

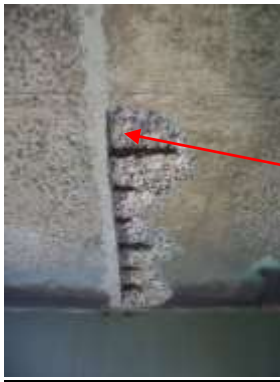


INSPECTION DEPARTMENT
Viaduct externals. N & S. General report No 311.
DATE. 23/11/10.

The annual inspection of both the North and south viaduct externals were carried out intermittently between the above dates, It should be recorded that No inspection of the components that required access from the viaduct gantries on the South externals were carried out (ie) cycle track & carriageway beams , girder box externals etc.. This is due to the current ongoing box girder bearing replacement. The North viaduct externals were completed in their entirety and general findings were as follows . :

Paintwork. : Paintwork North & South remains generally in a satisfactory condition. No work has been carried out since last inspection.

Viaduct concrete soffits. : No inspection of the South cycle track or carriageway deck soffits carried out. The North West cycle track soffits remain as previous inspections . Spalled areas identified to be removed by FRB employees through an ongoing programme of works. On the North East cycle track soffits previous recorded areas of spalling were removed by Bridge inspectors. These areas require to be made good to protect exposed corroding reinforcement bars from further deterioration.



Photographic example of repairs required to be carried out on the North East viaduct cycle track soffit.

Pier tops . drainage ironworks. No inspection of the South viaduct carried out. On the North condition of covers & associated framework remains as previous inspections. Drain catchmentboxes located on pier tops are blocked and require to be cleaned at N1, N3, & N4 respectively.



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Box girder access hatches. : Box girder access side access hatches located on both North & South box girders still have temporary tube & fitting access entry protection in place. This requires to be removed and a permanent installation erected. New handrail system been fitted on both North & South permanent staging platforms on the inner of both East & West sides.



Temporary tube & fitting remains in place at box girder access hatches both North & South.

Abutment Barrier/Handrail (west side):

It has been noted since as far back as December 2004 that the barrier/handrail is severely corroded, and many of the posts are holed. In February 2009 an individual report was submitted for ESM to review with regard to this matter, but no progress has been made to date.



Photographic example of deterioration of handrails at the North West abutment.



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Redundant platform steelwork. Located at box girder sections 44 & 44x there are two redundant platforms formerly used for access to box girder internals via the viaduct central reserve access /egress hatch to the viaduct gantries when positioned at this location. . It should be recorded that these platforms are no longer required and that they have been **disfigured** during the installation of the new viaduct gantry units and runway beams **and no longer comply with current legislation. Access via the central reservation is at time of inspection secured by padlock. No access to this hatch is permitted by any FETA personnel or by contractors employed by the Forth estuary transport authority.**



View of Redundant platforms
located both East& West sides of
boxes 44 & 44x.

Bridge Inspector



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