

Following the incompleteness of the principal inspection in 2006, a decision was taken by the inspection department to restart & complete the principal inspection of the viaduct external current status as 2009. This includes the annual report & the structural individual defect reports, general findings were as follows. :

**Paintwork. :** Generally the paintwork remains in a satisfactory condition. Viaduct external painting remains ongoing. S/E edgeplates to be completed. S/W areas of paint breakdown evident throughout.

**Viaduct soffits. :** Generally the viaducts cycle track & carriageway soffits remain in a satisfactory condition. No major defects evident. ( please refer to areas of minor spalling as per supplied survey sheets. )

**Outriggers & crossbeams. :** All outriggers & crossbeams remain in a satisfactory condition with all paintwork, fixtures & fittings intact.

**Permanent staging. :** Box girder access permanent staging remains as independent survey carried on the 15/01/09 out from an elevated work platform & topside. All areas of corrosion graded & colour coded accordingly. ( survey sheet supplied with principal inspection information. A new drop-down edge protection system has been installed from last inspection, this remains in a satisfactory condition albeit incomplete at the box girder access hatch doors. A raised area for access/ egress remains to be installed.

**Runway beams. :** All runway beams & fixings remain in a satisfactory condition. Breakdown of galvanising evident at time of inspection. This information is well recorded and has been from their installation

**Pier top drains covers & frames. :** All drain covers & frames both east & west throughout suffering from deterioration, heavy corrosion & frame displacement, all require to be replaced.

**Roller & pin bearings. :** Roller & pin bearings located on pier tops remain in a state of continual deterioration. Heavy corrosion & paint breakdown evident. It is well documented with regards to the current status of the aforementioned that Several surveys have been carried out by consultants & contractors recently a capital plan of works for replacement of all bearings is scheduled for 2010/2011.

Bridge inspectors : G.Elliott & L.Coyle.

**Additional general information related to Inspection report No 273. Viaduct external principal Inspection.**

**General information. :** It should be recorded that a new drop down edge protection system has been installed at the viaduct expansion joint on **pier S3** which complies with all current legislation has been installed.

**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**



INSPECTION DEPARTMENT
Viaduct external principal inspection. BC 15 Report No 273. .
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permitted by any FETA personnel or by contractors employed by the Forth estuary transport authority.