

Our ref: **25.1.201/RJW/6133**
Your ref: **INF CORR 5410**

29 June 2010

Attn. Richard Jeffrey
tie Limited
City Point
65 Haymarket Terrace
Edinburgh
EH12 5HD

**Bilfinger Berger–Siemens– CAF
Consortium**

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Dear Sir,

**Edinburgh Tram Network Infraco
Project Carlisle Explanation of Scope**

With regard to your letter of 22 June 2010 (ref INF CORR 5410) we are pleased to continue developing the understanding established between Mr. Kitzman and Mr. Rush. To this extent, we confirm that our Mr. Kitzman is available to you as the point of contact for Infraco, and will involve other Infraco Members as appropriate. However, please remain mindful that any agreement established within the framework of Project Carlisle is subject to final approval by all Infraco Members and their associated Boards. Further, we also confirm that any offer made by either Party during the “Project Carlisle” negotiation is without prejudice, and any accord reached shall not be legally binding until such time that an executed tie Change Order has been issued.

Without diminishing the cooperative tone and positive discussions, we believe it is necessary to address the Scope of Project Carlisle initiative from the Infraco perspective that if not addressed early has the potential to complicate discussions later. We also believe that tie’s acknowledgement, as confirmed in tie’s referenced letter above, that the GMP is not intended to transfer all risks to Infraco, is not a lump sum all inclusive proposal, and the intention to put the parties back to where they would have been if the present circumstances had been known at the outset, are key issues to which we can constructively build upon.

As such, we confirm that we have commenced the calculation of the Guaranteed Maximum Price (“GMP”) for Project Carlisle, which is based on the delivery of the Employer’s Requirements and as detailed on the Drawings contained on the electronic record “GMP Drawings” that have been compiled. For clarity in this context the capitalised term “Drawings” means, drawings, schedules, design specifications, calculations, and any other design documents listed in the electronic record “GMP Drawings”. Any required change to the electronic record “GMP Drawings”, the Employer’s Requirements or preferences by CEC or Others or any specific change requests from tie, will need to be dealt with separately as a Change and an appropriate tie Change Order issued.

During the calculation of the GMP we believe it is necessary and practical to conclude negotiations of numerous differences between the Parties, for brevity we have included clarifications below. Discussion of these issues in the past have been difficult, however we believe further open dialog may be successful in finding solutions that are acceptable to both Parties.

The GMP will include for all Infraco Works in respect of the following:

The design, construction, installation, commissioning, tram procurement and supply, system integration, infrastructure maintenance, tram maintenance and supply of related equipment, spares and materials, warranties, information, licences and related infrastructure [in respect of the Edinburgh Tram Network]:

1. Off-Street Works to the following Sections from Haymarket to Edinburgh Airport:
 1. Section 2A – Haymarket to Roseburn Junction;
 2. Section 5A – Roseburn Junction to Balgreen;
 3. Section 5B – Balgreen to Edinburgh Park Central;
 4. Section 5C – Edinburgh Park Central to Gogar;
 5. Section 6 – Gogar Depot;
 6. Section 7A – Gogar to Edinburgh Airport.
2. On-Street Works to the following Sections from Haymarket to Princes Street East:
 1. Section 1D – Princes Street West to Haymarket;
 2. Princes Street West to the east end of Princes Street East (i.e. Terminal Point).
3. Enabling Works in Section 1A are as follows and as detailed in the electronic record of "GMP Drawings" (and indicated on the enclosed "Project Carlisle: Section 1: Enabling Works Section" [text & sketches] (5 pages) for ease of reference to this letter):
 1. from Newhaven Tramstop to Retaining Wall 1A – fill to underside of trackslab;
 2. Lindsay Road Retaining Walls 1A, 1B, 1C and 1D – design and construction;
 3. Lindsay Road Link Road to Ocean Drive – removal of retaining wall and footpath, removal of trees and ground preparation, placing of earthworks fill and re-grading of profile;
 4. Lindsay Road – lowering works;
 5. Tower Place Bridge – works to be completed, including the final roadway and the track as per shallow track design completed by SDS;

N.B. No systems-related works required except at Tower Place Bridge, other than integration and assurance of design.

Clarifications

The GMP will be based on the following scope clarifications:

1. Roseburn Viaduct

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

2. Landfill Site

The GMP will be based on tie's recommendation, which is included in the electronic record of "GMP Drawings", which amends trackform to ballast and includes a track retaining structure in the vicinity of the 50m radius curve to the east of Gogarburn Bridge and an element of earth retention. It assumes a three month surcharge period.

3. Outstanding Approvals etc.

1. Trackform Type Confirmation

The trackform type at each location will be based on the actual design as defined in the electronic record of "GMP Drawings" (SPM-TRW-GEN-0018)

2. Murrayfield Tramstop Retaining Wall; Murrayfield Underpass; Murrayfield Stadium Retaining Wall

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

3. Murrayfield Stadium Accommodation Works

These works are being carried out by others with an expected completion date of 31 October 2010. The enclosed programme "Programme Project Carlisle (First Draft) dated 9 June 2010" is based on the completion date of 31 October 2010.

4. South Gyle Access Bridge – sewer clash at [Structure Number 26]

1. The sewer being diverted by others with an expected completion date of 31 October 2010. The enclosed programme "Programme Project Carlisle (First Draft) dated 9 June 2010" is based on the completion date of 31 October 2010 for the diversion works completed by others.

2. The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings"

5. Gogar Interchange

The GMP will not include for a Gogar Interchange. The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings" i.e. without construction of the Gogar Interchange nor the associated change of the alignment and infrastructure. If these are later agreed between tie and their stakeholders, these shall be subject to a tie Notice of Change including both the impact on design and on construction and an appropriate tie Change Order issued.

6. New Inqliston Limited ('NIL')

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

7. Airport Retaining Walls W14 & W15

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings". Any changes required to accommodate the outcome of the flood modelling works will not be at the risk of Infracore save for alterations required to the weir within Culvert No.3.

8. Airport Kiosk Design

1. No further future-proofing to be allowed for.

2. The GMP will be based on the current developed elliptical design which is included on the drawings as included in the electronic record of "GMP Drawings".

9. Tramstop Design

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

10. Substation Design

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

11. Landscaping

In respect of programming the landscaping will be considered complete provided that the only unfinished works are planting which will be carried out at the beginning of the next planting season.

12. Section 2A at Haymarket: Phase 1a/1b Interface Design

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings". The GMP will not include any scope of Section 3A (Phase 1b). Note that the junction has been future proofed to allow incorporation of future S&Cs, but their procurement is not included the GMP.

13. Network Rail: Form C Submissions

The GMP will be based on the standard requirements for Form C submissions. tie shall use reasonable endeavours to assist with obtaining approvals but this may be dependent upon timely and complete submissions by Infraco.

14. Third Party Agreements at Edinburgh Park and Airport

The GMP will be based on Trackform type issue addressed in item 3.1. The timetable constraints as detailed in the 3rd Party Agreement licence with EAL, other than agreeing respective completion dates for the approved packages shall not be applicable in executing the scope of Project Carlisle.

NEL has deadlines of 18 months (excluding Edinburgh Park Viaduct) and 24 months at the viaduct. This is about to expire. For the purposes of GMP Infraco shall assume that this can be agreed with NEL by tie / CEC provided Infraco construct, test and commission in accordance with the enclosed programme "Programme Project Carlisle (First Draft) dated 9 June 2010".

Any impact of these dates on the enclosed programme "Programme Project Carlisle (First Draft) dated 9 June 2010" shall be dealt with separately as a Change and an appropriate tie Change Order issued.

15. Overall Traffic Management Model Approval

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings". The Employer's Requirements must be complied with by Infraco. Any required change outwith the Employer's Requirements or any preferential or other design changes by CEC needs to be dealt with separately as a Change and an appropriate tie Change Order issued.

16. OLE Vehicle Impact Report

Infraco will be responsible for obtaining CEC's acceptance and agreement. CEC have not responded within the Approval Period as specified within the Infraco Contract. Any required change due to late comments by CEC needs to be dealt with separately as a Change and an appropriate tie Change Order issued.

17. Lochside Avenue Junction

The GMP will be based on the drawings approved by CEC on 20 May 2010 and included in the electronic record of "GMP Drawings". The GMP assumes no further comments or Informatives raised by CEC beyond those comments provided with the Approval of this design.

18. Changes to Traffic Regulation Orders (TRO2)

TROs are tie's obligation and Infraco are not responsible for the cost of any change to the design or TROs as a result of the TRO process.

19. Water Supply Connection to Depot

To be provided by 19 July 2010. The enclosed programme "Programme Project Carlisle (First Draft) dated 9 June 2010" is based on the completion date of 19 July 2010.

20. Drainage Alignment Drawings (Off-Street)

Any changes required to the current design on the Drawings as included in the electronic record of "GMP Drawings, including both the impact on design and in construction, shall be dealt with separately as a Change and an appropriate tie Change Order issued.

21. OLE Interface at Tower Place Bridge

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

22. OLE Interface at Russell Road Retaining Walls 3 & 4

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

23. Siemens' Items

1. 110V Power Supply at Tramstops

Comply with the Employer's Requirements.

2. Access Concept for Electrification Rooms & Equipment

This must comply with the Employer's Requirements as explained in INF CORR 4570.GM dated 30 March 2010.

3. Interface with Scottish Power at Depot

1. Meter arrangements and Local Power supply provider shall be in place for July 2010.
2. Way-leave clarification shall be finalised and approved by tie by 15 July 2010.

4. Washing Plant

The GMP will be based on the Siemens proposal and the actual status of design. Any additional arrangements shall be subject to a tie Notice of Change and an appropriate tie Change Order issued.

5. Emergency Crossovers Design

Basis of the GMP is a Terminus of the ETN operation at York Place Crossover including availability of Cathedral Lane Substation. As a "Terminus" has been introduced for Project Carlisle, no design exists yet for the "Terminus", therefore any modification of the actual design (to implement a "Terminus") shall be subject to a tie Notice of Change and an appropriate tie Change Order issued.

24. Utilities / Utilities Works

The GMP will not include for any Utilities or any Utilities Works that will be required to accommodate the Infraco Works. Any modifications to the electronic record of the "GMP Drawings" that may be required to accommodate any Utilities after 30 June 2010 these shall be dealt with separately as a Change and an appropriate tie Change Order issued.

25. Contaminated Land

The GMP will not include for Contaminated Land. tie will be responsible for the risk associated with contaminated land, including contaminated materials and plants. Any occurrence after 30 June 2010 of any contaminated land, including contaminated material and plants shall be dealt with separately as a Change and an appropriate tie Change Order issued.

26. Below ground obstructions/voids

The GMP will not include for any occurrence of obstructions or voids below the original ground level after 30 June 2010 and shall be dealt with separately as a Change and an appropriate tie Change Order issued.

27. Trackbed & Foundation to Section 1D - Princes Street West to Haymarket

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

28. Road Reconstruction to Section 1D - Princes Street West to Haymarket

The GMP will be based on the Drawings as included in the electronic record of "GMP Drawings".

29. Terminal Point

The Terminal Point for the Civil Engineering Works at the East end of Princes Street is as follows:
Inbound track completed to Chainage 121382.
Outbound track completed to Chainage 121377.

30. Design Assurance Statements

Infraco will carry out all necessary assurance statements, approvals and consents for the design, construction, testing and commissioning of the Edinburgh Tram Network covered by the Scope shown on the Drawings as included in the electronic record of "GMP Drawings" as required to be provided by the Infraco in accordance with the Infraco Contract and the Safety Assurance Plan to enable tie to comply with ROGS and other key statutory requirements.

31. Siemens' Materials and Equipment regarding the sections east of Terminus (Terminus is assumed as York Place crossover)

1. The GMP will include the value of all materials and equipment which Siemens has already ordered for the scope east of Terminus. The GMP price will include delivery of all said materials and equipment, DDP (incoterms 2000) up to the defined projects warehouse in Edinburgh area. Arrangements have to be made by tie for taking over the project warehouse after completion of construction works for the initial phase or the transport of materials and equipment to other suitable locations.
2. An itemised and priced material schedule will be provided for the sections east of the Terminus.
3. The GMP is based on Infraco providing irrevocable vested ownership of these materials and

equipment in favour of CEC, including transfer of title, risk and custody at a date which shall not exceed the Section C, Sectional Completion Date identified on the accepted Programme, Revision 1 (i.e. 6 March 2011). For clarity, this is the latest date at which the last material or equipment should have been incorporated into the Works under the accepted Programme, Revision 1.

4. The GMP is predicated on the appropriate tie Change order allowing the immediate payment, per the itemised material schedule and within 60 days after physical delivery to the projects warehouse, of each such material and equipment for the sections east of Terminus.
5. The GMP will include warranty for all the above materials and equipment, for a warranty period expiring 6 March 2013, i.e. two years after the Section C, Sectional Completion Date identified on the accepted Programme, Revision 1.
6. Due to missing timeframes cost for storage of the materials and equipment after providing irrevocable vested ownership as defined in item 31.3 shall be excluded. Siemens do not have long term arrangements beyond the Section C, Sectional Completion Date identified on the accepted Programme, Revision 1 (i.e. 6 March 2011) for its outsourced storage facilities in the Edinburgh area, the GMP only includes cost for storage of the materials and equipment at Siemens' own or subcontracted onshore and/or offshore facilities, for the above, until that date.

32. CAF

The GMP will include all costs incurred by CAF in storing 12 trams at their factory in Spain including a reasonable allowance for depreciation of the works carried out. Further, the GMP will also include for storing the remaining 14 trams (at a location and for a duration to be determined before the GMP price is closed) and associated related costs (insurance, warranties etc) in accordance with the enclosed programme "Programme Project Carlisle (First Draft) dated 9 June 2010" and will be presented as an itemised element based on reasonable additional costs.

33. Work Executed to 30 June 2010

The GMP will include for works already carried out (including correcting any defective works) and includes for all direct and indirect expense incurred to 30 June 2010.

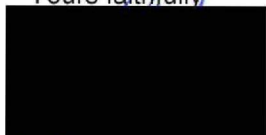
34. Completion Dates and Liquidated Damages

Liquidated Damages will apply at the Infraco Contract rates and as per the terms of the Infraco Contract. However, at the Completion Dates as identified on the enclosed programme "Programme Project Carlisle (First Draft) dated 9 June 2010". All Liquidated Damages associated with tram delivery / tram commissioning in the Tram Supply Novation Agreement and the Infraco Contract shall be waived, as their effect is deemed to have been covered by the tram progress requested at each of the Completion Dates as identified on the enclosed programme "Programme Project Carlisle (First Draft) dated 9 June 2010".

We are fully aware that the issues currently being discussed amongst the Parties are complicated and difficult and we recognise tie's obligations and duties in respect of obtaining "best value" for the public purse. We hereby fully commit the necessary resources to complete the development of the GMP in a timely manner and finalise the Project Carlisle terms and conditions.

This letter is written entirely without prejudice to any of our contractual or rights in Law.

Yours faithfully,



Richard Walker
Chairman – Infracore Board

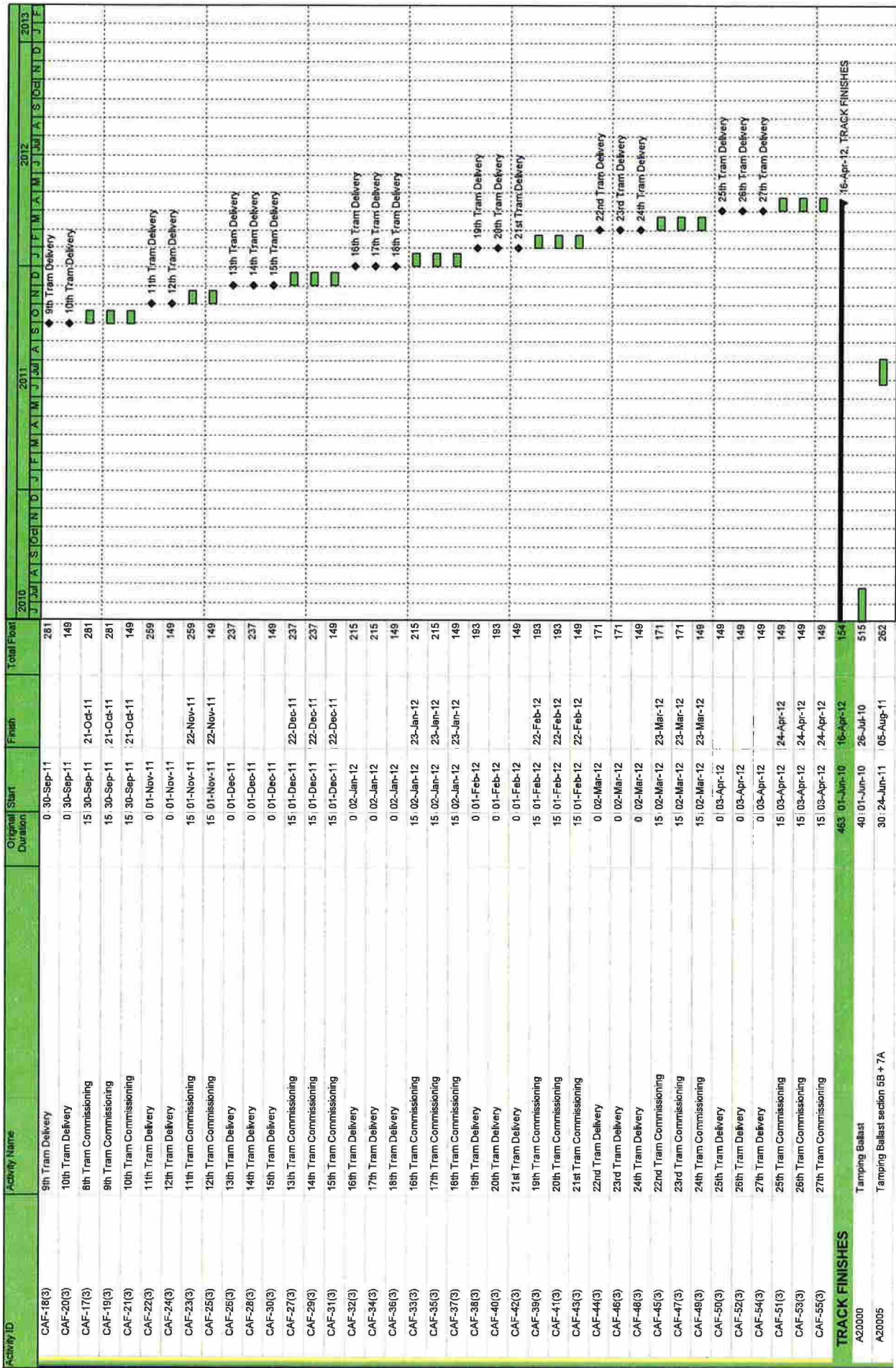
Encl. "Programme Project Carlisle (First Draft) dated 9 June 2010"
"Project Carlisle: Section 1: Enabling Works Section" [text & sketches] (5 pages)

cc. M. Flynn, A. Campos, M. Foerder, M. Berrozpe, E. Kitzman

Activity ID	Activity Name	Original Start	Original Duration	Finish	Total Float
Project Carlisle					
KEY DATES					
313	Section Completion A	0	390	03-May-11	390
314	Section Completion B	0	314	22-Aug-11	314
281	Construction Completion Phase 1a Edinburgh Airport to Haymarket	0	0	22-May-12	0
315	Section Completion C	0	64	20-Aug-12	64
310	Commencement of Revenue Service Phase 1a Edinburgh Airport to Ha	0	0	19-Nov-12	0
325	Section Completion D	0	0	19-Nov-12	0
COMMISSIONING PHASE EDINBURGH AIRPORT TO HAYMARKET					
295	Latest date for first tram on site available for commissioning	170	23	23-Mar-12	170
300	System Integration Test; Phase 1a Edinburgh Airport to Haymarket	30	22	22-May-12	0
301	T1 Post Commissioning Test completed; Phase 1a Edinburgh Airport to	30	21	21-Jun-12	0
302	T1 Post Commissioning Test completed; Phase 1a Edinburgh Airport to	0	120	21-Jul-12	120
302.1	Test Running and Driver familiarisation performance ramp up 1a Airport	30	21	20-Aug-12	0
302.2	T2 Performance Test completed; Phase 1a Edinburgh Airport to Hayma	0	90	20-Aug-12	90
302.3	Approval of HMRI; Phase 1a Edinburgh Airport to Haymarket	0	90	20-Aug-12	90
302.4	Shadow running; Phase 1a Edinburgh Airport to Haymarket	90	20	18-Nov-12	0
302.5	T3 Pre-Operations Test Completed; Phase 1a Edinburgh Airport to Hay	0	0	18-Nov-12	0
TRAM DELIVERY & COMMISSIONING					
Deliver & Commission First Tram					
CAF-01(3)	Depot available for delivery of first Tram	0	204	08-Apr-11	204
CAF-02(3)	1st Tram Delivery & Inspection	1	204	08-Apr-11	204
CAF-03(3)	Commission First Tram	40	27	22-Aug-11	149
Deliver & Commission Remaining 26 Trams					
CAF-04(3)	2nd Tram Delivery	184	25	24-Apr-12	149
CAF-05(3)	3rd Tram Delivery	0	325	25-Jul-11	325
CAF-06(3)	4th Tram Delivery	0	325	25-Jul-11	325
CAF-10(3)	5th Tram Delivery	0	149	25-Jul-11	149
CAF-05(3)	2nd Tram Commissioning	20	25	22-Aug-11	325
CAF-07(3)	3rd Tram Commissioning	20	25	22-Aug-11	325
CAF-08(3)	4th Tram Commissioning	20	25	22-Aug-11	325
CAF-11(3)	5th Tram Commissioning	20	25	22-Aug-11	149
CAF-12(3)	6th Tram Delivery	0	303	31-Aug-11	303
CAF-14(3)	7th Tram Delivery	0	149	31-Aug-11	149
CAF-13(3)	6th Tram Commissioning	15	31	21-Sep-11	303
CAF-15(3)	7th Tram Commissioning	15	31	21-Sep-11	149
CAF-16(3)	8th Tram Delivery	0	281	30-Sep-11	281

█ Actual Work █ Remaining Work █ Critical Remaining Work █ Milestone
◆ Milestone ◆ Milestone

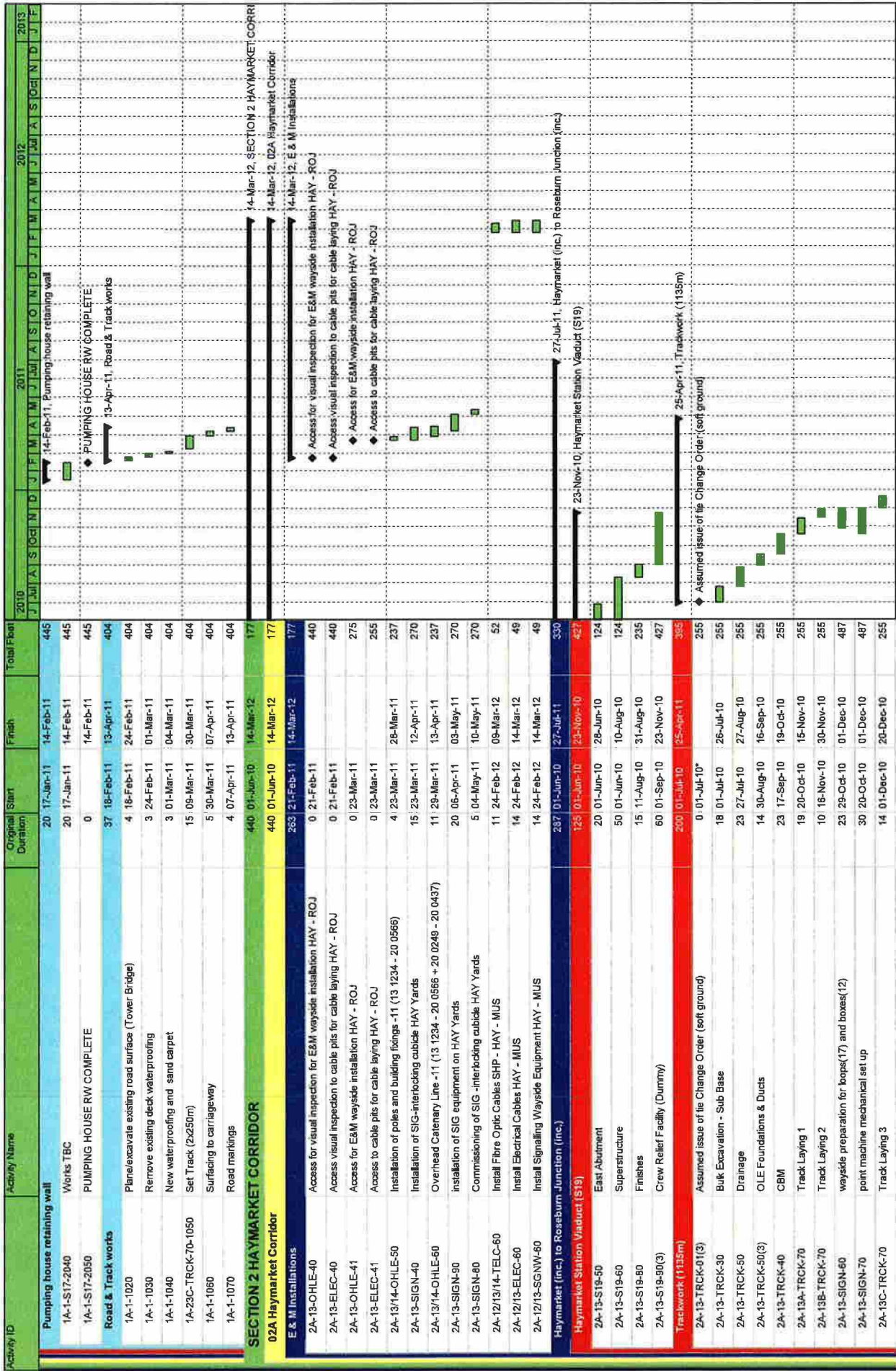
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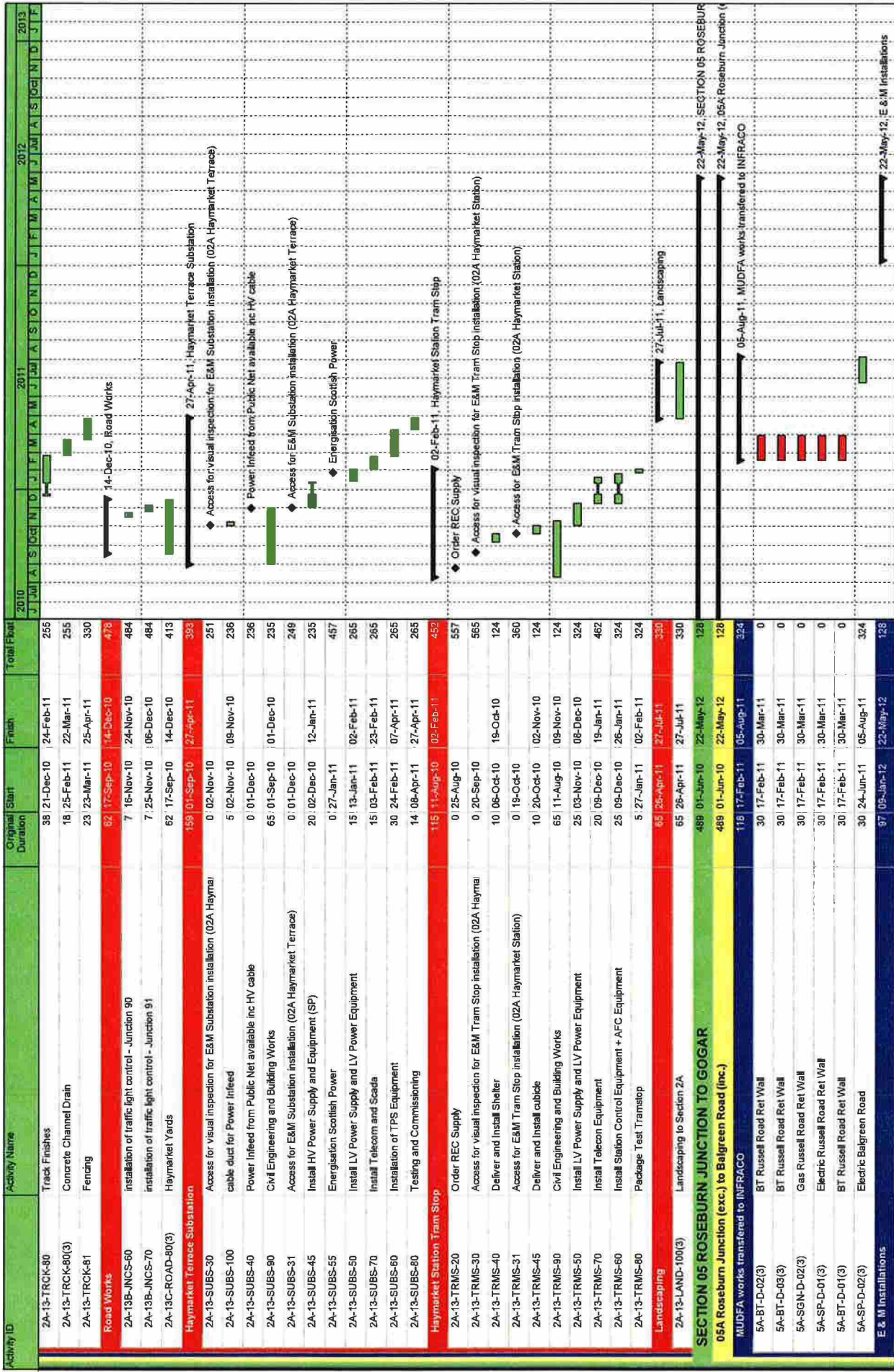


Activity ID	Activity Name	Original Start Duration	Finish	Total Float	2010												2011												2012												2013											
					J	F	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
North verge works																																																				
1A-1-S17-1780	Install service ducting to North verge	16 27-Jan-11	18-Feb-11	404																																																
1A-1-S17-1800	Install infill concrete	10 27-Jan-11	10-Feb-11	404																																																
1A-1-S17-1810	Install ducting suspended from underside of soffit	5 11-Feb-11	18-Feb-11	404																																																
Demolition of North ramps and deck																																																				
1A-1-S17-1870	Move pontoons to North side of Bridge	17 25-Oct-10	23-Nov-10	404																																																
1A-1-S17-1880	Cut and remove existing parapet cope by diamond wire sawing	1 29-Oct-10	01-Nov-10	404																																																
1A-1-S17-1890	Remove existing deck section by robotion	7 25-Oct-10	09-Nov-10	404																																																
Concrete works to North Deck section																																																				
1A-1-S17-1700	Install formwork to deck slab extension	10 09-Nov-10	23-Nov-10	404																																																
1A-1-S17-1710	Install reinforcement to deck slab	47 23-Nov-10	11-Feb-11	404																																																
1A-1-S17-1720	Pour concrete to deck slab	25 23-Nov-10	12-Jan-11	404																																																
1A-1-S17-1730	Install formwork for deck cope	20 07-Dec-10	18-Jan-11	404																																																
1A-1-S17-1740	Pour concrete to deck cope	16 14-Dec-10	19-Jan-11	404																																																
1A-1-S17-1750	Strip cope formwork	15 16-Dec-10	20-Jan-11	404																																																
1A-1-S17-1760	Waterproofing to deck concrete	14 20-Dec-10	21-Jan-11	404																																																
1A-1-S17-1770	Install pedestrian/cycleway barrier to cope	2 21-Jan-11	25-Jan-11	404																																																
1A-1-S17-1780	Strip formwork to underside of deck section	2 25-Jan-11	27-Jan-11	404																																																
South access ramps																																																				
1A-1-S17-1830	Excavate area for south West ramp	2 27-Jan-11	31-Jan-11	412																																																
1A-1-S17-1840	Blinding for precast units	23 11-Jan-11	11-Feb-11	404																																																
1A-1-S17-1850	Place precast ramp units	52 06-Oct-10	17-Jan-11	465																																																
1A-1-S17-1860	Instu ramp sections	30 06-Oct-10	17-Nov-10	497																																																
1A-1-S17-1870	Blumen paint to concrete	3 06-Oct-10	11-Oct-10	445																																																
1A-1-S17-1880	Backfill paving area	2 11-Oct-10	13-Oct-10	445																																																
1A-1-S17-1890	Install paving to footway	2 13-Oct-10	15-Oct-10	445																																																
1A-1-S17-1900	Install pedestrian/cycleway barrier	12 15-Oct-10	02-Nov-10	445																																																
1A-1-S17-1910	WEST RAMP COMPLETE	2 02-Nov-10	04-Nov-10	445																																																
East ramp																																																				
1A-1-S17-1920	Excavate area for South East ramp	3 04-Nov-10	09-Nov-10	445																																																
1A-1-S17-1930	Excavate area for retaining wall	4 09-Nov-10	15-Nov-10	445																																																
1A-1-S17-1940	Construct retaining wall	2 15-Nov-10	17-Nov-10	445																																																
1A-1-S17-1950	Blinding for units	0	17-Nov-10	497																																																
1A-1-S17-1960	Place precast ramp units	32 17-Nov-10	17-Jan-11	465																																																
1A-1-S17-1970	Blumen paint to concrete	3 17-Nov-10	22-Nov-10	445																																																
1A-1-S17-1980	Install trieff kerbs	2 22-Nov-10	24-Nov-10	445																																																
1A-1-S17-1990	Install Aco channel	10 24-Nov-10	09-Dec-10	445																																																
1A-1-S17-2000	Install delectrant paving	2 09-Dec-10	13-Dec-10	445																																																
1A-1-S17-2010	Install pedestrian/cycleway barrier	2 13-Dec-10	15-Dec-10	445																																																
1A-1-S17-2020	Install paving to footway	2 15-Dec-10	17-Dec-10	445																																																
1A-1-S17-2030	EAST RAMP COMPLETE	3 17-Dec-10	22-Dec-10	445																																																

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 Approved: BSC
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 ◆ Milestone
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Revision: Approved

Checked: SCS/MH

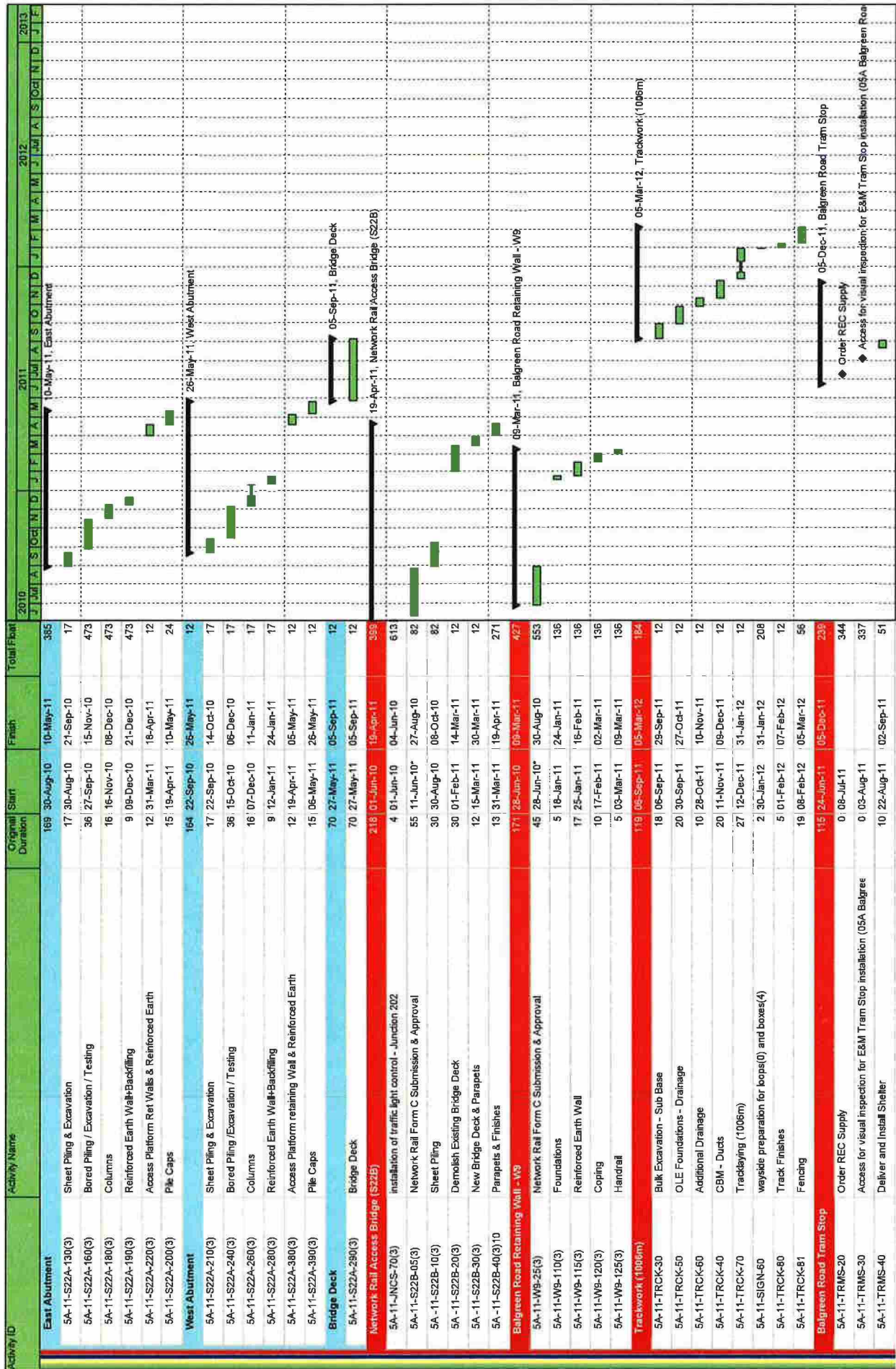
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Approved BSC

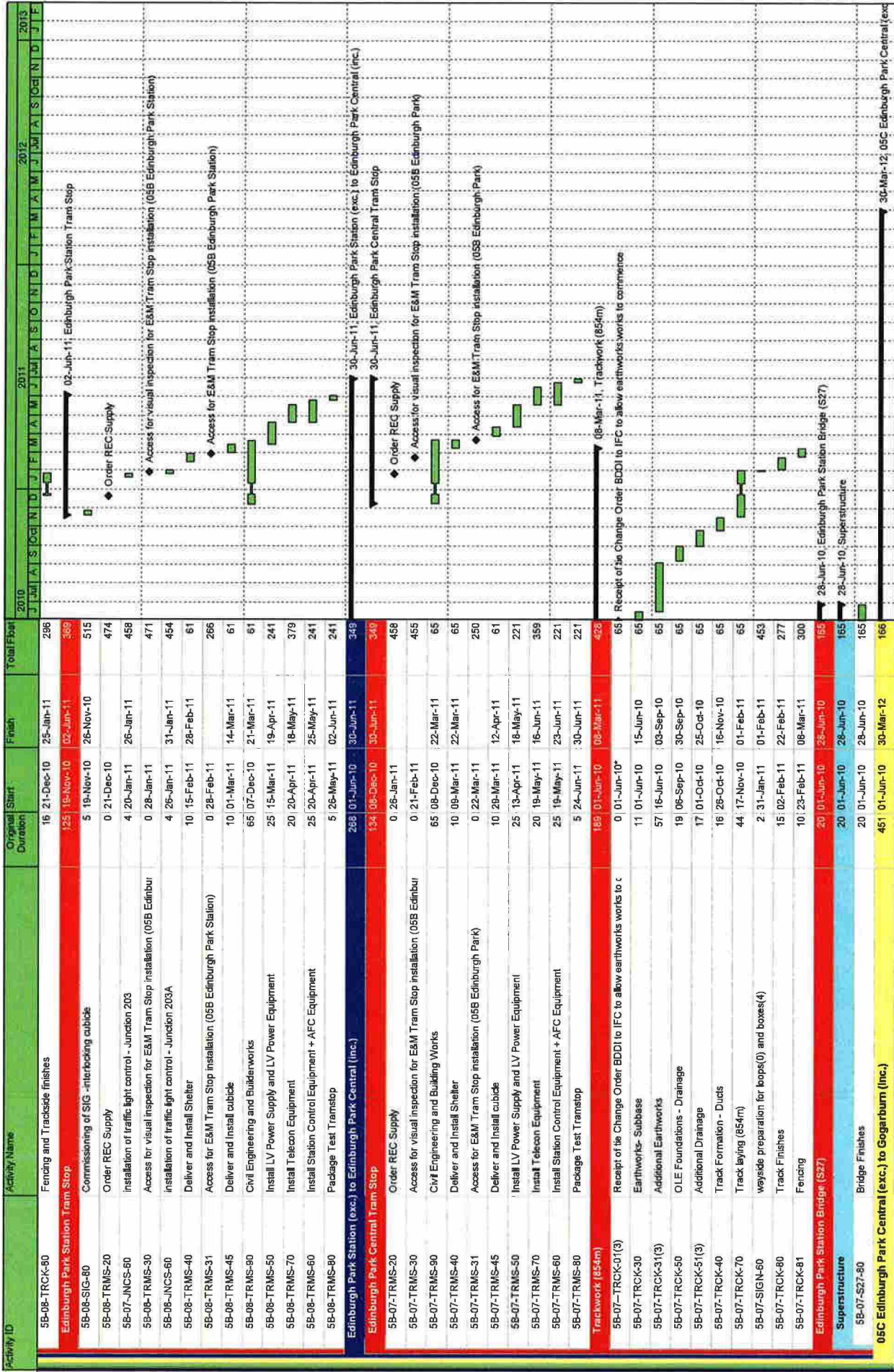
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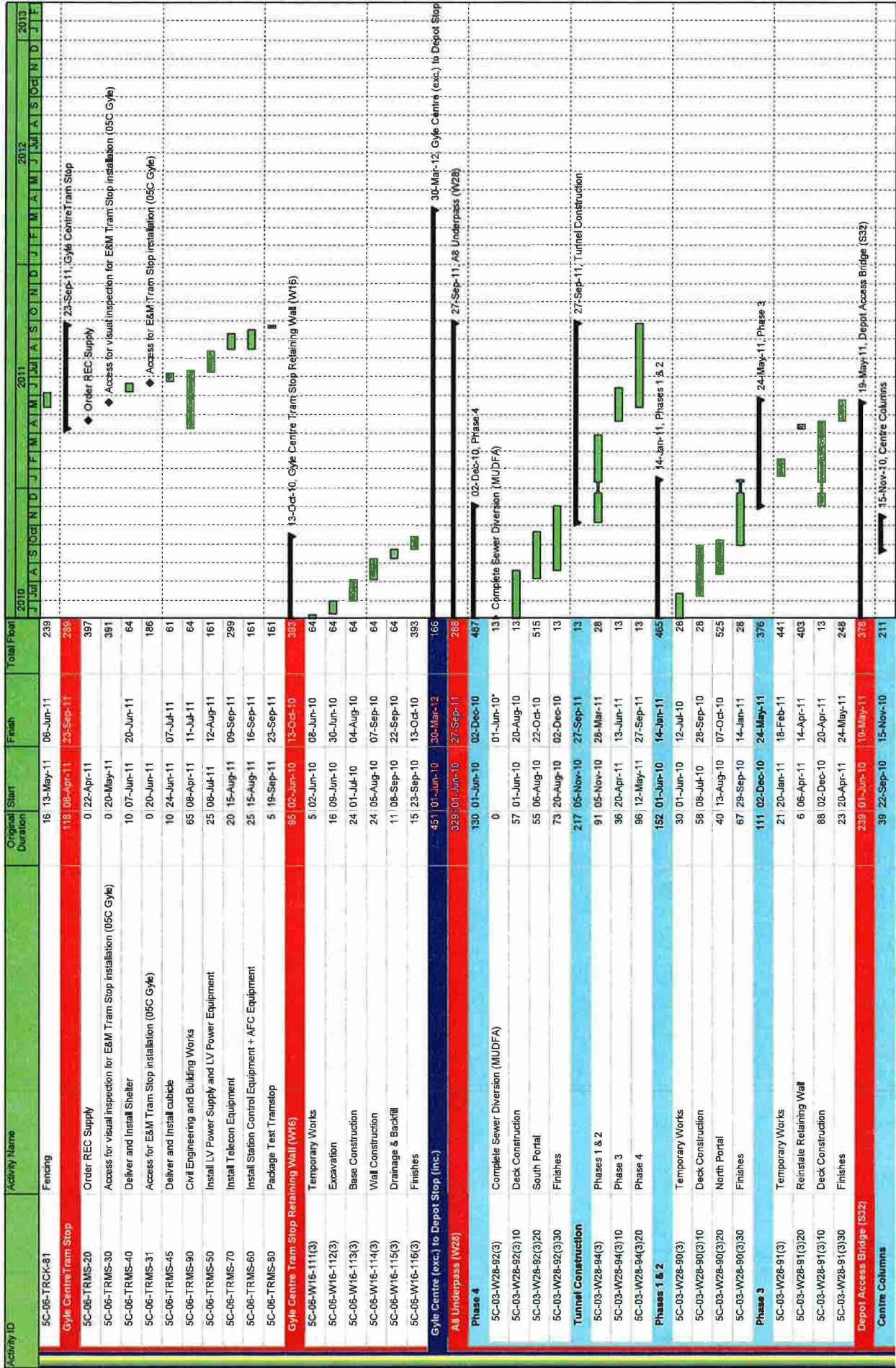
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■ Actual Work
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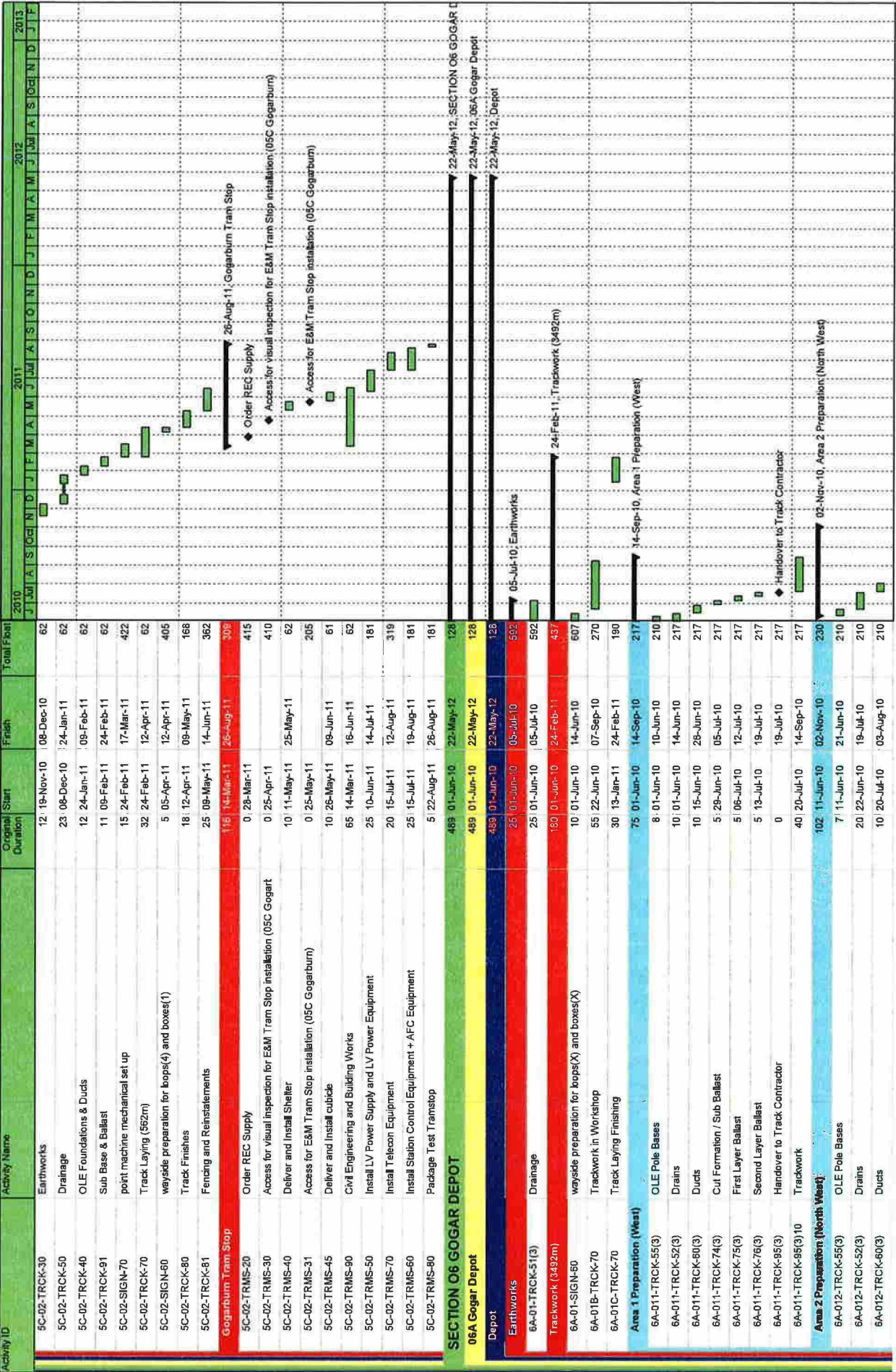
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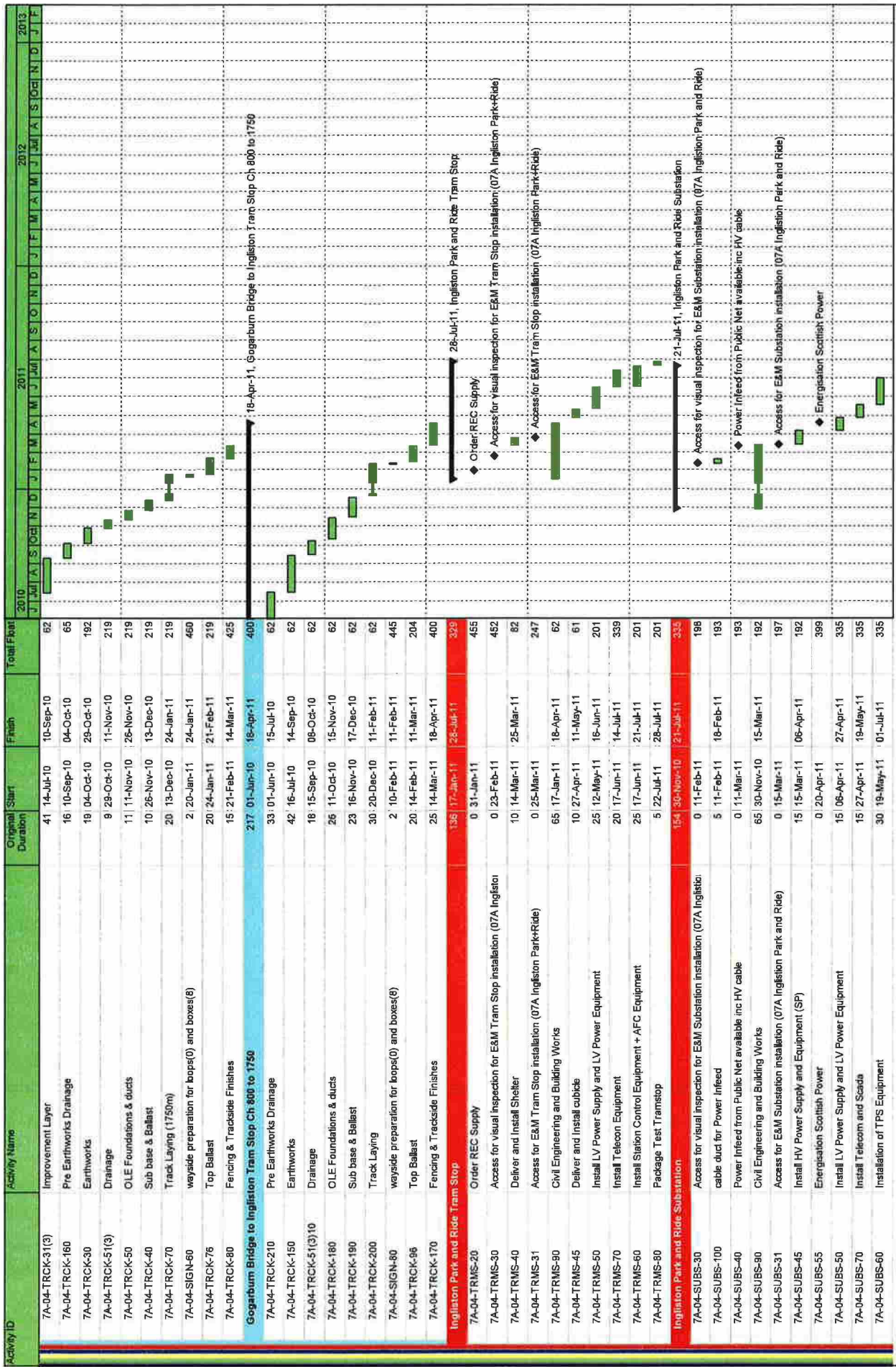
09-Jun-10 First Draft

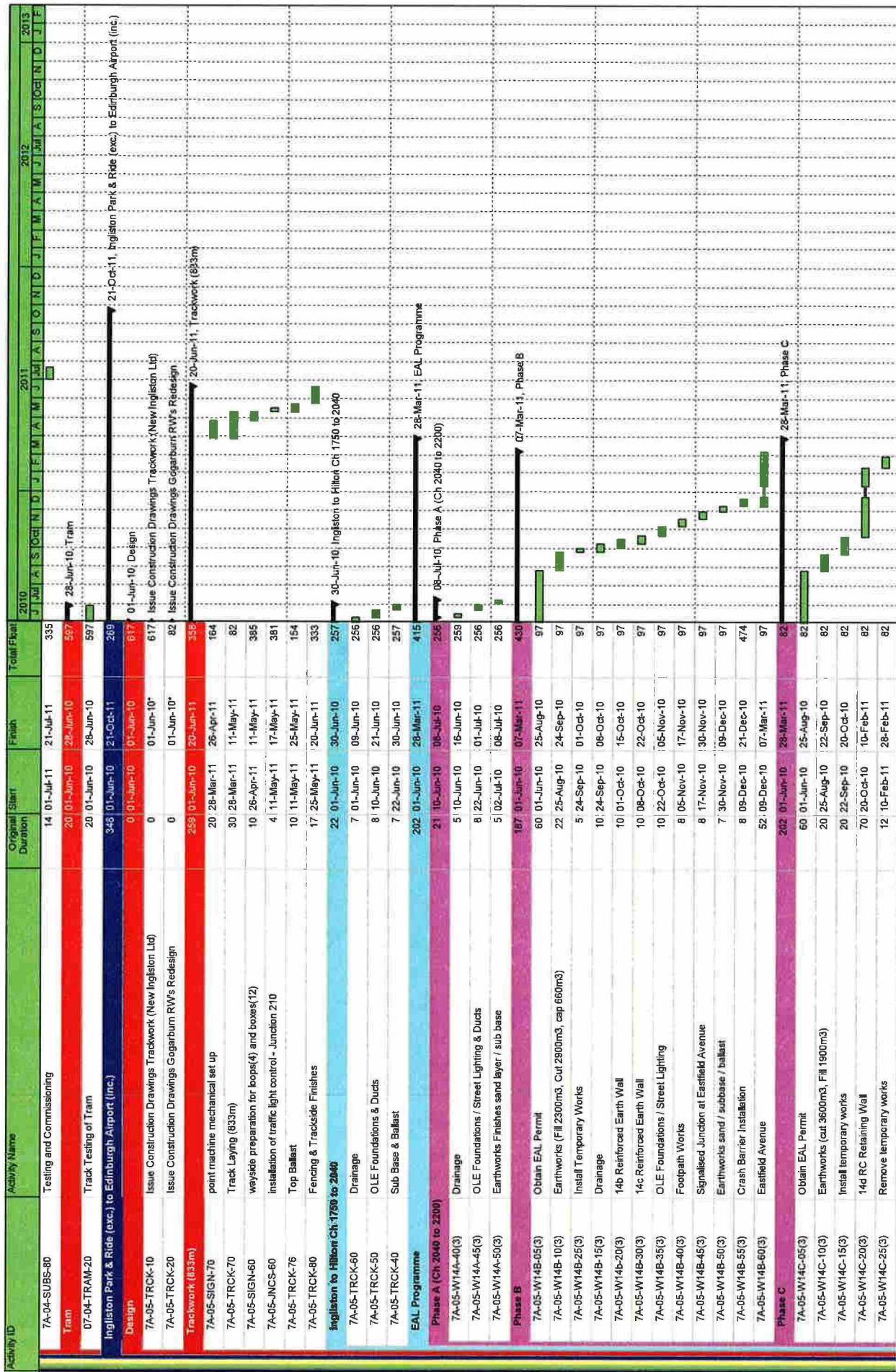
Checked: SCS/MH

Approved: ISSC

Legend:

- Actual Work
- Remaining Work
- Critical Remaining Work
- Milestone





Page 30 of 31

Approved: SCS/MH BSC

Revision: First Draft

Actual Work: [Green Bar] Remaining Work: [White Bar] Critical Remaining Work: [Red Bar] Milestone: [Diamond]

Summary

**Edinburgh Tram Network
Project Carlisle : Section 1A : Enabling Works Section**

Following receipt of the drawing indicating the scope of works in Section 1A it has been difficult to precisely identify the actual scope of works required. We offer the following observations / clarification which would be required.

Lindsay Road Retaining Wall

Complete the construction of Retaining Walls 1A, 1B, 1C and 1D, these are identified in green on our drawings.

Lindsay Road

We believe it would be necessary to construct the area shown highlighted in red to ensure that the new road layout conforms with the required design standards. We acknowledge however that it may be possible to reduce the extent of the tie-ins however this may result in some minor level differences and will provide a stretch of road which would be of a non-standard design.

It may be necessary for the designer to 're-design' the scope of works in this area as a temporary solution to comply with design standards.

We believe that it would be necessary to construct the entrance to Chancelot Mills car-park as the new Link Road blocks off the existing entrance.

It is noted that at Newhaven Tramstop it is suggested that there is a 2m level difference however we do not believe this to be the case and in any event some regrading of the existing profile could achieve a temporary solution.

In the area of the existing Old Dock Road which would no longer be required (highlighted blue)

This area would ultimately be the line of the tram and as a result of these enabling works, we would require further clarification of the extent of the fill required, i.e. earthworks only to the underside of the track (refer Section 8-8 of drawing provided).

This may result in a temporary hazard to pedestrians and traffic which would require to be resolved depending on how long it would take to permanently infill this area. Alternatively this area could be filled temporarily to reduce any safety concerns.

General

A detail scope of works is attached at Appendix A

Section 1A - Enabling Works
Detailed Scope of Works

Highways

Lindsay Road Lowering
Lowering of the existing Lindsay Road alignment to accommodate the revised junction layout
Site Clearance
Earthworks
Drainage and Ducts
Kerbs
Footpaths/Cycleway
Roadworks
Traffic Signs and Road Markings inc HFS
Street Lighting
Traffic Signals/Pedestrian Crossing
Fencing and Safety Barriers

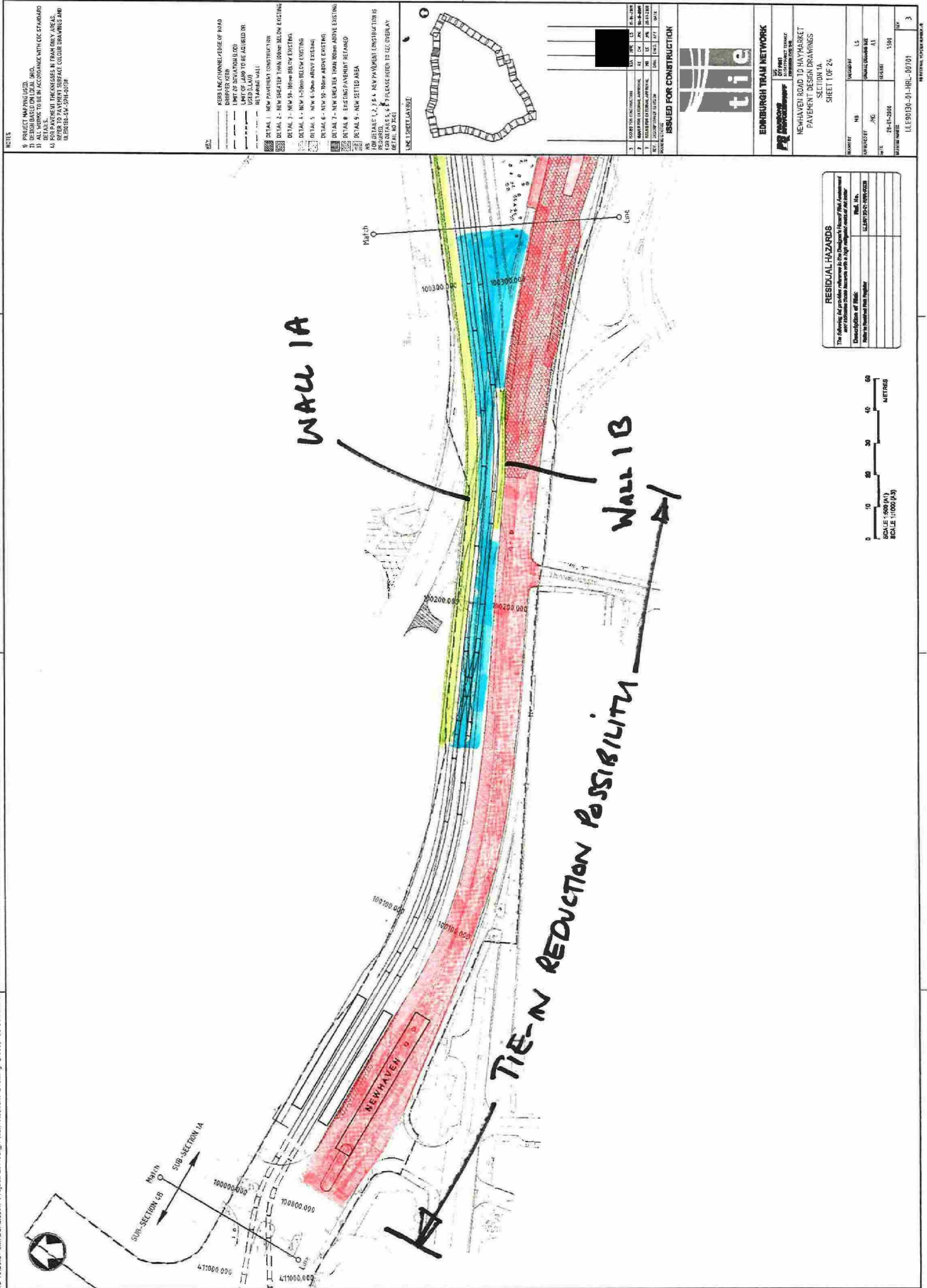
Old Dock Road Realignment
From Junction of Lindsay Road to Approximate Chg 100550

Site Clearance
Earthworks
Drainage and Ducts
Kerbs
Footpaths/Cycleway
Roadworks
Traffic Signs and Road Markings
Street Lighting
Traffic Signs and Road Markings inc HFS
Fencing and Safety Barriers

Structures

Lindsay Road Retaining Wall including backfill

1A
1B
1C
1D
Sewer Protection Works at 1A

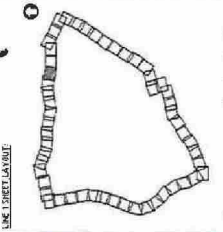


- NOTES
- PROJECT MAPING USED.
 - DESIGNED ON LOCAL INFO.
 - CONSTRUCTION TO BE IN ACCORDANCE WITH EC STANDARDS.
 - FOR PAVEMENT THICKNESSES IN TRAM ONLY AREAS, SEE SEPARATE CONTRACT DRAWINGS AND ULEB0130-01-HRL-00701

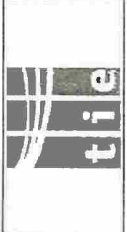
- 462
- KERB LINE (CHANNEL EDGE OF ROAD)
 - UNPAVED KERB
 - LIMIT OF DEVIATION (LOD)
 - LIMIT OF LAMP TO BE ADJUDGED OR
 - DEVIATION WALL
 - NEW PAVEMENT CONSTRUCTION
 - NEW PAVEMENT THAT RISES BELOW EXISTING
 - NEW BELOW EXISTING
 - NEW 150mm BELOW EXISTING
 - NEW 4-5mm ABOVE EXISTING
 - NEW 10-20mm ABOVE EXISTING
 - EXISTING PAVEMENT RETAINED
 - NEW SETTED AREA
 - NEW PAVEMENT CONSTRUCTION IS
 - CONCRETE TO BE RELEASED TO LOCAL AUTHORITY
 - DETAIL NO 2401
 - LINE STRUCTURE



NO	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD
2	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD
3	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD
4	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD
5	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD



NO	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD
2	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD
3	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD
4	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD
5	ISSUED FOR CONSTRUCTION	15/05/2010	JM	JD



EDINBURGH TRAM NETWORK

EDINBURGH TRAM NETWORK
 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

NEWHAVEN ROAD TO HAYMARKET
 PAVEMENT DESIGN DRAWINGS
 SECTION 1A
 SHEET 1 OF 24

DATE	15/05/2010
SCALE	1:500
PROJECT NO	ULEB0130-01-HRL-00701
SHEET NO	3

RESIDUAL HAZARDS

The following list provides information on the Design's forecast of Residual Hazards and indicates those hazards with a high computer code of risk.

Description of Risk	Risk No.
None to be listed from this template	ULEB0130-01-HRL-00701



2) RETAINING WALLS 2.5/2

- NOTES**
- 1) ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - 2) EXISTING ROAD MARKINGS TO BE IN ACCORDANCE WITH CEE STANDARD DETAILS.
 - 3) EXISTING ROAD DRAINAGE TO BE ABANDONED TO SUE NEW DRAINAGE SYSTEM.
 - 4) FOR LOCATION OF ALL PILES AND FOUNDATION RIGGS REFER TO TRACKS AS AN DESIGN DRAWINGS.
 - 5) TRACKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DESIGN DRAWINGS.
 - 6) INDICATIVE REFER TO TRACKS AS AN DESIGN DRAWINGS.
 - 7) ROAD CONSTRUCTION LAYER THICKNESSES ARE SHOWN AS PER DESIGN DRAWINGS.
 - 8) ALL ROADWAY CONSTRUCTION REFER TO DRAWING NO. ULEP9130-01-HRL-0100.

KEY

	EXISTING GROUND
	NEW SURFACING
	ROAD BASE
	EXISTING ROAD CONSTRUCTION
	EARTHWORKS
	FOOTWAY/GRASS PATH SURFACING
	FOOTWAY/GRASS PATH CONSTRUCTION
	CONCRETE SUBGRADE
	SUB-BASE
	CAPPING
	RESURFACING

ISSUED FOR CONSTRUCTION

NO.	DATE	BY	FOR
1	15/01/2018	LS	FOR PERMITS
2	15/01/2018	LS	FOR PERMITS
3	15/01/2018	LS	FOR PERMITS
4	15/01/2018	LS	FOR PERMITS
5	15/01/2018	LS	FOR PERMITS
6	15/01/2018	LS	FOR PERMITS
7	15/01/2018	LS	FOR PERMITS
8	15/01/2018	LS	FOR PERMITS
9	15/01/2018	LS	FOR PERMITS
10	15/01/2018	LS	FOR PERMITS

EDINBURGH TRAM NETWORK

SECTION 1A
LINDSAY ROAD
SHEET 2 OF 2

TYPICAL CROSS SECTIONS

100% CONTRACTOR'S RESPONSIBILITY

DESIGNER	DTA	DATE	15/01/2018
APPROVED BY	JMS	SCALE	1:50
DATE	15/01/2018	PROJECT NO.	ULEP9130-01-HRL-00398
SCALE	1:50	PROJECT NO.	ULEP9130-01-HRL-00398

