Welcome
Southern suggestion cost review
Q & A session #4
30 April 2012
6.30 Welcome, housekeeping and introductions (Lucy)
6.35 Process Overview by RMS Regional Manager (Brad)
6.55 Technical investigation group (Adam)
7.05 Presentations from technical investigation group specialists:
   • Geotechnical investigations
   • Flooding and Hydraulics
   • Bridges
   • Construction methodology
   • Cost estimating
7.25 Independent Reviewers
7.30 Opportunity for specialist focus discussions
8.15 Close
Who is here?

Facilitator, Lucy Cole-Edelstein, Straight Talk

Brad Turner, Regional Manager, RMS Southern Region Office

Project Team

TIG (Subject Matter Experts)

Independent Reviewers
We are reaching the decision point.

- The Minister is the decision maker. He is being provided with information from:
  - RMS
  - the TIG
  - the Independent Reviewers
  - the Community

- My task is ensuring the integrity of the process.
• The review is about getting the best possible ‘like for like’ comparison;
• This investigation is limited to a costings review;
• Community input continues to be fed into the process;
• Please look at the process map available in handouts and the project website.
Integrity of the process

BERRY BYPASS ROUTE FEASIBILITY INVESTIGATIONS PROCESS *

* Programme dependent on availability of feedback and requirements identified during the Independent Reviewers assessment.

**Diagram Description:**
- **Technical Investigation Group (TIG):**
  - Investigations, estimating & draft report
  - Complete 3rd feedback session inputs
  - TIG’s availability to support/answer IR’s assessments
- **Independent Reviewers (IR):**
  - Independent sampling and assessment of TIG investigations
  - Independent review of TIG investigations & report
  - IR briefings RMS GMPD
- **Community:**
  - Ongoing community engagement
- **RMS Executive & Minister:**
  - RMS Exec and Minister’s Office advised of process & programme
  - RMS Exec and Minister’s Office intermediate progress updates
  - Report and briefings to Minister’s Office
  - Minister’s decision announced

**Timeline:**
- **April 2012:** RMS Exec and Minister’s Office advised of process & programme
- **May 2012:** RMS Exec and Minister’s Office intermediate progress updates
- **June 2012:** Minister’s decision announced
Integrity of the process

Every Tuesday the website is updated with:

• All issues raised by the community - responses and outcomes are outlined in a critical issues register;

• Technical investigations;

• Meeting register, presentations, handouts, minutes from TIG meetings, notes from Q & A sessions;

• Information updates.
Indicative route for the southern suggestion:

- Road alignment
- Structures
- Construction Method
- Earthworks
- Construction Program

Route feasibility strategic estimate

BT

Q & A presentation 30 April 2012
The brief for the independent internal and external reviewers is to test the robustness of the information in the TIG report.

The review process:

• An RMS review team - separate to the technical investigation group and its process and principally focusing on the cost estimate process;

• Lyall & Associates – external water engineering consultant;

• SMEC (principal reviewer) – external engineering consultant.
The independent reviewers are:

- Basil Pazpinis (RMS Project Management Office)
- Nick Bartho (Lyall & Associates)
- Derek Hitchins (SMEC)
- Dan Reeve (SMEC)
- Chris Masters (SMEC)

Derek Hitchins will speak on behalf of the reviewers.
• Two key points:
  - Integrity is the cornerstone to this process;
  - Keep checking the website every Tuesday.
Meeting agenda

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Route feasibility strategic estimate

Q & A presentation 30 April 2012
Geotechnical update

Henk Buys - Geotechnical
Soft soils analysis

- Results are showing the settlement varies:
  - 0.2m with limited depth of firm clay
  - 0.8m with deeper soft clay
- We are looking at the options for dealing with embankments in the flood plain.
- This will feed into the cost estimate
Acid Sulphate Soils

• Based on test results an acid sulphate soil management plan will be required

• More than 1000 tonnes of soil will be disturbed
Flood modelling update

Ben Noble – Flooding and drainage

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Flood Assessment Overview

- Flood Assessment is needed to:
  - Establish design flood levels (1 in 100 year ARI flood standard used for the highway upgrade)
  - Manage impacts on the surrounding environment

- We have reviewed existing flood studies and data
- Developed a detailed flood model to assess flood behaviour across Broughton Creek floodplain
Key elements of the flood assessment

Upgrade of local waterway crossings to provide 100 year ARI flood immunity access to town

Crossing of Broughton Creek floodplain including local tributaries – Hitchcocks Lane Creek, Town Creek and Broughton Mill Creek

Crossing of Andersons Lane Creek at Southern Interchange
Broughton Creek Catchment – Changes in Flood Level

Legend:
- Ground contours (10m interval)
- Watercourses and Drainage Lines
- Change in Flood Level (m)
  - -1.0
  - -0.5 to -0.2
  - -0.05 to -0.1
  - 0
  - 0.05 to 0.1
  - 0.1 to 0.2
  - 0.2 to 0.5
  - 0.5 to 1.0

Scale: 1,000 Meters

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Update since last workshop on 19 March 2012:

- Railcorp have advised that overhead wiring cannot attach to the bridge structures - Required clearance to the bridge soffit from rail is 6.5 m
- Precast concrete manufacture on site is feasible for the long bridge
- No borehole information for substructure design yet
- Arches are comparable on price to Super-T girders. Super-T girders adopted to reduce the embankment fill heights on approaches
- Bridges to be built full width to accommodate future lanes
- A typical pier type has been applied to the southern and northern routes for cost gateway
Construction update

Peter Stewart – Construction Methods
Construction update

Constructability: Why is it important:

- Safety of workers and public
- Cost of construction
- Construction has a high risk profile
- Use of proven construction methods
- Logical efficient sequencing of major activities
- Duration of project
- Impacts on community/businesses/others
- Environmental impacts
Imported material required if shortfall from cuttings
Construction: Earthworks

Imported material required if shortfall from cuttings

- ROCK: ~1,300,000
- OTHER THAN ROCK
- TOPSOIL
- NATURAL GROUND LEVEL

CUTTING

~600,000

PAVEMENT MATERIAL

~1,800,000

GENERAL FILL

NATURAL GROUND LEVEL

TOPSOIL

UNSUITABLE

~100,000

EMBANKMENT

~600,000

TOPSOIL

~1,300,000

NATURAL GROUND LEVEL
• Key issues:
• Mass haul – targeting a balanced earthworks outcome and minimising the haul distance
• Sequencing & staging of the works
Phil Jorgensen - Estimating
Estimating ‘Windsock Diagram’ - Risk & Uncertainty

Percentage uncertainty

+ x %

- x %

Previously here

Moving towards here

Strategic estimate range

Concept estimate range

Detail design estimate range

Construction tender estimate range

Increasing certainty

+ y %

- y %

Time

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Estimating Strategic Estimate – Preparation Flowchart

1. Preliminary project appreciation
2. Estimate establishment
3. Review and Contingency
I. Scope of independent external review

The principal objective of the independent review is to observe and record the nature of the TIG process to ensure it has been thorough and even handed when evaluating the strategic route feasibility estimate for the southern bypass and the technical inputs required to produce it.
2. Scope of independent external review (cont)

- Technical investigations have been conducted in an unbiased and even handed manner for both routes
- TIG has adequately questioned and challenged the scope of work and outputs
- Scope of work and outputs are in line with community and RMS expectations
- All reasonable measures been taken to ensure a ‘like for like’ comparison of the two bypass routes
- The best possible engineering solutions have been applied to both routes
3. Scope of independent external review (cont)

- Applicable suggestions from the community and others have been included in developing the route designs and construction methods.
- Proposed constructability methods are realistic and reasonable.
- Any innovations carry a risk premium.
- Appropriate risk factors and contingencies have been adopted, and are properly documented.
- Construction program is realistic and production rates in line with construction industry norms.
- Cost estimate is thorough and complete.
• 4. External review team
• Dan Reeve: Review Director
• General Manager, Transport, SMEC Australia
• Derrick Hitchens: Technical Leader
• National Sector Leader, Traffic and Transport Planning, SMEC Australia
• Chris Masters: Review Support
• Manager Environment, Central Region, SMEC Australia
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Berry project office Broughton Court, shop 3/113 Queen Street, Berry.

Email us on foxgroundandberrybypass@rta.nsw.gov.au

Visit the project website www.rta.nsw.gov.au/fbb

Call project information line 1800 605 976

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