



## **Record of Meeting**

## Preferred Bidder Technical/Due Diligence/VE Meeting

## **Structures**

## 30/10/07

Attendees :

Alan Dolan - Parsons Brickerhoff Jason chandler - Parsons Brickerhoff

Colin Walker - Halcrow David Simmonds - Halcrow

Damian Sharp - tie David Crawley - tie Lindsay Murphy - tie Richard Walker - tie David Taylor - BBS Ralf Honeck - BBS Scott McFadzen - BBS

Chair :James McEwan

		Who	When
1	Introduction		
	J McEwan introduced the meeting stating that a saving of £9m is	ALL	Dec 07
	required on the structures budget. Estimate £17, BBS – £31.5m		
	All means to be used to achieve this		
	BBS stated that BBS was willing to discuss scope change however		
	were not willing to break down rates as Lump sum relates to other		
	elements of project.		
	Outline of Planning process discussions with stakeholders through		
	design development		
	8 weeks informal consultation		
	8weeks formal consultation		

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	BBS concerned over derailing process		
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	33 weeks to construction		
	12-18 weeks approx redesign time		
	JMcE stated that a credible defendable position required by		
	December 07. JMcE stated that a basic non-esthetic design option		
V	with no constrains is required to attain the £9m saving.		
	SDS presentation on discipline and design		
-	Edinburgh Park Station – Halcrow sub contract design		
	Existing Design:- Design developed since March 07, 7Span Structure		
v	with Reinforced Soil approaches clad in Sandstone to north as per		
s	side agreement and standard <b>Tensar block to south</b> outwith park,		
C	columns 1750 dia base slab 1m deep. Wing walls attached to the		
k	base of the bearing. BBS to confirm that this would be a saving	BBS	
1	1665m long approach from 5m high to ends		
F	Parapet gives no containment for trams or vehicles. Straight –		
7	Transition – 2 curves – transition – straight.		
	Drawings still in CAT 3 check		
F	Falsework – sub structure alone would not support.		
	Design constraint within agreement is for fine columns. Crossheads would improve		
	Steel structure would not require the same amount of falsework.		
	Outline suggested saving £0.5m		
	This is based upon material cost and takes account of redesign BBS		
	to confirm	BBS	
	Redesign of stacking points for bearing replacement could provide		
	further saving could be in. BBS to provide estimated saving	BBS	

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	Who	When
Halcrow raised concern over sound impact of Steel Structure.		
BBS suggested that this could be mitigated with sound insulation.		
Design includes top mat which aids stray current collection. Held with		
capped dowels. Tico mat or similar could mitigate.		
Waterproofing – is this really required track will not be gritted so		
reduced Salt corrosion risk. BBS to provide estimated saving	BBS	
Roll up of 2 possessions 1 each way erection		
expect less possessions to be positive suggestion to Network rail.		
2 Span suggestion		
BBS to provide suggested price	BBS	
Reduction of walkways to 600 clearance to permanent obstruction		
BBS to price	BBS	
Ducting 6 each way with 1 spare + 1 additional requested.		
Halcrow stated that designer would not be willing to accept CDM		
implications of change to walkways. tie to discuss with PB	tie/PB	
All designs available in Autocad for BBS to develop. SDS to provide	SDS	
uncontrolled copies		
Russell Road Bridge		
Contiguous piles suggested rather than sheet as a reduction in		
temporary work. Anchors would not be required in present design.		
Secant piles stop water run off from network rail run off		
Confirmed that Russell Road can shut during construction.	BBS	
Note BT ducting in west footpath. BBs to provide costed proposal		
Victoria Dock Bridge - No alteration to structure expected		
<u>Tower Place</u> - extension for Single footway		

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	Who	When
Roseburn Viaduct – PB design in Birmingham		
Being CAT 3 checked prior approval next 2-3 weeks		
Suggestion steel over 2 spans would give 32% saving		
Is there an option for weathered steel?	LM/SD	
To be discussed at further meeting in Birmingham	S /BBS	
A8 Underpass – PB design in Birmingham		
In detailed design awaiting utilities investigation (BT bank of ducts)		
Suggestions reduce width	LM	
Reduce headroom and fit rail	/SDS	
Buildaility and piling configuration	/BBS	
To be discussed at further meeting in Birmingham	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Depot Access - PB design in Birmingham		
Suggestion had been for simplified structure.		
Redesign of Depot is simplified 2 bridges		
To be discussed at further meeting in Birmingham		
Water of Leith - PB design in Birmingham		
Utilities constraint – gas main which it is expected will be diverted as		
part of flood prevention scheme.		
LM provide option report upon which CEC decided on present	LM	
configuration		
JMc E to investigate cost impact of Flood prevention to Tram and	IMaE	
raise at weekly meeting with CEC.	JMcE	
SDS to provide scope	SDS	
To be discussed at further meeting in Birmingham		
Haymarket Viaduct		
Complete - 5 span structure		
Stairs to be demolished and reinstated		
Spans to be utilised for Utility Access, Crewe relief, Sub-station		
Meeting with PB designers following week		
Discuss		
Roseburn Viaduct		
Water of Leith Bridge		
Balgreen Road Bridge		

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		Who	When
	A8 Underpass		
	Depot Acess bridge(s)		
	SDS to prepare schedule of suggested changes and BBS to provide	SDS/B	
	outline valuation.	BS	
7.	Next Full Meeting - 13 <sup>th</sup> November 10.00a.m.		

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