

Taharoto / Wairau Rd Upgrade Stages 6 and 8 – Approval to Tender Main Works Construction

GLOSSARY

Auckland Council	(AC)
Auckland Transport	(AT)
Benefit Cost Ratio	(BCR)
Category 1	(CAT1)
Category 2	(CAT2)
New Zealand Transport Agency	(NZTA)
Price Quality Method	(PQM)
Regional Land Transport Programme	(RLTP)
Request for Tender	(RFT)
Statement of Interest and Ability	(SIA)

EXECUTIVE SUMMARY

This report seeks Board approval to proceed to tender for the construction of Taharoto / Wairau Road Upgrade project – Stages 6 and 8. The awarding of any contract will be subject to funding approval from the NZTA and final funding arrangements between AT and AC. The proposed tender process includes two stages:

- 1) The Statement of Interest and Ability Stage (SIA), and
- 2) Request for Tender Stage (RFT).

Final design of Taharoto / Wairau Road project– Stages 6 and 8 will be complete by mid-January 2012. The scope of works includes the Wairau Road / Forrest Hill Road intersection with the demolition and reconstruction of the westbound road bridge over Wairau Creek, the reconfiguration of the intersection and approaches and various utility relocations and upgrades. The NZTA are aware of this project and have previously awarded a total project budget of \$26m as CAT 2 funding (pre-construction). Of this, \$12.12m has already been released in part as CAT 1 funding for previous stages 1, 2, and 4 which have all been completed.

The BCR will remain near the existing 8.2 providing a high efficiency prioritisation rating for this project. Therefore funding is expected to be available as part of the FAR Variance agreement between AT and NZTA.

RECOMMENDATIONS

It is recommended that the AT Board:

- i). Receives this report
- ii). Provides approval to proceed to tender for construction of the Taharoto / Wairau Road – Stages 6 and 8 subject to NZTA funding subsidy being confirmed.

STRATEGIC CONTEXT

The Wairau / Taharoto project Stages 6 and 8 forms part of an overall programme to upgrade this corridor as commenced in 2005.

The replacement and widening of the aging bridge will provide for a safer and more efficient transport system by improving travel times for public transport, commercial vehicles and general vehicles and improving safety for cyclists and pedestrians. It will also greatly improve the visual amenity of the area.

The project has been included as a priority project in both the Auckland Transport Annual Plan and in the Long Term Plan and was approved for construction in Stages by the NZTA in 2005.

BACKGROUND

In 2005 the vital improvements to the Wairau / Taharoto corridor, an important arterial route which carries some 35,000 vehicles per day, were commenced. The entire corridor is planned to be improved in stages, (eight in total), in order to minimise disruption for all road users and the community. The project will improve public transport facilities, pedestrian and cyclist safety as well address peak hour congestion issues in the area.

To date, three stages have been successfully completed (stages 1, 2 and 4) including:

- Westlake Girls High School Frontage (Stages 1 and 2)
- Shakespeare / Wairau / Taharoto Roads intersection. (Stage 4)

This tender is for the construction of Stages 6 and 8 which involve works around the Wairau / Forrest Hill intersection including the replacement of the westbound road and pedestrian bridges.

Stages 6 and 8

The scope of work for stages 6 and 8 comprises:

- Demolition and reconstruction of a new multi-lane westbound bridge over Wairau Creek
- Demolition of the existing pedestrian footbridge
- Modifications to the existing eastbound vehicle / pedestrian footbridge
- Major service relocations from the existing westbound bridge to the modified eastbound bridge
- Widening and upgrade of the Forrest Hill Road / Nile Road and Wairau Road / Forrest Hill Road intersections including traffic signals, footpath widening, carriageway realignment and service relocations (including undergrounding of overhead cables).

Construction is expected to take 16 months based on a requirement for three traffic lanes to remain open in the east/west direction for the duration of the project. Further temporary lane reductions have been assessed as unacceptable in terms of disruption to traffic.

Preliminary investigations have confirmed it is feasible to undertake the works while keeping the required three lanes open to traffic. Options include a temporary Bailey bridge and staged demolition/construction. Tenderers will be required to design and implement their own temporary works in order to comply with specified traffic management requirements.

Consultation

Extensive project consultation has been undertaken with internal and external key stakeholders as well as residents and local businesses.

This project has been developed over a number of years and has included consultation with affected landowners during the Notice of Requirement stage in 2006.

There were six property purchases relating to the project, five frontages and one entire property on the corner of Forrest Hill and Wairau Roads.

The Taharoto / Wairau upgrade will have a significant impact on residents, businesses, schools and road users affected by construction work along the route. Throughout the duration of the project it will be necessary to keep key stakeholders and the general public informed about the project and likely impacts, particularly temporary and permanent changes to traffic management and pedestrian access.

This communications plan exists alongside a Stakeholder and Traffic Management Plan and the two are intended to complement each other with a view to providing an integrated approach to informing stakeholders, enhancing relationships with key groups and individuals and establishing a positive perception of the project and AT.

Supplier Selection

The supplier selection method to be applied complies with the NZTA Procurement Manual and will involve the following processes:

- *Statement of Interest and Ability (SIA)* - The SIA will result in a shortlist of three Contractors who will then be invited to tender for the main works. The SIA will evaluate at least three non price attributes.
- *Request for Tender (RFT)* - The RFT stage is expected to be advertised in January with a view to awarding the contract in early March. The RFT stage will be evaluated solely on the Methodology and Price Attributes. The NZTA Price Quality Method (PQM) will be used in order to ensure a sufficient emphasis is placed on managing disruption to road users and other stakeholders.

An independent advisor will be appointed to the project to provide probity advice and to ensure compliance with all probity requirements. On completion of the tender process the independent probity advisor will provide a report to be attached to the tender evaluation report to provide confidence that there are no significant probity risks.

Indicative Timing

The following is an indicative timetable for the tender:

Description	Date
SIA advertised	Mid December 2011
SIA Submissions close	Mid-January 2011
Shortlisting Tenderers	January 2011
Issue of RFT Tender Documents	Late January 2012
Interactive meeting with RFT Tenderers	Mid February 2012
Tenders close	Late February 2012
Tender Award	Early March 2012 ¹

¹ Subject to NZTA funding approval

Costs All Stages (\$millions)

TOTAL NZTA CAT 2 Approval	Completed Stages 1,2&4 (approved as CAT 1)	This Stage (6&8)	Future Stage (3)	TOTAL Estimated Cost
26.0	12.12	9.53	3.1	24.75

Note Stages 5, 7 and 9 have been deleted or completed by others

Estimated Costs Stages 6 and 8

Professional Services (Including design support, peer reviews, audits, communications)	\$443,000
Physical Works (including service relocations, risk and contingency)	\$8.4m
MSQA	\$470,000
Internal Project Management (IPM's)	\$220,000
TOTAL	\$9.53m

AT/AC Funding Status

Taharoto / Wairau Road Project – Stages 6 and 8 is an AT approved project in the AT programme with an overall budget allocation of \$13.4m from 2011/12 to 2013/14. \$10.866m is currently proposed over the next three years and a component of the 2011/12 NZTA subsidy will be drawn down from the AT/AC FAR Variance Agreement. This will be used to complete all remaining stages (design, land purchase and construction) except the final construction stage (3) expected to cost \$2.5m.

NZTA Funding Status

A total project cost of \$26m has been approved by NZTA as CAT 2 Funding (at 53%). \$12.12m has already been released to CAT 1 for previous stages. An NZTA report to approve the cost to proceed to construction will be submitted shortly following an update to the BCR which is expected to remain close to the existing figure of 8.2.

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