




<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52ch	<b>Examination date:</b>	13/06/18
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

<p><b>General view of structure: CE portal</b></p> 	<p><b>Location map</b></p>  <p><b>Aerial View</b></p> 								
<p>A Detailed Examination of this structure has been carried out to establish the condition, identify the nature, severity and extent of defects, ascertain the rate of deterioration by reference to the previous examination reports and identify the scope, extent and urgency of any remedial actions required to ensure the continued safety and long-term integrity of the structure.</p>	<table> <tr> <td><b>Examiner:</b></td> <td>[Redacted]</td> <td><b>Signed:</b></td> <td>[Redacted]</td> </tr> <tr> <td><b>Date:</b></td> <td>13/06/18</td> <td></td> <td></td> </tr> </table>	<b>Examiner:</b>	[Redacted]	<b>Signed:</b>	[Redacted]	<b>Date:</b>	13/06/18		
<b>Examiner:</b>	[Redacted]	<b>Signed:</b>	[Redacted]						
<b>Date:</b>	13/06/18								

**Access Hazards:**

Access is gained from the unclassified road "Ham Lane" located North of Shepton Mallett. The old track formation is reached via [Redacted]

**Recommendations:**

Defects generally stable; no action required.

Consideration to fencing above portal and to fencing at road level above should be made - P1 £15k.

Note: the anecdotal evidence of trespassers and general misuse is not corroborated by any evidence throughout the entire site (inc. SAD 77 Old Tunnel)

**Signed by Examining Engineer:** [Redacted]

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<b>Type of construction</b>	Windsor New Tunnel is a typical horseshoe profile consisting of a mixture of natural rock, brick and masonry construction. At the tunnel ends, masonry sidewalls supporting four brick ring barrel are shown at the LE and masonry sidewalls supporting three brick ring barrel is shown at the CE, which is also slightly narrower. Masonry box wingwalls are present at each end of the tunnel and a retaining wall is also present at the LE on downside.
<b>No. of sections</b>	11 sections of 10 metres, last section 8.7m
<b>Details of shafts</b>	No shafts.
<b>Details of manholes and drains</b>	No manholes or drains visible.

*General Comments:*

Long-standing transverse fracture (highlighted by salts) to mid haunch of US sidewall at LE portal remains stable (P13).

*Walkover Survey*

The structure carries agricultural land, woodland, and a single carriageway unclassified road. No deformation or subsidence of the road surface was observed (P32). Walkover survey not fully completed due to dense vegetation, underfoot conditions and fallen trees. The post and wire boundary fence above the CE portal has partially failed (P31). This old fence line is 5m from road with 12m drop beyond the fence line (P29, P30). The LE portal is in remote woodland (P33).

The areas immediately to the rear of the portals are unfenced (P8, P28). Anecdotal evidence, from the owner of [REDACTED] Farm, suggests frequent misuse of the tunnel area. No evidence of this was, or has ever been, found.

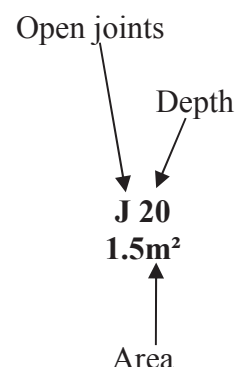
Pressure readings		Gases	
C/end	998.2 mb	O <sub>2</sub>	20.9%
At centre	998.1 mb	H <sub>2</sub> S	Zero
L/end	998.1 mb	CH <sub>4</sub>	Zero
		CO	Zero

<b>Examined By:</b>	Appointees Engineer	[REDACTED]	<b>Date of exam</b>
	Appointees Examiner	[REDACTED]	13/06/18

Symbols Used in Tunnel Diagram:

<b>BWK</b>	Brickwork	<b>W</b>	Wetness
<b>CJ</b>	Construction Joint	<b>WD</b>	Water dripping
<b>R</b>	Refuge	<b>WR</b>	Water running
<b>S</b>	Spalling	<b>FL</b>	Flattening of Arch
<b>F</b>	Fracture	<b>B</b>	Bulging
<b>J</b>	Open Joints	<b>STLG</b>	Stalactites
<b>H</b>	Hollow/Drummy	<b>CLCT</b>	Calcite Growth
<b>ST</b>	Soot Deposits	<b>L</b>	Leaching

**Example**







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<p><b>Notes</b></p> <p>Retaining wall located on downside at London end of tunnel</p> <p>Moss and lichen cover 95% of the structure (P25)</p> <p>Odd open joints up to 90mm deep (from 75mm) adjacent to quoin to 5 linear metres (P27)</p> <p>Weepholes in wall remain clear.</p> <p>Masonry coper course units are lifting in places</p> <p>Horizontal stepped fracture noted to middle section</p> <p>1.5m above G/L, &gt;3.5m long, open 5mm (P26)</p> <p>Portal is unfenced to rear (P28)</p>	
<p><b>Windsor Hill (New) Tunnel</b> SAD 19m 52ch</p>	<p><b>London end</b> <b>Masbury portal (14)</b></p> <p><b>Downside spandrel/ wingwall</b></p> <p>Open joints, mainly to bed joints 0.5m<sup>2</sup> to 50mm (P.15)</p> <p>Coping course entirely moss covered with fallen tree to rear (P16)</p> <p>Long-standing missing unit to base of wingwall (P17)</p> <p>Step fracture runs from base of wingwall (obscured by moss in places) stepping up 6no courses then as horizontal fracture to mid haunch 2.5m long open 1mm (P18, P19).</p> <p><b>Headwall</b></p> <p>Four brick face rings in good condition with minor joint loss to first ring (P20).</p> <p>Separation fracture (long-standing) runs from DS upper haunch to US mid haunch, open to 2mm between masonry headwall and brick face rings (P21).</p>
	<p><b>Upside spandrel/ wingwall</b></p> <p>Moss, lichen and ivy cover approximately 75% of the spandrel.(P22)</p> <p>Open joints, largely to bed joints, to spandrel approximately 3m<sup>2</sup> up to 40mm deep (P23)</p> <p>Single masonry unit missing (P24) (heavily moss covered)</p>

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<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

<b>Notes</b> No fencing to rear of headwall. Steep embankment to rear (P8).	<b>Windsor Hill (New) Tunnel</b> SAD 19m 52ch
	<b>Country end portal (cover photo)</b>
	<b>Downside spandrel/ wingwall</b> <p>Moss, lichen and ivy cover approximately 60% of the spandrel (P1) with headwall copings entirely moss/ ivy covered throughout.</p> <p>Spandrel generally found to be in good condition with no significant defects and firm to hammer.</p> <p>Long-standing single masonry unit missing in spandrel/ wingwall (P2).</p> <p>Minor diagonal fracture to area above mid haunch and adjacent to missing unit open 1mm 300mm long (P3)</p>
	<b>Headwall</b> <p>Three brick face rings in good condition with joint loss to 10mm max (P4).</p> <p>Area of open joints to downside spandrel (above barrel) approximately 1.5m<sup>2</sup> up to 50mm deep (P5).</p> <p>Light vegetation overhanging the portal with top section moss covered..</p>
	<b>Upside spandrel/ wingwall</b> <p>Wingwall generally found to be in good condition with no significant defects.</p> <p>Moss, lichen and ivy cover approximately 80% of the spandrel (P6).</p> <p>Long-standing single masonry unit missing to spandrel/ wingwall at centre (P7) –firm to hammer</p>

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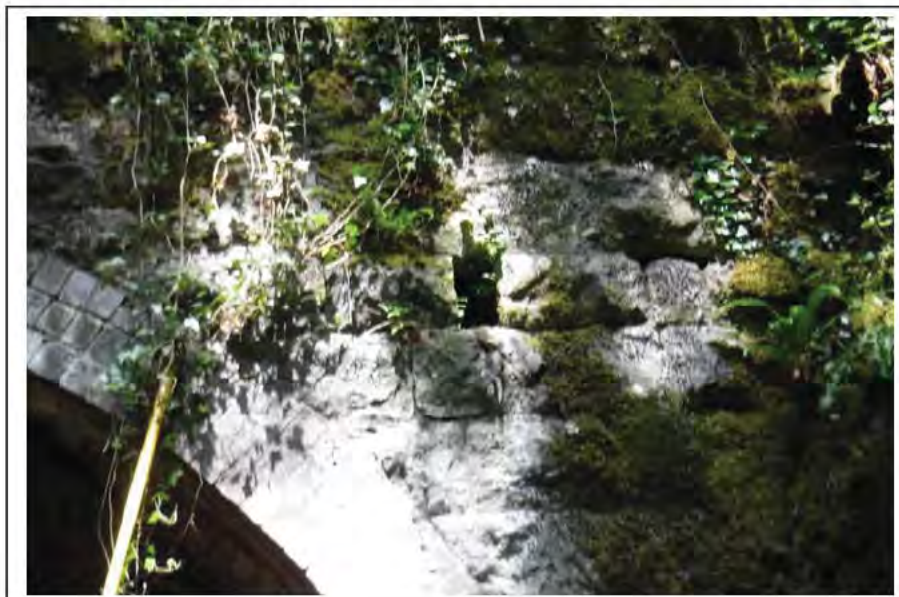
	<i>Sidewall</i>	<i>Haunch</i>	<i>Crown</i>	<i>Haunch</i>	<i>Sidewall</i>	
<b>London end</b>						
0	Good CJ	F h/l 2.5m long (P13)	Good	Good	Good CJ (P12)	0
	Good	Good	Good	Good	Good	
1	Good	Good	Good	Good	Good	1
	W	Good	Good	Good	Good	
2	Good	Isol. wet patches	Good	Isol. wet patches	Good	2
	Good	Good	Good	Good	Good	
3	Good	Good	Good (P11)	Good	Good	3
	Good	H (isol.)	Good (Isol. wet in places) (P10)	Good	Good	
4	Good	Isol. wet patches	Good	W (patches)	Good	4
	Good	Isol. wet patches	Good	D	D	
5	Good	D J60 x 0.5m <sup>2</sup> Water staining	Good	WS	WS (P9)	5
	Good	Good	Good	Good	Good	

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*Photographs of structure*



Photograph no 1: Moss, lichen and ivy cover approximately 60% of the DC spandrel

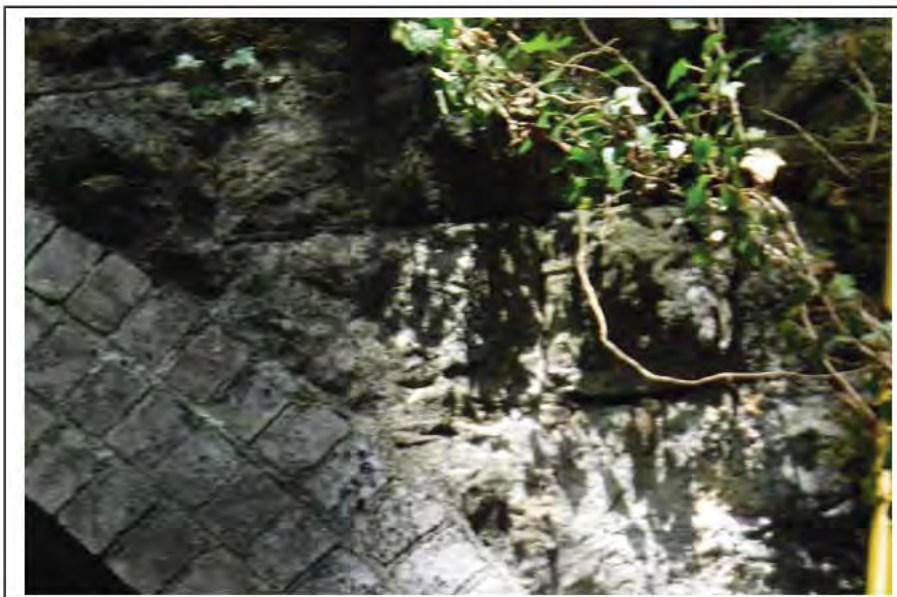


Photograph no 2: Long-standing single masonry unit missing in DC spandrel/ wingwall



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*Photographs of structure*



Photograph no 3: Minor diagonal fracture to area above DC mid haunch  
and adjacent to missing unit open 1mm 300mm long



Photograph no 4: CE headwall  
Three brick face rings in good condition with joint loss to 10mm max



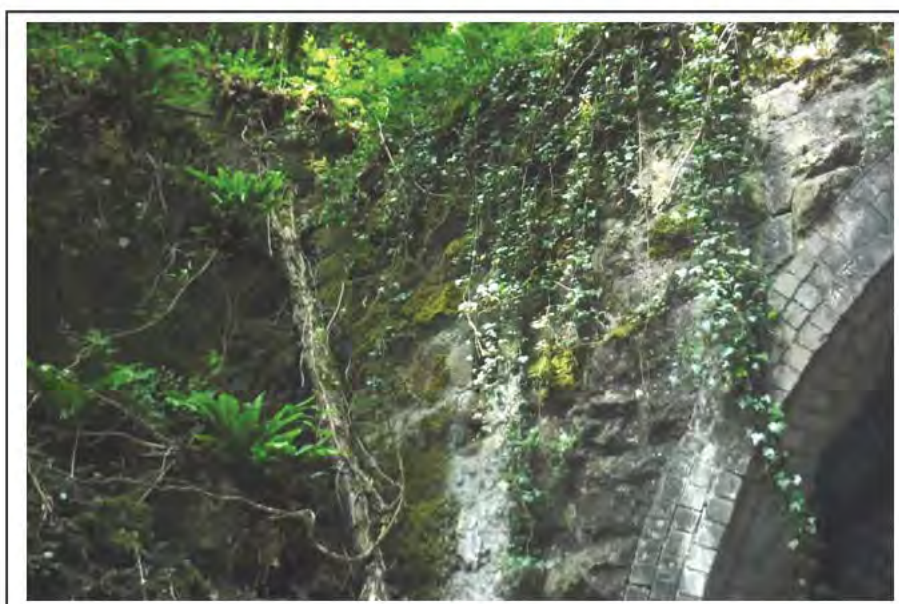
<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52ch	<b>Examination date:</b>	13/06/18
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*Photographs of structure*



Photograph no 5: CE headwall

Area of open joints to downside spandrel (above barrel) approximately 1.5m<sup>2</sup> up to 50mm deep



Photograph no 6: Moss, lichen and ivy cover approximately 80% of the UC spandrel



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*Photographs of structure*



Photograph no 7: Long-standing single masonry unit missing to UC spandrel/ wingwall at centre



Photograph no 8: No fencing to rear of CE headwall  
Steep embankment to rear

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*Photographs of structure*



Photograph no 9: Water staining to DS sidewall at 5ch



Photograph no 10: Crown at 3.5ch  
Isolated wet patches

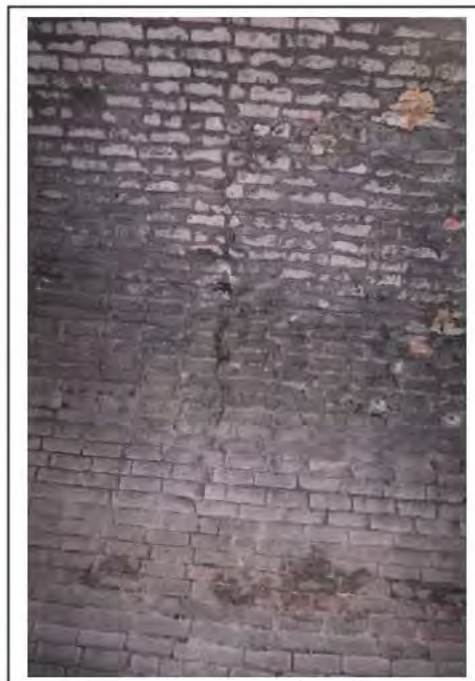


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*Photographs of structure*



Photograph no 11: Crown at 3ch in good condition



Photograph no 12: Construction joint from haunch to haunch at 0.5m

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Photograph no 13: Fracture to U/S haunch at London end 2.5m long



Photograph no 14: London end Masbury portal



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*Photographs of structure*



Photograph no 15: DL spandrel/ wingwall: open joints, mainly to bed joints 0.5m<sup>2</sup> to 50mm



Photograph no 16: DL spandrel/ wingwall: coping course entirely moss covered with fallen tree to rear



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*Photographs of structure*



Photograph no 17: Long-standing missing unit to base of DL wingwall



Photograph no 18: Step fracture runs from base of DL wingwall (obscured by moss in places) stepping up 6no courses then as horizontal fracture to mid haunch 2.5m long open 1mm

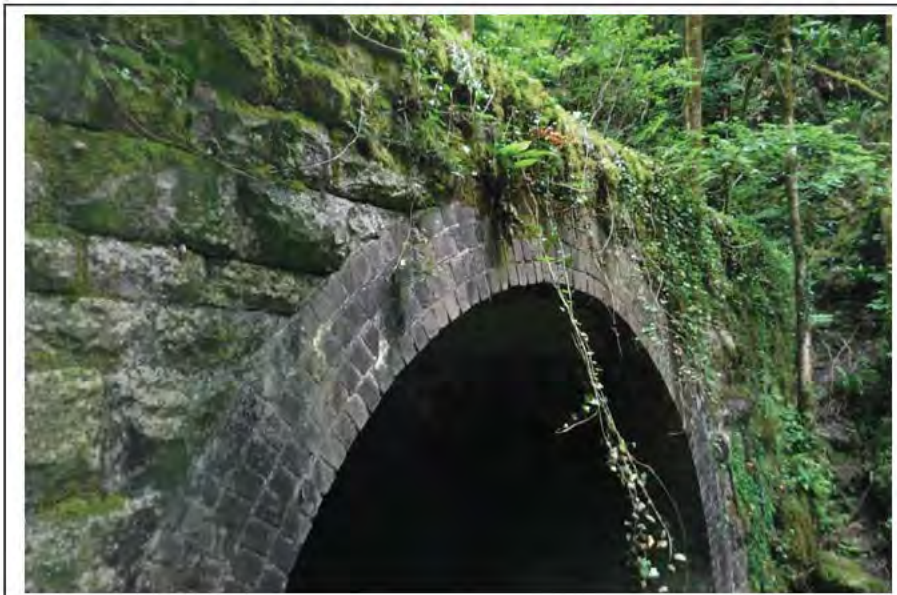


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*Photographs of structure*



Photograph no 19: As photo 18



Photograph no 20: LE headwall

Four brick face rings in good condition with minor joint loss to first ring



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*Photographs of structure*



Photograph no 21: LE headwall

Separation fracture (long-standing) runs from DS upper haunch to US mid haunch, open to 2mm between masonry headwall and brick face rings



Photograph no 22: Moss, lichen and ivy cover approximately 75% of the U/L spandrel



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*Photographs of structure*



Photograph no 23: Open joints, largely to bed joints, to UL spandrel approximately 3m<sup>2</sup> up to 40mm deep



Photograph no 24: Single masonry unit missing (heavily moss covered)



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*Photographs of structure*



Photograph no 25: DL retaining wall  
Moss and lichen cover 95% of the structure



Photograph no 26: Horizontal stepped fracture noted to middle section of DL retaining wall 1.5m above G/L,  
3.5m long, open 5mm



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*Photographs of structure*



Photograph no 27: DL retaining wall  
Odd open joints up to **90mm** deep from 75mm deep adjacent to quoin to 5 linear metres



Photograph no 28: LE portal is unfenced to rear



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*Photographs of structure*



Photograph no 29: The post and wire boundary fence above the CE portal has partially failed  
This old fence line is 5m from road with 12m drop beyond the fence line to formation level (arrowed)



Photograph no 30: The post and wire boundary fence above the CE portal has partially failed  
This old fence line is 5m from road with 12m drop beyond the fence line to formation level (arrowed)

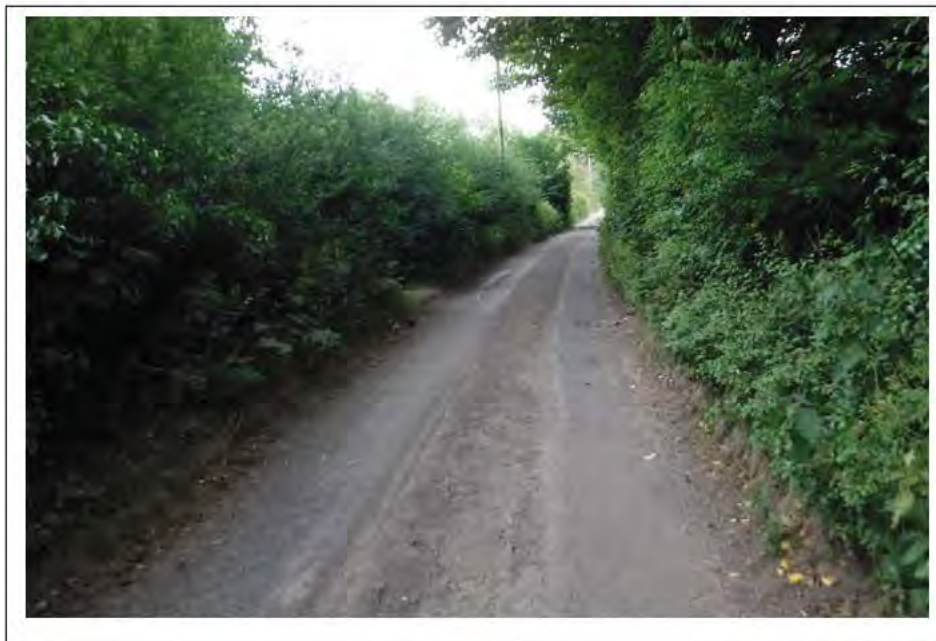


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*Photographs of structure*



Photograph no 31: The post and wire boundary fence above the CE portal has completely failed (long standing)



Photograph no 32: The structure carries agricultural land, woodland, and a single carriageway unclassified road. No deformation or subsidence of the road surface was observed

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*Photographs of structure*



Photograph no 33: The LE portal is in remote woodland



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General view of structure: CE portal		Examiner comments	
		Owner reports that activity in the tunnel, caused by trespassers, has increased over the last 12 months. Owner requested that warning signs are placed at the tunnel portals and above.	
		No change to minor defects at CE portal (p1)	
		No change to minor transverse fracture to UC haunch at CE portal (p2)	
		Barrel is in good condition throughout (p3)	
		Separation fracture at extrados of LE face rings remains open 2mm (p4)	
A Visual Examination of this structure has been carried out and any deterioration in condition or development of defects or other factors, which might place at risk the public at large, is recorded in the Examiner's Comments section of this document.		Examiner:	<div></div>
		Date:	13/10/16
<b>Access Hazards:</b> Access is gained from the unclassified road "Ham Lane" located North of Shepton Mallett. The old track formation is reached via a footpath on the downside to the Country (SE) end. Alternative access is available via <div></div>			
<b>Recommendations:</b> No action required.			
Signed by Examining Engineer:		<div><div></div><div>Richard Storey 2016.10.28 22:11:50 +01'00'</div></div>	

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***Examiner Comments on Structure condition***

No fencing to rear of LE headwall (remote location although anecdotal evidence may suggest trespass) (p6)

Pressure readings

C/end 990.7 mb

At centre 990.5mb

L/end 990.4 mb

Gases

O<sub>2</sub> 20.7%

H<sub>2</sub>S Zero

CH<sub>4</sub> Zero

CO 1ppm

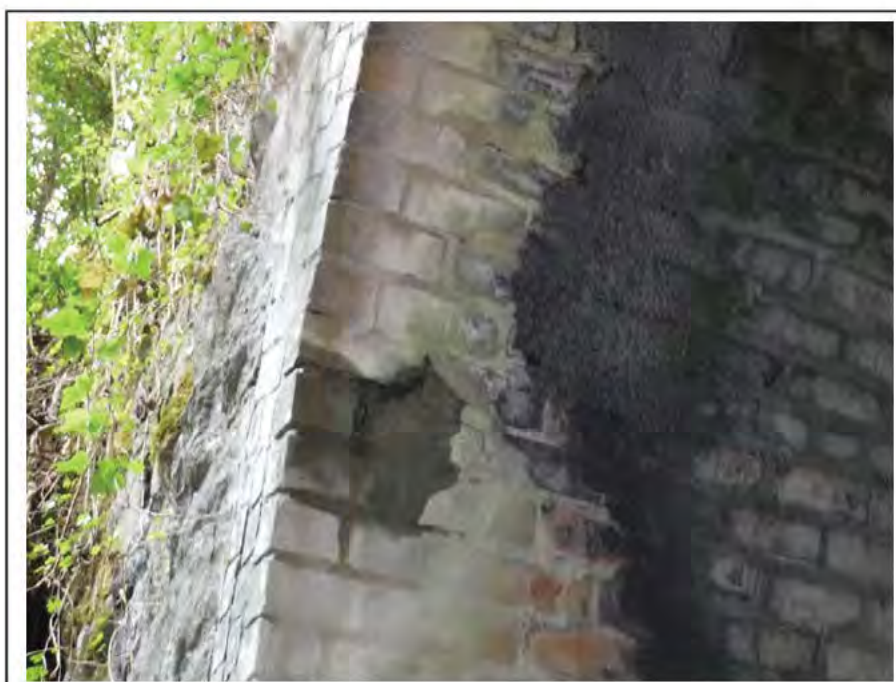


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*Photographs of structure*



Photograph no 1: No change to minor defects at CE portal



Photograph no 2: No change to minor transverse fracture to UC haunch at CE portal

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*Photographs of structure*



Photograph no 3: Barrel is in good condition throughout



Photograph no 4: Separation fracture at extrados of LE face rings remains open 2mm



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*Photographs of structure*





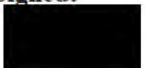

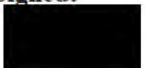

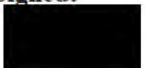
Photograph no 5: LE portal




Photograph no 6: No fencing to rear of LE headwall



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	30/05/17
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

General view of structure: C/e portal	Examiner comments					
	Once again, the adjacent landowner reports that there has been trespass and anti-social activity in the tunnel area. Again, no sign of any mis-use of the tunnel (e.g. fires, needles, graffiti etc.) was noted during the examination.					
	No change to minor defects at CE portal with unit missing to UC (P1).					
	No change to minor transverse fracture to UC mid haunch (P2).					
	The barrel remains in very good condition (P3).					
	Separation fracture to extrados of LE face rings remains open to 2mm (P4).					
<p><b>Visual Examination</b> of this structure has been carried out and any deterioration in condition or development of defects or other factors, which might place at risk the public at large, is recorded in the Examiner's Comments section of this document.</p>	<table><tr><td><b>Examiner:</b></td><td></td><td rowspan="2"><b>Signed:</b> </td></tr><tr><td><b>Date:</b></td><td>30/05/17</td></tr></table>	<b>Examiner:</b>		<b>Signed:</b> 	<b>Date:</b>	30/05/17
<b>Examiner:</b>		<b>Signed:</b> 				
<b>Date:</b>	30/05/17					

#### Access Hazards:

Access is to top is gained via Ham Lane. The old formation level is reached via a consensual footpath via  No access possible between top and bottom levels (steep rock cuttings)

#### Recommendations:

Consider repair of rear fencing above structure (remote location) - P1 £10k.

**Signed by Examining Engineer:**





<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	30/05/17
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

***Examiner Comments on Structure condition***

Fencing to rear of headwalls and CE and LE has only posts remaining **(P5 and 6)**

Pressure readings

LE – 993.9 mb

Centre – 994.1 mb

CE – 994.2 mb

Gasses

O2 – 20.8 – 20.9%

H2S – Zero

CH4 – Zero

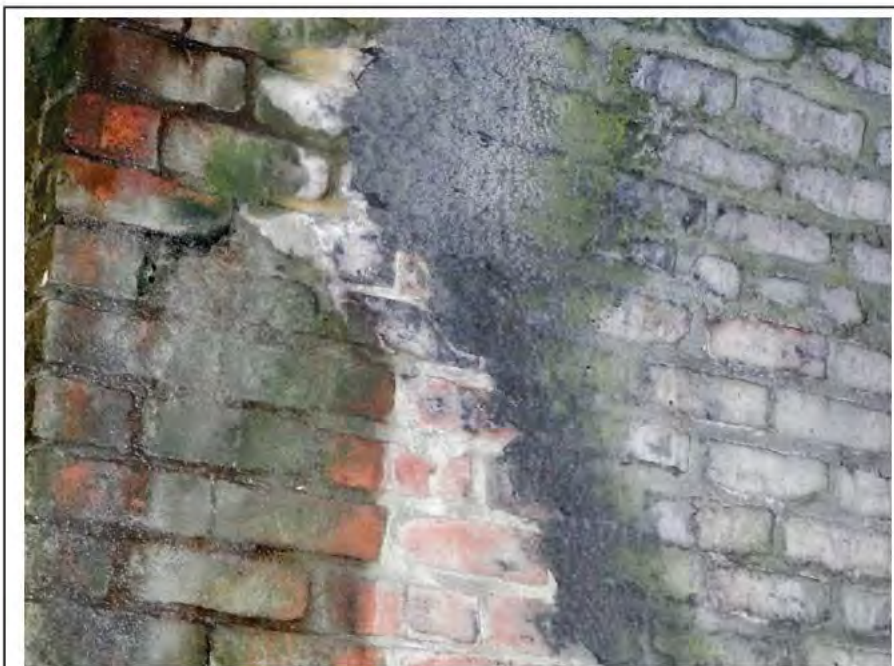
CO – 1 ppm

<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	30/05/17
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



no 1:  
UC portal



Photograph no 2: transverse fracture to UC haunch shows no change



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	30/05/17
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 3: barrel remains in good condition (view to CE)



Photograph no 4: separation fracture at LE extrados shows no change



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	30/05/17
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph

no 5:

Fencing to rear of UL portal – all wires missing



Photograph

no 6:

Fencing to rear of UC portal – all wires missing









<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	30/05/17
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 7: LE portal

<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	13/6/19
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

General view of structure: C/e portal	Examiner comments								
	<p>New fencing installed to rear of CE portal (Kee-Klamp): mesh has been removed by vandals (P1, P2) so that only the end mesh panels remain. Damage noted to hinge protection at UC (top hinge) suggests high risk of further vandalism (P9).</p> <p>No change to transverse fracture to UL haunch at portal (P3).</p> <p>Barrel in very good condition and dry throughout (P4).</p> <p>New fencing installed to rear of UC portal is found intact throughout (P6, P7).</p>								
A Visual Examination of this structure has been carried out and any deterioration in condition or development of defects or other factors, which might place at risk the public at large, is recorded in the Examiner's Comments section of this document.	<table><tr><td>Examiner:</td><td></td><td>Signed:</td><td></td></tr><tr><td>Date:</td><td>25/6/19</td><td></td><td></td></tr></table>	Examiner:		Signed:		Date:	25/6/19		
Examiner:		Signed:							
Date:	25/6/19								

#### Access Hazards:

Access is to top is gained via Ham Lane thence down a public footpath to the east of old Windsor Tunnel. No access possible between top and bottom levels (steep rock cuttings)

#### Recommendations:

Repair/renew mesh to CE portal fencing and hinge protection to UC gate - P1 £750.

**Signed by Examining Engineer:**





<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	13/6/19
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

***Examiner Comments on Structure condition***

Separation fracture to LE portal extrados shows no change (P8).

Pressure readings

LE – 981.0 mb

Centre – 981.1 mb

CE – 981.1 mb

Gasses

O2 – 20.9%

H2S – Zero

CH4 – Zero

CO – 1 ppm

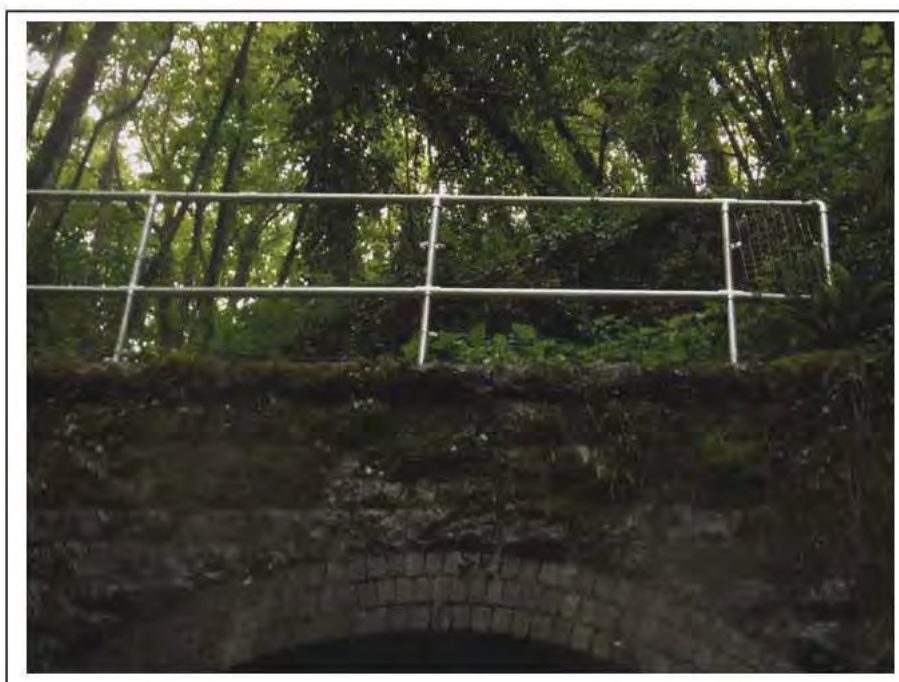
CO<sub>2</sub> – 202 ppm

<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	13/6/19
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 1: UC portal fencing



Photograph no 2: UC portal fencing



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	13/6/19
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 3: Transverse fracture to UL barrel shows no change



Photograph no 4: barrel in very good condition and dry throughout

<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	13/6/19
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 5: LE portal



Photograph no 6: New fencing installed to rear of UC portal is found intact throughout

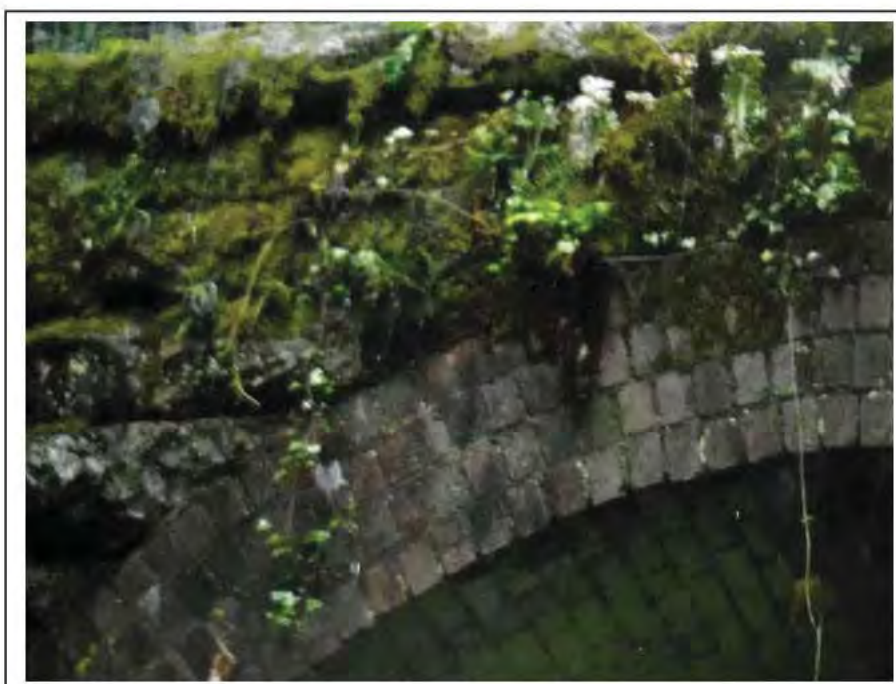


<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	13/6/19
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



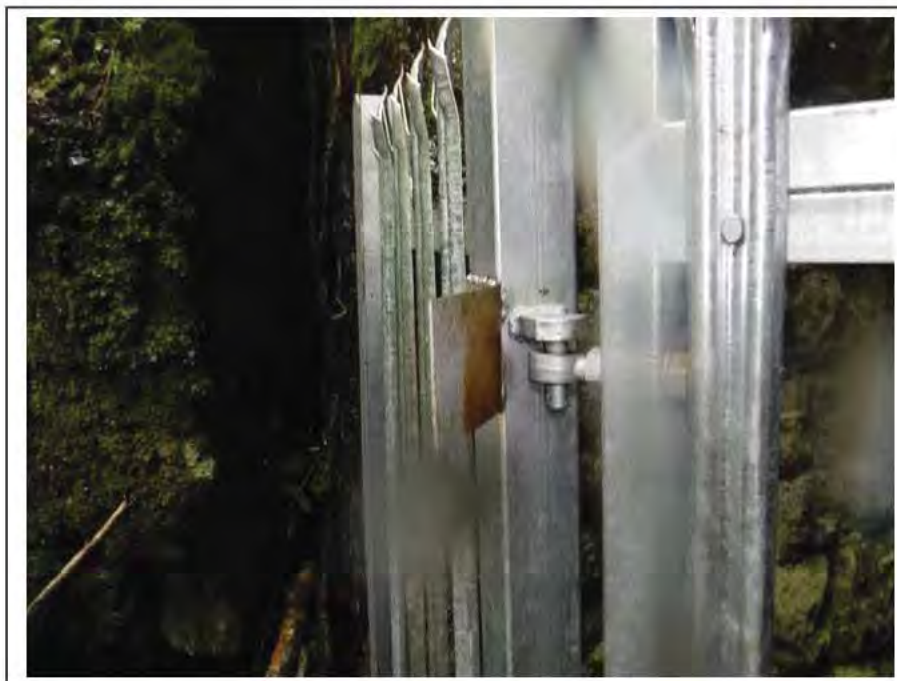
Photograph no 7: New fencing installed to rear of UC portal is found intact throughout



Photograph no 8: Separation fracture to LE portal extrados shows no change

<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 52c	<b>Examination date:</b>	13/6/19
<b>Route:</b>	Somerset and Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	Windsor Hill New Tunnel					<b>Type:</b>	Tunnel


*Photographs of structure*



Photograph no 9: Damage noted to hinge protection at UC (top hinge) suggests high risk of further vandalism



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 54ch	<b>Examination date:</b>	23/6/20
<b>Route:</b>	Somerset & Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	New Windsor Hill Tunnel					<b>Type:</b>	Tunnel

<b>General view of structure: LE portal</b>		<b>Examiner comments</b>	
		<p>LE fencing at formation level (P1) is found with damage to hinge covers (P2) and to isolated palisade spike (P3). CE fencing is secure throughout (P8). Fencing to rear of LE headwall is found secure (P4). CE headwall fencing remains with mesh largely missing (P9).</p> <p>No change to transverse fracture at UL haunch near portal (P5) or extrados fracture at DL portal.</p> <p>New graffiti noted to DC sidewall (P7)</p> <p>Lon standing bed joint fracture to copings shows no change (P10)</p>	
<p>A <b>Visual Examination</b> of this structure has been carried out and any deterioration in condition or development of defects or other factors, which might place at risk the public at large, is recorded in the Examiner's Comments section of this document.</p>		<b>Examiner:</b>	<b>Signed:</b>
		<b>Date:</b> 28/6/20	
<p><b>Access Hazards:</b> Minor slip/trip hazards. Access at LE via footpath to DC</p>			
<b>Pressure readings</b> LE – 1024.1mb Centre – 1024.1mb CE – 1023.9 mb		<b>Gases</b> O <sub>2</sub> – 20.9% H <sub>2</sub> S – zero CH <sub>4</sub> – zero CO - zero CO <sub>2</sub> – 147ppm	
<p><b>Recommendations:</b>          Repair damage to LE formation fencing and replace mesh to CE portal fencing - P1 £750.</p>			
<b>Signed by Examining Engineer:</b>			



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 54ch	<b>Examination date:</b>	23/6/20
<b>Route:</b>	Somerset & Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	New Windsor Hill Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 1:  
LE security fencing

□



Photograph no 2:  
Damaged hinge cover to LE gates



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 54ch	<b>Examination date:</b>	23/6/20
<b>Route:</b>	Somerset & Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	New Windsor Hill Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 3:  
Bent spike to LE gates



Photograph no 4:  
Fencing to rear of headwall found secure

<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 54ch	<b>Examination date:</b>	23/6/20
<b>Route:</b>	Somerset & Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	New Windsor Hill Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 5:  
Transverse fracture to UL haunch shows no change



Photograph no 6:  
Barrel in good condition throughout – view to CE from LE portal



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 54ch	<b>Examination date:</b>	23/6/20
<b>Route:</b>	Somerset & Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	New Windsor Hill Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 7:  
New graffiti noted to DC sidewall near portal



Photograph no 8:  
CE fencing at formation found secure



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 54ch	<b>Examination date:</b>	23/6/20
<b>Route:</b>	Somerset & Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	New Windsor Hill Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 9:  
CE headwall fencing remains with mesh missing

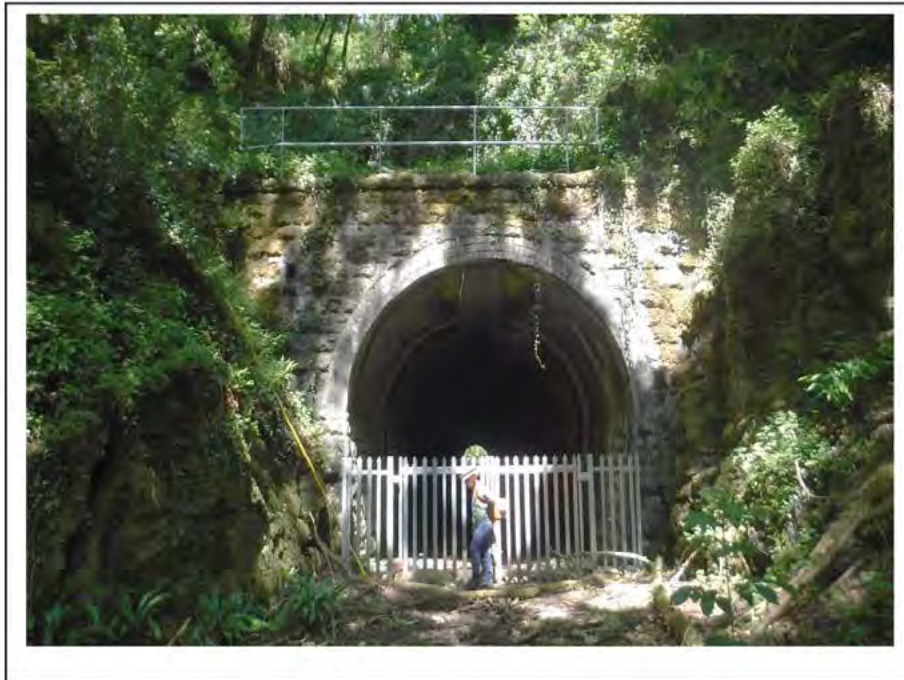


Photograph no 10:  
Long standing bed joint fracture to CE portal copings shows no change



<b>ELR:</b>	SAD	<b>Structure No:</b>	77	<b>Mileage:</b>	19m 54ch	<b>Examination date:</b>	23/6/20
<b>Route:</b>	Somerset & Dorset					<b>OS ref:</b>	ST 615 451
<b>Name:</b>	New Windsor Hill Tunnel					<b>Type:</b>	Tunnel

*Photographs of structure*



Photograph no 11:  
CE portal



Photograph no 12:  
Ce portal fencing from road level (approx. 12m above)