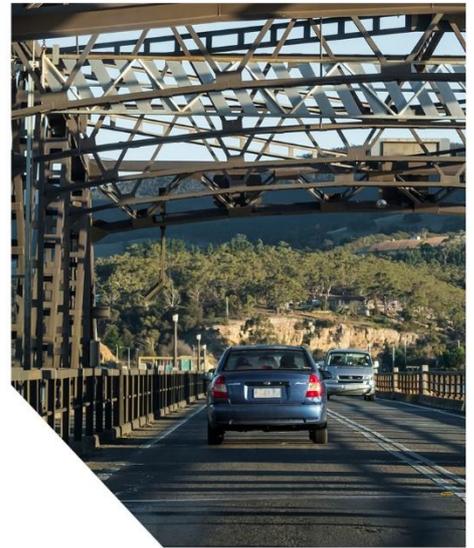


# Pre-RFP Information for Industry



Australian Government

# HOBART

CITY DEAL



Tasmanian  
Government



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# Introduction

## Purpose

The purpose of this document is to provide information to industry on the status of the New Bridgewater Bridge Project (the Project) and the Department of State Growth's (the Department's) proposed procurement process to ultimately select a contractor to deliver the Project. The document includes an overview of the key features of the Project, a brief description of the stages of the procurement process and the indicative procurement timetable. There is also a process by which interested parties can obtain access to further information located in a Virtual Data Room.

## Project Overview

The Tasmanian road network is managed by the Department and is the State's largest infrastructure asset, consisting of more than 3 700 kilometres of road and 1 300 bridges that link major population centres and move people and the vast majority of the State's freight.

As part of the Hobart City Deal, the Australian and Tasmanian governments committed \$576 million for a new Bridgewater Bridge. This represents the largest ever investment in a single transport infrastructure project in Tasmania's history and will change the character of transportation between the north and south of the State.

Hobart's outer suburbs are growing rapidly, and the increasing traffic is causing congestion, impacting travel time reliability and delaying drivers, freight and river vessels.

The existing Bridgewater Bridge is an all-welded lift-span bridge built in the 1940s at a historically significant river crossing point, which is now part of the National Land Transport Network, linking the Brooker and Lyell Highways on the southern side of the River Derwent with the Midland Highway to the north.

The existing bridge does not meet contemporary freight loading and safety design standards expected of the National Land Transport Network. In its current form, the bridge provides one lane in each direction with a posted speed limit of 60 km/h. Average traffic volumes are approximately 22 000 vehicles per day. The bridge's lift-span operating mechanism poses an ongoing risk of network disruption with a history of failure on lifting for maintenance and to allow vessels to pass through the channel. Maintenance and renewal costs are also becoming excessive, particularly in view of the poor level of service that the existing bridge provides.

Building a new Bridgewater Bridge, with associated contemporary interchanges, will improve safety and reduce congestion for current and future traffic, delivering a more reliable journey for drivers, freight and the local community, and remove wait times for river vessels travelling under the bridge.

A set of high-level design requirements for the new bridge have been confirmed. These include a minimum design speed limit of 80 km/h, two lanes for traffic in each direction, and a shared path for

pedestrians and cyclists, safety screens and barriers and a minimum water clearance of 16.2 metres that enables passage for vessels consistent with the existing Bowen Bridge located downriver.

A grade separated interchange connecting the Brooker and Lyell Highways and connections to local road networks are also important elements of the Project. The Project does not include construction of a new rail crossing but the existing railway corridor will be preserved for potential future use.

A range of possible bridge designs are capable of meeting these design requirements and two high-level concept designs have been released to the public for illustrative purposes.

The Tasmanian Government has committed to ensuring people are driving on the new bridge by the end of 2024.

## Features of the Project Area

The Project will be constructed in an area that centres on the existing bridge between the outer Hobart suburbs of Granton and Bridgewater. The surrounding area is generally a mixture of rural residential, medium density residential and reserved land-use.

The Project is located within three local government municipalities, one of which is potentially operating under a new Tasmanian Planning Scheme (Brighton Council) and others still operating under existing Interim Planning Schemes (Derwent Valley Council and Glenorchy City Council).

The river surrounding the existing Bridgewater Bridge corridor is part of the River Derwent Marine Conservation Area (declared under the Tasmanian *Nature Conservation Act 2002*), which triggers the need for additional environmental assessment and approval processes.

Land tenures within which the Project will be constructed include Crown Land (comprising Department of Primary Industries, Parks, Water and Environment, Tasmania Parks and Wildlife Service, State Roads and State Rail Network land), Local Government Authority land including local roads, and a small portion of privately owned land.

The river crossing is included in the Tasmanian Heritage Register. The listing comprises three separate elements including:

- the convict-built causeway constructed in the 1830s;
- extant remains of earlier 1874 and 1893 bridges, which comprise the stone abutment and concrete caisson for the 1893 swing bridge (upstream) and remnants of the abutments of the 1874 bridge (downstream); and
- the existing 1940s steel truss road/ rail bridge.

## Planning and Environment Assessment

Due to the complexity, significance and economic value of the Project, the new Bridgewater Bridge has been identified by the Tasmanian Government as a suitable project to utilise the anticipated Major

Projects planning and approval pathway provided by the *Land Use Planning and Approvals Amendment (Major Projects) Bill 2020* (the Major Projects Bill).

The Major Projects Bill is expected to be tabled and debated in Parliament in August 2020. It is intended that the new Bridgewater Bridge Project would be the first Project assessed under this amended legislation.

It is expected that the Project will be assessed by an assessment panel appointed by the Tasmanian Planning Commission, which will also coordinate all related permit approvals processes required by a range of other regulators.

In anticipation of this assessment, the Department has engaged appropriate consultants to undertake a comprehensive suite of site investigations across terrestrial and aquatic environments within a broad study area.

The Department has previously completed a wide variety of site investigations and is currently updating those studies. This includes comprehensive environmental surveys of threatened flora and fauna habitat, Aboriginal cultural heritage and historic cultural heritage, noise, air and traffic modelling and impact assessments, as well as engineering investigations including geotechnical conditions, geomorphology, existing river sediment contamination and river hydrology.

## Engineering Considerations

The geology at this location is moderately complex and geotechnical investigations have been undertaken, including seismic refraction surveys, and deep terrestrial and riverine boreholes. The Department will provide geotechnical information to Request for Proposal respondents and will retain the capacity to undertake further geotechnical investigations during a competitive dual Early Contractor Involvement procurement phase (refer to Procurement Process below).

There is known to be extensive contamination of river sediments from historical industrial activity in the region, and the Department is undertaking detailed sampling and analysis to provide further information on the extent of the contamination within, and adjacent to, the construction area.

Topographic and bathymetric surveys have been completed.

A set of high-level design requirements for a new bridge were last considered as part of a planning study in 2011/12. The Department has now confirmed the eight design requirements for the new bridge, which are broadly consistent with those determined previously.

The high-level design requirements can be found at: [www.transport.tas.gov.au/NBBdesignrequirements](http://www.transport.tas.gov.au/NBBdesignrequirements).

Two high-level concept designs have been developed for the road and bridge alignments, considering the design requirements for interchanges with the Lyell Highway and local connecting roads. Other concept designs may be suitable provided they achieve the same functional requirements.

Based on early planning studies, the Department has acquired land within the expected road corridor and is undertaking demolition of existing building structures on some of these properties. It is expected

that the acquired corridor will provide sufficient flexibility to develop a cost-effective design, although extensions of the corridor may be considered.

Public utility services throughout the Project area have been assessed. Critical services are being investigated further to ensure that the locations are accurate. Two submarine cables for power and communications cross the river in this region and could be relocated prior to works commencing.

## Project Objectives

The Project objectives are to provide a new bridge crossing the River Derwent between Granton and Bridgewater:

- which ensures improved availability of the commuter and freight route between Hobart and Brighton;
- which provides a facility for continued pedestrian and cyclist use, without unreasonably preventing river vessel movements nor precluding the future use of the existing rail corridor;
- which meets Project requirements specified in procurement documentation;
- which is affordable and represents value to the State and the community;
- which has people driving on it by the December 2024 completion date;
- for which the design and construction processes reasonably minimise risks to the State and the community;
- for which the design and construction processes reasonably minimise the impacts on the heritage values and the environment; and
- for which the design and construction processes comply with statutory requirements.

## Stakeholders

The Project outcomes and Project area impact on a variety of communities, as well as a range of environmental, cultural, historic, economic and social interests.

Key stakeholders include:

- local communities in the vicinity of the Project area;
- users of the road network within the Project area, including motorist and freight representative groups;
- local governments (including Hobart City Deal partners);
- affected infrastructure owners;
- environmental and heritage regulators;
- relevant environmental interest groups; and
- industry and business representative groups.

# Procurement Process

The Department plans to engage a suitably qualified construction company to undertake the design and construction of the bridge and approaches through a two stage procurement process. The procurement process will commence with a Request for Proposal (RFP) phase followed by a competitive dual Early Contractor Involvement (ECI) phase. The intended outcome of the ECI phase is the award of a Design and Construct (D&C) Deed to the successful tenderer.

## Request for Proposal (RFP) Phase

During the RFP phase, suitably qualified construction entities will be invited to submit a proposal, which subject to meeting certain conditions for participation, will be evaluated by the Department. At the conclusion of the Department's evaluation, two proponents will be selected to progress to a competitive ECI phase as 'tenderers'. Each of the tenderers will enter into an ECI Agreement with the Department, which will govern the ECI phase for the Project.

A proposal submitted by a proponent in response to the RFP document must provide details of the proponent's proposed design consultant; however it should be noted that details of other providers or suppliers will not be required for the proposal.

## Early Contractor Involvement (ECI) Phase

The ECI phase of the procurement commences with the execution of the ECI Agreements. The two selected proponents must work collaboratively with the Department in developing its designs and accompanying documents as part of its own individual D&C tender.

The collaborative process will include workshops, presentations and reviews. Office accommodation in the Hobart central business district can be provided for tenderers by the Department if required (COVID-19 restrictions permitting).

At the completion of the ECI phase, each tenderer will be required to submit a bona fide D&C tender to be evaluated by the Department. The Department is likely to seek clarifications during this process.

Following selection of a successful tenderer, it is intended that a D&C Deed will be awarded to the selected tenderer for delivery of the Project.

Tenderers will be paid a contribution to their costs of participation in the ECI phase, in return for which, intellectual property created during the ECI phase will become the property of the Department.

## Indicative Procurement Timetable

Phase	Milestone	Indicative Date
Pre-RFP	Commence registration of interested parties for access to Pre-RFP Information via the Virtual Data Room	31 July 2020
Pre-RFP	Pre-RFP Information Briefing for registered parties	13 August 2020
RFP Phase	Release of Request for Proposal	28 August 2020
RFP Phase	RFP Closes	9 October 2020
ECI Phase	Commencement of ECI Phase	30 November 2020
ECI Phase	Submission of D&C Tenders	3 August 2021
D&C	Design and Construct Deed Awarded	23 November 2021
D&C	New bridge Available	December 2024

## Virtual Data Room

### Pre-RFP Access

The Department will provide early access to the Project Virtual Data Room to interested parties who hold the following National Prequalification System for Civil (Road and Bridge) Construction Contracts pre-qualifications:

1. Roads Category R5;
2. Bridge Category B4; and
3. Financial Level F150+;

or has submitted, in the opinion of the Department, a bona fide application for pre-qualification at those levels.

Interested parties given access to the Virtual Data Room will be able to download the pre-RFP information.

Access will be provided to those representatives nominated by the interested party on the User Access Request Form appended to this document.

## How to Obtain Pre-RFP Access

Interested parties wishing to obtain early access to the Virtual Data Room and access the pre-RFP information must complete the User Access Request Form appended to this document and return to the contact person listed below.

If the interested party is eligible for early access, the Department will provide necessary permissions to access the Virtual Data Room.

## Virtual Data Room Contact Person

The contact person for the New Bridgewater Bridge Project Virtual Data Room is:

Name: Olwen Stokell

Email: [bridgewaterbridge@stategrowth.tas.gov.au](mailto:bridgewaterbridge@stategrowth.tas.gov.au)

## Enquiries and Clarifications

Any questions about the access process should be submitted in writing to the Virtual Data Room contact person.

# Conduct

## Probity

A Probity Advisor has been appointed by the Department to monitor the fairness and transparency of the procurement process.

The Probity Advisor is not part of the evaluation team, but is an independent observer of the procurement process. Contact details for the Probity Advisor will be provided on commencement of the procurement process.

## Anti-lobbying, Improper Interference and Solicitation

It is imperative that interested parties and their representatives do not engage directly or indirectly in lobbying, improper influence or solicitation of the Tasmanian Government, including but not limited to Ministers and their advisors, Government Agencies and any of their officers, employees, agents or

advisors with respect to any aspect relating to the procurement process or any activities which are likely to give rise to the perception that they have engaged in such activities.

Any breaches of these requirements may result in an interested party being removed from the procurement process.

## Disclaimer

This document provides an overview of the status of and planning for the Project at the time of preparation, and as such cannot be relied upon as a complete and accurate description of the Project and is subject to change. To the extent that information in this document is inconsistent with future procurement documentation and information, that procurement documentation and information will prevail.

Recipients of this document acknowledge and agree that they are not entitled make any claim against the Department or the State for any alleged liability, loss, damage, cost or expense suffered or incurred in connection with the provision of this document, or the purported reliance upon, or use of the information outlined in this document.

# Appendices

User Access Request Form [available here](#).



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