

GENERAL INSPECTION REPORT

(BC08)
REPORT No. 287
MAIN SPAN

DATE: 26/11/2009 TO 24/01/2010

The main span north & south was inspected over the above dates. This period covered inclement weather, holidays and higher priority tasks. The findings are as follows:

Structural Steelwork: Steelwork remains in an “overall” satisfactory condition, A few areas of corrosion still evident on beams and chords, with an area of Delamination found at p.p.94s.w. During the period of inspection it was found that There was six king posts found to be defective either loose fixings or breaks, these were repaired during inspection. 7 new broken bolts and 3 loose fixings through main Span structure. **Total now 60 broken/sheared.**

Walkways: These remain to be an issue with loose splice plate bolts and other fixings. 139 still outstanding (splice plt.), 66(other fixings). 18 locations on the “A” lines found to Require mesh repairs. It was also noted that two of the small six inch floor panels could be Removed due to lack of floor clips, also numerous loose floor clips throughout as well as “J” bolts (ROUTINE WORK).

Runway Beams: **STATUS UNCHANGED SINCE PRINCIPAL INSPECTION 2008.**

Billets/Trough Welds: Billet survey revealed there are 19% category 1 defects, 9% category 2 defects and 39% category 3 defects resulting in **33% of total billet locations are in a satisfactory condition.**

Trough welds outstanding: - east side has 4 welds outstanding.
west side has 9 welds outstanding.

Paintwork: as with previous inspections corrosion spots, paint breakdown & zinc salts throughout entire structure.

Ring mains: at four locations it has been noted that 2” nipples on the AIR take off points are corroded to the extent in some cases that they are holed and causing air leaks.

Inner Balustrade: one new post base weld crack this inspection, as noted in previous report, could be due to the lack of support for air/water ring mains, no information received from management if any resolution to this problem has been looked into.

Drains/Gully pots: It was noted that at P.P.94 N/E the gully pot had 3 bolts loose and the 4th showing signs of movement, this is due to billet defects, as is the 11 drain support (beam 6). In general gully pots and drains relatively clear of debris.

Crash Barriers: there are 26 location outstanding on west side and 12 outstanding locations on east side.

Photos from this inspection can be viewed in BC08\FRB Inspections\Independent Inspections\Dec09 to Jan10 Inspection Photos & Additional Info

Bridge Inspectors: