Guidelines for Overtaking Lanes
Sections of the Warrego and Bruce Highways
National Building Program (2009-10 to 2013-14)
# Contents

1  Background .........................................................................................................................3

2  Purpose of the Guidelines .................................................................................................3

3  Overview of Process ...........................................................................................................3

4  Program Development .......................................................................................................4

4.1  Policy and Standards: ......................................................................................................4

4.2  Project identification Process .........................................................................................5

4.3  Guidelines for Project Scoping .......................................................................................5

4.4  Project Objectives ..........................................................................................................4

4.5  Funding Considerations .................................................................................................6

5  Program Governance .........................................................................................................6

6  Management of the Program .............................................................................................6

7  Project Proposal Report (PPR) Process ............................................................................7

8  Attachments .......................................................................................................................7

Attachment A – Media Releases

Attachment B – Candidate Projects Submission Spreadsheet

Attachment C – Project Checklist
1 Background

The Australian Government made a 2007 election commitment for the provision of overtaking lanes on sections of the Warrego Highway and Bruce Highway. The commitment for the duration of the current Nation Building Program 2009-10 to 2013-14 is as follows:

- Warrego Highway - Oakey to Dalby: $10 million (up to 5 new overtaking lanes)
- Bruce Highway - Curra to Sarina: $105 million (up to 25 new overtaking lanes between Childers and Sarina)
- Bruce Highway - Sarina to Cairns: $60 million (up to 30 new overtaking lanes)
- Warrego Highway - Oakey to Dalby: $10 million (up to 5 new overtaking lanes)

During October and November 2007 Mr Martin Ferguson, the then Shadow Minister for Transport, Roads and Tourism, and various Labour Candidates released a number of media releases concerning the funding of overtaking lanes on these sections of the Warrego and Bruce Highways. Copies of the releases are included in Attachment A. Please note there is no formal media release issued for the Curra to Childers section.

These commitments are included in the National Partnership Agreement on Implementation of the Nation Building Program in Queensland, 2009-2014 (the MOU) and administered by the federal Department of Infrastructure, Transport, Regional Development and Local Government (DITRDLG) on behalf of the Australian Government. National Programs (NP) Branch in the Department of Transport and Main Roads (DTMR) acts as the Program Manager in Queensland. The commitments are fully funded (capped) by the Australian Government.

2 Purpose of the Guidelines

The purpose of these guidelines is to provide guidance to the relevant regions regarding the processes of Program Development, Program Governance, Program Management and Project Proposal Report (PPR) preparation for the overtaking lanes program.

3 Overview of Process

The overtaking lanes program cycle is as follows:

- Regions assess needs, develop overtaking lane strategy and nominate projects in accordance with these guidelines.
- Steering Committee reviews strategies, nominated projects and priorities.
- Where a link involves more than one region, the steering committee combines the regional strategies into a link strategy and prioritises projects.
- Steering Committee consults with affected regions regarding the combined strategies and finalises program.
- Nominated regions or local Program Management Branch (PMB) representative prepare PPRs for each link with input from other involved regions and submits to NP Branch for forwarding to DITRDLG.
- NP Branch advises regions of PPR outcomes.
Regions deliver projects.
NP Branch prepares monthly expenditure and delivery reports for DITRDLG.
Steering Committee periodically reviews the program.
Program Completion Report to DITRDLG after delivery of the program.

4 Program Development

4.1 Project Objectives

- Provide short to medium term congestion relief at modest cost.
- Improve overtaking opportunities on the highways.
- Reduce road congestion and travel times.
- Reduce driver frustration.
- Improve road network safety using a strategic risk management approach.
- Provide a staged development of regional overtaking lane strategies.

4.2 Policy and Standards

Given the purpose of the program, which will run 2010/11-2013/14, Regions should consider cost effective standards only so as to ensure the expectations of the Australian Governments number of overtaking lanes, as described earlier are achieved. Chapter 15 of the Road Planning and Design Manual (RPDM) addresses all issues associated with auxiliary lanes, however these standards may have to be considered in context of the funding available and the conditions at the proposed overtaking lanes sites.

Suggested standards:

- Where a single overtaking lane is to be constructed adopt a one metre shoulder width to the overtaking lane in accordance with section 15.8.3 of the RPDM.

- Where a proposed road duplication approach is proposed adopt a minimum practical width of painted median and a shoulder on the outside in accordance with section 7.3.3 of the RPDM.

- If a dual carriageway solution is proposed, justification will be required to obtain steering committee endorsement.

- Spacing, sitting and length of each overtaking lane shall be in accordance with the overtaking lane strategy for each link.
4.3 Project identification Process

The focus of this program is the selection of the location and appropriate standards for each proposed overtaking lane. Lateral thinking will be encouraged; e.g. one region had funding to construct both north and south bound overtaking lanes in close proximity to each other. After considering a number of options and the site conditions the adopted solution was to construct a section of duplicate highway.

The following preliminary checks and information are required before projects can be included in the program.

- A comprehensive risk assessment of chosen sites, including Extended Design Domain checks where necessary, surface drainage and proposed mitigation measures.
- Add details of candidate projects to the Candidate Project spreadsheet (Attachment B)
- Complete the checklist (Attachment C)

Local Program Management Branch (PMB) representatives will assist regions in the process of program development.

4.4 Guidelines for Project Scoping

The following works are generally in scope for this program:

- Minimal earthworks.
- Extension of existing drainage structures if formation widening is required.
- Start and finish have adequate sight distance.
- Accesses and minor intersections – minor improvements as necessary.
- Consider adjacent pavement rehabilitation if remaining design life is less than 5 years and rehabilitation funds are available.
- Reinstatement of longitudinal drainage and clear zones.
- Mitigation treatments such as improved signage and delineation where necessary.
- Co-ordination with other works such as rest areas, rehabilitation, safety initiatives etc is acceptable provided the appropriate funding is available.

The following works are generally out of scope for this program

- Realignment of horizontal and vertical geometry.
- Major earthworks.
- Upgrading of drainage capacity.
- Major improvements to intersections.
- Offside shoulder widening and sealing.
4.5 **Funding Considerations**

The available funding will likely be spread over the remaining four years of the current MOU between the federal and state governments. In developing draft program submissions regions should consider the following:

- Spreading projects over the full four years.
- Cost escalation applies. (Refer to section 22 of the QTRIP Development Guidelines 2010-11 to 2014-15).
- Allow adequate time contingency to ensure that all projects are delivered by 30 June 2014.

5 **Program Governance**

- A steering committee has been set up to provide guidance to help maximise the network outcomes with available funding. The Steering Committee will consist of representatives of the PMB, Director (Program Management), Director (National Programs), Principal Engineer (National Programs) plus regions, and NP Branch staff as required.
- NP Branch will act as the Secretariat for the Steering Committee.
- Regions are responsible for the development of draft programs within a given funding allocation that is consistent with the Steering Committee’s guidelines.
- DITRDLG will be invited to sit in when the Steering Committee meets to endorse the programs.

6 **Management of the Program**

- The regions are requested to submit the works programs to NP Branch based on priorities and it should show total project cost for the life of the Nation Building Program. Please use the spread sheet in Attachment B for the submission. The submissions are due by **30 June 2010**.
- The regions are encouraged to work closely with their local PMB representatives in developing their programs to ensure that there are no outstanding issues when the Steering Committee meets to endorse the program.
- The candidate projects will be reviewed by the Steering Committee and the final outcome will be endorsed by the Steering Committee on **23 July 2010** for the inclusion in the PPR for each Highway section.
- The funding of the program is subject to the release of funds by the DITRDLG on annual basis though the federal budget. Therefore the program will be reviewed at the beginning of each financial year until 2013/14, unless otherwise advised by the DITRDLG.
- The administration of the program will be subject to the terms and conditions of the federal/state agreement and the PPR approvals. NP Branch will keep the regions informed regarding any administrative instruments.
7 Project Proposal Report (PPR) Process

- Only one PPR will be prepared covering concept, development and delivery phases of the project per highway link.
- The PPR will be prepared by a nominated region or a local PMB representative in conjunction with other involved regions.
- The PPRs should indicate guaranteed deliverables of overtaking lanes for the approved funding, with a prioritised list of additional lanes that could also be constructed with savings.
- DITRDLG will require an updated program of works for each year, and this will be prepared by considering the budget allocation and works remaining in the program.
- NP Branch will update and submit revised programs each year.
- NP Branch will advise all regions of their allocations as these become known.

8 Attachments

- Attachment A – Media Releases
- Attachment B – Candidate Projects Submission Spreadsheet
- Attachment C – Project Checklist