General Inspection Report for River Great Stour (Old) (/M20//87.80//)

(Authorised)

Summary

Structure Key	5958	**Agent Name**	A-One +
Commissioned	01/01/1957	**O.S. Grid Ref East/North**	601630 / 143450
Bridge Type	Highway Underbridge		
Length	14.80	**Number of Spans**	1
Date Inspected	30/09/2016	**Overall Condition**	Fair
Weather	Clear and dry		
Inspected by			
Authorised by			
Authorisation date	16/11/2016		
Method of Inspection	The structure was inspected on foot		
Equipment Used	Camera		
Parts of Structure Not Inspected	Foundations		

General Description

River Great Stour (Old) underbridge is a single span insitu reinforced concrete structure. The structure has a span of 14.80m and a width of 32.90m and carries the M20 motorway over the River Great Stour and a cycletrack. The South edge of the bridge is a seperate structure: River Great Stour (New) (#12433).

The original structure (constructed c.1957) had twin independant decks with a 6m (approx.) gap between them, each carrying one carriageway of the then A20 Ashford bypass. The original decks are insitu beam and slab (ribbed) decks each consisting of 8No. rectangular beams with a continuous deck slab. The 1980 refurbishment and extension overlaid the existing decks with a beam and slab deck with a new section of beam and slab covering the original gap between decks. The overlay slab is typically 175mm thick expanding to 250mm at the haunches and over the central gap and features 5No. beams over each original deck. The bridge is fitted with single element mechanical joints at both ends and a steel N2W4 parapet along its North edge.

The original beams appear cast directly onto the abutments and the new beams to the central gap bear upon steel pot bearings (3No. to each abutment). The abutments are mass gravity abutments with brick wingwalls (North side) founded on spread footings. The West abutment now features a cantilevered concrete cycleway that was added in 2001.

Articulation

The structure is free to both ends with restraint provided by natural friction at the bearing points. The overspan deck also now helps resist movement.

Inspection Summary

This inspection indicated that River Great Stour (Old) was in fair condition on the day of inspection.

The East expansion joint across lane 2 of the London bound carriageway had failed. A section of rail had already been removed, however the nosing was breaking up and the rail section was loose and vibrating in the off-side wheel track. This was reported to the NCC for removal.

The Southern beams and deck slab also have numerous areas of spalled and spalling concrete with numerous areas of exposed reinforcement.

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Observations/Defects Confirmed at this Inspection

Not Applicable

Components	Deck 1 - M20 LB Carriageway (Lane 3 - HS)
Defect Type	CrCo - Cracked
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 transverse cracking of the surfacing parallel to the West expansion joint in the London bound carriageway across lane 1. (No action required at present)
Cause	Other **Certainty** Low
Comment on Cause	The cracking may be occuring over the beggining of the upstand for the expansion joint. This may have induced additional stresses in the pavement due to limited flexure of reduced surface thickeness.

Cracking to the London bound surfacing

Components	Deck 1 - North Verge
Defect Type	MissCo - Missing
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	The service cable trough cover slabs at each end of the North verge are missing.

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Observations/Defects Confirmed at this Inspection

Substructure

Components	West Abutment - West Abutment
Defect Type	Graf - Graffiti
Extent	SD - Defect present in 20% to not more than 50% of area or length of element
Severity	A2 - Defect in low tolerability condition
Priority	Low
Comments	There are large areas of graffiti on the West abutment of the structure.
Cause	Vandal Action **Certainty** High
Comment on Cause	
Components	East Abutment - Northeast Wingwall, West Abutment - Northwest Wingwall
Defect Type	Sp - Spalled area
Extent	SE - Defect present in over 50% 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 Northern wingwalls both have areas of significant brickwork and mortar loss. The extent of the loss is unlikely to cause further problems at present. (No action required at present)
Cause	Other **Certainty** Medium
Comment on Cause	The brickwork is old (1957) and has been exposed to the weather throughout its life. The loss of brickwork might be attributable to frost damage as the brickwork appears saturated.

Spalling area of brickwork to the Northwest wingwall

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Observations/Defects Confirmed at this Inspection

Northwest wingwall

Components	East Abutment - East Abutment
Defect Type	Cr - Crack of uncertain origin or a combination of causes
Extent	SD - Defect present in 20% to not more than 50% 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 East abutment has numerous cracks with large amounts of leachate. A majority of the cracks and leachate appear to be horizontal along construction joints, however a few are vertical in nature with limited leaching.
Cause	Unable to Determine
Certainty	High
Comment on Cause	

Possible rust staining to the East abutment (South deck)

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Observations/Defects Confirmed at this Inspection

North deck, East abutment

South deck, East abutment

Components	West Abutment - West Abutment
Defect Type	Cr - Crack of uncertain origin or a combination of causes
Extent	SC - Defect present in 5% to not more than 20% of area or length of element
Severity	D1 - Defect is definitely not causing damage to element or structure
Priority	Low
Comments	The West abutment has hairline cracks in isolated areas along its length with some exhibiting leaching and staining (rust?). (No action required at present)

General Inspection Report for River Great Stour (Old) (/M20//87.80//)

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Observations/Defects Confirmed at this Inspection

Carriageway

Components	Deck 1 - East Joint
Defect Type	FrCo - Broken or fractured
Extent	SC - Defect present in 5% to not more than 20% of area or length of element
Severity	D5 - Defect is causing element to be non-functional
Priority	Medium
Comments	The East expansion joint has failed across the offside wheel track of lane 1. The nosing has broken out around the reinforcement and the edge of the rail is close to the wheel track of lane 1.
Cause	Anchorage Failure **Certainty** Medium
Comment on Cause	

Failed joint across lane 1

East expansion joint (London bound)

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Observations/Defects Confirmed at this Inspection

Miscellaneous	
Components	Deck 1 - Service Conduit/Pipe (North), East Abutment - Service Conduit/Pipe (North)
Defect Type	Lse - Loose
Extent	SC - Defect present in 5% to not more than 20% of area or length of element
Severity	D1 - Defect is definitely not causing damage to element or structure
Priority	Low
Comments	The service conduit/pipe fixed to the North face of the deck is loose at the East end and on the abutment. (No action required at present)
Components	West Abutment - Cycleway Lighting (KCC)
Defect Type	FrCo - Broken or fractured
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	The central light unit afixed to the West abutment is non-fuctional.

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Observations/Defects Confirmed at this Inspection

Superstructure

Components	South Deck: Beams - Beam 19 (South), South Deck: Beams - Beam 17, South Deck: Beams - Beam 18, Overlay Deck: Central Beams - Beam 11
Defect Type	Sp - Spalled area
Extent	SC - Defect present in 5% to not more than 20% of area or length of element
Severity	D3S - Moderate: Defect may present a danger to the public in the near future
Priority	Medium
Comments	There are numerous areas of delaminated and spalled concrete to beams 11, 17, 18 & 19. Some of these areas have extensive areas of exposed reinforcement.
Cause	Unable to Determine **Certainty** High
Comment on Cause	The original cause of the delamination and spalling is not known. It is possible that cracking allowed water ingress and subsequent corrosion of the reinforcement but this could not be confirmed.

Exposed reinforcement to South deck beam

Exposed reinforcement to South deck beam and soffit

General Inspection Report for River Great Stour (Old) (/M20//87.80//)

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Observations/Defects Confirmed at this Inspection

Components	Deck 1 - Overlay Deck: Central Beams, Deck 1 - South Deck: Beams, Deck 1 - North Deck: Beams
Defect Type	Graf - Graffiti
Extent	SB - Defect present in not more than 5% of area or length of element
Severity	A2 - Defect in low tolerability condition
Priority	Low
Comments	There are various areas of graffiti to the beams of the structure.
Components	Deck 1 - South Deck: Slab
Defect Type	Sp - Spalled area
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	Several areas of spalled concrete and exposed reinforcement to the slab soffit adj to beam 17 & 18.
	Spalled concrete from the South deck soffit 
Components	East Abutment - East Abutment Bearings (Central Gap), West Abutment - West Abutment Bearings (Central Beams)
Defect Type	RCo - Rusty/Corroded
Extent	SC - Defect present in 5% to not more than 20% of area or length of element
Severity	D1 - Defect is definitely not causing damage to element or structure
Priority	Low
Comments	There is minor surface corrosion to the bearings of the central beams. The corrosion is not considered significant at present. (No action required at present)
Components	Deck 1 - North Deck: Slab
Defect Type	Cr - Crack of uncertain origin or a combination of causes
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	Hairline cracking was identified to the underside of the deck slab at the North edge. The cracking is at semi-regular intervals with no significant leaching. (No action required at present)

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Reviewed Maintenance Actions confirmed through this and outstanding from other Inspections

N.B. The Origin of Work for each of these Maintenance Actions is Routine Inspection (currently Principal, General, Special and Monitoring).

Maintenance Object	Concrete Deck	**Maintenance Action**	Repair
Estimated Cost	£30,000	**Recomm. Action Date**	01/04/2018
Priority Category	2	**Risk Score**	93
Comments	Carry out concrete repairs to the affected areas of the South deck soffit. (07442)		
Maintenance Object	Abutment	**Maintenance Action**	Repair
Estimated Cost	£1,500	**Recomm. Action Date**	01/04/2010
Priority Category	3	**Risk Score**	25
Comments	Break out loose concrete and repair with a suitable repair mortar the area of spalling to the bearing plinth.		

Unreviewed Maint' Actions confirmed through this and outstanding from other Inspections

N.B. The Origin of Work for each of these Maintenance Actions is Routine Inspection (currently Principal, General, Special and Monitoring).

Maintenance Object	Abutment	**Maintenance Action**	Repair
Estimated Cost	£10,000	**Recomm. Action Date**	01/04/2020
Comments	Carry out concrete repairs to the East abutment as identified in the 2013-14 concrete repair study. (07442)		
Maintenance Object	Trench	**Maintenance Action**	Repair
Estimated Cost	£750	**Recomm. Action Date**	01/04/2020
Comments	Supply and install new paving stones to the North verge.		

Additions to the next Routine Maintenance

Comments	Clean the graffiti from the structure.

Unreviewed Maintenance Actions to be Referred to Third Parties

Correspondence Ref	Reported to KCC; #241818
Comments	Repair the non-functional light. (Reported to KCC)

Maintenance Actions Addressed By Inspector on Site

Maintenance Object	General	**Maintenance Action**	Change Status
Origin of Work	Routine Inspection		
Comments	Silt and debris was confirmed as cleaned at this inspection.		

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Outstanding Observations/Defects NOT Confirmed at this Inspection

Not Applicable

Components	Deck 1 - M20 LB Carriageway (Lane 3 - HS)		
Defect Type	PH - Pothole		
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	**Emergency?**	No
No. of images	0	**Date last confirmed**	05/02/2015
Comments	There is a small pothole that has been temporarily filled in Lane 2 of the London bound carriageway. (No action required at present)		

Miscellaneous

Components	West Abutment - Cycleway		
Defect Type	Deb - Debris, rubbish, etc. on or adjacent to the structure		
Extent	SD - Defect present in 20% to not more than 50% of area or length of element		
Severity	X1 - Adjacent element will not be affected		
Priority	Low	**Emergency?**	No
No. of images	0	**Date last confirmed**	05/02/2015
Comments	A build up of debris and silt has occured along the edges of the cycletrack. (No action required at present)		

Reviewed Maintenance Actions from sources other than Inspections

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

No other maintenance actions outstanding.

Unreviewed Maintenance Actions from sources other than Inspections

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

Maintenance Object	Expansion Joint	**Maintenance Action**	Repair
Origin of Work	Not Specified		
Estimated Cost	£20,000	**Recomm. Action Date**	01/04/2018
Comments	Break out any additional areas of failed nosing and/or damaged rail and replace the damaged sections.		

Other Planned Inspections

N.B. These are the planned inspections in SMIS at the time of report production (Wednesday, 16 November, 2016), NOT at the time of the inspection.

Type	Target Date	Reason
General	13/08/2018	
Principal	13/08/2020	

Annex 1

Structure Report

Structure Report for River Great Stour (Old) (/M20//87.80//)

WARNING - Assume that Asbestos is present. Be familiar with SMIS Help Guide and follow your own safe working procedures.

Structure Summary key 5958

Road	M20	**O.S. Grid Ref East/North**	601630 / 143450
Commissioned	1957	**Constructed**	1957
Maintaining Agent-Area	A-One +-Area 4		
Geographical Area	Kent	**Custodian-Region**	HA-South East
Designer	Kent County Council		
Last Principal Inspection	05/02/2015	**Last General Inspection**	30/09/2016
PI Frequency (years)	6		

Structure Type	**Bridge And Large Culvert**		
Bridge Type	Highway Underbridge		
High Load Route	No	**Heavy Load Route**	No
Scour Susceptible	No	**DBFO**	No
Original Design Loading	Other		
Number of Spans	1	**Length**	14.80
Tensioning	Not Tensioned	**Overall Construction**	Concrete

Description of Structure

River Great Stour (Old) underbridge is a single span insitu reinforced concrete structure. The structure has a span of 14.80m and a width of 32.90m and carries the M20 motorway over the River Great Stour and a cycletrack. The South edge of the bridge is a seperate structure: River Great Stour (New) (#12433).

The original structure (constructed c.1957) had twin independant decks with a 6m (approx.) gap between them, each carrying one carriageway of the then A20 Ashford bypass. The original decks are insitu beam and slab (ribbed) decks each consisting of 8No. rectangular beams with a continuous deck slab. The 1980 refurbishment and extension overlaid the existing decks with a beam and slab deck with a new section of beam and slab covering the original gap between decks. The overlay slab is typically 175mm thick expanding to 250mm at the haunches and over the central gap and features 5No. beams over each original deck. The bridge is fitted with single element mechanical joints at both ends and a steel N2W4 parapet along its North edge.

The original beams appear cast directly onto the abutments and the new beams to the central gap bear upon steel pot bearings (3No. to each abutment). The abutments are mass gravity abutments with brick wingwalls (North side) founded on spread footings. The West abutment now features a cantilevered concrete cycleway that was added in 2001.

Articulation

The structure is free to both ends with restraint provided by natural friction at the bearing points. The overspan deck also now helps resist movement.

Structure Report for River Great Stour (Old) (/M20//87.80//)

Assessments, Inspection and Maintenance History
Completed Inspections

Inspection Type	Inspection Date	Inspection Reason
General Inspection	30/09/2016	
Special Inspection (Special Inspection)	11/08/2016	Expansion joint was noted to have failed by inspector.
Principal Inspection	05/02/2015	
General Inspection	27/07/2012	
General Inspection	21/10/2010	
Principal Inspection	03/09/2008	
General Inspection	04/04/2006	
General Inspection	26/09/2004	
Principal Inspection	13/08/2002	
General Inspection	08/02/2002	
Principal Inspection	17/06/1996	
General Inspection	09/02/1993	
Principal Inspection	02/05/1991	
General Inspection	01/08/1988	

Completed Assessments

No completed assessments found

Maintenance Actions Completed Through Projects Created In SMIS

No maintenance actions found

Additional Maintenance History

A cantilevered cycleway was constructed to the West abutment in 2001.
The expansion joints were replaced with USL BEJ5s in July 2008.
Routine concrete repairs were completed in November 2008.
Parapets were replaced in April 2013.
Expansion joints in the Coast bound carriageway were replaced in Feburary 2015 due to failure of the joints.

Features

Bridge and Large Culvert has the Main Carriageway of the road M20 running over it maintained by Highways Agency
Bridge and Large Culvert has a Telecommunications service
Span 1 has the River Great Stour running under it maintained by Environment Agency
Span 1 has a Cycleway running under it maintained by Kent County Council

Interim Measures

No interim measures present

Structure Report for River Great Stour (Old) (/M20//87.80//)

Constraints

Component	Type	Name	Description
River Great Stour (Old)	Inspection Access	Working at Height	Inspection of the soffit and bearing shelf over the cycleway cannot be accessed by underbridge. Use of enclosed podium or similar required with suitable fall prevention given proximity of water.
River Great Stour (Old)	Inspection Access	Working In Water	Close inspection of the East abutment and soffit requires working over water at height. Underbridge unit, suitable boat or similar arrangements required.

Departures

No departures present

Coating System for Steelwork

No Coating Systems for Steelworks present

Coating System for Concrete

No Concrete Coating Systems Present

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Inventory

N.B. Inspection Elements are added for Inspection purposes only. They are shown here for information only, and it should be noted that the list of Inspection elements is not comprehensive.

East Abutment

Support Type	Mass Abutment	**Material Type**	Insitu Reinforced Concrete
Connection Type	Felt Strip	**Facing Material**	None

East Abutment Bearings (Central Gap)

Type	Sliding Bearings	**Installation Date**	01/01/1980
Product		**No. of Bearings**	3

East Abutment

Support Type	Mass Abutment	**Material Type**	Insitu Reinforced
Connection Type	Felt Strip	**Facing Material**	None

Northeast Wingwall

Anchoring System	Not Known	**Length**	4.80
		Height	5.90

Foundation 1

Type	Spread Footings

Northeast Embankment

Type	Battered	**Material**	Granular
Slope		**Anchoring System**	None

Service Conduit/Pipe (North) - (Inspection Element)

Type	SER - Services

Span 1

Structural Form Type	Beam/Girder - At/Below Deck Surface	**Skew**	9.00
Min Width Between Supports	13.86	**Date Min Width Last Checked**	
Features Data			
Critical Headroom		**Critical Headroom Last Checked**	

Deck 1

Structure Form Type	Simply Supported	**Length**	14.80
Construction Type	Beam And Slab	**Width**	32.90
Enclosure Type	Void Inaccessible	**Construction Date**	01/01/1957
Material Type	Insitu Reinforced Concrete	**Material Name**	Beams and Slab

Bearing 1 (East Abutment)

Type	Sliding & Rocker	**Installation Date**	01/01/1957
Product		**No. of Bearings**	5

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North Parapet

Location	Deck Edge	**Installation Date**	02/04/2013
Form	Vehicle Parapet	**Modified**	Not Modified
Designer	Metor Services Ltd	**Modification Date**	
M'facturer/Fabricator	Metor Services Ltd	**Nominal Height**	1
Baco Parapet Type	Not Applicable	**Modification Date**	
Barrier Type	Other	**(Baco post only)**	
Material Infill	Mesh Infill	**Primary Material**	Steel
Cont Perf Class	N2	**Parapet Group**	Not Applicable
Safety Fence Approach	N	**Working Width**	W4
Protection System	N	**Safety Fence Departure**	N
Protection Reason	Not Applicable	**Protection System**	N

BA 37/92 Ranking Data

Assessed		**Assessed Date**	
Contain Capacity Req	Not Specified	**Containment Ranking**	
Containment Basis	Not Known		
Risk Features Below		**Risk Highway Carried Out**	
Risk Layout		**Risk Containment Features**	
Risk Ranking	0.00	**Priority Ranking**	0.00

East Joint

Type	Single Element Elastomeric In Metal	**Installation Date**	01/07/2008
		No. of Joints	1
Product	Universal Sealants Britflex Bej5		

West Joint

Type	Single Element Elastomeric In Metal	**Installation Date**	01/07/2008
		No. of Joints	1
Product	Universal Sealants Britflex Bej5		

North Verge

M20 CB Carriageway

Central Reserve

M20 LB Carriageway (Lane 3 - HS)

North Parapet Beam

Material Type	Insitu Reinforced Concrete

Overlay Deck: Slab

Form	Slab Haunched	**Type**	Solid
Material	Insitu Reinforced Concrete	**StrengtheningType**	None

Overlay Deck: East Diaphragm

Material	Insitu Reinforced Concrete
Strengthening Type	None

Overlay Deck: North Deck Beams (Hidden)

Shape	Box	**Strengthening Type**	None
Type	Insitu Solid	**Edge Beam?**	N
Material	Insitu Reinforced Concrete		

Overlay Deck: Central Beams

Shape	Box	**Strengthening Type**	None
Type	Insitu Solid	**Edge Beam?**	N
Material	Insitu Reinforced Concrete		

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Overlay Deck: South Deck Beams (Hidden)

Shape	Box	**Strengthening Type**	None
Type	Insitu Solid	**Edge Beam?**	N
Material	Insitu Reinforced Concrete		

Overlay Deck: West Diaphragm

Material	Insitu Reinforced Concrete
Strengthening Type	None

North Deck: Slab

Form	Slab Flat	**Type**	Solid
Material	Insitu Reinforced Concrete	**StrengtheningType**	Overspan Slab

North Deck: East Diaphragm

Material	Insitu Reinforced Concrete
Strengthening Type	None

North Deck: Beams

Shape	Box	**Strengthening Type**	Overspan Slab
Type	Insitu Solid	**Edge Beam?**	N
Material	Insitu Reinforced Concrete		

North Deck: West Diaphragm

Material	Insitu Reinforced Concrete
Strengthening Type	None

South Deck: Slab

Form	Slab Flat	**Type**	Solid
Material	Insitu Reinforced Concrete	**StrengtheningType**	Overspan Slab

South Deck: East Diaphragm

Material	Insitu Reinforced Concrete
Strengthening Type	None

South Deck: Beams

Shape	Box	**Strengthening Type**	None
Type	Insitu Solid	**Edge Beam?**	N
Material	Insitu Reinforced Concrete		

South Deck: West Diaphragm

Material	Insitu Reinforced Concrete
Strengthening Type	None

Service Conduit/Pipe (North) - (Inspection Element)

Type	SER - Services

West Abutment

Support Type	Mass Abutment	**Material Type**	Insitu Reinforced Concrete
Connection Type	Felt Strip	**Facing Material**	None

West Abutment Bearings (Central Beams)

Type	Sliding Bearings	**Installation Date**	01/01/1980
Product		**No. of Bearings**	3

West Abutment

Support Type	Mass Abutment	**Material Type**	Insitu Reinforced
Connection Type	Felt Strip	**Facing Material**	None

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Cycleway Lighting (KCC) - (Inspection Element)

Type	LIG - Lighting

Cycleway Parapet

Location	Deck Edge	**Primary Material**	
Form	Parapet	**Material Infill**	Solid Infill
Designer	Not Known	**Nominal Height**	1.4
Manufacturer	Not Known	**Installation Date**	01/01/2001
Baco Parapet Type	Not Applicable	**Modification Date**	
Fence Guardrail	Proprietary System		

Cycleway

Type	Walkway

Northwest Wingwall

Anchoring System	Not Known	**Length**	4.80
		Height	5.90

Foundation 2

Type	Spread Footings

Northwest Embankment

Type	Battered	**Material**	Granular
Slope		**Anchoring System**	None

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General Photograph

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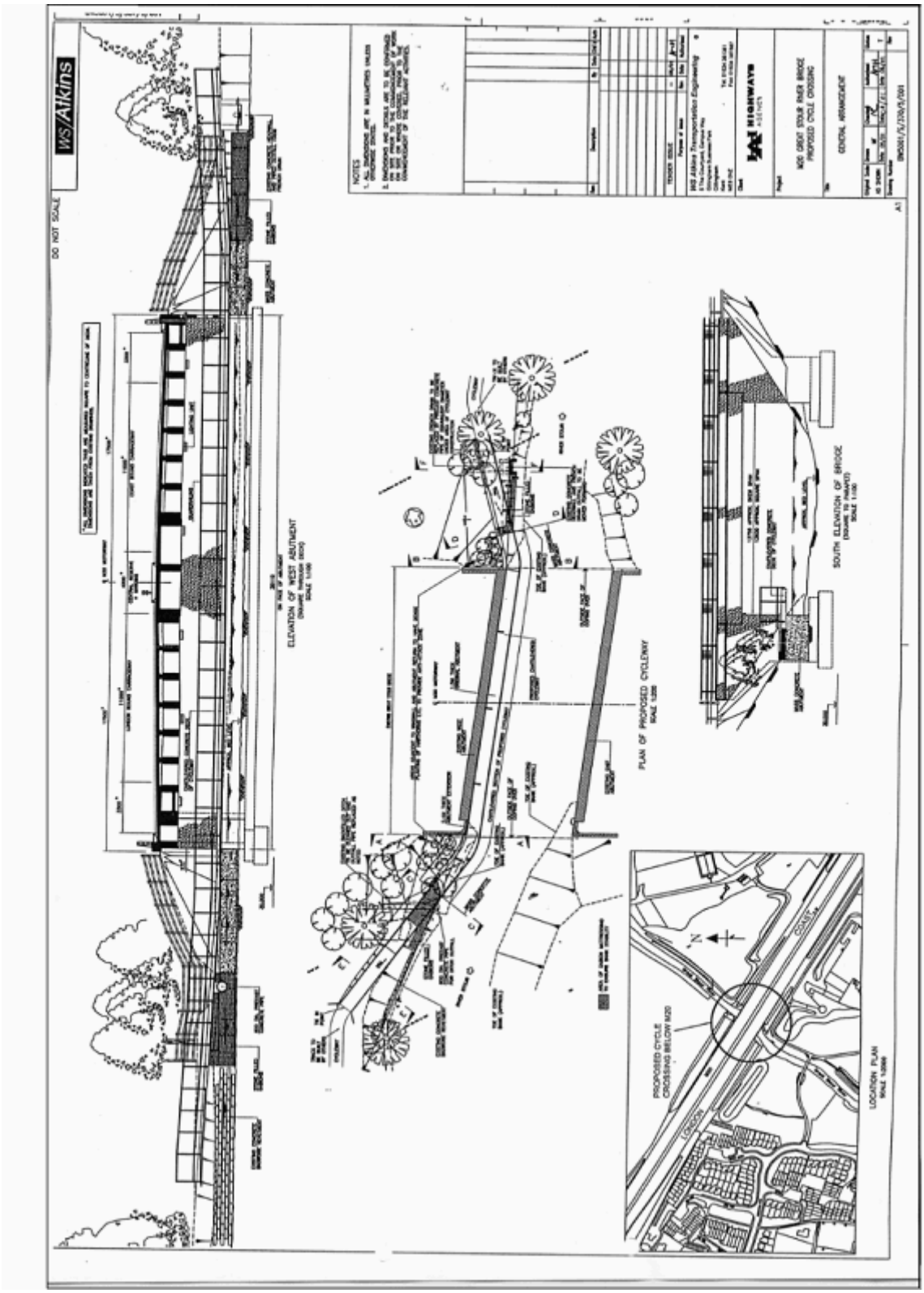
Elevation Drawing



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Map