



INSPECTION DEPARTMENT
General Report – North Side Span
DATE. 24.10.12

(BC11)  
REPORT No 376  
NORTH SIDE SPAN

DATE: 08.10.12 to 23.10.12

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

Structurally: All the structural steelwork remains satisfactory, although there is heavy corrosion due to paint breakdown exposing the steel to the elements especially on the underside of the cross girder beam steelwork. 2 new bolts recorded this inspection.

Cross Girders, Beams 3 & 8 E/W: The build up of road detritus continues throughout blocking the gaps at the bases of these beams with vegetation now growing in various locations, and in others they are so choked that the water can no longer drain away.

Zinc Salts: On the cycle track soffits and the underside of the top chords there are areas of salt prominent, but overall it is evident throughout the steelwork.

Upper Front Rolling Platform: Situated between PP 32 & 28, work is still in progress from last inspection. No progress has been made with a method of containment or a programme of works to address the corrosion on the lower beam members. Housekeeping needs to be improved in this area as there are needle guns that have rusted lying out exposed to the elements and hoses which could cause a tripping hazard as well as an assortment of other loose items.

Gantry B: Gantry B remains located at PP 07 North Side Span

Cycle-track: There is evidence of paint breakdown at the bases of the outer posts on the outer balustrades but overall this remains in a satisfactory condition.

Top Laterals: Bird infestation in the top lateral connections above the D line walkway has increased since last inspection; there is heavy build up of droppings around the internal bolt clusters this is especially evident in the lower cross girders i.e. 1-9 with evidence of birds nesting, 2 young birds found at no. 3.

Top Chord: Throughout the side span there is a heavy build up of algae on the top chord and the internal steelwork, this would benefit from a programme of washing down the steelwork being implemented.

Steelwork Bolts: The bolts remain to have continual breakdown of their protective coating, especially below the walkway level. On inspection, visually the bolts remain in-situ but have heavy corrosion with areas of paintwork blooming on the bolt nuts; this has become more apparent with each inspection.



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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.

Bridge Inspectors:



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