

**TRANSPORT SCOTLAND - APPLICATION TO REPAIR DAMAGED PARAPET**

(Bridges and Trunk Road Structures)

Structure Name: \_\_\_\_\_

Structure Reference Number: \_\_\_\_\_

**APPLICATION TO REPAIR DAMAGED PARAPET**

**PART A – DESCRIPTION OF STRUCTURE, DAMAGE, EMERGENCY & INTERIM MEASURES**

<p><b>APPLICANT:</b> <i>(Name of Operating Company).</i></p> <p><b>STRUCTURE NAME:</b></p> <p><b>STRUCTURE REF:</b></p> <p><b>DCP REF:</b> <i>(RMMS or IRIS REF)</i></p> <p><b>TSIA 25 SCORE:</b> <i>(TS IA 25 Rinc, Risk Ranking &amp; Result)</i></p> <p><b>SUBMISSION DATE:</b> <i>(Submission date of form and previous versions)</i></p>
<p><b>1. Description of Parapet &amp; VRS Damage:</b> <i>(RTA and DCP damage only not age or condition related deterioration)</i></p> <p><b>1.1 Date of incident:</b> <i>(If known otherwise note date first recorded)</i></p> <p><b>1.2 Brief description:</b> <i>(Length, number of panels, posts including damage to cope, deck or spandrel. Photographs to be included in Annex A).</i></p> <p><b>1.3 Brief details of existing parapet system:</b> <i>(Age, type, design standard, containment level, etc).</i></p> <p><b>1.4 Is Damage/Defect Category 1?</b> <i>(Damaged mesh or minor damage may be deemed Cat 2 if it can be temporarily repaired or does not present a serious or significant risk to trunk road users and the public, pending a permanent repair – The Operating Company should liaise with Transport Scotland whose decision shall be final).</i></p> <p><b>1.5 Are Emergency Repairs required?</b> <i>(Y go to 2.1 below , N/A = Not applicable)</i></p> <p><b>1.6 Can an immediate repair be undertaken?</b> <i>(Temporary or permanent, within 24 hours, Y or N and why).</i></p> <p><b>1.7 Can parapet be repaired within specific Contract period?</b> <i>(4G is 56 days, if not explain the soonest date this can be achieved and why).</i></p>
<p><b>2. Emergency Works &amp; Interim Measures pending Permanent Repair:</b></p> <p><b>2.1 Emergency Works:</b> <i>(Brief description of works to make structure safe, protect public &amp; operatives; e.g. varioguard, temporary road or lane closures, traffic signals, Heras fencing, footway closure, diversion routes)</i></p> <p><b>2.2 Emergency Works, Time and Date undertaken:</b> <i>(how long after incident did these occur, were S7P1 Cl 2.2.5 Cat 1 timescales met?)</i></p> <p><b>2.3 Interim Measures:</b> <i>(Brief description and date to be installed, e.g. temporary VRS, e.g. Varioguard or PCBs. Temporary pedestrian barrier, e.g. HERAS fencing)</i></p> <p><b>2.4 Containment Level:</b> <i>(Give details and if &gt; or &lt; existing parapet).</i></p> <p><b>2.5 Geometric Details:</b> <i>(Length, working width, set backs, tie into RRS).</i></p> <p><b>2.6 Traffic Management:</b> <i>(e.g. lane restriction or closures signing, traffic signals, lane or footway closures, additional signs, VMS, diversion routes – may be submitted as a separate document)</i></p> <p><b>2.7 How long will Interim Measures &amp; Traffic Management be in place?</b> <i>(Time in weeks/ months).</i></p>

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**3. Designer/Assessor Justification:** *(Include reasons why existing DMRB Standards may be inappropriate).*

**3.1 Justification and reasons for Interim Measures.** *(refer to 2.3)*

**3.2 Justification of any DfS required for Interim Measures.** *(if applicable)*

**4. Applicant Operating Company Engineer Declaration (Emergency & Interim Measures)**

I recommend that the above application to implement Emergency and/or Interim Measures for a damaged structures parapet should be accepted/rejected. *(Delete as applicable).*

**Signed:** \_\_\_\_\_ *(Engineer)*

**Name:** \_\_\_\_\_ *(Print)*

**Date:** \_\_\_\_\_

**5. Transport Scotland Bridges Section Comments and Recommendation:**

I recommend that the above application to implement Emergency and/or Interim Measures for a damaged structures parapet should be accepted/rejected. *(Delete as applicable).*

**Signed:** \_\_\_\_\_

**Name:** \_\_\_\_\_ *(Print)*

**Date:** \_\_\_\_\_

**PART B – PERMANENT REPAIRS/REPLACEMENT**

**6. Description of Proposed Permanent Parapet Repair Options:**

**6.1 Brief details of proposed permanent repairs options:** *(Further brief details, feasibility or options studies may be referenced here and/or included as an annex).*

**6.2 Brief details of permanent repair:** *(Further details, feasibility or options studies may be referenced here and/or included as an annex).*

**6.3 CD377 RRRAP & TS IA 25:** *(RRRAP results & new TS IA 25 Rinc & risk rating)*

**6.4 Departure No:** *(Structures Departures only - if applicable).*

**6.5 Timescale and programme for recommended permanent repair option:** *(If outwith the specific period in the Contract, explain why and what is proposed to expedite the permanent works and why the specific period should be relaxed).*

**7. List of Supporting Documentation:**

**7.1 Standards:**

**7.2 Drawings:**

**7.3 Other:**

**8. Description of Proposed Departure from Standards including Aspects Not Covered by Standards:**

**8.1 Recommended Permanent Repair:** *(Include details of DMRB Standards and Clause numbers which are being departed from).*

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**9. Designer/Assessor Justification:** *(Include reasons why existing DMRB Standards may be inappropriate).*

**9.1 Justification and reasons for Recommended Permanent Repair.** *(refer to 6.2)*

**9.2 Justification of any DfS required for Recommended Permanent Repair.** *(if applicable)*

**10. Cost Implications:**

*(Actual or estimate of costs arising from the Interim Measures and Recommended Permanent Repair Option: any future savings to Transport Scotland and effect on future maintenance costs).*

**10.1 Repair Costs:** *(Actual or estimate:, clean up, TM, emergency/temporary repairs, interim measures & permanent repairs)*

**10.2 Maintenance Costs:** *(If known/ applicable)*

**10.3 DCP liability:** *(is cost of 10.1 above or below the thresholds in SAP4 Cl. 3? Operating Company or Culprit/Transport Scotland)*

**10.4 Is Culprit known** *(Yes or No – details will be elsewhere)*

**11. Applicant Operating Company Bridges Manager Declaration:**

I declare that reasonable professional skill and care have been exercised in the preparation of this application to repair/replace a damaged structures parapet and the associated Departure from Standards submission.

*(Delete as applicable).*

**Signed:** \_\_\_\_\_ *(Chartered Engineer)*

**Name:** \_\_\_\_\_ *(Print)*

**Date:** \_\_\_\_\_

**12. Transport Scotland Bridges Section Comments and Recommendation:**

I recommend that the above application to repair/replace a damaged structures parapet and associated Departure from Standards should be accepted/rejected. *(Delete as applicable).*

**Signed:** \_\_\_\_\_

**Name:** \_\_\_\_\_ *(Print)*

**Date:** \_\_\_\_\_

**13. Transport Scotland Chief Bridge Engineer/Network Bridges Manager Recommendation:**

The above application to repair/replace a damaged structures parapet and the associated Departure from Standards is accepted/rejected. *(Delete as applicable).*

**Signed:** \_\_\_\_\_

**Name:** \_\_\_\_\_ *(Print)*

*Chief Bridge Engineer/Network Bridges Manager*

**Date:** \_\_\_\_\_

**14. Repair Completion Date:** *(Also Complete in SMS DCP tab)*

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**ANNEX A – PHOTOGRAPHS**

Photographs to include (with dates & times taken):

DAMAGE  
EMERGENCY/INTERIM REPAIRS  
PERMANENT REPAIRS