

**The following assumptions have been made in preparing this Order of Cost Estimate:-**

Construction costs represent 2Q 2018 levels on a fixed price basis

A traditional single stage procurement strategy has been assumed, the following allowances have been made for on-costs:-

- Optimism Bias 44.0% for Civils Works; 66% for Structures;
- Professional Fees Excluded; and
- Design, Reserve and Construction Contingencies Excluded.

Costs have been based upon utilising rates from recent benchmark data/similar projects with due allowance for assumed specification and scope of works

We have based this options appraisal on the general high level design cross-sections presented in the Musselburgh Masterplan report and route extents.

All materials associated with cycling infrastructure and quiet road treatments are standard (DMB surfacing; pre-cast concrete kerbing), unless otherwise noted.

No allowance is currently included to cover phasing of the works and any associated temporary works that may be necessary on the basis that the works are carried out in one continuous sequence.

Optimism bias (OB) of 44% has been applied to the total costs in accordance with The Scottish Transport Appraisal Guidance (STAG) Technical Database, Table 13.4 Stage 1 Scheme Development.

**Exclusions**

- 1) Site acquisition fees/costs and other third party compensation settlements
- 2) Client finance costs
- 3) Legal advice and associated fees
- 4) Sustainable construction strategies (wind turbines, boreholes, photovoltaic cells, ground source cooling/heating and the like)
- 5) Local and statutory authority fees / charges
- 6) Value Added Tax (VAT)
- 7) Project contingency
- 8) Utilities connections and diversions etc
- 9) Infrastructure alterations / improvements outwith the proposals
- 10) Abnormal ground conditions / remediation measures (including consequential costs arising)
- 11) Inflation beyond 2Q '18
- 12) Public artwork and sculptures
- 14) Road Closures