From:

@scotlandtranserv.co.uk>

Sent:

09 August 2017 09:12

To:

Cc:

Subject:

RE: A75 Springholm Active Road Studs

See below for a cost breakdown (includes STS uplift)

Original quote in IRIS

Regards

Scotland Tran Serv

150 Polmadie Road: Glasgow: G5 OHD

: M

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WINNER

Inclusive Transportation

From: @transport.gov.scot [mailto:

@transport.gov.scot]

Sent: 08 August 2017 16:56

To: @scotlandtranserv.co.uk>

@transport.gov.scot

Subject: RE: A75 Springholm Active Road Studs

Hi

Thanks for this update.

Do you have a price for the traffic signals and the associated upgrade of the vehicle activated signs / SID's?

I will discuss this here and get back to you as soon as I can.

From:

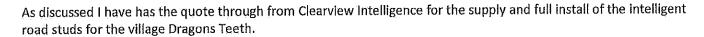
@scotlandtranserv.co.uk]

Sent: 08 August 2017 16:17

To:

Subject: A75 Springholm Active Road Studs

Importance: High



This price includes all elements of the installation

- Intelligent studs
- Cabinets
- Detection system for the speeds
- Cabling between studs
- Tracking from the power source. Unfortunately the level of activations over boy daylight and darkness means that to have the studs operational 24 hours will require a hardwire to the Scottish Power Network. At the East End of the village this source is some 240m away so the cost includes for this tracking, ducting and connection.
- Traffic Management
- Site Supervision
- Commissioning

The overall cost for this installation to 4G contract rates as a supplementary service (Including TranServ uplift) =

As discussed I appreciate this is a large cost however our Expenditure profile for this job has always included a total of the study and signals

I would appreciate if you could give your agreement (or otherwise) as a matter of urgency. If we can approve this now we can install in 6-8 weeks and tie in with the opening of the traffic signals.

One other issue we need to resolve with this scheme is actual studs and spacing/colour. As these will be not to a standard spacing we will need to get agreement with the route manager, as opposed to a departure from standard.

Happy to discuss further.

Below is a breakdown of the elements.

Hardwired Equipment

48 Mk5 HWS-2: IRS2 stud (Colours TBC)

160 Mk5 HWS-14: Cable

44 Mk5 HW-15: Link Cable termination

- 4 Mk5 HW-16: Tail Cable termination
- 2 Hardwired Controller Assemblies
- 2 Ritherdon Passively Safe Cabinet

Detection Equipment

- 2 M680, 8 loop HPLD + GPRS + RT
- 2 Lead, Solar Charger Connection Lead
- 2 GR100 Cabinets
- 2 Solar Charger Regulator

- 4 Cable, 8 Loop Inputs, 17 Blade Terminals
- 2 AEB 260 with 4m Cable
- 4 Lead, TMU Power (External)
- 2 100w Solar Panel and mounting bracket 12v 100Ah battery
- 2 GPRS SIM Card
- 2 Commissioning of the system (Days)

Clearview Engineer

5 Project Management and stakeholder liaison

Installation

- 2 4 loop single carriageway install
- 2 Installation of Ritherdon passively safe cabinets
- 2 Installation of GR100 Cabinets
- 2 Supply and install 89mm Galvi steel pole in verge
- 16 Supply and Install 50mm ducting per linear metre

240

Slot cut to allow for string install and reinstate with cold lay asphalt, hot pour 85/25 on completion

- 300 Supply and Install1 way duct for power connection per metre
- 1 Traffic Management
- 1 Two-man road stud installation team
- 30 Supply SWA mains cable
- 2 Supply and install upgrade cut outs
- 1 Terminate electrical connections to BS 7671
- 10 Supply Triflex and Resin
- 2 Provisional sum for Scottish Power connection
- 1 Book road space
- 1 TM Plans
- 1 Supply and SSTS Supervisor for the duration of the works

Regards

Scotland TranServ

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