



INSPECTION DEPARTMENT
General Report – North Side Span
DATE. 19.04.12

(BC11)
REPORT No 353
NORTH SIDE SPAN

DATE: 03.04.12 to 19.04.12

The North Side Span was inspected in its entirety intermittently over the above dates and the general findings were as follows:

Structurally: All structural steelwork remains in a satisfactory condition, despite the heavy corrosion due to breakdown of paintwork and continual exposure to the elements, especially on the underside of the cross girder beam steelwork. Current status with regards to bolt defects recorded on the structure report programme, 3 new missing bolts were recorded this inspection. Two of these new bolts were located on the NE A' Line and the other on the NE bottom chord.

Cross Girders, Beams 3 & 8 E/W: Build up of road detritus continues to block the gaps at the base of these beams which is causing water to build up throughout the North Side Span, especially at beam no. 3.

Upper Front Rolling Platform: Work still in progress from last inspection between PP 32 & 28 on the areas located below deck level. There is still no method of containment or a programme of works for corrosion on the lower beam members.

Zinc Salts: Areas of salt still prominent this inspection in the areas of the cycle track soffits and the underside of the top chords, but generally it is evident throughout the steelwork.

Gantry B: Gantry 'B' is still located at PP 07 North Side Span.

Water Ringmain: Several leaking Victaulic Valves were detected this inspection especially on the East side.

Cycletrack: In general this remains in a satisfactory condition although paint breakdown is evident at the bases of the outer balustrade posts throughout the length of the side span.

Paintwork & Corrosion: No work carried out since last inspection. **To reiterate from information recorded on previous inspections carried out by Bridge Inspectors with regards to the continuing deterioration of the steelwork on beam members and protective coating, heavy corrosion remains evident. Deterioration continues with every inspection. Some beams now have very large areas of steelwork which is completely unprotected and exposed to the elements, especially on the underside of the beams. Other locations have areas of heavy paintwork breakdown & corrosion evident.**



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Steelwork bolts. : All bolts on the North side span have remained having continual breakdown of their protective coating specifically below walkway level . On inspection visually bolts remain in-situ but heavy corrosion , combined with heavy areas of paintwork blooming on the bolt nuts has been more apparent as each inspection is carried out. It is with this information that I question the integrity of some of these bolts on areas where no remedial paintwork has been carried out for many years.

Top laterals. On this inspection it was observed that we have bird infestation in the top lateral connections above the “D” line walkway, specifically in the lower cross girder numbers (ie) 1-4 . There is a heavy build up of droppings around the internal bolt clusters at these locations.

All defects recorded and entered on the structural report programme. All individual sheets distributed to appropriate Maintenance Inspectors.

Bridge Inspectors:



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