



INSPECTION DEPARTMENT
General Report – Main Span North & South
DATE. 06.02.13

(E2.1 Bridge)
REPORT No 382.
MAIN SPAN NORTH & SOUTH

DATE: 08.01.13 to 06.02.13

The North and South Main Span were inspected intermittently between the above dates, this was mainly due to other scheduled inspections and the weekly inspections which fell into these dates and which are required by management.

Structural Steelwork: The steelwork in general remains in a satisfactory condition, with some areas of salts remaining prominent on the deck soffit steelwork, deck stiffeners and stringer soffits. These areas would benefit from a wash- down programme being put into practice to remove the existing salts and to prevent any further breakouts. This inspection produced 1 no. new bolt; this takes the outstanding total of broken/sheared bolts to 85 no. throughout the main span.

Beams 3 & 8 E/W, Beam 4 & Top Lateral Upper Bolt Clusters: Road debris and detritus were again evident this inspection in the rainwater passage channels at beam nos. 3 & 8. Due to these being blocked, the natural flow of water is not clearing from the upper levels; these would benefit from being cleaned out. Beam no. 4 E/W plus the top lateral bolt clusters also require to be washed down as detritus is also evident here.

Deck Stiffeners: As previously reported there remains a total of 12 no. cracked trough weld locations; these being trough nos. 1, 2 & 5 with platforms being required for access (refer to structure Nos. 7283 & 7284 for locations).

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

Billets: A new billet survey was carried out by Bridge Inspectors and a new programme of works is currently being compiled for repair works to be carried out.

Ducts and Conduits: The installation of new support brackets under the inner balustrade at PP64-70 NE is still ongoing at present.

Inner Balustrade E/W: Since the last inspection was carried out a total of 8 no. cracked base welds were detected throughout the main span varying in size from 15mm to 50mm in length.

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

All defects are recorded and entered onto structural report programme and all individual sheets distributed to the appropriate Maintenance Supervisor.

Bridge Inspectors:

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