

## EAST AYRSHIRE COUNCIL

CABINET – 22 JUNE 2011

### ROADS AND TRANSPORTATION CONTRACT OUTTURNS

#### Report by the Depute Chief Executive / Executive Director of Neighbourhood Services

#### 1. PURPOSE OF REPORT

- 1.1 To advise members of the contractual outturns on five Roads and Transportation contracts, U10 Carmel Water Bridge, B7073 Causeyfoot West Retaining Wall, B751 Kilmaurs Rail Bridge and Mure Place Footbridge and A71 Moorfield to Corsehouse Repave Contract.

#### 2. BACKGROUND

- 2.1 Section 25 (7) of the Council's Standing Orders for Contracts advises that In the case of Lump Sum Capital Programme contracts, in the event that the final cost of a contract exceeds or is likely to exceed the accepted contract sum including any subsequent authorised approval to incur additional expenditure, by more than 10%, then this shall be reported to the Cabinet, explaining the circumstances and the financial implications.

- 2.2 The following Roads and Transportation capital contracts have incurred additional expenditure by more that 10%.

- **U10 Carmel Water Bridge – part deck replacement:-** This contract was awarded to Chemcem Scotland Ltd. via competitive tender on 3 April 2009. Their tender was £26,199 and works commenced on site on 20 April 2009.
- **B7037 Causeyfoot West Retaining Wall, near Galston:-** This contract was awarded to W.I. & A Gilbert via competitive quotation on 11 November 2009. Their quotation was £6,561.00 and works commenced on site on 21 November 2009.
- **B751 Kilmaurs Rail Bridge – protection of substandard deck edge and vehicle incursion safety measures:-** This contract was awarded to I.H. Borland Ltd. via competitive tender on 22 December 2009. Their tender was £30,006.58 and works commenced on site on 8 February 2010.
- **Mure Place Footbridge, Newmilns – refurbishment:-** This contract was awarded to Kelburne Construction Ltd via competitive tender on 22 December 2009 Their tender was £44,717.20 and works commenced on site on 5 February 2010.

- 2.3 The following Roads and Transportation contract, funded from the additional revenue funding allocated for repairing severe weather damaged roads, incurred additional expenditure by more than 10%

- **A71 Moorfield to Corsehouse Repave Contract:-** This contract was awarded to Colas Ltd via a single tender approved by Cabinet on 23 June 2010. Their tender was £279,216 and works commenced on site on 8<sup>th</sup> August 2010.

### 3. CONTRACT OUTTURNS

**3.1 U10 Carmel Water Bridge – part deck replacement;** The bridge comprises a masonry arch widened by a concrete deck section. The works involved the replacement of the substandard concrete deck section with a new reinforced concrete section 7.3m span x 1.7m wide capable of accommodating 40 Tonne vehicles in accordance with European standards. The deck replacement included waterproofing, replacement of the road surface, take down and rebuilding of the masonry parapet with new cope. The S-bend approaches to the bridge were also widened and appropriate signing and lining installed.

During bridge deck replacement it was necessary to carry out additional work that could not have been anticipated or identified before the contract was awarded. The main items were:-

- The full length of masonry coping to the parapet was required to be replaced due to it being in poorer condition than envisaged, when it was taken down.
- Additional steel reinforcement was required due to the actual excavated dimensions of the deck not being as anticipated. This resulted in a minor delay to the contract for which the contractor submitted a claim.
- Joint seals and rubber bearing strip, although detailed on drawing were not included in the bill of quantities.

The additional works were paid by bill of quantity rates and agreed rates.

Final Measurement	£29,246.29
Less Accepted Contract value	£26,199.00
<b>Additional cost</b>	<b><u>£3,047.29</u> (+11.6%)</b>

**3.2 B7037 Causeyfoot West Retaining Wall, near Galston:-** This masonry retaining wall is 84m long and 2.4m maximum high and was poor condition. A 6m section of wall had collapsed and the works involved the removal of the collapsed section, casting of a concrete foundation and rebuilding the wall with a combination of existing and new masonry to best match the existing. There was also associated drainage and fencing works.

Works were originally programmed without closure of the road but this proved restrictive to the contractors safe working operations, consequently the road was closed for one weekend to allow clearance of the collapsed wall. Thereafter, the works proceeded under traffic signal control. The weekend working and road closure incurred additional costs. On removal of the collapsed section of wall it became evident that to affect a suitable repair a

further length of wall required to be taken down and rebuilt. A 10m length of new post and rail fence, not anticipated at tender stage, was also required to close off a gap between the top of the wall and the field beyond.

These additional works were paid by bill of quantity rates and agreed rates.

Final Measurement	£8,943.84	
Less Accepted Contract value	£6,561.00	
<b>Additional cost</b>	<b><u>£2,382.84</u></b>	<b>(+36%)</b>

**3.3 B751 Kilmaurs Rail Bridge – protection of substandard deck edge and vehicle incursion safety measures:-** The load assessment of the bridge indicated that the deck elements beneath the south footway were substandard. The bridge site also scored high in terms of the risk of a vehicle leaving the road and ending on the rail track below. The works comprised installation of 'trief kerbing' on the south side across the bridge and on both approaches to protect the substandard section of the bridge footway and also provide protection from errant vehicles leaving the road on the approaches to the bridge. Vehicle safety fence was installed on the north side on both approaches and across the bridge to provide similar protection against errant vehicles. There was associated pedestrian fencing, resurfacing, signing and lining.

During the works additional items of work were required. The main items were:-

- Difficulties were experienced with installing the safety fence in the north verge due to extremely narrow verges and the presence of a Scottish Power cable which although anticipated was located such that standard safety fence posts could not be used. This required a concrete slab to be cast in the verge and posts bolted down onto the slab. The end terminal arrangement also had to be revised.
- Additional spacers between the safety fence beam and posts were installed to facilitate the location of the face of the beam in front of the newly cast concrete plinths.
- The opportunity to patch additional areas of carriageway surfacing which were in poor condition in the vicinity of the works was also undertaken.
- A minor alteration was made to the pedestrian fence behind the 'trief kerbs' which incurred an additional fabrication cost.

These additional works were either paid by bill of quantity rates, agreed rates and Dayworks.

Final Measurement	£41,331.04	
Less Accepted Contract value	£30,006.58	
<b>Additional cost</b>	<b><u>£11,324.46</u></b>	<b>(+38%)</b>

### 3.4 Mure Place Footbridge, Newmilns – refurbishment:-

This 15.3m steel truss footbridge across the River Irvine in Newmilns was in very poor condition. The tendered works involved the removal of the rotted timber decking, blast cleaning of all steelwork, extensive structural steelwork repairs, repainting of all steelwork and installation of a new steel plate deck with anti-slip surfacing. The steel fences lining the footpath on both approaches to the footbridge were also cleaned and repainted. Some new sections of fence were also installed.

During refurbishment it was necessary to carry out additional work that could not have been anticipated or identified before the contract was awarded.

Once the timber deck was removed and the old paintwork removed by grit blasting, the ends of the deck, which were encased in concrete over the abutments, were also exposed. At this stage it was evident that additional structural steel work repairs would be required over and above what had been anticipated at tender stage. Many of the steel elements forming the footbridge trusses were extensively corroded. Repairs to these members involved welding and bolting on new steelwork sections and cutting out structurally deficient steelwork where necessary. These works required some weekend working at additional cost to prevent the painting subcontractor from being held up. There was also structural steelwork repairs required to some of the approach fencing with several new panels, not anticipated at tender stage, installed to close off a gap that allowed access to the riverbank.

These additional works were either paid by bill of quantity rates, agreed rates and Dayworks.

Final Measurement	£51,532.20
Less Accepted Contract value	£44,717.20
<b>Additional cost</b>	<b><u>£6,815.00</u> (+15%)</b>

### 3.5 A71 Moorfield to Corsehouse Repave Contract:-

The existing poor road surfacing was removed over the full width of the westbound carriageway. The substrate was then recycled in-situ using the Repave process and a new hot rolled asphalt wearing course was laid prior to installation of white lining and road studs.

During the course of the contract additional works were identified that were not included in the original contract:

- The opportunity was taken to resurface the adjacent lay-by and to upgrade the emergency cross over points utilising the available plant on site and the traffic management associated with the works.
- The contractor was instructed to provide for 24 hour breakdown cover for the duration of the works.

- Additional quantities of regulating material were required as it was necessary to remove more poor quality material than originally anticipated.

These additional works were either paid by bill of quantity rates, agreed rates and dayworks.

Final Measurement	£310,949.06
Less Accepted Contract value	£279,216.00
<b>Additional cost</b>	<b><u>£31,733.06</u> (+11%)</b>

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 The increased costs for the contracts noted were accommodated within the Roads and Transportation capital and revenue budgets.

#### **5. LEGAL IMPLICATIONS**

- 5.1 This report is presented in terms of Section 25(7) of the Council's Standing Orders Relating to Contracts.
- 5.2 The Council is contractually bound to pay the Contractors for works instructed.

#### **6. PERSONNEL IMPLICATIONS**

- 6.1 Nil

#### **7.0 POLICY AND COMMUNITY PLANNING AND RISK MANAGEMENT IMPLICATIONS**

- 7.1 Nil

#### **8.0 RECOMMENDATION**

- 8.1 It is recommended that Cabinet;
- (i) note the contents of the report.

**Elizabeth Morton**  
**Depute Chief Executive / Executive Director of Neighbourhood Services**

**JMB/EM**  
**10 June 2011**

## **LIST OF BACKGROUND PAPERS**

Nil

For further information on this report please contact John Bryson, Head of Roads and Transportation Service (Tel:- 01563 576310).

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