



INSPECTION DEPARTMENT
South Side Span Report 464.
DATE. 2015.03.24

(E2.1 Bridge)
REPORT No. 464
SIDE SPAN SOUTH

DATE: 03.03.15 to 24.03.15

The South Side Span was inspected over the above dates; generally the south side span remains in a satisfactory condition and the general findings were as follows:

Structural Steelwork/Bolts: All the structural steelwork on the south remains in a satisfactory condition with no new bolts found this inspection.

Paintwork: Paintwork on the south side span generally remains satisfactory throughout. There are some areas (specifically) top and bottom chord lateral bolt clusters where the bolt heads are beginning to suffer from different levels of breakdown through corrosion.

Deck Stiffeners: PPs 24 & 30 where the deck panels were jacked up and levelled and hardox packers inserted; these remain satisfactory.

Crash Barriers: Slow lane crash barrier on west side only, top rail detail there are 2 no. bolts missing at PP08 & 10.

Stringer Half Joints: At PP12 SW the monthly inspections continue to be carried out. No new weld cracks have been detected with all past weld crack details recorded on monthly report sheet.

Ladder @ PP39 E & W only: At time of last inspection it was reported that access to this ladder was restricted by scaffold and had been boarded over by contractors, these works are now complete and full access is now available to this ladder.

Plant Room PP8-10 West: Full staging underneath the plant room has now been reinstated to this area.

Main Link (West): The main link grease lubrication supply line on the East Side still requires refitting.

Runway Beams: Areas on the components which make up the runway beam hanger element are now showing signs of corrosion, especially the faces of the top chord 'H' beam; this would benefit from a program of works to be painted. Also a program of works to remove and replace the runway beam fish plate set screws is required.



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Chord Access Ladders: Since last inspection contractors have installed a new top to bottom chord access ladder which has been located at PP. 29. (East); primarily this is to offer more available access points /egress locations for the use of the suspended gantry & secondly it gives staff the opportunity to access the bottom chord for other duties. It should be recorded that although installation has taken place. **No** commissioning of the ladder has taken place and no official permission for intended use has been given.

“A “ Line access platforms: New “A” To “B” Line access platforms have been installed on both the East & West sides located between PP. 38/39. These platforms are accessed from the permanent staging suspended underdeck access platform which is located at al PP.39. **No** commissioning of the ladder has taken place and no official permission for intended use has been given.

“A “ Line access walkway: Following works carried out by contractors on the north face of the north side tower (west) side, during the bearing replacement contract, the walkway stringer support seats were removed to incorporate required works. On reinstatement of the support seats they failed to notice that the seat had not been located into its correct position between the bolted keeper plate and the seat itself. Therefore this stringer support seat in fact was or could be considered as being non- load bearing. Deflection of the support on the west side of the walkway floor was evident. Safety measures have been taken to give support by the installation of a chain pull until walkway stringer can be relocated in its support position.

All defects recorded and entered on the structural report programme with all individual defect sheets given to the appropriate Maintenance Supervisor.

Bridge Inspectors:



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