

M50 Upgrade Scheme Contract 1 - Dublin

Year	Contract	Employer	Project	Our Client
2010	FIDIC Yellow Book	South Dublin County Council	M50 Upgrade Scheme Contract 1	SIAC/Ferrovial Joint Venture



Summary

The M50 Motorway in Dublin Contract 1 was a road widening scheme that developed an existing motorway from two lanes running in each direction to three whilst allowing traffic to move through the work. It also improved the interchanges at each end to free flowing interchanges.

The Contractor was denied his preferred sequence of executing the Works by the actions of the Employer who required that an emergency lane be provided. A dispute arose and later the matter was referred to Arbitration. The matter subsequently referred to a Mediation process at which it was settled to the complete satisfaction of the Contractor.

In this matter QUALSURV performed the role of Construction Expert. This role had two essential components: (1) to act as interface between the expertise of the Planning and Programme expert and that of the Quantum Expert, and (2) to opine over the production outputs the Contractor might have achieved but for the acts of prevention for which he held the Employer responsible under the contract.

The Quarrel

The Contractor planned to construct the work in 7no 1.5km blocks. On full completion of each block work would restart at the adjacent block. The Contractor contended the Employer's requirement to have an emergency lane form part of the traffic management scheme prevented this method of working and: (1) delayed the execution of the Works and (2) caused additional cost to be incurred. The Engineer and the Employer didn't agree and the matter was referred to Arbitration.

The Challenge

The challenge was to understand and opine over the methods and sequencing of the works as contemplated by the Contractor within his accepted programme (the block approach) and advise and opine as to how the event complained of was the cause of the changed sequence of construction and the changed methods of work actually undertaken. This created a significant challenge in gauging the outputs that might have been achieved by the Contractor had his preferred method of working been allowed and that formed the basis of the accepted programme.

Actions

QUALSURV examined the horizontal alignment and physical properties of the existing carriageway and using this

information applied the contractor's traffic management phasing diagrams and traffic management schemes to this model to establish, as a matter of fact, whether the "block" method of working and the temporary running lanes were practical and achievable. Thereafter, QUALSURV examined the methods of construction and in particular made a study of the effect the placing of an emergency lane within the Works had upon sequencing and methods. As one of four experts working on this case there was also the challenge to understand how their work and opinions affected that of QUALSURV. This was particularly true for the work of the Traffic Management expert.

Outcome

The Contractor's case was heard as part of the Mediation process and was settled to his complete satisfaction.

