



INSPECTION DEPARTMENT
General Report – Main Span North & South
DATE. 11.07.12

(BC08)
REPORT No 362.
MAIN SPAN NORTH & SOUTH

DATE: 04.06.12 to 11.07.12

The main span both North and South were inspected intermittently between the above dates, this was mainly due to other scheduled inspections which fell within these dates and also incorporated the regular weekly inspections that are required by management. Also within this period there were two planned night shifts to carry out a gap survey on the main expansion joints.

Structural Steelwork: The steelwork remains in a satisfactory condition, although areas of salt still remain prominent on the deck soffit steelwork, deck stiffeners and stringer soffits. As previously stated these areas would benefit from a wash-down programme being put into practice to remove the existing slats and to prevent any further areas breaking out. This inspection produced a further 7 bolts taking the outstanding total of broken/sheared bolts to 84 throughout the main span.

Beams 3 & 8 E & W, Beam 4 & Top Lateral Upper Bolt Clusters: Detritus and road debris was again evident in the beam rainwater passage channels at beam nos. 3 & 8. Due these being blocked the natural flow of water is not clearing away from the upper levels; these need to be cleaned out. Beam no. 4 E & W plus the top lateral bolt clusters, detritus is also evident and will require to be washed down.

Deck Stiffeners: There is a total of 12 cracked trough weld locations (refer to structure No. 7283 & 7284 for locations).

Runway Beams: Status remain unchanged since Principal Inspection of 2008, programme of works as yet to be implemented.

Billets: A programme is currently underway for billet repairs at various locations throughout the main span and is progressing steadily with approximately 90% of billets now completed.

Ducts and Conduits: At time of last inspection a section of ducting under the inner balustrade at PP 64-70 NE was temporarily secured by rope to the inner balustrade, works are ongoing at present to repair this section of ducting with new support brackets being installed.

Due to works being undertaken by Spencer Ltd with regards to the Main Cable Investigation, some sections of inner balustrade and top chord were inaccessible for inspection where Spencer had an area of balustrade sectioned off and where scaffolding was covering the top chord.

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

Bridge Inspectors:

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