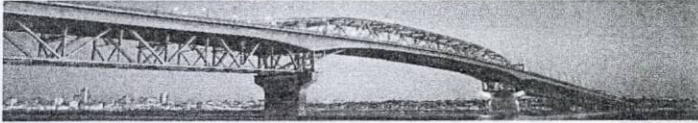


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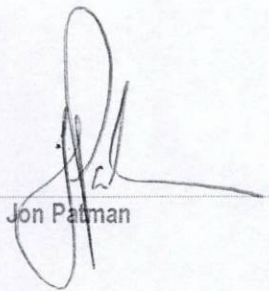
Auckland Harbour Bridge
Contract PSMC003

Resource Consents for Discharge of Abrasive Blast Products
2007 Annual Report

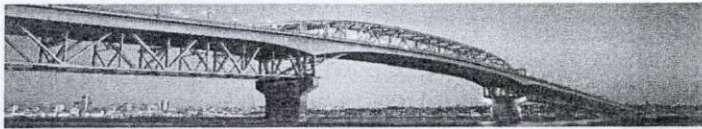
COPY

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Date 05 May 2008

Prepared by:

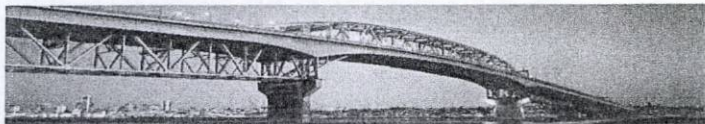

Jon Patman

**TOTAL
BRIDGE
SERVICES**
A JOINT VENTURE BETWEEN TBS, OPUS AND FULTON HOGAN



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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 2006 to 30 September 2007.

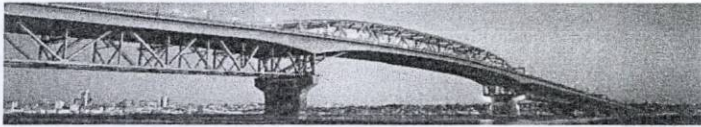
The Resource Consents have been granted to Transit New Zealand for the discharge of abrasive blasting products from abrasive blasting of the Auckland Harbour Bridge under the following Discharge Permits:

- 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 10m² of blasting has been carried out in those areas where lead paint is known to be present
- Confirmation 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 10 years 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, on the Overarch, Underarch, at the Northern Viaduct and in the East Extensions. Minor blasting and painting was carried out in Span 5 and Span 3 of the Original truss Bridge. Blasting was carried out above sealed public areas at the Northern Viaduct where discharge into the storm water system is possible.

The areas painted include;

- Truss Bridge, Below Walkway, Span 5, Panel Points 0 – 8;
- East Extension Internal, Boxes 4 -14;
- Overarch remainder completed.
- Southern Viaduct completed except for area over Westhaven drive.

The total quantity of blasting media used over the past 12 months was 54,250kg. This is a reduction compared to the previous years usage (74,675kg).

The maintenance work of the original truss bridge under the walkway in span 5 included the coating of all external steel work from panel points 0-8. This area used a total of 35500kg, which accounted for approximately 65% of all media used in the past 12 months.

The maintenance work of the original truss bridge on the overarch used a total of 9250kg, which accounted for approximately 17% of all media used in the past 12 months.

The maintenance work of the original truss bridge and extensions at the south steel viaduct including coating panels TS01 – 34 and the equivalent box sections (boxes 74 – 80). This area used a total of 9500kg, which made up approximately 17% of all media used in the past 12 months.

The East Extension interiors maintenance works includes the recoating of all interior steel work from box 0 to 14. The total volume of blasting media used in this work package was 0kg, this is because abrasive blasting is not used within the Extensions as the paint contains lead. The paint is removed using hand tools (i.e. scrapers) and removed from site at the end of each days work.



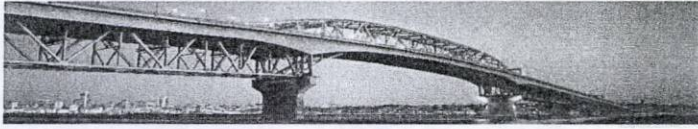
2.2 Abrasive Blasting Products

Quantity of Abrasive Blasting Products Generated

Details of abrasive blasting carried out on the Auckland Harbour Bridge between 1st October 2006 and 30th September 2007 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 (kg)	Prevailing Wind Direction
Truss Bridge, Span 5, Below Walkway, Panel Point 2 - 3	6/8/7 – 8/8/7	5250	W
Truss Bridge, Span 5, Below Walkway, Panel Point 3 – 4	12/12/9 – 31/8/7	6500	W
Truss Bridge, Span 5, Below Walkway, Panel Point 4 – 5	24/1/7 – 8/2/7	3250	NW
Truss Bridge, Span 5, Below Walkway, Panel Point 5 – 6	18/10/6 – 24/10/6	750	NW
Truss Bridge, Span 5, Below Walkway, Panel Point 6 – 7	22/11/6 – 5/9/7	5750	W
Truss Bridge, Span 5, Below Walkway, Panel Point 7 – 8	12/1/7 – 22/9/7	9500	NW / W
Truss Bridge, Overarch	7/6/6 – 28/9/7	9250	W
Southern Viaduct	3/4/7 – 30/9/7	9500	W
East Extension Interiors,	14/9/6 – 7/2/7	0	N/A



2.3 Contamination 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. 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 0.05m^3 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

Areas with Lead Paint Present

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.

Past 12 Months Coatings Operations

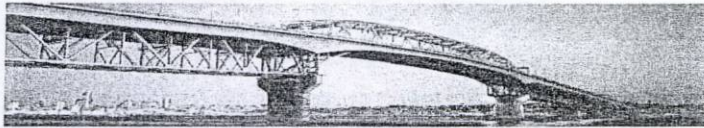
In the past 12 months painting of the East Extension Interior has commenced, the present coating on the inner extension is a lead based paint. Because of this the removal of the existing paint is done by the use of hand tools (scrapers etc) and not abrasive blasting, at the completion of each days work the removed paint is collected and disposed of in the appropriate manner.

External Coatings Philosophy

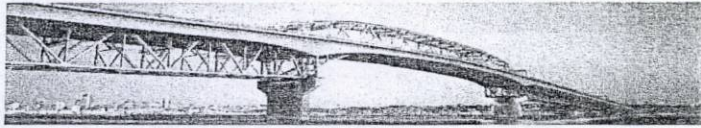
It has been estimated in previous contracts that only a very small fraction of this paint (on average 5%, or 0.0026m^3) is removed by the spot blasting involved in maintenance painting. The adopted philosophy regarding areas contaminated with lead is such that the corrosion will almost certainly reoccur 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:

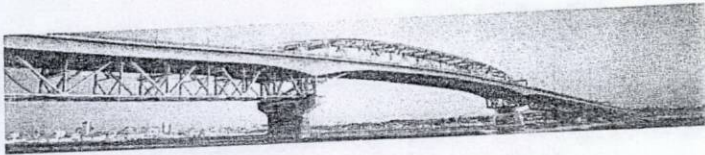


- From January 2002 we have exclusively been using more garnet abrasive, this has been instrumental in the reduction of abrasive dust generated whilst blasting. Garnet is more efficient due to its hardness and angular profile and therefore a lesser quantity is used to prepare the steel surfaces compared 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.
- Continued development of alternative methods of paint removal. UHP waterblasting (water jetting) up to 30,000 psi has been trialled for paint removal over large flat areas – such as the extensions. The main advantage of this system is that 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 makes this method of preparation unsuitable on the original truss bridge. The option of using UHP as a permanent replacement to abrasive blasting where practicable is still currently under review.
- Surrounding businesses and residents are continually kept informed and updated on information relating to blasting and painting programmes at regular intervals. Quarterly surveys are 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 2007 and 2008. 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.
- 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.
- 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



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likely that complete removal will be undertaken in various areas as part of the next contract mainly due to the excessive film thicknesses now present on the bridge.



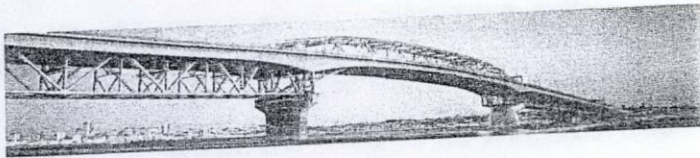
3 DISCHARGE TO AIR

3.1 Details of blasting

As mentioned above the majority of the work carried out between October 2006 and September 2007 occurred on the original truss bridge, on the Overarch, BW span 5, on the southern viaduct and in 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.



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APPENDIX A

Abrasive Blasting Data 2006/2007

October 2006 to September 2007 Weather Database Summary

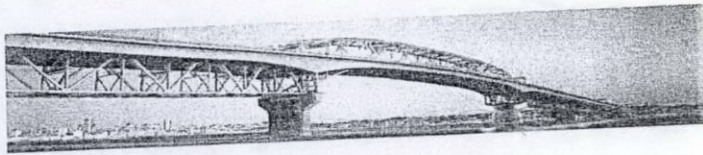
Work Package	Weather Conditions	Rain	Wind Direction	Wind Speed	Abrasive Type	Amount Used	Screens Used	Date
O/A	Clear	Nil	W	2	Garnet C	0.75	No	28-Sep-07
O/A	Clear	Nil	SE	4	Garnet C	1.50	No	27-Sep-07
O/A	Clear	Nil	S	1	Garnet C	0.50	No	26-Sep-07
O/A	Clear	Nil	S	1	Garnet C	1.25	No	25-Sep-07
Hut 6	Overcast	Moderate	N	1	Garnet C	0.75	No	23-Sep-07
Hut 6	Overcast	Nil	N	4	Garnet C	0.75	No	22-Sep-07
B534	Overcast	Nil	N	4	Garnet C	1.00	No	22-Sep-07
B534	Overcast	Heavy	E	3	Garnet C	1.00	No	21-Sep-07
B578	Overcast	Nil	E	8	Garnet C	1.00	No	20-Sep-07
B578	Clear	Light	E	7	Garnet C	1.00	No	19-Sep-07
B578	Overcast	Nil	E	7	Garnet C	1.25	No	19-Sep-07
B578	Overcast	Nil	NE	4	Garnet C	1.25	No	18-Sep-07
B578	Clear	Nil	E	5	Garnet C	0.25	No	18-Sep-07
B578	Overcast	Nil	E	1	Garnet C	1.00	No	17-Sep-07
B578	Overcast	Nil	E	1	Garnet C	0.50	No	15-Sep-07
B578	Overcast	Nil	N	1	Garnet C	0.75	No	14-Sep-07
B578	Clear	Nil	N	1	Garnet C	0.75	No	14-Sep-07
B578	Clear	Nil	W	1	Garnet C	0.50	No	13-Sep-07
B578	Clear	Nil	W	2	Garnet C	0.50	No	12-Sep-07
B578	Overcast	Nil	W	2	Garnet C	0.75	No	12-Sep-07
B578	Overcast	Nil	NW	3	Garnet C	0.75	No	11-Sep-07
B578	Overcast	Nil	NW	3	Garnet C	1.25	No	11-Sep-07
B578	Overcast	Nil	W	2	Garnet C	1.25	No	10-Sep-07
B578	Clear	Nil	W	2	Garnet C	0.75	No	10-Sep-07
B578	Clear	Nil	SE	4	Garnet C	0.75	No	07-Sep-07
B578	Overcast	Nil	SE	4	Garnet C	0.75	No	07-Sep-07
B578	Overcast	Nil	E	6	Garnet C	0.75	No	06-Sep-07
B578	Overcast	Nil	E	6	Garnet C	0.50	No	06-Sep-07
B578	Overcast	Nil	SW	1	Garnet C	0.50	No	06-Sep-07
B578	Clear	Nil	SW	1	Garnet C	0.50	No	06-Sep-07
B578	Clear	Nil	SW	1	Garnet C	0.75	No	05-Sep-07
B578	Overcast	Nil	W	0	Garnet C	0.75	No	05-Sep-07
B578	Overcast	Nil	W	0	Garnet C	0.25	No	04-Sep-07
B567	Overcast	Nil	W	0	Garnet C	0.25	No	04-Sep-07
B578	Overcast	Nil	NE	0	Garnet C	0.25	No	03-Sep-07
B578	Overcast	Nil	NE	0	Garnet C	0.50	No	03-Sep-07
B578	Overcast	Nil	SW	8	Garnet C	0.50	No	31-Aug-07
B523	Overcast	Nil	SW	8	Garnet C	0.50	No	31-Aug-07
B523	Overcast	Nil	SW	3	Garnet C	0.50	No	30-Aug-07
B523	Overcast	Nil	NW	3	Garnet C	0.75	No	30-Aug-07
B534	Clear	Nil	NW	8	Garnet C	0.75	No	29-Aug-07
B534	Clear	Nil	NW	8	Garnet C	0.75	No	29-Aug-07
B701	Overcast	Nil	NW	7	Garnet C	0.50	No	25-Aug-07
B701	Overcast	Nil	NW	7	Garnet C	0.75	No	25-Aug-07
B578	Overcast	Nil	W	1	Garnet C	0.75	No	24-Aug-07
B578	Overcast	Nil	W	1	Garnet C	0.75	No	24-Aug-07
B523	Clear	Nil	W	1	Garnet C	1.25	No	24-Aug-07
B523	Clear	Nil	SW	4	Garnet C	1.25	No	23-Aug-07
B523	Overcast	Nil	SW	4	Garnet C	0.75	No	23-Aug-07
B523	Overcast	Nil	SW	4	Garnet C	0.75	No	23-Aug-07
B523	Clear	Nil	W	2	Garnet C	0.75	No	15-Aug-07
B523	Clear	Nil	W	2	Garnet C	0.75	No	15-Aug-07
B523	Clear	Nil	E	13	Garnet C	0.75	No	14-Aug-07
B523	Clear	Nil	E	13	Garnet C	1.25	No	14-Aug-07
B701	Clear	Nil	W	2	Garnet C	1.25	No	14-Aug-07
B701	Clear	Nil	W	2	Garnet C	1.25	No	13-Aug-07
B701	Clear	Nil	W	2	Garnet C	0.75	No	13-Aug-07
B701	Clear	Nil	SW	1	Garnet C	0.75	No	12-Aug-07
B701	Clear	Nil	SW	1	Garnet C	0.75	No	12-Aug-07
B701	Clear	Nil	SW	1	Garnet C	1.00	No	12-Aug-07
B701	Overcast	Moderate	W	12	Garnet C	1.00	No	12-Aug-07

October 2006 to September 2007 Weather Database Summary

Work Package	Weather Conditions	Rain	Wind Direction	Wind Speed	Abrasive Type	Amount Used	Screens Used	Date
B701	Overcast	Nil	NW	5	Garnet C	1.00	No	11-Aug-07
B723	Clear	Nil	W	7	Garnet C	0.75	No	10-Aug-07
B623	Overcast	Nil	W	1	Garnet C	1.25	No	09-Aug-07
B634	Overcast	Nil	W	4	Garnet C	0.75	No	08-Aug-07
	Clear	Nil	NW	0	Garnet C	0.75	No	08-Aug-07
B523	Overcast	Light	W	7	Garnet C	0.50	No	07-Aug-07
B523	Overcast	Nil	NW	3	Garnet C	0.75	No	06-Aug-07
B578	Overcast	Moderate	NW	3	Garnet C	0.25	No	04-Aug-07
B578	Overcast	Nil	W	4	Garnet C	0.50	No	02-Aug-07
B578	Overcast	Nil	NW	4	Garnet C	0.50	No	10-Sep-07
B567	Overcast	Nil	NW	4	Garnet C	0.75	No	07-Sep-07
B567	Overcast	Nil	W	2	Garnet C	1.50	No	06-Sep-07
B567	Overcast	Nil	SW	1	Garnet C	0.50	No	05-Sep-07
B567	Overcast	Nil	NW	2	Garnet C	1.25	No	04-Sep-07
BW5 4-5	Overcast	Nil	SE	7	Garnet C	0.75	No	08-Feb-07
EXS5	Overcast	Light	SE	6	Garnet C	1.00	No	07-Feb-07
EXN5	Clear	Nil	W	4	Garnet C	1.00	No	02-Feb-07
EXN5	Clear	Nil	NW	1	Garnet C	1.00	No	01-Feb-07
BW54/5	Overcast	Nil	NW	0	Garnet C	1.25	No	26-Jan-07
EXN5	Clear	Nil	NW	1	Garnet C	0.75	No	25-Jan-07
BW54/5	Clear	Nil	NW	1	Garnet C	1.25	No	24-Jan-07
EXN6	Clear	Nil	NW	1	Garnet C	0.75	No	23-Jan-07
BW53/4	Clear	Nil	W	1	Garnet C	0.75	No	22-Jan-07
EXN5	Clear	Nil	E	2	Garnet C	0.50	No	19-Jan-07
EXN5	Clear	Nil	E	2	Garnet C	0.75	No	18-Jan-07
EXN5	Clear	Nil	SW	2	Garnet C	0.25	No	17-Jan-07
EXN5	Clear	Nil	W	1	Garnet C	0.50	No	16-Jan-07
EXN5	Clear	Nil	W	1	Garnet C	0.50	No	15-Jan-07
BW53/4	Overcast	Nil	W	1	Garnet C	0.50	No	12-Jan-07
BW57/8	Overcast	Nil	S	5	Garnet C	0.75	No	12-Jan-07
EXN5	Overcast	Nil	E	1	Garnet C	0.50	No	11-Jan-07
EXN5	Overcast	Nil	E	1	Garnet C	0.50	No	09-Jan-07
EXN5	Overcast	Nil	SW	5	Garnet C	0.75	No	09-Jan-07
BW 5 3/4	Clear	Nil	W	1	Garnet C	0.50	No	12-Dec-06

October 2006 to September 2007 Weather Database Summary

Work Package	Weather Conditions	Rain	Wind Direction	Wind Speed	Abrasive Type	Amount Used	Screens Used	Date
BW 5 6/7	Clear	Nil	SW	1	Garnet C	0.50	No	11-Dec-06
BW 5 3/4	Clear	Nil	NW	0	Garnet C	0.75	No	24-Nov-06
BW 5 3/4	Clear	Nil	NW	0	Garnet C	1.50	No	23-Nov-06
BW 5 6/7	Clear	Nil	NW	0	Garnet C	0.50	No	22-Nov-06
BW 5 3/4	Overcast	Nil	W	1	Garnet C	1.25	No	21-Nov-06
O/A 3 14/15	Overcast	Nil	W	2	Garnet C	1.00	No	31-Oct-06
O/A 3 12/13	Overcast	Nil	W	2	Garnet C	1.00	No	26-Oct-06
O/A 3 12/13	Overcast	Nil	NW	0	Garnet C	1.25	No	25-Oct-06
BW 5 5/6	Overcast	Nil	N	1	Garnet C	0.25	No	24-Oct-06
O/A 3 12/13	Overcast	Nil	NW	3	Garnet C	1.00	No	19-Oct-06
BW 5 5/6	Overcast	Nil	W	3	Garnet C	0.50	No	18-Oct-06
O/A 3 13/14	Overcast	Nil	W	0	Garnet C	0.75	No	09-Sep-06
EXN5	Clear	Nil	SW	2	Garnet C	0.50	No	04-Oct-06
EXN5	Clear	Nil	NW	3	Garnet C	0.75	No	21-Sep-06
EXN5	Clear	Nil	NW	3	Garnet C	1.25	No	20-Sep-06
EXN4	Clear	Nil	NW	1	Garnet C	0.75	No	15-Sep-06
EXN5	Clear	Nil	E	2	Garnet C	0.75	No	14-Sep-06
O/A 3 14/15	Clear	Nil	W	0	Garnet B	0.50	No	12-Sep-06
O/ARCH 3/4	Clear	Nil	W	0	Garnet C	0.25	No	07-Jun-06
O/ARCH	Clear	Nil	W	0	Garnet C	0.50	No	06-Sep-06
O/ARCH	Clear	Nil	E	5	Garnet C	0.25	No	05-Sep-06



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APPENDIX B

Local Residents Survey and Feedback

AHB LOCAL RESIDENT FEEDBACK FORM

Date: 26 November 2007

Major work carried out over previous quarter: Blasting & painting of Span 5
Resurfacing of east extension.
Blasting and Painting the Southern Viaduct
Upgrade of structural members throughout truss bridge
Spill Containment upgrade

Name: s9(2)(a)
Address: NORTHEAST POINT.
NORTH SHORE

Phone No: s9(2)(a)
work

Do you have any complaints regarding work on the Bridge? No - Doing WELL -

Do you feel you are being kept adequately informed when work is undertaken that has an impact on you? YES.

Suggestions or comments : HAVE THEY EVER THOUGHT OF PUTTING SPEED RESTRICTION "VISABLE" SIGNS UNDER BRIDGE, WE GET A FEW IDIOTS THAT THINK ITS A SLEEPWAY NOW AGAIN, OR LOW BUDGER BARS, MADE PEOPLE THINK.

Please Contact the following with any queries: Jon Patman or Alex Ingram
Tel: s9(2)(a)

Date: 29 / 11 / 07.
s9(2)(a)



AHB LOCAL RESIDENT FEEDBACK FORM

Date: 26 November 2007

Major work carried out over previous quarter: Blasting & painting of Span 5
Resurfacing of east extension.
Blasting and Painting the Southern Viaduct
Upgrade of structural members throughout truss bridge
Spill Containment upgrade

Name: s9(2)(a)
Address: NORTHCOTE PT.
AK

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge? No. Not this year!

Do you feel you are being kept adequately informed when work is undertaken that has an impact on you? Yes. Thank you.

Suggestions or comments: Good to have the wire mesh fencing extended above our unit.
Not so much rubbish on frost lanes.
Thanks.

Please Contact the following with any queries: Merry Xmas + New Year
Jon Patman or Alex Ingram
s9(2)(a) s9(2)(a)

Date: 28, Nov, 07



AHB LOCAL RESIDENT FEEDBACK FORM

Date: 26 November 2007

Major work carried out over previous quarter: Blasting & painting of Span 5
Resurfacing of east extension.
Blasting and Painting the Southern Viaduct
Upgrade of structural members throughout truss bridge
Spill Containment upgrade

Name: Pansby Cruising Club Inc
Address: 141 - 151 Westhaven Drive
Westhaven

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge? Only when the Current St entrance is closed + one has to drive back to town to access Harbour Bridge.

Do you feel you are being kept adequately informed when work is undertaken that has an impact on you? Yes

Suggestions or comments :

Please Contact the following with any queries: Jon Patman or Alex Ingram
s9(2)(a)

Date: 27 / 11 / 07

AHB LOCAL RESIDENT FEEDBACK FORM

Date: 26 November 2007

Major work carried out over previous quarter: Blasting & painting of Span 5
Resurfacing of east extension.
Blasting and Painting the Southern Viaduct
Upgrade of structural members throughout truss bridge
Spill Containment upgrade

Name: s9(2)(a)
Address: Northcote Point

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge? Sometimes night crew are noisy

Do you feel you are being kept adequately informed when work is undertaken that has an impact on you? yes

Suggestions or comments: keep up good work with graffiti under bridge

Please Contact the following with any queries: Jon Patman or Alex Ingram
Tel: s9(2)(a)

Date: 3/12/07



AHB LOCAL RESIDENT FEEDBACK FORM

Date: 26 November 2007

Major work carried out over previous quarter: Blasting & painting of Span 5
Resurfacing of east extension.
Blasting and Painting the Southern Viaduct
Upgrade of structural members throughout truss bridge
Spill Containment upgrade

Name: s9(2)(a)
Address: s9(2)(a)

NOA THECTE, 0627

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge? NOT AT PRESENT

Do you feel you are being kept adequately informed when work is undertaken that has an impact on you? YES

Suggestions or comments :

Please Contact the following with any queries: Jon Patman or Alex Ingram
Tel: s9(2)(a)

Date: 4 11 2007

AHB LOCAL RESIDENT FEEDBACK FORM

Date: 14 April 2008

Major Work Carried Out this year :
Painting Span 5
Painting Over-Arch
Lanes 1 and 2 Resurfacing
Joint 1 Platform Installation
Various Minor Mechanical Projects

Name: s9(2)(a)
Address: s9(2)(a)

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge?

Generally the changes are reasonably good, however rubbish collected by the projects remains an issue for us. Our street still has the red abrasive grit from the sandblasting carried out years ago, and bits of wire from the fence upgrade.

Do you feel you are being kept adequately informed?

The information is good, however I think it could be improved by better diagrams of where the maintenance is being done eg. circled on the picture of the bridge rather than 'over arch 5' or the like.

Suggestions or comments:

Please Contact the following with any queries:

Jon Patman (Project Manager) / Sandeep Nair
Tel: s9(2)(a)

Date: 23 10 108

AHB LOCAL RESIDENT FEEDBACK FORM

Date: 14 April 2008

Major Work Carried Out this year :
Painting Span 5
Painting Over-Arch
Lanes 1 and 2 Resurfacing
Joint 1 Platform Installation
Various Minor Mechanical Projects

Name: s9(2)(a)
Address: N' Cole St.

Phone No: s9(2)(a)

Do you have any complaints regarding work on the Bridge?
No - we feel workers are doing their best to minimize activities.

Do you feel you are being kept adequately informed?
Customer relations very good.
Really appreciate regular contact.

Suggestions or comments:
Would really like to see under bridge swept of all dirt and dust. (and it would be marvellous if it actually was sealed!)
Dirt and dust an ongoing nuisance.

Please Contact the following with any queries: Jon Patman (Project Manager) / Sandeep Nair
Tel: s9(2)(a)

Date: 17 / 04 / 08



AHB LOCAL RESIDENT FEEDBACK FORM

Date:

14 April 2008

Major Work Carried
Out this year :

Painting Span 5

Painting Over-Arch

Lanes 1 and 2 Resurfacing

Joint 1 Platform Installation

Various Minor Mechanical Projects

Name:

Address:

s9(2)(a)

NORTHCOVE PT
AUCKLAND.

Phone No:

() 4805748

Do you have any
complaints regarding
work on the Bridge?

No.

Do you feel you are
being kept adequately
informed?

Yes.

Suggestions or
comments:

Would appreciate your work vehicles
use the road under the bridge, not
the dirty part in the middle.
Dust is terrible on cars + house.
Thank you.

Please Contact the following with any
queries:

Jon Patman (Project Manager) / Sandeep
Nair
Tel: [redacted] s9(2)(a) [redacted]

Date:

16/04/08

AHB LOCAL RESIDENT FEEDBACK FORM

Date: 14 April 2008

Major Work Carried Out this year :
Painting Span 5
Painting Over-Arch
Lanes 1 and 2 Resurfacing
Joint 1 Platform Installation
Various Minor Mechanical Projects

Name: s9(2)(a)
Address: Northcote Pt

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? yes

Suggestions or comments: watch 4 graffiti

Please Contact the following with any queries: Jon Patman (Project Manager) / Sandeep Nair
Tel: s9(2)(a)

Date: 16 / 4 / 08

