

From: [REDACTED]
To: [REDACTED]
Subject: RE: A702 20 Rail Bridge - Potential Claim against TS.
Date: 01 May 2015 11:56:29
Attachments: [REDACTED]

[REDACTED]

Copies of inspection reports enclosed – PI from 2010, GIs from 2012 and 2014.

I also notice that within eRDM there has been previous correspondence about enquiries regarding cyclist incidents, the use of a filler in bridge joints and a report of concern expressed by a cyclist in the area (see below). There seems to be confusion regarding the structure – some saying A702 10, some A702 20 and A702 30.

My opinion is that all these probably relate to the highly skewed joints on structure A702 20 which spans the railway.

[REDACTED]

From: [REDACTED]
Sent: 01 May 2015 10:13
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: A702 20 Rail Bridge - Potential Claim against TS.

[REDACTED]

[REDACTED] is the person dealing with the 3G Claims

Do you know if we have any inspection records for the bridge where the incident occurred?

If I send this to our solicitors they will probably ask for this.

Regards

[REDACTED]

[REDACTED] – to note this is 2 personal injury claims.



[REDACTED]

[REDACTED]

Trunk Road Network Administration Team

Trunk Road and Bus Operations

[REDACTED]

[REDACTED]

Transport Scotland

Buchanan House

8th Floor North

58 Port Dundas Road

Glasgow

G4 0HF

For agency and travel information visit our [website](#)

Transport Scotland, the national transport agency

Còmhhdhail Alba, buidheann nàiseanta na còmhhdhail

From: [REDACTED]

Sent: 01 May 2015 09:05

To: [REDACTED]

Subject: A702 20 Rail Bridge - Potential Claim against TS.

Morning [REDACTED]

Re our conversation about the two cyclists being injured at the above bridge, I've enclosed a copy of the correspondence I've received so far for your information.

Any advice would be very welcome.

Kind regards,

[REDACTED]

<< File: A702 Wandel Bridge - Third Party Claims - April 2015.pdf >>

From: [Redacted]
To: [Redacted]
Cc: [Redacted]
Subject: FW: A702 20 Clydes Rail - Joint Options Report
Date: 25 May 2016 09:10:00
Attachments: [Redacted]

[Redacted]

Thanks for providing this update. I am more content with the Amey recommendation.

Regards,
[Redacted]

From: [Redacted]
Sent: 24 May 2016 17:59
To: [Redacted]
Cc: [Redacted]
Subject: RE: A702 20 Clydes Rail - Joint Options Report

[Redacted]

Please find attached revised *Expansion Joint Options Report* for A702 Clydes Rail Bridge, taking into consideration your comments on 12th May.

I also attach e-mail correspondence with RAB Associates (UK) Ltd., relating to the use of the joint at a 74^o skew.

If you require any further clarification, please don't hesitate to get in touch.

Regards

[Redacted]

[Redacted]
6 Redheughs Rigg | Edinburgh | EH12 9DQ



From: [Redacted]
Sent: 12 May 2016 15:39
To: [Redacted]
Cc: [Redacted]

Subject: FW: A702 20 Clydes Rail - Joint Options Report

[Redacted]

Thanks for forwarding this on.

I am generally fine with these recommendations at the moment. However, to obtain further assurance, I would be grateful if confirmation could be included within the report regarding the manufacturer's considerations on the use of the joint at a 74° skew (previously the preferred joint type has been used in skew up to 53°)

In addition, I would be grateful if the following improvements could be made to the report:-

- Small sketch/picture of each joint type in the summary table would be helpful.
- Various typos and missing commas;

Regards,

[Redacted]

From: [Redacted]
Sent: 06 April 2016 15:18
To: [Redacted]
Cc: [Redacted]
Subject: A702 20 Clydes Rail - Joint Options Report

[Redacted]

Please see attached a joint options report for A702 Clydes Rail Bridge.

If you have any queries please do not hesitate to get in touch.

Regards,

[Redacted]

[Redacted]
6 Redheughs Rigg | South Gyle | Edinburgh | EH12 9DQ



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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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From: [REDACTED]
To: [REDACTED]
Subject: FW: Permatrack H
Date: 24 May 2016 17:49:56
Attachments: [REDACTED]

From: [REDACTED]
Sent: 20 May 2016 15:56
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Permatrack H

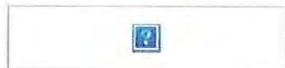
Thanks very much for this [REDACTED].

We will take this to our Client and keep you advised.

Regards,

[REDACTED]

[REDACTED]
6 Redheughs Rigg | South Gyle | Edinburgh | EH12 9DQ



From: [REDACTED]
Sent: 20 May 2016 09:40
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Permatrack H

Hi [REDACTED]

Regarding performance, RAB Associates would guarantee its installation of the Permatrack H joint for 10 years.

This would of course be subject to normal exclusions regarding misuse and/or accidental damage caused to the joint.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

Richard,

Thank you for your email.

Unfortunately the statement from Permatrack does not give an indication of the performance of the joint at a skewed angle. Can you advise how long Permatrack/RAB will guarantee the performance of the joint on a skew of 74 degrees.

Regards,

[Redacted]

[Redacted] Rigg | South Gyle | Edinburgh | EH12 9DQ

<image004.jpg> <image005.jpg> <image006.png>

From: [Redacted]
Sent: 19 May 2016 13:27
To: [Redacted]
Cc: [Redacted]
Subject: RE: Permatrack H

Hello [Redacted]

We have discussed the issue of the skew angle of the joint with the manufacturer of Permatrack, IKO Plc., and they are happy to offer the following reassurance for use of Permatrack in a skewed joint:

"Most joints have to be in accordance with BD33/94 for which Permatrack is registered and approved, [however] there is no requirement to prove movement at skew angles. We would offer assurances that Permatrack H joints can be installed at skewed angles."

In addition to the manufacturer's reassurance, RAB Associates as the developers of the Permatrack product and installers with over 15 years' experience, can confirm that Permatrack is suitable and HAPAS-approved for use in both transverse **and** longitudinal crack repairs on highways, where it is subject to high stresses and shearing, and that it has an excellent record. We have no hesitation in recommending its use in highly skewed joints.

I trust that this helps.

Should you have any further queries, please do not hesitate to contact me.

Kind regards

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Sent: 16 May 2016 10:37
To: [Redacted]
Cc: [Redacted]
Subject: RE: Permatrack H

Hello [REDACTED]

We have no concerns regarding the use of Permatrack in this instance, as Permatrack is regularly used for longitudinal crack repairs on motorways. However, I have requested confirmation from the manufacturers to provide technical reassurance, and will forward this as soon as I receive it.

Many thanks

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 16 May 2016 10:15

To: [REDACTED]

Cc: [REDACTED]

Subject: Permatrack H

[REDACTED]

We have just heard back from our client regarding our recommendation for using the Permatrack H system to replace the bridge joints that we have had issue with. They have come back with a few comments, one of which being:

“to obtain further assurance, I would be grateful if confirmation could be included within the report regarding the manufacturer’s considerations on the use of the joint at a 74° skew (previously the preferred joint type has been used in skew up to 53°)”.

Is there anything you could provide us that would help with this? We have outlined our reasoning for recommending Permatrack H as our preferred option, however I think they just want some reassurance as the joint system technically hasn’t been used in this exact situation before.

If you could CC: [REDACTED] into your response that would be great as I am on annual leave towards the end of the week.

Kind Regards,

[REDACTED]

Amey

[REDACTED]

<image001.jpg> <image002.jpg> <image003.png>



**TRANSPORT
SCOTLAND**
The Scottish Government

Statement of Intent (SOI) Form: Structures

1. Structure type	Bridge	If "Other" Structure Type type.	
2. Structure Reference(s)	A702 20 Clydes Rail Bridge		
3. Scheme Name	A702 20 Clydes Rail Bridge – Expansion Joints Replacement and Resurfacing		
4. Scheme ID	15/SE/1201/032	5. Sol Revision	-
6. Work Code	1201 Bridges and Culverts	7. Work Year	2016/17
SCHEME LOCATION			
8. Route	A702	9. Location description	A702-20 Clydes Rail Bridge, where the A702 trunk road passes over the West Coast Main Line route, is located on the A702 just north of the junction between the A702 and A73
SCHEME DETAILS			
10. Details of existing Structure and site	The A702 Clydes Rail Bridge is a simply supported composite bridge, consisting of precast pre-tensioned inverted T beams with situ concrete infill supporting a reinforced concrete deck. Bridge expansion and contraction is accommodated by Type 6 mechanical joints.		
11. Traffic flow	AADT	% HGV	Year of count
	4216	7.3%	2016
12 Traffic management restrictions	Lane closures will be installed for removing the existing joints. Double red traffic lights will be utilised for short durations while removing the joint close to the carriageway centreline. Convoy working will be utilised to carry out the resurfacing and a road closure with diversion signage is to be installed for the new joint installation.		
13. Utilities Affected	A public utilities check has been carried out which highlighted that a Scottish Power Cable runs close to the west side of the site, and a virgin media cable runs through the site at rail level. Both utilities are documented as being outside the extents of the site however CAT scanning and, if necessary, hand dug trial pits should be carried out prior to any excavation work.		
CONDITION ASSESSMENT			
14. Defects from last PI / GI	2014 GI Defects similar to 2010 PI		
	2010 PI Minor water stains and stalactites found on the inverted beams and localised areas. Concrete spalling and cracking recorded on the abutment wall. Localised concrete spalls exposing bars with efflorescence seen on all four of the wing walls. Minor corrosion on the parapets. Moderate water leakage, staining and efflorescence found on the abutment walls under joints possible due to joints failure.		
15. SMS report and Maintenance History	2012 – Mechanical joints replaced with new mechanical joints 2007 – Parapet upgrading 2005 / 2006 – APJ joints replaced with mechanical joints 2004 APJ repairs		
16. BCI _{ave}	83.99	17. BCI _{crit}	58
DETAILS OF INVESTIGATION AND SURVEYS – COMPLETED AND PROPOSED			
18. Scope, intended purpose and cost of any completed and proposed further investigation, surveys and Indicative cost	Details of completed or proposed further Investigation and Surveys		Cost of I and D
	See Section 34		See Section 34
	See Section 34		See Section 34
	See Section 34		See Section 34
	See Section 34		See Section 34
		Indicative Construction cost	██████████

A702 20 Clydes Rail Bridge – Expansion Joint Replacement and Resurfacing
15/SE/1201/032

19. Approval to undertake the further investigation/surveys works (SOI(i)ONLY) as outlined above NB. If no further investigation is required then please complete the full form	Operating Company Representative Name	Signature	Date
	██████████	██████████	11/11/2016
	Transport Scotland Representative Name	Signature	Date
	██████████		Enter Dater.
20. Environmental Screening	Is the Scheme a "Relevant project" under EIA Regulations		No
	Will a Record of Determination &/or Appropriate Assessment screening be required		No
	Will mitigation measures and construction best practice fully mitigate Project impacts?		Yes
DETAILS OF LAND			
21. Status of land requirement	No Land required		
22. Land Purchase Dates	Draft Orders Date	Made Orders Date	Land Vested Date
	N/A	N/A	N/A
SUMMARY OF MAINTENANCE NEED			
23. Summary of findings from further investigation and surveys already carried out.	<p>A risk assessment was carried out which identified that existing expansion joints posed a risk of wheel entrapment to cyclists. This risk is greatest to cyclists traveling in the northbound direction over the north joint due to the skew of the joint in relation to the bend in the carriageway at this particular location. This report recommended investigating the feasibility of replacing the current Type 6 joint seals with an alternative seal that would remove the entrapment hazard to cyclists. These seals were still being developed and tested. In the interim it was recommended to install warning signs in advance of the bridge to warn cyclists of the joints which was carried out in February 2016.</p> <p>Testing on the new seals was unsuccessful and as such various joint types were researched to determine a suitable joint that could be used to replace the existing ones. It is recommended to replace the expansion joints with a type of Asphaltic Plug joint called 'Permatrack H' since research indicated that they will both be durable and remove the entrapment hazard to cyclists.</p>		
24. Main driver and Justification for proposed works	Claims have been received from cyclists crossing the bridge which allege that the skew of the bridge joint, along with the width and depth of the gap between the rails, have caused cyclists to lose control of and fall from their bicycle sustaining injuries.		
25. Do Something Option	The do something option is to replace the existing Type 6 joints with Permatrack H joints. Permatrack H is a high modulus Asphaltic Plug Joint that is more resistant to rutting. Since the first site inspection was carried out for the risk assessment the surfacing of the bridge has deteriorated. Part of a Principal Inspection has also been carried out in August 2016 which did not note a significant amount of water percolating through the deck. As such it is recommended to replace the surface course only above the bridge deck with TS2010 in advance of the joint replacements.		
26. Do minimum Option	The do minimum option of alleviating the risk is for the existing joint to be filled with a rubber sealant. However, this is a system that was being developed by USL and tests were undertaken which suggested the filler de-bonds within two months of installation. This de-bonding could result in additional hazards to cyclists crossing the bridge if the filler itself detaches from the joint. It would require continual maintenance and reapplication and therefore it is not considered to be a sustainable option.		

A702 20 Clydes Rail Bridge – Expansion Joint Replacement and Resurfacing
15/SE/1201/032

27. Likely consequences of not undertaking proposed works (i.e. "Do Nothing works option")	The warning signs that have been installed reduce the risks of further accidents occurring. However they do not eliminate the risk which can only be done by removing the entrapment hazard. It is possible that if the joints are not replaced then further accidents could occur.	
28. Whole life costing		
29. Sustainability option considered	A road closure will be utilised to carry out the joint installation works which will reduce the disruption to the traveling public by completing the works in a shorter time frame than if they were carried out under lane closures. Permatrack H Joint has been specified which is a high modulus Asphaltic Plug Joint that is more resistant to rutting and will therefore require replacement less frequently compared to a traditional Asphaltic Plug Joint.	
PROPOSED WORKS		
30. Works summary	<ul style="list-style-type: none"> • Existing type 6 joints to be removed • 40mm of existing surfacing to be planed off on the bridge deck • Joint void to be temporary filled with asphalt material • New 40mm TS2010 surface course laid on the bridge deck • New kerbs installed adjacent to joints • Saw cut and seal installed on new kerbs • Surfacing and temporary asphalt material removed from joints • Carry out concrete repairs to the substrate as required • Install new Permatrack H Joints. 	
31. Value Management Score	52	
32. Disability Discrimination Act (DDA)	<i>We confirm that barriers to accessibility have been considered and the DDA proforma has been signed off for this scheme by both the Operating Company and Transport Scotland</i>	<input checked="" type="checkbox"/> Tick to confirm

A702 20 Clydes Rail Bridge – Expansion Joint Replacement and Resurfacing
15/SE/1201/032

33. Attached information	List:			
	2010 Principal Inspection,			
	Risk Assessment Report			
	Joint Options Report			
		VFM assessment	<input type="checkbox"/> Tick to confirm	
34. Revised/ Total cost estimate	Year (20__/20__)	Activity (description)	Cost (£)	
	2015/16	Investigation – Risk Assessment, Joint Options Report and Warning Sign Installation		
	2015/16	Construction – Warning Signs Installation		
	2016/17	Investigations – Permatrack H Installation		
	2016/17	Investigation – Traffic Impact Assessment		
	2016/17	Design – Permatrack Installation		
	2016/17	Construction – Permatrack Installation and Resurfacing		
			TOTAL:	
35. Approval to undertake works as outlined above	Operating Company representative name	Signature	Date	
			11/11/2016	
	Transport Scotland representative name	Signature	Date	
SOI DOCUMENT HISTORY				
Revision number	Date issued	Comments		

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: A702 20 Clydes Rail Bridge - RA and Rubberised Material for Joints - 150703 - [REDACTED]
Date: 04 September 2015 14:16:19
Attachments: [REDACTED]

[REDACTED],

Please find attached our Risk Assessment of the Expansion joints on the A702-20 Clydes Rail Bridge, including our recommendations on how to proceed on the matter.

Just in case you are not yet familiar with the project in question I have also included some of the email trail, below, between Amey and Transport Scotland on the project.

If you have any questions please do not hesitate to contact me.

Kind Regards,

[REDACTED]
Graduate Engineer | Consulting and Strategic Infrastructure
Amey

t: [REDACTED] **e:** [REDACTED]



From: [REDACTED]
Sent: 03 July 2015 13:18
To: [REDACTED]
Cc: [REDACTED]
Subject: A702 20 Clydes Rail Bridge - RA and Rubberised Material for Joints - 150703 - [REDACTED]

[REDACTED]

[REDACTED]

On your first point, I fully understand and accept the need to wait on results from USL regarding the performance of the material and de-bonding.

With regards to the joints – Is a possible option replacing the rail joints with plug joints? Don't know if the skew would negate that and that may be the reason 2 rail joints have been used at either end of the deck. Also, costs may be prohibitive.

[REDACTED] Hopefully, Amey will have

more info and knowledge on this than I.

On the second point, there were 2 cyclist injured in this area last year – one received ligament injuries and the other a broken arm. It was purported that the sunken inserts in the joints caused the cyclists to crash.

As the possibility of the joints being hazardous to cycle traffic has now been brought to our attention, it really is incumbent upon us to assess the risk and determine if there is a potential hazard. This should be done as quickly as possible. We can make a determination on any remedial solutions following this risk assessment.

Hope the above clarifies, however, if you want to talk further then please don't hesitate to give me a call.

Regards,

[REDACTED]

From: [REDACTED]
Sent: 03 July 2015 11:08
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: A702 20 Clydes Rail Bridge - RA and Rubberised Material for Joints - 150617

Good Morning [REDACTED]

I wanted to update you on the status of the initial investigation into the Clydes Rail Bridge Joints issue and there are some queries I wanted clarify with you.

Firstly, after talks with the supplier of the rubberised infill solution, USL, it appears that the original solution proposed is not as efficient as originally hoped. USL has tested this product which has de-bonded within two months on a 40mph stretch of road. As a result, we would not recommend utilising this product in the instance of Clydes Rail Bridge as it will likely require to be replaced within 2months of installation, considering this section of road is 60mph. Furthermore the de-bonding of the rubber may generate an even greater hazard for cyclists. USL are currently developing and testing an additional solution that is hoped to overcome the de-bonding issue seen in the initial solution. However, we are still waiting to receive feedback on results of this install and its success.

Secondly, can you confirm that the importance of quickly assessing the risk the joints on the structure pose to cyclists is as a result of the approaching Tour o' the Borders cycle event in August? The official route of the cycle doesn't actually pass over this structure and I have confirmed with the event organisers that the route will not travel on the A702 at all. It is worth noting that while the event doesn't travel over the structure event there may be an increase in leisure cyclists in the area around that weekend and indeed cyclists from the event may be using the A702 route, for leisure/practice, out with the organised

event. This could increase the cycle traffic on the structure compared to the normal cycle traffic, but not to the same extent if the event passed directly over.

With the above in mind, do you wish for Amey to proceed with investigating a solution that can be implemented prior to the cycle event?

Kind Regards

[Redacted]

[Redacted]

[Redacted] [Redacted] [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted] [Redacted] [Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Sent: 17 June 2015 09:43

To: [REDACTED]

Subject: RE: A702 20 Clydes Rail Bridge - RA and Rubberised Material for Joints - 150617

Regarding your email below I would suggest the following

1. There would appear to be a doubt about the safety to cyclists crossing this bridge given the reported incident when a cyclist crashed after his wheel fell into the gap in the joint.
2. I can't say whether it is the gap, the polished steel surfaces, or both that present a problem to cyclists. In view of that, and with the forthcoming borders cycling event I suggest we look into both, ie filling the gap with the rubberised insert and applying anti-slip to the rail surfaces. I'm not sure if the latter is possible but we'll contact USL who provided the details of the rubber insert material to see if they have any suggestions.
3. I have no experience of the rubberised insert material but I believe inserting it will prevent bike wheels from falling into the gap. As I advised in my previous correspondence USL have used it to reduce traffic noise of vehicles crossing deck joints. As to whether the insert will completely fill the gap up to road surface level we'll need to talk to USL.
4. Will need to discuss curing time /closures for installation with USL. I wouldn't advise plating the joint on a road with a 60mph speed limit. May need single lane closure and traffic lights for any curing period.
5. Costs – again we'll need to talk to USL and include any cost for traffic management.
6. Programme - again we'll need to talk to USL to see what their mobilisation will be.
7. Quick alternative – I don't know of any other materials. Might need to close one of the lanes over the bridge for the cyclists to use and cover the joints with textures boarding.
8. Road defects on the bridge – I will ask our Route Inspectors to report.

[REDACTED] we will submit a bid for the investigation of all of the above. If we are to make the early August date for the cycle event we would request early response from yourselves once we work up costs etc as to whether the works can go ahead.

Regards,

[REDACTED]

6 Redheughs Rigg | South Gyle | Edinburgh | EH12 9DQ



From: [REDACTED]

Sent: 17 June 2015 08:56

To: [REDACTED]

Cc: [REDACTED]

Subject: A702 20 Clydes Rail Bridge - RA and Rubberised Material for Joints - 150617

[REDACTED]

Further to our talk last month regarding the A702 20 Clydes Rail Bridge, I am of the opinion that if there is any doubt relating to safety issues surrounding these skewed joints then we should carry out a risk assessment and, if required, proceed with the suggested rubberised insert - this does have the caveat that the material is not detrimental to performance of the joint.

Could you look into this in a little more depth?

Some immediate thoughts are:-

- As mentioned above, we need to have a risk assessment undertaken to look at the hazard which may be presented by these joints – is it the gaps, is it the slip resistance of the metal rails or is it both?

and, If we need to proceed with the rubberised infill:-

- Will this reduce the perceived risk or will there still be a gap or projection once installed?
- Will cure times give rise to the need for longer lane closures? – unless laying plate over the joints is an option whilst they cure.
- Costs?
- Could you give an indication of a programme? – bearing in mind there is a cycling event due to pass over the structure in early August.
- If the programme cannot accommodate the August date then is there a quick alternative?

I would also ask if you can confirm if Amey are satisfied with the risk level presented to cyclists and other road users by the recently reported surface defects to the bridge.

Regards,

[REDACTED]

From: [REDACTED]
Sent: 28 May 2015 08:11
To: [REDACTED]
Subject: RE: [REDACTED] - Baseline Survey - A702 20 Rail Bridge - 150527

[REDACTED]

See attached information regarding the details of the rubberised insert that we received from USL joint installers. [REDACTED]

[REDACTED] Regarding the

surfacing on the bridge we currently have no plans to renew the surfacing.

[Redacted]

[Redacted]



[Redacted]

Sent: 27 May 2015 11:29

To: [Redacted]

Subject: [Redacted] - A702 20 Rail Bridge - 150527

[Redacted]

In case you haven't received this, please find enclosed a copy of the road condition survey recently carried out by Balfour Beatty. This report appears to show surface defects on the A702 20 Rail Bridge and some of these are at the potentially worrisome skewed deck joints where two cyclists are alleged to have been injured.

Relating to this, the recently presented events programme (from the meeting at Bilston Glen) shows a 'Tour of the Borders' Cycle event at the beginning of August and the route of this will carry the cyclists over the A702 20.

Can you inform me if Amey have any proposals re this surfacing?

I would also ask if you have made any progress regarding the rubberised infill material which you previously suggested may alleviate the problem of the existing sunken rubbers within the skewed joints?

Regards,

[Redacted]

From: [Redacted]

Sent: 26 May 2015 09:21

To: [Redacted]

Subject: [Redacted] (compressed) - Joint Exercise - Amey_BB_Jones - May 2015

[Redacted]

As promised. I have the DVD if you wish to view the video and the set of still

photographs.

Cheers

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: A702 Clydes Rail SOI
Date: 14 November 2016 14:11:06
Attachments: [REDACTED]

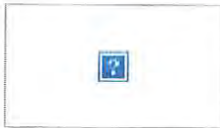
Thanks for this [REDACTED].

I will raise a design fee for this over the next few days.

Regards,

[REDACTED]

[REDACTED]
6 Redheughs Rigg | South Gyle | Edinburgh | EH12 9DQ



From: [REDACTED]
Sent: 14 November 2016 10:53
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: A702 Clydes Rail SOI

[REDACTED]

Scan of signed SOI attached.

Regards,

[REDACTED]

From: [REDACTED]
Sent: 11 November 2016 17:27
To: [REDACTED]
Cc: [REDACTED]
Subject: A702 Clydes Rail SOI

[REDACTED]

Please see attached SOI for A702 Clydes Rail Expansion joint Replacement and Resurfacing.

Regards,



6 Redheughs Rigg | South Gyle | Edinburgh | EH12 9DQ



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Tha am post-d seo (agus faidhle neo ceanglan còmhla ris) dhan neach neo luchd-ainmichte a-mhàin. Chan eil e ceadachd a chleachdadh ann an dòigh sam bith, a' toirt a-steach còraichean, foillseachadh neo sgaoileadh, gun chead. Ma 's e is gun d'fhuair sibh seo le gun fhiosd', bu choir cur às dhan phost-d agus lethbhreac sam bith air an t-siostam agaibh, leig fios chun neach a sgaoil am post-d gun dàil.

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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