

General Inspection Report for Claydon I/C North (/A14//181.10//)

(Authorised)

Summary

Structure Key	9942	Agent Name	Kier Highways - Area 6
Commissioned	01/01/1975	O.S. Grid Ref East/North	612890 / 249610
Bridge Type	Highway Underbridge	Number of Spans	3
Length	32.30	Overall Condition	Good
Date Inspected	04/12/2018		
Weather	Bright and dry		
Inspected by	██████████		
Authorised by	██████████		
Authorisation date	22/01/2019		
Method of Inspection	Visual		
Equipment Used	Camera		
Parts of Structure Not Inspected	Buried foundations, waterproofing and parts at height		

General Description

The structure is a simply supported three span underbridge and carries the A14, two lane, dual carriageway all purpose trunk road and two verges over the B1113 interchange through the centre span.

The bridge has two side spans of 9.0m and a main span of 14.25m and an overall width of 31.45m. The bridge is square to the A14.

The bridge comprises a cast in situ reinforced concrete top slab and 28no. type M1 precast prestressed beams with precast prestressed concrete type B2 box edge beams supported by cast in situ reinforced concrete bank seat abutments and two intermediate cast in situ reinforced concrete multiple leg portal piers. The bankseats and piers are founded on spread foundations. Flying wingwalls are cantilevered from the back of the bank seats. The deck has a longitudinal joint.

The dual 2 lane A14 on the bridge has carriageways 9.3m wide with 1m wide verges and a 9.9m wide central reserve. Asphaltic plug joints and a longitudinal joint are provided to accommodate movement of the bridge.

Articulation

The deck is supported on rubber pad type bearings. The simply supported structure is fixed at the south abutment and free at the north abutment with corresponding fixity over the intermediate supports.

Inspection Summary

A14 Claydon I/C North was found to be in good condition. The carriageway and joints have been replaced /resurfaced but there is deterioration of the departure of the eastbound carriageway over the south abutment.

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Inspection Photographs



01 - West elevation



02 - North piers

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03 - South piers



04 - East elevation

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Observations/Defects Confirmed at this Inspection

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Observations/Defects Confirmed at this Inspection

Substructure

Components	North Pier - Cross head (north), South Pier - Cross head (south), North Abutment - Abutment Wall for North Abutment, South Abutment - Abutment Wall for South Abutment		
Defect Type	AI - Algal growth		
Extent	SC - Defect present in 5% to not more than 20% 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 portal piers are heavily stained with algal deposit and scaling. Water seepage is evident on the pier cross beam.		
Cause	Fixings Failure	Certainty	Medium
Comment on Cause	Joint failure above supports.		
Cause	The central reserve drainage gully may also have failed.		
	Staining to the north pier portals		
Components	North Pier - tensioned corrugated beam safety fencing (B1113)		
Defect Type	MissCo - Missing		
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	There are no connections between the safety fence and the parapets. Presence of full height anchor instead.		
Cause	Construction Issue	Certainty	High
Comment on Cause			
Cause			

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Observations/Defects Confirmed at this Inspection

Full height anchor block



Components North Abutment - Abutment Wall for North Abutment, South Abutment - Abutment Wall for South Abutment

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 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 South abutment, a number of cracks were noted which are showing damp and rust staining. Delaminated concrete is common adjacent to these cracks. Cracking also noted in the North bankseat wall.

Cracking to the north abutment



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Observations/Defects Confirmed at this Inspection

Cracking to the south abutment



Components South Pier - Piers / Columns for South Pier

Defect Type Debo - Debonding

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 polysulphide joints sealant have degraded and are debonding.



Typical deterioration of the polysulphide sealant



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Observations/Defects Confirmed at this Inspection

Components	North Pier - Piers / Columns for North Pier	
Defect Type	Sp - Spalled area	
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	North piers, at the base of the fifth column from the west, two areas of spalling (approx 300m long x 100mm wide and 20mm deep) and a crack 400mm long and 0.55mm wide. There is corrosive staining in the vicinity of the spall. Delamination now extends to 600x500mm. Other areas of delaminated concrete were noted to pier bases.	
	Spalling to the north pier leg	
Components	South Abutment - Abutment Wall for South 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	Medium	
Comments	Longitudinal crack (approx 6m) at the West end of the South abutment. There is a rusty leak at the East end of that crack.	

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Observations/Defects Confirmed at this Inspection

Cracking to the south abutment



Components South Pier - Piers / Columns for South Pier

Defect Type MissCo - Missing

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 High

Comments There is no safety fence protection to the south pier portal.



No safety fence protection to the south pier portal






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Observations/Defects Confirmed at this Inspection

Restraint System

Components	West Deck (north side span - west) - West Parapet, East Deck (north side span - east) - East Parapet, West Deck (south side span - west) - West Parapet, West Deck(main span - west) - West Parapet, East Deck (main span - east) - East Parapet, East Deck(south side span - east) - East Parapet		
Defect Type	PDeg - Other degradation or breakdown 		
Extent	SC - Defect present in 5% to not more than 20% of area or length of element		
Severity	P2 - Minor loss of protection likely in the near future		
Priority	Low		
Comments	The parapet rails and posts are subject to loss and general deterioration of the paint system. The infill mesh fixings are suffering from corrosion.		
Cause	Corrosion	Certainty	High
Comment on Cause			
	Deterioration of the parapet paint system		
Components	East Deck(south side span - east) - East Parapet		
Defect Type	AD - Impact (accident) damage other 		
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 mesh infill to the east parapet has minor impact damage approximately 15m long.		
Cause	Accident Damage	Certainty	High
Comment on Cause	-		
Cause			

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Observations/Defects Confirmed at this Inspection

Mesh infill to the east parapet has minor impact damage



Components	East Deck (north side span - east) - East Parapet, East Deck(south side span - east) - East Parapet		
Defect Type	MissCo - Missing		
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	There are no connections between the safety fence and the parapets. Presence of full height anchor instead.		
Cause	Construction Issue	Certainty	High
Comment on Cause	Full height anchor block		




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Observations/Defects Confirmed at this Inspection

Carriageway

Components	East Deck (main span - east) - Joint 2 east (north verge piers), East Deck (main span - east) - Joint 3 east (south verge piers), West Deck(main span - west) - Joint 3 west (south verge piers), East Deck(south side span - east) - Joint 4 east (south abutment), West Deck (south side span - west) - Joint 4 west (south abutment), West Deck (north side span - west) - Joint 1 (north abutment - west bound), East Deck (north side span - east) - Joint 1 (north abutment - east bound), West Deck(main span - west) - Joint 2 west (north verge piers)		
Defect Type	CrCo - Cracked		
Extent	SC - Defect present in 5% to not more than 20% 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	High		
Comments	There is no sealant across portions of the saw cuts in the carriageway surfacing above deck joints which may be a point of entrance for water damaging elements below.		
Cause	Maintenance Issue	Certainty	Medium
Comment on Cause			
	Southbound south joint		
Components	East Deck (north side span - east) - A14 east bound surfacing (replaced Nov 07)		
Defect Type	CrCo - Cracked		
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 was cracking in the carriageway on the departure to the Eastbound carriageway behind the abutment.		
Cause	Unable to Determine	Certainty	Medium
Comment on Cause			

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Observations/Defects Confirmed at this Inspection

Deterioration of the eastbound carriageway departure



Components West Deck(main span - west) - Joint 2 west (north verge piers)

Defect Type Debo - Debonding

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 polysulphide joints sealant have degraded and are debonding.




Typical deterioration of the polysulphide sealant



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Observations/Defects Confirmed at this Inspection


Components	West Deck(main span - west) - A14 westbound surfacing (replaced Sept 09), West Deck (north side span - west) - A14 westbound surfacing (replaced Sept 09), East Deck (north side span - east) - Joint 1 (north abutment - east bound), East Deck (main span - east) - Joint 2 east (north verge piers)		
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		
Comments	RESURFACED Potholing and surfacing deterioration is present to the eastbound carriageway at North pier and over abutment. Pothole has been reported to NCC for repair in 24HRS ref.51023525-51023760. 50-2016 G.I.		
Cause	Age Expired	Certainty	High
Comment on Cause	Lack of binding agent to the aggregate leading to movement of material and breakup of the surfacing.		
	Resurfaced carriageway		
Components	West Deck (north side span - west) - Waterproofing (West deck)		
Defect Type	Debo - Debonding		
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	RESURFACED The waterproofing membrane to the areas exposed during pothole patch repairs was found to be debonded from the substrate and was subsequently removed to allow bonding of the surfacing. This has left the concrete deck exposed to the ingress of chlorides through water ingress.		
Cause	Bond Failure	Certainty	High
Comment on Cause	The bond failure can probably be attributed to the failure of the surfacing above.		
Cause			

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Observations/Defects Confirmed at this Inspection

Superstructure

Components	West Deck (south side span - west) - parapet cantilever, North Abutment - north abutment bearings
Defect Type	FO - Foreign object 
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	In the west cantilever at the south end there is an area of corroding ferrous material with a spall, approx 60mm diameter. Similar defect in the same area approximately 1m south of the south pier. Also, a small area of exposed corroding steel on the north abutment east end.

Corroding ferrous material with a spall



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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	Safety Fence	Maintenance Action	Install
Estimated Cost	£20,000	Recomm. Action Date	30/09/2014
Priority Category	2	Risk Score	92
Comments	Provide safety fence protection to the south pier portal		
Maintenance Object	Concrete	Maintenance Action	Repair
Estimated Cost	£30,000	Recomm. Action Date	01/08/2017
Priority Category	3	Risk Score	72
Comments	Repair areas of delaminated concrete caused by reinforcement corrosion.		
Maintenance Object	Expansion Joint	Maintenance Action	Replace
Estimated Cost	£25,000	Recomm. Action Date	30/09/2014
Priority Category	3	Risk Score	65
Comments	Investigate cause of water seepage. If joints are found to leak repair joints. Note the defect is likely to occur at the interface of the phased joint replacement works near the central reserve. In addition, the longitudinal joint between the two bridge decks may be the cause of water seepage. In addition to the above joint repairs will be required as a consequence of resurfacing works.		
Maintenance Object	Pier/Column	Maintenance Action	Repair
Estimated Cost	£1,000	Recomm. Action Date	01/04/2016
Priority Category	3	Risk Score	41
Comments	Undertake minor concrete repair to areas of spalling.		
Maintenance Object	Concrete Deck	Maintenance Action	Repair
Estimated Cost	£1,000	Recomm. Action Date	01/04/2016
Priority Category	3	Risk Score	25
Comments	Remove corroding objects and repair spalling on the west deck cantiliver soffit.		
Maintenance Object	Revetment	Maintenance Action	Repair
Estimated Cost	£500	Recomm. Action Date	01/04/2016
Priority Category	3	Risk Score	25
Comments	Replace missing slab on the north revetment.		
Maintenance Object	Parapet	Maintenance Action	Paint
Estimated Cost	£6,000	Recomm. Action Date	01/04/2016
Priority Category	3	Risk Score	25
Comments	Localised paint repairs to parapet		
Maintenance Object	Parapet	Maintenance Action	Repair
Estimated Cost	£2,000	Recomm. Action Date	01/04/2016
Priority Category	3	Risk Score	25
Comments	Replace deformed mesh infill east parapet.		

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	Surfacing	Maintenance Action	Replace
Estimated Cost	£80,000	Recomm. Action Date	30/09/2014
Comments	Resurfacing of westbound lane 1 over the entire structure. Repairs/replacement of burried joint and waterproofing will also be required.		

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Outstanding Observations/Defects NOT Confirmed at this Inspection

Not Applicable

Components	North Pier - bearing plinth (north piers)		
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	D3 - Moderate: Defect is probably causing damage to element or structure, or is likely to do so in the near future		
Priority	Medium	Emergency?	No
No. of images	0	Date last confirmed	20/05/2015
Comments	An obvious crack was noted in the Western most bearing plinth of the North pier. Monitor crack at future inspections.		

Substructure

Components	South Abutment - Abutment Wall for South Abutment, South Pier - Cross head (south), North Pier - Cross head (north), North Abutment - Abutment Wall for North Abutment		
Defect Type	Holl - Hollow (delaminated) area		
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	Emergency?	No
No. of images	0	Date last confirmed	20/05/2015
Comments	Areas of delaminated concrete were noted to the bankseat walls and pier crossheads.		
Components	South Pier - Cross head (south), North Pier - Cross head (north)		
Defect Type	FRep - Failed repair		
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	Emergency?	No
No. of images	0	Date last confirmed	09/05/2016
Comments	A number of repairs at core hole testing locations to pier crossheads have failed.		


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Outstanding Observations/Defects NOT Confirmed at this Inspection

Restraint System

Components	East Deck (main span - east) - East Parapet, East Deck(south side span - east) - East Parapet, West Deck (south side span - west) - West Parapet, West Deck (north side span - west) - West Parapet, West Deck(main span - west) - West Parapet		
Defect Type	MissCo - Missing		
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	Emergency?	No
No. of images	0	Date last confirmed	15/06/2010
Comments	Parapet Defects identified during SMIS Capture exercise but not viewed during 2004 GI due to H & S including Bolt fixings - inspect all fixings and tighten loose bolts Parapet Fixings near north end Clean Parapet General Paint Loss Joint Sealant to Parapet edge beams		
Components	West Deck (north side span - west) - West Parapet, West Deck(main span - west) - West Parapet, West Deck (south side span - west) - West Parapet, East Deck (north side span - east) - East Parapet, East Deck (main span - east) - East Parapet, East Deck(south side span - east) - East Parapet		
Defect Type	Deg - Degraded		
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	Emergency?	No
No. of images	0	Date last confirmed	09/05/2016
Comments	IAN 97/07 Assessment - Monitor parapet condition in future PI/GI inspections.		

Watercourses and Earthworks

Components	North Abutment - north revetment		
Defect Type	MissCo - Missing 		
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	09/05/2016
Comments	The north revetment has a slab missing at the base of the north east pier.		

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	Waterproofing	Maintenance Action	Replace
Origin of Work	Incident		
Estimated Cost	£40,000	Recomm. Action Date	30/09/2014
Comments	Repair areas of debonded/delaminated waterproofing whilst carrying out resurfacing operations.		

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Other Planned Inspections

N.B. These are the planned inspections in SMIS at the time of report production (Tuesday, 22 January, 2019), NOT at the time of the inspection.

Type	Target Date	Reason
Special	31/03/2006	Expansion joints have failed resulting in long term contamination of underlying structure. Waterproofing membrane probable failure.
Special	01/07/2013	Mesh damage only to the westbound parapet.
Principal	23/07/2020	

Annex 1

Structure Report

Structure Report for Claydon I/C North (/A14//181.10//)

WARNING - Asbestos is present. Be familiar with SMIS Help Guide and the AAP, follow your own safe working procedures.

Structure Summary key 9942

Road	A14	O.S. Grid Ref East/North	612890 / 249610
Commissioned	1975	Constructed	1975
Maintaining Agent-Area	Kier Highways - Area 6-Area 6	Custodian-Region	HA-East
Geographical Area	Suffolk	Last General Inspection	04/12/2018
Designer	Eastern Rcu		
Last Principal Inspection	20/05/2015		
PI Frequency (years)	6		

Structure Type Bridge And Large Culvert

Bridge Type	Highway Underbridge	Heavy Load Route	No
High Load Route	No	DBFO	No
Scour Susceptible	No	Length	32.30
Original Design Loading	HA + 45 HB	Overall Construction	Concrete
Number of Spans	3		
Tensioning	Not Tensioned		

Description of Structure

The structure is a simply supported three span underbridge and carries the A14, two lane, dual carriageway all purpose trunk road and two verges over the B1113 interchange through the centre span.

The bridge has two side spans of 9.0m and a main span of 14.25m and an overall width of 31.45m. The bridge is square to the A14.

The bridge comprises a cast in situ reinforced concrete top slab and 28no. type M1 precast prestressed beams with precast prestressed concrete type B2 box edge beams supported by cast in situ reinforced concrete bank seat abutments and two intermediate cast in situ reinforced concrete multiple leg portal piers. The bankseats and piers are founded on spread foundations. Flying wingwalls are cantilevered from the back of the bank seats. The deck has a longitudinal joint.

The dual 2 lane A14 on the bridge has carriageways 9.3m wide with 1m wide verges and a 9.9m wide central reserve. Asphaltic plug joints and a longitudinal joint are provided to accommodate movement of the bridge.

Articulation

The deck is supported on rubber pad type bearings. The simply supported structure is fixed at the south abutment and free at the north abutment with corresponding fixity over the intermediate supports.

Load Management for C&U and STGO Live Loading

Location	All Traffic Lanes	Direction	Both
ALL	40/44 tonnes (Assessment)	HB without LL	
HB with LL	45 (Assessment)	SV without LL	
SV with LL			

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Assessments, Inspection and Maintenance History Completed Inspections

Inspection Type	Inspection Date	Inspection Reason
General Inspection	04/12/2018	
General Inspection	09/05/2016	
Principal Inspection	20/05/2015	
General Inspection	20/06/2012	
Special Inspection (Special Inspection following incident)	17/01/2011	Potholes appearing to the surfacing
General Inspection	15/06/2010	
Special Inspection (IAN 97/07 Assessment)	28/07/2009	Special Inspection to record IAN 97/07 results.
Principal Inspection	28/04/2009	
Special Inspection (Resilience assessment)	06/01/2009	Special inspection for initial resilience assessment.
General Inspection	31/05/2006	
General Inspection	13/06/2004	
Principal Inspection	23/07/2002	
General Inspection	17/09/1998	
Principal Inspection	14/08/1996	
General Inspection	08/09/1994	
General Inspection	18/03/1993	
Principal Inspection	03/12/1990	
General Inspection	01/10/1986	
Principal Inspection	01/02/1982	
General Inspection	01/09/1980	

Completed Assessments

Assessment Type	Assessment Date
Parapet Assessment	03/02/2006
40 Tonne Assessment	19/08/1996

Maintenance Actions Completed Through Projects Created In SMIS

Maintenance Object	Maintenance Action	Date Completed	Comments	Project Name
Expansion Joint	Repair	23/09/2009	Replace longitudinal joint to prevent further contamination.	A14 Claydon Waterproofing W/B.
Surfacing	Repair	23/09/2009	Repair damaged surfacing if waterproofing work is likely to be delayed.	A14 Claydon Waterproofing W/B.
Expansion Joint	Replace	23/09/2009	Replace joints in westbound carriageway to prevent further damage to the crossheads.	A14 Claydon Waterproofing W/B.
Waterproofing	Replace	23/09/2009	Westbound carriageway - replace age expired waterproofing that has shown evidence of failure	A14 Claydon Waterproofing W/B.
Expansion Joint	Replace	01/12/2007	Replace failed expansion joints to eastbound carriageway	A14 CLAYDON WATERPROOFING
Waterproofing	Replace	01/12/2007	Eastbound carriageway - replace age expired waterproofing	A14 CLAYDON WATERPROOFING

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Additional Maintenance History

May 2010 - Birse provided saw cut and seal to previous location of surfacing/expansion joint repair..September 2009 - Waterproofing Part 2 Westbound - under the Area 6 MAC Contract Atkins sub-contracted this scheme to Jacksons Civil Engineering. The scope of the scheme was to replace the waterproofing membrane, expansion joints, surfacing, install a combined kerb drain system and a sub-surface drainage system; all to the westbound carriageway only. In this scheme the waterproofing was replaced with a Pitchmastic PMB membrane, the expansion joints were replaced with Pitchmastic BP1 Buried joints, and shallow Envirokerb and Dri-deck sub-surface drainage systems were installed. November 2008 - Birse carried out a surfacing repair over the eastbound north pier expansion joint following pothole at expansion joint location. Bridging plate had been displaced, possibly from surfacing operations, plate replaced and fixed in position. November 2007 - Waterproofing Part 1 Eastbound - Birse Civils Limited replaced the waterproofing membrane, expansion joints, polysulphide joints, surfacing and installed Hydrodeck kerb drainage units to the eastbound carriageway only. As part of the works the centre reserve was partially hardened to allow maintenance of two narrow lanes during peak time working. The expansion joints were replaced with Sentinel buried joints and the waterproofing membrane with Stirling Lloyd Eliminator. October 2010 - Ducting added to external face of westbound parapet beam for comms cables for A14 VMS contract.

Features

Main Span has Lane 1 of the Main Carriageway of an unspecified road running under it with a critical headroom of 5.63 metres which was last checked on 20/05/2015 maintained by Suffolk County Council reference B1113

South Side Span has Natural Ground (Eg Valley) running under it maintained by Highways Agency

West Parapet has some unknown services fixed to it maintained by Highways Agency

West Parapet has some unknown services fixed to it maintained by Highways Agency

West Parapet has some unknown services fixed to it maintained by Highways Agency

Main Span has Lane 2 of the Main Carriageway of an unspecified road running under it with a headroom of 5.68 metres which was last checked on 20/05/2015 maintained by Suffolk County Council reference B1113

Bridge and Large Culvert has an Electricity service

Bridge and Large Culvert has Lane 1 of the Main Carriageway of the road A14 (Uplink) running over it maintained by Highways Agency reference Southbound.

Bridge and Large Culvert has Lane 2 of the Main Carriageway of the road A14 (Uplink) running over it maintained by Highways Agency reference Southbound.

Bridge and Large Culvert has Lane 1 of the Main Carriageway of the road A14 (Downlink) running over it maintained by Highways Agency reference Northbound.

Bridge and Large Culvert has Lane 2 of the Main Carriageway of the road A14 (Downlink) running over it maintained by Highways Agency reference Northbound.

North Side Span has Natural Ground (Eg Valley) running under it maintained by Highways Agency

Interim Measures

No interim measures present

Constraints

Component	Type	Name	Description
Claydon I/C North	Environmental/Heritage	Protected Species W&CA - Flora	Interchange roundabout
Claydon I/C North	Materials	Crocidolite	Asbestos cement permanent shutting

Departures

Departure No.	Standard Departed From	Status
73612	1700 - Aspects not covered : Specification, Structures SHW, MCHW VOL 1 Series 1700 Structural Concrete	Approved with comments

Coating System for Steelwork

No Coating Systems for Steelworks present

Structure Report for Claydon I/C North (/A14//181.10//)

Coating System for Concrete

No Concrete Coating Systems Present

Structure Report for Claydon I/C North (/A14//181.10//)

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.

North Abutment

Support Type	Bank Seat	Material Type	Insitu Reinforced Concrete
Connection Type	Proprietary Elastomeric Bearings	Facing Material	None

Foundation 1

Type	Spread Footings
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north revetment

Type	Surface
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north east wingwall

Anchoring System	Sub Surface	Length	
		Height	

north west wingwall

Anchoring System	Sub Surface	Length	
		Height	

bearing shelf (north)

Material Type	Insitu Mass Concrete
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ballast wall (north) - (Inspection Element)

Type	BAL - Ballast wall
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north abutment bearings

Type	Elastomeric	Installation Date	01/01/1975
Product		No. of Bearings	30

north embankment - (Inspection Element)

Type	EMB - Embankment or adjacent earthworks
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Abutment Wall for North Abutment

Support Type	Bank Seat	Material Type	Insitu Reinforced
Connection Type	Proprietary Elastomeric	Facing Material	None

North Side Span

Structural Form Type	Beam/Girder - At/Below Deck Surface	Skew	0.00
Min Width Between Supports	7.00	Date Min Width Last Checked	
Features Data			
Critical Headroom		Critical Headroom Last Checked	

East Deck (north side span - east)

Structure Form Type	Simply Supported	Length	9.00
Construction Type	Beam And Slab	Width	15.72
Enclosure Type	Void Inaccessible	Construction Date	01/01/1975
Material Type	Precast Prestressed Concrete	Material Name	PRIMARY
Material Type	Insitu Reinforced Concrete	Material Name	SECONDARY

Joint 1 (north abutment - east bound)

Type	Buried Joint(Continuous Surfacing)	Installation Date	26/11/2007
Product	Stirling Lloyd Sentinel B10	No. of Joints	1

Structure Report for Claydon I/C North (/A14//181.10//)
East Parapet

Location	Deck Edge	Installation Date	01/01/1975
Form	Vehicle Parapet	Modified	Not Modified
Designer	B S C (Steel)	Modification Date	
M'facturer/Fabricator	B S C (Steel)	Nominal Height	1
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	Other	Primary Material	Steel
Material Infill	Mesh Infill	Parapet Group	P2(113)
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
BA 37/92 Ranking Data			
Assessed	Y	Assessed Date	31/03/2002
Contain Capacity Req	Normal	Containment Ranking	1.00
Containment Basis	Not Applicable		
Risk Features Below	1.00	Risk Highway Carried Out	3.00
Risk Layout	0.00	Risk Containment Features	0.00
Risk Ranking	4.00	Priority Ranking	4.00

A14 east bound surfacing (replaced Nov 07) - (Inspection Element)

Type	SUR - Carriageway surfacing
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Box beam concrete east

Shape	Box	Strengthening Type	Not Known
Type	Precast Hollow	Edge Beam?	Y
Material	Precast Prestressed Concrete		

Longitudinal joint (replaced Nov 07) - (Inspection Element)

Type	LNJ - Longitudinal joint
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parapet cantilever east - (Inspection Element)

Type	EDG - Edge beam or edge cantilever
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Slab

Form	Slab Flat	Type	Solid
Material	Insitu Reinforced Concrete	StrengtheningType	Not Known

West Deck (north side span - west)

Structure Form Type	Simply Supported	Length	9.00
Construction Type	Beam And Slab	Width	15.72
Enclosure Type	Void Inaccessible	Construction Date	01/01/1975
Material Type	Precast Prestressed Concrete	Material Name	PRIMARY
Material Type	Insitu Reinforced Concrete	Material Name	SECONDARY

Joint 1 (north abutment - west bound)

Type	Buried Joint(Continuous Surfacing)	Installation Date	23/09/2009
		No. of Joints	1
Product	Bayer (Uk) Ltd Bp1 Buried Joint		

Structure Report for Claydon I/C North (/A14//181.10//)
West Parapet

Location	Deck Edge	Installation Date	01/01/1975
Form	Vehicle Parapet	Modified	Not Modified
Designer	B S C (Steel)	Modification Date	
M'facturer/Fabricator	B S C (Steel)	Nominal Height	1
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	Other	Primary Material	Steel
Material Infill	Mesh Infill	Parapet Group	P2(113)
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
BA 37/92 Ranking Data			
Assessed	Y	Assessed Date	31/03/2002
Contain Capacity Req	Normal	Containment Ranking	1.00
Containment Basis	Not Applicable		
Risk Features Below	1.00	Risk Highway Carried Out	3.00
Risk Layout	0.00	Risk Containment Features	0.00
Risk Ranking	4.00	Priority Ranking	4.00

central reserve - integral sub-surface drainage system, installed '09 - (Inspection Element)

Type	CRV - Central reserve
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longitudinal joint - (Inspection Element)

Type	LNJ - Longitudinal joint
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double sided open box beam

Location	Verge	Installation Date	
Form	Safety Barrier	Modified	Modification Status
Designer	Not Known	Modification Date	
M'facturer/Fabricator	Not Known	Nominal Height	Not Specified
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	DROBB	Primary Material	Not Known
Material Infill	No Infill	Parapet Group	Not Applicable
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
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

A14 westbound surfacing (replaced Sept 09) - (Inspection Element)

Type	SUR - Carriageway surfacing
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Box beam concrete west

Shape	Box	Strengthening Type	Not Known
Type	Precast Hollow	Edge Beam?	Y
Material	Precast Prestressed Concrete		

parapet cantilever west - (Inspection Element)

Type	EDG - Edge beam or edge cantilever
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Structure Report for Claydon I/C North (/A14//181.10/)

Slab			
Form	Slab Flat	Type	Solid
Material	Insitu Reinforced Concrete	StrengtheningType	Not Known

North Pier			
Support Type	Concrete Frame	Connection Type	Proprietary Elastomeric
Assessment Data			
Strengthening Completed	N	Permanent Protection	N
Construction Date			

Foundation	
Type	Spread Footings

tensioned corrugated beam safety fencing - (Inspection Element)	
Type	FEN - Fender

Cross head (north)		
Material	Insitu Reinforced Concrete	Height Length Width

bearing plinth (north piers)	
Material Type	Insitu Mass Concrete

tensioned corrugated beam safety fencing (B1113) - (Inspection Element)	
Type	FEN - Fender

Bearing 2 (north verge piers side span)			
Type	Elastomeric	Installation Date	01/01/1981
Product		No. of Bearings	30

Bearing 3 (north verge piers main span)			
Type	Elastomeric	Installation Date	01/01/1981
Product		No. of Bearings	30

Piers / Columns for North Pier			
Support Type	Concrete Frame	Connection Type	Proprietary

Main Span			
Structural Form Type	Beam/Girder - At/Below Deck Surface	Skew	0.00
Min Width Between Supports	14.25	Date Min Width Last Checked	
Features Data			
Critical Headroom		Critical Headroom Last Checked	

East Deck (main span - east)			
Structure Form Type	Simply Supported	Length	14.30
Construction Type	Beam And Slab	Width	14.25
Enclosure Type	Void Inaccessible	Construction Date	01/01/1975
Material Type	Precast Prestressed Concrete	Material Name	PRIMARY
Material Type	Insitu Reinforced Concrete	Material Name	SECONDARY

Joint 2 east (north verge piers)			
Type	Buried Joint(Continuous Surfacing)	Installation Date	26/11/2007
Product	Stirling Lloyd Sentinel B20	No. of Joints	1

Structure Report for Claydon I/C North (/A14//181.10//)
Joint 3 east (south verge piers)

Type	Buried Joint(Continuous Surfacing)	Installation Date	26/11/2007
Product	Stirling Lloyd Sentinel B15	No. of Joints	1

East Parapet

Location	Deck Edge	Installation Date	01/01/1975
Form	Vehicle Parapet	Modified	Not Modified
Designer	B S C (Steel)	Modification Date	
M'facturer/Fabricator	B S C (Steel)	Nominal Height	1
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	Other	Primary Material	Steel
Material Infill	Mesh Infill	Parapet Group	P2(113)
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
BA 37/92 Ranking Data			
Assessed	Y	Assessed Date	31/03/2002
Contain Capacity Req	Normal	Containment Ranking	1.00
Containment Basis	Not Applicable		
Risk Features Below	1.00	Risk Highway Carried Out	3.00
Risk Layout	0.00	Risk Containment Features	0.00
Risk Ranking	4.00	Priority Ranking	4.00

A14 eastbound surfacing (replaced Nov 07) - (Inspection Element)

Type	SUR - Carriageway surfacing
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Box beam concrete east

Shape	Box	Strengthening Type	Overspan Slab
Type	Precast Hollow	Edge Beam?	Y
Material	Precast Prestressed Concrete		

longitudinal joint (replaced Nov 07) - (Inspection Element)

Type	LNJ - Longitudinal joint
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parapet cantilever - (Inspection Element)

Type	EDG - Edge beam or edge cantilever
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Slab

Form	Slab Flat	Type	Solid
Material	Precast Reinforced Concrete	StrengtheningType	Not Known

West Deck(main span - west)

Structure Form Type	Simply Supported	Length	14.30
Construction Type	Beam And Slab	Width	14.25
Enclosure Type	Void Inaccessible	Construction Date	01/01/1975

Joint 2 west (north verge piers)

Type	Buried Joint(Continuous Surfacing)	Installation Date	23/09/2009
Product	Bayer (UK) Ltd Bp1 Buried Joint	No. of Joints	1

Joint 3 west (south verge piers)

Type	Buried Joint(Continuous Surfacing)	Installation Date	23/09/2009
Product	Bayer (UK) Ltd Bp1 Buried Joint	No. of Joints	1

Structure Report for Claydon I/C North (/A14//181.10//)
West Parapet

Location	Deck Edge	Installation Date	01/01/1975
Form	Vehicle Parapet	Modified	Not Modified
Designer	B S C (Steel)	Modification Date	
M'facturer/Fabricator	B S C (Steel)	Nominal Height	1
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	Other	Primary Material	Steel
Material Infill	Mesh Infill	Parapet Group	P2(113)
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
BA 37/92 Ranking Data			
Assessed	Y	Assessed Date	31/03/2002
Contain Capacity Req	Normal	Containment Ranking	1.00
Containment Basis	Not Applicable		
Risk Features Below	1.00	Risk Highway Carried Out	3.00
Risk Layout	0.00	Risk Containment Features	0.00
Risk Ranking	4.00	Priority Ranking	4.00

double sided open box beam

Location	Deck Edge	Installation Date	
Form	Safety Barrier	Modified	Modification Status
Designer	Not Known	Modification Date	
M'facturer/Fabricator	Not Known	Nominal Height	Not Specified
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	DROBB	Primary Material	Not Known
Material Infill	No Infill	Parapet Group	Not Applicable
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
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

longitudinal joint - (Inspection Element)

Type	LNJ - Longitudinal joint
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A14 westbound surfacing (replaced Sept 09) - (Inspection Element)

Type	SUR - Carriageway surfacing
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Box beam concrete west

Shape	Box	Strengthening Type	Not Known
Type	Precast Hollow	Edge Beam?	Y
Material	Precast Prestressed Concrete		

central reserve - integral sub-surface drainage system, installaed '09 - (Inspection Element)

Type	CRV - Central reserve
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parapet cantilever west - (Inspection Element)

Type	EDG - Edge beam or edge cantilever
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Structure Report for Claydon I/C North (/A14//181.10//)

Slab			
Form	Slab Flat	Type	Solid
Material	Insitu Reinforced Concrete	StrengtheningType	Not Known

South Pier			
Support Type	Concrete Frame	Connection Type	Proprietary Elastomeric
Assessment Data			
Strengthening Completed	N	Permanent Protection	N
Construction Date			

Foundation 3	
Type	Spread Footings

Cross head (south)			
Material	Insitu Reinforced Concrete	Height	
		Length	
		Width	

bearing plinth (South piers)	
Material Type	Insitu Mass Concrete

Bearing 4 (south verge piers main span)			
Type	Elastomeric	Installation Date	01/01/1981
Product		No. of Bearings	30

Bearing 5 (south verge piers side span)			
Type	Elastomeric	Installation Date	01/01/1981
Product		No. of Bearings	30

Piers / Columns for South Pier			
Support Type	Concrete Frame	Connection Type	Proprietary

South Side Span			
Structural Form Type	Beam/Girder - At/Below Deck Surface	Skew	0.00
Min Width Between Supports	0.00	Date Min Width Last Checked	
Features Data			
Critical Headroom		Critical Headroom Last Checked	

East Deck(south side span - east)			
Structure Form Type	Simply Supported	Length	9.00
Construction Type	Beam And Slab	Width	14.25
Enclosure Type	Void Inaccessible	Construction Date	01/01/1975

Joint 4 east (south abutment)			
Type	Buried Joint(Continuous Surfacing)	Installation Date	26/11/2007
Product	Stirling Lloyd Sentinel B5	No. of Joints	1

Structure Report for Claydon I/C North (/A14//181.10//)
East Parapet

Location	Deck Edge	Installation Date	01/01/1975
Form	Vehicle Parapet	Modified	Not Modified
Designer	B S C (Steel)	Modification Date	
M'facturer/Fabricator	B S C (Steel)	Nominal Height	1
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	Other	Primary Material	Steel
Material Infill	Mesh Infill	Parapet Group	P2(113)
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
BA 37/92 Ranking Data			
Assessed	Y	Assessed Date	31/03/2002
Contain Capacity Req	Normal	Containment Ranking	1.00
Containment Basis	Not Applicable		
Risk Features Below	1.00	Risk Highway Carried Out	3.00
Risk Layout	0.00	Risk Containment Features	0.00
Risk Ranking	4.00	Priority Ranking	4.00

A14 surfacing east bound (replaced Nov 2007) - (Inspection Element)

Type	SUR - Carriageway surfacing
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Box beam concrete east

Shape	Box	Strengthening Type	Not Known
Type	Precast Hollow	Edge Beam?	Y
Material	Precast Prestressed Concrete		

longitudinal joint (replaced Nov 2007) - (Inspection Element)

Type	LNJ - Longitudinal joint
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parapet cantilever - (Inspection Element)

Type	EDG - Edge beam or edge cantilever
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Slab

Form	Slab Flat	Type	Solid
Material	Precast Reinforced Concrete	StrengtheningType	Not Known

West Deck (south side span - west)

Structure Form Type	Simply Supported	Length	9.00
Construction Type	Beam And Slab	Width	14.25
Enclosure Type	Void Inaccessible	Construction Date	01/01/1975
Material Type	Precast Prestressed Concrete	Material Name	PRIMARY
Material Type	Insitu Reinforced Concrete	Material Name	SECONDARY

Joint 4 west (south abutment)

Type	Buried Joint(Continuous Surfacing)	Installation Date	23/09/2009
		No. of Joints	1
Product	Bayer (Uk) Ltd Bp1 Buried Joint		

Structure Report for Claydon I/C North (/A14//181.10//)
West Parapet

Location	Deck Edge	Installation Date	01/01/1975
Form	Vehicle Parapet	Modified	Not Modified
Designer	B S C (Steel)	Modification Date	
M'facturer/Fabricator	B S C (Steel)	Nominal Height	1
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	Other	Primary Material	Steel
Material Infill	Mesh Infill	Parapet Group	P2(113)
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
BA 37/92 Ranking Data			
Assessed	Y	Assessed Date	31/03/2002
Contain Capacity Req	Normal	Containment Ranking	1.00
Containment Basis	Not Applicable		
Risk Features Below	1.00	Risk Highway Carried Out	3.00
Risk Layout	0.00	Risk Containment Features	0.00
Risk Ranking	4.00	Priority Ranking	4.00

A14 surfacing west bound (replaced Sept 09) - (Inspection Element)

Type	SUR - Carriageway surfacing
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longitudinal joint - (Inspection Element)

Type	LNJ - Longitudinal joint
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Box beam concrete west

Shape	Box	Strengthening Type	Not Known
Type	Precast Hollow	Edge Beam?	Y
Material	Precast Prestressed Concrete		

central reserve - integral sub-surface drainage system, installed '09 - (Inspection Element)

Type	CRV - Central reserve
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Double sided open box beam safety fence

Location	Verge	Installation Date	
Form	Safety Barrier	Modified	Modification Status
Designer	Not Known	Modification Date	
M'facturer/Fabricator	Not Known	Nominal Height	Not Specified
Baco Parapet Type	Not Applicable	Modification Date (Baco post only)	
Barrier Type	DROBB	Primary Material	Not Known
Material Infill	No Infill	Parapet Group	Not Applicable
Cont Perf Class	Not Applicable	Working Width	Not Applicable
Safety Fence Approach	N	Safety Fence Departure	N
Protection System	N	Protection System	N
Protection Reason	Not Applicable		
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

parapet cantilever - (Inspection Element)

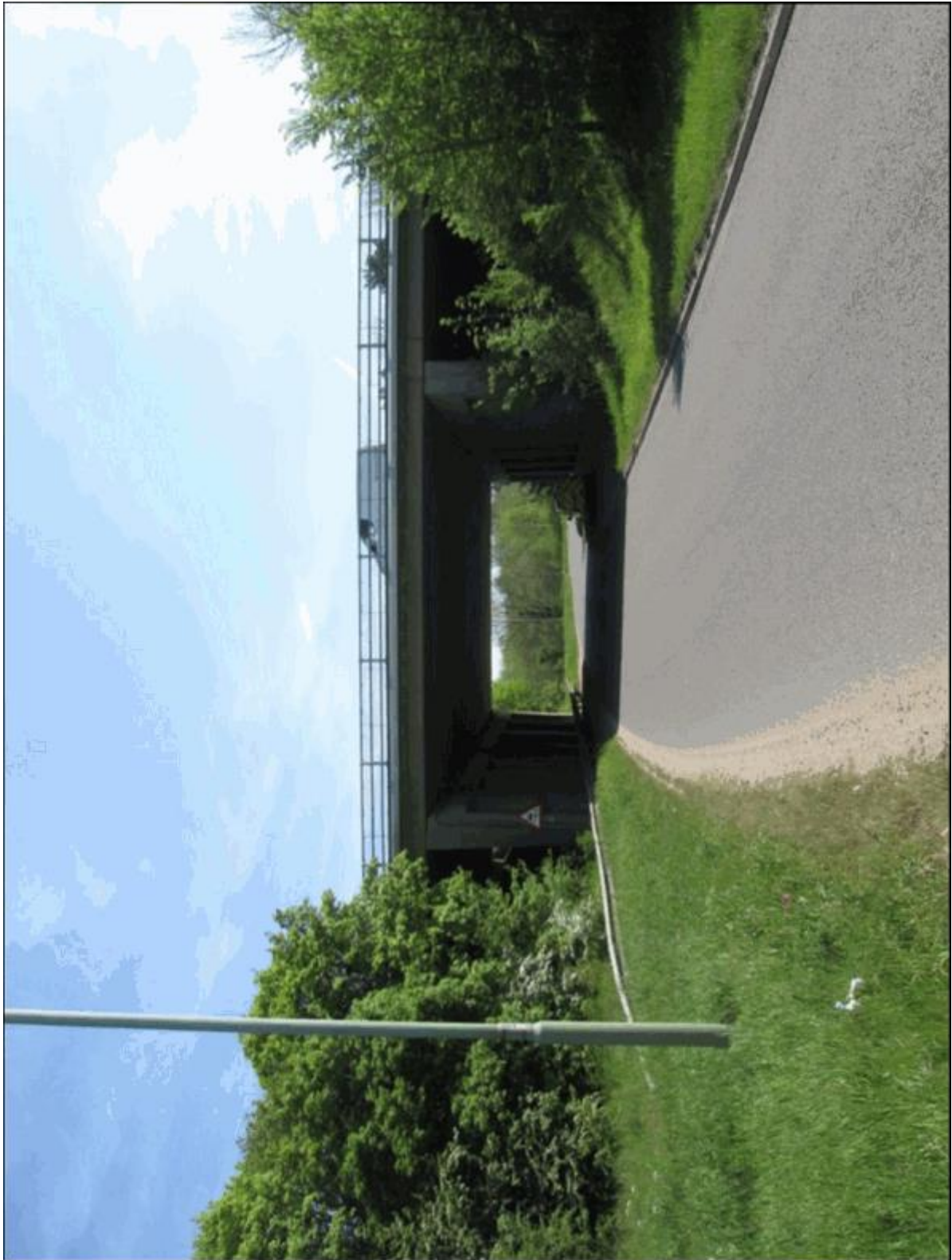
Type	EDG - Edge beam or edge cantilever
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Structure Report for Claydon I/C North (/A14//181.10//)

Slab			
Form	Slab Flat	Type	Solid
Material	Insitu Reinforced Concrete	StrengtheningType	Not Known
South Abutment			
Support Type	Bank Seat	Material Type	Insitu Reinforced Concrete
Connection Type	Proprietary Elastomeric Bearings	Facing Material	None
Foundation 4			
Type	Spread Footings		
Bearing shelf south			
Material Type	Insitu Mass Concrete		
Wingwall south west			
Anchoring System	Sub Surface	Length	
		Height	
Wingwall south east			
Anchoring System	Sub Surface	Length	
		Height	
ballast wall (south) - (Inspection Element)			
Type	BAL - Ballast wall		
south embankment (nature reserve) - (Inspection Element)			
Type	EMB - Embankment or adjacent earthworks		
south abutment bearings			
Type	Elastomeric	Installation Date	01/01/1975
Product		No. of Bearings	30
South Revetment			
Type	Surface		
Abutment Wall for South Abutment			
Support Type	Bank Seat	Material Type	Insitu Reinforced
Connection Type	Proprietary Elastomeric	Facing Material	None

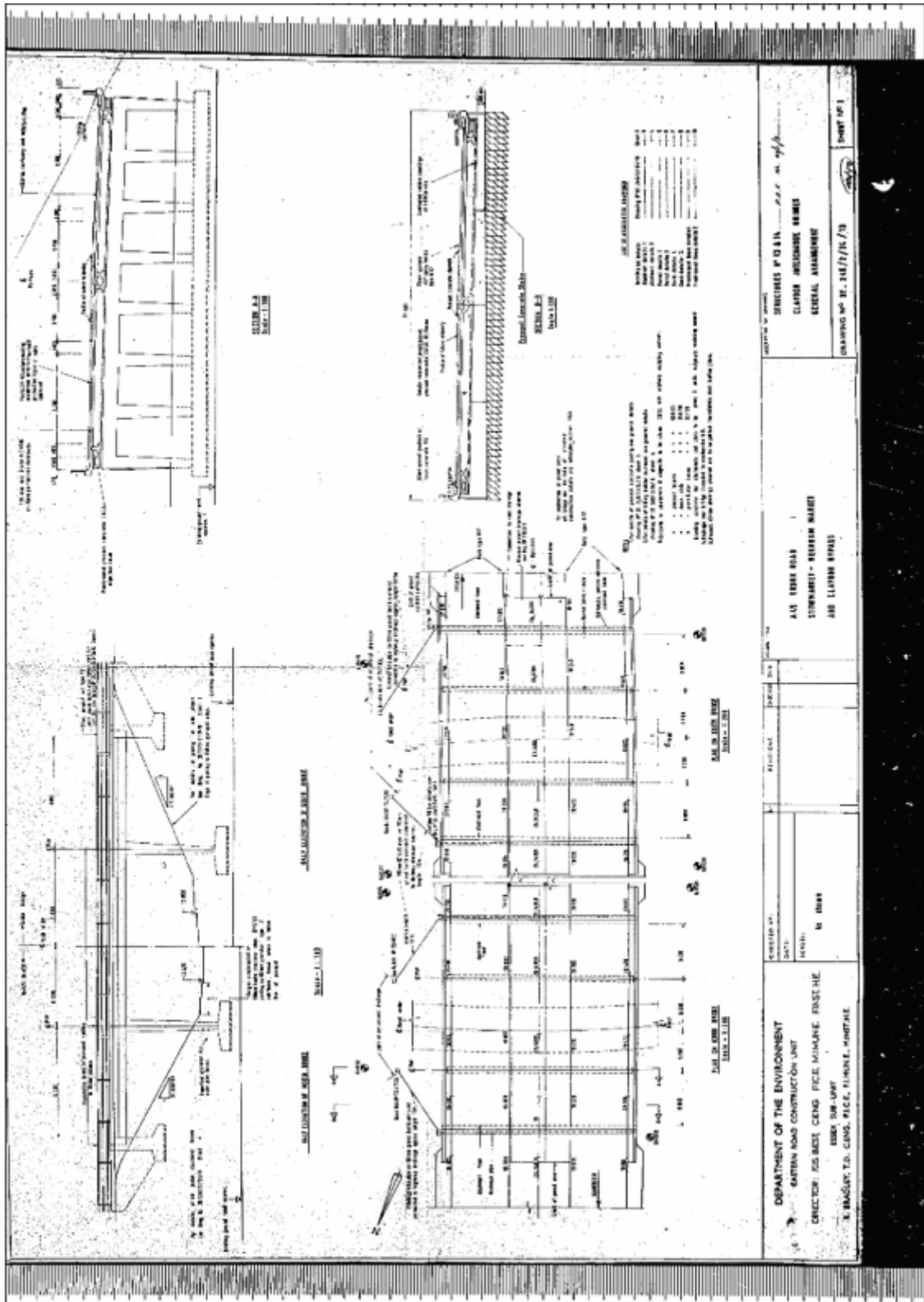
Structure Report for Claydon I/C North (/A14//181.10//)

General Photograph



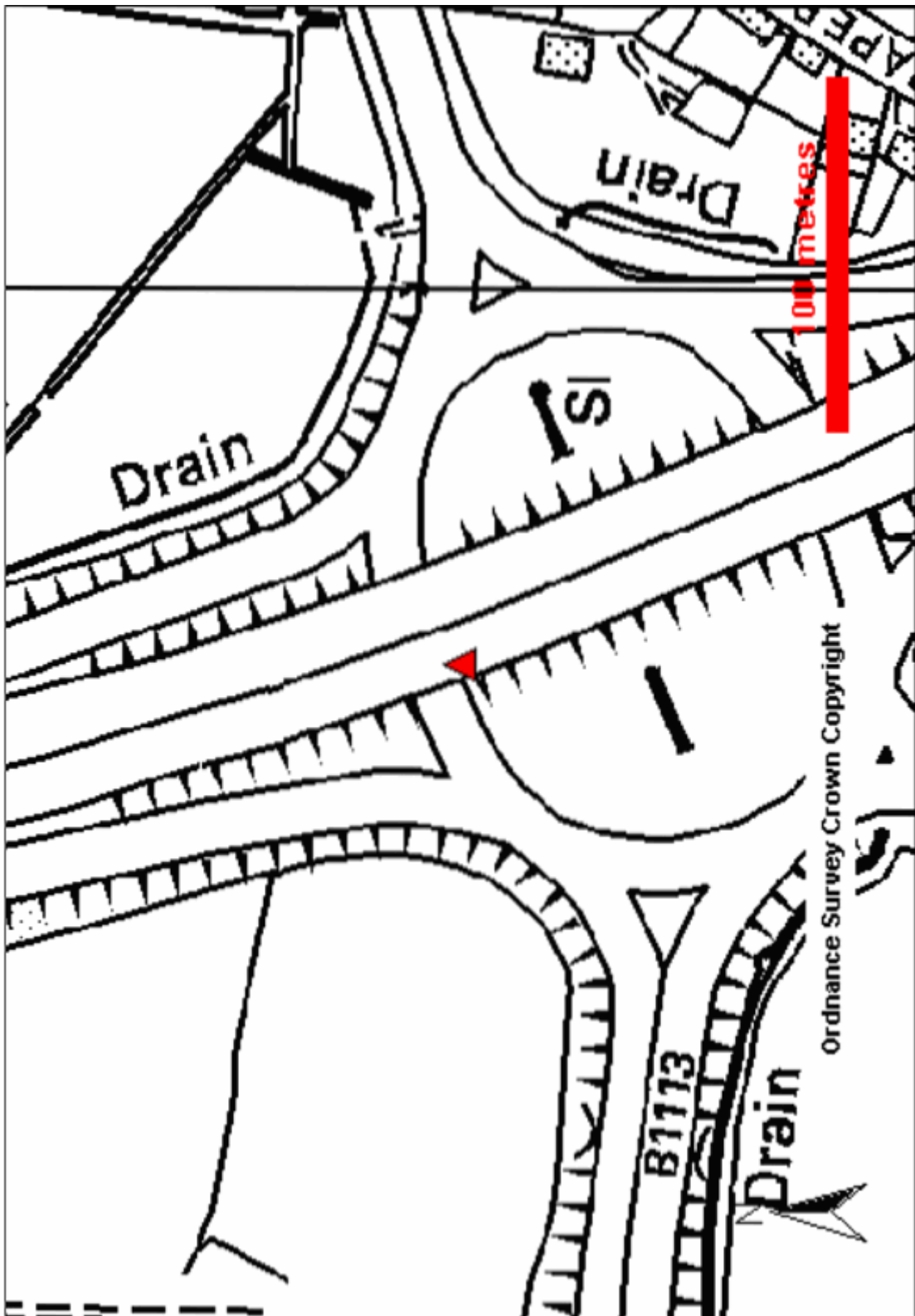
Structure Report for Claydon I/C North (/A14//181.10//)

Elevation Drawing



Structure Report for Claydon I/C North (/A14/181.10/)

Map



Structure Report for Claydon I/C North (/A14/181.10/)

1:50,000 Map

