

6.5 Headroom (for bridges over roads)

Headroom as reported in BMS. Report any changes and reasons.

Actual Minimum Headroom: 5.25m

Date measured: 23-Aug-1998

Minimum Headroom: 4.710m (measured at northern entrance)

Date measured: 06-Aug-2016

Significant works to upgrade the West Coast Main Line were carried out between 2004 and 2008. This work, which included the upgrading of the track itself may account for the change in headroom.

6.6 Remedial Measures

Enter scope and timing of remedial or other actions required before next inspection.

6.7 Special Inspection/Monitoring

Special inspections or monitoring required? Give details and timing.

6.8 Testing

Give details of any testing undertaken, details of information collected and interpretation of the information.

6.9 Structural Review & Assessment

Give date and conclusion of results following the Structural Review and Assessment in accordance with Schedule 7 Part 6, Clause 6.1.3.

APPENDIX GA

General Arrangement Drawings

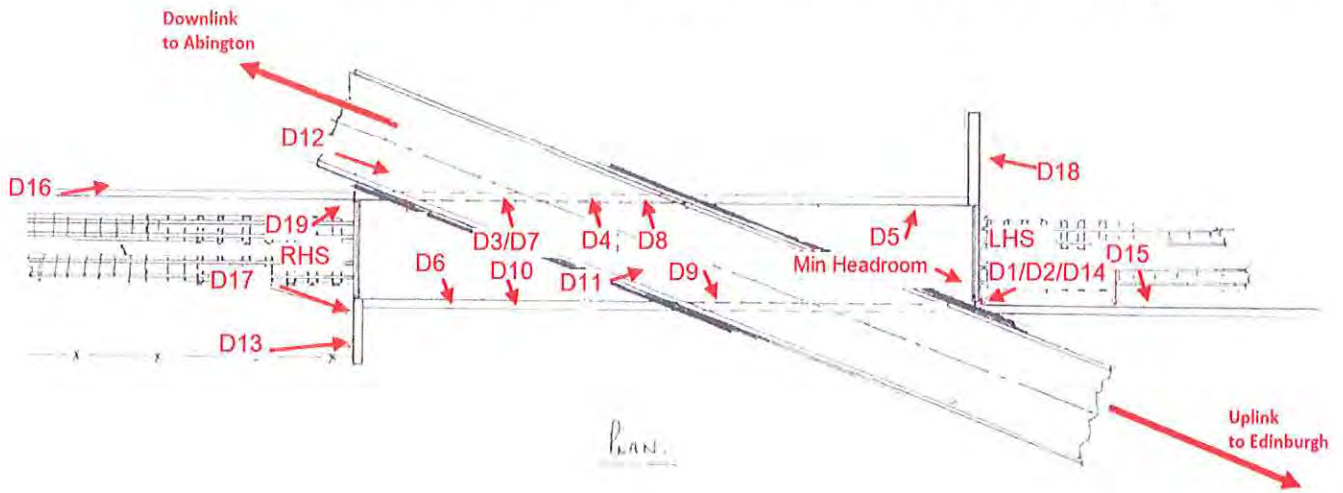
Include structure name, reference number, uplink and downlink reference directions, north sign, route names and numbers.

Also include locations of defect photographs and diagrams by arrows and reference numbers.

Include location of measured minimum headroom dimension, the actual dimension and the date measured. This must

also be recorded in the BMS.

All drawings or sketches to be provided in .pdf or .tif formats as agreed with Bridges Section.



APPENDIX PH

Photographs

Photographs to include general views of the structure and photographs of all defects. Where multiple defects on the

*same element are found, typical examples will suffice.
Photographs also to be made available in electronic format.*

Photo G1 – LHS ELEVATION



Photo G2 - RHS ELEVATION



Photo G3 - VIEW LOOKING UPLINK A702



Photo G4 - VIEW LOOKING DOWNLINK A702



Photo G5 - Uplink ABUTMENT



Photo G6 - Downlink ABUTMENT



Photo G7 –LHS Uplink WINGWALLS



Photo G8 –LHS Downlink WINGWALLS



Photo G9 -RHS Uplink WINGWALLS



Photo G10 -RHS Downlink WINGWALLS



Photo G11 - SOFFIT(S)



Photo D1 - DEFECT - Localised spalling of soffit beam concrete



Photo D2 – DEFECT: - Localised spalling of soffit beam concrete



Photo D3 – DEFECT: - Localised spalling of soffit beam concrete – Mid structure near Support 1



Photo D4 – DEFECT: - Historic water staining of abutments



Photo D5 – DEFECT: - Current water staining of abutments

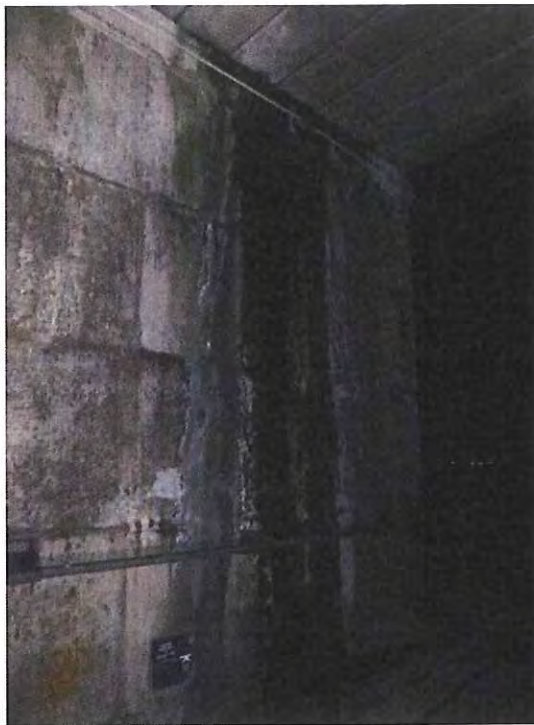


Photo D6 – DEFECT: - Cracking on Abutments



Photo D7 – DEFECT: - Rust Staining on Abutments



Photo D8 – DEFECT: - Handrail detached from abutment



Photo D9 – DEFECT: - Bolts from decommissioned connection remain in abutment



Photo D10 – DEFECT: - Efflorescence on Abutment



Photo D11 – DEFECT: - Historic seepage through soffit.

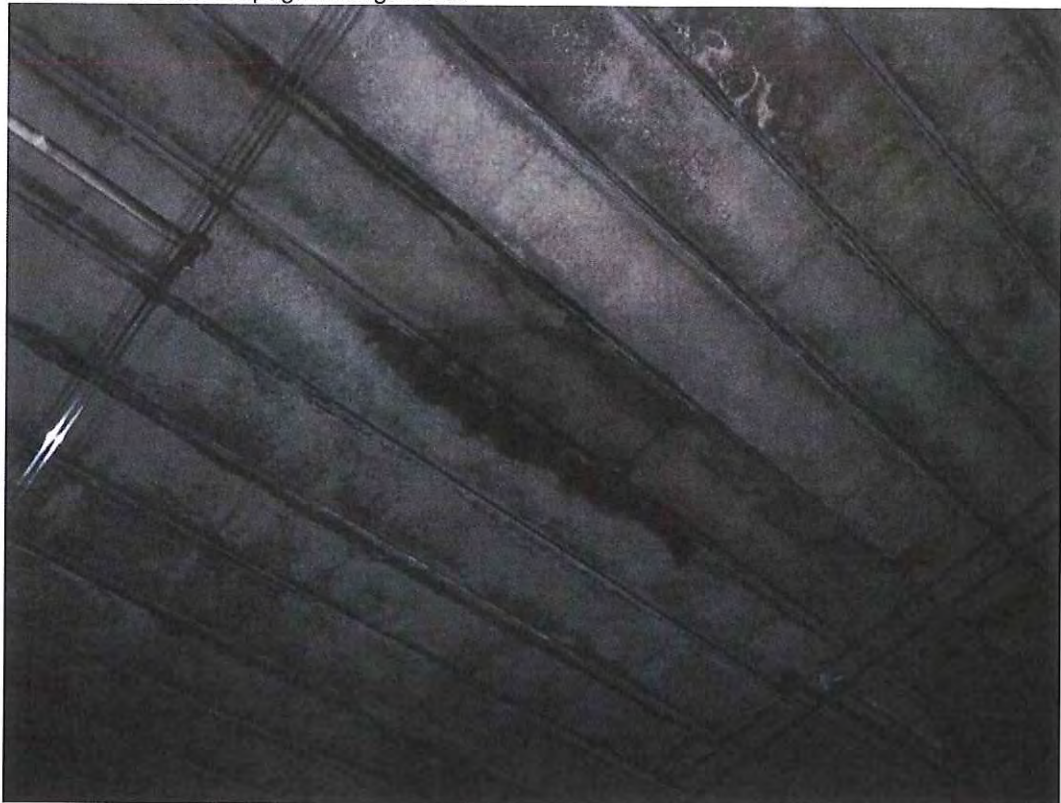


Photo D12 – DEFECT: - Carriageway wear



Photo D13 – DEFECT: - Wingwall lifting point exposed



Photo D14 – DEFECT: - Wingwall spalling and deep cracks near soffit beam defect

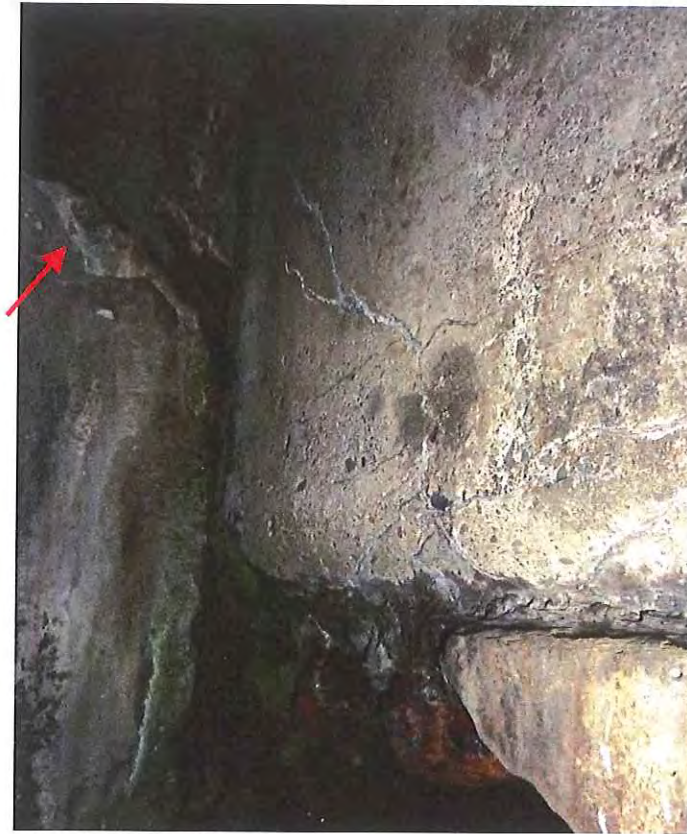


Photo D15 – DEFECT: - Wingwall spalling area 3m x 3m

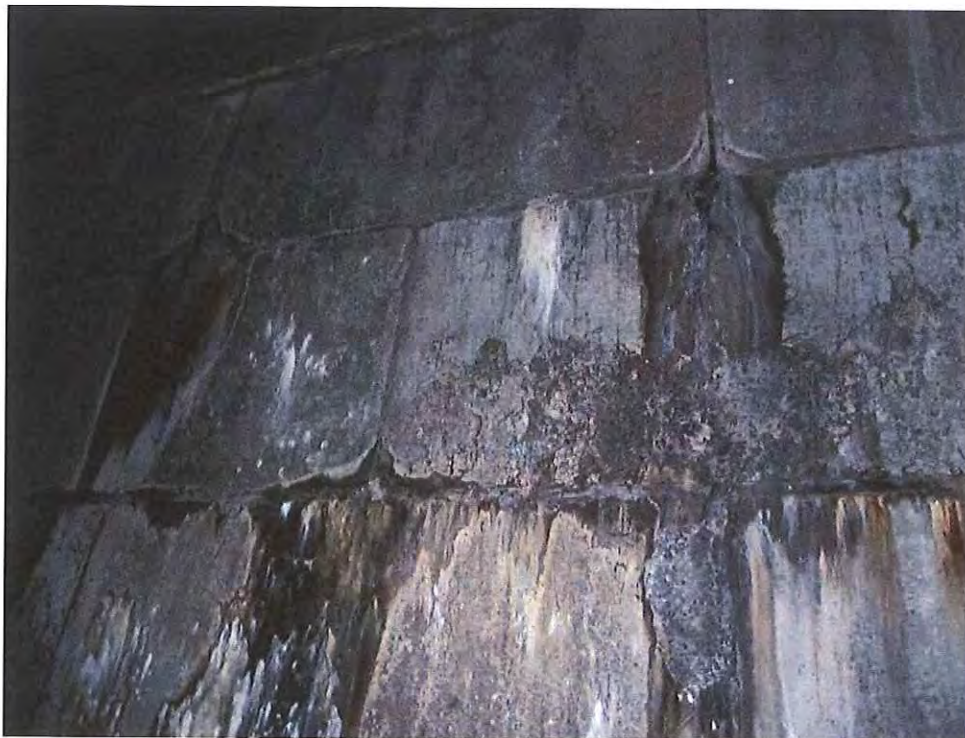


Photo D16 – DEFECT: - Wingwall – Vegetation on cope



Photo D17 – DEFECT: - Wingwall – Polysulphide joint material breaking out along wing wall/abutment joint

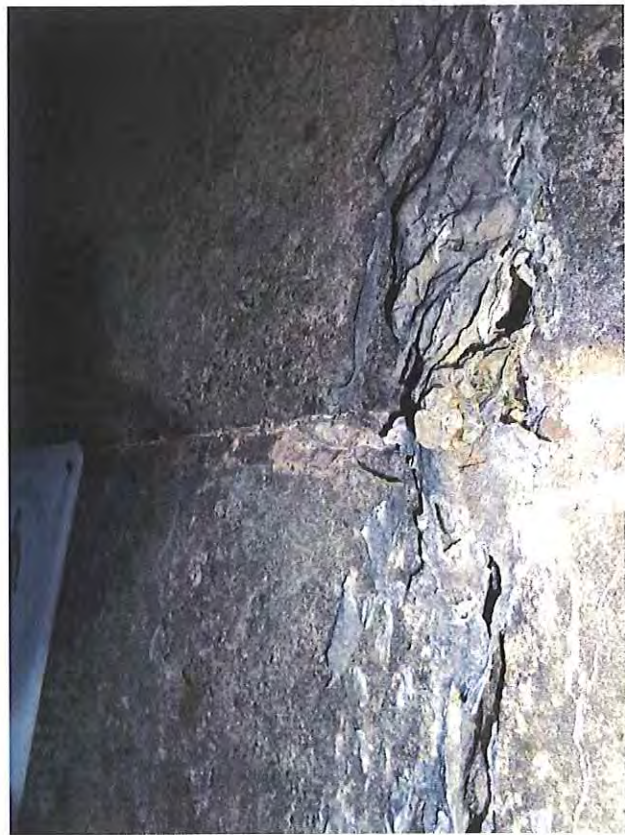


Photo D18 – DEFECT: - Wingwall – Efflorescence



Photo D19 – DEFECT: - Wingwall – Isolated areas of Masonry breaking out, leaking



APPENDIX FT

Changes to Full Text Inventory

COMMON ATTRIBUTES	Original	Updated	Date
Eastings			
Northings			
ACTUAL DIMENSIONS AND HEADROOM RESTRICTIONS			
Skew Angle Degrees			
Width Available on Bridge			
Deck Width			
Deck Overall Length			
Actual Minimum Headroom			
Date of Measuring Actual Minimum Headroom			
Signed Headroom Metric			
Signed Headroom Imperial			
Signed Headroom Mandatory			
Actual Navigation Clearance			
Minimum depth of surfacings			
Maximum Cover (<i>Culverts Only</i>)			
Minimum Cover (<i>Culverts Only</i>)			
CONCRETE COATING HISTORY			
Concrete Coating Manufacturer			
Concrete Coating Type			
Year Concrete Coating Applied			
Whole or Part Coating			
CONCRETE IMPREGNATION HISTORY			
Impregnant Type			
Concrete Silane Manufacturer			
Year Concrete Impregnation Applied			
CSS INFORMATION			
Construction Span			
Span Description			
Length of Span			
Span Width			
Primary Deck Element			
Primary Deck Element Material			
Secondary Deck Element			
Secondary Deck Element Material			
Number of Construction Forms			
Span Number			
Span Structural Form			
Span Structural Continuity			
Masonry Arch Barrel Rise At Crown			
Masonry Arch Barrel Rise At Quarter Points			
Thickness of Arch Barrel adjacent to Keystone			
Masonry Arch Average Fill To Crown			
Year of Widening			
Widening Left or Right			
Widening Designer			
CONTAINMENT			
Containment Location			
Containment Main Provision			
Containment Material Type			
Parapet Height			
Parapet Containment Infill Type			
DECK CARRIAGEWAY SURFACINGS			
Carriageway			
Year Surfacing Installed			
Surfacing Type			
Depth of Surfacing			

FOUNDATIONS

Support Foundation Type
 Support Foundation Material
 Bridge Scour Protection Type

MIN PARAPET HEIGHT

Min Parapet Height

PROTECTIVE SYSTEM HISTORY

What the Protective System is applied to
 Year Protective System Applied
 Protective System Manufacturer
 Protective System

SPAN WATERPROOFING HISTORY

Year Waterproofing Installed
 Carriageway
 Waterproofing Manufacturer and Description
 Waterproofing Type
 Waterproofing Protective Layer

SUPPORT BEARING HISTORY

Support Number
 Bearing Number
 Year Bearing Installed
 Bearing Manufacturer and Description
 BS 5400 Section 9 1 Bearing Type

SUPPORTS

Support Number
 Support Structural Form
 Support Construction Detail
 Support End Fixity
 Abutment Gallery
 Distance Support to Carriageway
 Bearings Single or Double Row

SUPPORT JOINT HISTORY

Support Number
 Year Joint Installed
 Joint Installed By
 Joint Function
 Type of Joint
 Joint Manufacturer and Description

INSPECTION ACCESS AND WEATHER

First Access Equipment Used
 Second Access Equipment Used
 Third Access Equipment Used
 First Traffic Management System Used
 Second Traffic Management System Used
 Third Traffic Management System Used