

PART 2
SCOPE AND PRICING OF PRIORITISED WORKS

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Edinburgh Tram Network

Prioritised Civil Works

29 March 2011

di.F
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Summary

The works defined as 'Prioritised Works' are identified in the Mar Hall Heads of Terms dated 11 March 2011 and have been further developed, as discussed and agreed, through meetings and discussions.

The main items remain as per the Heads of Terms however it was felt prudent to highlight several areas where it would be beneficial to carry out work of low value to secure a programme benefit in the event that agreement is reached which would allow all of the works to proceed from Edinburgh Airport to Haymarket.

The attached schedule identifies work which could be defined as 'Prioritised Works' and contains elements of works which are Ongoing, On Hold and Not Yet Started.

Work which is On Hold and Not Yet Started would only start as a result of a Minute of Variation as envisaged by the Mar Hall Heads of Terms .

This note deals with the clarification of the original envisaged 'Prioritised Works' together with the development of other potential 'prioritised works and some additional comments on other ongoing issues.

We have also included some notes on the Advanced Expenditure of the On Street Target Price.

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Prioritised Works

The Main Elements of the 'Prioritised Works' Minute of Variation consists of

- **The Princes Street Remedial Works and any outstanding Target Price works**
- **Haymarket Yards**
- **The A8 Underpass**
- **The Depot Access Bridge**
- **The Depot Building and External Works**
- **The Mini Test Track**
- **Auxiliary Works**

We have prepared the amounts due to be paid under the 'Prioritised Works' Minute of Variation with reference to our Project Phoenix Proposal. i.e. Actual cost of the Subcontract Works.

The amounts noted for the Princes Street Works excluded the cost of the remedial works and represent only the TM and Enabling Works required to implement a full closure on Princes Street which will allow work which was planned to be done under the Target Price to be carried out.

We anticipate that the works in Haymarket Yards will be valued at around £900k. This is based on an assessment of the quantities for this area and subcontractor rates and prices.

It was not originally envisaged under the 'Prioritised Works' Minute of Variation that any works would proceed on the A8 Underpass however CEC have requested that the A8 Underpass be included as part of any 'Prioritised Works'.

Before the works were suspended we were constructing Phases 1, 2 and 4 of the A8 Underpass, therefore there is significant traffic management arrangements and utility protection measures which need to remain in place until work restarts.

Phases 1 and 2 also interact with the 250mm dia watermain feed to the Depot and Scottish Water have previously indicated that they will not permit the connection to happen until such times as this main is completed in its entirety. There is a risk that Scottish Water may revert to this position which would require Phases 1 and 2 to be backfilled and constructed to finished level to allow the installation of the main.

The re-commencement of the works at the A8 Underpass would be highly visible to the public.

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Prioritised Works (Contd)

It is anticipated that the Depot Access Bridge structure will be complete by the 3 May 2011 however the connection of the Depot Access Road, which is identified as being carried out under the 'Prioritised Works' Minute of Variation, across the Depot Access Bridge and onto the Gogarburn Roundabout may not be complete until July 2011.

The Depot External Civil works would be expected to be complete by August 2011, perhaps slightly earlier on the assumption of an early start in April.

The value of the remaining works in the Depot has been calculated using, as a base, the Project Phoenix Price from Barr Ltd with the addition of the Mini Test Track.

The civil element of the Depot Building is essentially complete with the exception of minor works related to the integration of Systems equipment.

We have assessed the value of the Mini Test Track using quantities and subcontractor rates.

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Auxiliary Works

As a result of the ongoing mediation there are a number of areas across the site where work is currently suspended and it is not envisaged that any work will be done in these areas under a 'Prioritised Works' Minute of Variation however there is an ongoing requirement to maintain traffic management, site safety arrangements and utility protection measures in the meantime.

The following areas come under this category :-

- Section 1A Traffic Management and Safety Fencing to accommodate works to Lindsay Road Retaining Wall and Tower Place Bridge.
- Traffic Management and Safety Fencing Section 2A through 5A, B and C
- Traffic Management and Utility Protection Measures at the A8 Underpass

We have also identified some key areas of work, some of which are comparatively low in value, where it would be beneficial to the future Programme if these works were instructed under a 'Prioritised Works' Minute of Variation.

They are as follows

- **Additional testing in the Murrayfield Retaining Wall Corridor.**

Through the normal process of submitting and agreeing Estimates under the Infraco Contract (INTC 625) it was identified that there was a need for extensive ground improvement works in the area of Murrayfield Stadium, in particular Retaining Walls S21B and D.

We have identified that it would be prudent to instruct around this ground investigation work to finalise the design.

The total cost of this work would be the order of 100k and would include testing and design costs. This process could be complete within 10 weeks of an instruction to proceed. This would allow the design to be finalised in advance of the works commencing in September 2011 thus ensuring the programme for this section of works.

Auxiliary Work (Contd)

- **Water of Leith Sewer Lining.**

Through the normal process of submitting and agreeing Estimates under the Infraco Contract (INTC 479) it was identified that there was a need for advanced works to protect an existing sewer in the area of the Water of Leith Bridge (S21E).

We consider that it would be prudent to instruct this work to ensure the Programme in this area, however we accept this structure is not on the critical path.

The total cost of this work would be the order of 70k. These works could be complete within 8 weeks of an instruction to proceed.

- **Demolition of Plots 96/97 Roseburn Garage**

Through the normal process of submitting and agreeing Estimates under the Infraco Contract (INTC 368) it was identified that there was a need for additional demolition in the area of Russell Road Retaining Wall.

The demolition or otherwise of these properties will have a critical effect on the Programme in this discrete area and Section 5 as a whole.

We require CEC to finalise an agreement with the current owner which allows Infraco to take access and demolish these properties. It would be necessary to start these works in advance of the currently planned date of 1 September 2011 to provide any programme benefit.

We anticipate that it will take 10 weeks to demolish these properties from an instruction to proceed, the demolition works are likely to cost around £100k.

- **Demolition of Plots 101/102**

Through the normal process of submitting and agreeing Estimates under the Infraco Contract (INTC 368) it was identified that there was a need for additional demolition in the area of Russell Road Retaining Wall.

However this additional demolition (Plot 102) may have an impact on another existing property (Plot 101) and this needs to be resolved.

Auxiliary Work (Contd)

- **Demolition of Plots 101/102 (Contd)**

The options available are to either strengthen and make watertight Plot 101 to allow the demolition of Plot 102 to proceed or alternatively extend the agreement with the current owner to demolish both plots in their entirety.

Our preferred option is to demolish both properties

It would be necessary to start these works in advance of the currently planned date of 1 September 2011 to provide any programme benefit.

Again we understand that there is no agreement with the current owner to allow any of these works to proceed in any event.

- **Russell Road Retaining Wall**

The early resolution of Plots 96/97 and 101/102 could allow a start of the main construction works on the 1 September 2011.

- **Site Clearance in Section 7A.**

We have proceeded to clear trees in the area of the Gogarburn Retaining Wall (W14) prior to the start of the nesting season thus removing this constraint from future works. The works is of a nominal value of £20k and will be complete shortly.

- **Testing for Contamination**

There is a nominal amount of testing required to be done to complete our assessment of the remaining contaminated land on the site.

Whilst not critical to the overall programme it does allow for the measures for dealing with contamination to be finalised in advance of any works starting in September 2011.

In addition we require the client to confirm the status of the Planning Application, which he has progressed, for the storage of non-hazardous material on or adjacent to the site. This would need to be in place for the 1 September 2011.

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Milestone Schedule Updates

There are two areas of the site where work has been/is in progress and where either the current Milestone Schedule does not represent the works actually carried out or that we have been prevented from updating the Milestone Schedule due to the lack of the issue of a tie Change Order.

They are as follows

- **The Depot Building and External Work**
- **Section 5 Structures generally**

We propose that the 1st and 2nd Mobilisation payments as envisaged under the 'Prioritised Works' Minute of Variation take into account, equally, the fact that the works have been properly carried out and that save for the absence of a tie Change Order the Milestone Schedule would have been updated and allowed the recovery of this cost.

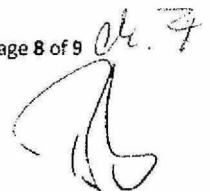
It would not be correct to simply spread any balance due through a new, revised and simplified milestone schedule which would only come into effect after the 1 September 2011.

In respect of the Depot Building and External Works there was, prior to the Mediation, an initiative to resolve many of the outstanding INTCs relating to the Depot Area and there was a general recognition that there was an entitlement to be paid for these works.

The initiative was never concluded given that events were overtaken by the Mar Hall Heads of Terms however we continue to carry a significant cost which has not been reimbursed by way of being able to update the Milestone Schedule.

The amount of work carried out in the Depot Area in advance of being able to update the milestone Schedule is approximately £2 million.

In respect of the Structures in Section 5 we have assessed the cost of work carried out in advance of being able to update the Milestone Schedule to be of the order of £3.5 million.

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Target Price

The Mar Hall Head of Terms sets out that the On Street Works shall be paid for on a Target Sum basis and that the mechanism for calculating and amending the Target Sum will be agreed at a later date.

Since the Mar Hall Heads of Terms were signed further discussions have taken place whereby it has been identified that, for a variety of reasons, it would be beneficial to start these works before the 1 September 2011.

During discussions with CEC Roads Department it was identified that to inform both the Design and the Target Price it would be advantageous to identify, by way of trial holes, the condition of the existing road and sub-formation from Haymarket to St Andrews Square.

Additionally and at the same time this resource could identify the location of any utilities to allow CEC and the Infracore to plan and programme the works in these areas to minimise the effect of utilities on the construction of the Civils and Systems works.

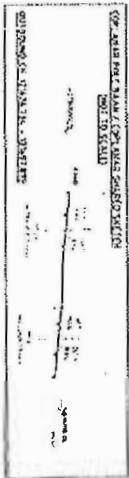
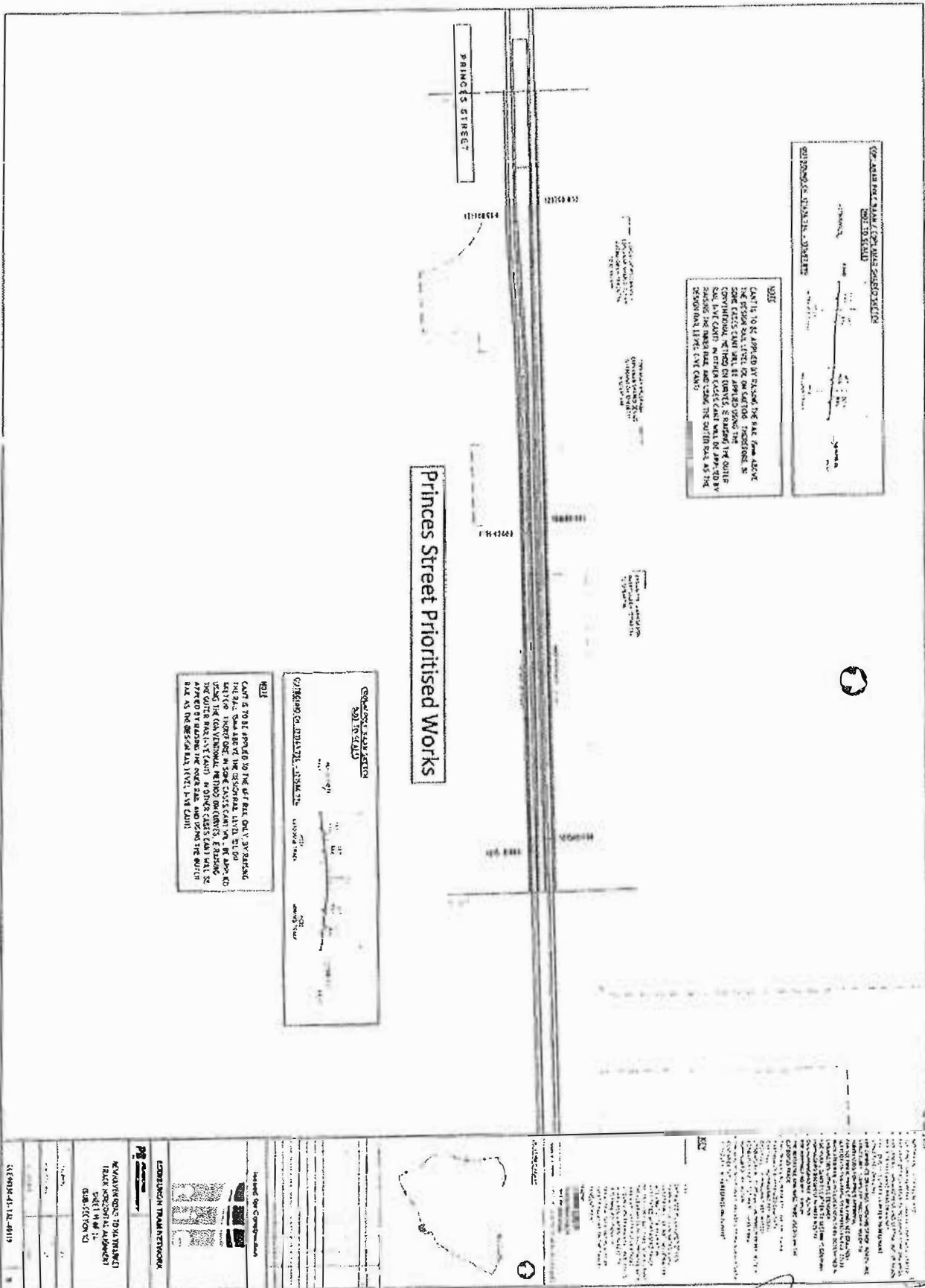
We have for the purposes of this initial submission based the cost on our experience of trial holes on Leith Walk (INTC 490)

We understand also that a full closure on Princes Street will be permitted commencing early May 2011 and that the Embargo which prevents work being carried out in July and August will be lifted.

We had anticipated that we would carry out any remaining works on Princes Street in conjunction with the works to Haymarket to Lothian Road and Waverley Bridge to St Andrews Square.

It would be beneficial to take advantage of this closure and execute as much of the outstanding works as is technically feasible. We have not, in the time available, been able to prepare a detailed analysis of the value of the outstanding works, however we have provided an indication, by way of an assessment based on our experience, the value of the outstanding works.

We will work with you to develop this to conclusion to ensure that this element of the work does not prejudice any future mechanism which we will seek to develop and agree for the Target Price as envisaged by the Mar Hall Heads of Terms.



NOTE
 CANALS TO BE APPLIED BY PLACING THE PAINT FROM ABOVE THE DESIGN ROAD LEVEL BY AN EQUIVALENT METHOD. IN SOME CASES THIS MAY BE BY HAND OR BY USING A PAINT CAN. IN OTHER CASES THIS MAY BE APPLIED BY SPREADING THE PAINT OVER THE ROAD SURFACE AS THE DESIGN ROAD LEVEL. (SEE CAN)

Pricnes Street Prioritised Works



NOTE
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Legend for Construction

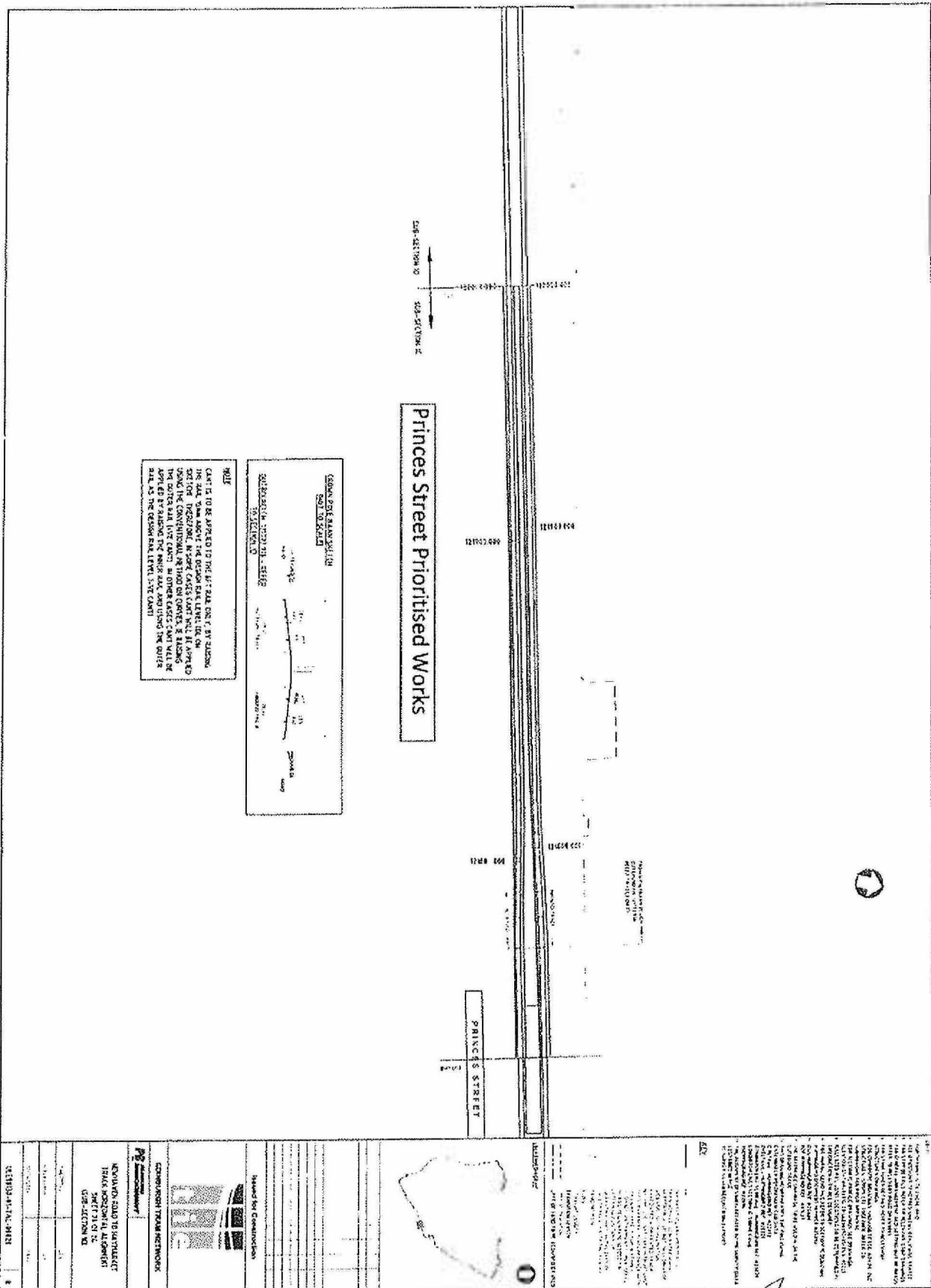
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	KERB MARKING

GENERAL NOTES

1. ALL WORK TO BE COMPLETED BY 15/12/2019.
2. ALL WORK TO BE COMPLETED BY 15/12/2019.
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10. ALL WORK TO BE COMPLETED BY 15/12/2019.

DATE: 15/12/2019

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Princes Street Prioritised Works

SECTION PROFILE
NOT TO SCALE

NOTE
 CLARE TO BE APPLIED TO THE UTILITY LINES BY QUANTITY SURVEYOR. THE DATA ABOVE THE PROPOSED ROAD LEVEL IS FOR INFORMATION ONLY. THE PROPOSED ROAD LEVEL IS SUBJECT TO THE CONSTRUCTION METHOD ON GROUND & RAILING. THE PROPOSED ROAD LEVEL IS SUBJECT TO THE CONSTRUCTION METHOD ON GROUND & RAILING. THE PROPOSED ROAD LEVEL IS SUBJECT TO THE CONSTRUCTION METHOD ON GROUND & RAILING.

LEGEND

- Water Main
- Sewer Main
- Gas Main
- Proposed Road Level
- Ground Level
- Manhole
- Construction Area

NOTES

- Refer to the site plan for the location of the works.
- The works shall be carried out in accordance with the specifications.
- The works shall be completed by the date specified.
- The works shall be carried out in accordance with the specifications.
- The works shall be completed by the date specified.

DATE: 15/10/2024

SCALE: 1:100

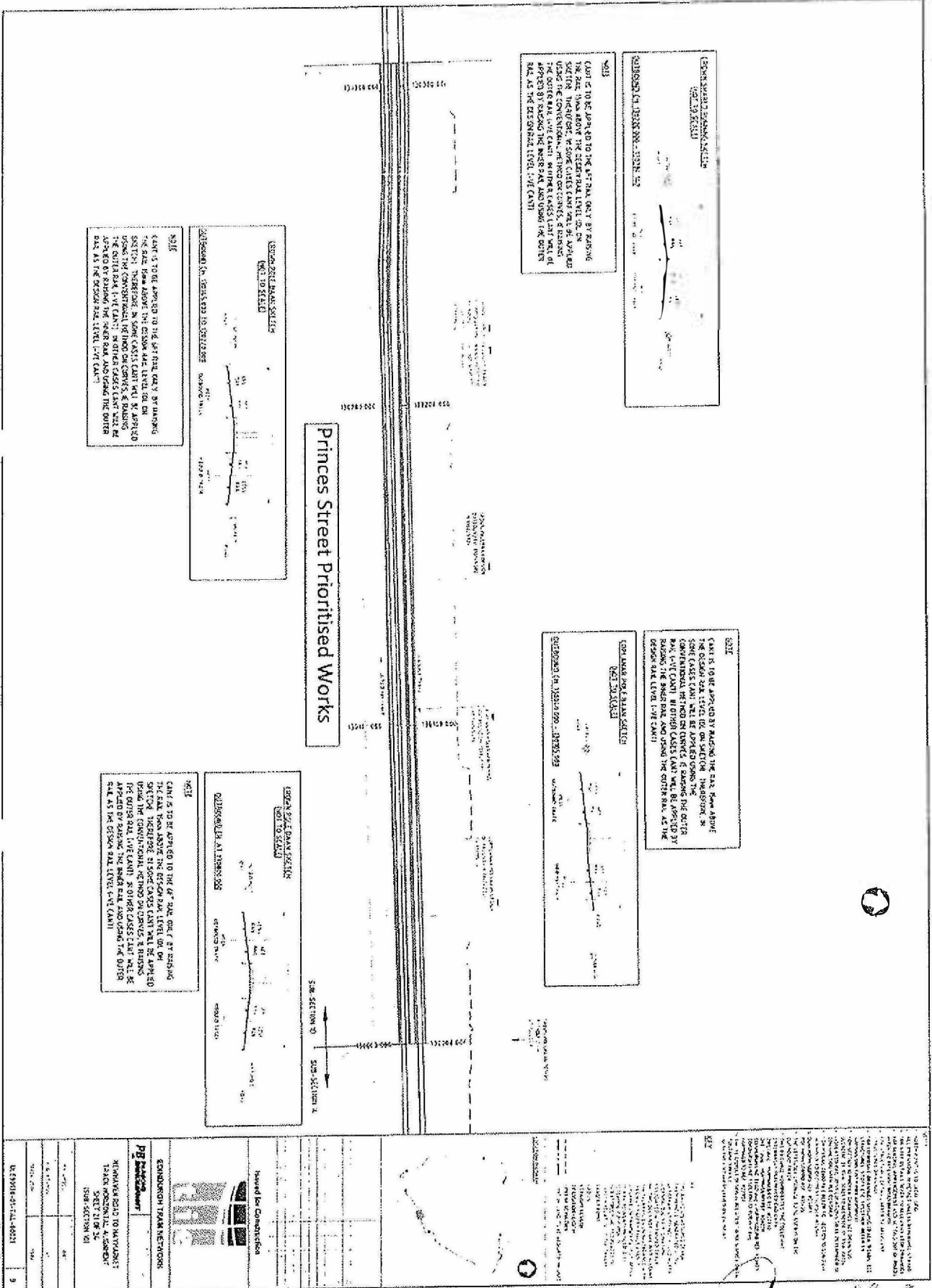
PROJECT: Princes Street Prioritised Works

CLIENT: [Redacted]

DESIGNER: [Redacted]

APPROVED: [Redacted]

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SECTION 1: DRAINAGE
 (SEE PLAN SHEET 1)

NOTE: THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 1. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 1. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 1.

SECTION 2: DRAINAGE
 (SEE PLAN SHEET 2)

NOTE: THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 2. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 2. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 2.

Princes Street Prioritised Works

SECTION 3: DRAINAGE
 (SEE PLAN SHEET 3)

NOTE: THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 3. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 3. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 3.

SECTION 4: DRAINAGE
 (SEE PLAN SHEET 4)

NOTE: THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 4. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 4. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 4.

SECTION 5: DRAINAGE
 (SEE PLAN SHEET 5)

NOTE: THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 5. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 5. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 5.

SECTION 6: DRAINAGE
 (SEE PLAN SHEET 6)

NOTE: THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 6. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 6. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 6.

SECTION 7: DRAINAGE
 (SEE PLAN SHEET 7)

NOTE: THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 7. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 7. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 7.

SECTION 8: DRAINAGE
 (SEE PLAN SHEET 8)

NOTE: THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 8. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 8. THE DRAINAGE SYSTEM IS TO BE INSTALLED IN THE SUB-SECTION 8.

REVISIONS

NO.	DATE	DESCRIPTION
1	15/01/2023	ISSUED FOR TENDER
2	20/01/2023	REVISED TO REFLECT COMMENTS
3	25/01/2023	REVISED TO REFLECT COMMENTS
4	30/01/2023	REVISED TO REFLECT COMMENTS
5	05/02/2023	REVISED TO REFLECT COMMENTS
6	10/02/2023	REVISED TO REFLECT COMMENTS
7	15/02/2023	REVISED TO REFLECT COMMENTS
8	20/02/2023	REVISED TO REFLECT COMMENTS
9	25/02/2023	REVISED TO REFLECT COMMENTS

APPROVED FOR CONSTRUCTION

NAME: [Signature]

DATE: 25/02/2023

DESIGNED BY

NAME: [Signature]

DATE: 25/02/2023

CHECKED BY

NAME: [Signature]

DATE: 25/02/2023

SCALE

1:1

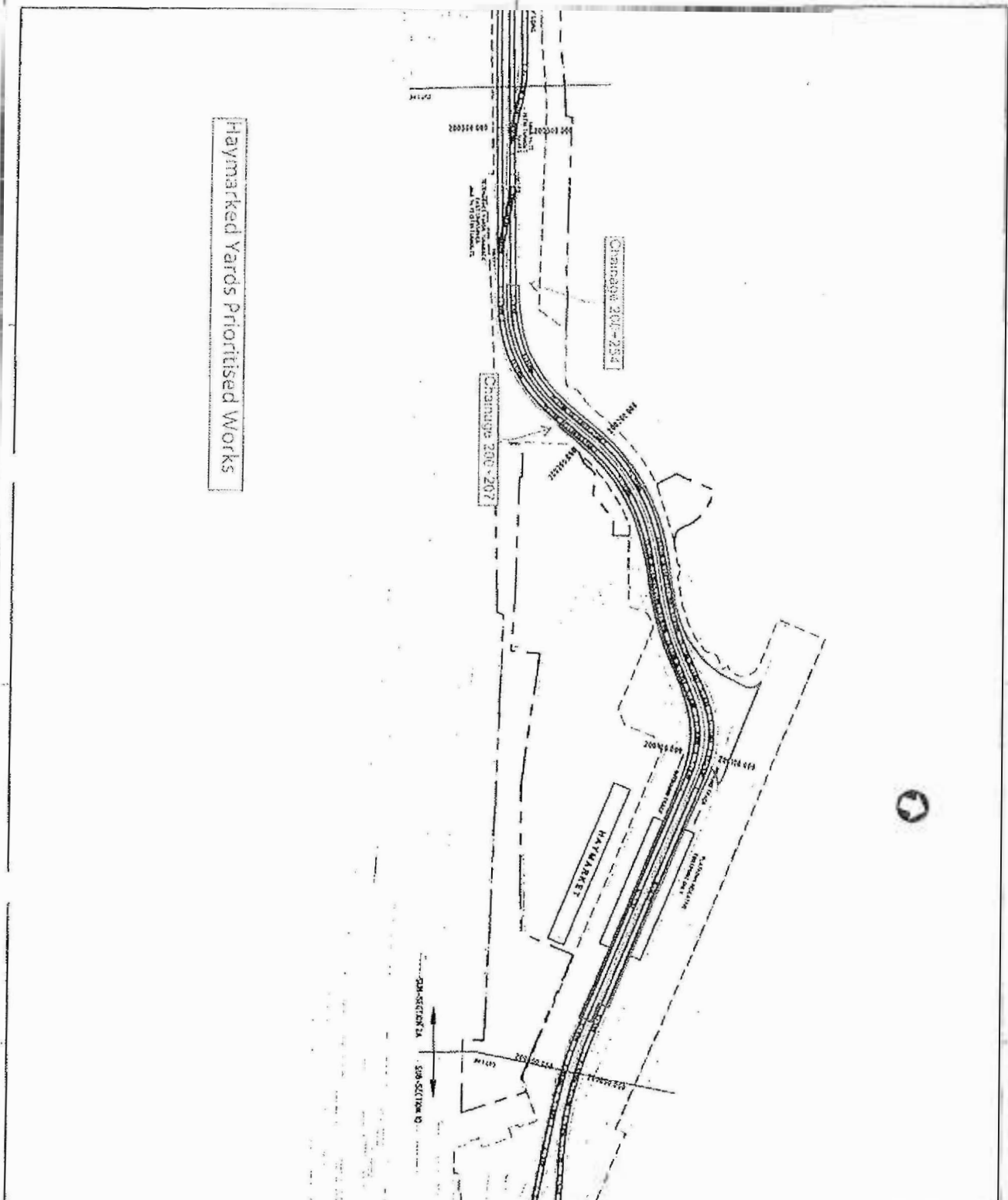
PROJECT NO.

123456789

SHEET NO.

9

Haymarket Yards Prioritised Works



NOTES

1. ALL WORKING DRAWINGS MUST BE APPROVED BY THE CLIENT AND THE CONTRACTOR BEFORE COMMENCING WORK.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND SERVICES AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF ALL EXISTING UTILITIES AND SERVICES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF ALL EXISTING STRUCTURES AND SERVICES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF ALL EXISTING LANDSCAPE AND PLANTING.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF ALL EXISTING HISTORICAL FEATURES AND MONUMENTS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF ALL EXISTING CULTURAL HERITAGE AND MONUMENTS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF ALL EXISTING ENVIRONMENTAL FEATURES AND MONUMENTS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF ALL EXISTING SOCIAL AND COMMUNITY FEATURES AND MONUMENTS.

REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR TENDER	15/01/2007
2	ISSUED FOR CONSTRUCTION	15/01/2007
3	ISSUED FOR CONSTRUCTION	15/01/2007
4	ISSUED FOR CONSTRUCTION	15/01/2007
5	ISSUED FOR CONSTRUCTION	15/01/2007
6	ISSUED FOR CONSTRUCTION	15/01/2007
7	ISSUED FOR CONSTRUCTION	15/01/2007
8	ISSUED FOR CONSTRUCTION	15/01/2007
9	ISSUED FOR CONSTRUCTION	15/01/2007
10	ISSUED FOR CONSTRUCTION	15/01/2007



Legend for Construction

- EXISTING STRUCTURE
- NEW STRUCTURE
- EXISTING ROAD
- NEW ROAD
- EXISTING BOUNDARY
- NEW BOUNDARY
- EXISTING UTILITIES
- NEW UTILITIES
- EXISTING LANDSCAPE
- NEW LANDSCAPE
- EXISTING HISTORICAL
- NEW HISTORICAL
- EXISTING SOCIAL
- NEW SOCIAL
- EXISTING ENVIRONMENTAL
- NEW ENVIRONMENTAL
- EXISTING SOCIAL
- NEW SOCIAL

Scale
1:1000

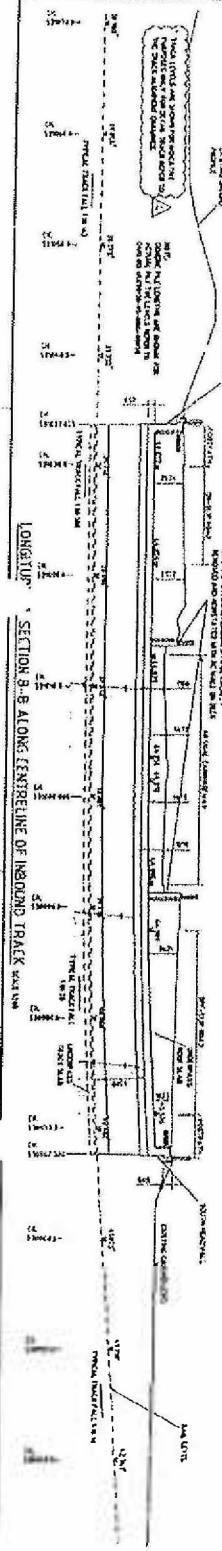
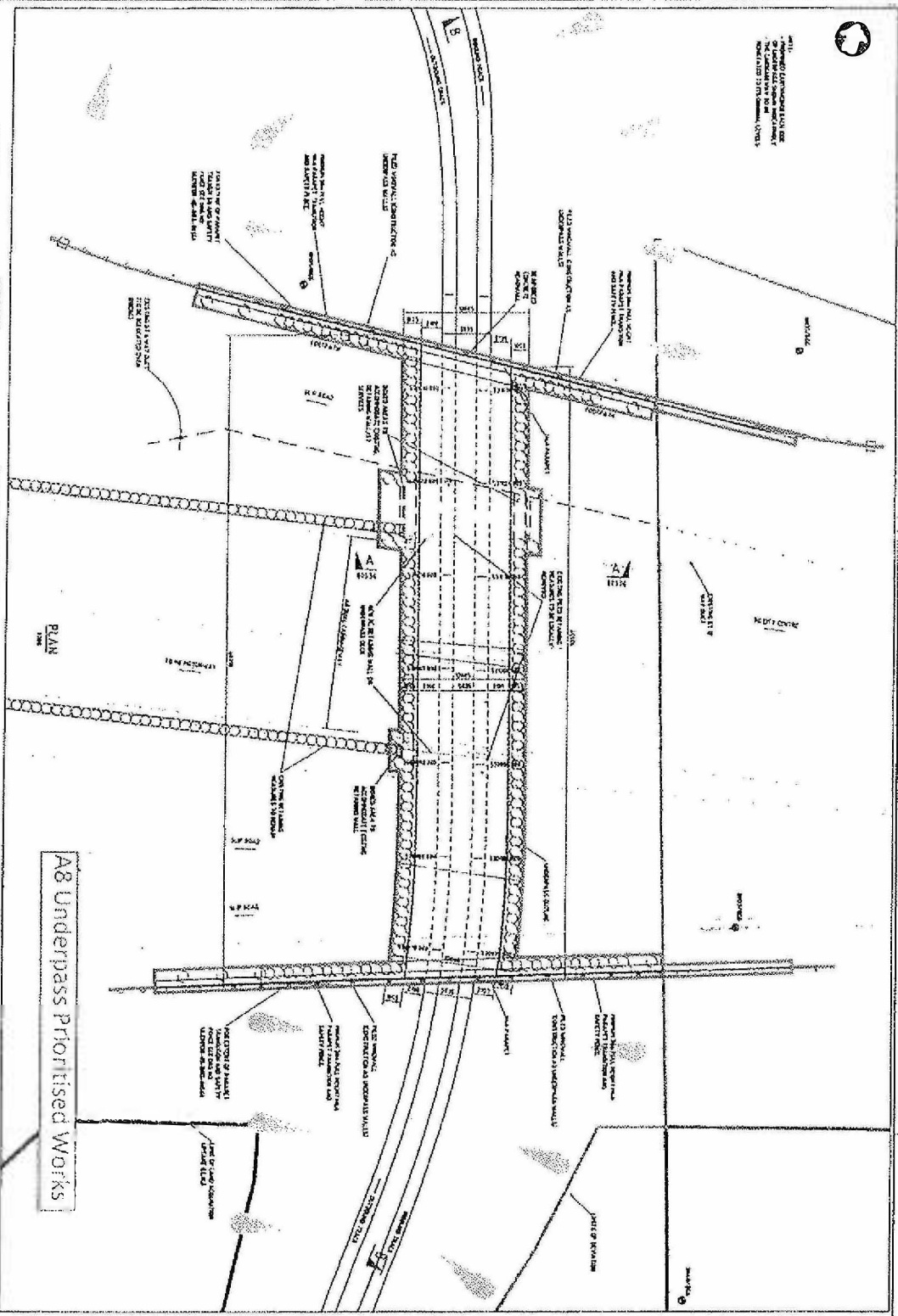
North Arrow

Client: HAYMARKET 10/02/07
Project: HAYMARKET YARDS
Sheet: 3
Date: 15/01/2007

Handwritten signatures and initials:





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FROM BENTON & BOWLES (1111)



A8 Underpass Prioritised Works

SECTION 9-B ALONG CENTERLINE OF INBOUND TRACK
LONGITUDINAL SECTION



Revised for Construction

NO.	DESCRIPTION	DATE
1	ISSUED FOR CONSTRUCTION	10/20/11
2	REVISED FOR CONSTRUCTION	10/20/11
3	REVISED FOR CONSTRUCTION	10/20/11
4	REVISED FOR CONSTRUCTION	10/20/11
5	REVISED FOR CONSTRUCTION	10/20/11

CONSTRUCTION TRAIL NETWORK
A8 Underpass
SECTION 9-B

- 1. THE BIDDING SHALL BE FOR THE CONSTRUCTION OF THE A8 UNDERPASS PRIORITIZED WORKS IN ACCORDANCE WITH THE SPECIFICATIONS AND THE CONTRACT DOCUMENTS.
- 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AGENCIES.
- 3. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE APPROVED BY THE ENGINEER BEFORE CONSTRUCTION BEGINS.
- 4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND ROADWAYS AT ALL TIMES.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
- 6. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY MEASURES AND TRAFFIC CONTROL THROUGHOUT THE PROJECT.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL DEBRIS AND EXCESS MATERIAL.
- 8. THE CONTRACTOR SHALL MAINTAIN RECORDS OF ALL CONSTRUCTION ACTIVITIES AND SUBMIT THEM TO THE ENGINEER UPON COMPLETION OF THE PROJECT.
- 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL ENVIRONMENTAL FEATURES.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL HISTORICAL AND CULTURAL RESOURCES.
- 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL ARCHAEOLOGICAL REMAINS.
- 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL PLANT AND ANIMAL LIFE.
- 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL SOILS AND ROCKS.
- 14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL WATER RESOURCES.
- 15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL AIR RESOURCES.
- 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL CLIMATE RESOURCES.
- 17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL CULTURAL RESOURCES.
- 18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL SCIENTIFIC RESOURCES.
- 19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL EDUCATIONAL RESOURCES.
- 20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL RECREATIONAL RESOURCES.

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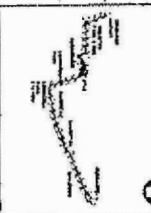
Drawing ULEB0130-05-TAL-00024 - Overmarked to show extent of Main Test Track

Change 501-230



DATE: 11/11/10
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT: ULEB0130-05-TAL-00024
 SHEET: 5 OF 5

NOTES:
 1. THE ABOVE IS A PRELIMINARY DESIGN AND SHOULD NOT BE USED FOR CONSTRUCTION WITHOUT THE APPROVAL OF THE ENGINEER.
 2. THE TRACK LAYOUT IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS.
 3. ALL DIMENSIONS ARE IN FEET AND INCHES.
 4. THE TRACK WIDTH IS 40 FEET.
 5. THE TRACK CENTERLINE IS 20 FEET FROM THE ADJACENT PROPERTY LINE.



Material for Construction

Item	Quantity	Unit
Gravel	10,000	cu yd
Asphalt	5,000	sq yd
Concrete	2,000	cu yd
Rebar	100	lb
Formwork	100	sq ft



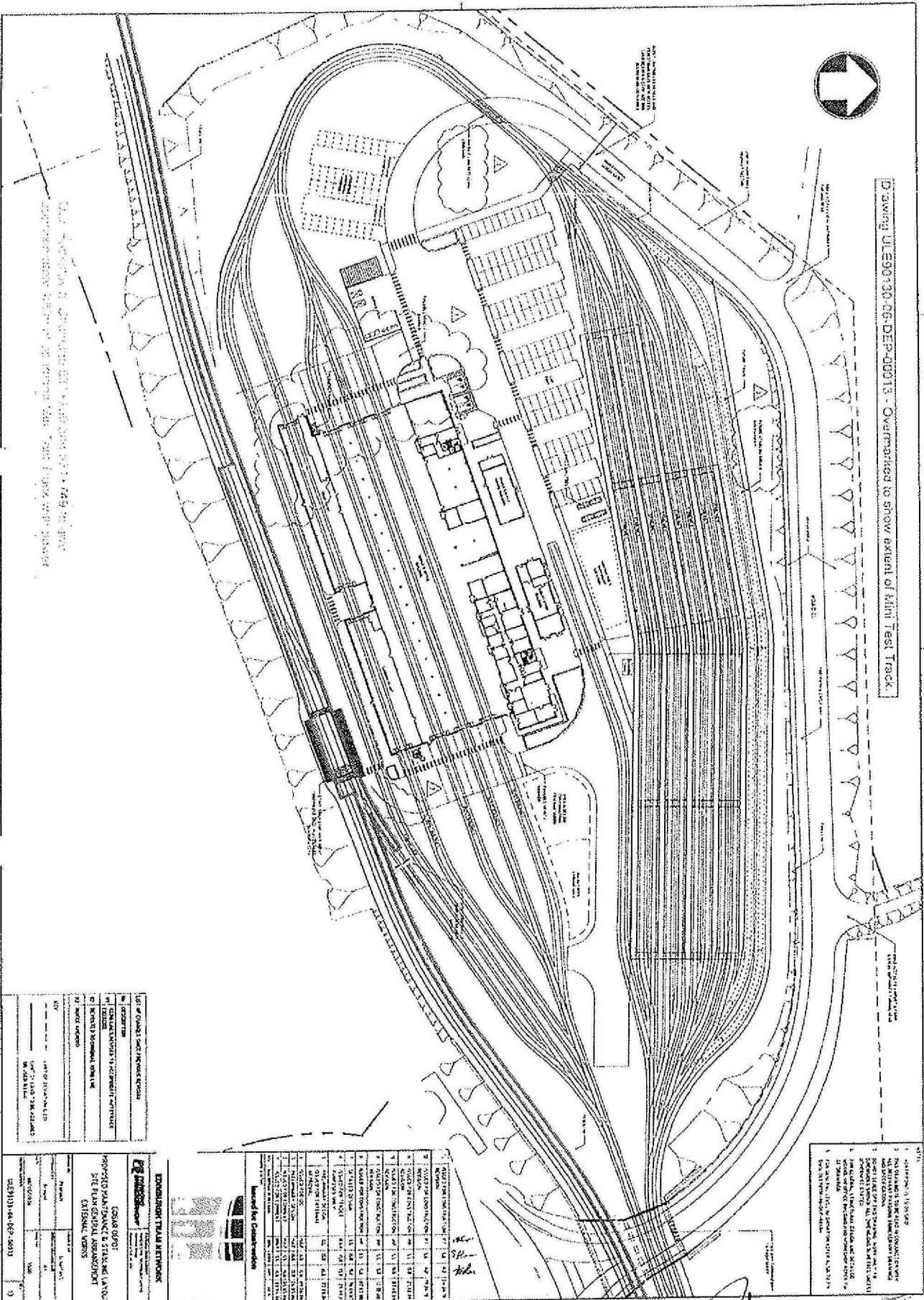
APPENDIX TABLE REFERENCE

INDICATOR SECTION TO OCCUPATION
 TRACK RENEWAL AGREEMENT
 SHEET N. OF 5
 OUT-SECTION 50

DATE: 11/11/10
 SHEET: 5 OF 5



Drawing U.E.90136-06-DEP-00913 - Overmarked to show extent of Almit Test Track.



ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.
CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE
CONCRETE MANUAL AND THE ASPHALT PAVEMENT MANUAL.

1. THE DRAWING IS TO BE USED FOR THE DESIGN OF THE TEST TRACK AND SHALL BE USED IN CONJUNCTION WITH THE SPECIFICATIONS FOR THE CONSTRUCTION OF THE TRACK.
2. THE DRAWING IS TO BE USED FOR THE DESIGN OF THE TEST TRACK AND SHALL BE USED IN CONJUNCTION WITH THE SPECIFICATIONS FOR THE CONSTRUCTION OF THE TRACK.
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DATE OF ISSUE	1/15/13
ISSUED BY	...
REVISIONS	...
APPROVED BY	...
SCALE	AS SHOWN

DESIGNER: TIAI NETWORK

PROJECT: PALM BEACH COUNTY AIRPORT
SITE PLAN: GENERAL ARRANGEMENT
EXTENSION: VARIOUS

DATE: 1/15/13
DRAWING NO: 02591314-06-DEP-00913

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR CONSTRUCTION	1/15/13
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				Application		42	43	44	45	46	47	48			
				Period End	Due Certified	31-Mar	26-Apr	20-May	25-Jun	23-Jul	20-Aug	17-Sep			
				03-Apr	03-Apr	03-Apr	15-Jun	13-Jul	10-Aug	07-Sep	05-Oct				
Item	Description	Section	Work Description	Status	Member	Due Paid	25-Apr	17-May	29-Jun	27-Jul	26-Aug	23-Sep	Total		
1	Prioritised Works	1	5th Wide	Mobilisation (Certs 1 & 2)		BSCUK	17,500	7,000	9,000				17,500		
						Siemens	11,500	7,500	4,000				11,500		
		7	5th Wide	Materials and Equipment (Certs 1, R, JA, B & C)		Siemens	25,000	17,000		4,333	4,333	4,333	23,000		
		3	5th Wide	Electronics			BSCUK	7,200		1,200	1,200	1,200	1,200	1,200	7,200
							Siemens	2,964		494	494	494	494	494	494
		4	15/20	Pines Street Dr. Finalizing Works	Not to Start		BSCUK	350			300	50	50	50	350
							Siemens								
		5	2A	Haymarket Fc'd		Initial	BSCUK	570			175	175	175	175	475
							Siemens	500							
		6	5C	AB of departs - Phase 1/3 & 2/4 Works		Not Assigned	BSCUK	730			150	150	150	150	450
							Siemens								
		7	5C	Depot Access Bridge		Ongoing	BSCUK	511		403	215				511
							Siemens								
8	6	Depot Area: Building		Ongoing	BSCUK	1,000	500	500					1,000		
					Siemens	1,600			200	200	400	400	400	1,600	
9	6	Depot Area: External Works		Ongoing	BSCUK	2,450		750	750	600	300	250	2,450		
					Siemens	1,400		200	200	250	250	250	750	1,400	
10	6	Depot Area: Mini Test Track		Not to Start	BSCUK	600			200	200	200		600		
					Siemens	1,000					250	400	400	1,000	
Total for Agreed Priority Works						20,600	21,500	11,540	9,849	7,652	7,251	7,451	1,346	78,640	
2	Auxiliary Works	1	1A	Ongoing Maintenance Works	Ongoing	BSCUK	101	11	35	33	15	15	11	110	
						Siemens									
		2	1B	Adaptor R Testing In Murrayfield Corridor	Not to Start		BSCUK	110			30				110
							Siemens								
		3	1B	Water of Leith Sewer Lining Works	Agreed to Start		BSCUK	70					70		70
							Siemens								
		4	1B	Demolition of Plot 92/101	Not to Start		BSCUK	100					100		100
							Siemens								
		5	5C	AB Underpass - Ongoing Maintenance Works		Ongoing	BSCUK	575	75	75	75	75	35	35	610
Siemens															
6	5A/B & C	Structures Generally Working/Progress		Ongoing	BSCUK	3,165		3,165					3,165		
					Siemens										
8	7A	Site Clearance Works (already underway)		Ongoing	BSCUK	20		20					20		
					Siemens										
9	Site Wide	Fencing for Containment		Not to Start	BSCUK	20					20		20		
					Siemens										
Total for Auxiliary Works						4,176	110	3,255	310	94	330	90	80	4,115	
Total for Fixed Sum Prioritised Works - 'Fixed Sum Prioritised Works Price'						14,772	21,410	15,807	15,641	7,742	8,122	8,041	3,459	74,727	

TARGET PRICE PRIORITISED WORKS

Item	Description	Section	Work Description	Status	Member	Due Paid	25-Apr	17-May	29-Jun	27-Jul	26-Aug	23-Sep	Total
1	Target Price Works	1	1C/1D	Advanced Site Investigation works in Section 3C	Not to Start	BSCUK	400			100	100	100	400
						Siemens	350				50	100	100
		1	1C/2b	Pines Street Outstanding Works	Agreed to Start	BSCUK	600			100	100	200	600
						Siemens							
Total for Target Price Prioritised Works - 'Target Price Prioritised Works Price'						1,350	0	0	100	250	300	300	1,350

SUMMARY: BY WORK DESCRIPTION

Item	Description	Section	Work Description	Due Paid	25-Apr	17-May	29-Jun	27-Jul	26-Aug	23-Sep	Total	
1	Summary	1	Mobile/Materials & Equipment (Certs 1, 2 & 3A & B & C)	49,000	27,000	9,000	0	4,333	4,333	4,333	0	49,000
			Priority Works	21,807	500	3,547	3,834	3,319	3,419	3,619	3,165	27,600
			Auxiliary Works	4,115	110	3,255	110	90	370	90	90	4,115
			Target Price Works	1,350	0	0	100	250	300	450	300	1,350
Totals				76,072	27,610	15,807	4,084	7,997	8,422	8,442	3,759	86,070

SUMMARY: BY INFRACO MEMBER

Item	Description	Section	Contract Member	Due Paid	25-Apr	17-May	29-Jun	27-Jul	26-Aug	23-Sep	Total	
1	Summary	1	Biffinger Berger Civil UK Limited	17,500	8,110	11,104	3,150	1,615	2,645	2,111	1,745	25,929
			Siemens plc	48,560	18,500	4,694	844	5,377	5,777	6,327	1,994	60,141
Totals				66,060	26,610	15,807	4,084	7,997	8,442	4,735	86,070	

Note: This table only shows the expenditure of the Prioritised Works up to the 17 September 2011 and does not represent the total value of the Prioritised Works