



GREG WRIGHT CPEng BE (Hons 1) MBA MIEAust NER

Career Overview

CURRENT POSITION:

Technical Director,
Centra Australia Pty Ltd

QUALIFICATIONS:

Bachelor of Engineering
(Honours Class I)

Master of Business
Administration

MEMBERSHIPS:

Engineers Australia
Member No 389870

Australian Society for
Concrete Paving

AREAS OF EXPERTISE:

Customer Service

Pavement Design

Asset Management

Risk Management

Project Management

Change Management

Construction Management

Traffic Engineering

Pavement Investigations

Pavement Dilapidation

Financial Management

Business Development

Quality Management

Greg specialises in pavement engineering. He is a Chartered Professional Engineer (CPEng) with over 39 years' experience. He holds a Bachelor of (Civil) Engineering degree and a Master of Business Administration degree and is listed on the [NER](#).

Greg's leadership and technical expertise combined with his commitment to providing excellent customer service contributed to the successful delivery of large capex infrastructure projects such as the \$4.5B Brisbane Airport Link project, the \$3.8B Victorian Desalination Plant, the \$3.2B Clem 7 motorway project, the \$1.1B Lane Cove motorway project, the \$2.0B Ipswich Motorway upgrade project, \$1 billion M12 project and \$1.7B M7/M12 Interface project.

Greg led the Thiess John Holland pavement design team during the tender design phase of the \$2.65 billion North Connex project and advised Queensland Department of Transport and Main Roads regarding aligning their asphalt, aggregate and bitumen technical standards and test methods with those of Roads and Maritime Services.

Greg prepared asset management plans for the \$60million M2 Motorway pavement resurfacing plan, the \$15 million Highland Highway pavement rehabilitation plan and the \$600 million Westgate Freeway project.

Greg also contributed to the successful development and delivery of several other major infrastructure projects, such as, the Sapphire to Woolgoolga Pacific Highway upgrade, Port Botany Expansion, E2U and M2 Motorway Upgrade projects.

Greg led the pavement design teams for the \$3.8B Victorian Desalination Plant, the \$2.7B Clem 7 tunnel project and \$1.1B Lane Cove project and verified the \$2.0B Ipswich Motorway upgrade and \$1.5B Port Botany Expansion projects.

Greg managed the delivery of road improvement projects such as the Pacific Highway carriageway duplication at Wyoming, the upgrade of the intersection of Lookout Road and McCaffery Drive, New Lambton Heights and the Hexham Contra flow Project.

Greg also project managed several other road improvement projects for the Roads and Traffic Management Section of RMS and ensured that each project was delivered on time, within budget and in accordance with stakeholder requirements.

Greg managed the delivery of six consecutive sealed road pavement management programmes for Hornsby Shire Council's between January 1995 and January 2001.

Greg is currently employed by Transport on a full-time basis to support the delivery of road network capital improvement projects in the Western Parklands region of Sydney.

Career History

2023—Current	Transport For NSW—Pavement Engineer (Pavement Design)
2013—Current	Centra Australia—Technical Director
2013—2013	HYDER Consulting—Associate Technical Director
2011—2012	AECOM—Associate Director
2005—2011	Parsons Brinckerhoff (PB)—Principal Engineer
2003—2005	Kellogg Brown & Root (KBR)—Project Supervisor
2001—2003	Connell Wagner (CW)—Senior Engineer
1995—2001	Hornsby Shire Council—Pavement Engineer
1989—1994	Cessnock City Council—Planning & Design Manager
1984—1989	Lake Macquarie City Council—Senior Engineer

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Project Experience (TfNSW)

[Australia Ave/Homebush Bay Dr Int Upgrade Project](#)

Project Value: \$100 million

March 2025 – Present

Greg reviewed the 80% concept pavement design package & participated in the Risk management & HSiD workshops.

[M7/M12 Integration Project](#)

Project Value: \$1.7 billion

October 2023 – Present

Greg reviewed the pavement design packages for the M7-M12 integration project. The project involves widening 27km of the M7 Motorway between the M5 Motorway and Richmond Road and constructing a new interchange with the M12.

[New Sydney Fish Markets](#)

Project Value: \$750M

Feb 2025 – Present

Greg reviewed the design drawings detailing the proposed stormwater culvert protection slab and assessed its impact on Transport's pavement infrastructure in Piermont Bridge Rd.

[Badgery's Creek Road, Rehabilitation](#)

Project Value: \$15M

Dec 2024 to Present

Greg is reviewing the pavement rehab design for Badgerys Ck Rd between Elizabeth Drive and The Northern Rd.

[T3 Line \(SW Link\) Bankstown to Sydenham](#)

Project Value: \$1.1 billion

Dec 2024 to Present

Greg is advising the project team regarding the damage to local road pavements caused by the SW Link Buses.

[Roberts Rd/Wiley Ave, Greenacre Intersection Upgrade](#)

Project Value: TBA

March 2025 to Present

Greg will be reviewing the detailed pavement design for the intersection upgrade.

[Cambridge Avenue, Glenfield \(Moorebank Ave to M31 Motorway\)](#)

Project Value: TBA

Feb 2025 to Present

Greg assisted in preparing the business case for the project by attending the SIDR and constructability workshops.

[Heavy Vehicle Rest Stop, Remembrance Drive \(M31\), Menangle](#)

Project Value: TBA

April 2024 – Present

Greg designed the pavements for the proposed heavy vehicle rest stop opposite the Partridge VC rest stop.

[M12 Motorway Central](#)

Project Value: \$400M

May 2024 – Present

Greg audited the CRCP (R83), Lean Mix concrete (R82) and shared use path (R54) works for the project and is currently assisting Transport's site team to resolve several R116 nonconformities.

[Memorial Avenue Upgrade Project \(Old Windsor Road to Windsor Rd\)](#)

Project Value: \$316M

Feb 2023 – Feb 2025

Greg detailed the changes to the approved pavement design drawings and advised Transport's site team in relation to Contractor proposed design changes and nonconformities.

[Spring Farm Parkway Project Stage 1](#)

Project Value: \$200M

May 2023 – Feb 2025

Greg detailed the changes to the approved pavement design drawings and advised Transport's site team in relation to Contractor Requests for Information (RFIs) and nonconformity reports. He also supervised Hume Motorway nightworks.

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M12 Motorway West

Project Value: \$494M

July 2024 – August 2024

Greg audited the CRCP (R83), Lean Mix concrete (R82) and shared use path (R54) works for the project.

Macquarie Park Precinct and Bus Interchange Project

Project Value: \$100M

Dec 2023 – Present

Greg is reviewing the pavement design packages developed by the design consultant (GHD).

New Richmond Bridge and Traffic improvements Project Stage 1

Project Value: \$500M

July 2023 – Present

Greg reviewed the pavement design packages for The Driftway developed by Mott MacDonald and is currently providing technical advice to the tender review panel.

Hawkesbury Nepean Valley Flood Evacuation Route Resilience Project

Project Value: \$200M

July 2023 – October 2024

Greg reviewed the local and state pavement detailed design packages developed by AECOM and SMEC.

Schofields Road/Windsor Rd Intersection Upgrade, Rouse Hill

Project Value: \$25M

July 2023 – Present

Greg devised an innovative solution to span the high-tension power cable jointing bay with removable reinforced concrete slabs surfaced with densely graded asphaltic concrete reinforced with geogrid.

Project Experience (Centra Australia)

Client: Holding Redlich

Gateway Motorway, Brisbane, NSW

October 2023 – Present

Greg is advising Holding Redlich (representing Jacobs) in relation to the alleged Gateway Motorway pavement defects.

Client: Holding Redlich

Infrastructure Project—Lake Macquarie, NSW

January 2019 – Present

Greg researched the likely cause(s) of the observed asset damage and developed a risk management framework. Greg conducted an extensive literature review, inspect 77 sites, design suitable replacement pavements for the 77 sites and authored several expert reports on same. He reviewed and responded to the defendant's experts' reports.

Client: Vianello

Riverflat Drive – Glenmore Park, NSW

October 2023 - Present

Greg authored an expert report on the stability of the road embankment and is arranging geotechnical tests on same.

Client: Moray Agnew

Pearson Street, Charlestown, NSW

April 2022 – February 2023

Greg authored an expert report detailing the likely causes of the distress exhibited by the paving works in Pearson St mall. Greg is presently reviewing and advising on the suitability of the defendant's proposed corrective actions.

Client: McCabes

M2 Motorway, Epping, NSW

May – June 2023

Greg prepared an expert report on a motorcycle incident that occurred on the M2 Motorway.

Client: CMI Law Firm

Burns Crescent, Gosford, NSW

March – April 2023

Greg inspected the signage and sight distances at the Site and prepared an expert report on the matter.

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Client: Toby Tancred Solicitor
Blake Street, Millthorpe, NSW
March – April 2023

Greg reviewed the information provided by his client and prepared an expert report on the matter.

Client: BG&E Pty Ltd
Mt Ousley Interchange, Southern Region, NSW
November 2022

Greg reviewed GHD's pavement design for the project.

Client: Mills Oakley
Motorcycle incident – Gold Coast, QLD
October 2022 – Present

Greg inspected the site, reviewed the supplied design and contractual information and orally provided his opinion in relation to the plaintiff's expert's findings and whether the design complied with the guidelines specified in the design contract and estimated his fee for preparing an expert report that answers the questions in his letter of instruction.

Client: Mills Oakley
Damage to Residence – Paddington, NSW
May – October 2022

Greg reviewed the supplied information, inspected the roadway adjacent to the claimant's residence and the damage inside the claimant's residence and prepared an expert report documenting the damage and the causes of the damage.

Client: Clayton Utz
McKellar Way, Epping, Victoria
June – July 2022

Greg advised Clayton Utz in relation to the fitness for purpose of the heavy and light duty pavements constructed on an industrial site in Epping, Melbourne, Victoria.

Client: Wotton + Kearney
Sydney Light Rail (SLR) Project—Sydney, NSW
September – November 2021

Greg reviewed the project deed and third-party requirements for the SLR project. He also reviewed the defendant's design drawings and reports and assessed whether those designs met or exceeded the SLR project deed and third-party requirements and prepared an expert report detailing his findings.

Client: Transport for NSW
Botany Road, Botany
September 2020 – March 2021

Greg provides independent technical advice regarding the impact of traffic on a residential dwelling in Botany Road. The project required inspecting Botany Road and the subject residence, reviewing historical photogrammetric images, documents and preparing an expert report on the matter.

Client: Transport for NSW
Forest Way, Belrose
September 2020 – December 2020

Greg was retained by TfNSW to provide it with independent technical advice regarding flooding of a private school on Forest Way. The project required inspecting the school and Forest Way, reviewing relevant road maintenance specifications and documentation, and preparing an expert report on the matter.

Client: Gilchrist Connell
Enfield Intermodal Terminal Heavy Duty Pavement Investigation
March – April 2020

Greg documented the damage to the hardstand pavement (which he designed in 2012) and supervised the geotechnical and FWD tests on the pavement and designed the works to remediate the pavement. Prior to commencing the on-site geotechnical testing work, Greg completed mandatory on and off-site safety training and implemented the applicable safety protocols to ensure that the risks that he had identified were minimised so far as reasonably practicable.

Client: Sparke Helmore Lawyers
Snowy Mountains Highway
October – November 2019

Greg authored an expert report on an incident that occurred on the Snowy Mountains Highway in October 2017. The scope of work involved assessing site geometry, vehicle speeds, sight distance, work procedures and warning signage.

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Client: Transport for NSW
Old Northern Road, Dural
October 2019 – March 2020

Greg was engaged by TfNSW to provide it with independent technical advice regarding the impact of the Old Northern Road pavement widening on an adjoining residential property. The project required three on site meetings with the landowners, one face to face meeting and a teleconference with TfNSW personnel, specifying and reviewing survey detail, calculating stormwater discharge and authoring an expert report detailing his findings on the matter.

Client: Transport for NSW
Jounama Creek Culvert Repair Project
October – November 2019

Greg inspected and documented the condition of Murray Jackson Drive from Talbingo to Snowy Mountains Hwy in accordance with the procedure detailed in AGPT05-19, Section 3.3.2. Prior to commencing his inspection, Greg assessed the health and safety risks and recommended the control measures to minimise those risks.

Client: Roads Maritime Services, NSW
[Barham-Koondrook Bridge Project](#)—Barham, NSW
June 2017 – June 2019

The project involved routing construction and main road traffic onto local roads while the heritage bridge over Murray River was being repaired. Greg carried out the pre and post construction surveys of the local roads impacted by the project and reported his findings in four volumes. Prior to commencing those surveys, Greg assessed all risks and proposed controls such as traffic control to minimise the risks so far as reasonably practicable.

Client: Roads Maritime Services, NSW
Hume Motorway Maintenance Management Model—Yass, NSW
September 2017 – March 2018

Centra was engaged by Road Maritime Services to develop a new maintenance management model for the Hume Motorway. Greg's role was to analyse the maintenance data downloaded from RMS' REFLECT database, facilitate workshops and prepare a report that detailed the optimal maintenance strategy for the motorway.

Client: Arcadis (for Department of Main Roads, Queensland)
[Toowoomba Second Range Crossing Project](#) (\$1.6 billion)—Toowoomba, QLD
November 2015 – June 2018

The project involves constructing a 41km bypass of Toowoomba connecting Warrego Highway to Gore Highway. Greg's role on the project was to review Nexus' design and advise any departures from the Project Specification.

Client: Elringtons Lawyers
Oallen Ford Road, NSW Southern Tablelands
March 2018 – April 2018

Greg was engaged to provide his expert opinion as to whether Goulburn Mulwaree Council reduced the risk posed by pavement imperfections on Oallen Ford Road so far as reasonably practicable. The investigation involved assessing site geometry, vehicular speeds, stopping distances, warning signage and assessing whether the procedures Council implemented were consistent with industry standards and applicable legislation.

Client: CPB Dragos Samsung Joint Venture (CDS-JV), NSW
[New M5 WestConnex Project](#) (\$4.3 billion)—Sydney, NSW
December 2016 – December 2017

CDS-JV is designing and constructing the New M5 project. Greg's role in the project was to advise CDS-JV about the impact of the project on Canterbury's local roads during the construction phase of the New M5 project. The project involved inspecting the impacted roads, reviewing ARRB's report on those roads and reporting his findings.

Client: North Sydney Council (NSC), NSW
[Woolworths Crow's Nest Project](#) (\$40 million)—Sydney, NSW
April 2017 – May 2017

The \$40 million redevelopment of the Woolworths Crows Nest Shopping Centre included footpath paving works along Falcon St, Burlington St and Alexander St frontages. Greg undertook a forensic investigation into the paving works.

Client: NSW Department of Justice
[Oallen Ford Road, NSW Southern Tablelands](#)
November 2016

Greg's expert opinion on the road pavement imperfections was accepted by the Deputy State Coroner as prime facie evidence that the poor condition of the road pavement substantially contributed to the death of Mr Hughes. The investigation involved assessing site geometry, vehicular speeds, stopping distances and warning signage.

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Client: ARUP (for Roads Maritime Services), NSW
[M4 Smart Motorway Project](#) (\$800 million)—Sydney, NSW
October – November 2016

The M4SM project involved widening the M4 between the M7 and Roper Rd and upgrading its interchanges at Church St, Mamre Rd and Mulgoa Rd. Greg developed ARUP's pavement designs from concept to detailed.

Client: Goulburn Mulwaree Council
Oallen Ford Road, NSW Southern Tablelands
November 2015 – February 2016

Greg was commissioned by Goulburn Mulwaree Council to prepare an expert report on the factors that may have contributed to the death of Mr Hughes when his motorcycle struck a pothole at Oallen Ford on 4 October 2015.

Client: Lipman
[Royal Sydney Golf Club Redevelopment Project](#) (\$9.8 million)—Sydney, NSW
December 2015

The project involved redeveloping the Royal Sydney Golf Club House (including constructing an indoor and outdoor swimming pool). Greg inspected the defective footpath paving and forensically investigated and prepared an expert report on the pool concourse pavement efflorescence, paver and paving joint damage.

Client: ETTT Alliance (comprising Leighton Contractors, Lend Lease Engineering & Transport NSW)
[Epping Thornleigh Third Track \(ETTT\) Project](#) (\$265 million)—Sydney, NSW
October 2013 – April 2016

The project involved constructing a third rail line between Thornleigh and Normanhurst. Greg prepared dilapidation reports on the pre and post construction condition of local road pavements and rail bridge over the M2 Motorway.

Client: Thiess John Holland (TJH) Joint Venture
[NorthConnex Project](#) (\$2.65 billion)—Sydney, NSW
September – November 2013

The NorthConnex project links the M1 Motorway to Sydney's M2 Motorway. Greg led TJH's pavement design team during the tender preparation phase.

Client: SSFL Alliance (comprising Leighton Contractors and Transport NSW)
[South Sydney Freight Line](#) (SSFL) Project (\$297 million)—Sydney, NSW
June – September 2013

The SSFL project involved adding a dedicated freight line between Birrong and Macarthur. Greg's role was to quantify the pavement damage sustained by the local road network during the SSFL project construction phase.

Client: Downer EDI
Motorcycle Incident —Bylong Valley Way, Upper Growee, NSW

The case involved reviewing the information, inspecting the site and advising legal counsel regarding the factors that contributed to the 21 February 2014 motor vehicle incident approximately 16km north of Rylstone.

Client: North Shore Paving Company
Southgate West—Banksmeadow, NSW

Greg prepared an expert report on the design and construction factors that led to the observed heavy-duty container pavement damage, designing feasible site configurations and pavement repair options.

Client: Hawkesbury City Council
Motor Vehicle Incident—Londonderry, NSW

The case involved reviewing the available evidence, inspecting the site and preparing an expert report on the causal factors that led to the motor vehicle incident on Londonderry Road, Londonderry near The Driftway in February 2010.

Client: Fairfield City Council
Trip and Fall Incident —Cabramatta, NSW

Greg reviewed the available evidence, inspected the site and prepared an expert report on the causal factors that led to the Plaintiff allegedly sustaining injury due to tripping and falling on a footpath irregularity.

Client: Bannister & Hunter
Residential Development —Fern Bay, NSW

Greg reviewed the available evidence, inspected the site and prepared an expert report that quantified and justified the extent, nature and cost of the rehabilitation works that would be necessary to bring the site into conformity.

Project Experience (Hyder Consulting)

Client: Department of Transport and Main Roads (DTMR)
Independent Catalyst Differential Cost Savings (ICDCS) Project—Brisbane, QLD
Project 3.1 (National Asphalt Specifications Harmonisation Project) Catalyst

ICDCS is a program of cost savings projects for DTMR's Engineering & Technology Branch and the Program Delivery and Operations Branch. Hyder assisted DTMR to achieve departmental objectives by leveraging Hyder's local experience and global networks so that DTMR can achieve more from less. Greg was one of the ICDCS project catalysts. His role was to be the catalyst for and assist DTMR to redesign its asphalt procurement system.

Client: Lend Lease
Nambucca Heads to Urunga Project (\$500 million)—Northern NSW

The 22 kilometre Nambucca Heads to Urunga (NH2U) upgrade the Pacific Highway (A1) is part of the larger Warrell Creek to Urunga project. The NH2U project comprises dual, divided carriageways and includes nine twin bridges and multiple underpasses and overpasses as well as an interchange at Waterfall Way. Greg's role is to verify that the pavements designed by Lend Lease conform to the project SWTC.

Client: Lend Lease
Bonville Bypass Project (\$165 million)—Northern NSW

The Bonville project involved designing, constructing and maintaining the 9.6km of dual carriageway bypass of Bonville between Perrys Road and Lyons Road bypass. Greg's role involved verifying that the Bonville pavements are being maintained in accordance with the scope of work and technical criteria for the project (SWTC).

Client: Lend Lease
Brunswick to Yelgin Project (\$219 million)—Northern NSW

The project involves designing, constructing and maintain 8.6km of dual carriageway between Brunswick Heads and Yelgun. The B2Y section of the Pacific Motorway (M1) was opened to traffic in July 2007. Greg's role on the B2Y project was to verify that the B2Y pavements are performing and are being maintained by Lend Lease to the standard specified in the B2Y SWTC.

Project Experience (AECOM)

Client: Transurban
M2 Motorway Upgrade project (\$550 million)—Sydney, NSW
Pavement Engineer

The project involved upgrading the M2 Motorway by adding one east bound traffic lane between Windsor Road and Lane Cove Road and to the west bound carriageway between Lane Cove Road and Pennant Hills Road. Greg reviewed the concrete pavement jointing at the Beecroft Road interchange and designed pavement repairs at Pennant Hills Road.

Client: Leighton Contractors
Pacific Highway Upgrade – Sapphire to Woolgoolga (\$700 million)—NSW, Australia
Pavement Detailing

Sapphire to Woolgoolga involves upgrading 25km of the Pacific Highway to dual carriageways from just north of Coffs Harbour through to Arrawarra Beach Road, just north of Woolgoolga, in northern New South Wales. Greg provided pavement design advice to the site design team for inclusion in NCRs and RFIs.

Client: Roads and Maritime Services (NSW)
Hunter Expressway (\$1.7 billion)—Newcastle, Australia
Pavement Verification

The Hunter Expressway project is a 40km long dual carriageway that connects the M1 Motorway at Seahampton Greg verified the design of its pavement and advised the site team responsible for verifying its construction.

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Client: Hinchinbrook Shire Council (Qld)
National Disaster Relief Project (\$125 million)—NSW, Australia
Pavement Design Verifier

The project involves repairing roads damaged by floods caused by tropical cyclone Yasi in February 2011. Greg verified the project team's pavement designs.

Client: NSW Department of Planning
Ulan Road Upgrade project (\$45 million)—Mudgee, NSW
Pavement Engineer

The project involves upgrading 45km of Ulan Road from just north of the township of Mudgee to Cope Road. Greg reviewed the upgrade proposal and developed an improved pavement upgrade design and apportionment model.

Client: Department of Transport and Main Roads (Qld)
Transport Network Reconstruction Program (\$423 million)—Toowoomba, QLD
Pavement Designer

The project involved repairing main roads in the Darling Downs Region damaged by the January 2011 major flood event. Greg designed the pavement rehabilitations for several main roads damaged during the January 2011 major flood event.

Client: Roads and Maritime Services (NSW)
Old Wallgrove Road (\$100 million)—Sydney, NSW
Pavement Detailing

Greg detailed the pavements for the Old Wallgrove Road project and connecting road enhancements including the link road connecting the M7 ramps with Capicure Drive and Old Wallgrove Road..

Client: Newcastle Airport Limited
Newcastle Airport Taxiway Hotel Upgrade (\$5 million)—Newcastle, NSW
Technical Advisor

The project involves reconstructing Taxiway Hotel between the terminal apron and Taxiway Juliet. Greg provided technical advice to APP's project manager during the construction phase.

Client: Roads & Maritime Services NSW)
MR82 Intersections Upgrade Project (\$80 million)—Newcastle, NSW
Pavement Detailer

Greg detailed the pavements and subsurface drainage for two of the intersections being upgraded by RMS along the 13km MR82 route between Lake Road, Wallsend and Griffiths Road, Lambton. on the detailed design drawings.

Client: PTP Sdn Bhd
Port of Tanjung Pelepas—Johor, Malaysia
Technical Advisor

This project involved determining the impact of solid rubber tyres on the performance of the port's pavements. Greg assessed the impact of the solid tyres on the design life of the port pavement and on its running surface.

Client: Sydney Ports Corporation
Port Botany Expansion (\$1.5 billion)—Sydney, Australia
Pavement Designer

The Port Botany Expansion project includes 5 new container berths, associated tug berths, Foreshore Road improvements and a grade separated interchange incorporating a rail over-bridge as well as public areas.

Greg reviewed the pavement design drawings for the AUD 55 million grade separated interchange and its approaches.

Client: Leighton Contractors
Enfield Intermodal Facility (\$147 million)—Sydney, NSW
Pavement Design Reviewer

The project involves redeveloping the Enfield Good Yards site into an intermodal road and rail freight terminal.

Greg designed the flexible pavement over the containment cells and reviewed the pavement design drawings.

Client: Energy2U Alliance (comprising Ausgrid, Leighton Contractors, AECOM Australia and PowerServe)
Overflow Infrastructure Project (\$8 billion)—NSW, Australia
Pavement Reviewer

The project involves constructing 49 new zone substations, replacing 1,263 panels of 11,000 volt switch gear and replacing 155 km of 33,000 volt cable and 141 km of 132,000 volt cable. Greg's role in the project was to review the concrete pavement jointing for the Medowie and Tighes Hill substations.

Project Experience (Parsons Brinckerhoff)

Client: Transurban
M2 Motorway Resurfacing Project—Sydney, NSW
Technical Advisor

The project involved developing a pavement resurfacing strategy for the 21km long, dual carriageway M2 motorway.

Greg planned and managed the joint deflection survey and designed the pavement resurfacing works.

Client: Transurban
CityLink Pavement Asset Management Study—Melbourne, VIC
Project Manager

The project involved collecting pavement deflection data on the western link between Bulla Road and Flemington Road.

Client: Thiess John Holland Joint Venture
Brisbane Airport Link (\$4.8 billion)—Brisbane, Queensland
Rigid Pavements Designer

The Airport Link is a 6.7km, multi-lane, mainly underground toll road located that connects Brisbane CBD to Brisbane Airport. The project involves a number of tunnels and grade separated intersections with the Inner City Bypass and Clem 7 tunnel at Bowen Hill and with Sandgate Road at Kedron and North West Arterial at Toombul.

Greg designed the rigid pavements for the tunnels and ramps during the pretender phase of the project.

Client: Leighton Bilfinger Berger Joint Venture
North South Bypass Tunnel (NSBT) (\$2.7 billion)—Brisbane, Queensland
Lead Pavement Designer (all zones)

The project involved designing and constructing 4.8 km of motorway between Bowen Hills and Woolloongabba and included designing and building the twin 3.2 km long tunnels below the Brisbane River and CBD and ramps to Shaftesbury Avenue, Lutwyche Road, the Inner-City Bypass, Ipswich Road and the Pacific Motorway.

Greg led the NSBT pavement design team from completion of the concept design through to completion of final design and provided pavement design advice to the MPB surveillance team throughout the construction phase.

Client: Thiess John Holland Joint Venture
Lane Cove Tunnel (LCT) (\$1.1 billion)—Sydney, NSW
Pavement Designer and Reviewer

The Lane Cove Tunnel is a 3.6 km twin tunnel tollway in Sydney, Australia that connects the M2 Motorway at North Ryde with the Gore Hill Freeway at Artarmon. The project also involved upgrading Gore Hill Freeway between the Warringah Expressway and the Pacific Highway.

Greg developed the pavement design drawings for the Gore Hill Freeway upgrade and Willoughby Road ramps and designed the Longueville Road bus stop and the modifications to the M2 motorway and Epping Road pavements. He also reviewed pavement designs developed for other zones.

Client: Origin Alliance (TMR, Abigroup, Seymour Whyte, Fulton Hogan, SMEC and Parsons Brinckerhoff)
Ipswich Motorway Upgrade – Dinmore to Goodna (AUD 1.95 billion)—Brisbane, QLD
Pavement Design Reviewer (all zones).

The Ipswich Motorway project is an upgrade of 8km of extremely constrained and congested existing urban motorway between Brisbane and Ipswich from four lanes to a minimum of six lanes. The project includes grade separated interchanges and several exit and entry ramps to the motorway. Engineering details include 11 km of retaining wall, noise walls, 21 bridges, and various local roads servicing the adjacent suburbs of Goodna, Redbank and Dinmore.

Greg reviewed the temporary and permanent pavement designs for the entire project.

Client: Sydney Ports Corporation
Port Botany Expansion (\$1.5 billion)—Sydney, Australia
Pavement Verifier

The Port Botany Expansion project includes 5 new container berths, associated tug berths, Foreshore Road improvements and a grade separated interchange incorporating a rail over-bridge as well as public areas.

Greg verified the Foreshore Rd and Millstream car park pavement designs and as built pavements.

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Client: C2HC Alliance (Thiess/PB/RTA)

Pacific Highway Upgrade Project (Cooperbrook to Herons Creek) (\$490 million)—North Coast of NSW

Pavement Design team Leader (all zones)

The C2HC project was delivered by the Thiess/RTA/Parsons Brinckerhoff alliance. The project involved upgrading 33km of the Pacific Highway between Cooperbrook and Heron Creek to dual carriageways.

Greg was the pavement design team leader for the project from and including concept design to project delivery.

Client: Macmahon Contractors

Great Eastern & Roe Interchange (\$74 million)—Midvale, Perth, WA

Lead Pavement Designer

The project involves a grade separated interchange at the intersection of the Great Eastern Highway and Roe Highway. Greg designed and detailed the pavements for the Roe Highway and Great Eastern Highway.

Client: Thiess Degremont Joint Venture

Victorian Desalination Plant Project (\$3.5 billion)—Wonthangi, VIC

Lead Pavement Designer

The project involved designing and constructing a 150 Giga litre p.a. desalination plant and 85 km pipeline to Melbourne. Greg designed the pavements for the plant's internal access roads, hardstand areas and adjoining roads.

Client: Glenfield Junction Alliance (Macmahon, TCA, Bouygues Travaux Publics and Parson Brinckerhoff)

Glenfield Rail Upgrade project (\$170 million)—Sydney NSW

Pavement Designer

The Glenfield Transport Interchange is part of Sydney's South West Rail Link project. The project involved designing and constructing bus rail interchange at Glenfield Station on Sydney's South West rail line. Greg designed pavements for Railway Parade and the Rail Workshop access.

Client: Department of Transport and Main Roads

Bruce Highway Upgrade (Cardwell Range realignment) (\$115 million)—Cardwell, QLD

Pavement Designer

The project involved realigning 4km of the Bruce Hwy through the Cardwell range approximately 15km north of Ingham, QLD. Greg designed the pavements during the competitive alliance tender design phase of the project.

Client: [West Gate Freeway Alliance](#) (VicRoads, Theiss, Baulderstone, Parsons Brinckerhoff & Hyder Consulting)

Tullamarine Calder Interchange (\$526 million)—Melbourne, VIC

Pavement Reviewer

The project involved widening the Westgate Freeway between Todd Road and Montague Street, redesigning the Montague Street interchange and providing an additional exit ramp from Bolte Bridge to the Freeway and a new elevated road structure connecting Kings Way to the Freeway. Greg's role was to develop an asset management plan for the project to justify its procurement and assist the state to maintain it following completion of the project.

Client: TCI Alliance (VicRoads, Baulderstone and Parsons Brinckerhoff)

Tullamarine Calder Interchange (\$150 million)—Melbourne, VIC

Pavement Reviewer

The project involved redeveloping the Tullamarine-Calder Freeway Interchange to reduce the travelling time for the 170,000 vehicles that pass through the interchange every day and was delivered ahead of time and below budget. Greg was involved in designing the Calder to Tullamarine ramp pavement using AASHTO's MEPDG software.

Client: Tulla Sydney Alliance (VicRoads, Thiess, Parsons Brinckerhoff and Hyder)

M80 Ring Road Upgrade (\$2.25 billion)—Melbourne, VIC

Pavement Designer

The M80 Ring Road is 38 km in length and extends from the Princes Freeway at Laverton North to the Greensborough Highway at Greensborough. The Tulla Sydney Alliance designed and constructed 9.7 km of the upgrade between Calder Freeway and Sydney Road. Greg reviewed the pavement rehabilitation designs.

Client: Thiess Baulderstone Joint Venture

Gateway Upgrade Project (GUP) (\$2.12 billion)—Brisbane, QLD

Pavement Reviewer

The project involved upgrading 27km of motorway and included a 800m viaduct over Kedron Brook, overpass structures Lavarack Avenue, Airport Drive, Kingsford Smith Drive, TradeCoast Central and the northern and southern bifurcation interchanges and duplicating the 1.6km long, six-lane, balanced cantilever Gateway bridge over the Brisbane River. Greg reviewed the tendered pavement designs.

GREG WRIGHT

Client: Boggabri Coal**Boggabri Coal Haul Road Rehabilitation Project—Boggabri, NSW****Pavement Engineer**

The project involved assessing the condition of the haulage road pavement and developing a strategy to maintain the road for a period of up to 5 years. Greg inspected the haul road, mapped and reported its distress modes to the client and designed four pavement rehabilitation options and three new pavement options for the project.

Client: Thiess**Pacific Highway Upgrade Project (Karuah to Bulahdelah, Stages 2 & 3) (\$120 million)—North Coast of NSW****Pavement Designer**

The project involved designing and constructing 10 km of new carriageway and regrading and re-aligning 13 km of existing carriageway, extensive traffic switches and deep excavations beside the existing alignment. Greg designed the tendered pavement designs for the project.

Client: Barclay Mowlem**Rouse Hill Sewer Treatment Plant Upgrade Project—Western Sydney, NSW****Pavement Designer**

The project involved upgrading the Rouse Hill sewer treatment facility to service an additional 1500 residential dwellings. The sewer treatment plant is an integral component of Lend Lease's AUD 1.2 billion Rouse Hill project.

Greg designed the internal access road and hardstand pavements for the project.

Client: Xstrata**Mangoola Mine Project—Muswellbrook, NSW****Pavement Designer**

The project involved upgrading Wybong and Denman Roads to cope with the traffic generated by the Bengalla mine.

Greg designed pavement rehabilitation options and heavy-duty pavements for the project.

Client: Xstrata**Liddell Colliery Expansion Project (\$15 million)—Liddell, NSW****Pavement Engineer**

Greg determined residual life of Pike's Gully Rd and designed the pavement upgrade works required to mitigate the additional traffic generated by the proposed increase in mine ROM production to 15 Mtpa.

Project Experience (KBR)

Client: The Hills Motorway Limited**M7 Motorway (\$2.5 billion)—Sydney, NSW****Independent Engineer**

The Westlink M7 motorway project involved designing and constructing a 40 km two lane dual carriageway that connects the M5 Motorway and Hume Highway at Prestons in the south, the M4 Motorway at Eastern Creek in the west and the M2 Motorway at West Baulkham Hills in the north.

Greg reviewed the design and construction of the M2/M7 interface.

Client: AdRail (a joint venture between Halliburton KBR, John Holland, Barclay Mowlem, and Macmahon)**Ghan Railway (Alice Springs – Darwin) (\$1.3 billion)—Northern Territory, NSW****Pavement Engineer**

The project involved constructing 1420km of single track between Alice Springs and Darwin.

Greg's involvement in the project was specifying the intermodal facility pavement repair works and supervising the construction of the reinforced concrete piers that support the locomotive turnaround at the northern end of the line.

Client: SACL**Sydney Airport Taxiway G Realignment (\$16 million)—Sydney, NSW****Pavement Designer**

The project involved relocating Taxiway G east of Taxiway D to accommodate the clearances necessary for the A380 wingspan and included designing the geometry and pavements for the new section of Taxiway Golf, relocation of the perimeter road and the construction of temporary Taxiways DOM 4 and GA1.

Greg designed the rigid pavement for Taxiway G and the flexible connections to Taxiways DOM4, GA1, D and E.

GREG WRIGHT

Client: AusAid
Highland Highway Upgrade (\$15 million)—PNG
Pavement Engineer

The project involved collecting pavement distress data on 245km of the Highlands Highway between Lae and Chuave and designing and implementing a 5 year rolling works program to maintain the highway.

Greg supervised the pavement distress data survey and developed the 5 year rolling works program to maintain the highway.

Client: Roads and Maritime Services (NSW)
Standard Pavement Drawing Project— Sydney, NSW
Project Supervisor

The project involved updating RTA's model rigid pavement and typical pavement subsurface drainage detail drawings and uploading PDFs of the drawings to RTA's web site.

Greg supervised the development of the RTA's CC, CF, CJ, CP, MP and PT model drawing sets.

Client: Bathurst Council
Improvements to Pitt Lane, Mt Panorama Raceway—Bathurst, NSW
Pavement Designer

The project involved designing new workshops and concrete pavement at Pit Lane.

Greg designed the jointed reinforced concrete pavement that abuts the workshops.

Project Experience (Road & Traffic Authority)

Client: Roads and Maritime Services (NSW)
Hume and Riverina Highway Single Invitation Contract—Holbrook, NSW
Project Delivery Manager

The project involved routine maintenance of the Hume Highway between the Sturt Highway and the Victorian border. Greg was responsible for site safety, environmental and traffic management, ordering materials and plant supervising day labour and preparing incident and achievement reports.

Client: Roads and Maritime Services (NSW)
Pacific Highway and New England Highway Cross- overs project (\$0.5 million)—Hexham, NSW
Project Delivery Manager

The project involved constructing two cross overs and signalised intersections and a truck U turn bay to facilitate contraflow along the north bound bridge over the Hunter River while the south bound bridge was being repaired. Greg was responsible for site safety, environmental and traffic management, ordering materials and plant, developing tender documents, assessing tenders, managing sub-contractors and supervising day labour.

Client: Roads and Maritime Services (NSW)
Lookout Rd (State Highway 23) and McCaffrey Dr Intersection Improvements (\$2.3 million)—Newcastle, NSW
Project Delivery Manager

The project involved constructing a H-Pile retaining wall, lowering a section of 525mm ID CICL watermain and upgrading the intersection and its approaches. Greg prepared the site safety, environmental and traffic management plans, ordered materials and plant, developed the H-Pile, watermain and precast panel procurement plans and managed the drilling and watermain installation contracts.

Client: Roads and Maritime Services (NSW)
Golden Highway Intersection Improvements Project (\$0.45million)—Denman, NSW
Project Delivery Manager

The project involved reconstructing and realigning the Golden Highway at the intersection of Palace and Crinoline Streets. Greg was responsible for site safety, environmental and traffic management, ordering materials and plant, developing tender documents, assessing tenders, managing subcontractors and supervising day labour.

Client: Roads and Maritime Services (NSW)
Pacific Highway and Wisemans Ferry Road Intersection Improvements (\$0.375 million)—Kariong, NSW
Project Deliver Manager

Greg was responsible for site safety, environmental and traffic management, ordering materials and plant, developing tender documents, assessing tenders, managing sub-contractors and supervising day labour.

GREG WRIGHT

Client: Roads and Maritime Services (NSW)
Pacific Highway Carriageway Duplication (\$5.3 million)—Wyoming, NSW
Project Delivery Manager

The project involved constructing a concrete carriageway parallel to the existing highway and resurfacing the existing carriageway between Brookes Parade and Railway Crescent. Greg responsible for site safety, environmental and traffic management, ordering materials and plant, developing tender documents, assessing tenders, managing sub-contractors and supervising day labour and community liaison.

Henry Parry Drive and Wells Street Intersection Improvements (\$0.475 million)—East Gosford, NSW
Project Delivery Manager

Greg was responsible for site safety, environmental and traffic management, ordering materials and plant, developing tender documents, assessing tenders, managing sub- contractors and supervising day labour.

Client: Roads and Maritime Services (NSW)
Nelson Bay Road and Moores Road Intersection Improvements (\$0.325 million)—Saltash, NSW
Project Delivery Manager

Greg was responsible for site safety, environmental and traffic management, ordering materials and plant, developing tender documents, assessing tenders, managing sub- contractors and supervising day labour.

Client: Roads and Maritime Services (NSW)
Pacific Highway Upgrade, Highfields (\$0.35 million)—Newcastle, NSW
Project Delivery Manager

Greg was responsible for site safety, environmental and traffic management, ordering materials and plant, developing tender documents, assessing tenders, managing sub-contractors and supervising day labour.

Client: Roads and Maritime Services (NSW)
Main Road and Dunkley Parade Intersection Improvement (\$0.375 million)—Toukley, NSW
Project Delivery Manager

Greg was responsible for site safety, environmental and traffic management, ordering materials and plant, developing tender documents, assessing tenders, managing sub-contractors and supervising day labour.

Client: Roads and Maritime Services (NSW)
Ferodale Road and Medowie Road Intersection Improvements—Medowie, NSW
Project Manager

Greg project managed the design and construction of the project by the Port Stephens Council.

Client: Roads and Maritime Services (NSW)
Pacific Highway Bus Bay—Gateshead, NSW
Project Manager

Greg project managed the design and construction of the project by the Lake Macquarie Council.

Client: Roads and Maritime Services (NSW)
Brisbane Water Road Bus Bay—Point Claire, NSW
Project Manager

Greg project managed the design and construction of the project by Gosford Council.

Client: Roads and Maritime Services (NSW)
Cumberland Road and Cooper Street Intersection Improvements—Cessnock, NSW
Project Manager

Greg project managed the design and construction of the project by the Cessnock Council.

Client: Roads and Maritime Services (NSW)
Golden Highway Widening Project—Cassilis, NSW
Project Manager

Greg project managed the design and construction of the project by Merriwa Council.

Client: Roads and Maritime Services (NSW)
New England Highway Guardrail Project—Tarro, NSW
Project Manager

Greg project managed the design and construction of the project by Newcastle Council.

GREG WRIGHT

Client: Roads and Maritime Services (NSW)
F3 Wire Rope Project—Kangaroo Island, NSW
Project Manager

Greg project managed the installation of the project by Hunter Road Services.

Client: Roads and Maritime Services (NSW)
Ocean Beach Road and Rawson Street Intersection Improvement Project—Umina, NSW
Project Manager

Greg project managed the design and construction of the project by Gosford Council.

Client: Roads and Maritime Services (NSW)
Northcote Street and Boundary Road Intersection Improvements—Kurri Kurri, NSW
Project Manager

Greg project managed the design and construction of the project by Cessnock City Council.

Project Experience (Connell Wagner)

Client: Roads and Maritime Services (NSW)
Pacific Highway (Sapphire to Woolgoolga) Upgrade Concept Design (\$4 million)—Coffs Harbour, NSW
Project Engineer

The project involved developing the concept design for the 25km of the Pacific Highway upgrade between Coffs Harbour and Woolgoolga and was extended to include a strategic review of three Coffs Harbour Bypass options.

Greg designed the cross drainage and prepared strategic estimates of the cost of the S2W and Coffs Harbour bypasses.

Client: Roads and Maritime Services (NSW)
Third Hunter River Crossing (\$65 million)—Maitland, NSW
Project Engineer

The project involved developing the preferred route for the third Hunter River Crossing.

Greg designed the community questionnaire and supervised the issuing and collection of the questionnaire.

Client: Belmadar
Tuncurry TAFE—Tuncurry, NSW
Project Engineer

The Tuncurry TAFE project involved upgrading and signalling the intersection of Lakes Way and Grandis Drive at Tuncurry and constructing a new road (Northern Parkway) between Lakes Way and the TAFE.

Greg designed the flexible road pavement for Lakes Way, Grandis Drive and Northern Parkway, designed the drainage for the project and calculated the earthworks and pavement quantities.

Client: BHP Billiton
Newcastle Steelworks Site Redevelopment (\$75 million)—Newcastle, NSW
Project Engineer

The project involved redeveloping the Newcastle Steelworks site into a roll on/roll off container terminal.

Greg prepared the specifications for and a cost estimate of the One Steel rail loop component of the project.

Client: Becton
Newcastle Crowne Plaza and Breakwater Apartments (\$81 million)—Newcastle, NSW
Project Manager

The Newcastle Crowne Plaza and Breakwater Apartments project involved constructing a 175 room, 4 star hotel and 82 residential apartments along Wharf Road Newcastle. The project altered existing overland flow paths.

Greg project managed the flood study and liaised with Newcastle City Council on behalf of Becton.

Client: Energy Australia
Central Coast Electricity Feeder Project (\$30 million)—Gosford, NSW
Pavement Engineer

The project involved installing 133kV electricity feeder lines between Gosford and Ourimbah.

Greg inspected eight non-arterial roads in Gosford LGA and prepared the dilapidation reports on those roads.

GREG WRIGHT

Client: Roads and Maritime Services (NSW)
Coonabarabran Bypass Feasibility Study (\$0.5 million)—Coonabarabran, NSW
Estimator

The study investigated the feasibility of diverting the Newell Highway around Coonabarabran bypass and realigning the Newell/Oxley Highway intersection to reduce the frequency and severity of motor vehicle accidents.

Greg prepared the feasibility report on and a strategic estimate of the cost of the project.

Project Experience (Local Government)

Client: Hornsby Shire Council
Hornsby Council sealed road pavement maintenance—Hornsby, NSW
January 1995 to January 2001.

Greg was responsible for managing Council's \$2.5 million p.a. pavement management program. Greg progressively improved the condition of Hornsby Shire Council's sealed road network during his tenure as Pavement Engineer. He did so by implementing innovative sustainable pavement rehabilitation techniques such as in situ foamed bitumen and triple blend cement stabilization and hot in place asphalt recycling of asphalt pavements and rejuvenation of oxidized bituminous surfaces. Greg managed the delivery of approximately 180 individual in-situ cement and foamed bitumen stabilisation, resealing and resurfacing projects each year for a total of six years.

Client: Landcom
Landcom Subdivision Road Upgrade Project—Hornsby, NSW
Project Manager

Greg was responsible for managing a \$2.5 million contract to upgrade 53 Landcom subdivision roads to the standard that Hornsby Shire Council required before it would accept the dedication of the roads as public roads.

Client: Roads and Maritime Services (NSW)
Main Road 220 Upgrade Project, Cessnock (AUD 15 million)—Hunter Valley, NSW
Design Manager

The project involved upgrading 36.5km of MR220 between Brunkerville and Branxton. Greg was the design manager for the project and designed the flexible road pavements for several sections of the project.

Client: Cessnock City Council
Rehabilitation of the Cessnock Aerodrome (\$1.5 million)—Pokolbin, NSW
Project Position

The project involved strengthening and resurfacing the aerodrome runway. Greg designed the cement stabilised gravel pavement for the runway.