

Pacific Highway Upgrade Warrell Creek to Nambucca Heads NSW

Project detail

DURATION

February 2015 – July 2018

CLIENT

Roads and Maritime Services

CONTRACTOR

Pacifico (a 50/50 joint venture between Acciona Infrastructure Australia and Ferrovial Agroman Australia)

PROJECT CAPITAL COST

\$550M AUD

VALUE OF WORKS

Ferrovial Agroman – \$225M AUD

DESCRIPTION

The project consists of the detailed design and construction of 19.6km new four lane divided road on the Pacific Highway, including two grade-separated interchanges, multiple longitudinal bridges and overbridges, an underpass of the rail line, local roads, drainage, fauna crossing structures and associated infrastructure.



Procurement process

Competitive ECI Procurement Model: RMS adopted a competitive ECI procurement model to select the Recommended Tenderer. This allowed RMS participation in the Tenderers' tendering activities, delivering value for money through alternative solutions for specific project areas, including: main structures and associated floodplains; resolving a flying fox colony issue; and innovation in program. The ECI procurement model brought high quality construction and design expertise into the delivery process at a formative phase of the procurement process, and realised time related efficiencies and mitigation of potential risks at an earlier stage of the project.

During the ECI Concept Design phase, which had a duration of 10 weeks, RMS staff participated with each Tenderer for one or two days per week for up to 8-16 hours per week. During the ECI Tender phase, which has a duration of 4 weeks, RMS staff participated as required for up one day per week for a total of 8 hours per week with each Tenderer. RMS staff involvement was limited to scope and technical issues. RMS staff was not involved in the Tenderers' estimating and pricing activities.

Delivery process

Co-locating the project team led to relevant and sustainable design solutions being developed and tested at concept stage, prior to pricing and before progressing to the detailed engineering design. These innovative solutions include:

- A reduction of deck elements – resulting in a reduction in bridge maintenance with the introduction of a new precast girder section which allows for a greater span with less beams than the standard super T.

- A reduction in risk and erection time during construction as a result of the use of full width precast transfloors in the bridges.
- Alternative alignments from those considered during the development of the project reference. These alternatives facilitated improvements in environmental, community relations, land use and traffic impacts.
- The development of an urban design that aligned with RMS' vision. Collaboration throughout the

The ECI process enabled a better understanding of RMS' philosophy and led to the development of an integrated solution with other sections of the road.

Throughout the different project stages, from the ECI process to project completion, the relationship between client and contractor has been highly scored in Cooperative Relationships in the Contractor Performance Reports produced by RMS. Some key points from these reports include:

- Commitment by staff to develop and maintain cohesive working relationships with RMS personnel, with reports stating: "the Contractor pro-actively supports the principles of partnering involving all of its team and has facilitated and participated in sessions and workshops to explore opportunities and options".
- Successful management of issues in a "non-adversarial manner at the earliest practicable date with the Contractor often developing solutions to issues".
- Ongoing progression of the detailed design in collaboration with the RMS team. Reports noted: "proposed design refinements have been raised with the RMS team in a timely manner and additional data has been provided when requested. The Contractor has also progressed a number of design options which have been investigated and discussed with RMS".

