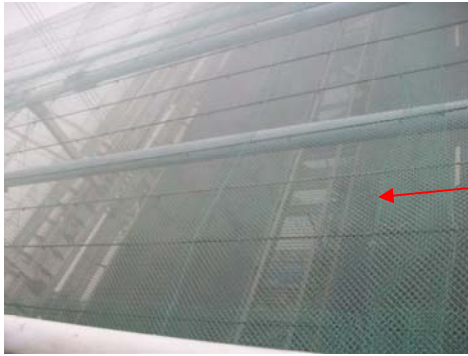


Photograph showing stair handrail to stringer connection on the west access stair , level 3. bolt loose on the west side movement evident. nut intact and secure.



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D.O.C. safety netting & outer handrails. : Both remain in a satisfactory condition, on both main-span & side span sides . All associated fixings remain intact and secure, with netting being free from any debris at time of inspection.



Photograph showing D.o.c. netting intact , secure & free from debris.

D.O.C. Deck Panels. : All panels remain in a satisfactory condition, with no signs of board distortion / board de-lamination or areas of damage evident on upper painted working area. There are small localized areas of paint breakdown / removal evident throughout . On the underside or soffit panels there is evidence of water staining / discoloration evident. Plywood panels not painted.



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Photograph showing discolouration / staining on underside of DOC. Boards

Paintwork. : In general remains in a satisfactory condition. Slight / medium corrosion / discolouration /staining areas evident throughout, primarily on underside of west stairwell access & enclosure protection meshes, east emergency access ladder steelwork & enclosure protection meshes, platform edge protection handrails, primary & secondary steelwork members etc.

Bridge Inspectors. :