



INSPECTION DEPARTMENT
General Report – North Side Span
DATE. 2014.07.09

(E2.1 Bridge)
REPORT No 436
NORTH SIDE SPAN

DATE: 30.06.14 to 09.07.14

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, 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 chock up the gaps at the bases of these beams and in some locations vegetation is growing which is preventing 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: Remedial works to fixings, beams etc. are ongoing and the front is still currently located at PP23.5 to PP27.5.

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

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.

Top Chord: Anti-skid coating of the top chords is currently being undertaken and is ongoing.



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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.

General Information: Raynesway are currently undergoing a contract to install new permanent access staging to the A-Line walkways at PP39 E & W, there is currently scaffold in place which affects the access to the bottom chord as this has been boarded over therefore there is no accessing or exiting the bottom chord at this location from the ladders.

Bridge Inspectors:



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