T2425.31 Shepherdsons Road Rehabilitation 2024-2025 – Tender Enquiries

Could we please have the following confirmed:

1. Item 92001.1 - Do these works cover the 125mm batters on each side of the existing floodway only? No new floodways are being installed? As the typical section shown on CMDG standard drawing shows the floodways to be 180mm thick with 125mm edge protections. It is outlined in the scope of works that these floodways are being fully replaced.

2. The MRTS07B stabilization qtys appear to be incorrect. can these be checked? i.e. preliminary pulverization is 246,840m2

Response

- Two new floodways are to be constructed in accordance with CMDG-R-094, 175mm think concrete base/SL82 mesh and 125mm thick concrete batter protection/SL62 mesh. See updated schedule attached (Shepherdsons Road Rehabilitation 2024-2025 - Pricing Schedule - Version B - Appendix C) with floodway items added 92001.10 and 92001.11.

- See updated schedule attached (Shepherdsons Road Rehabilitation 2024-2025 - Pricing Schedule - Version B - Appendix C) with the correct quantity for Item 45009.10

Could we please get a clean copy of the PDF drawings uploaded for pricing? The current attachment is a scanned copy and is difficult to read certain parts.

Response

- Clean copy of the PDF provided for clarity. However, it is noted the markups in the original PDF is still applicable.

Can Council please confirm the actual qty for 45009.10 Preliminary pulverisation [all subgrade] in BoQ?

Currently,
Insitu Stabilised Subgrade using Triple Blend - (Triple Blend Additive Rate to be confirmed via Laboratory Testing)

45009.10 Preliminary pulverisation [all subgrade] m^2 246840.00

Response

- See updated schedule attached (Shepherdsons Road Rehabilitation 2024-2025 - Pricing Schedule - Version B - Appendix C) with the correct quantity for Item 45009.10

1. BOQ Line item 45009.10 has qty of 246,840m2. Though the actual stabilisation m2 as per item 45014.10 works back to 32,280m2.

   Can qty be confirmed for this.

Response

- See updated schedule attached (Shepherdsons Road Rehabilitation 2024-2025 - Pricing Schedule - Version B - Appendix C) with the correct quantity for Item 45009.10

2. BOQ has no allowance for two floodways listed under the scope of works.

Response

- Two new floodways are to be constructed in accordance with CMDG-R-094, 175mm think concrete base/SL82 mesh and 125mm thick concrete batter protection/SL62 mesh. See updated schedule attached (Shepherdsons Road Rehabilitation 2024-2025 - Pricing Schedule - Version B - Appendix C) with floodway items added 92001.10 and 92001.11.

3. Can clarity around what the intention is for the bitumen sealing of the batters, is this to stop scouring or is it to minimize water inundation of the pavement box?

Response

- Bitumen sealing of the batters will serve to minimise scouring of the batter and water ingress to the pavement base later where table drain formation exists.

4. Can it be confirmed there is no subsoil drainage?

Response

- Subsoils are not provided as part the pavement design due the inability to drain the subsoil drains.

5. Can it be confirmed if there is any testing (test pits) been performed to confirm the presence of underground water due to the location of near by irrigation plots?

Response

- The report of the geotechnical testing undertaken is attached. Tests undertaken do not indicate groundwater.

6. Can confirmation be provided if there has been any approvals from the Queensland Rail Network for where the road joins into the Jambin Dakenba Road section of line, and the Dudarkos section of line.

Response

- None to date. It is responsibility of the contractor to coordinate with Queensland Rail for the relevant permits and approvals.

6a. If this has not been considered, can it be performed by the principle in advance to mitigate delays in the delivery phase.

Response

- Council is of the view that the coordination with Queenland Rail for the relevant permits and approvals is best done/managed by the contractor to suit the timing of construction of the relevant elements.

6b. Can confirmation of requirements from QR be confirmed, eg. Ceratain works may require officers/representatives of the rail network to be present when works being performed within a certain distance of the corridor/track. There maybe costs involved or time frames for notices/ booking of representatives.

Response

- The contractor is tasked with the coordination with Queenland Rail for the relevant permits and approvals.

7. Can the Shepherdson road be closed to thru traffic (only allow access to property owners adjacent works) and traffic detoured via Tognolini Baldwin Rd. This will allow for more efficient and cost effective works (Quicker and cheaper project for the principle).

Response

- Closure of Shepherdsons Road is possible. However, the contractor is to maintain access to all properties during closure, coordination with the residents are to be done the by contractor. The contractor can undertake the works under road closure or under traffic control. If both options are considered, contractor to provide a cost difference for both options.

8. Can it be confirmed there has been a geotechnical investigation or bores completed to verify the underlying subgrades as well as the existing pavement depth (eg. To be able to regain 300mm of CBR45 material from existing roadway).

Response

- The report of the geotechnical testing undertaken is attached. Contractors are to assume, this material will be suitable to reuse as subbase.

9. Can confirmation be provided whether 120 days to completed from award is calendar days or working days.

Response

- It is confirmed project duration is 120 calendar days.

10. Can it be confirmed that the pavements (within box) are not required to be wrapped in geofabric to limit fines migration into the pavement (and subsequent detoriation of pavement quality).

Response

- Pavement design does not propose a geofabric.

11. Is it possible to consider placing table drains into the design (with invert below subgrade level in accordance with CMDG-R-017).

Response

- Not feasible without lifting entire road which will result in a considerable amount of import material. Existing outlets constrain table drain depths.

11a) there is a significant constructability risk with the bottom of the subbase being below the existing ground beside the roadway (causing a dam).

Response

- The base layer of the pavement is an overlay with the subgrade stabilised.

11b) This will also likely lead to issues with pavement durability due to the inundation that will occur, and the inability for the pavement box to suitably drain.

Response

- The base layer being an overlay, stabilised subgrade, concrete floodway and bitumen batter protection is effort to make the pavement more durable with cost escalation also being managed.

• Drawing RT01 shows that the stabilisation is under the road width only (8m wide), however drawing RT02 shows the stabilisation stretching out to the batters (12m wide), what is the width of the stabilisation?

Response

- Width of stabilisation is confirmed as 12m extending out to the batters.

Please review the quantity given for item 45009.10, this does not align with either of the options for the stabilisation width.

Response

- See updated schedule attached (Shepherdsons Road Rehabilitation 2024-2025 - Pricing Schedule - Version B - Appendix C) with the correct quantity for Item 45009.10

In reference to the floodways, the BOQ has 125mm thick however the standard drawing that is referred to has 175mm thick, what is the required thickness of the flood ways?

Can Council please confirm that the BOQ item 92001.10 "Floodway Scour Protection - Type 2 - Concrete (125mm thick)" - is the payment item for the construction of the concrete floodway as per the CMDG standard drawing R-094, and the thickness of the concrete floodway is to be 175mm, or otherwise explain what is Scour protection - Type 2 - Concrete 125mm?

Response

- Two new floodways are to be constructed in accordance with CMDG-R-094, 175mm think concrete base/SL82 mesh and 125mm thick concrete batter protection/SL62 mesh. See updated schedule attached (Shepherdsons Road Rehabilitation 2024-2025 - Pricing Schedule - Version B - Appendix C) with floodway items added 92001.10 and 92001.11.

We are unable to get quantities from the scanned drawings provided, can you please provide us with original PDF's of the drawings as soon as possible?

Response

- Clean copy of the PDF provided for clarity. However, it is noted the markups in the original PDF is still applicable.

Could you please also assist with the following:
• Construction Water Source
• Areas for stockpiling of excavated material
• Any Restrictions on lane or road closures to facilitate construction

Response

- The only suggestion Council has for water is making an application to Council's Water and Sewerage department to take water from the standpipes.
- There are several open areas within the road reserve along the job site that may be suitable for stockpiling. Please note that any adjacent to the rail line may require an application to the relevant authority
- Council has no objection to the closure of lanes and/or the road during construction provided continued access is provided to all residents within the construction area, coordination with the residents are to be done the by contractor

Could you please provide Quality Testing requirements for the following please:

- GST

- Remove & Replace U/S

- Subgrade

- InSitu Stabilisation

- Reused Existing Pavement

- Type 2.3 Pavement

- Type 2.1 Pavement

- Bitumen Surfacing

- Concrete to Causeways

Response

Quality testing is to be as per the requirements for Capricorn Municipal Development Guidelines (www.cmdg.com.au). Should the testing for an item not be identified within the CMDG then TMR specifications will apply.

Please provide principal's traffic management plan as noted in item 17 of the contract

Response

Traffic Management for the project is to undertaken by the contractor (including the development of the Traffic Management Plan for the project

1. Floodway drawings CMD6-R-094 for the floodway construction specifies that a 175mm thick concrete causeway is to be constructed, however the BOQ calls for 125mm thick. Can Council please confirm the thickness of concrete to be constructed?

2. Removal of the existing floodways - are the current floodways the same size as the new floodways? Is the removal of the floodways to be included under the new construction item?

3. Currently there are no subgrade testing items in the BOQ. Is this to be included in the scope?

Response

- As stated above the floodway is to be 175mm thick and the concrete batter protections are to be 125mm thick
- There is an existing floodway at Chainage 1114 – 1134 but there is no existing floodway at Chainage 1565 – 1600

- The testing of the Subgrade as per the requirements of the CMDG will need to be included in the scope of the subgrade works

1. Which specification is the work being completed to? The project docs reference 3 x different specifications.

2. Can the Geotech report please be provided to tenderers?

3. Can council please confirm if level 1 testing is a requirement of this project?

Response

- Specifications are to be those listed on the design, should no specific specifications be listed on the design for an activity then the Capricorn Municipal Development Guidelines (www.cmdg.com.au) apply, should CMDG not cover the activity then the latest TMR specifications apply
- The report of the geotechnical testing undertaken is attached.
- Testing is to be as per the requirements of the above listed specifications.

Additionally Please note that Council is undertaking a review of the pavement design for this project based on the questions posed by Contractors. This may affect the scope of the project. If required an updated scope/design will be issued via Vendor Panel for consideration by the contractors.