

AUCKLAND HARBOUR BRIDGE CONTRACT PSMC 003

Resource Consents for Discharge of Abrasive Blast Products

Annual Report - October 2003

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Date:

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Approved for Release:

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Date

TABLE OF CONTENTS

1	INTRODUCTION	3
2	DISCHARGE TO LAND AND WATER	4
2.1	Location and Extent of Blasting	4
2.2	Abrasive Blasting Products	5
2.3	Contaminant Recovery	6
2.4	Surfaces coated with Lead	6
2.5	Measures Undertaken to Avoid, Remedy, or Mitigate any Adverse Environmental Effects	6
3	DISCHARGE TO AIR	8
3.1	Details of Blasting	8
3.2	Surfaces Coated with Lead	8
4	AUCKLAND HARBOUR BRIDGE EXTENSION RESURFACING	8
APP	ENDIX A - Abrasive Discharge Data 2001/2002	
APP	ENDIX B - Local Residents Survey and Feedback	



1 INTRODUCTION

This report has been prepared for the Auckland Regional Council in accordance with the special conditions of consent as set out in the Resource Consent for the Auckland Harbour Bridge (AHB). This report covers the period from 1 October 2002 to 30 September 2003.

The Resource Consents have been granted to Transit New Zealand for the discharge of abrasive blasting products from abrasive blasting of the Auckland Harbour Bridge under the following Discharge Permits:

- Discharge Permit No. 23956 for discharge to air
- Discharge Permit No. 23954 for discharge to ground
- Discharge Permit No. 23955 for discharge to water

All conditions of these discharges permits are being complied with. In accordance with the special conditions of consent the following details are discussed:

- The location and extent of blasting, along with details of conditions
- The estimated quantity (in kg) of abrasive blasting products used
- Confirmation of the quantity of contaminants recovered, stored and disposed
- Confirmation that no more than 10m^2 of blasting has been carried out in those areas where lead paint is known to be present
- Conformation that no abrasive blasting has been undertaken on surfaces coated with lead with concentrations greater than 5000 parts per million by weight in the dry film or containing other hazardous air pollutants
- Details of measures undertaken to avoid, remedy, or mitigate any adverse environmental effect
- Details of screens used and the areas where they are deployed
- Details of any complaints received, and their nature

The physical works contractor responsible for the painting of the AHB changed on 1 December 1998 from Serco to Total Bridge Services. The Total Bridge Services contract has a contract period of 10years expiring on 30 November 2008. Total Bridge Services is a joint venture between TBS Farnsworth Limited, Fulton Hogan Limited and Opus International Consultants Limited.



2 DISCHARGE TO LAND AND WATER

2.1 Location and Extent of Blasting

Over the past twelve months the majority of the abrasive blasting, high pressure water blasting and maintenance painting was carried out on the original truss bridge in Spans 6, 5 and 4, below the walkways, and on the East Extension. Some blasting has been carried out over sealed areas where possible contaminants could enter the stormwater systems, these works are discussed below.

The areas painted include:

- Truss Bridge, Span 6, Below Walkway, Panel Points 0 4
- Truss Bridge, Span 5, Above Walkways, Panel Points 0 10
- Truss Bridge, Span 4, Above and Below Walkways, Panel Points 0 6
- East Extension External, Boxes 0 30
- Northern Extension Viaducts Trestle legs 1-3.
- Pier Legs base plates and holding down bolts on Piers 2,3,4,5 and 6.

The total quantity of blasting media used over the past 12 months was 44,400. This is a significant increase compared to the year 2001-2002. This increase is due primarily to work focusing on the Original Truss Bridge and the increased paint areas completed over the past twelve months.

The maintenance work of the original truss bridge under the walkway in span 6 included the coating of all external steel work from panel points 0-1 to 5-6. The total area coated in Span 6 of the original truss bridge was 3,271m². This area used a total of 7,000kg, which made up 16% of all media used in the past 12 months.

The maintenance work of the original truss bridge above the walkway in span 5 included the coating of all external steel work from panel point 0-1. The total area coated in Span 5 of the original truss bridge was 271m^2 . This area used a total of 1,500kg, which made up 4% of all media used in the past 12 months.

The maintenance work of the original truss bridge above the walkway in span 4 included the coating of all external steel work from panel points 0-1 to 7-8. The total area coated in Span 4 of the original truss bridge was 2,328m². This area used a total of 4,050kg, which made up 9% of all media used in the past 12 months.

The maintenance work of the original truss bridge below the walkway in span 4 included the coating of all external steel work from panel points 0-1 to 5-6. The total area coated in Span 4 of the original truss bridge was 4,004m². This area used a total of 15,350kg, which made up 35% of all media used in the past 12 months.



The East Extension exterior maintenance works includes the recoating of the web and cantilever from box 1 to box 30. The total area of painting was 11,506m². It comprised of the outer web plate, outer cantilever, deck plate and longitudinal trough stiffeners. The total volume of blasting media used in this work package was 13,600kg, which made up 31% of all blasting media used in the last 12 months.

The trestle leg maintenance works includes the recoating of the east and west trestle legs TN1 to TN3. The total area of painting was $520m^2$. The total volume of blasting media used in this work package was 2,450kg, which made up 5% of all blasting media used in the last 12 months.

2.2 Abrasive Blasting Products

Quantity of Abrasive Blasting Products Generated

Details of abrasive blasting carried out on the Auckland Harbour Bridge between 1st October 2002 and 30th September 2003 have been tabulated and included in Appendix A. For each day the location of the blasting, the work hours, wind speed, wind direction, amounts and type of abrasive, and controls have been recorded. Table 1 below gives the approximate amount of abrasive blasting used in each part of the Bridge over the past 12 months. The period of blasting and prevailing wind direction is also given.

Table 1: Summary of Abrasive Blasting

Location of Blasting	Period	Approximate Amount of Abrasive Used	Prevailing Wind Direction
Truss Bridge, Span 6, Below Walkway, Panel Points 0 – 4	October – December 2003	7,000	SW
Truss Bridge, Span 5, Above Walkways, Panel Points 0 - 10	June 2003	1,750	NW
Truss Bridge, Span 4, Above and Below Walkways, Panel Points 0 - 6	20 th January – 5 th June 2003	19,400	SW
East Extension External, Boxes 0 - 30	October 2002 – September 2003	13,600	SW
Northern Extension Viaducts Trestle legs 1-3.	11 th August – 16 th September 2003	2,450	NE
Pier BasePlates and HD bolts	22 nd – 30 th September 2003	200	SW

2.3 Contaminant Recovery

In accordance with the conditions of the resource consent it is necessary to minimise the discharge of blast media and paint debris as far as is practicable via capture and correct disposal where discharges are over seawater. Where discharges are over land, all debris is to be captured and removed to an appropriate treatment or disposal facility. During the past 12months maintenance painting has been carried out over land. In accordance with our consent these areas were swept and the debris recovered each day blasting activities were carried out. The collected debris was disposed of by Fulton Hogan an approved hazardous dump north of Auckland. In addition to this contaminant recovery has been undertaken over the water where it has been deemed practicable. It has been found that by adopting a sensible, sympathetic approach to the maintenance operations discharge of contaminants has been kept to a minimum. The most effective method to date has been to restrict blasting to minimum practicable surface areas; i.e. spot blasting the corrosion rather than blasting the whole package, this has been successful in keeping the volume of debris from the old paint systems discharged to less than 0.05m³ per year. Assessments on the environment have shown that the effects from spillage of the coating products to be insignificant under normal working conditions. To date no excessive spills have occurred.

2.4 Surfaces coated with Lead

On the bridge there are only two locations where lead based paints are present, span 7 and inside the box extensions. Previously it has been estimated that only 0.051m^3 of red lead paint per panel point remains on the bridge. No abrasive blasting or paint removal was undertaken in these areas over the past twelve months. It has been estimated in previous contracts that only a very small fraction of this paint (on average 5%, or 0.0026m^3) is removed by the spot blasting involved in maintenance painting. The adopted philosophy regarding areas contaminated with lead is such that the corrosion will almost certainly reoccur in the same locations. This means that those areas have been blasted in the past thus removing all lead from the surfaces, any further blasting will only take off reapplied paint systems, which do not contain lead. If the area blasted is greater than has been previously cleaned then it has been found that the additional area is minimal.

2.5 Measures Undertaken to Avoid, Remedy, or Mitigate any Adverse Environmental Effects

Total Bridge Services over the past twelve months have continued to as far as practicable avoid, remedy, and mitigate any adverse effects on the environment from the abrasive blasting on the Auckland Harbour Bridge. Methods used include:

 From January this year we have exclusively been using more garnet abrasive, this has been instrumental in the reduction of abrasive dust generated whilst blasting. Garnet is more efficient due to its hardness and angular profile and



therefore a lesser quantity is used to prepare the steel surfaces compared to basalt and other trailed abrasives.

- High pressure water blasting has continued to be used over the past twelve months to remove as much loose paint, scale and corrosion products from the surfaces as possible before abrasive blasting. Water blasting generates paint flakes rather than generating the dust associated with abrasive blasting. Following the water blasting, sweep blasting is used to obtain a surface profile for anchorage of the paint film.
- During September this year we trailed an Ultra High Pressure Waterbalster (30,000 psi). This method of paint removal is suitable on large flat areas such as the trestle legs at the northern end of the bridge. The main advantage of this system as dust is minimised as only a sweep blast is required prior to painting. The major negative impact of this machine is the noise it generates and hence working hours would be slightly reduced so the impact on our neighbours is minimised. The size of the lances used make this method of preparation unsuitable on the original truss bridge.
- Surrounding businesses and residents were forwarded information relating to blasting and painting programmes at regular intervals over the past twelve months. A survey was carried out of the local residents by Total Bridge Services to ensure that over the past twelve months that they were happy with the controls provided, included in the survey was the forward works programme for the remainder of 2003 and 2004. The results are contained in Appendix B.
- Signage was displayed advising motorists and the public of abrasive blasting and coating operations on the Auckland Harbour Bridge.
- Prior to work commencing on the northern trestle legs, the local residents in the area were advised of the upcoming operations and given contact numbers to call if they had any concerns regarding the operation. One complaint was received in regards to working on Saturday. As a result of this works are not undertaken on Saturdays in this area.
- The current blasting philosophy is based on spot blasting followed by a light sweep blast. This philosophy together with the high pressure water blasting and ultra high-pressure water blasting where possible minimises the volume of material that is generated. This philosophy has greatly reduced the volume of blasting media used when compared to historical records.
- Paint trials are currently being undertaken to ascertain whether there are
 potential benefits of switching to an alternative product. From an
 environmental viewpoint the products are being examined with regards to their
 ease of application, solvent fumes, and the durability of the coating. Three
 alternative Moisture Cured Urethanes are currently being trialed.



• Long-term solutions are being examined to look at the viability of moving from Moisture Cured Zinc primers to a Thermal Zinc Spray. This is being approached from two different aspects, firstly, in the short-medium term using the thermal zinc spray for spot repairs, and in the long term, complete thermal zinc spraying. Complete Thermal Zinc Spraying is a system that would require the removal of all the existing coating and complete replacement. It has the advantage of reducing the number of spot repairs required, hence the amount of blasting, to a minimum over the foreseeable future. Given the costs associated with this it is likely that complete removal will undertaken in various areas as part of the next contract mainly due to the excessive film thicknesses now present on the bridge.

3 DISCHARGE TO AIR

3.1 Details of Blasting

As mentioned above the majority of the work carried out between October 2002 and September 2003 occurred below the walkways between Spans 4 and 6, and above walkways in spans 4 and 5. Some further work was carried out inside the East Extension. Details showing the date and time of commencement and duration of dry abrasive blasting and/or spray painting, areas of the bridge being blasted or painted, the type of abrasive used, wind speed and direction, and any control measures undertaken. These details have been tabulated and can be found in Appendix A.

3.2 Surfaces Coated with Lead

Over the past twelve months it has been ensured that no blasting has been undertaken on surfaces coated with lead with concentrations greater than 5000 parts per million by weight in the dry film or containing other hazardous air pollutants. As has been mentioned above, corrosion on the bridge occurs repeatedly in the same location meaning the lead paint has been removed in the past.

4 AUCKLAND HARBOUR BRIDGE EXTENSION RESURFACING

A joint venture consortium undertakes the extension-resurfacing project with TBS Farnsworth and Blacktop Construction being the partners. Opus International Consultants undertake the contract supervision.

Over the December 2002/January 2003 period repairs were undertaken on the west extension. These repairs were patch type repairs and blasting operations to prepare the deck were considerably less than in previous years. The majority of the preparation of the steel deck was undertaken by grinding followed by a sweep blast.



APPENDIX A

Abrasive Blasting Data 2001/2002

Date	Worl	k Package	Work	Hours		Wind	Speed				Abrasiv	e (kg)		Controls
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast	Min Blast	Rom Total	Recovered	
4.0.4.00	B601, B612,					CVA	7.5	CIAI	0			0		
1-Oct-02	B434 B656	Painting	8:30	4:30	9	SW	7.5	SW	0			0		
0 0 1 00	EXO1, B612,		0.00	4.00	7	CVA	7	CVA						
2-Oct-02	B634, B456	Painting	8:30	4:30	7	SW	7	SW			150	150		
2 0-+ 00	EXO1, B612,	Daintin	0.20	4.20	7	w	7	w		250	150	400		
3-001-02	B634, B456	Painting	8:30	4:30	'	VV	/	VV		250	150	400		
4.0-+.00	EXO1, B612,	Deinting	8:30	4:30	4	sw	4	sw		250	300	550		
4-001-02	EXO1, B612, B634, B456	Painting	0.30	4.30	4	300	4	300		250	300	330		
5-Oct-02	2 W	eekend										0		
6-Oct-02	.∥ ∨	leekend										0		
7 Oct 00	EXO1, B612,	Painting	8:30	4:30	3	sw	3	sw	750			750		
7-UCT-U2	EXO1, B612, B634, B456	Painung	0.30	4.30	3	300	3	300	750			/30		
0.0-+.00	EXO1, EXI1, B612, B434	Painting	8:30	4:30	1	SE	1	SE	250	500		750		
6-UCI-UZ	B612, B434	Painung	0.30	4.30	1 '	SE		J SE	250	300		750		
	EXÒ1, EXI1,													
9-Oct-02	B612, B434,	Painting	8:30	4:30	0	S	1	S	500	250		750		
	B456													
10 0-+ 00	EXO1, EXI1,	Painting	8:30	4:30	2	s	3	s	250	250		500		
10-Oct-02	B612, B434	Painting	8:30	4.30	2	0	3	3	250	250		300		
44 0-4 00	EXO1, EXI1,	Painting	8:30	4:30	3	s	5	s	250	250		500		
11-Uct-02	EXO1, EXI1, B612	Painting	0.30	4.30	3	0	5	3	250	250		300		
12-Oct-02	<u> </u>	leekend										0		
13-Oct-02		/eekend										0		
14 Oct 03	EXI1, B612, B456	Painting	8:30	4:30	7	W	7	w	300			300		
14-001-02	B456	rainung	0.50	4.50	'		,	275075	300				1	
15-Oct-02	11	ork on Site	8:30	4:30	0	NE	3	NE				0		
16 Oct 03	B612, B434, B456	Painting	8:30	4:30	1	NW	3	NW		500		500		
10-001-02	B456	Fairtung	0.50	4.50		1400		1400	1	300		300		
17 Oct 00	EXO1, EXI1, B612	Painting	8:30	4:30	6	sw	6	sw	500	250		750		
17-001-02	B612	rainung	0.50	4.50		300		300	300	250		750		
19 Oct 03	EXO1, EXI1, B612	Painting	8:30	4:30	5	w	5	w	500	250		750		
10-001-02	B612	Painung	0.30	4.30	3	VV	3	V V	300	250		/30		
19-Oct-02	************************	/eekend										0		
20-Oct-02	:∥ W	/eekend										0		
	EXI1, B612	Painting	8:30	4:30	7	W	7	W	500	250		750		
22-Oct-02	EXI1, B612	Painting	8:30	4:30	3	SW	7	SW	300	250		550		
23-Oct-02	EXI1, B612	Painting	8:30	4:30	2	sw	3	SW	500	250		750		
24-Oct-02	EXI1, B612	Painting	8:30	4:30	0	NE	6	NE	500	250		750		
	EXI1, B623	Painting	8:30	4:30	5	NW			500			500		i English occurrence makes
26-Oct-02		leekend										0		
27-Oct-02	.ll W	/eekend										0		

Date		k Package	Work	Hours		Wind	Speed				Abrasiv				Controls
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast	Min Blast	Rom	Total	Recovered	
28-Oct-02	Pub	lic Holiday											0		
29-Oct-02	B612, BW03, EXI1	Painting	8:30	4:30	5	sw			500				500		
30-Oct-02	B612, BW03	Painting	8:30	4:30	2	sw	3	sw	500				500		
31-Oct-02	EXO2, EXI1,	Painting	8:30	4:30	2	sw	5	sw	500				500		
1-Nov-02	EXO2, EXI1, B623	Painting	8:30	4:30	7	sw	7	sw	0				0		
2-Nov-02		/eekend											0		
3-Nov-02	.∥ ∧	/eekend											0		
4-Nov-02		1											0		
5-Nov-02	IIB673	Painting	8:30	4:30	1	sw	5	sw	0				0		
6-Nov-02	EXO2, EXI1, B623	Painting	8:30	4:30	5	sw	7	sw	0				0		
7-Nov-02	EXI1, B623	Painting	8:30	4:30	4	sw	6	sw	0				0		
	EXI1, B623	Painting	8:30	4:30	3	SW	3	SW	0				0		
9-Nov-02	: W	eekend											0		
10-Nov-02	: W	eekend											0		
11-Nov-02	EXO1, EXI1	Painting	8:30	4:30	7	SW	7	sw	0				0		
12-Nov-02	EXI1, B623	Painting	8:30	4:30	7	SW			0				0		
13-Nov-02	No V	ork on Site	8:30	4:30					0				0		
14-Nov-02	EXI1, EXO1	Painting	8:30	4:30	5	SW			0				0		
	EXI1, EXO1	Painting	8:30	4:30	4	SW			0				0		
16-Nov-02		eekend											0		
17-Nov-02	oll va	/eekend											0		
18-Nov-02	EXI1, EXO2, B623	Painting	8:30	4:30	2	sw	4	sw	0				0		
19-Nov-02	111111111111111111111111111111111111111	Painting	8:30	4:30	2	sw	4	sw	0				0		
20-Nov-02	EXI2, EXO2, B623	Painting	8:30	4:30	2	sw			0				0		
21-Nov-02	EXI2, EXO2	Painting	8:30	4:30	6	S	4	S	0				0		
22-Nov-02	EXI1 B623	Painting	8:30	4:30	2	SW	3	SW	0				0		
23-Nov-02	<u> </u>	eekend											0		
24-Nov-02	: V	/eekend											0		
25-Nov-02	EXI2, EXO2, B623	Painting	8:30	4:30	1	SE	3	N	0				0		
26-Nov-02	EXI2, EXO2, B623	Painting	8:30	4:30	1	N	3	N	0				0		
27-Nov-02	EXO2, B634	Painting	8:30	4:30	0	S	0	S	300				300		

Date		k Package	-	Hours		Wind					Abrasiv				Contro
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast	Min Blast	Rom	Total	Recovered	
28-Nov-02	EXI2, EXO2, B623	Painting	8:30	4:30	6	E	6	Е	0				0		
29-Nov-02	EXI2, EXO2, B623	Painting	8:30	4:30	2	sw	3	sw	250	400			650		
30-Nov-02	l v	/eekend											0		
1-Dec-02	l v	/eekend											0	11.000000000000000000000000000000000000	
2-Dec-02	No W	ork on Site			1					A. A		***************************************	0	*****************	
3-Dec-02	EXI2, EXO2, B623	Painting	8:30	4:30	2	sw	4	sw	250	300			550		
4-Dec-02	EXO2, B634	Painting	8:30	4:30	0	sw	2	sw		200			200		
5-Dec-02	BW03 B634	Painting	8:30	4:30	3	N			200				200		
6-Dec-02	EXI1, EXI2, B634	Painting	8:30	4:30	4	NE	5	NE	О				0		
7-Dec-02	w	/eekend											0		
8-Dec-02		/eekend											0		
9-Dec-02	EXI2, B634	Painting	8:30	4:30	7	sw	7	SW	250	300			550		
	EXI2, B634	Painting	8:30	4:30	5	W	5	W	o				0	1	
	EXI2, B623	Painting	8:30	4:30	0	N	4	NE	l ol				0		
	EXI2, B634	Painting	8:30	4:30	0	N	3	NW	l ol				0		
13-Dec-02	EXI2, B634	Painting	8:30	4:30	7	W	7	w	l ol				0		
14-Dec-02		/eekend											0		
15-Dec-02	l w	/eekend											0		
16-Dec-02	EXI2, B634	Painting	8:30	4:30	3	W	7	W	o		111111111111111111111111111111111111111		0		
17-Dec-02	EXI2, B634	Painting	8:30	4:30	2	sw	3	sw	o				0		
18-Dec-02	EXI2, B634	Painting	8:30	4:30	3	NE			o				0		
	EXI2, B634	Painting	8:30	4:30	0	NE	2	NE	o				0		
	EXI2, B634	Painting	8:30	4:30	3	NE	3	NE	o				0		
21-Dec-02		/eekend											0		
22-Dec-02		/eekend											0		
	EXI2, B634	Painting	8:30	4:30	2	SW	4	sw	0				0		
24-Dec-02		Painting	8:30	4:30	3	sw	4	SW	0				0		
25-Dec-02		lic Holiday											0		
26-Dec-02		lic Holiday											0		
27-Dec-02		ork on Site											0		
28-Dec-02		/eekend											0		
29-Dec-02		/eekend											0		
30-Dec-02	(0)	lork on Site											0		
31-Dec-02		lork on Site											0		
1-Jan-03		lic Holiday											0		
2-Jan-03		lic Holiday											0		
3-Jan-03	No W	ork on Site	1										0	***************************************	************

Date	Wo	rk Package	Work	Hours		Wind					Abrasiv	e (kg)			Contro
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast	Min Blast	Rom	Total	Recovered	
4-Jan-03	V	Veekend											C		
5-Jan-03	V	Veekend											C		
6-Jan-03	EXI2	Painting	8:30	4:30	0	NE	2	NE	0				C		
7-Jan-03	B634	Painting	8:30	4:30	1.5	NE	3	NE	0				C		
8-Jan-03	N	o Painting	8:30	4:30									C		
9-Jan-03	B634	Painting	8:30	4:30	3	NE	6	NE	0				C		
10-Jan-03	No V	Vork on Site	8:30	4:30									C		
11-Jan-03	V	Veekend											C		
12-Jan-03	l v	Veekend											C		
13-Jan-03	N	o Painting	8:30	4:30	3	NE	2	NE	0				C		*************
14-Jan-03		Painting	8:30	4:30	3	E	2	E	0				C		
15-Jan-03		o Painting	8:30	4:30	2	sw	2	sw	0				C		
16-Jan-03		o Painting	8:30	4:30	0	sw			0				C		
17-Jan-03		Set up	8:30	4:30	0	sw	2	s	0				C		
18-Jan-03		Veekend											C	i l	
19-Jan-03		Veekend											C		
20-Jan-03	B401	Painting	8:30	4:30	0	NW	2	sw	250				250)	
21-Jan-03		Painting	8:30	4:30	2	S	5	sw	250				250		
22-Jan-03		Painting	8:30	4:30	0		2	sw	250				250		
23-Jan-03		Painting	8:30	4:30	3	sw	5	sw	250	250			500		
24-Jan-03		Painting am only	8:30	4:30	5	sw			400				400		
25-Jan-03		Veekend											C		
26-Jan-03	2012/2014/2014/2014/2014/2014/2014/2014/	Veekend											C		
27-Jan-03		olic Holiday											C		
28-Jan-03		Painting	8:30	4:30	2	sw	5	sw	250				250		
29-Jan-03		Painting	8:30	4:30	3	sw	4	SW	250				250		
30-Jan-03		Painting	8:30	4:30	3	NE	3	NE	200				200		
31-Jan-03	770 - 47120 151	Painting	8:30	4:30	1	NE	5	NE	300				300		
1-Feb-03		Veekend											C		
2-Feb-03		Veekend											C		
3-Feb-03		Painting	8:30	4:30		**************************************			500	***************************************	***************************************		500		
4-Feb-03		Painting	8:30	4:30	4	sw	4	sw	300				300		
5-Feb-03		Painting	8:30	4:30	4	NE	4	NE	250				250	1	
6-Feb-03		olic Holiday											C		
7-Feb-03		Painting	8:30	4:30	4	S	4	sw	250	***************************************			250		
8-Feb-03		Veekend											C	 ************************************	
9-Feb-03		Veekend											C		
10-Feb-03	***************************************	Painting	8:30	4:30	2	sw	1	sw	500				500		
11-Feb-03		Painting	8:30	4:30	0	NW	2	SW	250				250		
12-Feb-03		Painting	8:30	4:30	1	sw	3	sw	250				250		
13-Feb-03		Painting	8:30	4:30	2	NE	2	NE	300				300		

Date	W	ork Package	Work	Hours		Wind	Speed				Abrasiv				Controls
ľ	Location		From	То	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast		Rom	Total	Recovered	
14-Feb-03	3401	Painting	8:30	4:30	0	NW	3	NW	0				C		
15-Feb-03		Weekend											C)	
16-Feb-03		Weekend											C)	
17-Feb-03	B401	Painting	8:30	4:30	0	NW	1	NE	0			**************	C)	
18-Feb-03	3412	Set up	8:30	4:30	3	NW	3	NW	0				0		
19-Feb-03	8412	Set up	8:30	4:30	1	NW	1	NW	0				0		
20-Feb-03	B412	Painting	8:30	4:30	0	NE	2	sw	500				500		
21-Feb-03	B412	Set up	8:30	4:30	2.5	NE	7	sw	500				500		
22-Feb-03		Weekend											C	ol	
23-Feb-03		Weekend											C	o l	
24-Feb-03	B412	Painting	8:30	4:30	0	NW	3.5	NW	300		1		300		
25-Feb-03		Painting	8:30	4:30	4	NW	4	NW	500				500		
26-Feb-03		Painting	8:30	4:30	3	MW	6	S	1500				1,500		
27-Feb-03	A401	Painting	8:30	4:30	6	E	6	E	300				300		
28-Feb-03		Painting	8:30	4:30	5	NE	5	NE	0				0		
1-Mar-03		Weekend											C)	
2-Mar-03		Weekend											C)	
3-Mar-03	B412	Painting	8:30	4:30	1	sw	3.5	NE	0		**************************************		C		
4-Mar-03		Painting	8:30	4:30	3	sw	2	sw	750				750		
5-Mar-03		Painting	8:30	4:30	0	NE	1	NE	500				500		
6-Mar-03		Painting	8:30	4:30	0	sw	0	sw	500				500		
7-Mar-03		Painting	8:30	4:30	0	NE	3	NE	500				500		
8-Mar-03		Weekend											C		
9-Mar-03		Weekend											C)	
10-Mar-03	8412	Painting	8:30	4:30	0	NE	0	NE	500		***************************************		500		
11-Mar-03		Work on Site	0.00				_								
12-Mar-03		Painting	8:30	4:30	2	SE	3.5	sw	250				250		
13-Mar-03		Painting	8:30	4:30	ō	sw	2	sw	250				250		
14-Mar-03		Painting	8:30	4:30	0.5	sw	2.5	sw	500				500		
15-Mar-03		Weekend											C		
16-Mar-03		Weekend											C		
17-Mar-03	3412	Painting	8:30	4:30	0	NE	0	NE					C		
18-Mar-03		Set up	8:30	4:30	1.5	NE	1.5	NE	250				250		
19-Mar-03		Painting	8:30	4:30	1.5	NE	3	NE	500				500		
20-Mar-03		Painting	8:30	4:30	1.5	NE	1	NE	500				500		
21-Mar-03		Work on Site	0.00				,							1	
22-Mar-03		Weekend												A SECTION OF STREET	
23-Mar-03		Weekend													
24-Mar-03	8423	Painting	8:30	4:30	1.5	NE	2.5	NE	250				250		
25-Mar-03		Painting	8:30	4:30	3	NE	3	NE	250				250		
26-Mar-03		Painting	8:30	4:30	3	NE	3.5	NE NE	0				250	1	

Date	Worl	(Package	Work	Hours		Wind					Abrasiv				Controls
ı	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast	Min Blast	Rom	Total	Recovered	
B42	23, A445,														
27-Mar-03 A45	56	Painting	8:30	4:30	3	NE	5	NE	0				(
28-Mar-03 A44	15, A456	Painting	8:30	4:30	6	NE	6	NE	0				(
29-Mar-03	W	eekend											(D	
30-Mar-03	W	eekend											()	
31-Mar-03 B42	23	Painting	8:30	4:30	0	NE	5.5	SW	0				(
1-Apr-03 B42	23	Painting	8:30	4:30	0	SW	0	SW	0				(
2-Apr-03 B42	23	Painting	8:30	4:30	0	sw	1	sw	0				(
3-Apr-03 B42	23	Painting	8:30	4:30	0	SW	1.5	SW	0				(
4-Apr-03 B42	23	Painting	8:30	4:30	0	SW	2	NE	0				(
5-Apr-03	W	eekend											(0	
6-Apr-03	W	eekend											(o	
7-Apr-03 B43	34	Set up	8:30	4:30	1.5	SW	3.5	SW	0				(
8-Apr-03 B43	34	Set up	8:30	4:30	0	sw	0	sw	0		1 1				
9-Apr-03 B43	34	Painting	8:30	4:30	0	sw	0	SW	500				500		
10-Apr-03 B43	34	Painting	8:30	4:30	0	NE	0	NE	250				250		
11-Apr-03 B43	34	Painting	8:30	4:30	1	NE	1.5	NE	250				250		
12-Apr-03		eekend											(
13-Apr-03		eekend											(
14-Apr-03 B43		Painting	8:30	4:30	2	E	4.5	NE	250				250		
15-Apr-03 B43		Painting	8:30	4:30	1.5	NW	1.5	NW	300				300		
16-Apr-03 B43		Painting	8:30	4:30	1.5	sw	2.5	sw	250				250		
17-Apr-03		ork on Site													
18-Apr-03		ic Holiday											(ol	
19-Apr-03		eekend											(ol	
20-Apr-03		eekend)	
21-Apr-03	Publ	ic Holiday											(ol	
22-Apr-03 B43		Painting	8:30	4:30	1	sw	1.5	SW	0				(****************
23-Apr-03 B43		Painting	8:30	4:30	0	sw	2.5	sw	0		1 1				
24-Apr-03 B43		Painting	8:30	4:30	2.5	NW	1.5	sw	0						
25-Apr-03		ic Holiday											(ol	
26-Apr-03		eekend											(
27-Apr-03		eekend											(
28-Apr-03 B43		Painting	8:30	4:30	1	NE	1	NE	0		***************************************		(***************
29-Apr-03 B43		Painting	8:30	4:30	Ö	NW	0	NW	0						
30-Apr-03 A46		Painting	8:30	4:30	3	NE	3	NE	250				250		
1-May-03 A67		Painting & Set up	8:30	4:30	2.5	NE	0	NW	0				200		
2-May-03 B44		Set up	8:30	4:30	0	NW	,		0						
3-May-03		eekend	0.50	1.00									Ò		
4-May-03		eekend													
5-May-03 B44		Painting	8:30	4:30	0	NE	0	NE	250				250		

	k Package	***************************************	Hours			Speed				Abrasiv				Contro
Location	Operation	From	То	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast	Min Blast	Rom	Total	Recovered	
6-May-03 B445	Painting	8:30	4:30	2	SE	3	NE	250		7		250		
7-May-03 B445	Painting	8:30	4:30	2	SW	2.5	SW	250				250		
8-May-03 B445	Painting	8:30	4:30	0	sw	0	SW	250				250		
9-May-03 B445	Painting	8:30	4:30	0	sw	0	SW	0		The state of the s		0		
10-May-03 V\	/eekend											0		
11-May-03 ₩	/eekend											0		
12-May-03 A434	Painting	8:30	4:30	0	NW	3	NW	250				250		
13-May-03 A445	Painting	8:30	4:30	0	NW	0	NW	250				250		
14-May-03 A478	Painting	8:30	4:30	0	SW	0	sw	250				250		
15-May-03 B445	Painting	8:30	4:30	0	SW	1	NW	0				0		
16-May-03 B445	Painting	8:30	4:30	0	sw	0.5	sw	0				0		
**************************************	/eekend											0		
	/eekend											0		
19-May-03 A434	Set up only	8:30	4:30	0	NW			0	400000000000000000000000000000000000000	***************************************		0		
20-May-03 A434	Prebalst only	8:30	4:30	0	NW			500				500		
21-May-03 A434	Preblast only	8:30	4:30	1	NW	1	NE	250				250		
22-May-03 A467	Painting	8:30	4:30	0	NE	0	NE	0				0		
	Vork on Site											0		
	/eekend											0		
*******************************	/eekend											0		
26-May-03 A434, A478	Painting	8:30	4:30	0	NE	0	NE	250	******************	***************************************	21111111111111111	250		
27-May-03 A467	Painting	8:30	4:30	0	NW	0	NW	250				250		
28-May-03 A478	Painting	8:30	4:30	0	NW	0	NW	0				0		
29-May-03 A467	Painting	8:30	4:30	1	sw	1	sw	0				0		
30-May-03 A467	Painting	8:30	4:30	2.5	NE	3	sw	0				0		
	/eekend											0		
	/eekend											0		
	lic Holiday											0		
3-Jun-03 A467	Painting	8:30	4:30	1	NE	1	SW	0				0		
4-Jun-03 B445	Painting	8:30	4:30	Ö	SW	Ö	NE NE	0				0		
5-Jun-03 B445	Painting	8:30	4:30	0	NW	Ū	.,					0		
6-Jun-03 A501	Set up only	8:30	4:30	0	NW							0	1 1	
	/eekend	0.00	4.00							in the second		0		
	/eekend											n		
9-Jun-03 A501	Preblast only	8:30	4:30	1	NW	0	NW	500				500		
10-Jun-03 EX13, EX03	Set up only	8:30	4:30	7	NW	J	1,,,,	0	ĺ			0	1 1	
11-Jun-03 A501	Painting	8:30	4:30	1	NE	1	NE	500				500	1 1	
12-Jun-03 A501	Painting	8:30	4:30	1	S	1	SW	500				500		
13-Jun-03 EXI3	Painting	8:30	4:30	Ö	NE NE	•	OVV	250				250		
TAXABLE VALUE OF THE PARTY OF T	/eekend	0.50	7.50	J	INC			230				250		
	/eekend											0	100-110-110-110-110-110-1	

Date	Worl	(Package	Work	Hours		Wind	Speed				Abrasiv				Control
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast		Rom	Total	Recovered	
16-Jun-03	EXI3	Painting	8:30	4:30	3	sw	5	SW	250				250		
	EXO3, EX04	Painting	8:30	4:30	1.5	sw	1	NW	250				250		
18-Jun-03	EXI4, EXO4	Painting	8:30	4:30	0	NW	0.5	NW	0				0		
19-Jun-03	EXO3	Painting	8:30	4:30	1.5	sw	1.5	SW	250				250		
20-Jun-03	EXO3, EX04	Painting	8:30	4:30	0.5	NW	0.5	NW	250				250		
21-Jun-03	W	eekend											0		
22-Jun-03	l w	eekend											0		
23-Jun-03	EXO3	Painting	8:30	4:30	0.5	NE	0.5	NE	250				250		
24-Jun-03	EXO3	Painting	8:30	4:30	0	sw	1	NW	250				250		
25-Jun-03	EXI3, EX03	Painting	8:30	4:30	0.5	sw	0	sw	500				500		
26-Jun-03	EX03	Painting	8:30	4:30	0.5	sw	0.5	NE	250				250		
27-Jun-03		Painting	8:30	4:30	2	S			0				0		
28-Jun-03		eekend											0		
29-Jun-03		eekend											0		
30-Jun-03	**************************************	Painting	8:30	4:30	2	NW			0				0		
1-Jul-03		Clean up	8:30	4:30	4	sw	2.5	sw	0				0		
2-Jul-03		Painting	8:30	4:30	1	NW	2.5	sw	250				250		
3-Jul-03		Painting	8:30	4:30	0	sw	1.5	sw	250				250		
4-Jul-03		Painting	8:30	4:30	1	sw	0	NW	250				250		
5-Jul-03		eekend											0		
6-Jul-03		eekend											0		
7-Jul-03		Painting	8:30	4:30	1	sw	1	sw	250	111111111111111111111111111111111111111	100111101111111111111111111111111111111		250		
8-Jul-03		Painting	8:30	4:30	1	sw	1	sw	250				250		
9-Jul-03		Painting	8:30	4:30	o	NW	1.5	sw	250				250		
10-Jul-03		Painting	8:30	4:30	0	NW	1.5	NW	250				250		
11-Jul-03		Painting	8:30	4:30	0.5	sw			250				250		
12-Jul-03		eekend	0.00										0		
13-Jul-03		eekend											0		
14-Jul-03		Painting	8:30	4:30	0	sw	1	sw	0				0		
15-Jul-03		Painting	8:30	4:30	o	sw	0.5	sw	250				250		
16-Jul-03		Painting	8:30	4:30	0	sw	0	sw	250				250		
17-Jul-03		Painting	8:30	4:30	0	sw	0	sw	0				0		
18-Jul-03		Painting	8:30	4:30	0	sw	Ü		250				250		
19-Jul-03	THE RESIDENCE OF THE PARTY OF T	eekend	0.00	4.00					200	201011111111111111111111111111111111111	211111111111111111111111111111111111111		200		
20-Jul-03	*****************************	eekend											0		
21-Jul-03		Painting	8:30	4:30	0	sw	0.5	sw	250				250		
22-Jul-03		Painting	8:30	4:30	0	SW	0.5	sw	230				200		
23-Jul-03		Painting	8:30	4:30	0	S	1.5	NE NE	0	1 1			0		
24-Jul-03		Painting	8:30	4:30	0.5	sw	0.5	SW	0				0		
25-Jul-03			8:30	4:30	1.5	SVV	0.5	344					0		
26-Jul-03		Painting eekend	0.30	4.30	1.5	0	SECOND RECORDS	500000000000000000000000000000000000000	0	101703537160101102110		1071111111111111111111	0	Maria de la composición dela composición de la composición de la composición de la composición dela composición de la composición dela composición dela composición de la composición dela composición de la composición dela composición de	

Date	Work	(Package	Work	Hours		Wind	Speed				Abrasi	/e (kg)			Controls
	Location	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast	Min Blast	Rom	Total	Recovered	
27-Jul-03	W	eekend											C		
28-Jul-03	Altern	ative Work	8:30	4:30	6	NE			0				0		
29-Jul-03	EXI3	Painting	8:30	4:30	1.5	S	2	S	0				0		
30-Jul-03	EX03	Painting	8:30	4:30	1.5	NE	2.5	E	250				250		
31-Jul-03	EX03	Painting	8:30	4:30	1	NE	2	E	250				250		
1-Aug-03	EXO3	Painting	8:30	4:30	0	NW	0	NW	0				0		
2-Aug-03	W	eekend											l 0		
3-Aug-03		eekend											0	i	
4-Aug-03	EXO3, EX04	Painting	8:30	4:30	0	E	0	E	0				0		
	EXO3, EX04	Painting	8:30	4:30	0	sw	0	sw	0				0		
	EXI3, EXI4	Painting	8:30	4:30	0	sw	0.5	sw	0				0		
7-Aug-03		Painting	8:30	4:30	2.5	sw	2	NE	0				0		
8-Aug-03		Painting	8:30	4:30	2	NE	2	NE	0						
9-Aug-03		eekend											l c		
10-Aug-03	A SAME OF THE PARTY OF THE PART	eekend											l c		
11-Aug-03	TN06	Painting	8:30	4:30	3	NE	3	NE	200				200	100	
12-Aug-03		Painting	8:30	4:30	1.5	NE	3	NE	200				200		
13-Aug-03		Painting	8:30	4:30	1.5	NE	3	NE	200				200		
14-Aug-03		Painting	8:30	4:30	1.5	sw	1.5	sw			1		0	Altered Street	
15-Aug-03		Painting	8:30	4:30	1.5	NW			300				300	200	
16-Aug-03	CONTRACTOR OF THE PROPERTY OF	eekend											l 0	1	
17-Aug-03	l w	eekend											l c		
18-Aug-03		Painting	8:30	4:30	1	sw	1.5	sw	300				300	150	
19-Aug-03		Painting	8:30	4:30	0	S	0	S	200				200		
20-Aug-03		Painting	8:30	4:30	3	sw	2	sw	100				100		
21-Aug-03		Maintenance	8:30	4:30	3.5	NW	_						0		
22-Aug-03		Maintenance	8:30	4:30	3	S							1 0		
23-Aug-03		eekend											0		
24-Aug-03		eekend											0		
25-Aug-03		Painting	8:30	4:30	2	NE	2	NE	0		***************************************		l ő		
26-Aug-03		Painting	8:30	4:30	3	NE	3	NE	0						
27-Aug-03		Painting	8:30	4:30	3	NE	1.5	NE	0						
28-Aug-03		Maintenance	8:30	4:30	0	NE	2.5	sw	100				100	1	
		Painting	8:30	4:30	2.5	sw	1.5	sw	0				0	A Market	
30-Aug-03		eekend	0.50	4.00	2.0	000	1.0	000					0		
31-Aug-03	A STATE OF THE PARTY OF THE PAR	eekend											0		
1-Sep-03		Painting	8:30	4:30	2	NW	0.5	NW					0		
2-Sep-03		Painting	8:30	4:30	3	sw	3.5	sw	250				250	100	
3-Sep-03		Painting	8:30	4:30	5	SW	5.5	SE	250				250		
4-Sep-03		Painting	8:30	4:30	1	NW	4.5	NW	500				500		
5-Sep-03		ght Shift	8:30	4:30	5.5	SW	1	NE NE	300				0		

Date	Worl	(Package	Work	Hours		Wind	Speed				Abrasiv	e (kg)			Contro
Loc	ation	Operation	From	To	0830hrs	Direction	1400hrs	Direction	Garnet C	Fine Blast	Min Blast	Rom	Total	Recovered	
6-Sep-03	W	eekend											0		
7-Sep-03	W	eekend											0		
8-Sep-03 TN06		Painting	8:30	4:30	1	NW	1.5	sw					0	100	
9-Sep-03 EXI5, T	N06	Painting	8:30	4:30	0	SW	0.5	sw	100				100	25	
10-Sep-03 EX05		Painting	8:30	4:30	0	sw	0	sw	100			15 1	100		6
11-Sep-03 EXI5, E	X05	Painting	8:30	4:30	0	NW	4.5	NE	250				250		
12-Sep-03 EX05		Painting	8:30	4:30	0.5	NE	1	NE	250				250		
13-Sep-03	W	eekend											0		
14-Sep-03	W	eekend											0		
15-Sep-03 TN06		Painting	8:30	4:30	1.5	NE	1.5	NE	ACCEPTAGE AND CONTRACTOR				0		
16-Sep-03 TN06		Painting	8:30	4:30	1	NW	1.5	NW	100				100	25	
17-Sep-03 EX05		Painting	8:30	4:30	6	NW	1	NW	250				250		
18-Sep-03	No	Painting	8:30	4:30	7	SW	5	sw					0		
19-Sep-03	No	Painting	8:30	4:30	3	SW	3.5	sw					0		
20-Sep-03	W	eekend											0		
21-Sep-03	W	eekend											0		
22-Sep-03 Piers		Painting	8:30	4:30	2.5	SW	1.5	sw	100				100		
23-Sep-03 Piers		Painting	8:30	4:30	1.5	SW	2.5	sw	100				100		
24-Sep-03 Piers		Painting	8:30	4:30	1.5	SW	0.5	sw					0		
25-Sep-03	No	Painting	8:30	4:30	7+	SW							0		
26-Sep-03 Piers		Painting	8:30	4:30	2.5	SW	1.5	sw					0		
27-Sep-03	W	eekend											0		
28-Sep-03	W	eekend											0		
29-Sep-03	No	Painting	8:30	4:30	7+	SW		***************************************				VV 44 - 1 - 1 2 -	0	201221000000000000000000000000000000000	**************************************
30-Sep-03 Piers		Painting	8:30	4:30	5.5	SW	1.5	sw					0		
								Total	38600	5200	600	0	44,400	1270	

			lotal 386	500 5	200 600 0 44,400 1270
Location D	efinitions				
B401	Below walkways, span 4, panel 0-1	A401	Above walkways, span 4, panel 0-1	EX01	East extension extenal outboard boxes 0-5
B412	Below walkways, span 4, panel 1-2	A434	Above walkways, span 4, panel 3-4	EXI1	East extension extenal inboard boxes 0-5
B423	Below walkways, span 4, panel 2-3	A445	Above walkways, span 4, panel 4-5	EX02	East extension extenal outboard boxes 6-12
B434	Below walkways, span 4, panel 3-4	A456	Above walkways, span 4, panel 5-6	EXI2	East extension extenal inboard boxes 6-12
B445	Below walkways, span 4, panel 4-5	A467	Above walkways, span 4, panel 6-7	EX03	East extension extenal outboard boxes 13-18
B456	Below walkways, span 6, panel 3-4	A478	Above walkways, span 4, panel 7-8	EXI3	East extension extenal inboard boxes 13-18
B601	Below walkways, span 6, panel 0-1	A501	Above walkways, span 5, panel 0-1	EX04	East extension extenal outboard boxes 19-24
B612	Below walkways, span 6, panel 1-2			EXI4	East extension extenal inboard boxes 19-24
B623	Below walkways, span 6, panel 2-3	TN06	Northern extension trestle TN01-TN03, east & west	EX05	East extension extenal outboard boxes 25-30
B634	Below walkways, span 6, panel 3-4			EXI5	East extension extenal inboard boxes 25-30
B656	Below walkways, span 6, panel 5-6	BW03	AJ Hackett Bungy Pod Construction		
				Piers	Pier base plate and HD bolts, piers 2,3,4,5 and 6

APPENDIX B

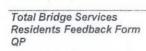
Local Residents Survey and Feedback

Date:	September 2003
Major Work Carried Out this year:	Blasting and Painting the Extensions Blasting and Painting the Original Bridge Blasting and Painting the Northern Viaduct Extension Legs Bungy Pod Construction Weld Repairs
Name: Address:	s9(2)(a) LETHANN
Phone No:	s9(2)(a)
Do you have any complaints regarding work on the Bridge?	No
Do you feel you are being kept adequately informed when work is undertaken that impacts on you?	NOT SURE, NOT REALLY ALAKE OF LORK BEING CARRIED OUT.
Suggestions or comments :	
Please Contact the folloqueries:	Paul Cannons (Project Manager) /Tel: (09) 481 0078
Date: 21, 6	1/03





Date:	September 2003		
Major Work Carried	Blasting and Painting the Extensions		
Out this year:	Blasting and Painting the Original Bridge Blasting and Painting the Northern Viaduct Extension Legs		
	Bungy Pod Construction		
	Weld Repairs		
Name:	s9(2)(a)		
Address:			
	NORTHLOTE POINT.		
s	9(2)(a)		
Phone No:			
Oo you have any	NO BEING HET TNEORMEN TS A		
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complaints regarding work on the Bridge? Do you feel you are being kept adequately	SRCAT HELP., ALTHOUGH APTER BLASTING SUTTENING TO FILLED WITH SAND?		
complaints regarding work on the Bridge? Do you feel you are being kept adequately nformed when work is	SRCAT HELP., ALTHOUGH APTER BLASTING SUTTENING TO FILLED WITH SAND?		
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complaints regarding work on the Bridge? Do you feel you are being kept adequately informed when work is undertaken that	SRCAT HELP., ALTHOUGH APTER BLASTING SUTTENING TO FILLED WITH SAND?		
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complaints regarding work on the Bridge? Do you feel you are being kept adequately informed when work is undertaken that impacts on you? Suggestions or comments:	SREAT HELP., ALTHOUGH APTER BLASTING SUTTERING TO FILLEY WITH SAW)? YES		
Do you have any complaints regarding work on the Bridge? Do you feel you are being kept adequately informed when work is undertaken that impacts on you? Suggestions or comments:	SREAT HELP., ALTHOUGH APTER BLASTING SUTTERING TO FILLEY WITH SAW)? YES		





AHB LO	OCAL RESIDENT FEEDBACK FORM
Date:	September 2003
Major Work Carried	Blasting and Painting the Extensions
Out this year:	Blasting and Painting the Original Bridge
,	Blasting and Painting the Northern Viaduct Extension Legs
	Bungy Pod Construction
	Weld Repairs
	s9(2)(a)
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	Alle to the to the de
Phone No:	9(2)(a)
Do you have any complaints regarding work on the Bridge?	Excessive Blastic Norse- week of
Do you feel you are being kept adequately informed when work is undertaken that impacts on you?	Here not gove blasting
Suggestions or comments :	
Please Contact the folloqueries:	Paul Cannons (Project Manager) Tel: (09) 481 0078 Mob: 0274 318 491
Date: 19 1 09	1 03





PSMC003/15

Blasting and Painting the Extensions Blasting and Painting the Original Bridge Blasting and Painting the Northern Viaduct Extension Legs Bungy Pod Construction Weld Repairs SS(2)(a) Do you have any complaints regarding work on the Bridge? Do you feel you are being kept adequately informed when work is indertaken that impacts on you? Buggestions or comments: Please Contact the following with any queries: Please Contact the following with any queries: Please Contact (1) 9 481 0078 Mob: 0274 318 491	Date:	September 2003		
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Please Contact the following with any queries: Per Contact the fo			***************************************	
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Please Contact the following with any queries: Paul Cannons (Project Manager) Tel: (09) 481 0078 Mob: 0274 318 491	and the same of th	FIELDE	THE L.	10/184 //-
Please Contact the following with any paul Cannons (Project Manager) Tel: (09) 481 0078 Mob: 0274 318 491	- you	INTAS		J412 211 ;
Please Contact the following with any paul Cannons (Project Manager) Tel: (09) 481 0078 Mob: 0274 318 491	Suggestions or			
Please Contact the following with any Paul Cannons (Project Manager) Tel: (09) 481 0078 Mob: 0274 318 491		***************************************		
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Tel: (09) 481 0078 Mob: 0274 318 491				
Tel: (09) 481 0078 Mob: 0274 318 491				
Tel: (09) 481 0078 Mob: 0274 318 49		llowing with any	Paul Cannons (Pro	ject Manager)
17 - 6 - 52	Please Contact the fol			0 ,
17 6 22	Please Contact the fol queries:	,	Tel: (09) 481 0078	Mob: 0274 318 49
			Tel: (09) 481 0078	Mob: 0274 318 49





AHB LO	OCAL RESIDENT FEEDBACK FORM		
Date:	September 2003		
Major Work Carried	Blasting and Painting the Extensions		
Out this year:	Blasting and Painting the Original Bridge		
	Blasting and Painting the Northern Viaduct Extension Legs		
	Bungy Pod Construction		
	Weld Repairs		
	s9(2)(a)		
Name:			
Address:			
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	2)(a)		
Phone No:			
Do you have any	At Ho		
complaints regarding			
work on the Bridge?			
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Do you feel you are	18 m		
being kept adequately			
informed when work is			
undertaken that			
impacts on you?			
Suggestions or			
comments:			
Diana Cantact the fall	owing with any Paul Connone (Project Manager)		
Please Contact the foll queries:	owing with any Paul Cannons (Project Manager) Tel: (09) 481 0078 Mob: 0274 318 491		
queries.	101. (07) 401 0070 19100. 0274 318 491		
Date: 17 1 9	103		
Dutc	The state of the s		





AHB LO	OCAL RESIDENT FEEDBACK FORM
Date:	September 2003
Major Work Carried Out this year:	Blasting and Painting the Extensions Blasting and Painting the Original Bridge Blasting and Painting the Northern Viaduct Extension Legs Bungy Pod Construction
Name:	Weld Repairs s9(2)(a)
Address:	Northcote Point
Phone No:	69 4199358
Do you have any complaints regarding work on the Bridge?	Not yet, Keep up he good work
Do you feel you are being kept adequately informed when work is undertaken that impacts on you?	YE S
Suggestions or comments :	flease paint out graffith as soon as it appears and not left too come as it gets added too.
Please Contact the folloqueries:	owing with any Paul Cannons (Project Manager) Tel: (09) 481 0078 Mob: 0274 318 491
Date: <u>/8 / 9</u>	103

