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**From:** Gair C (Cameron)  
**Sent:** 18 July 2013 14:22  
**To:** Gair C (Cameron)  
**Subject:** FW: TS/ FETA Meeting of 1 May 2013

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**From:** Barry Colford [mailto:Barry.Colford@forthroadbridge.org]  
**Sent:** 16 May 2013 17:47  
**To:** Gair C (Cameron)  
**Subject:** RE: TS/ FETA Meeting of 1 May 2013

Cameron,

Thanks for that. Only comment is that you have not included £30k over the two years for the Main Expansion Joint Review work – that is to prepare the joint replacement work to tender stage. Other than that it looks fine.

Barry

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**From:** Cameron.Gair@[REDACTED]  
**Sent:** 10 May 2013 09:32  
**To:** Barry Colford  
**Cc:** [REDACTED]  
**Subject:** FW: TS/ FETA Meeting of 1 May 2013

Barry,

A couple of other points.

Cable Band Bolts - Costs have increased from £4.54M to £5.00M due to weather delays. In addition to preparing tenders for Viaduct Painting Access you are also preparing tenders for Main Expansion Joints and Comb Joints; and possibly Suspended Span Underdeck Access (\*). These works to be carried out post 2014/15. Other Works are studies into Main Tower Wind Shielding; and Tower Impact.

(\*) Will this work be tendered

Regards

Cameron

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**From:** Gair C (Cameron)  
**Sent:** 09 May 2013 17:46  
**To:** Barry Colford (Barry.Colford@forthroadbridge.org)  
**Cc:** [REDACTED]  
**Subject:** TS/ FETA Meeting of 1 May 2013

Barry,

Thanks for the meeting last week. I thought I would drop you a brief Note and I would be grateful for your comments: -

1. Scope of the Anchorage Investigation reduced and subsequent costs reduced from £5.091M to £3.516M.
2. Suspended span gantry improvements (direct drive to existing gantries) – Cost increase from £180k to £830k up to 2014/15.
3. Truss End Linkages to continue. Repair/ Strengthening costs have risen from £419k to £446k to 2014/15.
4. Suspended underdeck access gantry immediate improvements costs remain at £170k to 2014/15.
5. Main Cable Acoustic Monitoring still proposed with costs of £1.065M to 2014/15.
6. M9 Spur liability £614k previously £623k.
7. Design Costs proposed
  - a. Suspended span underdeck access for post 2015 works - £75k
  - b. Viaduct Painting - £30k

With regard to the Capital Spend, I think we need to keep an eye on this over the next few months. Potentially there is scope for FETA not requiring the full £2M from TS TRBO this year, so we will have to monitor this carefully. For instance the surplus at the end of 2014/15 could be reduced from £541k to say £288 which was the previous figure. Also the Contingency figure of £100k per annum could be reduced to say £60k per annum with a saving of say £80k. On the M9 Spur if the possible future claims don't materialise this could save £87k. In addition regarding the Main Acoustic monitoring you propose to continue with the tender process and review this once tenders have been received. Should an emergency arise then it is most likely that the this work would be postponed (£1.065M). I believe you should also be getting at least a 10 year guarantee on the system, and a life expectancy of 15 years. You have to decide whether the existing system can be augmented, a new system installed and whether the cost to be paid up over 10 years at say £110k per annum.

In essence there is potential for a saving of up to £420k to 2014/15, and if the acoustic monitoring is paid up over 10 years then circa £1M.

Rather than do anything about this at the moment, I would suggest we monitor this over the next 3 months, and meet up sometime in late August and decide whether there is any scope for reducing TS TRBO's £2M contribution this year. If it is decided later this year to reduce TS Contribution then we would obviously have to agree that with you first before advising the Minister and FETA Board.

In addition to the above Peter is arranging a copy of TS PQQ and Conditions of Contract (ICE 5 Modified). I will enquire about Revenue and Capital Grant for 2 to 3 months of 2015/16. I assume any surplus funds Revenue and Capital will be returned to TRBO when FETA is dissolved in June 2015. It would seem reasonable that FETA should receive at least a proportion of the Revenue Grant to cover staff costs, etc.

Regards

Cameron

*Cameron B Gair*

*Bridges Asset Manager  
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**Strike it Out:** [preventing bridge strikes](#)

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Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

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