

N17/18 Gort to Tuam PPP Scheme



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Project Manager: (name)

NOTE: This document is not the Official Planning & Control document for this project. The objective of this document is to keep the public informed of project progress on social media and on-line platforms and to support and complement those working directly on the project. This document relies wholly on publicly available information from the stakeholders involved in the initiation, planning and execution of the project. In this context it is not the intention of this exercise to undermine any authority involved with the execution of “N17/18 Gort to Tuam PPP Scheme”. This information in this document complements the extensive background information on the scheme which can be viewed on Galway County Councils web site:

<http://www.galway.ie/en/services/roads/roadsprojects/m17m18/>

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1 N17/18 Gort to Tuam PPP Scheme

This document is the plan N17/18 Gort to Tuam PPP Scheme. It has been put together in the public interest to give information on the project and monitor progress. The works consists of:

- approximately 27.7 kilometres of Dual Carriageway
- realignment of approximately 9km of single carriageway
- approximately 17km of access tracks accommodation works
- 2 junctions
- 30 structures including bridges and underpasses
- various culverts chambers, drainage works and ducting
- various landscape environmental and mitigation works
- various re-alignments of rivers and streams
- various safety barrier systems
- various signing and lighting works

1.1 Project Integration

On 12th Feb 2010 the N18 Oranmore to Gort Scheme was combined with the M17 Galway to Tuam Scheme and the N17 Tuam Bypass scheme into one large scheme 57 kilometres long, known as the N17 N18 Gort Tuam PPP scheme.

1.1.1 Project Initiation

An environmental assessment of the proposed route has been completed and approved. In 2012 INIS Environmental Consultants Ltd were contracted to carry out full EIAs for quarries on this alignment and submit the planning applications for these quarries to Galway County Council to ensure that rock supplies for this major infrastructure project are available at strategic areas on the alignment in time for initiation of the contract. All archaeological sites investigated along the route have been fully resolved under license from the National Museum. In addition, compulsory purchase orders required to develop the road have been completed and the land for the scheme has been acquired.

1.1.1.1 Project Definition

The N17 N18 Gort to Tuam PPP Scheme forms part of the Atlantic corridor outlined under Transport 21. The scheme involves the design and construction of a new road to

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replace the existing N17 and N18 between Gort and Tuam. The existing N17 and N18 will thereafter be reclassified as regional roads. The scheme bypasses several adjacent towns to remove traffic bottlenecks. It is designed to accommodate national through traffic flows and will significantly improve safety and reduce journey times for traffic travelling north-south along the West of Ireland. The new road will also improve connectivity between the Western Region and Dublin and will significantly assist in the economic development of the BMW (Borders, Midlands and Western) regions. Any queries on the scheme can be directed to: M17M18project@galwaycoco.ie

The project road commences at the northern end of the N18 Crusheen to Gort scheme which opened to traffic in November 2010. The route will be of motorway standard from Gort to the junction at Kilmore, just south of Tuam, a distance of 53.2km. The alignment then continues with a dual carriageway Type 2 cross section, following a route to the west of Tuam town centre, to its end point on the N17 north of Tuam at Mountpotter, a distance of 4.2km.

The alignment follows a largely green-field route with mainly grade-separate junctions at:

- Kiltiernan Interchange – connecting to the existing N18;
- Rathmorrissy – connecting to the M6 Dublin-Galway motorway;
- Annagh Hill – connecting to the N63; and
- Kilmore (at grade junction) – connecting to the N17.
- Ballygaddy Road interchange – connecting to Ballygaddy Road

1.1.2 Project Charter

Goal

The over-riding Goal Benefits Links Cork to Sligo and Donegal Bypasses Tuam, Ardrahan, Claregalway, Kilcolgan, Clarinbridge and Gort

Stakeholders (small projects may only have primary stakeholders)

Transport Infrastructure Ireland National Roads Design Office,

Halcrow Barry Earthsound Archaeological Geophysics

N17/18 Gort to Tuam PPP Scheme

Arup	Roadbridge Civil Eng. & Building Contractors
Gama - Strabag Joint Venture	Lagan Construction Group Limited
Duncan Fencing Limited	John Kirrane Plant Hire Limited
Landowners in the Region	Residents in the Surrounding Townlands
Commuters	Business Owners in the Catchment Area

Budget

The budget for the event is estimated to cost €550,000,000

Funding

The Project has been procured via a Public Private Partnership (PPP) model as part of the Government's Infrastructure Stimulus package. The private sector company is paid in full by the State by way of availability payments, i.e. contractual payments for providing the road and making it available for use to a high standard.

Timescale

The start date for construction is 09/03/2015 The completion date is 09/02/2018 and duration of the project is 35 months. Works on regional and local roads traversing the mainline will in general be open to traffic once they are complete.

Resources

The resource requirements are:

Project Roles

Briefly outline the roles of project human resources. (e.g. Project Team, Sponsor, Steering Group etc.)

Signed

Date: _____

(Sponsor)

1.1.3 Success Framework

This stage commences officially following Project Charter Approval.

1.1.3.1 Select Project Resources

The tendering process for the N17 N18 Gort Tuam PPP scheme is being managed by the National Roads Authority. The scheme will be constructed as a four lane road. There will be no tolls on the road. Further details on the scheme can be found on the NRA website at the following link

Direct Route (Tuam) Limited signed a contract with the Transport Infrastructure Ireland (TII) on the 30th April 2014 for the financing, design, construction, operation and maintenance of the N17/18 Gort to Tuam PPP Scheme. Direct Route (Tuam) Ltd commenced fencing the lands acquired for the scheme in January 2015, with construction of the road to start in the following months.

1.1.3.2 Project Outputs

The product objectives and the project management objectives can be combined under the heading of Project outputs. The product objectives are:

- _____
- _____
- _____

The project Management objectives are:

- Meet stakeholder needs
- Deliver within Time-frame
- Operate within budget
- _____
- _____
- _____

1.1.3.3 Critical Success Factors

(Example) The Critical Success Factors are:

- Clear objectives
- _____
- _____
- _____
- _____

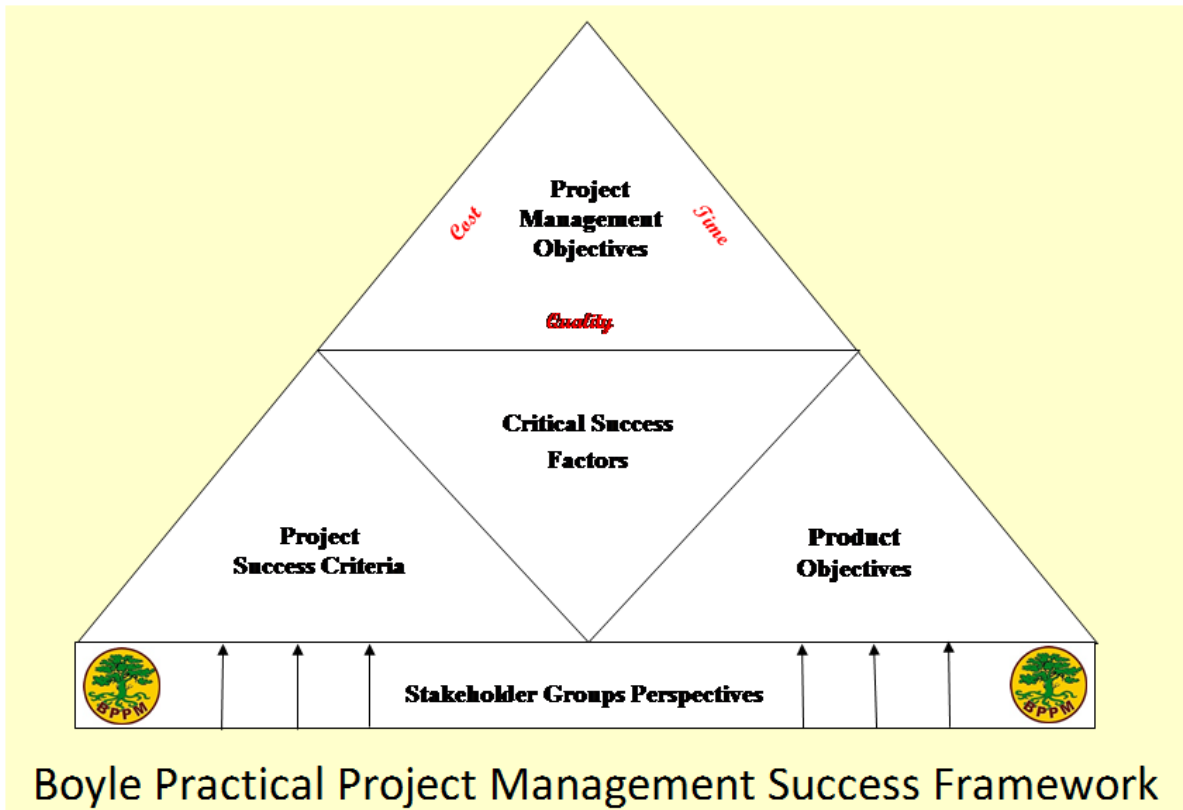
1.1.3.4 Success Criteria

The criteria as set out in the table below have been drawn up by the stakeholders to measure the success of the project based on the project outputs.

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Project Outputs	Success Criteria Measurement Unit Specification	Time Base	Expected Result

The basis for succeeding with this project is through satisfying the success criteria. Meeting stakeholder needs involves realizing the benefits of the product to achieve the success criteria metrics. The time base for measuring success normally extends beyond the product completion date. The Critical success factors are represented in the middle of the Theoretical Success Framework Diagram, representing their relationship to achieving both project and product objectives and their influence on satisfying the success criteria. (State here how the objectives, the success factors and the success criteria were agreed and by who?)



1.1.3.5 Risk

The risks, their likely impact and the necessary response are:

Risk No.	Risk Identified	Likely Impact	Risk Response
1	Site Condition and Preparation		
2	Financial Inflation		
3	Regulatory: Changes in legislation		

1.1.4 Project Constraints

The project inputs explain how the product will be done and are defined, by the work breakdown structure, responsibility chart, schedule, and budget. These inputs are further decomposed into work package activities and tasks.

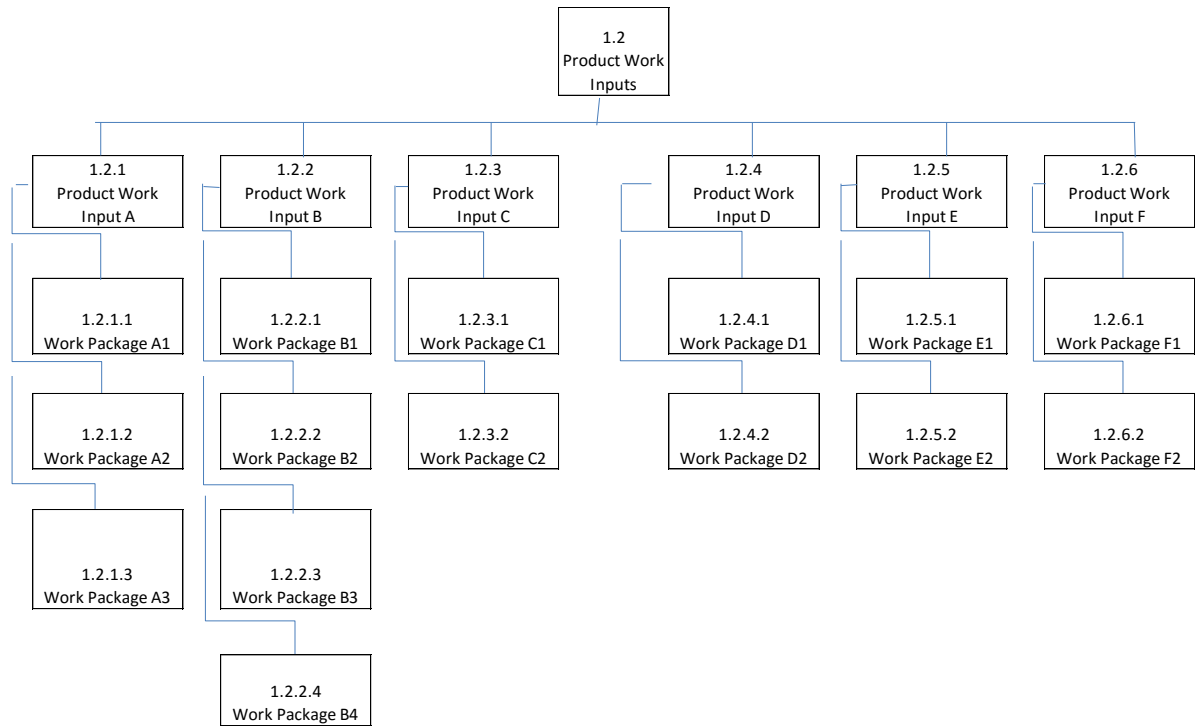
1.1.4.1 Work Breakdown Structure

The product work inputs are the resource activities required to deliver each output objective. The product work inputs are:

The proposed contract shall comprise the design, execution and completion of the Works but not limited to the provision of:

- _____
- _____
- _____
- _____
- _____
- _____

The product work inputs can be further broken down into work packages and depicted graphically in a Work Breakdown Structure. The WBS below is a picture of the project subdivided into hierarchical units of work, and represented as a tree.



1.1.4.2 Time Schedule

The project team determines the length of time needed to complete each of the work packages as follows: (Insert a table with the start and finish dates for each activity. The WBS on the left is the work breakdown structure code.)

ID	WBS	Task Name	Start	Finish
----	-----	-----------	-------	--------

1.1.4.3 Resources

Responsibility Assignment Matrix

“The matrix outlined below depicts how the roles and responsibilities are assigned to the various members of the project management team. For each work package the Accountable person with primary responsibility has been identified as well as those additional people whom have a contribution to make to the successful completion of the work package. The legend is as follows, hence the name PARIS has been given to this type of Responsibility Assignment Matrix.” Smaller projects may only require the person(s) accountable for an activity be identified.

P = Participant

A = Accountable

R = Review Required

I = Input Required S = Sign-Off Required

Responsibility Assignment Matrix				
P = Participant	A = Accountable	R = Review Required	I = Input Required	S = Sign-Off Required
Activity	WBS Code	Resource 1	Resource 2	Resource 3
Project Name	1			
Project Initiation	1.1			
Produce Project Charter	1.1.1			
Outline Success Framework	1.1.2			
Complete Project Plan Document	1.1.3			
Product Work Inputs	1.2			
Product Work Input A	1.2.1			
Work Package A1	1.2.1.1			
Work Package A2	1.2.1.2			
Work Package A3	1.2.1.3			
Product Work Input B	1.2.2			
Work Package B1	1.2.2.1			
Work Package B2	1.2.2.2			
Work Package B3	1.2.2.3			
Work Package B4	1.2.2.4			
Etc	1.2.3			
Etc	1.2.3.1			

Resource assignments level of effort

The level of effort required by the resources named beside each activity indicates the % of their time each day. Where there is no % indicated, the resource is assigned 100% of their time for the duration of that activity. The material resources used for the completion of activities are named beside each activity.

WBS Code	Task Name	Resource Names
1	Project Name	
1.1	Project Initiation	
1.1.1	Produce Project Charter	
1.1.2	Outline Success Framework	
1.1.3	Complete Project Plan Document	
1.2	Product Work Inputs	
1.2.1	Product Work Input A	
1.2.1.1	Work Package A1	
1.2.1.2	Work Package A2	
1.2.1.3	Work Package A3	
1.2.2	Product Work Input B	
1.2.2.1	Work Package B1	
1.2.2.2	Work Package B2	
1.2.2.3	Work Package B3	
1.2.2.4	Work Package B4	
1.2.3	Etc	
1.2.3.1	Etc	

1.1.4.4 Cost

Resource Cost

The rates and the number of units for resources that have been determined by the project team for (Project Name) are:

Resource Names	Type	Units	Std. Rate

The cost breakdown structure allows the costs of the project to be viewed, as a per-period cost histogram showing the period cash flow for the resources required to complete the project.

Period Ending	Cost per Period	Cumulative Costs per Period

Cost Breakdown Structure

A Cost Breakdown Structure (CBS) is constructed by assigning the cost to each allocated activity of the WBS.

WBS	Task Name	Total Cost
1	Project Name	
1.1	Project Initiation	
1.1.1	Produce Project Charter	
1.1.2	Outline Success Framework	
1.1.3	Complete Project Plan Document	
1.2	Product Work Inputs	
1.2.1	Product Work Input A	
1.2.1.1	Work Package A1	
1.2.1.2	Work Package A2	
1.2.1.3	Work Package A3	
1.2.2	Product Work Input B	
1.2.2.1	Work Package B1	
1.2.2.2	Work Package B2	
1.2.2.3	Work Package B3	
1.2.2.4	Work Package B4	
1.2.3	Etc	
1.2.3.1	etc	

1.2 Product Work Inputs

This section of the plan outlines the specifications for the product to satisfy stakeholder requirements.

1.2.1 Product Work Input A

(Description)

1.2.1.1 Work Package A1

(Description)

1.2.1.2 Work Package A2

(Description)

1.2.1.3 Work Package A3

(Description)

1.2.2 Product Work Input B

(Description)

1.2.2.1 Work Package B1

(Description)

1.2.2.2 Work Package B2

(Description)

1.2.2.3 Work Package B3

(Description)

1.2.2.4 Work Package B4

Etc

Etc

1.3 Closeout

Project Closeout heralds the formal end of the project. The closeout shall verify that the objectives have been accomplished.

1.3.1 Lessons Learned report

The identification and recording of issues arising on the project shall help to reduce or eliminate the chances of re-occurrence on similar projects in the future. Details of the original lessons learned report are incorporated into this document.

1.3.2 Project closure event

(details)

1.3.3 Post Project Analysis

The timeframe for measuring product success can be immediately or several years after project completion. Describe here to what extent the criteria for measuring success have been met compared to expectations. Outline your recommendations for future projects of a similar nature.

Project Outputs	Success Criteria Measurement Unit Specification	Time Base	Expected Result	Actual Result