

**Project: 651 Mamre Road, Orchard Hills**

**Value: \$4,000,000.00**

**Summary**

Orchard Hills RMS works involving 500m of road upgrades, acceleration lane and de acceleration lane including a new signalised intersection

Contractual program of 18 weeks completed in 12 weeks – working day and nights.

**Scope**

- 8000m3 of earthworks and shaping of drainage easement
- 800lm of new drainage
- Pit constructions
- Culvert construction including bridging slab tiering into existing culvert running under Mamre Road
- 6000m2 of milling
- 10,000m2 of enviropave
- 700mm-1m depth pavements
- 125mm AC 20 AR450 9000m2
- 50mm AC14 AR450 8000m2
- Overlay AC14 AR450 5000m2
- SF Kerb
- SA Kerb
- SB Kerb
- Median islands, footpaths, pram ramps
- 4000 tonnes of asphalt installed throughout the project.

**KEY PERSONNEL**

**Nick Simmons**  
Project Manager

**Benny Ho**  
Project Engineer

**Brian McSpadden**  
Construction Manager

**Geoff Kerin**  
Site Supervisor

**Brendan Chin**  
HSEQ Advisor

**Daniel Grima**  
Allocator

**Karina Hannan**  
Contracts Administrator



## ABOUT US

With enviable expertise and resources, we provide complete civil construction services, adaptable to any scale and scope of work and eliminating the need to employ multiple contractors. We're committed to delivering services to an exceptional standard every time.



*Our philosophy is to develop close client relationships based on mutual respect. Our clients have confidence and trust that a Simmons Civil job will be completed to a high standard every time, and that we won't 'disappear' if the going gets tough. This approach has resulted in plenty of repeat business with clients across Sydney's metropolitan area, all the way up to Newcastle and its surrounds."*

**NICK SIMMONS**  
– MANAGING  
DIRECTOR

## Challenges

The client had numerous RMS approval issues on the project whilst the practical completion date remained the same. We worked hard to reach the anticipated PC date by working within the approved hours; working a day and night crew, changing our methodologies so that both crews can work concurrently. An example of the methodology changes; was working a night crew to upgrade the existing RMS shoulder by 1m wide, 30m sections on a shift, this including all relevant hold points (i.e. proof rolls and geotechnical compliance) and then make safe after each shift for normal traffic to run parallel the next day.



## Result

By working both day and night crew, the anticipated PC date was achieved, and we were able to satisfy our client and deliver to RMS specification.

