



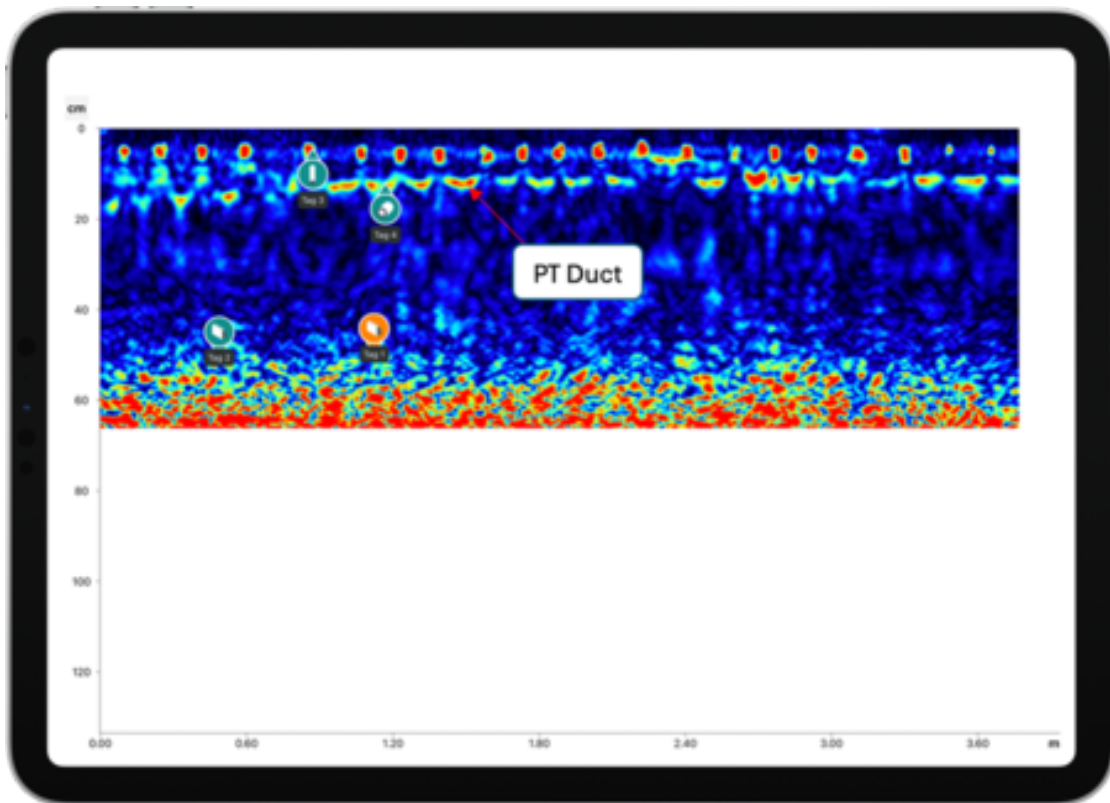
Non-destructive testing on the Huntingdon Railway Viaduct



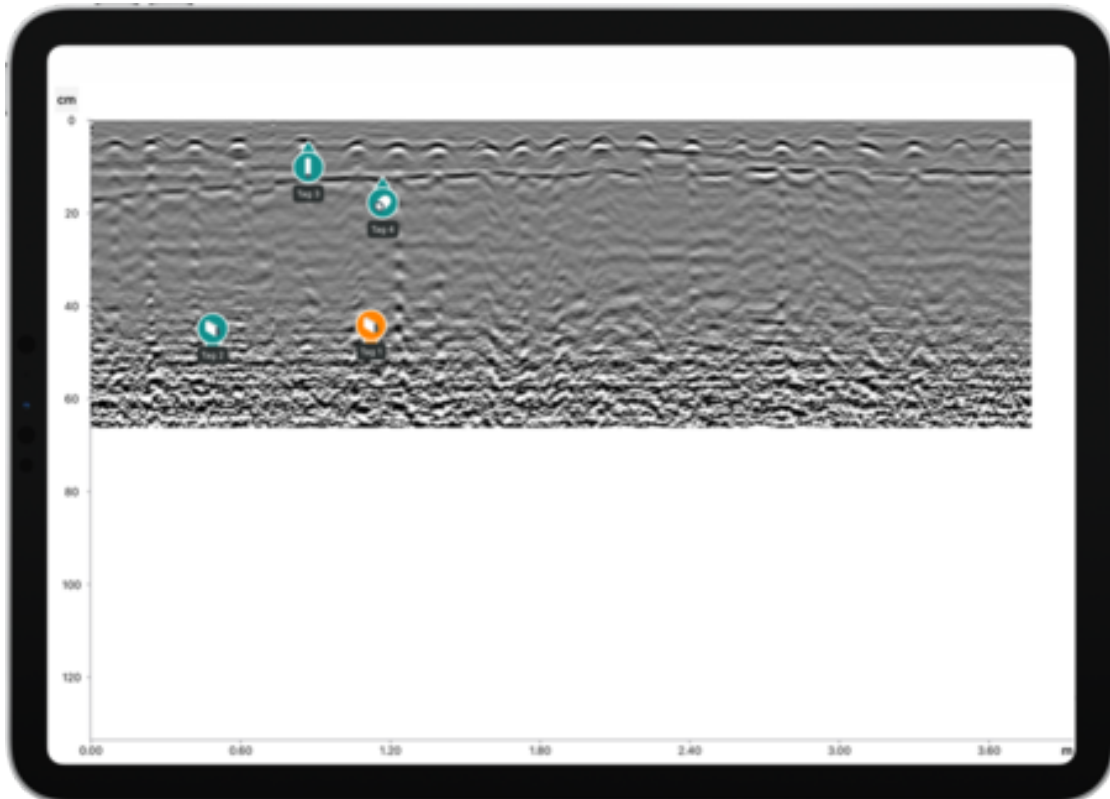
The Proceq GP8800 GPR being used to locate the post-tension ducts



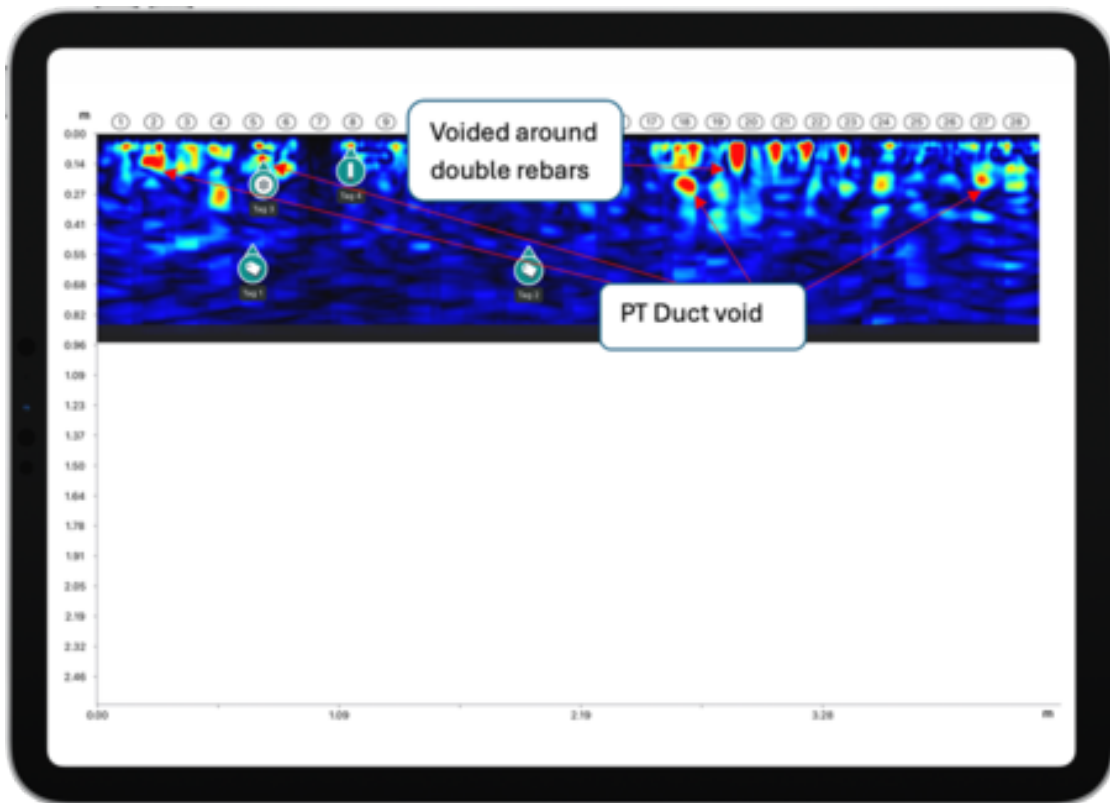
The Pundit PD8050 being used to detect hidden voids in the concrete.



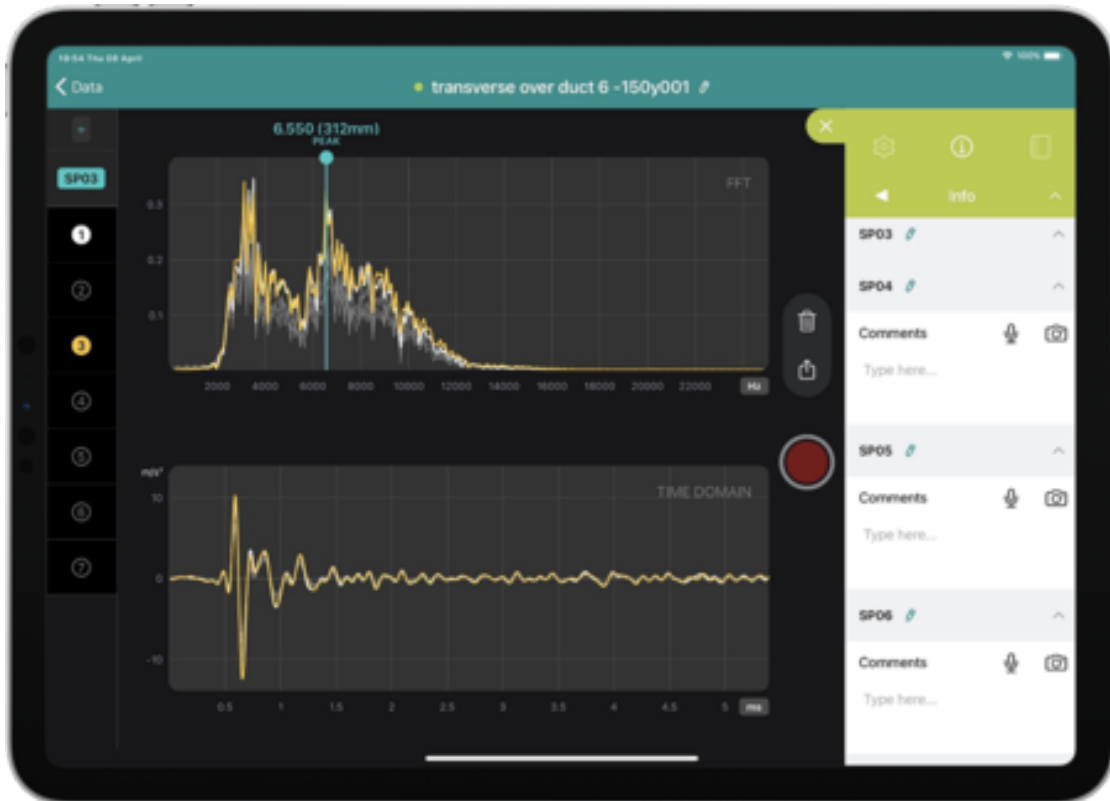
GPR Scan with Proceq GP8800 showing the path of the PT duct.



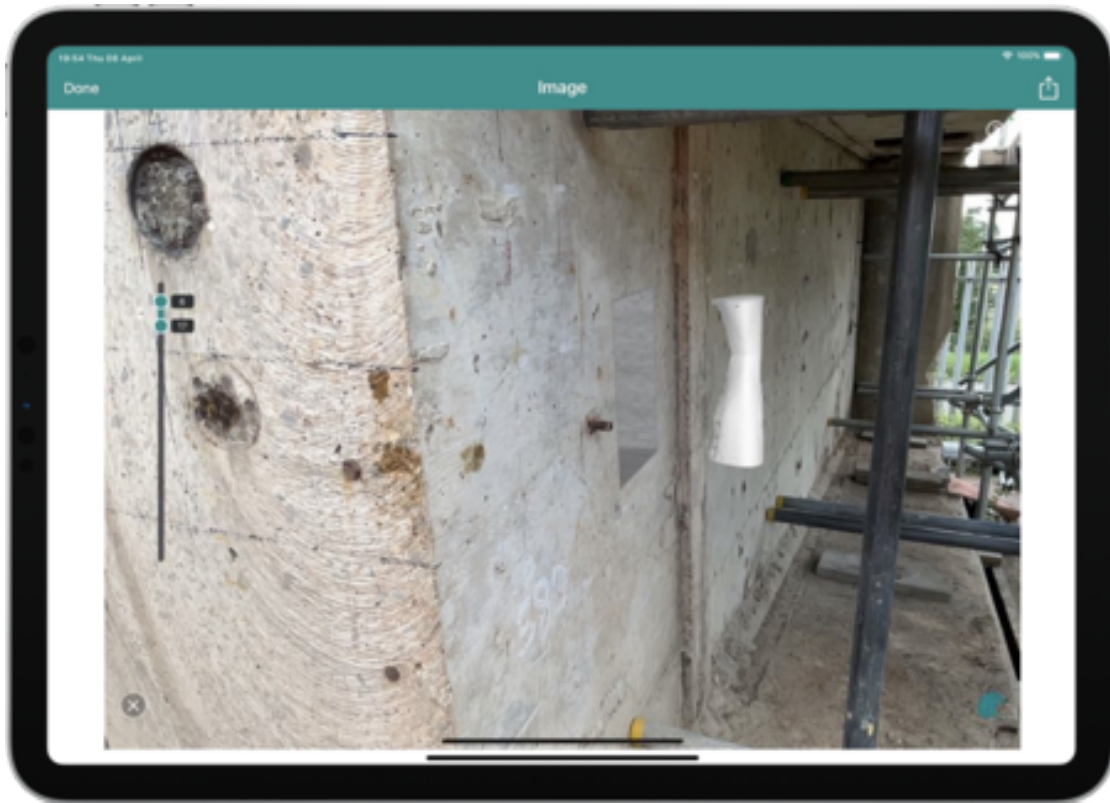
Radargram view showing double reinforcing bars above the PT duct (apart from the last 2 bars on the right.)



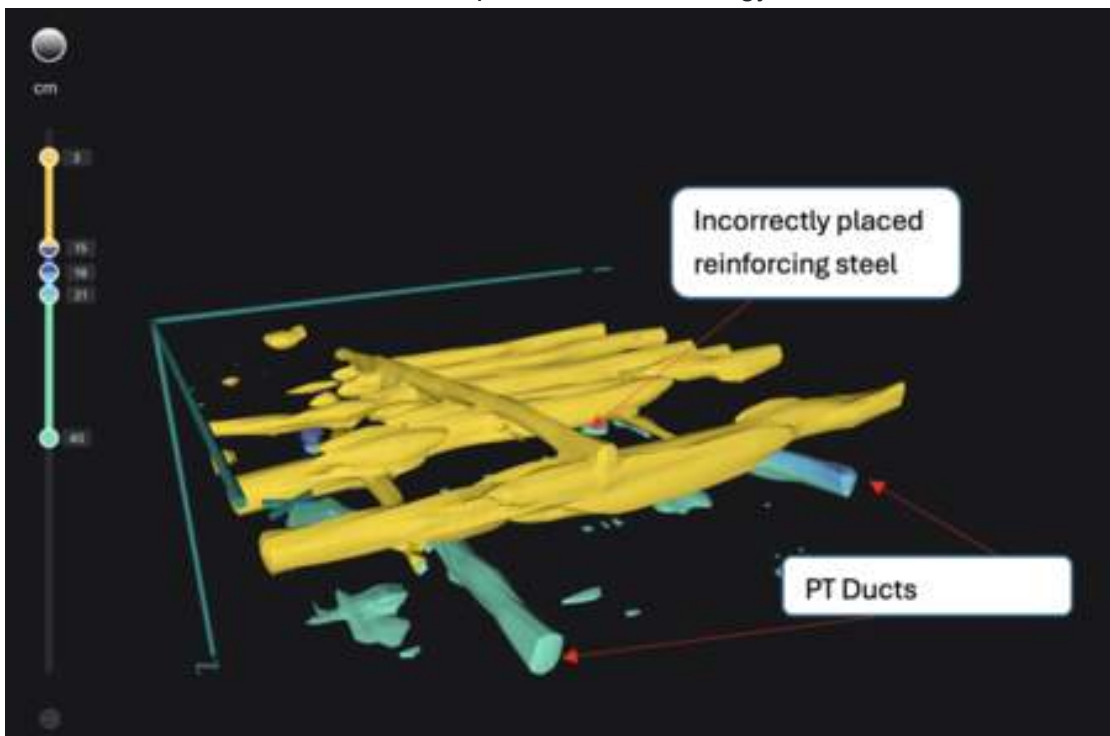
Results from the PD8050 showing localised voiding, taken over the same location as the GPR scans. Additionally the double rebars appear to have voiding around them.



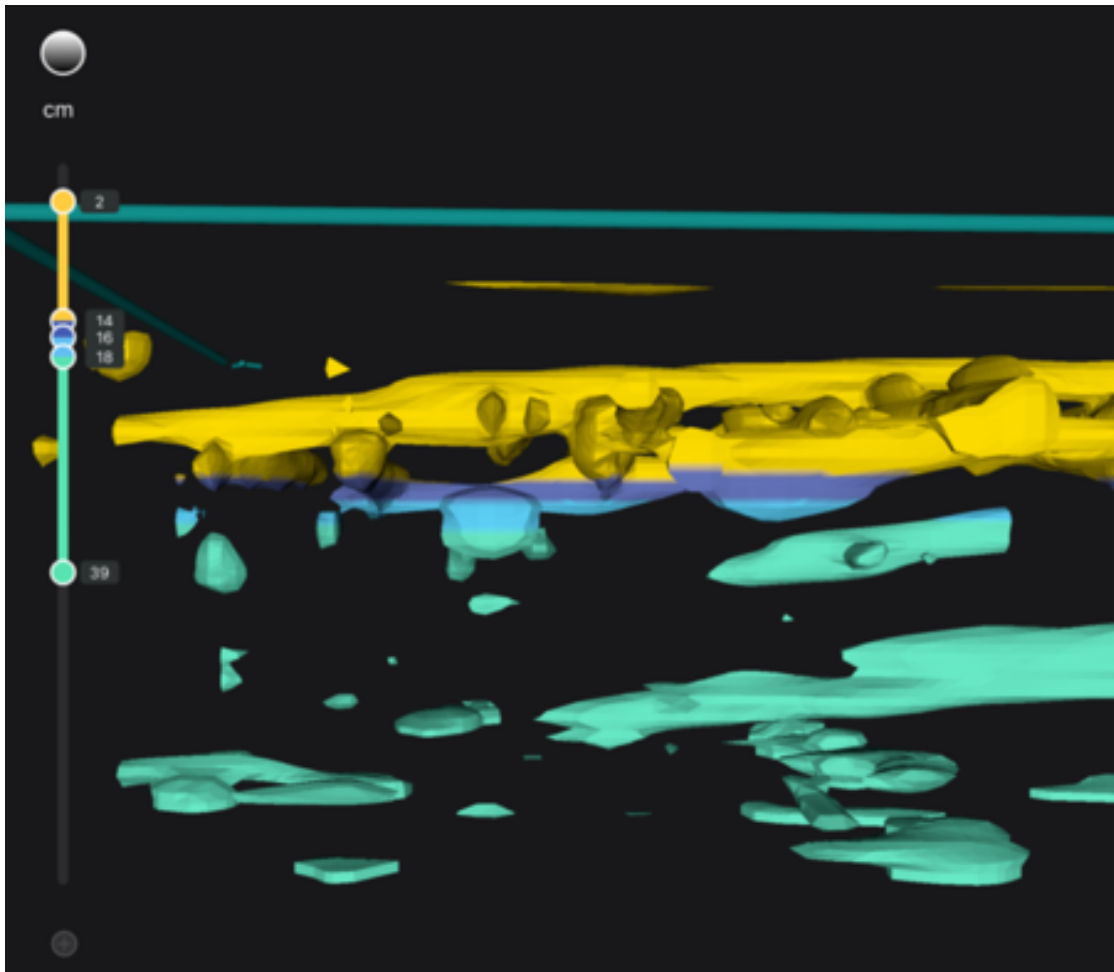
Air voiding as shown with Pundit PI8000 ultrasonic impact echo technology, taken in the same spot as the PD8050.



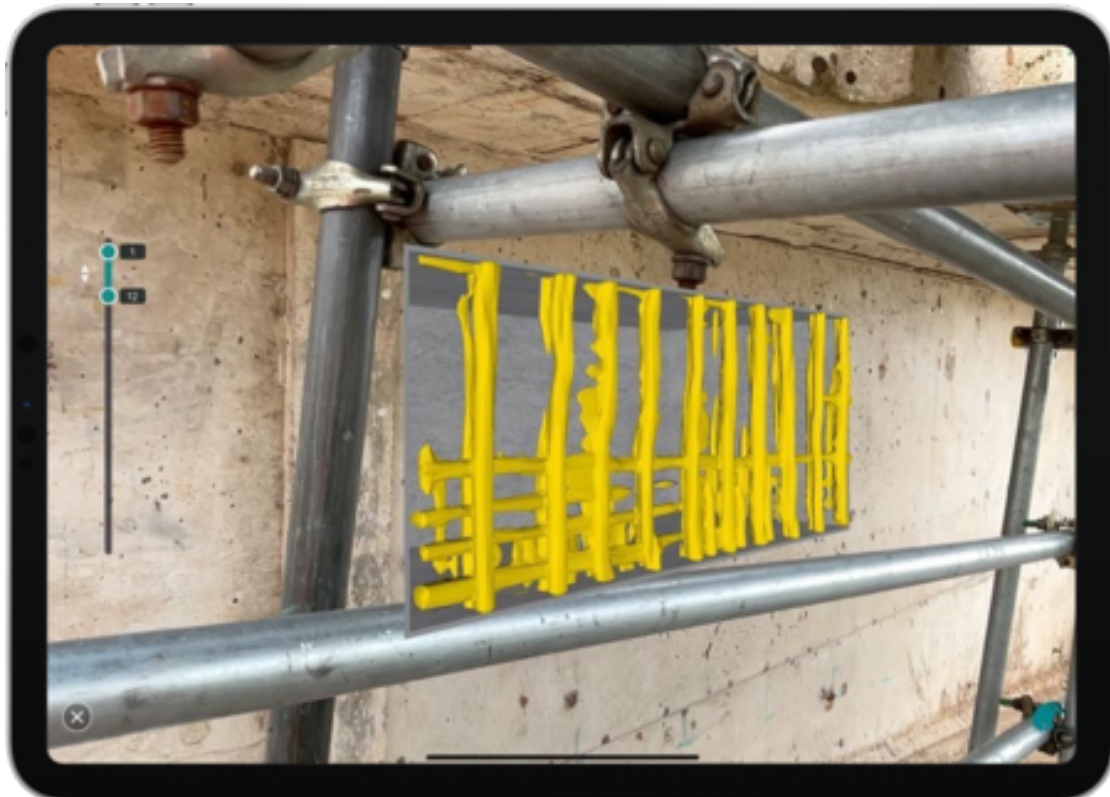
Augmented reality representation of the void taken with the Pundit PD8050 ultrasonic pulse echo technology.



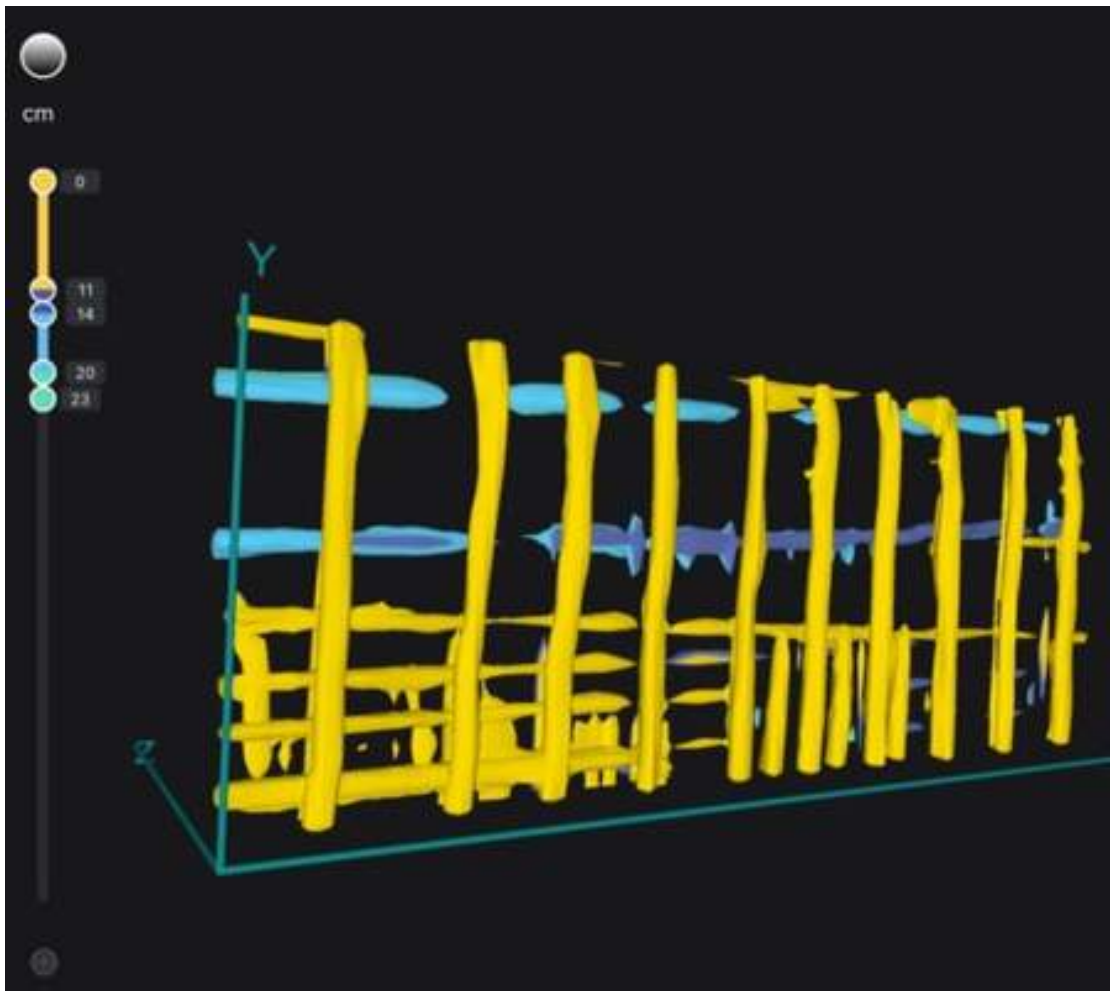
3D scan showing incorrectly placed reinforcing steel



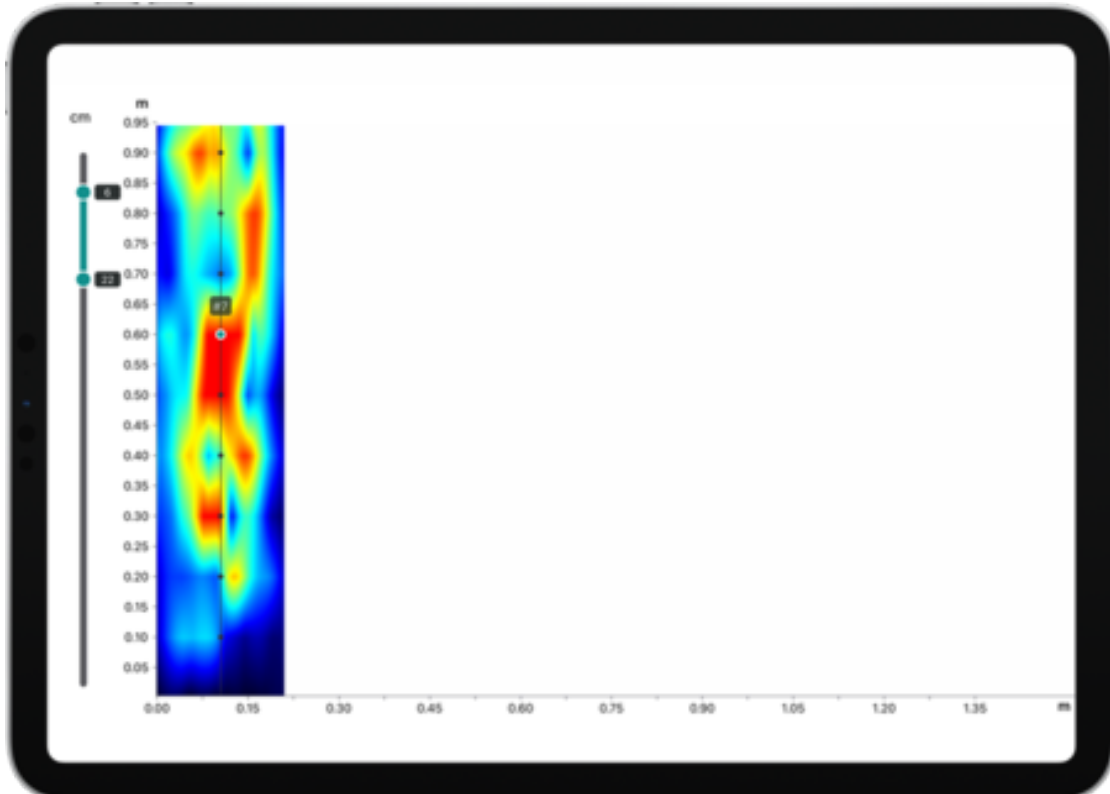
GPR Data displayed on the iPad revealing an incorrectly placed transverse reinforcing steel.



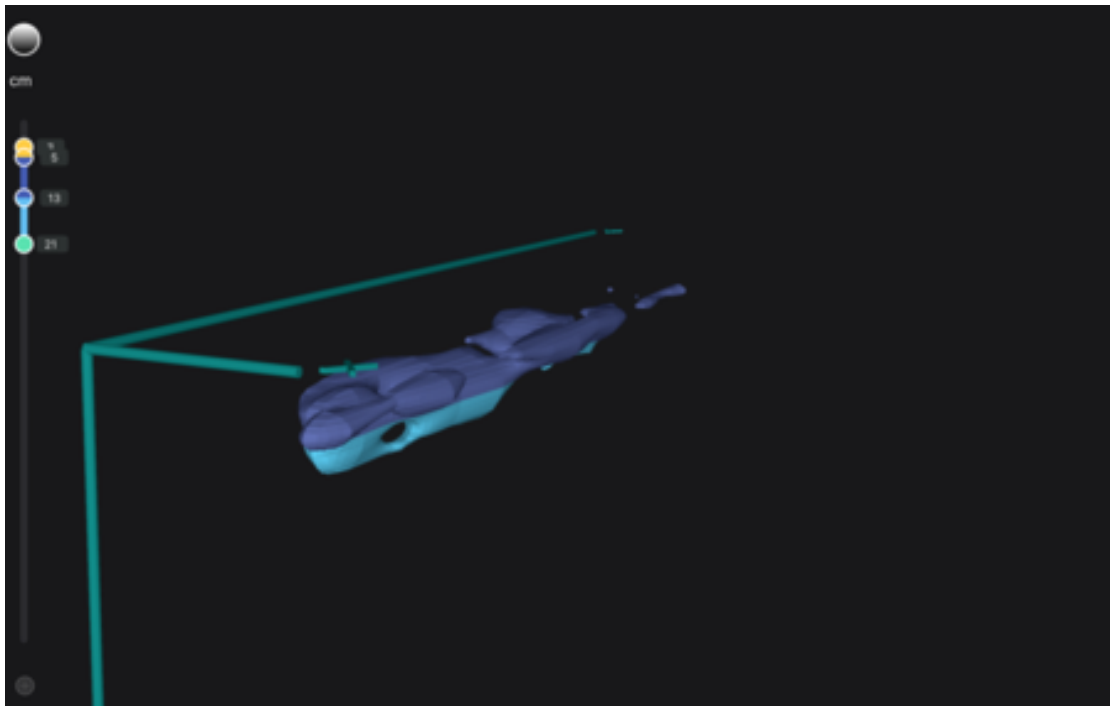
Augmented reality view of the GPR data results showing the rebar configuration with missing horizontal rebar at the top.



3D view showing PT Ducts sitting under location of missing horizontal reinforcement



The red areas indicate where air is present within the duct using UPE technology.



A 3D scan of the test area shown above appears to show voiding of a PT duct.



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