| Level 2 Structure Condition Report (Suggested Form) | Form L2-1 |
|---|---|

## Location Details

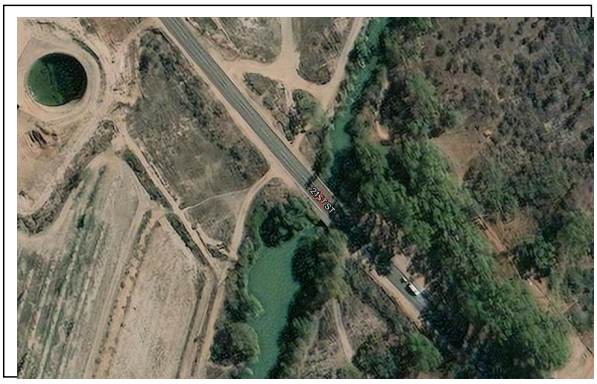
| | | | |
|---|---|---|---|
| **Structure ID** | BR001 | **Road Name** | Twentyfirst Street |
| **Bridge Name** | Twentyfirst Street Bridge | **Road Number** | - |
| **Crossing** (road or stream) | Stream | **Road Class** | Local |
| **Structure Type** | Road Bridge | **Locality/Suburb** | Renmark, SA 5341 |
| **Construction Type** | Abutment, pies, support beams and concrete deck | **Map Number** | - **Ref #** - |
| **Construction Material** | Concrete | **Latitude** | -34.173949 |
| **Date of Construction** | 1960 | **Longitude** | 140.728693 |
| **Date of Inspection** | 18/05/2023 | **Local Authority** | Renmark Paringa Council |

## Inventory Items

| | | | | | |
|---|---|---|---|---|---|
| **Length** *(abutment - abutment)* | 15.5 | m | **Last Level 2 Inspection** | - | |
| **Width** *(Outside kerb - Outside kerb)* | 10 | m | **Next Level 2 Inspection** | 05/2026 | |
| **Height** *(water or road to underside of deck)* | 2.4 | m | **Inspected By** | Tonkin - Patrick Callaghan and Hamid Baseer | |
| **Number of Spans** | 1 | | **Received By** | Shannon Baxter | **Date** |
| **Number of Traffic Lanes** | 2 | | **Checked By** | James Farrall | **Date** 19/05/2023 |

## Location Conditions & Information

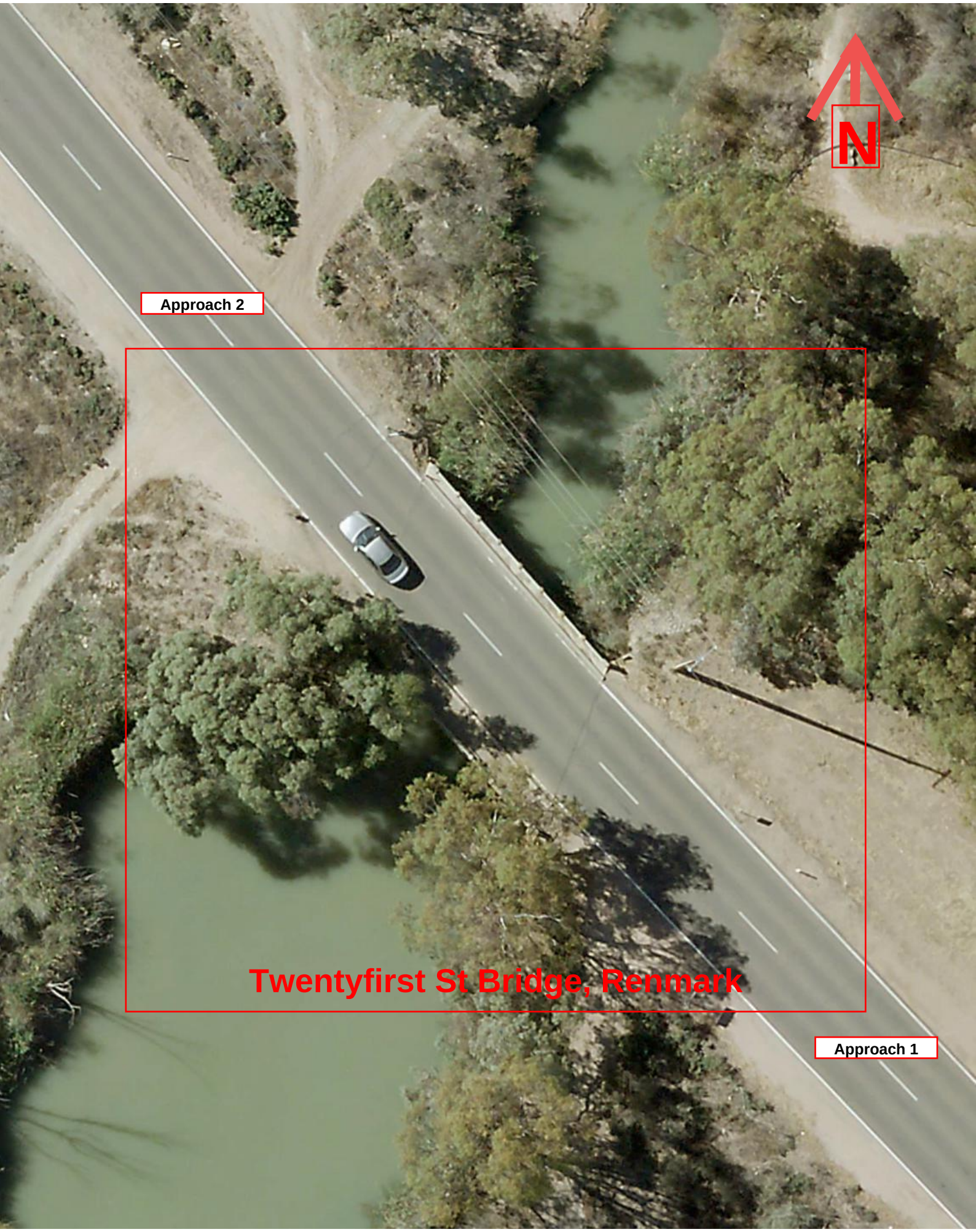
| | | | | | |
|---|---|---|---|---|---|
| **Time of Day** | Daytime | | **Access Equipment Required** | No | **Info** |
| **Temperature** | 19 c | | **Structure Plans Available** | Yes | # |
| **Waters Tidal** | - | was - | **Inspection Level Type** | 2 | |
| **Chainage** | (km) | **on the/~~from~~** | **Rd** | | |
| **Programmed** | Yes | **Exceptional** | **Underwater** | | |

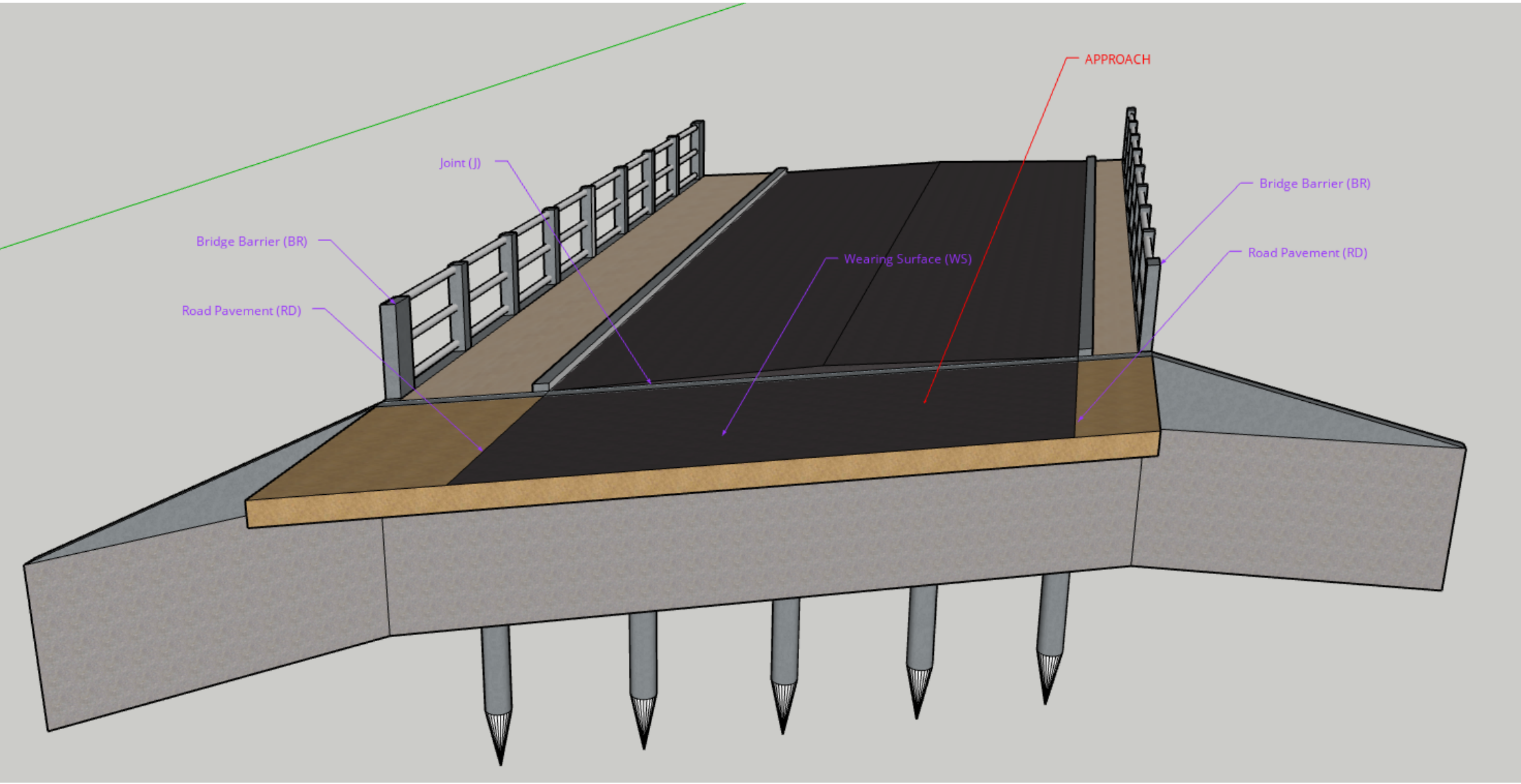
### Inspection Comments

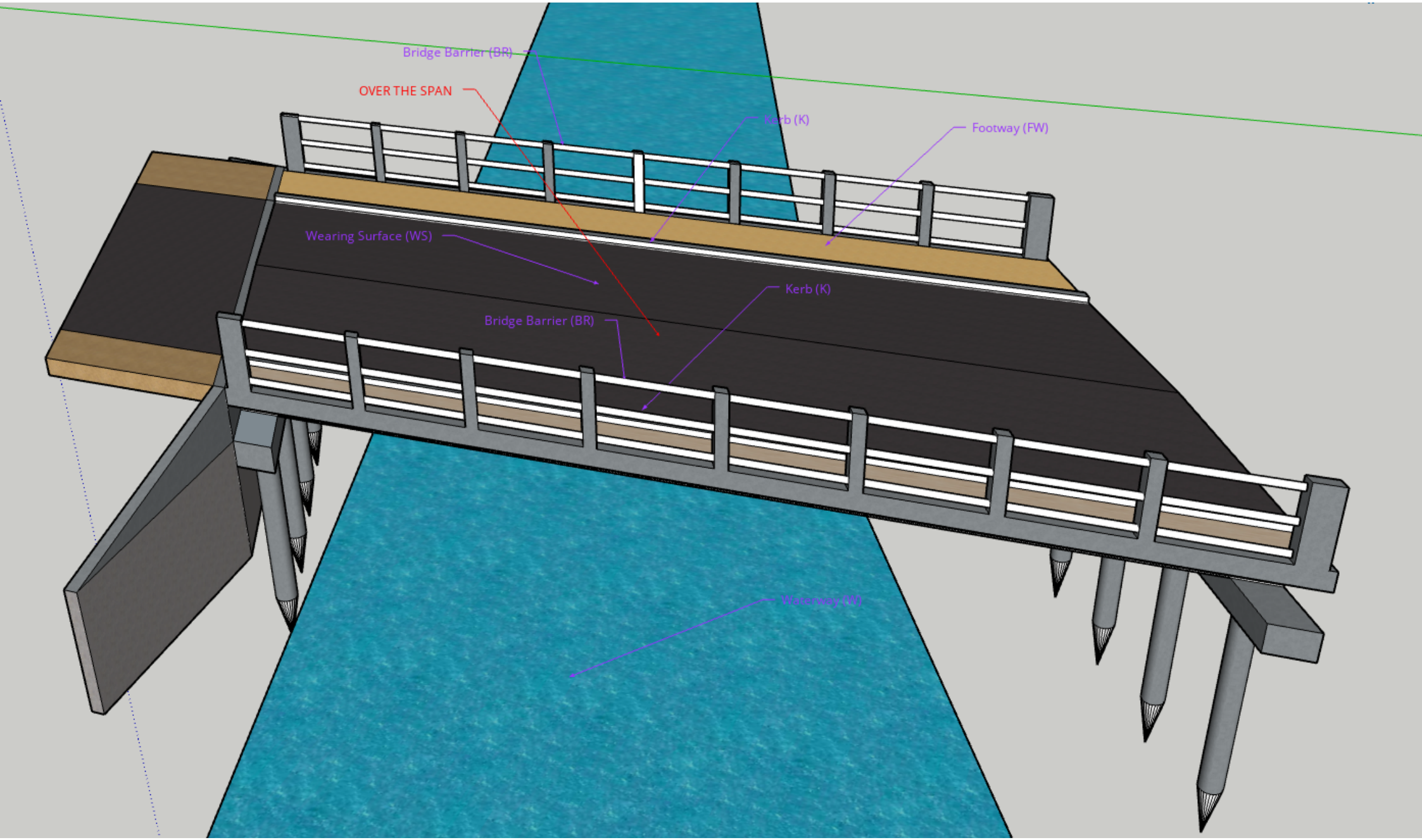
Overall, bridge structure is deemed to be in a "very poor" condition with several components needing immediate maintenance actions as identified in this report. Bridge capacity can potentially increase from 10T limit as per TMK's report given that the actual yield strength of the steel beams has been identified upon inspection. Complete rebuilding of the bridge allowing light vehicles (4.5T) and pedestrian crossing is recommended in terms of cost-benefit analysis as opposed to excessive repairing of the existing bridge structure.

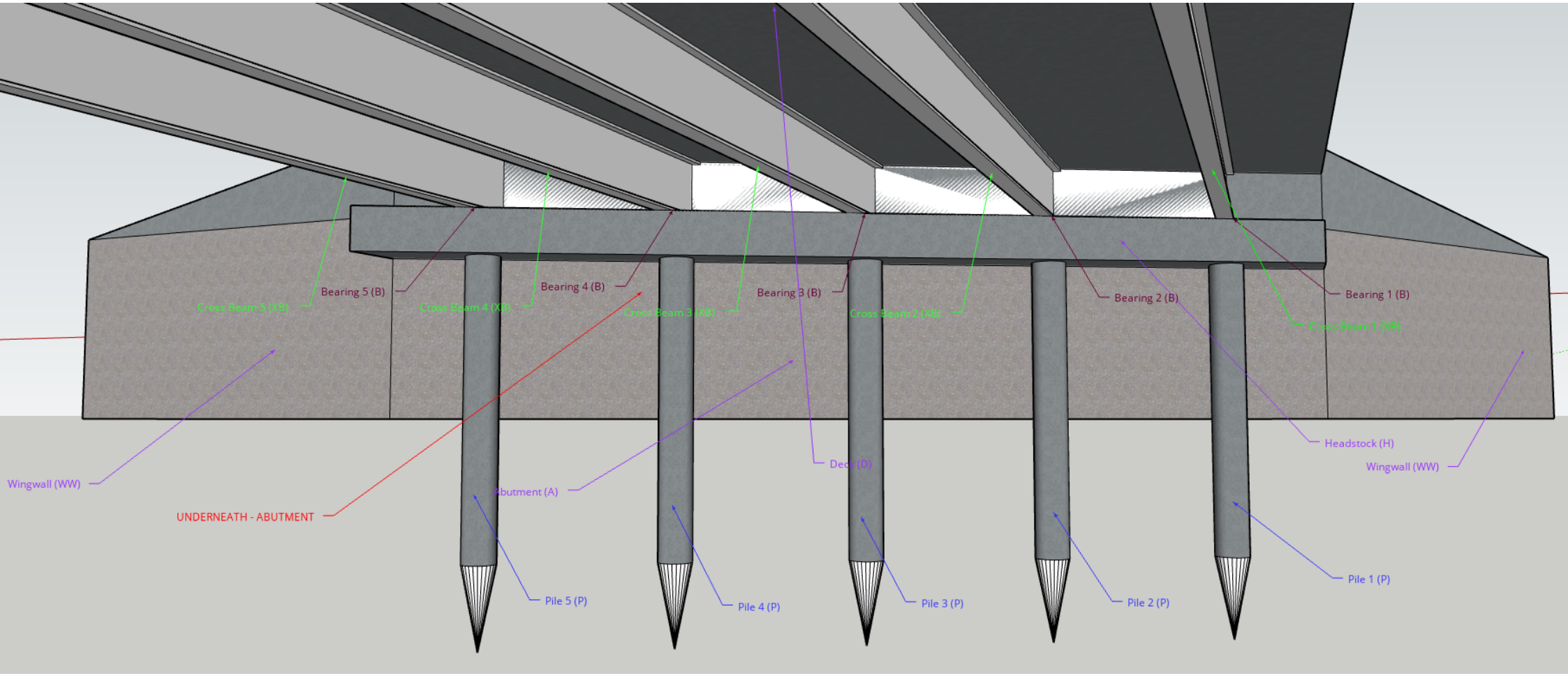
| Overall Structure Condition Rating | Good | Fair | Poor | Very Poor | Close |
|---|---|---|---|---|---|
| **Original Structure (O)** | ☐ | ☐ | ☐ | ☑ | ☐ |
| **Modification ( )** | | | | | |
| **Modification ( )** | | | | | |
| **Modification ( )** | | | | | |


N
Approach 2
Twentyfirst St Bridge, Renmark
Approach 1


APPROACH 1
OVER THE SPAN
APPROACH 2
ABUTMENT 2
ABUTMENT 1


APPROACH
Joint (J)
Bridge Barrier (BR)
Bridge Barrier (BR)
Wearing Surface (WS)
Road Pavement (RD)
Road Pavement (RD)


Bridge Barrier (BR)
OVER THE SPAN
Kerb (K)
Footway (FW)
Wearing Surface (WS)
Kerb (K)
Bridge Barrier (BR)
Waterway (W)


Cross Beam 5 (XB)
Bearing 5 (B)
Cross Beam 4 (XB)
Bearing 4 (B)
Cross Beam 3 (XB)
Bearing 3 (B)
Cross Beam 2 (XB)
Bearing 2 (B)
Bearing 1 (B)
Cross Beam 1 (XB)
Wingwall (WW)
UNDERNEATH - ABUTMENT
Abutment (A)
Deck (D)
Headstock (H)
Wingwall (WW)
Pile 5 (P)
Pile 4 (P)
Pile 3 (P)
Pile 2 (P)
Pile 1 (P)

## Component Inventory and Condition Assessment Form

**Structure ID** BR001 **Inspection Date** 18/05/2023

**Bridge Name** Twentyfirst St Bridge **Type of Inspection** **Level** 2

**Inspected By** Tonkin - PSC and HB **Programmed** Yes **Exceptional** **Underwater**

| Component Location | | | | | | | | | | | Quantity Per Condition State | | | | Comments<br>*- type of defect*<br>*- location of defect*<br>*- size and severity*<br>*- photo number* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Modification | Section | Group | Group Number | Component | Component Number | Component Material (P, C, S, T, O) | Unit (Lm, m², each) | Quantity | Exposure Class | Maintenance Required | 1 | 2 | 3 | 4 | |
| O | Approach 1 | AP | 1 | BR | 1 | S | Lm | 1 | 2 | ☑ | | | | 1 | TMK (Pre-Flood) - Hand rails on both external perimeters of the bridge were observed during TMK's onsite investigation to have visually evident deterioration and cracking, due to the expansion caused by corrosion of the internal reinforcement of the concrete post. It was observed that the hand rail system was not structurally adequate to serve as a vehicular impact barrier, rather just a pedestrian access perimeter barrier.<br>Tonkin - Signs of severe concrete cracking and deterioration. Steel sections not held together very effectively. Barrier deemed inadequate to absorb significant vehicle impact. Corrosion of the internal reinforcement in the concrete posts have caused cracking at the edge of the deck. |
| O | | AP | 1 | WS | 1 | O | m² | 7.3 | 2 | ☑ | 3 | 4.3 | | | TMK (Post-Flood) - The road surfaces to each of the bridge approaches had suffered minor subsidence which was evident due to parallel cracks in the asphalt road surfaces and level difference in the road surface immediately prior to the bridge.<br>Tonkin - Cracking across the width of the road approaches close to the joint. Slight level changes in the pavement surface layer. |
| O | | AP | 1 | J | 1 | O | Lm | 1 | 2 | ☐ | | 1 | | | Tonkin - Joint not sealed. No approach slab. Pavement cracking at the edge. |
| O | | AP | 1 | RD | 1 | O | Each | 1 | 2 | ☑ | | | 1 | | TMK (Post-Flood) - Floodwaters had caused erosion to base course and subgrade layers beneath the road surface at the abutments – causing loss of portions of the road surface.<br>Tonkin - Road scour and more severe closer to the joint/abutment. Pavement base course and subgrade layers eroded at the road shoulders. Need reinstating. |
| O | | AP | 1 | BR | 2 | S | Lm | 1 | 2 | ☑ | | | | 1 | TMK (Pre-Flood) - Hand rails on both external perimeters of the bridge were observed during TMK's onsite investigation to have visually evident deterioration and cracking, due to the expansion caused by corrosion of the internal reinforcement of the concrete post. It was observed that the hand rail system was not structurally adequate to serve as a vehicular impact barrier, rather just a pedestrian access perimeter barrier.<br>Tonkin - Signs of severe concrete cracking and deterioration. Steel sections not held together very effectively. Barrier deemed inadequate to absorb significant vehicle impact. Corrosion of the internal reinforcement in the concrete posts have caused cracking at the edge of the deck.<br>A steel section is missing between the first two concrete posts. |

## Component Inventory and Condition Assessment Form

**Structure ID** BR001 **Inspection Date** 18/05/2023

**Bridge Name** Twentyfirst St Bridge **Type of Inspection** **Level** 2

**Inspected By** Tonkin - PSC and HB **Programmed** Yes **Exceptional** **Underwater**

| Component Location | | | | | | | | | | | Quantity Per Condition State | | | | Comments<br>*- type of defect*<br>*- location of defect*<br>*- size and severity*<br>*- photo number* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Modification | Section | Group | Group Number | Component | Component Number | Component Material (P, C, S, T, O) | Unit (Lm, m², each) | Quantity | Exposure Class | Maintenance Required | 1 | 2 | 3 | 4 | |
| O | Over The Span | S | 1 | BR | 1 | S | Lm | 15 | 2 | ☑ | | | | 15 | TMK (Pre-Flood) - Hand rails on both external perimeters of the bridge were observed during TMK's onsite investigation to have visually evident deterioration and cracking, due to the expansion caused by corrosion of the internal reinforcement of the concrete post. It was observed that the hand rail system was not structurally adequate to serve as a vehicular impact barrier, rather just a pedestrian access perimeter barrier.<br>Tonkin - Signs of severe concrete cracking and deterioration. Steel sections not held together very effectively. Barrier deemed inadequate to absorb significant vehicle impact. Corrosion of the internal reinforcement in the concrete posts have caused cracking at the edge of the deck.<br>Concrete posts are smaller in size compared to the end posts on both sides. |
| O | | S | 1 | WS | 1 | O | m² | 113 | 2 | ☐ | 96 | 17 | | | TMK (Post-Flood) - The roadway was visually less affected but possible delamination of the road surface cannot be excluded.<br>Tonkin - Generally in good condition with no severe cracking at the surface of the pavement layer. |
| O | | S | 1 | K | 1 | C | Lm | 15 | 2 | ☐ | 15 | | | | Tonkin - New kerb installed with the level raised compared to the original drawing. The kerb is in relatively good condition with no cracking or spalling. |
| O | | S | 1 | W | 1 | O | Each | 1 | 2 | ☐ | 1 | | | | Tonkin - Waterway is clear with no significant obstructions that would impede the water flow. |
| O | | S | 1 | FY | 1 | C | Lm | 15 | 2 | ☑ | | | | 15 | TMK (Post-Flood) - The asphalted pedestrian walkway on the north-western side of the bridge had been severely eroded and delaminated from the bridge deck due to floodwater activity.<br>Tonkin - Resurfacing of the pathway. Significant cracking and deterioration of the asphalt layer and gravel underneath. |
| O | | S | 1 | BR | 2 | S | Lm | 15 | 2 | ☑ | | | | 15 | TMK (Pre-Flood) - Hand rails on both external perimeters of the bridge were observed during TMK's onsite investigation to have visually evident deterioration and cracking, due to the expansion caused by corrosion of the internal reinforcement of the concrete post. It was observed that the hand rail system was not structurally adequate to serve as a vehicular impact barrier, rather just a pedestrian access perimeter barrier.<br>Tonkin - Signs of severe concrete cracking and deterioration. Steel sections not held together very effectively. Barrier deemed inadequate to absorb significant vehicle impact. Corrosion of the internal reinforcement in the concrete posts have caused cracking at the edge of the deck.<br>Concrete posts are smaller in size compared to the end posts on both sides. |

## Component Inventory and Condition Assessment Form

**Structure ID** BR001 **Inspection Date** 18/05/2023

**Bridge Name** Twentyfirst St Bridge **Type of Inspection** **Level** 2

**Inspected By** Tonkin - PSC and HB **Programmed** Yes **Exceptional** **Underwater**

| Component Location | | | | | | | | | | | Quantity Per Condition State | | | | Comments<br>*- type of defect*<br>*- location of defect*<br>*- size and severity*<br>*- photo number* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Modification | Section | Group | Group Number | Component | Component Number | Component Material (P, C, S, T, O) | Unit (Lm, m², each) | Quantity | Exposure Class | Maintenance Required | 1 | 2 | 3 | 4 | |
| O | Approach 2 | AP | 2 | BR | 1 | S | Each | 1 | 2 | ☑ | | | | 1 | TMK (Pre-Flood) - Hand rails on both external perimeters of the bridge were observed during TMK's onsite investigation to have visually evident deterioration and cracking, due to the expansion caused by corrosion of the internal reinforcement of the concrete post. It was observed that the hand rail system was not structurally adequate to serve as a vehicular impact barrier, rather just a pedestrian access perimeter barrier.<br>Tonkin - Signs of severe concrete cracking and deterioration. Steel sections not held together very effectively. Barrier deemed inadequate to absorb significant vehicle impact. Corrosion of the internal reinforcement in the concrete posts have caused cracking at the edge of the deck. |
| O | | AP | 2 | WS | 1 | O | m² | 7.3 | 2 | ☑ | 3 | 4.3 | | | TMK (Post-Flood) - The road surfaces to each of the bridge approaches had suffered minor subsidence which was evident due to parallel cracks in the asphalt road surfaces and level difference in the road surface immediately prior to the bridge.<br>Tonkin - Cracking across the width of the road approaches close to the joint. Slight level changes in the pavement surface layer. |
| O | | AP | 2 | J | 1 | O | Lm | 1 | 2 | ☐ | | 1 | | | Tonkin - Joint not sealed. No approach slab. Pavement cracking at the edge. |
| O | | AP | 2 | RD | 1 | O | Each | 1 | 2 | ☑ | | | 1 | | TMK (Post-Flood) - Floodwaters had caused erosion to base course and subgrade layers beneath the road surface at the abutments – causing loss of portions of the road surface.<br>Tonkin - Road scour and more severe closer to the joint/abutment. Pavement base course and subgrade layers eroded at the road shoulders. Need reinstating. |
| O | | AP | 2 | BR | 2 | S | Each | 1 | 2 | ☑ | | | | 1 | TMK (Pre-Flood) - Hand rails on both external perimeters of the bridge were observed during TMK's onsite investigation to have visually evident deterioration and cracking, due to the expansion caused by corrosion of the internal reinforcement of the concrete post. It was observed that the hand rail system was not structurally adequate to serve as a vehicular impact barrier, rather just a pedestrian access perimeter barrier.<br>Tonkin - Signs of severe concrete cracking and deterioration. Steel sections not held together very effectively. Barrier deemed inadequate to absorb significant vehicle impact. Corrosion of the internal reinforcement in the concrete posts have caused cracking at the edge of the deck. |

## Component Inventory and Condition Assessment Form

**Structure ID** BR001 **Inspection Date** 18/05/2023

**Bridge Name** Twentyfirst St Bridge **Type of Inspection** **Level** 2

**Inspected By** Tonkin - PSC and HB **Programmed** Yes **Exceptional** **Underwater**

| Component Location | | | | | | | | | | | Quantity Per Condition State | | | | Comments<br>*- type of defect*<br>*- location of defect*<br>*- size and severity*<br>*- photo number* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Modification | Section | Group | Group Number | Component | Component Number | Component Material (P, C, S, T, O) | Unit (Lm, m², each) | Quantity | Exposure Class | Maintenance Required | 1 | 2 | 3 | 4 | |
| O | Underneath - Abutment 1 | S | 1 | XB | 1 | S | Each | 5 | 2 | ☑ | | | 3 | 2 | TMK (Post-Flood) - Lateral forces imposed by the flow of floodwater likely had contributed to further warping / rotation of the steel support beams due to lack of bridging / cross bracing – an item which was discussed within the initial report.<br>Tonkin - Beams are not composite, sagging in the mid span. Bottom flange has been plated at the middle section. No plating only underneath the central beam. Beams 4 and 5 in the Northern side of the bridge are showing lateral movement. Steel corrosion evident in all beams. The make of the steel section were identified that could allow increasing yielding strength for structural analysis. |
| O | | S | 1 | D | 1 | C | Each | 1 | 2 | ☑ | | | 1 | | TMK (Post-Flood) - Minor additional spalling of concrete was noted – likely loose concrete fragments being removed by floodwater activity.<br>Around 150mm rubble on top of the deck as part of resurfacing which is adding extra dead load. Minimal cover underneath the bridge deck causing concrete delamination and exposing of the bottom steel reinforcement. Concrete patch repair works have been done but in isolated section only. Honeycombing possibly due to inadequate compacting. |
| O | | A | 1 | B | 1 | O | Each | 5 | 2 | ☑ | | | 3 | 2 | TMK (Post-Flood) - Grouted end bearings of the steel beams had been eroded due to historic cracking and floodwater activity.<br>Tonkin - Bearing showing typical signs of fatigue and distortion due to flooding. Steel plate and bolts have corroded. |
| O | | A | 1 | WW | 1 | C | Each | 2 | 2 | ☑ | | | 2 | | Tonkin - Newer concrete. Pre-cast section installed post initial construction. |
| O | | A | 1 | P | 1 | C | Each | 5 | 2 | ☐ | | 5 | | | TMK (Post-Flood) - No signs of significant differential movement were observed during the non-destructive investigation, to the concrete piers.<br>Tonkin - concrete piles are relatively more intact and no sign of differential movement observed. |
| O | | A | 1 | H | 1 | C | Each | 1 | 2 | ☑ | | | 1 | | TMK (Pre-Flood) - Concrete degradation and spalling occurring to both ends of the concrete support beam to east embankment, exposing internal steel reinforcement.<br>Tonkin - As per the tap test, the concrete deemed gummy or corroded. No longer fulfilling structural purpose. |
| O | | A | 1 | A | 1 | C | m² | 18 | 2 | ☑ | | | 18 | | TMK (Post-Flood) - The bridge abutments had suffered erosion effects from the floodwater.<br>Tonkin - Isolated cracks observed that go across the abutment. There appears to be multiple stages of reconstruction/repair over the life-span of the bridge with pre-cast concrete wall installation and pouring con-crete. |

## Component Inventory and Condition Assessment Form

**Structure ID** BR001 **Inspection Date** 18/05/2023

**Bridge Name** Twentyfirst St Bridge **Type of Inspection** **Level** 2

**Inspected By** Tonkin - PSC and HB **Programmed** Yes **Exceptional** **Underwater**

| Component Location | | | | | | | Unit (Lm, m², each) | Quantity | Exposure Class | Maintenance Required | Quantity Per Condition State | | | | Comments<br>*- type of defect*<br>*- location of defect*<br>*- size and severity*<br>*- photo number* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Modification | Section | Group | Group Number | Component | Component Number | Component Material (P, C, S, T, O) | | | | | 1 | 2 | 3 | 4 | |
| O | Underneath - Abutment 2 | A | 2 | B | 1 | O | Each | 5 | 2 | ☑ | | | 3 | 2 | TMK (Post-Flood) - Grouted end bearings of the steel beams had been eroded due to historic cracking and floodwater activity.<br>Tonkin - Bearing showing typical signs of fatigue and distortion due to flooding. Steel plate and bolts have corroded. |
| O | | A | 2 | WW | 1 | C | Each | 2 | 2 | ☑ | | | 2 | | Tonkin - Newer concrete. Pre-cast section installed post initial construction. |
| O | | A | 2 | P | 1 | C | Each | 5 | 2 | ☐ | | 4 | 1 | | TMK (Post-Flood) - No signs of significant differential movement were observed during the non-destructive investigation, to the concrete piers.<br>Tonkin - concrete piles are relatively more intact and no sign of differential movement observed. The concrete pile in the North-Western corner could not be investigated due to the lack of access and it has been assumed that the pile exists as per the original drawings provided and the pile arrangement of the abutment on the opposite side. |
| O | | A | 2 | H | 1 | C | Each | 1 | 2 | ☑ | | | 1 | | TMK (Pre-Flood) - Concrete degradation and spalling occurring to both ends of the concrete support beam to east embankment, exposing internal steel reinforcement.<br>Tonkin - As per the tap test, the concrete deemed gummy or corroded. No longer fulfilling structural purpose. |
| O | | A | 2 | A | 1 | C | m² | 17.5 | 2 | ☑ | | | 18 | | TMK (Post-Flood) - The bridge abutments had suffered erosion effects from the floodwater.<br>Tonkin - Isolated cracks observed that go across the abutment. There appears to be multiple stages of reconstruction/repair over the life-span of the bridge with pre-cast concrete wall installation and pouring concrete. |

## Photos and Sketches Report

| | | | |
|---|---|---|---|
| **Structure ID** | BR001 | **Inspection Date** | 18/05/2023 |
| **Bridge Name** | Twentyfirst St Bridge | **Type of Inspection - Level** | 2 |
| **Inspected By** | Tonkin - PSC and HB | | |

**Report Image No.** 01 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (1)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | AP1 | BR1 | 4 |

**Report Image No.** 02 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (2)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | AP1 | WS | 2 |

**Report Image No.** 03 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (3)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | AP1 | J | 2 |

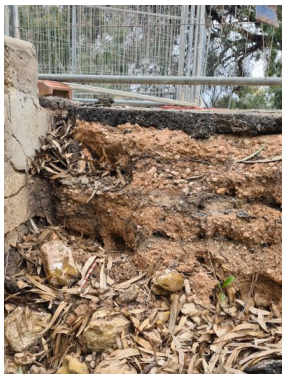
## Photos and Sketches Report

| | | | |
|---|---|---|---|
| **Structure ID** | BR001 | **Inspection Date** | 18/05/2023 |
| **Bridge Name** | Twentyfirst St Bridge | **Type of Inspection - Level** | 2 |
| **Inspected By** | Tonkin - PSC and HB | | |

**Report Image No.** 04 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (4)* .jpg

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | AP1 | RD | 3 |



**Report Image No.** 05 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (5)* .jpg

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | AP1 | BR2 | 4 |

**Report Image No.** 06 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (6)* .jpg

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | S | BR1 | 4 |

## Photos and Sketches Report

| | | | |
|---|---|---|---|
| **Structure ID** | BR001 | **Inspection Date** | 18/05/2023 |
| **Bridge Name** | Twentyfirst St Bridge | **Type of Inspection - Level** | 2 |
| **Inspected By** | Tonkin - PSC and HB | | |

**Report Image No.** 07 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (7)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | S | WS | 2 |

**Report Image No.** 08 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (8)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | S | K | 1 |

**Report Image No.** 09 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (9)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | S | W | 1 |

## Photos and Sketches Report

| | | | |
|---|---|---|---|
| **Structure ID** | BR001 | **Inspection Date** | 18/05/2023 |
| **Bridge Name** | Twentyfirst St Bridge | **Type of Inspection - Level** | 2 |
| **Inspected By** | Tonkin - PSC and HB | | |

**Report Image No.** 10 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (10)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | S | FY | 4 |

**Report Image No.** 11 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (11)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | S | BR2 | 4 |

**Report Image No.** 12 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (12)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | AP2 | WS | 2 |

## Photos and Sketches Report

| | | | |
|---|---|---|---|
| **Structure ID** | BR001 | **Inspection Date** | 18/05/2023 |
| **Bridge Name** | Twentyfirst St Bridge | **Type of Inspection - Level** | 2 |
| **Inspected By** | Tonkin - PSC and HB | | |

**Report Image No.** 13 **Date** 18/05/2023

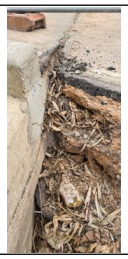
**Original Image No.** *Twentyfirst St Bridge (13)* .jpg

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | AP2 | J | 4 |

**Report Image No.** 14 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (14)* .jpg

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | AP2 | RD | 3 |



**Report Image No.** 15 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (15)* .jpg

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | S | XB | 4 |

## Photos and Sketches Report

| | | | |
|---|---|---|---|
| **Structure ID** | BR001 | **Inspection Date** | 18/05/2023 |
| **Bridge Name** | Twentyfirst St Bridge | **Type of Inspection - Level** | 2 |
| **Inspected By** | Tonkin - PSC and HB | | |

**Report Image No.** 16 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (16)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | S | D | 3 |

**Report Image No.** 17 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (17)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | A1 | B | 3 |

**Report Image No.** 18 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (18)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | A1 | WW | 3 |

## Photos and Sketches Report

| | | | |
|---|---|---|---|
| **Structure ID** | BR001 | **Inspection Date** | 18/05/2023 |
| **Bridge Name** | Twentyfirst St Bridge | **Type of Inspection - Level** | 2 |
| **Inspected By** | Tonkin - PSC and HB | | |

**Report Image No.** 19 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (19)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | A1 | H | 3 |

**Report Image No.** 20 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (20)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | A1 | P | 2 |

**Report Image No.** 21 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (21)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | A1 | A | 3 |

**Report Image No.** 22 **Date** 18/05/2023

**Original Image No.** *Twentyfirst St Bridge (12)* **.jpg**

| Mod | Group | Component | Condition State |
|---|---|---|---|
| O | A2 | A | 3 |