

SUB-CONTRACT ENQUIRY

DATE: 24/10/2023

QUERIES TO: Niall Drayne (Project Manager) 07837319647 / niall.drayne@keltbray.com

A66 Project - Scheme 3A: Penrith to Temple Sowerby (River Eamont to Whinfell Park)

Directional Drilling ECI

Keltbray has recently commenced the design phase of the above project, as part of our Regional Delivery Partnership ("RDP") Framework Contract with National Highways. We would be pleased to receive your tender for the above subcontract package in accordance with the documents and conditions listed below:

1. Proposed Professional Services Short Subcontract titled '*Professional Services Short Subcontract - RDP - A66 (260123) - Final Draft*'
2. Documents:
 - a. Ground Investigation Data
 - b. [Google Map with proposed widening of the A66 with proposed utility corridors](https://www.google.com/maps/d/viewer?mid=1rRIB9ymwpT05Ng6W_8ZeeOKfBLrwJAo&ll=54.654713619431234%2C-2.6958760000000008&z=15)
(https://www.google.com/maps/d/viewer?mid=1rRIB9ymwpT05Ng6W_8ZeeOKfBLrwJAo&ll=54.654713619431234%2C-2.6958760000000008&z=15)
3. Scheme 03a - Directional Drilling ECI - Quality Question Set (to be completed by the Subcontractor)
4. Scheme 03a – Directional Drilling – Indicative Bill of Quantities (to be completed by the Subcontractor)
5. Scheme 03a – Directional Drilling - Schedule of People Rates (to be completed by the Subcontractor)

GUIDANCE FOR PRICING

Contract and Project Information

Contract Information

The National Highways RDP Framework Contract is a £8.7 billion programme for improving its road network across England. The contract, developed under the Routes to Market programme, provides incentives for companies to produce better outcomes under the contract, including:

- Shorter duration and more accurate management of roadworks to help drivers better plan their journeys and experience predictable journey times.
- Buying more efficiently and buying locally - using the capability of a region to benefit the region.
- Encouraging innovation, for example lighting and signs designed to need less maintenance, reducing disruption and improving road worker safety.
- Reduced road noise and increased environmental benefits.

The work is arranged into 18 Packages of schemes, awarded to Delivery Integration Partners in bands of up to £100m (lots 1 to 3) and over £100m (lots 4 to 8). Keltbray is part of Lot 3, which is for the delivery of packages of work and standalone schemes with an estimated value up to £100m. Lot 3 schemes will be in the Yorkshire and the Humber, North East and North West regions.

Project Information

The A66 plays an essential role for journeys across the north of England and provides the most direct route between the central belt of Scotland and the eastern side of England. The route connects cities like Glasgow and Edinburgh with Leeds, Sheffield and Norwich. It's a critical route for freight, providing links to several international ports like Stranraer, Hull and Felixstowe and connects holiday makers to their destination, whether that be in the Yorkshire Dales or Lake District.

The A66 plays an important role in the life of nearby communities, connecting people to jobs, education, health and other essential services. Sections of the road are not up to modern standards. It repeatedly widens and narrows, making it prone to congestion and delay. National Highways are proposing to deliver one billion pounds worth of investment to dual the remaining single carriageway sections along the 50 mile stretch of the A66 between Cumbria and North Yorkshire.

This is one of the largest and most important highways investments in the north of England, and will significantly improve journeys, safety and connectivity.



The preferred route was announced in January 2021 after Amey Arup completed stage 2 of the National Highways Project Control Framework (PCF) stage. Stage 4 (preliminary design) was awarded in August 2022 and is scheduled to run to December 2023. PCF 5 (detailed design) and 6 (construction) are to now be delivered by Keltbray. Stage 6 is aligned to start in March 2024 to satisfy the National Highways funding strategy.

Keltbray has been appointed as the Delivery Integration Partner (DIP) for the Penrith to Temple Sowerby section highlighted above (Section ref. 3a). The scope is summarised as follows.

- Widen the route to dual carriageway between Penrith and Temple Sowerby on this section, providing more capacity. The scheme predominantly follows the old route. It would involve widening the old A66 to form one side of the new dual carriageway. The second carriageway would be constructed to the north of the existing route
- Improve access to St Ninian's Church on the Winderswath estate with a new left-in, left-out junction and relocation of the existing car park
- Provide access to the local road network with the introduction of a new left-in, left-out junction at the B6262.
- New accommodation bridge structure at Brougham to enable access over the A66
- New accommodation underpass at Whinfall to enable access under the A66.

Trenchless Installation of Utilities Ducting

The A66 plays an essential role for journeys across the north of England and provides the most direct route between the central belt of Scotland and the eastern side of England. The route connects cities like Glasgow and Edinburgh with Leeds, Sheffield and Norwich. It's a critical route for freight, providing links to several international ports like Stranraer, Hull and Felixstowe and connects holiday makers to their destination, whether that be in the Yorkshire Dales or Lake District.

Detailed design is currently in progress and a requirement has been identified for trenchless installation of duct crossings for various utilities along the length of the scheme. A specialist contractor with design capabilities will be appointed on an Early Contractor Involvement basis

to work with the permanent works designer to provide detailed design and price information based on utilities company requirements with the intention (subject to performance and agreement of commercial terms) to then appoint the contractor for the construction works. Support will include but be limited to:

- Suitable trenchless construction techniques.
- Land requirements.
- Launch and reception pits and other temporary works requirements.
- Assist in engaging with statutory undertakers to establish their requirements.
- Preparation of design suitable for National Highways acceptance.
- Programme information, including lead times, installation periods and outputs.
- Contract compliant price information.

The table below details the utilities that require trenchless installation of ducts to form crossings of the existing A66.

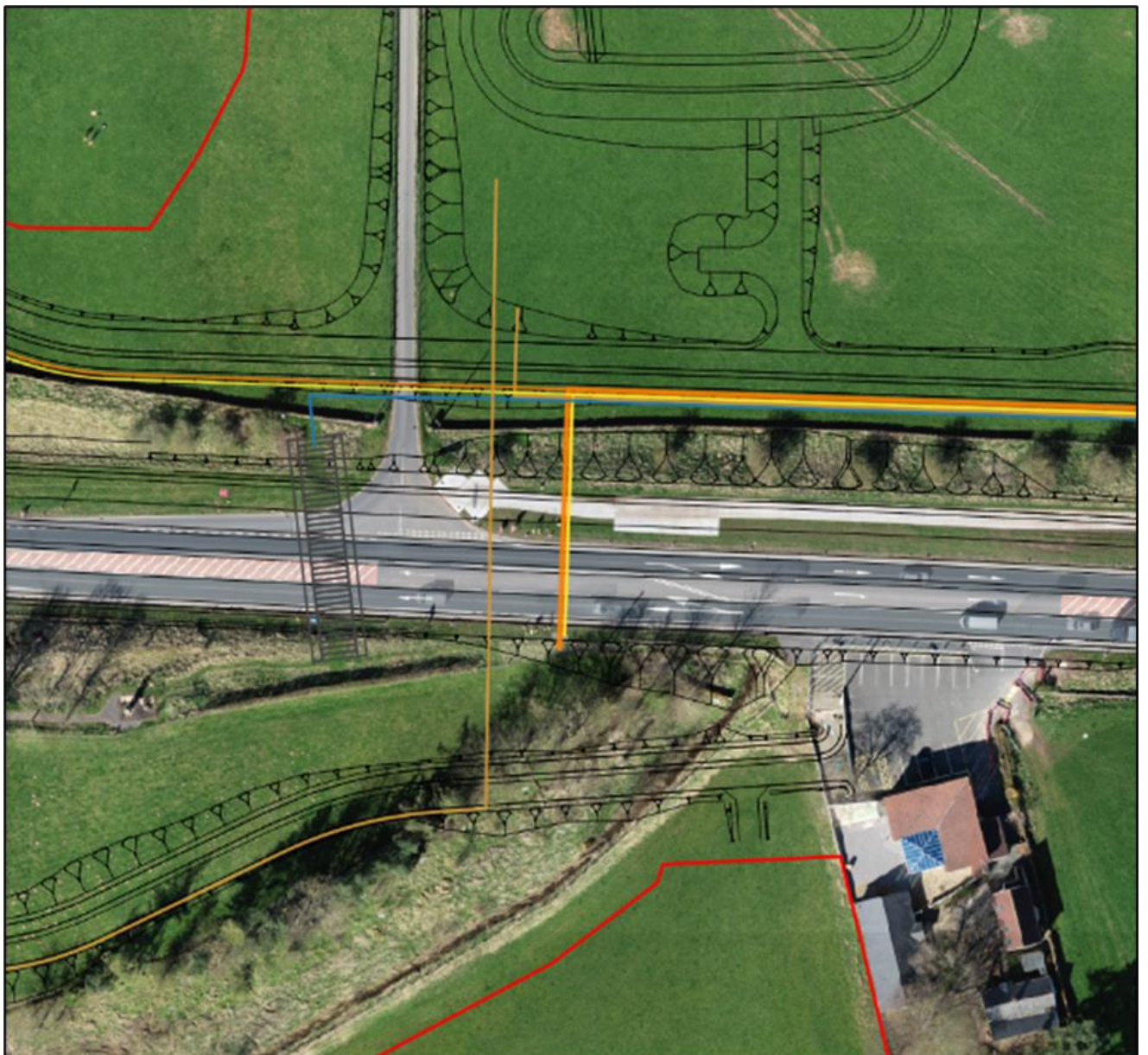
	Utility	Service	Length
1	Openreach	5 No. ducts to Openreach specification	40m
2	Openreach	2 No. ducts to Openreach specification	30m
3	Openreach	2 No. ducts to Openreach specification	40m
4	United Utilities Combined Sewer	Duct for 125mm PE rising main	40m
5	United Utilities Waste Water Sewer	Duct for 225mm PE rising main	30m
6	United Utilities Potable Water	Duct for 3" PV watermain	40m
7	United Utilities Potable Water	Duct for 3" PV watermain	30m
8	United Utilities Potable Water	Duct for 3" PV watermain	40m
9	Electricity North West 33kV Cable	2 No. 150mm red ducts to ENW specification	25m
10	Electricity North West LV Cable	2 No. 150mm ducts to ENW specification	30m

Screenshots showing the proposed location of the carriageway crossings are below.

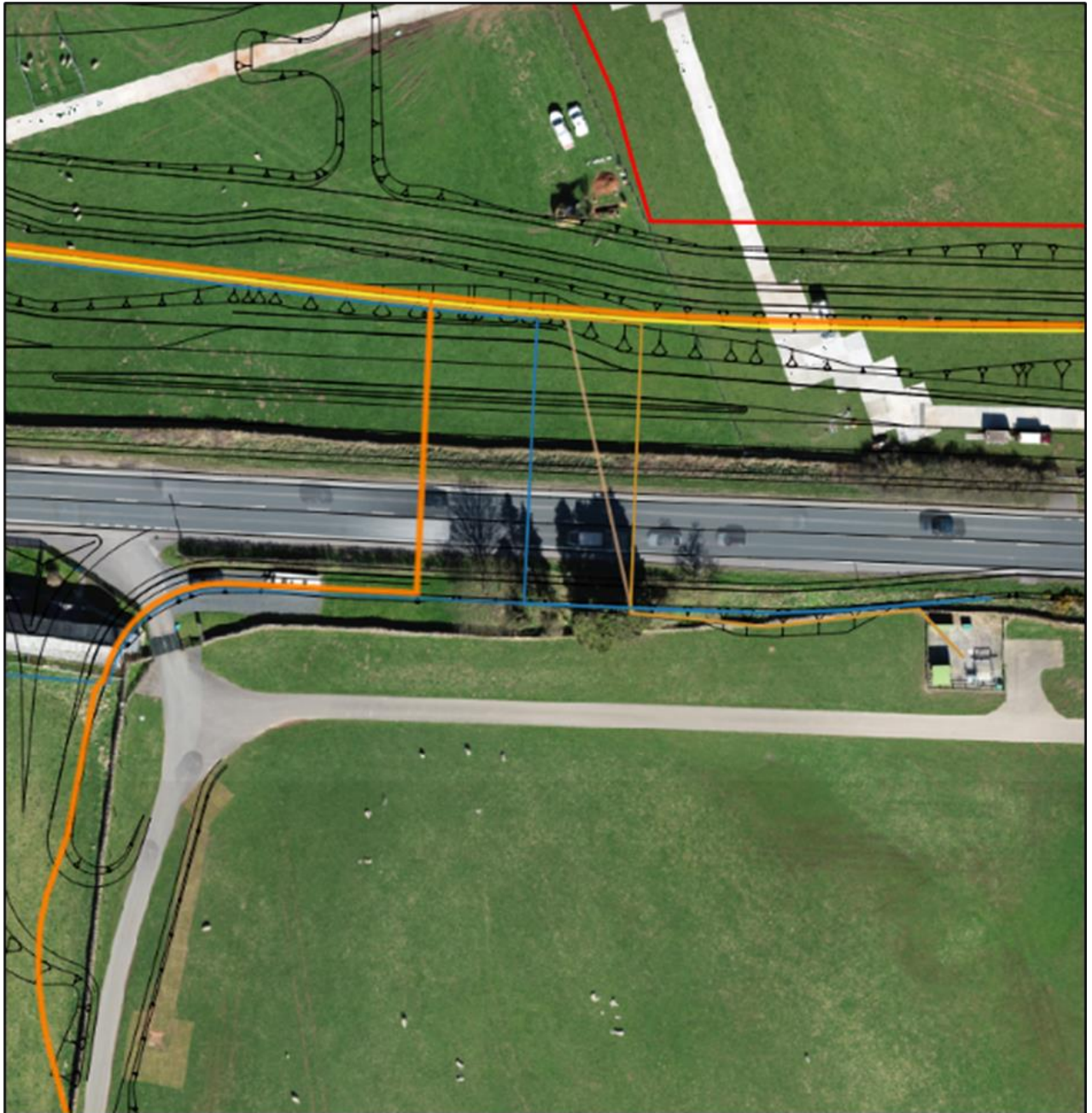
Proposed Utility Corridors

- Electricity North West 33k
- Electricity North West LV
- NEOS
- Openreach
- UU Potable
- UU Waste
- ZAYO

Legend for screenshots



Screenshot showing carriageway crossings for items 1, 4 and 6. Nominal length, 40m.



Screenshot showing carriageway crossings for items 2, 5, 7 and 10. Nominal length, 30m.



Screenshot showing carriageway crossings for items 3 and 8. Nominal length, 40m



Screenshot showing carriageway crossings for item 9. Nominal length, 25m.

Keltbray team structure and contact details

Role	Name	Email
Major Projects Director	Louise Pavitt	louise.pavitt@keltbray.com
Project Director	Tim Barber	tim.barber@keltbray.com
Project Manager	Niall Drayne	niall.drayne@keltbray.com
Design Manager	Eric Hardwick	eric.hardwick@keltbray.com
Quality Manager	Paul Gerrard	paul.gerrard@keltbray.com

Principal Designer Rep	Tim Barber	tim.barber@keltbray.com
Works Superintendent	Martyn Hodge	martyn.hodge@keltbray.com
Planner	Alan Wooding Andrew Beckett Richard Jackson	Alan.wooding@keltbray.com andrew.beckett@keltbray.com richard.jackson@keltbray.com
Supply Chain Manager	Gemma Clarkson	gemma.clarkson@keltbray.com
Environment	Kiro Tamer	kiro.tamer@keltbray.com
Lean	Paul Gerrard	paul.gerrard@keltbray.com
Customer	Stuart Culley	stuart.culley@keltbray.com
Safety	Neil Davison	neil.davison@keltbray.com
Risk	Richard Elsey	Richard.elsey@keltbray.com
Commercial Manager	Adam Steel	Adam.steel@keltbray.com
Temporary Works Designer	Wentworth House	c/o john.laverick@keltbray.com

1. Scope

1(a) General

As detailed in the appended Proposed Professional Services Short Subcontract titled '*Professional Services Short Subcontract - RDP - A66 (260123) - Final Draft*'

1(b) Drawings and Specification

- Ground Investigation Data
- [Google Map with proposed widening of the A66 with proposed utility corridors](#)

2. Programme

The tender period is as follows:

- Issuing of enquiry – 24/10/2023
- Mid tender interviews (on request) – WC 07/11/23
- Tender submission deadline – 12 noon on 14/11/23

3. Documents to be returned by tenderers

Tenderers are to return the following documents:

1. *Scheme 03a - Directional Drilling ECI - Quality Question Set* fully populated with the Subcontractors responses and all supporting information
2. *Scheme 03a – Directional Drilling ECI – Indicative Bill of Quantities* – completed with the subcontractors rates for the bill items identified (please note the preferred bidders rates will inform the agreement of the benchmark budget which the preferred bidder will be measured against during the Stage One works). The indicative Bill of Quantities is reflective of the outline scope at the time of enquiry.
3. *Scheme 03a – Directional Drilling ECI - Schedule of People Rates* – completed with the fixed price rates which shall be fixed for the duration of the contract and chargeable on a time charge basis for ECI duties in accordance with the scope of work set out in the proposed Professional Services Short Subcontract. A draft forecast to complete for the completion of the design also to be provided.
4. Forecast cost to complete for design work using tendered people rates along with timescales
5. Insurance documents: In particular PI, PL and EL.
6. Assumptions, exclusions etc. included in submission
7. Summary of any works that will be sub-subcontracted (if applicable)

4. Assessment Criteria

All tenderers will be assessed based on the following criteria:

Scheme 03a – Directional Drilling ECI - Quality Question Set – 70%

Scheme 03a - Directional Drilling ECI - Indicative Bill of Quantities – 25%

Scheme 03a - Directional Drilling ECI - Schedule of People Rates – 5%

If you have any queries relating to the details contained within this enquiry do not hesitate to contact the undersigned.

Yours faithfully,

Niall Drayne
Project Manager