Defect Code	DEF_2130540-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Cr - Crack of uncertain origin or a combination of causes Cracks in concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are isolated areas of cracking in the service bays. The cracks range from hairline - 2mm wide.		
Cause	Shrinkage	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130530-0005		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	CLe - Calcite Leaching Leaching/Staining		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There is leachate staining and stalactites along the service bay joints across all deck spans.		
Cause	Moisture Egress	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130541-0005		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	Cr - Crack of uncertain origin or a combination of causes Cracks in concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are isolated areas of cracking in the service bays. The cracks range from hairline - 2mm wide.		
Cause	Shrinkage	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130523-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	CLe - Calcite Leaching Leaching/Staining		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		

Priority	Low		
Comments	There is leachate staining and stalactites along the service bay joints across all deck spans.		
Cause	Moisture Egress	**Certainty**	High
Comment on Cause			

Document ID	4586825	**Document Title**	STR_318 PI Defect photos 21/02/2025

Leachate emanating between the south service bays over NB L2.JPG

Leachate emanating between the north service bays over SB L1.JPG	
Leachate emanating between service bays over NB L1.JPG	

Defect Code	DEF_2130542-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Cr - Crack of uncertain origin or a combination of causes Cracks in concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are isolated areas of cracking in the service bays. The cracks range from hairline - 2mm wide.		
Cause	Shrinkage	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130524-0005		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	CLe - Calcite Leaching Leaching/Staining		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There is leachate staining and stalactites along the service bay joints across all deck spans.		
Cause	Moisture Egress	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130543-0005		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	Cr - Crack of uncertain origin or a combination of causes Cracks in concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are isolated areas of cracking in the service bays. The cracks range from hairline - 2mm wide.		
Cause	Shrinkage	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130525-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	CLe - Calcite Leaching Leaching/Staining		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There is leachate staining and stalactites along the service bay joints across all deck spans.		
Cause	Moisture Egress	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130544-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Cr - Crack of uncertain origin or a combination of causes Cracks in concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are isolated areas of cracking in the service bays. The cracks range from hairline - 2mm wide.		
Cause	Shrinkage	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130527-0005		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	CLe - Calcite Leaching Leaching/Staining		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There is leachate staining and stalactites along the service bay joints across all deck spans.		
Cause	Moisture Egress	**Certainty**	High
Comment on Cause			

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Defect Code	DEF_2130545-0005		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	Cr - Crack of uncertain origin or a combination of causes Cracks in concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are isolated areas of cracking in the service bays. The cracks range from hairline - 2mm wide.		
Cause	Shrinkage	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130526-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	CLe - Calcite Leaching Leaching/Staining		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There is leachate staining and stalactites along the service bay joints across all deck spans.		
Cause	Moisture Egress	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130546-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Cr - Crack of uncertain origin or a combination of causes Cracks in concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are isolated areas of cracking in the service bays. The cracks range from hairline - 2mm wide.		
Cause	Shrinkage	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130591-0008		
Component	Expansion Joint	East outer hinge (plug)	
Defect Type	RSt - Rust stain/streak/spot Leaching/Staining		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	Rust staining can be found on isolated service bays.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130586-0008		
Component	Expansion Joint	West inner hinge (plug)	
Defect Type	RSt - Rust stain/streak/spot Leaching/Staining		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	Rust staining can be found on isolated service bays.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130590-0008		
Component	Expansion Joint	East inner hinge (plug)	
Defect Type	RSt - Rust stain/streak/spot Leaching/Staining		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	Rust staining can be found on isolated service bays.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

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Defect Code	DEF_2130596-0005		
Component	SLB - Slab	Reinforced concrete deck slab	
Defect Type	RN - Rusty nails/Tie wire etc. Concrete workmanship		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D1 - Defect is definitely not causing damage to element or structure		
Priority	Low		
Comments	There are areas of rusty tie wire present in the deck soffit of all spans.		
Cause	Not Applicable	**Certainty**	
Comment on Cause			

Defect Code	DEF_2130583-0005		
Component	SLB - Slab	Reinforced concrete deck slab	
Defect Type	RSt - Rust stain/streak/spot Leaching/Staining		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	Rust staining can be found on isolated service bays.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_9101536		
Component	Abutment Wall	West Abutment	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Medium		
Comments	On the south return wall of the west bankseat there was an area of delamination at low level, measured 1200 x 110 x 30m.		
Cause	Not Specified	**Certainty**	
Comment on Cause			
Document ID	4587021	**Document Title**	STR_318 PI Defect photos 21/02/2025

Delamination to the south return wall on the west bankseat - 1200 x 110 x 30mm.JPG

Defect Code	DEF_2130550-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Medium		

Comments	There are isolated areas of delaminated concrete with associated rust staining found in the service bays measured up to 840 x 160mm. A delaminated area was found at the north end of the west bank seat measured at 730 x 110 x 10mm, at the south end of the east bank seat and at the top of west column no1 measured 400 x 530mm.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			
Document ID	4586876	**Document Title**	STR_318 PI Defect photos 21/02/2025

Delamination to the south service bay over NB L3 - 540 x 230mm.JPG

Delamination to the upper column 1 on the west pier - 400 x 530mm.JPG	
Delamination to the south service bay over SB L1 - 510 x 120mm.JPG	

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Delamination to the north service bay over the centre reservation - 510 x 160mm.JPG	
Spalling to the upper service bay over NB L3 - 350 x 240 x 70m.JPG	

Delamination to the west bankseat - 730 x 110 x 10mm.JPG

Delamination to the north service bay over NB L1 - 690 x 220mm.JPG

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Delamination to the west hinge joint over the slip - 200 x 600mm.JPG

Delamination to the north service bay over NB L1 - 400 x 150mm.JPG

Delamination to the south service bay over NB L3 - 840 x 160mm.JPG	
Delamination to the south service bay on the outer west hinge joint over NB L3 - 850 x 200mm.JPG	

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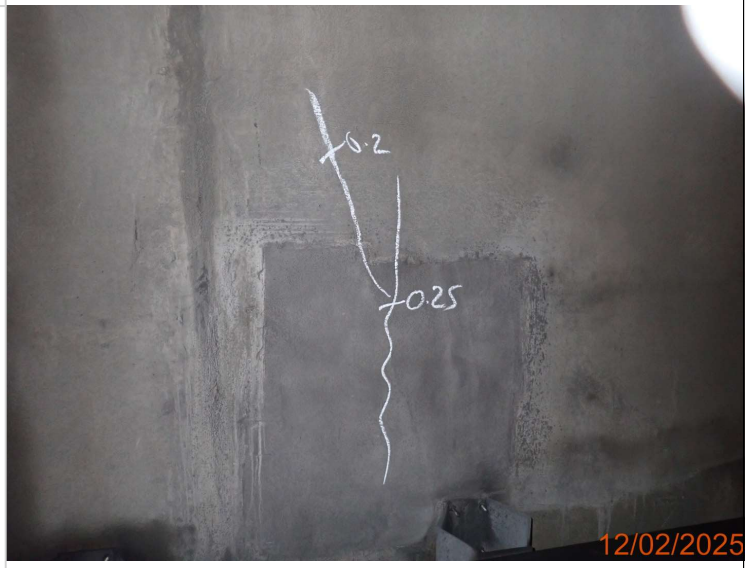
Defect Code	DEF_2130553-0005		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Medium		
Comments	There are isolated areas of delaminated concrete with associated rust staining found in the service bays measured up to 840 x 160mm. A delaminated area was found at the north end of the west bank seat measured at 730 x 110 x 10mm, at the south end of the east bank seat and at the top of west column no1 measured 400 x 530mm.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130576-0008		
Component	PIE - Wall pier	Pier	
Defect Type	Sp - Spalled area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Medium		
Comments	The south end of the centre pier exhibited one delaminated area. Measured 500 x 370mm on the south end. There was also vertical cracking to both faces measured up to 1mm wide. 2025 PI - The other previously reported areas of spalling and delamination have been repaired.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Document ID	4586927	**Document Title**	STR_318 PI Defect photos 21/02/2025

Cracking to the east face of the centre pier up to 1mm wide.JPG

Cracking up to 0.25mm wide to the west face of the centre pier.JPG



Vertical cracking 1mm wide to the west face of the centre pier.JPG

Delamination to the south end of the centre pier - 500 x 370mm.JPG

Defect Code	DEF_2130551-0005		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Medium		
Comments	There are isolated areas of delaminated concrete with associated rust staining found in the service bays measured up to 840 x 160mm. A delaminated area was found at the north end of the west bank seat measured at 730 x 110 x 10mm, at the south end of the east bank seat and at the top of west column no1 measured 400 x 530mm.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130552-0007		
Component	Leaf Pier or Column	West Columns	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Medium		
Comments	There are isolated areas of delaminated concrete with associated rust staining found in the service bays measured up to 840 x 160mm. A delaminated area was found at the north end of the west bank seat measured at 730 x 110 x 10mm, at the south end of the east bank seat and at the top of west column no1 measured 400 x 530mm.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_7771151-0001		
Component	Carriageway Surfacing	Carriageway Surfacing	
Defect Type	Veg - Vegetation growth on the structure or encroaching on the structure General defects		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	X2 - Defects unlikely to affect condition of adjacent elements now or in the near future		
Priority	Low		
Comments	Minor vegetation grows along the edges of the carriageway and on the verges.		
Cause	Maintenance Issue	**Certainty**	High
Comment on Cause			

Document ID 4587015 **Document Title** STR_318 PI Defect photos 21/02/2025

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Minor vegetation growth on the south verge.JPG	
Minor vegetation growth on the north verge.JPG	

Defect Code	DEF_7771152-0001		
Component	Carriageway Surfacing	Carriageway Surfacing	
Defect Type	Veg - Vegetation growth on the structure or encroaching on the structure General defects		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	X2 - Defects unlikely to affect condition of adjacent elements now or in the near future		
Priority	Low		
Comments	Minor vegetation grows along the edges of the carriageway and on the verges.		
Cause	Maintenance Issue	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130574-0008		
Component	COL - Column	West Columns	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Medium		
Comments	The top of west columns 2, 3 and 4 suffer from spalling, with adjacent hollow sounding concrete, exposing reinforcement that exhibits severe corrosion and lamination, totalling 1.11m2. 2025 PI - All the spalling has been repaired and is no longer present. There was minor delamination to column 1 adjacent the repair measuring 400 x 530mm and the base of column 2 measuring 280 x 160 x 5mm.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

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Delamination to lower column 2 on the west pier - 280 x 160 x 5mm.JPG	
Delamination to the upper column 1 on the west pier - 400 x 530mm.JPG	

Defect Code	DEF_7771153-0001		
Component	Carriageway Surfacing	Carriageway Surfacing	
Defect Type	Veg - Vegetation growth on the structure or encroaching on the structure General defects		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	X2 - Defects unlikely to affect condition of adjacent elements now or in the near future		
Priority	Low		
Comments	Minor vegetation grows along the edges of the carriageway and on the verges.		
Cause	Maintenance Issue	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130600-0006		
Component	Expansion Joint	West outer hinge (plug)	
Defect Type	CrCo - Cracked Defects in components		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	Within the west joint there was minor settlement and transverse cracking through the joint.		
Cause	Not Applicable	**Certainty**	
Comment on Cause			

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Transverse cracking through the west joint.JPG

Settlement and cracking on the west joint.JPG

Defect Code	DEF_2130568-0005		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	ER - Exposed reinforcement Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Medium		
Comments	The service bays exhibit several spalls measured up to 850 x 210 x 180mm. With the exception of a couple of areas the spalls expose reinforcement exhibits moderate to severe corrosion and lamination. 2025 PI - Majority of areas especially around the hinge joints have been repaired.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

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4. All Draft, Instructed and Authorized Works Orders

'N.B., The Origin of Work for each of these Work Orders is Routine Inspections (currently Principal, General, Special and Monitoring)'

5. Additions to the next Routine Maintenance

Type	Structures Defect Permanent Repair		
Maintenance Object	Surfacing	**Maintenance Action**	Remove Vegetation
Maintenance Classification	Preventative	**Recommended Action Date**	22/07/2024
Origin of Works	Routine Inspection	**Addressed By**	Routine Maintenance
Outline Works Cost	£1.00		
Comments	Remove the vegetation from the carriageway edges.		
Description	Remove the vegetation from the carriageway edges.		

Type	Structures Defect Permanent Repair		
Maintenance Object	Surfacing	**Maintenance Action**	Remove Vegetation
Maintenance Classification	Preventative	**Recommended Action Date**	01/02/2027
Origin of Works	Routine Inspection	**Addressed By**	Routine Maintenance
Outline Works Cost	£1.00		
Comments	Remove the vegetation from the carriageway edges.		
Description	Remove the vegetation from the carriageway edges.		

Type	Structures Defect Permanent Repair		
Maintenance Object	Surfacing	**Maintenance Action**	Remove Vegetation
Maintenance Classification	Preventative	**Recommended Action Date**	22/07/2024
Origin of Works	Routine Inspection	**Addressed By**	Routine Maintenance
Outline Works Cost	£1.00		
Comments	Remove the vegetation from the carriageway edges.		
Description	Remove the vegetation from the carriageway edges.		

Type	Structures Defect Permanent Repair		
Maintenance Object	Surfacing	**Maintenance Action**	Remove Vegetation
Maintenance Classification	Preventative	**Recommended Action Date**	22/07/2024
Origin of Works	Routine Inspection	**Addressed By**	Routine Maintenance
Outline Works Cost	£1.00		
Comments	Remove the vegetation from the carriageway edges.		
Description	Remove the vegetation from the carriageway edges.		

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6. Defects Addressed by Inspector on Site

7. Defects NOT Confirmed at this Inspection

Defect Code	DEF_2130572-0008		
Component	Structural Joint	East inner hinge joint	
Defect Type	ER - Exposed reinforcement Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are numerous areas of spalled concrete in the service bays, deck soffit, east bankseat, pier and columns, the spalls reveal corroded reinforcement suffering from varying degrees of corrosion. Areas of spalling cover approximately 4.47m2. PLEASE DELETE - Areas of spalling to the east inner hinge joint have been repaired.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_7277757-0002		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Low		
Comments	Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2. PLEASE DELETE - Duplicate defect.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

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Defect Code	DEF_2130570-0008		
Component	Structural Joint	West Outer Hinge Joint	
Defect Type	ER - Exposed reinforcement Loss of concrete or masonry		
Extent	SA - No defect present		
Severity	D1 - Defect is definitely not causing damage to element or structure		
Priority	Low		
Comments	There are numerous areas of spalled concrete in the service bays, deck soffit, east bankseat, pier and columns, the spalls reveal corroded reinforcement suffering from varying degrees of corrosion. Areas of spalling cover approximately 4.47m2. PLEASE DELETE - Areas of spalling to the west outer hinge joint have been repaired.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130575-0008		
Component	COL - Column	East Columns	
Defect Type	ER - Exposed reinforcement Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	The top of east column 4 suffers from an isolated spall exposing reinforcement that exhibits minor corrosion, totalling 0.0025m2. The spall is 5mm deep. PLEASE DELETE - Concrete repairs have been undertaken to the east pier and the defect is no longer present.		
Cause	Construction Issue	**Certainty**	High
Comment on Cause	Low cover.		

Defect Code	DEF_2130577-0008		
Component	Structural Joint	West Inner Hinge Joint	
Defect Type	ER - Exposed reinforcement Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are numerous areas of spalled concrete in the service bays, deck soffit, east bankseat, pier and columns, the spalls reveal corroded reinforcement suffering from varying degrees of corrosion. Areas of spalling cover approximately 4.47m2. PLEASE DELETE - Areas of spalling to the west innerr hinge joint have been repaired.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_7277755-0002		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Low		
Comments	Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2. PLEASE DELETE - Duplicate defect.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130603-0006		
Component	Leaf Pier or Column	Leaf Pier	
Defect Type	FRep - Failed repair Repairs to concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are 2no. hollow sounding repairs to the east face of the pier. PLEASE DELETE - Defect is no longer present.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_7277756-0002		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Low		
Comments	Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2. PLEASE DELETE - Duplicate defect.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

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Defect Code	DEF_7278086-0002		
Component	COL - Column	East Columns	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	The top of columns 3 and 4 suffer from 2no. areas hollow sounding totalling 0.42m2. In column 3 there is a small amount of spalling up to 20mm deep. PLEASE DELETE - Duplicate defect.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_2130547-0008		
Component	PIE - Wall pier	Pier	
Defect Type	Cr - Crack of uncertain origin or a combination of causes Cracks in concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are isolated areas of cracking to the service bays, bank seats and revetments. The cracks range from hairline up to 0.5mm wide. PLEASE DELETE, ASSIGNED TO INCORRECT ELEMENT.		
Cause	Shrinkage	**Certainty**	Low
Comment on Cause			

Defect Code	DEF_2130599-0005		
Component	Carriageway Surfacing	Carriageway Surfacing	
Defect Type	CrCo - Cracked Defects in components		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	D2 - Minor: Defect is unlikely to be causing damage to the element or structure now or unlikely to do so in the near future		
Priority	Low		
Comments	There are 2no minor transverse cracks running along the west expansion joint. The cracking appears to have opened slightly since the previous inspection. PLEASE DELETE - Surfaced over. No cracks visible.		
Cause	Not Specified	**Certainty**	
Comment on Cause			

Defect Code	DEF_7277753-0002		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Low		
Comments	Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2. PLEASE DELETE - Duplicate defect.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

Defect Code	DEF_7277758-0002		
Component	EDG - Edge beam or edge cantilever	North service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Low		
Comments	Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2. PLEASE DELETE - Duplicate defect.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

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Defect Code	DEF_7277754-0002		
Component	EDG - Edge beam or edge cantilever	South service bays	
Defect Type	Holl - Hollow (delaminated) area Loss of concrete or masonry		
Extent	SB - Defect present in not more than 5% of area or length of element		
Severity	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Low		
Comments	Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2. PLEASE DELETE - Duplicate defect.		
Cause	Reinforcement Corrosion	**Certainty**	High
Comment on Cause			

8. All Draft, Instructed and Authorized Works Orders from sources other than inspections

N.B. Currently these would be work orders with an Origin of Work not set to Routine Inspection, e,g, BACO Parapets or ASR

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9. Other Planned Inspections

Type of Inspection	Planned Start Date	Due Date	Description	Status

10. Appendix 1

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Structure Report

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M1 137.50

'WARNING – Assume that Asbestos is present. Be familiar with the relevant Highways England Help Guide and follow your own safe working procedures.'

1. Structure Summary - STR_318

Road	M1	**Custodian**	NH_OWNED
OS Grid Reference	454980 / 283420	**Designer**	Sir Owen Williams And Partners
Year Constructed	1963	**Last Principal Inspection**	21/02/2025
Maintaining Agent	National Highways Area 7	**Frequency Of Principal Inspection**	6
Geographical Area	Leicestershire	**Last General Inspection**	08/10/2022

1.1 Structure Type

Bridge Type	Highway Overbridge - Overbridge	**Original Design Load**	HA + 45 HB
High Load Route	N	**No. Spans**	4
Heavy Load Route	N	**Length (m)**	107.40
DBFO	N		
Scour Susceptible	N	**Overall Construction Material**	Concrete

1.2 Description Of Structure

The bridge is a four span 'inclined leg frame' structure, which carries the Lutterworth to Swinford Road over the M1 Motorway and is situated 1/2 kilometre southeast of Lutterworth, near Junction 20. Marker post 137.50. The west span is 23.3m, the west centre span is 32.8m, the east centre span is 29.7 and the east span is 21.6m. The deck is 5.5m wide.

The deck consists of a continuous in-situ reinforced concrete slab, which has hinges at two positions within the two centre spans. Along each side of the deck are precast concrete service bays, which are connected to the deck using reinforced concrete tie beams.

End supports are mass concrete counterweights, which are connected to the deck by pre-cast concrete anchors. The two outer piers consist of four in-situ reinforced concrete columns cast continuously with the deck slab and reinforced concrete foundation block, which is founded on additional spread foundations. There are in-situ reinforced concrete ground slabs on the bank slopes, which tie the abutments to the pier foundation blocks. The centre pier is a reinforced concrete slab wall, which is also cast integrally with the deck.

The parapets are aluminium vertical infill type with post base plates bolted to the plinth on top of the precast service bay units. The parapets are 1200mm high.

The carriageway over the bridge comprises of asphalt carriageway with insitu concrete slabs over the service bays. The structure has asphaltic plug joints and Eliminator Single Coat waterproofing is provided to the deck.

The bridge is constructed on a skew of 45 degrees.

Beneath the deck, the outer piers are protected by OBB safety fence mounted in the verges. The centre pier is protected by OBB safety fence mounted to both faces. Over the bridge, OBB safety fence is mounted at the back of the footways adjacent the parapets.
Picket fencing is provided at the top of the embankments adjacent the ends of the parapet.
There is no positive drainage over the bridge deck.

1.3 Articulation

The deck consists of a continuous in-situ reinforced concrete slab, which has hinges at two positions within the two centre spans. Along each side of the deck are precast concrete service bays, which are connected to the deck using reinforced concrete tie beams.

2. Load Management for C&U and STGO Live Loading

Location	Direction	ALL	HB With LL	HB Without LL	SV With LL	SVWithout LL
All Traffic Lanes	Both	40/44 tonnes	20		No rating	No rating

3. Assessments, Inspection and Maintenance History

3.1 Completed Inspections

Inspection Type	Inspection Date	Inspection Description
Structures Principal Inspection	21/02/2025	Where observed the structure was in fair condition overall with minor to moderate defects recorded. The previously recorded defects did not appear to have significantly deteriorated since the last inspection. Since the previous inspection numerous areas of significant spalling have been repaired. Recorded defects consisted of cracking, delamination and spalling to the service bays on all four spans to both the north and south ends of the deck. Within spalled areas there was exposed reinforcement that exhibited moderate corrosion throughout. The largest area of spalling measured 850 x 210 x 180mm and delamination measured up to 840 x 160mm. There was cracking throughout the service bays up to 2mm wide. Within the hinge joints there was cracking up to 2mm wide and on the upper inner face of the east outer hinge joint there were minor areas of spalling and delamination measured up to 430 x 240 x 10mm. Within the deck soffit over southbound lane 2 there was spalling measuring 940 x 230 x 100mm and delamination to the west soffit adjacent the bankseat measuring 750 x 800mm. There was minor delamination to the centre pier and south return wall of the west bankseat. There was vertical cracking to the bankseats measuring up to 0.2mm wide and both faces of the centre pier up to 1mm wide. To the deck surfacing there was potholes on the east approach and directly adjacent the east joint, measuring up to 120 x 530 x 30mm. Throughout the west abutment joint there was settlement and cracking throughout the joint surfacing. It would be recommended to carry out suitable concrete repairs to the spalling and delamination throughout the structure. The surfacing of the east and west asphaltic plug joints should be replaced and repaired to ensure there is no further deterioration of the carriageway surfacing.
Structures General Inspection	08/10/2022	The structure is generally in fair condition. There were no previously identified defects exhibiting significant deterioration since the last inspection: [list should include deteriorated since the previous inspection. There were no safety related defects. There were no/the following/the following significant defects at the time of inspection which affect either the integrity or serviceability of the asset. [list should generally include any defects with a severity of 3 or higher] Defects with a severity of 3 which were not confirmed during this inspection are: - The service bays, particularly along the joints between the soffits of units, in the deck soffit and along

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		the east inner, east outer and west inner hinge joints, suffer from multiple spalls totalling 6.62m2; with a maximum depth of 150mm. With the exception of a couple of areas the spalls expose reinforcement that suffers moderate - severe corrosion and lamination. - The east and west elevations of the centre pier suffer spalled and hollow/delaminated areas. The east elevation is hollow sounding over 2.65m2, whilst the west elevation has spalled and delaminated over 0.97m2, totalling 3.62m2. - Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2. - There are isolated areas of delaminated concrete with associated rust staining found in the service bays. A delaminated area was found at the north end of the west bank seat and at the top of west column no1. - There are hairline to 2mm wide cracks running along the hinge joints. A full length crack to the east intermediate hinge joint (above southbound lane 3) is open 2mm wide maximum. There is some minor corrosion staining in places emanating from the crack. - There are isolated areas of water seepage and leaching at the ends of the hinge joints. - The top of west columns 2, 3 and 4 suffer from spalling, with adjacent hollow sounding concrete, exposing reinforcement that exhibits severe corrosion and lamination, totalling 1.11m2. The spalls have a maximum depth of 60mm. The following elements are in good condition with no defects noted: - West abutment joint - South Parapet - North Parapet - South Parapet - North Parapet - South Parapet - North Parapet - East abutment joint - South Parapet - North Parapet The following remedial / maintenance works with a prioritisation score of 60 or higher are required: - Carry out concrete testing to determine the extent of the reinforcement corrosion in the pier. Breakout and square off the hollow/delaminated and spalled areas, removing corrosion from the reinforcement, and repair the pier. Carry out concrete testing to determine the condition of the concrete and extent of corroded reinforcement in the service bays, deck slab, and along the hinge joints. Break out and square off the areas of spalled concrete and abrade any corroded reinforcement to a bright surface. Carry out concrete repairs on the affected areas.
Structures Special Inspection	11/10/2021	The structure is in overall fair condition.

		The following defects at the time of inspection affect either the integrity or serviceability of the asset: The service bays, particularly along the joints between the soffits of units, in the deck soffit and along the east inner, east outer and west inner hinge joints, suffer from multiple spalls totalling 6.62m2; with a maximum depth of 150mm. With the exception of a couple of areas the spalls expose reinforcement that suffers moderate - severe corrosion and lamination. The top of west columns 2, 3 and 4 suffer from spalling, with adjacent hollow sounding concrete, exposing reinforcement that exhibits severe corrosion and lamination, totalling 1.11m2. The top of east column 4 suffers from an isolated spall exposing reinforcement that exhibits minor corrosion, totalling 0.0025m2. Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2 The following defects, at the inspection, are classed as significant: The service bays, particularly along the joints between the soffits of units, in the deck soffit and along the east inner, east outer and west inner hinge joints, suffer from multiple spalls totalling 6.62m2; with a maximum depth of 150mm. With the exception of a couple of areas the spalls expose reinforcement that suffers moderate - severe corrosion and lamination. The top of west columns 2, 3 and 4 suffer from spalling, with adjacent hollow sounding concrete, exposing reinforcement that exhibits severe corrosion and lamination, totalling 1.11m2. The top of east column 4 suffers from an isolated spall exposing reinforcement that exhibits minor corrosion, totalling 0.0025m2. Along the joints between the soffits of the service bay units there are multiple areas of hollow sounding and delaminating concrete that is most often accompanied by hairline - 1mm wide cracking that emits leachate deposits and rust stains, totalling 2.58m2 The following remedial works are required and are contained in the 'Repairs' tab in IAMIS. They are also covered below: Carry out concrete testing to determine the condition of the concrete and extent of possible corroded reinforcement in the service bays. Break out and square off the areas of hollow concrete and abrade any corroded reinforcement to a bright surface. Carry out concrete repairs on the affected areas. Carry out concrete testing to determine the condition of the concrete and extent of corroded reinforcement in the service bays, deck slab, and along the hinge joints. Break out and square off the areas of spalled concrete and abrade any corroded reinforcement to a bright surface. Carry out concrete repairs on the affected areas. Carry out concrete testing to determine the extent of the reinforcement corrosion in the pier. Breakout and square off the hollow/delaminated and spalled areas, removing corrosion from the reinforcement, and repair the pier. Carry out concrete testing to determine the extent of the reinforcement corrosion in the columns. Breakout and square off the delaminated and spalled areas, removing corrosion from the reinforcement, and repair the columns.

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Structures General Inspection	11/01/2021	The structure is generally in fair condition. No previously identified defects are exhibiting significant deterioration since the last inspection. The following defect with a severity of 3 or greater was observed: Pothole formation adjacent the east expansion joint. Areas of spalling and delamination on the deck and service bays could not be confirmed from ground level as part of the General Inspection. Parts of structure not inspected: Buried elements and elements out of touching distance.
Structures Special Inspection	24/05/2019	Concrete testing report can be found within the documents tab.
Structures Principal Inspection	16/03/2019	The structure was found in fair condition. There area multiple spalls and areas of delamination in the deck soffit, service bays, abutments and columns. The areas of spalling are exposing reinforcement bars which are suffering from varying degrees of corrosion. Hairline - 2mm wide cracks were observed at the hinge joints, service bays and columns. Pothole formation and transverse cracks were found in the deck surfacing. Other defects include, graffiti on the west abutment return wall, rusty tie wire in the deck soffits of each span, appearance of sagging of the west parapet and leaching to the service bays. ##Headroom and defect sketches can be found within docs attached##
Structures Special Inspection	31/03/2017	Please refer to the structure file for the Area 7 - Bridge Stock Prioritisation Concrete Hinge Study report.
Structures General Inspection	23/03/2016	This structure is in a good condition with the following defects noted. - Leachate staining and stalactites found at the service bays - Isolated cracking to the service bays, bank seats and revetments - There is isolated delaminated concrete with rust staining found to the service bays. - Numerous areas of spalled concrete to the service bays, deck soffit, centre pier and east and west columns - The south parapet appears to be sagging - Rust staining to the service bays and bank seat - Exposed corroded tie wire to the deck soffit - Minor surface degradation at the east and west outer joints with potholes beginning to form - Vegetation and debris located at the north and south verges - Non-offensive graffiti is located on the north west wing wall and south east wing wall

Structures General Inspection	26/05/2014	The structure was found to be in a fair condition, with the following defects recorded. - Spalled and delaminated concrete to service bays, deck soffit and supports, with spalled areas revealing corroded reinforcement. - Surface degradation at east and west outer joints. - Cracking to revetments, bank seats and service bays. - Rust staining to east bank seat and service bays. - Leachate deposits to deck service bays. - Appearance of sagging over south western half of deck. - Tie wire to deck soffits.

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Structures Principal Inspection	16/07/2012	The bridge is in overall fair condition with the following defects recorded at the inspection. There are minor spalls along the south face of the east bankseat below the service bay units where water seepage and leaching is present, contributing to the possible cause of the spall. There are hairline to 3mm wide maximum cracks to the revetments, bankseats, service bay units and pier. There is a 200mm x 100mm spall exposing reinforcement suffering moderate corrosion with 500mm x 200mm adjacent delamination to east bankseat. There are 2no. hollow sounding repairs to the east face of the pier. There are 2no. areas of hollow sounding to the service bay units. 1no. to the north service bay over southbound lane 3 and 1no. to the south service bay over the central reservation. The joints between the service bay units seep water, are water stained and emanate leachate stains and deposits. There are numerous spalls to the service bays, deck soffit, pier and east and west columns with exposed reinforcement suffering moderate to severe corrosion. There are minor spalls along the hinge joints, due to low cover, exposing reinforcement. Hairline to 2mm wide maximum cracks run along the hinge joints. A full length crack to the east intermediate hinge joint (above southbound lane 3) is open 2mm wide maximum. There are isolated areas of water seepage and leaching at the ends of the hinge joints. There are corrosion spots and stains along the deck soffit adjacent the hinge joints, along the hinge joints and to the east bankseat. There is corroding tie wire to the deck soffit. There is a loose box, presumably monitoring equipment, attached to the southbound deck soffit. The profile of the deck edge sags by an estimated 100mm along the west span. There is minor rutting along the east asphaltic plug joint. There is minor vegetation growth along the deck verges.
Structures General Inspection	03/06/2009	The parts of the structure inspected were found to be in a fair condition overall. Delamination and spalling to many parts of the structure. The road surface over the deck has been relaid and the protective netting guarding the parapets is still in place. The crack widths measured merit further early consideration.

Structures General Inspection	03/03/2008	The bridge was found to be in a fair condition overall. Delamination and spalling is visable over many parts of the structure, which is also showing rebar. Water seepage is visable on both bankseats. There is a noticeable sagging in the west bridge deck joint on the road surface.
Structures Principal Inspection	28/12/2005	The inspection found the bridge to be generally in fair condition however there is a significant problem with the condition of the columns, which contains areas of spalling/delamination. Long term seepage of old origin from the service bays was also apparent causing delamination/spalling to soffit.
Structures Special Inspection	27/04/2004	
Structures General Inspection	31/03/2003	
Structures General Inspection (BE11)	30/01/2001	
Structures Principal Inspection (BE11)	08/11/1999	
Structures Special Inspection	01/11/1999	
Structures General Inspection (BE11)	05/02/1997	
Structures General Inspection (BE11)	22/07/1994	
Structures Principal Inspection (BE11)	29/04/1992	
Structures General Inspection (BE11)	26/02/1990	
Structures Principal Inspection (BE11)	01/09/1984	
Structures General Inspection (BE11)	01/10/1982	

3.2 Completed Assessments

No completed assessments were found for structure

Assessment Type	Assessment Date	Assessment Status	Assessment Description

3.3 All Completed Maintenance Actions and Works Orders

WO ID	Maintenance Object	Maintenance Action	Start Date	Work Order Description
150730	Routine Maintenance	Routine Maintenance	13/05/2019	Clean area of graffiti from the north end of the west abutment.
151523	Routine Maintenance	Routine Maintenance	10/05/2016	Remove non-offensive graffiti from north west wing wall and south east wing wall.
151524	General	Replace Structure	10/05/2016	Assigned third party as work carried out, please delete.
151525	Routine Maintenance	Routine Maintenance	10/05/2016	Remove vegetation and debris from the north and south verges.

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152014	Surfacing	Repair	06/08/2014	Carry out patch repairs to deck surfacing around joints.
152015	General	Change Status	06/08/2014	Duplicate and re-assigned defects, please remove from the observation list.
152445	Routine Maintenance	Routine Maintenance	17/12/2012	Remove vegetation.
152446	General	Replace Structure	17/12/2012	Duplicate defects, please delete.

3.4 Additional Maintenance History

rewaterproofed by Stirling Lloyd, Jan 1990 (eliminator)
Ducts refilled with Lytag
Ducts concreted and waterproofed Nov 1989
APJs installed Jan1990
Inspection chambers installed North footway over the 4 hinges pre- 1992
Safety barriers installed on both footways pre-1992
new ICCP system to four hinge joints - September 2023 by CRL
concrete repairs to top of columns, pier and deck soffit including precast service bays - Aug 2023 by Balvac
Four plug joints by RouteOne in August 2023

4. Constraints and Features

4.1 Constraints

No Constraints present

4.2 Features

The Natural Ground (Eg Valley) Natural Ground (Eg Valley) (N N) goes Under Span 1 headroom metres, headroom last checked , authority Not Known

The Road M1 Uplink (N N) goes Under Span 2 headroom 5.70 metres, headroom last checked 11/02/2025 , authority National Highways

The Road M1 Uplink (N N) goes Under Span 2 headroom 5.63 metres, headroom last checked 10/02/2025 , authority National Highways

The Road M1 Uplink (N N) goes Under Span 2 headroom 5.62 metres, headroom last checked 10/02/2025 , authority National Highways

The Road M1 Uplink (N N) goes Under Span 2 headroom 5.37 metres, headroom last checked 10/02/2025 , authority National Highways

The Road M1 Downlink (N N) goes Under Span 3 headroom 5.71 metres, headroom last checked 11/02/2025 , authority National Highways

The Road M1 Downlink (N N) goes Under Span 3 headroom 5.72 metres, headroom last checked 10/02/2025 , authority National Highways

The Road M1 Downlink (N N) goes Under Span 3 headroom 5.77 metres, headroom last checked 10/02/2025 , authority National Highways

The Road M1 Downlink (N N) goes Under Span 3 headroom 5.58 metres, headroom last checked 10/02/2025 , authority National Highways

The Natural Ground (Eg Valley) Natural Ground (Eg Valley) (N N) goes Under Span 4 headroom metres, headroom last checked , authority Not Known

The Road Unclassified (N N) goes Over Lutterworth Swinford Road headroom metres, headroom last checked , authority Not Known

The Service Telecommunications (N N) goes Not Applicable Lutterworth Swinford Road headroom metres, headroom last checked , authority Not Known

The Service Water Service (N N) goes Not Applicable Lutterworth Swinford Road headroom metres, headroom last checked , authority Not Known

5. Interim Measures

No interim measures present

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6. Departures

Departure Number	Standard Departed From	Status
4319377	Additional Clause : Specification, Structures SHW, MCHW VOL 1 Series 1700 Structural Concrete (CP 7000 Series)	APPROVED
4319390	CD 377 Rev 4 - Requirements for road restraint systems	APPROVED

7. Coating System for Steelwork

No Coating System for Steelwork recorded

8. Coating System for Concrete

No Coating System for Concrete recorded

9. Inventory

Span	Span 1
Length	23.3
Width	5.5
Skew	45.8
Structural Form Type - Span	Slab - Solid
Min Square Width between Supports	0

Span	Span 2
Length	32.8
Width	5.5
Skew	45.8
Structural Form Type - Span	Slab - Solid
Min Square Width between Supports	0

Span	Span 3
Length	29.7
Width	5.5
Skew	45.8
Structural Form Type - Span	Slab - Solid
Min Square Width between Supports	0

Span	Span 4
Length	21.6
Width	5.5
Skew	45.8
Structural Form Type - Span	Slab - Solid
Min Square Width between Supports	0

Intermediate Support	West pier
Support Type - Intermediate Support	Concrete Column
Support Connection Type	Fully Encastre
Cross Section Type	Not Known

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Intermediate Support	Centre Pier
Support Type - Intermediate Support	Slab Wall
Support Connection Type	Fully Encastre
Cross Section Type	Not Known

Intermediate Support	East Pier
Support Type - Intermediate Support	Concrete Column
Support Connection Type	Fully Encastre
Cross Section Type	Not Known

End Support	West Abutment
Facing Material Type	None
Support Connection Type	Integral Abutment, Bank Pad Type
Support Type - End Support	Bank Seat

End Support	East Abutment
Facing Material Type	None
Support Connection Type	Integral Abutment, Bank Pad Type
Support Type - End Support	Bank Seat

Deck	West outer deck
Date Constructed	01/JAN/1963
Length	23.3
Width	5.5
Structural Form Type - Deck	Continuous
Construction Type - Deck	Solid Slab
Enclosure Present	N
Enclosure Type	Not Applicable

Deck	West centre deck
Date Constructed	01/JAN/1963
Length	32.8
Width	5.5
Structural Form Type - Deck	Cantilever And Suspended Span
Construction Type - Deck	Solid Slab
Enclosure Present	N
Enclosure Type	Not Applicable

Deck	**East centre deck**
Date Constructed	01/JAN/1963
Length	29.7
Width	5.5
Structural Form Type - Deck	Cantilever And Suspended Span
Construction Type - Deck	Solid Slab
Enclosure Present	N
Enclosure Type	Not Applicable

Deck	**East outer deck**
Date Constructed	01/JAN/1963
Length	21.6
Width	5.5
Structural Form Type - Deck	Continuous
Construction Type - Deck	Solid Slab
Enclosure Present	N
Enclosure Type	Not Applicable

COL - Column	**West Columns**

Leaf Pier or Column	**West Columns**
Support Connection Type	Fully Encastre
Support Type	Concrete Column

Foundation	**Foundation 2**
Foundation Type	Spread Footings

PIE - Wall pier	**Pier**

Leaf Pier or Column	**Leaf Pier**
Support Connection Type	Fully Encastre
Support Type	Slab Wall

Foundation	**Foundation 3**
Foundation Type	Spread Footings

COL - Column	**East Columns**

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Leaf Pier or Column	**East Columns**
Support Connection Type	Fully Encastre
Support Type	Concrete Column

Foundation	**Foundation 4**
Foundation Type	Spread Footings

Abutment Wall	**West Abutment**
Facing Material Type	None
Support Connection Type	Integral Abutment, Bank Pad Type
Support Type	Bank Seat

Foundation	**Foundation 1**
Foundation Type	Spread Footings

Abutment Wall	**East Abutment**
Facing Material Type	None
Support Connection Type	Integral Abutment, Bank Pad Type
Support Type	Bank Seat

Foundation	**Foundation 5**
Foundation Type	Spread Footings

Waterproofing	**Waterproofing**
Date Installed	01/JAN/1990
Waterproofing Type	Liquid/sprayed
Manufacturer - Waterproofing Product	Stirling Lloyd - Eliminator Single Coat

Road Vehicle Restraint System	**South Parapet**
Date Installed	01/JAN/1963
Restraint Location	Deck Edge
Designer - Parapet	Sir Owen Williams and Partners
Parapet Type	Not Applicable
Infill Type	Vertical Bar (V)
Nominal Height	1.15 (1.15)
Road Vehicle Restraint Form	Vehicle Parapet
Parapet Modification	Not Modified
Manufacturer - VRS	Not Known
Barrier Type	Other
Containment Performance Class	Not Applicable
Parapet Group	Not Applicable
Parapet System	Not Specified
Working Width	Not Applicable
Safety Fence Approach	N
Safety Fence Depart	N
Protection System Effective	N
Parapet Protection Reason	Substandard Edge Parapet
Containment Capacity Requirement	Not Specified
Containment Basis	Not Known
Risk Ranking	0
Priority Ranking	0
Is Parapet Protected	Y

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Road Vehicle Restraint System	**North Parapet**
Date Installed	01/JAN/1963
Restraint Location	Deck Edge
Designer - Parapet	Sir Owen Williams and Partners
Parapet Type	Not Applicable
Infill Type	Vertical Bar (V)
Nominal Height	1.15 (1.15)
Road Vehicle Restraint Form	Vehicle Parapet
Parapet Modification	Not Modified
Manufacturer - VRS	Not Known
Barrier Type	Other
Containment Performance Class	Not Applicable
Parapet Group	Not Applicable
Parapet System	Not Specified
Working Width	Not Applicable
Safety Fence Approach	N
Safety Fence Depart	N
Protection System Effective	N
Parapet Protection Reason	Substandard Edge Parapet
Containment Capacity Requirement	Not Specified
Containment Basis	Not Known
Risk Ranking	0
Priority Ranking	0
Is Parapet Protected	Y

Carriageway Surfacing	**Carriageway Surfacing**

EDG - Edge beam or edge cantilever	**North service bays**

EDG - Edge beam or edge cantilever	**South service bays**

Expansion Joint	West abutment joint
Date Installed	01/JAN/1990
Expansion Joint Type	Asphaltic Plug
Manufacturer - Joint Product	Britflex Resins - Zebra Joint
Number of Joints	1

SLB - Slab	Reinforced concrete deck slab

Expansion Joint	West outer hinge (plug)
Date Installed	01/JAN/1990
Expansion Joint Type	Asphaltic Plug
Manufacturer - Joint Product	Britflex Resins - Zebra Joint
Number of Joints	1

Waterproofing	Waterproofing
Date Installed	01/JAN/1990
Waterproofing Type	Liquid/sprayed
Manufacturer - Waterproofing Product	Stirling Lloyd - Eliminator Single Coat

Structural Joint	West Outer Hinge Joint
Structural Joint Type	Hinge

Structural Joint	West Inner Hinge Joint
Structural Joint Type	Hinge

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Road Vehicle Restraint System	South Parapet
Date Installed	01/JAN/1963
Restraint Location	Deck Edge
Designer - Parapet	Sir Owen Williams and Partners
Parapet Type	Not Applicable
Infill Type	Vertical Bar (V)
Nominal Height	1.15 (1.15)
Road Vehicle Restraint Form	Vehicle Parapet
Parapet Modification	Not Modified
Manufacturer - VRS	Not Known
Barrier Type	Other
Containment Performance Class	Not Applicable
Parapet Group	Not Applicable
Parapet System	Not Specified
Working Width	Not Applicable
Safety Fence Approach	N
Safety Fence Depart	N
Protection System Effective	N
Parapet Protection Reason	Not Applicable
Containment Capacity Requirement	Not Specified
Containment Basis	Not Known
Risk Ranking	0
Priority Ranking	0
Is Parapet Protected	N

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Road Vehicle Restraint System	North Parapet
Date Installed	01/JAN/1963
Restraint Location	Deck Edge
Designer - Parapet	Sir Owen Williams and Partners
Parapet Type	Not Applicable
Infill Type	Vertical Bar (V)
Nominal Height	1.15 (1.15)
Road Vehicle Restraint Form	Vehicle Parapet
Parapet Modification	Not Modified
Manufacturer - VRS	Not Known
Barrier Type	Other
Containment Performance Class	Not Applicable
Parapet Group	Not Applicable
Parapet System	Not Specified
Working Width	Not Applicable
Safety Fence Approach	N
Safety Fence Depart	N
Protection System Effective	N
Parapet Protection Reason	Substandard Edge Parapet
Containment Capacity Requirement	Not Specified
Containment Basis	Not Known
Risk Ranking	0
Priority Ranking	0
Is Parapet Protected	Y

Carriageway Surfacing	Carriageway Surfacing

SLB - Slab	Reinforced concrete deck slab

EDG - Edge beam or edge cantilever	North service bays

EDG - Edge beam or edge cantilever	South service bays

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Expansion Joint	West inner hinge (plug)
Date Installed	01/JAN/1990
Expansion Joint Type	Asphaltic Plug
Manufacturer - Joint Product	Britflex Resins - Zebra Joint
Number of Joints	1

Waterproofing	Waterproofing
Date Installed	01/JAN/1990
Waterproofing Type	Liquid/sprayed
Manufacturer - Waterproofing Product	Stirling Lloyd - Eliminator Single Coat

Structural Joint	East inner hinge joint
Structural Joint Type	Hinge

Structural Joint	East Outer Hinge Joint
Structural Joint Type	Hinge

Road Vehicle Restraint System	South Parapet
Date Installed	01/JAN/1963
Restraint Location	Deck Edge
Designer - Parapet	Sir Owen Williams and Partners
Parapet Type	Not Applicable
Infill Type	Vertical Bar (V)
Nominal Height	1.15 (1.15)
Road Vehicle Restraint Form	Vehicle Parapet
Parapet Modification	Not Modified
Manufacturer - VRS	Not Known
Barrier Type	Other
Containment Performance Class	Not Applicable
Parapet Group	Not Applicable
Parapet System	Not Specified
Working Width	Not Applicable
Safety Fence Approach	N
Safety Fence Depart	N
Protection System Effective	N
Parapet Protection Reason	Substandard Edge Parapet
Containment Capacity Requirement	Not Specified
Containment Basis	Not Known
Risk Ranking	0
Priority Ranking	0
Is Parapet Protected	Y

Road Vehicle Restraint System	North Parapet
Date Installed	01/JAN/1963
Restraint Location	Deck Edge
Designer - Parapet	Sir Owen Williams and Partners
Parapet Type	Not Applicable
Infill Type	Vertical Bar (V)
Nominal Height	1.15 (1.15)
Road Vehicle Restraint Form	Vehicle Parapet
Parapet Modification	Not Modified
Manufacturer - VRS	Not Known
Barrier Type	Other
Containment Performance Class	Not Applicable
Parapet Group	Not Applicable
Parapet System	Not Specified
Working Width	Not Applicable
Safety Fence Approach	N
Safety Fence Depart	N
Protection System Effective	N
Parapet Protection Reason	Substandard Edge Parapet
Containment Capacity Requirement	Not Specified
Containment Basis	Not Known
Risk Ranking	0
Priority Ranking	0
Is Parapet Protected	Y

Carriageway Surfacing	Carriageway Surfacing

SLB - Slab	Reinforced concrete deck slab

EDG - Edge beam or edge cantilever	North service bays

EDG - Edge beam or edge cantilever	South service bays

Expansion Joint	**East outer hinge (plug)**
Date Installed	01/JAN/1990
Expansion Joint Type	Asphaltic Plug
Manufacturer - Joint Product	Britflex Resins - Zebra Joint
Number of Joints	1

Expansion Joint	**East inner hinge (plug)**
Date Installed	01/JAN/1990
Expansion Joint Type	Asphaltic Plug
Manufacturer - Joint Product	Britflex Resins - Zebra Joint
Number of Joints	1

Waterproofing	**Waterproofing**
Date Installed	01/JAN/1990
Waterproofing Type	Liquid/sprayed
Manufacturer - Waterproofing Product	Stirling Lloyd - Eliminator Single Coat

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Road Vehicle Restraint System	**South Parapet**
Date Installed	01/JAN/1963
Restraint Location	Deck Edge
Designer - Parapet	Sir Owen Williams and Partners
Parapet Type	Not Applicable
Infill Type	Vertical Bar (V)
Nominal Height	Not Specified
Road Vehicle Restraint Form	Vehicle Parapet
Parapet Modification	Not Modified
Manufacturer - VRS	Not Known
Barrier Type	Other
Containment Performance Class	Not Applicable
Parapet Group	Not Applicable
Parapet System	Not Specified
Working Width	Not Applicable
Safety Fence Approach	N
Safety Fence Depart	N
Protection System Effective	N
Parapet Protection Reason	Substandard Edge Parapet
Containment Capacity Requirement	Not Specified
Containment Basis	Not Known
Risk Ranking	0
Priority Ranking	0
Is Parapet Protected	Y

Road Vehicle Restraint System	North Parapet
Date Installed	01/JAN/1963
Restraint Location	Deck Edge
Designer - Parapet	Sir Owen Williams and Partners
Parapet Type	Not Applicable
Infill Type	Vertical Bar (V)
Nominal Height	Not Specified
Road Vehicle Restraint Form	Vehicle Parapet
Parapet Modification	Not Modified
Manufacturer - VRS	Not Known
Barrier Type	Other
Containment Performance Class	Not Applicable
Parapet Group	Not Applicable
Parapet System	Not Specified
Working Width	Not Applicable
Safety Fence Approach	N
Safety Fence Depart	N
Protection System Effective	N
Parapet Protection Reason	Substandard Edge Parapet
Containment Capacity Requirement	Not Specified
Containment Basis	Not Known
Risk Ranking	0
Priority Ranking	0
Is Parapet Protected	Y

EDG - Edge beam or edge cantilever	South service bays

Carriageway Surfacing	Carriageway Surfacing

SLB - Slab	Reinforced concrete deck slab

EDG - Edge beam or edge cantilever	North service bays

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Expansion Joint	East abutment joint
Date Installed	01/JAN/1990
Expansion Joint Type	Asphaltic Plug
Manufacturer - Joint Product	Britflex Resins - Zebra Joint
Number of Joints	1

Bridge And Large Culvert	Lutterworth Swinford Road
OffNetworkLocation_Description	
Point X	454980
Point Y	283420
Effective Loading	
Carriageway	40/44 tonnes
Verge	Not Set
Carriageway (HB)	20.0
SV Rating	Not Set
Signed Weight Restriction	Not Applicable
Environmental Restriction	No
Restriction Remarks	
Route Requirements	30HB
Steady State Assess Priority Category	4
Steady State Assess Priority Category Remarks	
Orig Design Loading	HA + 45 HB
Orig Design Date	01/JAN/1961
Orig Design Standard	Not Known
Remedial Design Loading	Not Applicable
Remedial Design Date	
Remedial Design Standard	Not Applicable
Load Management Comments	
Notes	
SMIS_SOURCE_ID	
Structure Status	Constructed
Date Constructed	01/JAN/1963
Date Confirmed As-Built	
Date Commissioned	01/JAN/1963
Date Confirmed Commissioned	

Geographical Area	Leicestershire
Network Status	Trunk, Core
Region	Midlands
Structure Creation Type	Legacy
Ma Ref	
Scour Susceptible	N
DBFO	N
Maintaining Agent	National Highways Area 7
Designer	Sir Owen Williams And Partners
Owner	National Highways
Custodian	NH_OWNED
PIN Code	
Date Pin Code Effective	
PI Frequency	6
PI Frequency Reason	
Inspection Regime	Standard inspection regime (6-year PI cycle)
Date First PI Due	
Date Next GI Due	30/JAN/2003
Date Next PI Due	08/NOV/2005
Articulation	The deck consists of a continuous in-situ reinforced concrete slab, which has hinges at two positions within the two centre spans. Along each side of the deck are precast concrete service bays, which are connected to the deck using reinforced concrete tie beams.
Additional Maintenance History	rewaterproofed by Stirling Lloyd, Jan 1990 (eliminator) Ducts refilled with Lytag Ducts concreted and waterproofed Nov 1989 APJs installed Jan1990 Inspection chambers installed North footway over the 4 hinges pre- 1992 Safety barriers installed on both footways pre-1992 new ICCP system to four hinge joints - September 2023 by CRL concrete repairs to top of columns, pier and deck soffit including precast service bays - Aug 2023 by Balvac Four plug joints by RouteOne in August 2023
Asset Class	Structures
Asbestos Status	Presume ACM Present Until Confirmed Otherwise
Maintenance Area	Area 7 (NH Maintained Area)
StructureWarning	WARNING: Active Inspection Activity Changes to the inventory data within the asset will be overwritten when the inspection is authorised. Please make inventory data changes from within the activity or wait until the inspection has been completed.
Is Pre-Migrated Structure	N

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Heavy Load Route	N
High Load Route	N
Road	M1
Junction Number	
Kilometerage	137.5
Within scope of BD 101	Y
Bridge Type	Highway Overbridge - Overbridge
Construction Type - Bridge	Concrete
Length	107.4
Bridge Tensioning Type	Not Tensioned
Number of Spans	4
Date Modified	
Asset Description	The bridge is a four span 'inclined leg frame' structure, which carries the Lutterworth to Swinford Road over the M1 Motorway and is situated 1/2 kilometre southeast of Lutterworth, near Junction 20. Marker post 137.50. The west span is 23.3m, the west centre span is 32.8m, the east centre span is 29.7 and the east span is 21.6m. The deck is 5.5m wide. The deck consists of a continuous in-situ reinforced concrete slab, which has hinges at two positions within the two centre spans. Along each side of the deck are precast concrete service bays, which are connected to the deck using reinforced concrete tie beams. End supports are mass concrete counterweights, which are connected to the deck by pre-cast concrete anchors. The two outer piers consist of four in-situ reinforced concrete columns cast continuously with the deck slab and reinforced concrete foundation block, which is founded on additional spread foundations. There are in-situ reinforced concrete ground slabs on the bank slopes, which tie the abutments to the pier foundation blocks. The centre pier is a reinforced concrete slab wall, which is also cast integrally with the deck. The parapets are aluminium vertical infill type with post base plates bolted to the plinth on top of the precast service bay units. The parapets are 1200mm high. The carriageway over the bridge comprises of asphalt carriageway with insitu concrete slabs over the service bays. The structure has asphaltic plug joints and Eliminator Single Coat waterproofing is provided to the deck. The bridge is constructed on a skew of 45 degrees. Beneath the deck, the outer piers are protected by OBB safety fence mounted in the verges. The centre pier is protected by OBB safety fence mounted to both faces. Over the bridge, OBB safety fence is mounted at the back of the footways adjacent the parapets. Picket fencing is provided at the top of the embankments adjacent the ends of the parapet. There is no positive drainage over the bridge deck.

2.2 PAWRRECW - Remove Graffiti	Y
2.2 PAWRRECW - Remove Vegetation	Y
2.2 PAWRRECW - Clear debris from bearing shelves	Y
2.2 PAWRRECW - Clean drainage channels	Y
2.2 PAWRRECW - Rod outlet pipes and check operation	Y
2.2 PAWRRECW - Clear drainage outlet manhole chambers	Y
2.2 PAWRRECW - Rod weep pipes and remove silt and debris	Y
2.2 PAWRRECW - Check operation and grease flap valves	Y
2.2 PAWRRECW - Repair gap sealant to movement joints	Y
2.2 PAWRRECW - Check pedestrian protection measures	Y
2.2 COL - Remove graffiti	
2.2 COL - Remove debris and bird droppings	
2.3 SBGTCBF - Remove graffiti	
2.3 SBGTCBF - Remove debris and bird droppings from flanges	
2.3 SBGTCBF - Clear drainage holes for box sections	
2.3 DCVPC - Remove grass and weeds from verges and channels	Y
2.3 DCVPC - Repair gap sealant to movement joints	Y
2.4 EJ - Clean out debris and vegetation	
2.4 EJ - Clear drainage systems	
2.4 EJ - Check and tighten or replace nuts and bolts	N
2.4 EJ - Replace gaskets	
2.3 DD - Rod outlet pipes and below deck systems	

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2.4 MP - Check and tighten or replace nuts and bolts	Y
2.4 MP - Clear hollow section drain holes	Y
2.4 MCP - Remove Graffiti	N
2.4 MCP - Remove Vegetation	N
2.4 BEA - Remove general dirt and debris	N
2.4 BEA - Clean and regrease sliding roller surfaces	N
2.5 SUB - Remove Graffiti	
2.5 SUB - Clear drainage channels	
2.5 SUB - Clean Rod drainage outlets	
2.5 SUB - Check and replace drainage gratings and covers	
2.5 SUB - Repair gap sealant to movement joints	
2.5 SUB - Check and clean security mirrors	
2.6 CUL - Remove vegetation and debris from within	
2.6 CUL - Remove flow restricting build-up	
2.6 CUL - Repair gap sealant to movement joints	
2.7 SSGHMCL - Tighten holding down bolts	
Other Tasks to be carried out	
Condition Performance Indicator	
Project Attributes	
Latitude (Dec)	52.445985
Longitude (Dec)	-1.192513
Latitude (DMS)	52° 26' 45.547588" N
Longitude (DMS)	1° 11' 33.047434" W

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10. General Photograph

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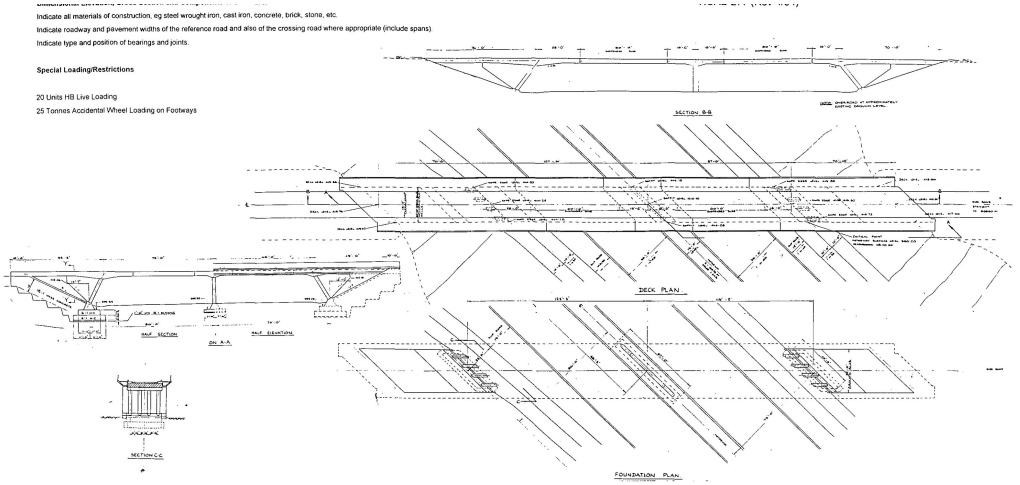
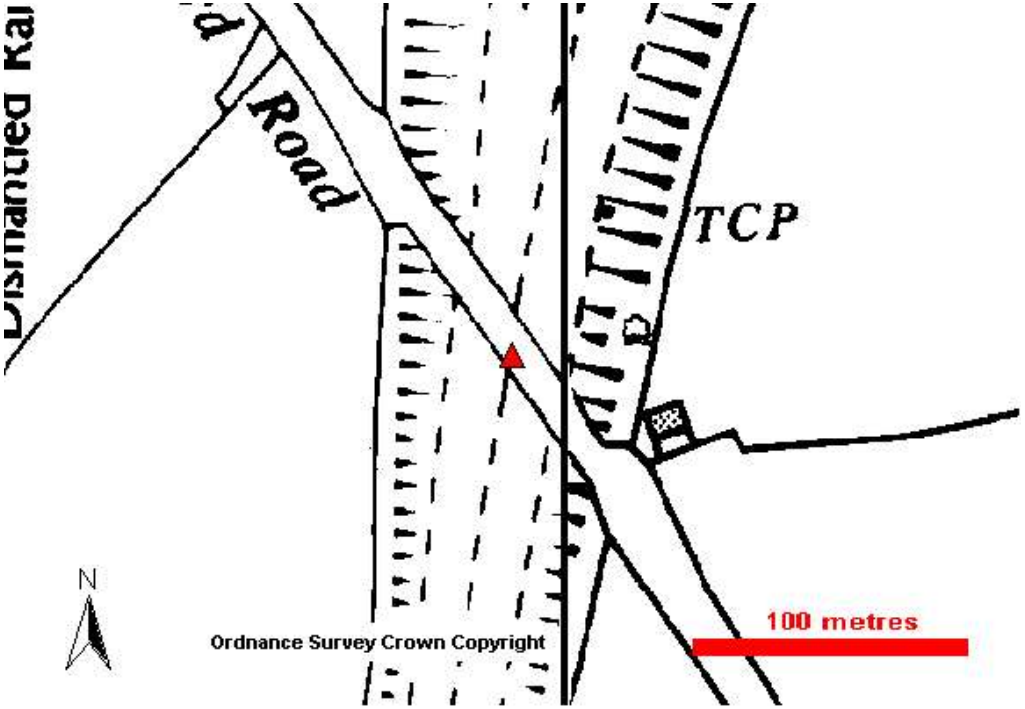
11. Elevation Drawing



12. Map



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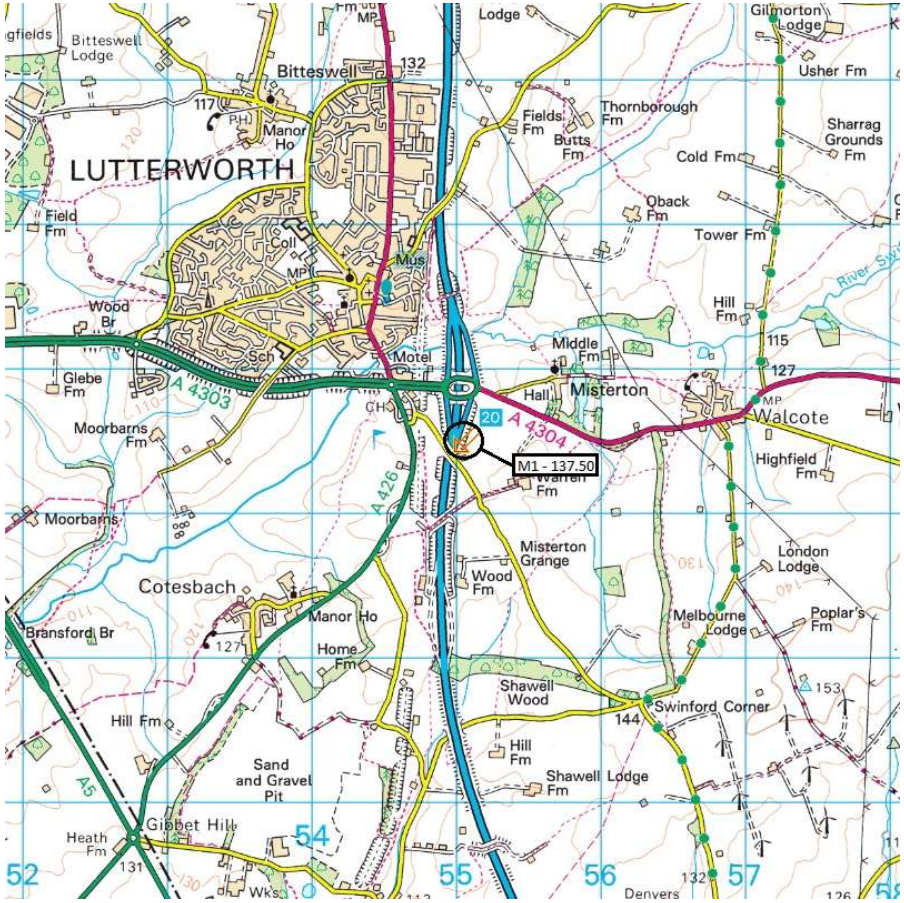
13. 1:50,000 Map



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