



INSPECTION DEPARTMENT
General Report – North Side Span
DATE. 2013.04.04

(E2.1 Bridge)
REPORT No 393
NORTH SIDE SPAN

DATE: 20.03.13 to 04.04.13

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

Structurally: There is heavy corrosion evident on the underside of the cross girder beam steelwork which is due to paint breakdown exposing the steel to the elements but overall the structural steelwork remains satisfactory. There are **no** new bolts recorded this inspection.

Cross Girders, Beams 3 & 8 E/W: The build up of road detritus continues with the addition of red blaze that is being transported across the bridge for the construction of the new bridge chocking up the gaps at the bases of these beams and in various locations vegetation is continuing to grow; these areas are so badly clogged that no water can drain away.

Zinc Salts: There is evidence of salt prominent on the cycle track soffits and the underside of the top chords; in general it is evident throughout the steelwork. A programme of works to wash down the steelwork is being planned to commence from the 7th April 2013.

Upper Front Rolling Platform: The rolling front that was located at PP32 to 28 is currently in the process of being dismantled and re-located to PP25 (at the cross-over) heading in a northerly direction.

Gantry B: Gantry B remains located at PP07 North Side Span.

Cycle-track: Evidence of paint breakdown remains evident at the bases of the outer posts on the outer balustrades; white lining breakdown is evident on both the cycle-tracks. On the cycle-track outer stringer on the west side there was heavy bird infestation from PP01-09. Overall though, the cycle-track remains in a satisfactory condition.

Top Laterals: In the top lateral connection above the D line walkway bird infestation remains evident with a heavy build up of droppings around the internal bolt clusters.

Top Chord: Throughout the side span there is a heavy build up of algae and dust from the red blaze on the top chord and the internal steelwork. This will benefit from the programmed wash down of the steelwork that is planned to commence this April.

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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