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**From:** David.Gough@civil.bilfinger.co.uk  
**Sent:** 10 November 2009 19:57  
**To:** Michael Paterson  
**Cc:** Dennis Murray; Frank McFadden; Kevin.Russell@civil.bilfinger.co.uk; Martin.Foerder@civil.bilfinger.co.uk; Steven Bell  
**Subject:** Re: Princes Street Credit  
**Attachments:** Appendix 2 Section A Cost and Uplift definitions 101109.docx

Michael

As discussed earlier today please find attached a final copy of Appendix 2 Section A Cost and Uplift Definitions agreed during your discussions with Jane MacDonald earlier this week.

(See attached file: Appendix 2 Section A Cost and Uplift definitions 101109.docx)

Regards,

David Gough  
Project Quantity Surveyor

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| 10/11/2009 17:57 |  
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| Princes Street Credit |  
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David,

Following the meeting held on Friday 6th November we have reviewed our position with respect to the Princes Street credit and confirm:-

#### Section B – Sub-Contract Prelims

We await further information from BSC, tie will review on receipt.

#### Removal / Relocation of Bus Shelters

The requirement to move the bus-shelters for Section 1D was identified on BDDI drawing number ULE90130-01-HRL-00221, 00222 and detailed on Site Clearance Schedule ULE90130-SW-SPN-00090 v8. We consider that the work content identified at BDDI within Section 1D should also have been allowed within section 1C.

We also confirm that within BSC's gross application under the PSSA an amount of £62k has been claimed to cover invoices received from Clear Channel, this is in addition to the £55k cost paid direct by tie.

#### Plane Existing Road

Upon review of Appendix 7/1 – Roads and Pavement Specification and the rates from Schedule Part 4, there is no evidence to confirm that the rate for Milling Pavement is deemed to include for disposal.

#### Street Lighting / Junction Signals

We consider that the Schedule 4 rate applies.

#### New Road / Kerb Realignment

BDDI drawing reference ULE90130-01-HRL-01121 rev 1 identifies a requirement to re-align kerbs / roadway, re-measure attached.

#### Drainage / Service Ducts

We have reviewed and consider that our allowance of a cost p/m of track laid is a fair position based on the BDDI information available. We would note that the actual work content carried out by BSC is far in excess of the position taken.

#### Tramstop

Civil's works re-measure attached.

#### Trackwork

We confirm that we have talked through the mechanism and theory used by tie to determine the credit due against the BDDI Trackform detail with David Gough earlier today. BSC to review and respond.

#### Cable Ducts

Within Schedule Part 4 there is a rate for Multi way cable duct (either side of the track) and a rate for Multi way cable duct, both have the same rate £169.48 p/m. We therefore consider the credit detailed by tie to be correct.

#### Abortive works

We require BSC to identify and deduct all costs associated with abortive works carried out on Princes St, these works should not form part of the demonstrable cost claimed. tie are currently preparing a list of abortive works which we would ask BSC to consider.

We can discuss the above tomorrow.

Regards  
Mike Paterson

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tie Limited registered in Scotland No. SC230949. Registered office - City Chambers, High Street, Edinburgh, EH1 1YT. [attachment "Princes St - Credit Calculations.xlsx" deleted by David Gough/Commercial Management/Civil/Bberger]

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