



INSPECTION DEPARTMENT
General Report – North Side Span
DATE. 2015.09.17

(E2.1 Bridge)
REPORT No 480
NORTH SIDE SPAN

DATE: 13.08.15 to 17.09.15

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

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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, this has been noted and recorded on previous inspections. Overall the structural steelwork remains satisfactory and there are **no** new bolts to record this inspection.

Cross Girders, Beams 3 & 8 E/W: Build-up of road detritus continues to block the gaps at the bases of these beams and in some locations vegetation is growing which prevents water from being able to drain away.

Zinc Salts: On the cycle track soffits and the underside of the top chords zinc salts still remain evident.

Upper Front Rolling Platform: The front is currently located at PP19.5 to PP23.5 with remedial works to fixings, beams etc. ongoing.

Gantry B: Gantry B remains located at PP07 North Side Span. Spencers are currently undertaking works to install a new drive system onto this gantry.

Cycle Tracks: The outer balustrade posts continue to show signs of paint breakdown at the bases; the white lining is still continuing to breakdown on both the cycle tracks but overall they remain in a satisfactory condition.

Top Laterals: As previously recorded the top lateral connections above the D Line walkway at the top chord connections at PP02-PP06 E/W, a heavy build up bird droppings is still evident around the bolt clusters.

Steelwork Bolts: Continual breakdown of the protective coating on the bolts especially below the walkway level is still evident; visually the bolts remain in-situ but there is heavy corrosion with areas of paintwork blooming on the bolt nuts.

Paintwork & Corrosion: Remains as previous inspections with no works carried out.



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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. (West); 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.

Paintwork & Corrosion: Remains as previous inspections with no works carried out. **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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