

On the evening of Thursday the 26th of November. I was asked to attend / observe photograph & record all information in relation to the exposure of the foundation base-plates at one specified location on the North crash barrier/handrail on the East cycle track. Information as follows. :

Persons present. :
 . (Flint & Neill.)
 . (Miller Callaghan.

Induction given to Miller Callaghan employees. : at 21.15.

Traffic management completed at 22.45 hrs.

Barrier location. 16 on crash /barrier / handrail.

Commenced work at 23.00 hrs.

Work procedure. : 1. -



Area specified by consultants flint & neill (south side of base only) representative marked & cut out using “9 “ inch angle grinder & stone cutting blade.

Work procedure . 2. :



Area breakout of concrete using generator powered hydraulic road breaker.on south side only of crash barrier base.

Work procedure. 3. :



Photograph showing location of longitudinal 16 mm round rebar approx 100mm below low point of cycle track surfacing. On south side of plate.

Work procedure. 4.



Photograph showing location of longitudinal 16 mm round rebar approx 200mm below low point of cycle track surfacing. Also visible 2 in No. holes created by impact of jackhammer. This was breakthrough of viaduct soffit.

Work procedure . 5.:



Photograph showing location of exposed edge of bent plate attached to crash barrier base. (visible through exposed hole .thickness dimension taken at 20mm.

Work procedure. 6. :



Photographs showing completion of surface repairs following completion of investigation / survey by consultants Flint & neill.

Work on investigation / survey to establish dimensions of 1. bent plate. 2. depth of bent plate below cycle track surface. 3. Condition of steelwork. 4. Condition of concrete. 5. locations of any longitudinal or transverse reinforcement bars. Unfortunately work was stopped by FETA. Bridge inspector (who was in attendance to gather independent information.) following complaints by residents of North queensferry located below the bridge structure. (not before information requirements were met). This information was conveyed by operations control duty supervisor following contact with the standby duty officer. The duty standby officer passed information quoting noise levels related to works being carried out, and that if permission had been given by the Enviromental agency all requirements to noise levels criteria had been agreed prior to commencement to work and that contractors miller callaghan had the required paperwork. Further planned works which were scheduled to take place at a specified location on the south viaduct following works on the north viaduct were cancelled and did not go ahead as planned that evening.

It should be recorded that on Miller callaghans specific method statement it states on [page 3](#). under [section seven](#). **Related to plant & equipment**. That a breaker will be used. **No specific type or noise levels ommitted given.**

On [page four](#) [under section 15](#) **related to Environmental measures**. It states that noise will be kept to a minimum utilising silenced equipment. No mention of breaker type or **noise levels ommited** .