



*Meeting of Forth Estuary Transport Authority
26th February 2010*

Revenue and Capital Budget 2010-13 and Indicative Capital Plan to 2024/25

1 Purpose of report

The purpose of this report is to present to the Authority the proposed Revenue and Capital budget for 2010/11 and indicative budgets for 2011/12 and 2012/13, together with an indicative 15 year Capital Plan 2010-25.

2 Background

- 2.1 The proposed budget 2010/11 has been prepared in consultation with the Chief Engineer and Bridgmaster and is submitted for approval by the Authority.
- 2.2 The proposed Revenue and Capital budgets for 2010-13 are £13.845m, £18.049m and £19.916m respectively. The movements between years 2009/10 and 2010/11 and indicative budgets for 2011/12 and 2012/13 are summarised in the table below. Appendix 1 and 2 contains detailed budgets.

Cost	Group	Budget 2009-10 £'000	Budget 2010-11 £'000	Movement £'000	Indicative 2011-12 £'000	Indicative 2012-13 £'000
Revenue	Employee Costs	3,289	3,274	(15)	3,304	3,371
	Premises Costs	233	231	(2)	231	231
	Transport Costs	146	173	27	175	184
	Supplies & Services	1,045	1,049	4	972	922
	Third Party Payments	356	331	(25)	308	307
	Support Services	191	151	(40)	151	151
	Income	(212)	(94)	118	(94)	(94)
Revenue Total		5,048	5,115	67	5,047	5,072
Capital	Transport Costs	20	30	10	100	20
	Third Party Payments	7,987	8,700	713	12,902	14,824
Capital Total		8,007	8,730	723	13,002	14,844
Total		13,055	13,845	790	18,049	19,916

3 Revenue expenditure 2010/11

- 3.1 The budgetary provision for Revenue expenditure represents all recurring costs of Administration, Maintenance and Operations. The proposed net Revenue budget for 2010/11 is £5.115m.
- 3.2 The Revenue costs of Capital Plan projects have been budgeted within Capital where the grant will be received.

Revenue budget increase 2009/10 to 2010/11

- 3.3 In total terms the budget has increased by £0.067m from £5.048m to £5.115m.

The budget movements are detailed below;

- (i) **Employee costs – Net decrease of £0.015m.** This is mainly an increase allowed for Pay Awards off-set by a small reduction in vacant posts and a reduction in Pension Strain payments.
- (ii) **Administration – Increase £0.119m.** The budget has increased mainly as a result of a drop in interest receivable from external investments.
- (iii) **Maintenance – Decrease £0.065m.** The reduction is mainly due to the removal of budget provision for Cable Band Bolt replacement expenditure incurred 2009/10.
- (iv) **Operations – Increase £0.028m.** The budget has been increased to reflect the incurrence of actual expenditure within Operations during 2009/10. Most notably fuel increases, vehicle maintenance costs and general materials.

4 Capital expenditure 2010/11

- 4.1 The proposed budgetary provision for capital expenditure totals £8.730m and is shown separately in Appendix 1. The Appendix also shows investigation and study costs which although Revenue costs are funded through Capital grant.
- 4.2 The proposed budget for 2010/11 is £8.730m. The main schemes budgeted are;

- Main Expansion Joint Replacement - £1.638m
- Viaduct Bearing Replacement - £5.022m
- Parking Area Landscaping and Reconstruction - £0.200m
- Tower Painting/Dropped Objects Canopy - £0.250m
- Main Cable Dehumidification - £0.307m
- Suspended Span Gantry Refurbishment - £0.275m
- Main Towers Cathodic Protection - £0.200m
- Other Capital Projects - £0.563m
- Revenue Investigations and Studies - £0.275m

Indicative Capital Plan 2010-25

- 4.3 Appendix 2 details the indicative Capital Plan 2010-25. The development of this plan will be shared with officials from the Scottish Government as part of the liaison arrangements implemented following the removal of tolls.

5 Scottish Government Grant

Following Toll Abolition the Scottish Government undertook to provide grant to replace toll revenue. To achieve a balanced budget for 2010/11 the budget includes a requirement for Revenue grant of £5.115m and Capital Grant of £8.730m and totals £13.845m.

6 Indicative budgets 2011/12 and 2012/13

- 6.1 Estimates of the Revenue and Capital expenditure budgets for 2011-13 have been prepared in detail. All budgets have been reviewed at divisional level by budget managers.
- 6.2 The total indicative net expenditure to be met by Government grant in 2011/12 and 2012/13 is £18.049m and £19.916m respectively and is detailed in Appendix 1.

7 Scottish Government Grant-in-aid funding 2008-11

- 7.1 The Scottish Government replaced former bridge toll income by way of direct grant funding through Transport Scotland. Grant-in-aid totalling £41.007m was agreed for the three-year Scottish Government spending review period 2008-11. This is detailed below;

	<i>Grant</i>	<i>Grant</i>	<i>Balance</i>	
	2008/9	2009/10	2010/11	Total
	£'000	£'000	£'000	£'000
Revenue	7,070	5,048	4,410	16,528
Capital	6,895	8,007	9,577	24,479
Total	13,965	13,055	13,987	41,007

- 7.2 The Scottish Government has indicated that funding commitments given for 2009/10 will be continued in 2010/11. Discussions are ongoing with regard to formalising governance arrangements between FETA and Transport Scotland beyond the current letters of Grant-in-aid received at the start of the financial year. A report will be presented to the Authority pending the outcome of these discussions.
- 7.3 Funding commitments currently included in the letters of grant are;
- Grants to have the flexibility to carry over into subsequent years.
 - Grants to be adjusted where costs vary from estimates or where unforeseen work is required.
 - Retention of FETA's borrowing powers.
 - Preservation of a reasonable reserve fund.
 - A longer term financial commitment beyond the three-year period of the Government Spending Review.
 - Recognition by Ministers that the Authority will have to award contracts which will run over several years and often beyond the period covered by the Spending Reviews and that where such contracts are entered into, in accordance with agreed policies and plans, there is an obligation on the Scottish Government to continue to provide the necessary funding.

8 Reserves strategy

- 8.1 It is the responsibility of the Treasurer to advise the Authority about the level of reserves that it should hold and to ensure that there are clear protocols for their establishment and use. The Authority requires to plan on a long-term basis for its core business of operation and maintenance of the infrastructure of the Authority.
- 8.2 Reserves can be held for three main purposes:
- A working balance to help cushion the impact of uneven cash flows and avoid unnecessary temporary borrowing - this forms part of general reserves;
 - A contingency to cushion the impact of unexpected events or emergencies - this also forms part of general reserves;
 - A means of building up funds often referred to as earmarked reserves, to meet known or predicted liabilities.
- 8.3 The Scottish Government terms and conditions of Capital and Revenue Grant-in-Aid state the following:

Revenue : The Grantee may carry over up to 10% of the revenue Grant-in-aid awarded into the next financial year, **plus** any sums arising from unforeseen slippage on specific projects, identified within the agreed Revenue budget. This will not directly affect the following year's Grant-in-aid offer; the effect will allow the Grantee to meet some expenditure from Reserves. Any under spend above the 10% threshold requires to be repaid to the Scottish Government.

Capital : The Grantee may, subject to agreement by the Scottish Ministers, carry over sums arising from slippage on specific capital projects.

- 8.4 The Authority's General Fund balance at 31st March, 2009 was £6.913m. As reported separately on this agenda it is anticipated that it will be necessary to draw down Reserves of £1.618m to meet Revenue and Capital expenditure 2009/10. Given the level of funding provided in the final year of the Scottish Government three-year settlement of £13.987m, the budget as proposed by this report of £13.845m will result, at this stage, in a contribution to reserves of £0.142m. The projected reserve balance at 31st March 2011 therefore totals £5.437m. Should funding only be provided at the budgeted £13.845m then the estimated Reserve at 31st March 2011 will revert to £5.295m.
- 8.5 A summary of the estimated Reserves position 2008-11 based on the three-year £41.007m Scottish Government Spending Review settlement 2007 is included in the table below;

	2008-9	2009-10	2010-11	Total
Spending Review figures	13,965	13,055	13,987	41,007
Actual/Forecasts	11,538	14,673	13,845	40,056
Over / (Under) spend	(2,427)	1,618	(142)	(951)
Opening Reserve	(4,486)	(6,913)	(5,295)	
Closing Reserve	(6,913)	(5,295)	(5,437)	

- 8.6 The Authority's Scheme of Delegation allows the Chief Engineer and Bridgemaster to move money between one budget head and another, always providing that the total approved is not overspent or expected to be overspent. This allows the Chief Engineer and Bridgemaster to take corrective action to respond to emerging pressures and to redirect any budget under spends to service priorities within each financial year.
- 8.7 The Authority has approved a budget flexibility scheme which assists the Bridgemaster to plan in a more strategic manner and encourages better use of scarce resources. In addition, budget flexibility requires that overspend in one year be addressed in the following year.
- 8.8 Close monitoring of the financial position is undertaken to ensure that all commitments entered into by the Authority continue to be affordable and sustainable. Officials of FETA and the Scottish Government will meet regularly to review budget estimates, the profile of expenditure and the level of reserves.

9 Risks

- 9.1 These reserves are subject to a number of key risks, the most significant of which are;
- 9.2 Following the Abolition of Bridge Tolls (Scotland) Act 2008, the Scottish Ministers replaced the former bridge toll income by direct grant funding. Grant funding was agreed for the three-year spending review period 2008-11 as noted in paragraph 7.1. However the scale of the financial challenges being experienced, arising from forecasts of the national economic position is unprecedented and the Authority is subject to the risk of budget reductions in the final year of the three-year settlement. No assumptions on budget reductions have been made in this report.
- 9.3 Future bridge strengthening and improvement works yet to be determined.
- 9.4 Main Cable Strength. The inspection of the main cable in 2008, determined that the cables had lost around 10% of capacity due to corrosion. A system of dehumidification has now being fitted to the main cables and monitoring of the drying process has now started. Dehumidification is a well-tried system of preventing corrosion of steel and is already in use in the anchorage chambers of the bridge. However, its application to main cables of suspension bridges is relatively new. Whilst there is good reason to have confidence that dehumidification can slow down or halt corrosion there is no body of evidence yet available to allow an unconditional assurance to be given that this will work on the Forth Road Bridge.
- 9.5 Anchorage Investigation. A total sum of £6.660m has been allocated to this project 2010-25. However, the work is likely to involve excavation in rock to expose the post-tensioning strand in the anchorage tunnels and will have to be done with extreme care to avoid damaging the strands. It is further complicated by both the proximity of the existing viaduct piers, local housing and access roads. Environmental issues are also a key risk. In addition, full scale testing of the sockets within the anchorage chambers is also being considered and access, containment and designing one off testing equipment will increase the financial risk. The project is also undergoing a peer review and this may change the nature of the investigation.

- 9.6 Viaduct Bearings Replacement. Given the increase in actual tender prices against estimates received for the Main Expansion Joint Access Platform, there is a risk that a similar increase in cost will occur for this project. However, estimates compare favourably with similar work recently completed on Tay Road Bridge. A total sum of £15.740m has been allocated for the project 2010-25.
- 9.7 Suspended Span Truss Assessment. The checking process for this assessment is substantially complete. This assessment work may result in strengthening work being required on the Truss.
- 9.8 Viaduct Parapet Investigation. Following the successful completion of the Suspended Span Parapet testing, work on the Viaduct Parapet testing has now commenced. This work may lead to a re-evaluation of containment levels and a further assessment of the need to replace the Viaduct Parapets. A sum of £2.3m has been included in the Capital Plan for this work.
- 9.9 Cable Band Bolts. £0.600m has been included in the Capital Plan for this work 2010-25. However, until the full extent of the cracking is determined the final cost of the remedial works can not yet be established. Ten cracked nuts in total have been found and replaced. The investigation into the cause of the failures is being carried out a report will be brought to the Authority when the investigation is completed.
- 9.10 Main Expansion Joints. The decision to delay the replacement of the Main Expansion Joints until the opening of the Forth Replacement Crossing in 2016 was made in February 2009. Additional inspection and monitoring regimes to the joints, including the removal of all the plate trains on a rolling programme up until 2016, is being carried out and temporary failsafe devices are being procured and will be installed along with the replacement or modification of key components such as pins and springs. A new permanent access system is being procured to facilitate both the inspection and monitoring of the joints. The access system will also be used to assist in the future replacement of the joints. However, given their age, there is still a residual risk that, in the event of an unforeseen significant failure of the joints, full replacement would have to be carried out before 2016. There is also a risk of delay to the Forth Replacement Crossing Project and if such a delay occurred then a review of the joint replacement programme would have to be carried out.
- 9.11 Improvements to Deck Half Joints. A sum of £0.350m has been included for this work 2011-13. This is to carry out a trial erection of an improved detail at the orthotropic deck half joints. These joints occur every 18 metres and the original detail is causing both structural problems and issues with ride quality. The maintenance of the existing detail is taking up more and more time and resources. The cost of replacing all 768 of these joints has not been allowed for as further discussion will be required following the trial.
- 9.12 Suspended Spans Underdeck Access. The existing steel and aluminium access system is almost 30 years old and is likely to need considerable remedial work or complete replacement at some stage in the near future. A sum of £0.115 m has been included for investigation into either replacement or remedial work. The cost of replacement is likely to be significant but has not yet been allowed for in the Capital Plan.

- 9.13 A8000/M9 Spur – Currently a number of matters have still to be concluded that may impact on the final cost of the scheme and phasing of expenditure between financial years 2009/10 and 2010/11.
- 9.14 It should be noted that the main key risks remain the condition of the Main Cable and the Anchorages. Investigations are continuing into both elements and as results from these investigations become available then the level of risk can be evaluated. No allowance has been made in the Capital Plan for the replacement of the Main Cables or the Anchorages.
- 9.15 In the event that mitigating measures continue to be applied to the risks detailed above and the continuing commitment from the Scottish Government with regards to future funding, the level of Reserves is considered to be adequate. The level of Reserves will be subject to review upon completion of the accounts 2009/10.

8 Recommendations

The Authority is recommended to:

- (i) Note the report and approve the 2010/11 Revenue budget and indicative Revenue budgets for 2011/12 and 2012/13, as detailed in Appendix 1;
- (ii) Note and approve the Capital budget for 2010-13, as detailed in Appendix 1;
- (iii) Provisionally approve the 15 year Capital Plan to 2024/25, as detailed in Appendix 2;
- (iv) Approve the arrangements for reserves as set out in section 8 of the report.
- (v) Note the risks identified in paragraph 9.

DONALD McGOUGAN
Treasurer

Appendices:	None
Contact/Tel:	Toby MacDonald: 0131 469 3078
Background Papers:	Held at offices of the Treasurer

**FORTH ESTUARY TRANSPORT AUTHORITY
REVENUE BUDGET 2009/10 TO 2012/13**

APPENDIX 1

REVENUE EXPENDITURE	2009/2010 £'000	2010/2011 £'000	2011/2012 £'000	2012/2013 £'000
Administration				
4.1.1 Employees - Pay	526	565	571	584
4.1.2 Employees - Strain/Early Retirement	109	91	86	78
4.1.3 Buildings	216	213	213	213
4.1.4 Insurance	300	300	300	300
4.1.5 Communication Costs	50	30	20	20
4.1.6 Other Costs	409	433	355	340
4.1.7 Other Income	(212)	(94)	(94)	(94)
	1,398	1,538	1,451	1,441
Maintenance of Bridges, Buildings etc				
4.2.1 Employees - Pay	1,447	1,543	1,559	1,596
4.2.2 Carriageways	76	72	80	79
4.2.3 Main Cables	107	27	67	47
4.2.4 Hangers	31	64	20	16
4.2.5 Main Towers	31	37	29	22
4.2.6 Deck Structure	61	46	41	41
4.2.7 Anchorages	12	17	16	11
4.2.8 Viaducts and Side Towers	13	20	18	9
4.2.9 Toll Plaza	8	8	8	8
4.2.10 Subways	2	2	2	2
4.2.11 Grounds	8	11	11	11
4.2.12 Parking Area	28	3	3	3
4.2.13 Buildings	37	41	33	34
4.2.14 Workshops	36	35	35	35
4.2.15 Garages	6	6	6	6
4.2.16 Public Toilets	7	7	7	7
4.2.17 Compressor House	23	23	23	23
4.2.18 Stores	1	1	1	1
4.2.19 Boiler house	3	3	3	3
4.2.20 Hopetoun Compound	3	3	3	3
4.2.21 Boathouse and Slipway	2	2	2	2
4.2.22 Access Equipment	22	22	22	22
4.2.23 Rescue Launch	82	82	82	82
4.2.24 Public Lighting	8	9	9	9
4.2.25 Other Maintenance	130	131	136	141
	2,184	2,215	2,216	2,213
Operations				
4.3.1 Employees - Pay	1,207	1,075	1,088	1,113
4.3.2 Communications	42	42	43	44
4.3.3 Weather Emergency	55	59	61	65
4.3.4 Other Costs	162	186	188	196
	1,466	1,362	1,380	1,418
TOTAL REVENUE	5,048	5,115	5,047	5,072
4.4 REVENUE GRANT-IN-AID	(5,048)	(5,115)	(5,047)	(5,072)

**FORTH ESTUARY TRANSPORT AUTHORITY
CAPITAL BUDGET 2009/10 TO 2012/13**

APPENDIX 1

CAPITAL EXPENDITURE		2009/2010 £'000	2010/2011 £'000	2011/2012 £'000	2012/2013 £'000
5.1.1	Vehicle Replacements	20	30	100	20
5.1.2	Parapet and Barrier Replacement	0	0	0	300
5.1.3	Tower Painting/Dropped Objects Canopy	2,500	250	1,400	0
5.1.4	Main Cable Acoustic Monitoring	70	70	100	0
5.1.5	Main Cable Dehumidification	2,287	307	15	0
5.1.6	Tower Wind Barriers	75	50	1,500	1,500
5.1.7	Main Towers Cathodic Protection	250	200	0	0
5.1.8	Parking Areas Landscaping & Reconstruction	250	200	0	0
5.1.9	Resurface Viaducts & North Approaches	0	30	170	2,700
5.1.10	Main Expansion Joint Replacement	500	1,638	50	0
5.1.11	Viaducts Bearing Replacement	300	5,022	6,044	3,960
5.1.12	Truss End Linkages	20	50	1,500	1,500
5.1.13	Suspended Span Gantry Refurbishment.	200	275	0	0
5.1.14	South Anchorage and Store Area	200	0	0	0
5.1.15	Replace Weigh in Motion System	125	0	0	0
5.1.16	Improvements to Deck Half Joints	20	0	300	50
5.1.17	Cable Band Bolt Replacement	30	100	200	300
5.1.18	High Mast Light Replacement	0	50	500	0
5.1.19	Resurface Main Span South	0	0	0	50
5.1.20	Landscape Works	0	0	0	40
5.1.21	M9 Spur/A8000 Main Contract	380	183	153	194
TOTAL CAPITAL (EXCL. CAPITAL PLAN REVENUE COSTS)		7,227	8,455	12,032	10,614
Capital Plan Revenue Costs					
5.2.1	Minor Projects	50	50	50	50
5.2.2	Suspended Span Truss Assessment	50	10	0	0
5.2.3	Vehicle Parapet Study	300	20	0	0
5.2.4	Bridge Specific Assessment Live Load	30	0	30	0
5.2.5	Anchorage Investigation	350	100	800	2,500
5.2.6	Suspend Span Under Deck Access Study	0	75	40	0
5.2.7	Main Cable Investigation	0	20	50	1,680
		780	275	970	4,230
TOTAL CAPITAL		8,007	8,730	13,002	14,844
5.3	CAPITAL GRANT-IN-AID	(8,007)	(8,730)	(13,002)	(14,844)
TOTAL GROSS EXPENDITURE		13,055	13,845	18,049	19,916
5.4	TOTAL GRANT-IN-AID REQUIREMENT	(13,055)	(13,845)	(18,049)	(19,916)

FORTH ESTUARY TRANSPORT AUTHORITY
CAPITAL PLAN - 15 YEAR INDICATIVE SPEND 2010/11 TO 2024/25

APPENDIX 2

Capital Plan	10/11 £'000	11/12 £'000	12/13 £'000	13/14 £'000	14/15 £'000	15/16 £'000	16/17 £'000	17/18 £'000	18/19 £'000	19/20 £'000	20/21 £'000	21/22 £'000	22/23 £'000	23/24 £'000	24/25 £'000	Total £'000
Vehicle Replacement	30	100	20	30	20	30	100	30	20	30	20	100	30	20	30	610
External Repairs To Buildings	-	-	-	100	-	-	-	-	-	-	100	-	-	-	-	200
Upgrade CCTV & Intruder Alarms	-	-	-	-	-	-	200	-	-	-	-	-	-	-	-	200
Landscape Works	-	-	40	-	-	-	-	-	-	-	150	-	-	-	-	190
Refurbish Canteen	-	-	-	-	-	100	-	-	-	-	-	-	-	-	-	100
Parking Areas Landscaping & Reconstruction	200	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	1,200
Resurface Main Span South	-	-	50	2,500	-	-	-	-	-	-	50	2,500	-	-	-	5,100
Resurface Main/Side Spans North	-	-	-	-	-	50	2,500	-	-	-	-	-	-	50	2,500	5,100
Resurface Viaducts And North Approaches	30	170	2,700	-	-	-	-	-	-	-	-	-	-	-	-	2,900
Resurface Plaza & Service Road	-	-	-	-	-	-	-	-	-	500	-	-	-	-	-	500
Viaduct Gantries Contract	-	-	-	-	-	-	-	-	-	-	30	-	-	-	-	30
Viaduct Outrigger Beams	-	-	-	300	-	-	-	-	-	-	-	-	-	-	-	300
Viaducts Painting Access	-	-	-	500	500	500	400	400	-	-	-	-	-	-	-	2,300
Viaducts S3 Platform And Access	-	-	-	120	-	-	-	-	-	-	-	-	-	-	-	120
Tower Painting/Dropped Objects Canopy	250	1,400	-	-	-	-	-	-	-	-	-	-	-	-	-	1,650
Main Cable Acoustic Monitoring	70	100	-	-	-	-	-	-	-	-	-	1,000	-	-	-	1,170
Main Cable Dehumidification	307	15	-	-	-	-	-	-	-	-	-	-	-	-	-	322
Viaduct Barrier/Parapet Replacement	-	-	300	1,000	1,000	-	-	-	-	-	-	-	-	-	-	2,300
Main Expansion Joint Replacement	1,638	50	-	-	-	-	7,000	120	-	-	-	-	-	-	-	8,808
Viaduct Bearing Replacement	5,022	6,044	3,960	714	-	-	-	-	-	-	-	-	-	-	-	15,740
Truss End Linkages	50	1,500	1,500	50	-	-	-	-	-	-	-	-	-	-	-	3,100
Tower Wind Barriers/Impact Strengthening	50	1,500	1,500	90	-	-	-	-	-	-	-	-	-	-	-	3,140
Suspended Span Painting	-	-	-	175	6,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	56,175
Suspended Span Gantry Refurbishment	275	-	-	650	650	-	-	-	-	-	-	-	-	-	-	1,575
Suspended Span Truss Strengthening (Capital)	-	-	-	75	500	400	400	400	400	400	400	400	400	400	400	4,575
Main Towers Cathodic Protection (Piers)	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200
Comp House Improvements	-	-	-	100	-	-	-	-	-	-	-	-	-	-	-	100
Improvements To Deck Half Joints	-	300	50	-	-	-	-	-	-	-	-	-	-	-	-	350
High Mast Light Replacement	50	500	-	-	-	-	-	-	-	-	-	-	-	-	-	550
Cable Band Bolt Replacement	100	200	300	-	-	-	-	-	-	-	-	-	-	-	-	600
North Approach Rock Cut Stabilisation	-	-	-	500	-	-	-	-	-	-	-	-	-	-	-	500
M9 Spur Extension / A8000 Upgrade	183	153	194	-	-	-	-	-	-	-	-	-	-	-	-	530
Administration Block Upgrade	-	-	-	-	75	-	-	-	-	-	75	-	-	-	-	150
Total Capital	8,455	12,032	10,614	7,904	8,745	6,080	15,600	5,950	5,420	5,930	5,825	9,000	5,430	5,470	7,930	120,385

Revenue Costs	10/11 £'000	11/12 £'000	12/13 £'000	13/14 £'000	14/15 £'000	15/16 £'000	16/17 £'000	17/18 £'000	18/19 £'000	19/20 £'000	20/21 £'000	21/22 £'000	22/23 £'000	23/24 £'000	24/25 £'000	Total £'000
Main Cable Investigation	20	50	1,680	1,000	-	-	1,000	-	-	-	-	1,000	-	-	-	4,750
Parapet Investigation	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20
Bridge Specific Assessment Live Load	-	30	-	30	-	30	-	30	-	30	-	30	-	30	-	210
Suspended Span Truss Strengthening (Revenue)	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10
Minor Works	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	750
Anchorage Investigation	100	800	2,500	2,500	700	-	-	-	-	-	-	-	-	-	-	6,600
Suspended Spans Under deck Access Study	75	40	-	-	-	-	-	-	-	-	-	-	-	-	-	115
Total Revenue	275	970	4,230	3,580	750	80	1,050	80	50	80	50	1,080	50	80	50	12,455

Total	8,730	13,002	14,844	11,484	9,495	6,160	16,650	6,030	5,470	6,010	5,875	10,080	5,480	5,550	7,980	132,840
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