

Appendix C: Interface Arrangements

Road Asset Management Contract (RAMC)- Gen 2

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1 Introduction

1.1 Background

There are a variety of interface issues that the Contractor will need to take account of and manage accordingly in carrying out the work under the Contract. These can be divided up as follows:

- a) Other parties working on the State Controlled Road network. This is further divided into:
 - i. network maintenance and operational activities by others, and
 - ii. construction and maintenance of works owned by others.
- b) Over-dimension / over-mass vehicles travelling on the State Controlled Road network.
- c) Capital works on the State Controlled Road network. This is further divided into:
 - i. projects currently under construction,
 - ii. completed projects with a defects liability period,
 - iii. identified Contracts, and
 - iv. future projects.
- d) Interfaces with other networks. This is further divided into:
 - i. toll roads, and
 - ii. other road networks owned and / or maintained by others.

1.2 Key principles

The Principal retains primary responsibility for managing interface arrangements in respect of the Road Infrastructure. However, to reflect the Contractor's day to day involvement in relation to interfaces affecting the work under the Contract, the Contractor must provide the Principal with all reasonable assistance required by the Principal for managing interface arrangements, including by complying with the requirements set out in this Appendix C (and elsewhere in the Contract) with respect to interfaces in carrying out the work under the Contract.

1.3 Programming of Contractor's work

The Contractor will submit Asset Management Plans and Project Programs in accordance with Clause 14 of the General Conditions and the programming obligations set out in the General Conditions apply.

1.4 Minimising traffic impacts

When developing the program of works the Project Programs, one Year Forward Programs and five Year Forward Programs the Contractor must:

- a) Take into account the need to minimise impacts on the Road Infrastructure, for example by not scheduling multiple projects on the one route or concurrent works on alternate routes, and
- b) Consult other parties that may have an interest in the programs of works in order to ensure coordination of all works on the network and on adjoining networks maintained by others.

2 Other parties working on the State Controlled Road network

Other parties (Principal's staff, other contractors employed by Transport and Main Roads and other groups) may be working on the State Controlled road network at various times.

The presence of other contractors does not relieve the Contractor of their obligations to maintain the network according to the Contract documents.

2.1 Network maintenance and operational activities by others

Other parties may be working on or adjacent to the Road Infrastructure at various times, including:

- a) the Principal and its employees, agents and consultants,
- b) specific contracts (for example, vegetation and litter),
- c) RoadTek (electrical, structural and linemarking),
- d) other contractors engaged by the Principal, and
- e) other parties (such as PUP authorities).

Obligations

The following table details the obligations of the Contractor in relation to maintenance work being carried out on or adjacent to the Road Infrastructure by other parties.

Table 2.1 – Contractor Obligations

Activity	Contractor Obligations
Other Party reactive works	<ul style="list-style-type: none"> • work collaboratively with Other Party to avoid conflicts
Other Party planned works	<ul style="list-style-type: none"> • if sought, provide input to the Principal on impacts of proposed works
Traffic Management	<ul style="list-style-type: none"> • notify the Principal of issues with safety and traffic management or concerns about quality of work
Defects	<ul style="list-style-type: none"> • notify the Principal of defects that require rectification, and • rectify defects if ordered by the Principal (excludes electrical, structural and linemarking)

2.2 Construction and maintenance of assets and infrastructure owned by others

The Road Infrastructure is comprised of some assets and infrastructure that are not owned by the Principal, including:

- a) ancillary works and encroachments (AWEs)
- b) Public Utility Plant (PUP), and
- c) property developments.

Ancillary Works and Encroachments

Schedule 6 of the *Transport Infrastructure Act 1994*, defines Ancillary Works and Encroachments (AWEs). AWEs are things that are constructed or activities undertaken within the State Controlled Road Reserve by others. They include:

- a) overhead conveyors, monuments or statues, awnings, mail boxes, pumps, bowsers, and
- b) drilling, slashing, landscaping, removing trees, sporting activities, camping.

The Principal does not maintain records of all existing AWEs.

Public Utility Plant

Public Utility Plant (PUP) includes such things as power lines, telecommunications cables, water and sewerage pipelines and the like which are permitted to be constructed within the State Controlled Road Reserve under various State and Commonwealth legislation.

The Principal does not maintain records of all existing PUP.

Property developments

Under various legislation, the Principal may impose development conditions / restrictions on adjacent or near properties which access or have impacts on the State Controlled Road Reserve.

The Principal does not maintain records of all existing property conditions / restrictions.

Obligations

Table 2.2(a) details the obligations of the Contractor in relation to assets and infrastructure that are not owned by the Principal.

Table 2.2(a) – Contractor Obligations

Activity	Contractor Obligations
Routine Maintenance Work by Contractor to exist AWEs, PUP and property developments	<ul style="list-style-type: none"> • undertake Routine Maintenance Work in consultation with Other Party • rectify defects if ordered by the Principal
Other works by Contractor to exist AWEs, PUP and property developments	<ul style="list-style-type: none"> • seek approval from the Principal • undertake works following approval by the Principal
Assessment of new AWE, PUP or property development application	<ul style="list-style-type: none"> • If sought, provide input to the Principal on impacts of proposed works
Installation of new AWE, PUP or property development related infrastructure	<ul style="list-style-type: none"> • notify the Principal of issues with safety and traffic management or concerns about quality of work
Defects	<ul style="list-style-type: none"> • notify the Principal of defects that require rectification. • rectify defects if ordered by the Principal (excl PUP)

Removal of signs and other ancillary works and encroachments

In accordance with Section 52 of the *Transport Infrastructure Act 1994*, if ancillary works and encroachments create a traffic hazard, reduce safety or adversely affect traffic operations; the Principal's Representative may request their removal.

Table 2.2(b) details the obligations of the Contractor in relation to the removal of assets and infrastructure that are not owned by the Principal.

Table 2.2(b) – Contractor Obligations

Activity	Contractor Obligations
Signs attached to road furniture including election signs ¹	<ul style="list-style-type: none"> • photograph and record date, time and location of sign, and provide this information to the Principal's Representative • remove the sign from the road reserve (removed in such a way as to cause minimal damage to sign), if ordered by the Principal's Representative • store signs at contractor's depot until collected by owners or destroyed following approval by the Principal's Representative • record the names and contact details of any persons collecting signs, and • report serial offenders to the Principal's Representative for further action.
Other static signs and other AWEs in the road reserve which are creating a traffic hazard, reducing safety or adversely affecting traffic operations including election signs	<ul style="list-style-type: none"> • advise the Principal immediately of signs or AWEs which are creating a traffic hazard, reducing safety or adversely affecting traffic operations • photograph and record date, time and location of sign or AWE • remove signs or other AWEs if ordered by the Principal's Representative • store signs and other AWEs at Contractor's depot until collected by owners or destroyed following approval by the Principal's representative, and • record the names and contact details of any persons collecting signs or AWEs.
Vehicle mounted signs in the road reserve which are creating a traffic hazard, reducing safety or adversely affecting traffic operations including election signs	<ul style="list-style-type: none"> • refer matter to Queensland Police for further action, and • advise the Principal's representative that the matter has been referred to Queensland Police.

Roadside memorials²

The Contractor will manage roadside memorials sensitively, giving consideration to:

- a) the safety of road users and sponsors
- b) respect for the community
- c) respect for cultural and religious diversity, and

¹ For further information on election signs refer

<http://www.tmr.qld.gov.au/~media/communityandenvironment/researcheducation/factsheets/electionsignage.pdf>

² For further information refer

<http://www.tmr.qld.gov.au/~media/communityandenvironment/researcheducation/factsheets/roadside%20memorials.pdf>

- d) environmental values.

The installation and maintenance of a roadside memorial is the responsibility of the sponsor. Memorials may be in place indefinitely, provided they are maintained by the sponsor and do not become a road safety hazard (as determined by the Principal).

Should the Contractor consider that a roadside memorial is creating a traffic hazard, reducing safety or adversely affecting traffic operations, then the Principal's Representative is to be advised and provided with details of the hazard, including photographs and the location of the memorial.

The Principal will determine if removal, relocation or rectification of a roadside memorial is required, and authorise any works the Contractor is to perform.

3 Over-dimension / over-mass vehicles travelling on the State Controlled Road network

Over-dimension / over-mass vehicles will regularly travel on parts of the Road Infrastructure under permits issued by the Principal.

Obligations

Table 3 details the obligations of the Contractor in relation to over-dimension / over-mass vehicles travelling on the Road Infrastructure.

Table 3 – Contractor Obligations

Activity	Contractor Obligations
Assessment of over-dimension / over-mass travel application	<ul style="list-style-type: none"> • If sought, provide input to the Principal on impacts of proposed travel.
Travel	<ul style="list-style-type: none"> • ensure route is trafficable for vehicle at time of travel, and • notify the Principal of issues with safety and traffic management.
Damage to infrastructure	<ul style="list-style-type: none"> • notify the Principal of damage to the Road Infrastructure, and • undertake repairs if ordered by the Principal.

4 Capital works on the State Controlled Road network

Capital projects may be undertaken on or adjacent to the Road Infrastructure. For the purposes of this Contract, these major capital projects can be divided up as follows:

- a) future projects, and
- b) projects currently under construction or recently completed.

Future projects

Future capital projects will from time to time be excised temporarily from the Road Infrastructure for the period of construction. The scope and timing of these works will be at the discretion of the Principal. The Principal will provide written notice of such future projects and Clause 62 of the General Conditions will apply.

Projects currently under construction or recently completed

Projects currently under construction are deemed to be excised temporarily from the Road Infrastructure for the period up to practical completion of the construction contract. Details of the projects currently under construction, or recently completed and subject to a defects liability period, will be provided to the Contractor at the Date of Award.

Practical completion

The Principal and the Contractor will conduct a joint inspection at or soon after the date of practical completion of the Construction Contract, during which any particular maintenance or omission responsibilities of the Construction Contractor that may exist at the date of practical completion will be identified.

The Contractor will resume responsibility for the ongoing routine maintenance of any assets that lie within the limits of works of the Construction Contract commencing on the date of practical completion of the Construction Contract. The Contractor is not responsible for the rectification of defects or omissions related to the Construction Contract during the defects liability period.

End of defects liability period

The Principal and the Contractor will conduct a joint inspection at the end of the defects liability period of the Construction Contract, during which any particular maintenance or omission responsibilities of the Construction Contractor that may exist at the end of the defects liability period will be identified. The Contractor will not be responsible for the rectification of defects or omissions related to the Construction Contract unless specifically directed the Principal's Representative.

5 Adjoining road networks

Other adjoining road networks

The Contract network abuts a number of other road networks maintained by others. These include:

- a) State Controlled Roads outside of the geographical limits of this Contract
- b) Local Government networks, and
- c) Toll roads.

The Contractor has no role with respect to the operation and maintenance of these networks, except where identified in Appendix A – Maintenance Responsibility Limits or elsewhere in the Contract documents.

Table 5(a) details the obligations of the Contractor in relation to these other road networks.

Table 5(a) – Contractor Obligations

Activity	Contractor Obligations
Other Party reactive works	<ul style="list-style-type: none"> • work collaboratively with Other Party to avoid conflicts
Other Party planned works	<ul style="list-style-type: none"> • If sought, provide input to the Principal on impacts of proposed works
Other Party access to the Contract network to undertake toll road related maintenance	<ul style="list-style-type: none"> • If sought, provide input to the Principal on impacts of proposed works

Activity	Contractor Obligations
Traffic Management	<ul style="list-style-type: none"> • notify the Principal of issues with safety and traffic management

6 Works in and around rail corridors

Queensland Rail (QR) is the Rail Infrastructure Manager for the Queensland narrow gauge rail network and the dual gauge rail network from Acacia Ridge to Roma St and the Port of Brisbane. The Australian Rail Track Corporation (ARTC) is the Rail Infrastructure Manager for the standard gauge rail line which runs from the Qld / NSW border to Acacia Ridge.

Obligations

Table 6 details the obligations of the Contractor in relation to rail corridors.

Note, formal rail safety induction may be required, refer table for further information.

Table 6 – Contractor Obligations

Activity	Contractor Obligations
Rail works on State Controlled road network	<ul style="list-style-type: none"> • If sought, provide input to the Principal on impacts of proposed works • notify the Principal of issues with safety and traffic management
Contractor (scheduled and unscheduled) works or other activities within 3 m of rail corridor	<ul style="list-style-type: none"> • advise the Principal of the need to undertake works or undertake works as directed • undertake rail safety induction training and/or obtain any necessary permits as determined by Rail Infrastructure Manager, prior to undertaking works or activities in or near the rail corridor. • undertake works to agreed standard • responsible for traffic management and safety at Site
Defects of rail infrastructure	<ul style="list-style-type: none"> • notify the Principal of defects that require rectification

