

Bruce Highway Targeted Safety Program

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About the new program

A safer Bruce Highway



Building a safer Bruce



\$9 billion for new safety works under the 80:20 joint funding arrangement



Accelerated delivery



Prioritising sections with high safety risk to combat crashes



Proposed work types



Wide centre line treatments, includes road widening and audio tactile line marking



Pavement strengthening



Overtaking lanes



Intersection upgrades

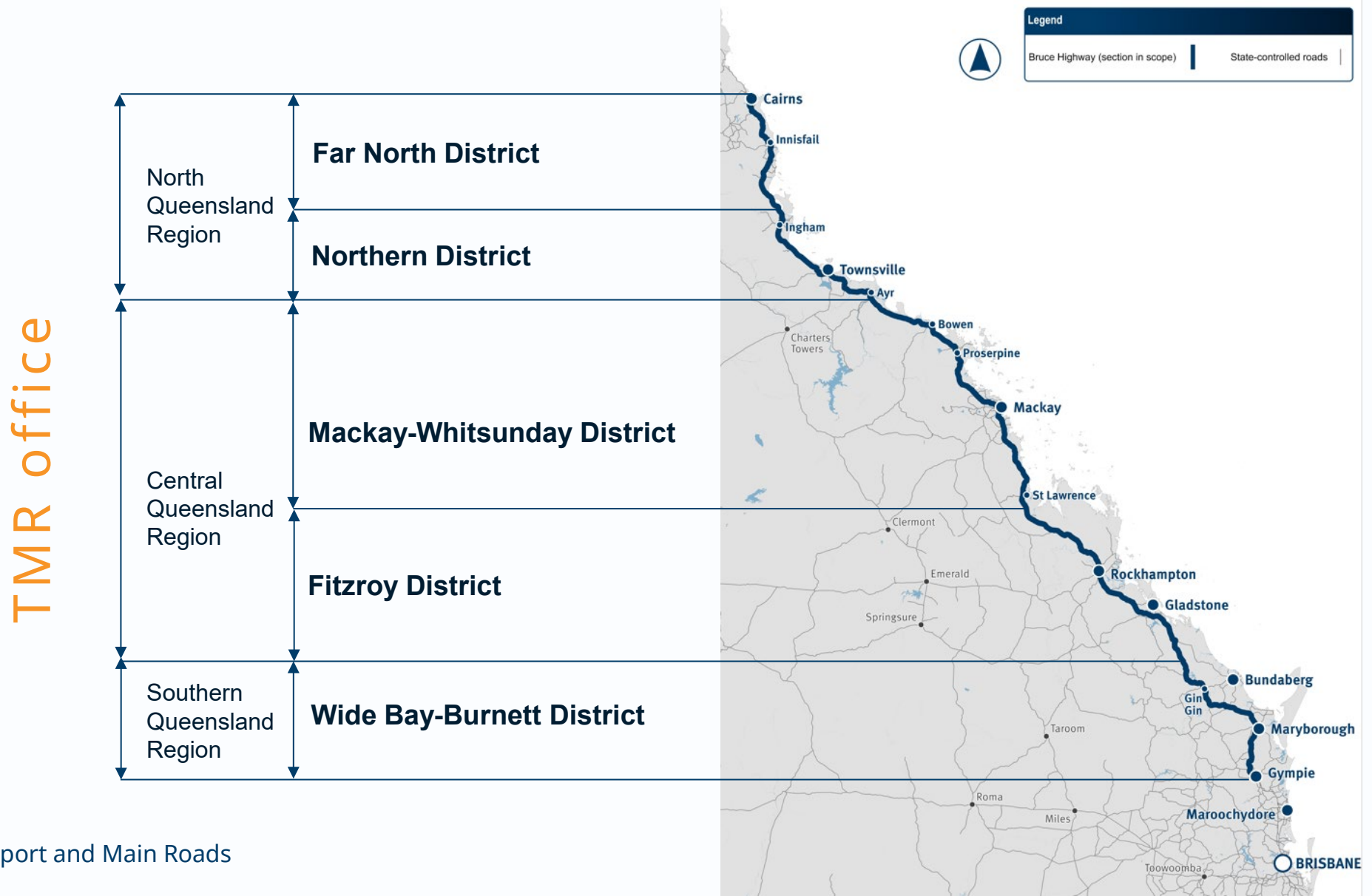


Widen narrow structures



Fatigue management and rest areas

Bruce Highway – location of work



Early Start Package

Construction



Commenced March 2025



Address sections with high safety risk



Engaging contractors through existing arrangements

Design



Commenced March 2025

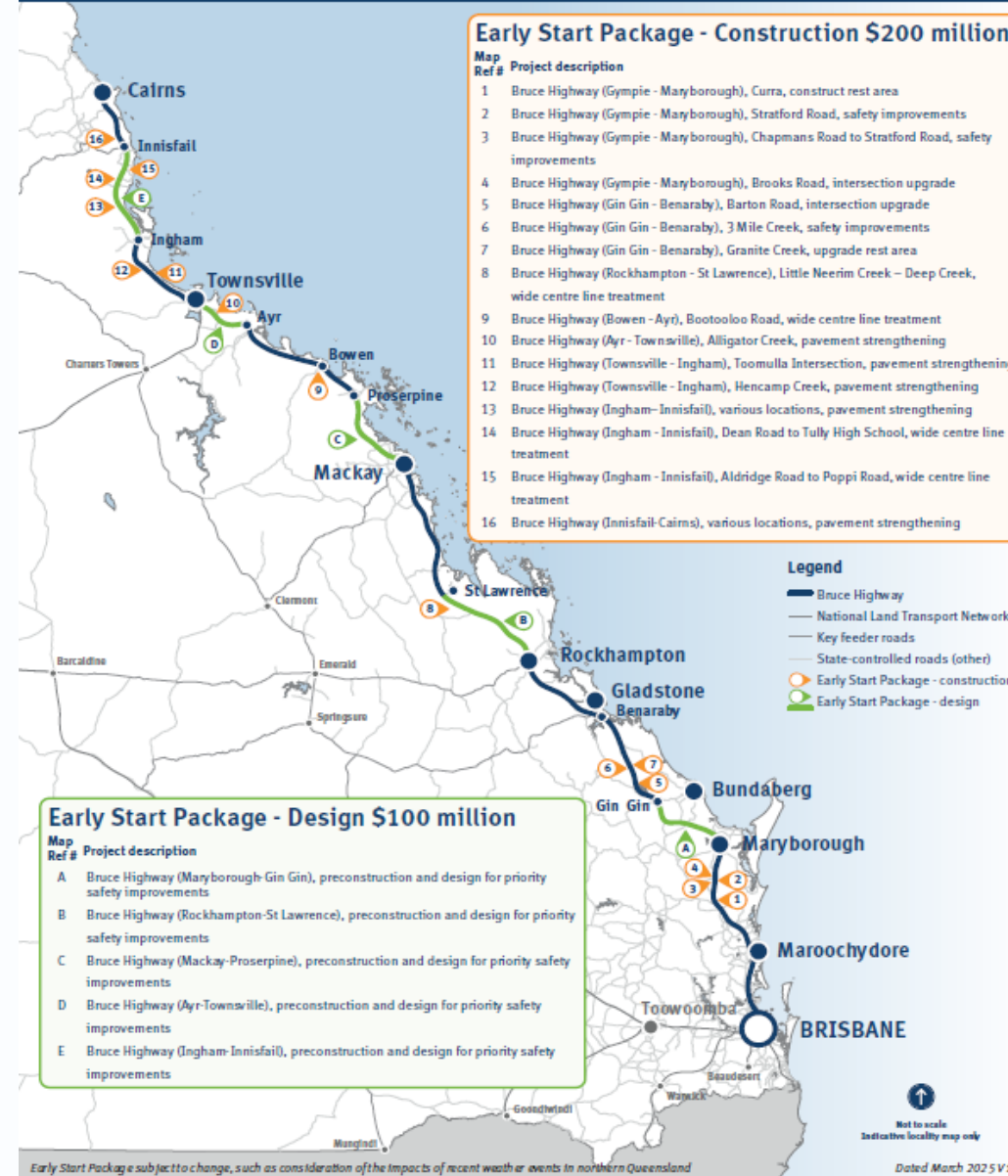


Building towards development and delivery of overall pipeline of works



Direct engagement of designers by TMR

Bruce Highway Targeted Safety Program Early Start Package



Construction – Strong progress

16 priority projects *fast-tracked* to construction:

- 1 x complete
- 8 x under construction
- All remaining projects commencing this year



*Above: Works are progressing to upgrade the Brooks Road intersection north of Gympie with a channelised right turn facility.
Source: TMR image*

Delivery – Next Steps

- **Next round of construction following early start design – construction activities to commence in 2026.**
- **Priority pavement strengthening works – commencing in 25/26.**
- **Further details to follow in regional updates.**



*Above: Pavement strengthening undertaken near Hencamp Creek Road, Townsville as part of the Early Start Package.
Source: TMR image*

Main Program – Update

Deficiencies confirmed and prioritised

PPR submitted to Australian Government on 29 July 2025

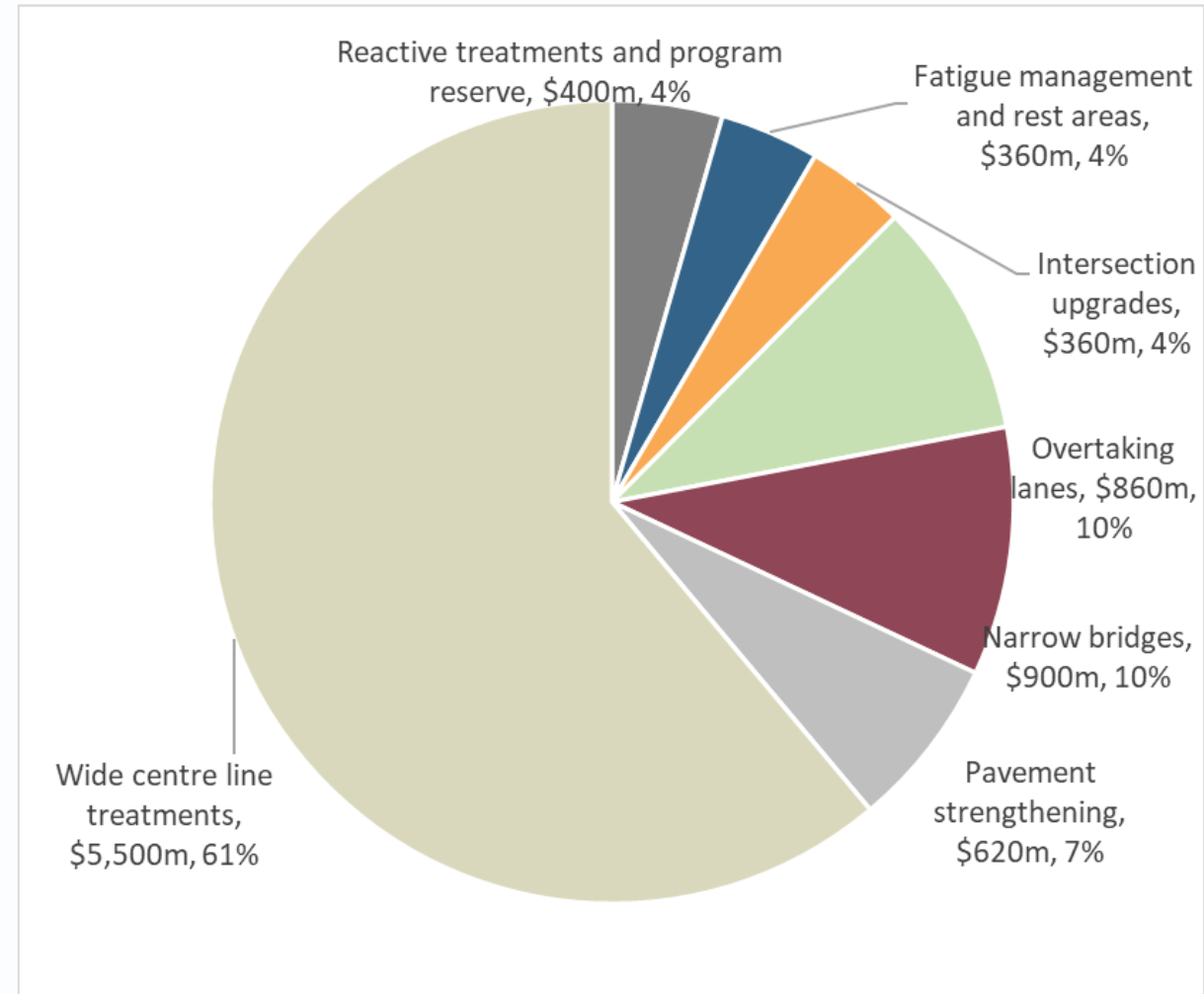
Additional interim projects identified

Panels established 2025

Contracts awarded through Panels 2026

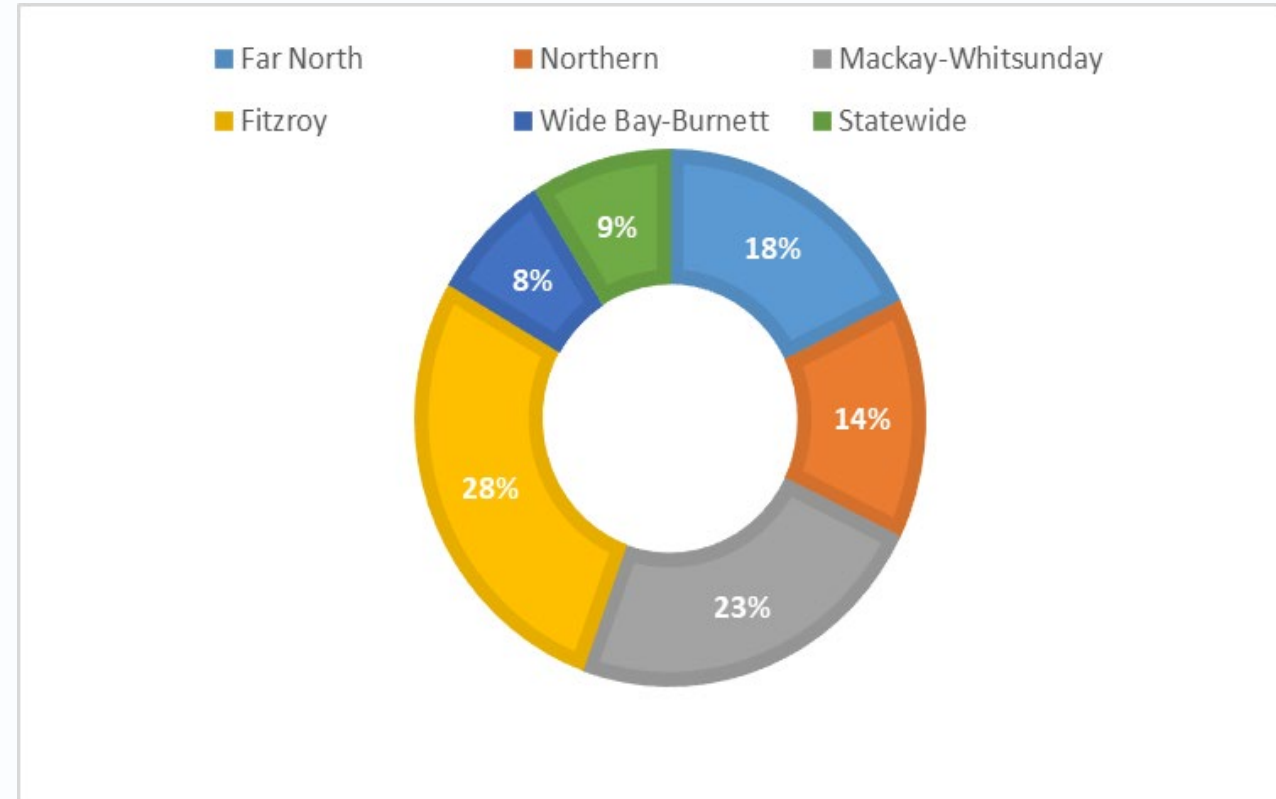
Notional funding allocations by work type

Work type	Notional allocation (\$m)
Overtaking lanes	860
Intersection upgrades	360
Narrow bridges	900
Wide centre line treatments	5,500
Fatigue management and rest areas	360
Pavement strengthening	620
Program reserve	400
Total	9,000



Notional funding allocations by District

District	Notional allocation (\$m)
Wide Bay Burnett	700
Fitzroy	2,500
Mackay Whitsunday	2,100
Northern	1,300
Far North	1,600
Statewide / Program Reserve	700
Total	9,000



Interactive Industry Briefing



145 TMR staff and
365 industry representatives attended



Diverse representation



63 questions raised and
answered during 3 sessions



Very high levels of satisfaction with briefing:
providing informative content – 90%
opportunity to contribute feedback – 93%

Optional industry questionnaire

✓ **76** organisations responded

Key insights

- ✓ Agreement proposed approach will help accelerate procurement timelines and reduce tendering costs
- ✓ Readiness to contribute – capability and interest from across the market
- ✓ Industry wants more detail as it is available.

Interactive Industry Briefing – Survey

Topic	Assumption	Validation ²²	Reference in this Report
Preferred packaging and delivery models	Panel arrangements (or similar) are supported by market participants	✓ Validated	3.2.1
	The proposed approach helps accelerate procurement timelines and reduce tendering costs	✓ Validated	3.2.2
	TMR's existing contracts are broadly considered suitable, with only minor changes required	✓ Validated	3.2.3
	Tier 2/3 contractors prefer Construct Only over D&C; Tier 1 contractors are flexible	✓ Validated	3.2.4
Rolling program scope and timing	A range of work program sizes will optimise participation across all tiers	✓ Validated	3.3.1
Incentives and delivery objectives	Market is open to incentivisation mechanisms like KRAs	✓ Validated	3.4.1
Market interest and capacity	Market has capacity to deliver alongside competing projects	✓ Validated	3.5.1
	Industry can meet publicly committed timeframes	● Inconclusive	3.5.2
	Similar scale work can be delivered concurrently across multiple regions	✓ Validated	3.5.3
	All contractor tiers prefer maintaining a rolling workforce across regions	✓ Validated	3.5.4
	Tier 2/3 contractors would JV rather than subcontract to Tier 1	✓ Validated	3.5.5
	TMR may be best placed to procure long-lead or constrained items	✓ Validated	3.5.6
Program consistency	Consistency and standardisation across BHTSP is achievable	✓ Validated	3.6.1

Delivery Strategy Overview

- **Broaden Access to Market** – Tiered packaging and program approach (particularly for local and Tier 2 and 3 Constructors and local Designers).
- **Expedite Procurement** – Dedicated BHTSP Panels for Constructors, Designers and Contract Administrators. Will also help facilitate a strong rolling program of works.
- **Panel Establishment Launching Soon** – From August 2025. Procurement from Panels 2026 onwards.



Key Areas of Focus

Elements		Project packaging from prioritised deficiencies	Establish Panels (Constructor, Designer, CA) Contract Types	Capability Uplift	Develop demand profiles for key inputs	Program Standards	Re-use relevant existing processes
Outputs		Flexibility in project sizing to limit overlap with competing major projects	Mix of Program D&C contracts and Construct-Only contracts	Joint industry training	Supply chain risk mitigations	Design note, Temp Traffic Management note, Rest Area design note, Real time traveller information	BHUP reporting and performance measures
Key Areas of Focus	Manage market constraints & inflationary pressures	Yes			Yes		
	Build industry capacity (upskilling, local suppliers, indigenous participation)	Yes	Yes	Yes	Yes	Yes	Yes
	Mitigate impact on other BH projects	Yes			Yes		
	Procurement & delivery efficiency and productivity		Yes	Yes	Yes	Yes	
	Manage community and transport disruption					Yes	

Packaging

- Iterative process considering:
 - work type
 - priority
 - location
 - estimated value
 - work complexity
 - interfaces
 - pre-construction and planning already available
 - contract type (design, construct only, design and construct)
 - other projects or commitments
 - local TMR insights.



Packaging

EXAMPLE

BHTSP Proposed Priorities (Attachment 3)

Road Section	T4irt Start	T4irt End	Seams at Loc	Wide Cracks Linc. Trc.	Wide Cracks Linc. Trc. Lr	Pavement Strength Lr	Pavement Strength Lr	Overtaking Lane Level	Intersection Improvement	Narrow Bridges	Road Areas
10G	117.000	118.000	1000			HP4	0.30	HP2			
10G	118.000	119.000	1000							HP1	
10G	119.000	120.000	1000			HP3	0.300				
10G	120.000	121.000	1000			HP2	1.153				
10G	121.000	122.000	1000			HP2	0.600				
10G	122.000	123.000	1000	HP1	0.200						
10G	123.000	124.000	1000	HP1	0.400	HP3	0.300				
10G	124.000	125.000	1000			HP2	0.100				
10G	125.000	126.000	1000	HP1	0.300	HP3	0.300				
10G	126.000	127.000	1000	HP1	0.700	HP2	0.800				
10G	127.000	128.000	1000	HP1	0.300	HP3	0.100				
10G	128.000	129.000	1000	HP1	0.200						
10G	129.000	130.000	1000								
10G	130.000	131.000	1000								
10G	131.000	132.000	1000								
10G	132.000	133.000	1000	HP1	0.076	HP4	0.100				
10G	133.000	134.000	1000	HP1	0.362	HP4	0.400				
10G	134.000	135.000	1000								
10G	135.000	136.000	1000	HP1	0.100	HP4	0.300				
10G	136.000	137.000	1000	HP4	0.247	HP3	0.400				
10G	137.000	138.000	1000	HP1	0.800						
10G	138.000	139.000	1000	HP1	0.800	HP3	1.000				
10G	139.000	140.000	1000	HP1	0.400	HP4	1.000				
10G	140.000	141.000	1000			HP4	0.300				
10G	141.000	142.000	1000			HP2	1.000				
10G	142.000	143.000	1000	HP1	0.500	HP4	0.300				
10G	143.000	144.000	1000	HP1	0.500						
10G	144.000	145.000	1000	HP1	0.100	HP1	0.800				
10G	145.000	146.000	1000	HP1	0.300						
10G	146.000	147.000	1000	HP1	0.202	HP1	0.400				
10G	147.000	148.000	1000	HP1	0.237	HP1	1.400				
10G	148.000	149.000	1000			HP2	0.200				
10G	149.000	150.000	1000								
10G	150.000	151.000	1000			HP4	0.500				
10G	151.000	152.000	1000			HP4	0.100				
10G	152.000	153.000	1000			HP3	0.400				
10G	153.000	154.000	1000								
10G	154.000	155.000	1000			HP4	0.100				
10G	155.000	156.000	1000			HP4	0.100				

Geographic *Packaging* of priorities, of 'like' complexity

Packaging of planning outcomes for detailed design

Projects identified from packaging of design outcomes for tendering

Business Case – OT (with other OTs)

Business Case - Bridge

Business Case (121 – 129km)

Business Case (132 – 140km)

Business Case (141 – 149km)

Detailed Design – OT (+ other OT)

Detailed Design - Bridge

Detailed Design (121 – 149km)

Project – OT

Project – Bridge

Project – low-cost treatment and pavement strengthening (120 – 137km in sections)

Project – WCLT and pavement strengthening (137 – 149km in sections)

Panel Establishment

Initial Panel establishment:

- Constructors
- Designers
- Contract Administrators

Further Panels can be considered based on industry feedback and market risks and opportunities.

General Panel Establishment process

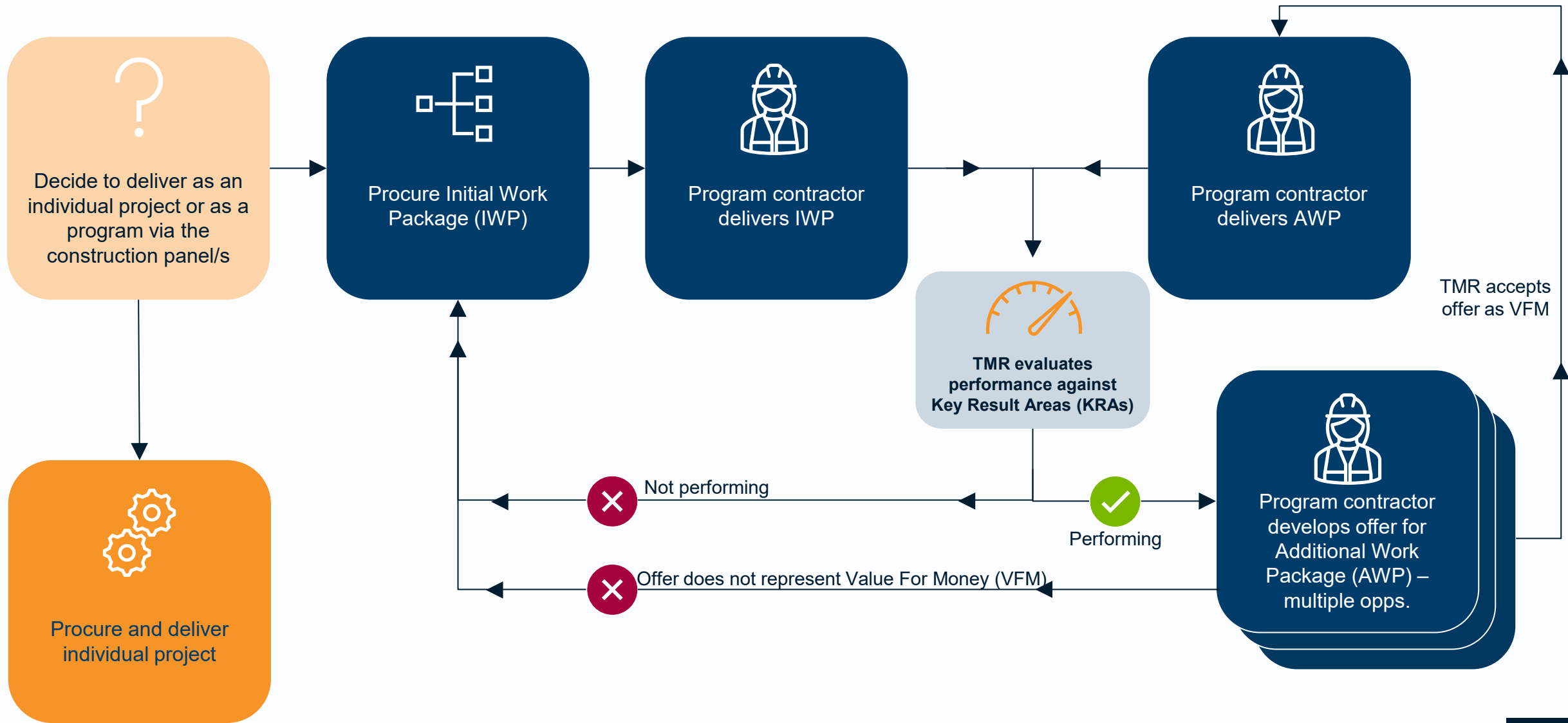
Proponents nominate:

- Location preference
- Prequalification status
- Project team
- Current commitments

Proponents agree to:

- Unamended Panel Conditions
- Unamended BHTSP specific contracts (including D&C designer subcontracts)
- Performance (KRA/KPI) requirements
- Specified commercial terms (including margin/fee caps for contractors)

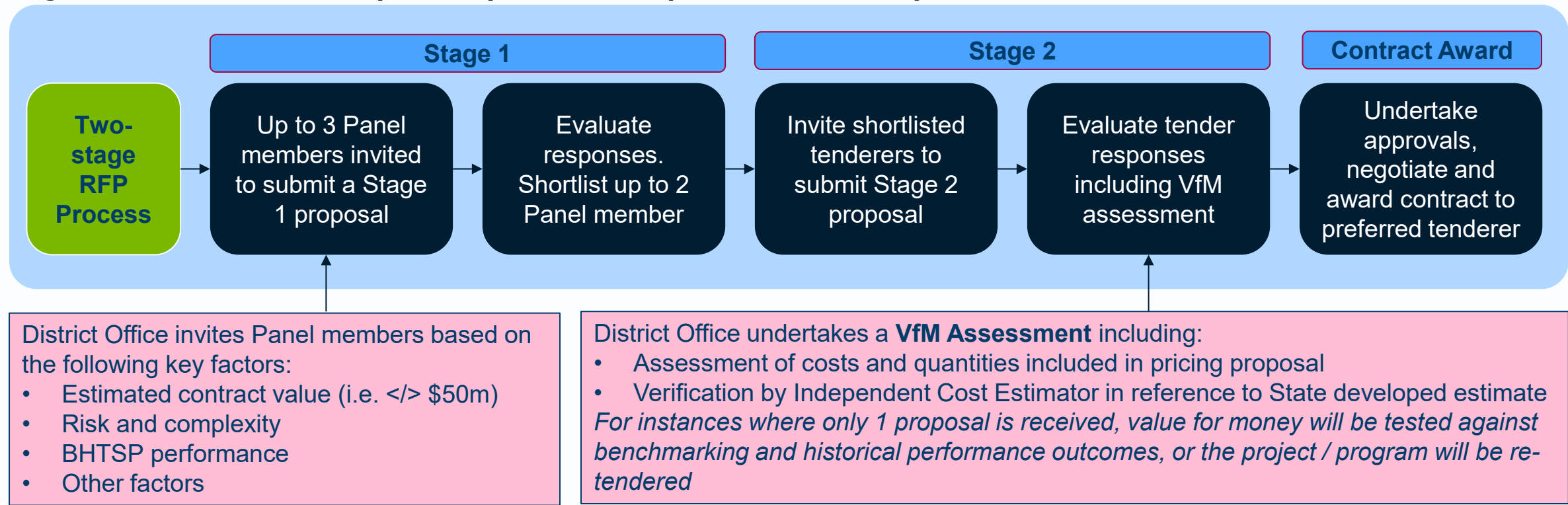
Delivery approach



Procurement of works under the Panel

- Default position for procurement of all projects and programs is a two-stage RFP process
- Under certain / exceptional circumstances an EOI process or a 3-2-1 dual procurement process may be undertaken.

Figure 1: Shortlist and competitive procurement process under the panel



Contract Types

BHTSP Construction Panel Agreement

TIC-CO (Construct Only)

- Construction only (no design)
- Standalone projects (not program of projects)
- Low to medium risk
- TIC-CO base contract modified for BHTSP

Approach

- Design prepared by District Office
- Contractor engaged to deliver construction works

TIC-TC (Target Cost)

- Design & construction
- Standalone projects or program of projects
- Low to high risk / complexity
- New contract with adapted TIC-CO general terms

Approach

- Contractor engaged to develop and finalise design and deliver the works
- State shares project cost risk and reward

BHTSP Design Panel Agreement

TMR (State Side) Consultant Contracts

- State side procurement (e.g. develop design for TIC-CO)
- TMR existing 'Consultants for Engineering Projects' (CFEP)

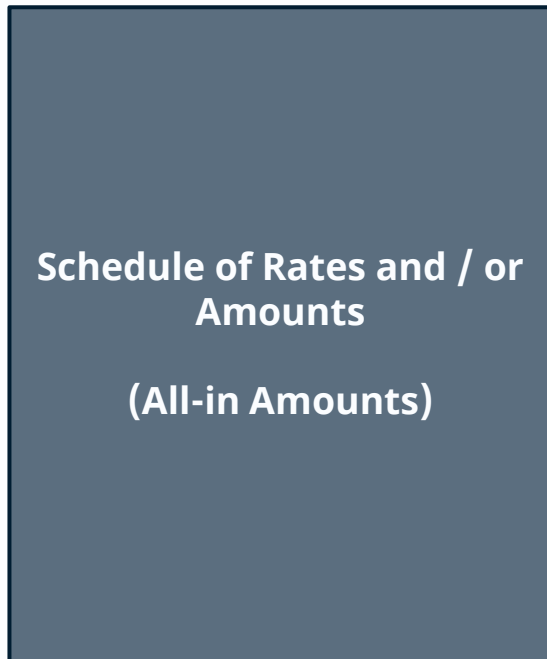
Contractor (D&C Side) Design Consultants

- Contractors must use BHTSP sub-contract for design works under TIC-TC
- Mandatory sub-contract agreement

TIC-CO Key Terms

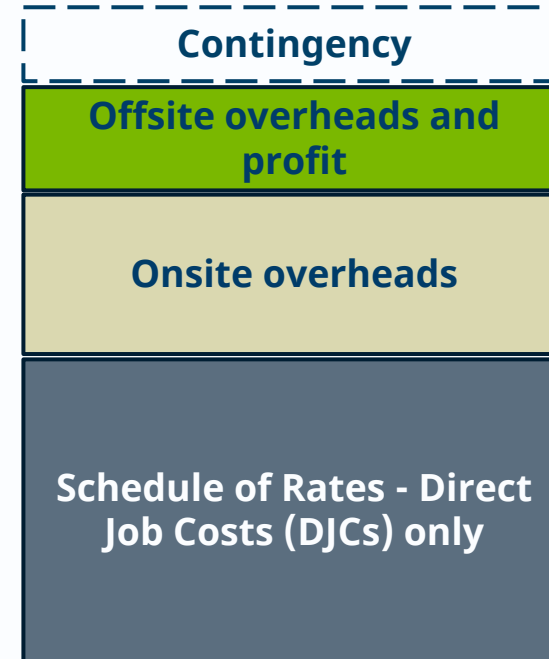
Proposed amendments to the TIC-CO commercial framework to enable greater transparency and comparability of pricing at tender and for variations.

Current TIC-CO commercial framework* (Form M1 – Schedule of Rates or M2 – Schedule of Prices)



→ All-in rates inclusive of any overheads, profit and contingency

Proposed BHTSP TIC-CO commercial framework (Use of form C7810.M10.TIC with updates)



→ Bid back contingency pool

→ Capped % applied to DJCs and onsite overheads

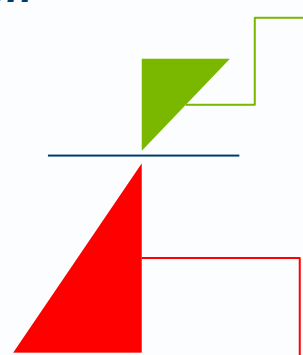
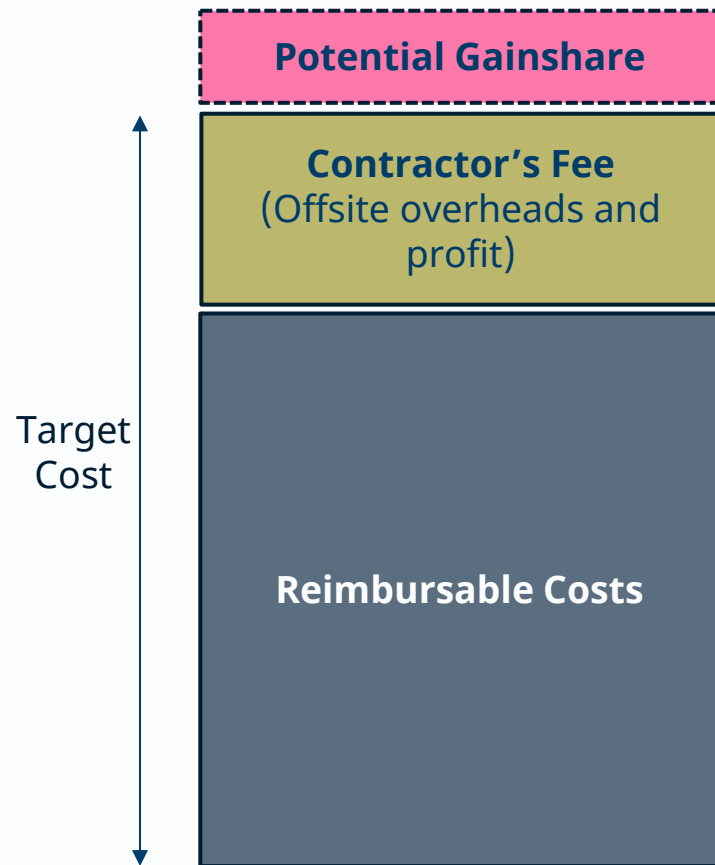
→ Bid back % applied to DJCs

→ Unit pricing for labour, plant & equipment reflecting DJCs only exclusive of any overheads, profit or contingency

* Not including Lump Sum alternative

TIC-TC Key Terms

Gain/pain share outcomes illustration



Gainshare Amount

Where **Actual Costs** < **Target Costs**:

- Gainshare amount is shared 50:50 (Contractor and State)
- Contractor's share is capped at 50% of Contractor's Fee

Painshare Amount

Where **Actual Costs** > **Target Costs**:

- Painshare amount is shared 50:50 (Contractor and State)
- Contractor's share is capped at 100% of Contractor's Fee

Program Notes – Technical Guidance

Design:

- Clarity of In and Out of scope elements
- Stipulates cross sectional widths, intersection standards and other safety treatments
- Guidance on pavement strengthening outcomes

Temporary Traffic Management:

- Focus on
 - Road user experience
 - Worker and motorist safety
- Achieved by
 - Maintaining traffic flow
 - Selecting suitable speeds
 - Minimising travel time impacts

Working with you

Collaboration as Standard



**Thank you and stay
connected**

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