Newell Highway Overtaking Lane Alliance
Roads and Maritime Services
Roy Wakelin-King, AM
Executive Director Regional and Freight
Roads and Maritime Services
Our regional priorities
$4.8 billion investment in regional NSW

Connecting communities
Supporting growth
Safe journeys

15% population increase in regional NSW by 2031
Corporate Plan 2018-2021

1. Increase customer value
2. Get more out of the network
3. Keep safety at the heart
4. Respect our community & environment
5. Deliver the Government’s Program
6. Partner to improve services
Western and South west region update
What we have delivered

**Over $5 billion** invested on roads since 2011:
- 1794 significant projects delivered
- 106 significant projects underway
- 7,600km of roads maintained or improved.
Newell Highway
Highway of National Importance

- Longest highway in NSW
- Crucial 1058 kilometre road connecting NSW to both Queensland and Victoria
- Freight backbone of NSW
- Differs markedly from one end of the corridor to the other
- Need to provide more frequent overtaking opportunities
Newell Highway overtaking lanes
Connecting Regional Communities of Central West NSW

21 new overtaking lanes have been built

Over 30 overtaking lanes to deliver

Our challenge – To deliver these improvements faster for the best value for taxpayers money
Newell Highway
Overtaking Lanes
Alliance
Scope of Work

From Tocumwal to Boggabilla
We want to take a different approach
Alliance contracting for regional infrastructure

1. Industry briefing
2. Request for proposal
3. Stage 1 Evaluation
4. Stage 2 Evaluation
5. Award Alliance
6. Alliance Implementation
Brett Martin
Director Projects, Regional Project Office
South Western and Western Roads and Maritime Services
Newell Highway
Overtaking Lanes
Alliance

From Tocumwal to Boggabilla
Newell Highway Overtaking Lane Alliance

Purpose

• 30 overtaking lanes to deliver

• Accelerate delivery

• Delivery Alliance model:
  • Develop and design overtaking lanes
  • Provide innovation
  • Develop our industry engagement models
Newell Highway Overtaking Lanes Alliance

Scope of work

- Single sided widening
- Wide centreline
- Two metre shoulders
- 1.5km overtaking lane excluding tapers
- Minimal work to existing road (possible overlay)
- Granular (DGB) pavements with spray seals
- 20 year life for the new work
- Locally available materials
- Audio Tactical Linemarking
Key delivery challenges

- Funding constraints
- Design development
- Construction Resources
- Traffic impacts
- Material availability

Roads & Maritime Services
Newell Highway Overtaking Lanes Alliance
Procurement strategy

Industry Briefing

Request for proposal

- Pre qualification R3 F150+
- Via e tender in about four weeks
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Procurement strategy

Stage 1

- Five week evaluation period
- Key requirements:
  1. Ability to construct Dense Graded Base Pavement
  2. Performance in an alliance
  3. Program and resource capability
- Comparative pricing against delivered projects
- Interviews around capability for up to four tenderers
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Procurement strategy

Stage 2

- Two tenderers to move into stage two
- Assess TOC development
- Develop and review commercial structures
- Explore location, development capabilities and delivery approach
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Procurement strategy

Implementation

- Deliver at least 30 overtaking lanes over four years
- Required to start delivery in 2018/2019
- Currently 25 locations identified
- Potential for incentivising additional construction
Key areas for innovation
Partnering to innovate

Location
- Pavement design and construction

Earthwork

Traffic management
- Construction sequencing

Site management and safety
- Traffic management
- Location
- Pavement design and construction
- Earthwork
- Construction sequencing
- Site management and safety
Safety remains a priority
Working with our industry partners

- Partnering with industry to trial new safety initiatives
- ‘Separate yourself’ program
- Collecting and analysing WHS data
Regional Aboriginal engagement
Working with our industry partners

• Mandatory APiC targets of 1.5%

• 8.2% of over 200 people in our maintenance program are Aboriginal or Torres Strait Islander
Selection and establishment process

Pre RFP
- Industry briefing
  - Jun 18

RFP
- Issue RFP
  - Jun 18
- Close RFP
  - Jul 18

STAGE 1 EVALUATION
- Interviews
  - Aug 18
- Shortlist 2 Proponents
  - Sep 18

STAGE 2 EVALUATION
- Selection workshops
  - Sep 18
- Commercial workshops
  - Oct 18

EXECUTE CONTRACT
- Select Preferred Proponent
  - Oct 18
- Engage Preferred Proponent
  - End Oct 18

PROJECT ALLIANCE AGREEMENT
- Construction commences
  - 2019
Wade Lewis
Intermodal Transport & Logistics Manager
Fletcher International Exports
Freight statistics

- 885,000 tonnes of freight per annum
- 36,000 heavy vehicle movements per annum
- 80% of freight interacts with the Newell Highway
Primary
Secondary
Complementary
Overtaking of a heavy vehicle by other heavy vehicles and cars

• Depending on the terrain the required overtaking distance can vary considerably

• Whilst most heavy vehicles are limited by law to 100 km/h some categories are limited to a lesser speed e.g. 90 km/h for road trains

• The required distance for overtaking varies and is directly related to:
  • individual vehicle lengths
  • speed differential
  • speed of the faster vehicle
Overtaking distance

- The overtaking distance is dependent on the combination of parameters as per previous slide.

- For guidance six scenarios are included as representative overtaking situations:
  1. 5 metre car overtaking 26 metre B-double
  2. 5 metre car overtaking a 42.5 metre AB-triple
  3. 19 metre semi-trailer overtaking a 42.5 metre AB-triple
  4. 26 metre B-double overtaking a 42.5 metre AB-triple
  5. 36.5 metre Road Train overtaking a 42.5 metre AB-triple
  6. 42.5 metre AB-triple overtaking a 42.5 metre AB-triple
Considerations for overtaking lanes

- They are not just for inclines
- Should also include flat areas of road and declines
- Length of lanes
- Lane width
- Starting the lane before the incline
- Extending the lane beyond the crest of the hill/incline
- Shoulder width and camber
- Consideration for rest area approach and re-entry to road
Questions?
**Q&S**

**Q:** Confirm the pre-qualification requirements and if newly formed joint ventures will be allowed to submit a Proposal?

**A:** Roads and Maritime is envisaging that Proponents may submit a Proposal as a consortium comprising both design and construction Non-Owner Participants.

In any event the lead party for construction must be prequalified with Roads and Maritime under the National Prequalification System for Civil (Road and Bridge) Construction Contracts, at the prequalification class (or higher) of R3/F150.

Where a Proponent proposes that the construction aspects of the Program are undertaken by an unincorporated joint venture, the joint venture is not required to be prequalified prior to submitting a Proposal. However the joint venture must have at least one of its members prequalified to R3 and all of its members prequalified to F150 prior to the submission of the proposal.
Q&A:

Q: What is the status of probity for the alliance selection process?

A: Roads and Maritime has engaged a Probity Advisor, whose details will be contained in the Request for Proposal. The Probity Adviser will monitor the fairness and transparency of the selection process to provide assurance of a fair and equitable treatment of the Proposals.

Q: Will Proponents’ tendering costs be reimbursed by Roads and Maritime Services?

A: Roads and Maritime will not be reimbursing the tendering costs for Proponents.

Q: It is noted that previous flood studies have been performed on the Newell Highway. Does the current funding for the Program Alliance include scope to perform additional flood studies?

A: The funding for the Program Alliance does not include scope to perform additional flood studies. However Roads and Maritime is looking at opportunities to conduct further flood studies (outside the scope of the Program Alliance) as some segments of the Newell Highway are prone to flooding events.