

# Department of State Growth

## STATE ROADS DIVISION

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Our Ref: D22/32237



Mr Scott Hennessy  
Secretary  
Parliamentary Standing Committee on Public Works  
Email: [scott.hennessy@parliament.tas.gov.au](mailto:scott.hennessy@parliament.tas.gov.au)

### **Parliamentary Standing Committee on Public Works Hearing for Tasman Highway-Sideling Upgrade 15 December 2021 – Questions on Notice**

Dear Mr Hennessy

Further to the letter of 9 February 2022 from Ms Fiona Murphy, and earlier correspondence regarding questions on notice, we provide the following response to the questions taken on notice and further information as requested in regard to Parliamentary Standing Committee on Public Works hearing for Tasman Highway - Sideling Upgrade held 15 December 2021.

**Question 1:** *Can you give an estimate (% or \$) of the potential cost savings if the road is closed during construction?*

The estimated cost saving for closing the section of Tasman Highway during construction is approximately 12% of the total costs of construction. This estimate factors in the assumed construction efficiency increase, reduction of traffic management, logistical impacts to businesses, changes to risk profile, and other associated items.

It should be noted however that the Department only approves the closing of a road for construction in exceptional circumstances and typically where the works could not safely be completed under traffic. The closing of a highway has a significant economic impact on the broader community, industry and freight operators which typically far exceeds the construction cost saving with the result that there is an increased cost to the community.

**Question 2:** *Would closing the road during construction accelerate the time frame for the completion of the project? And how does this compare to having only one lane closed?*

Closing the road during construction could reduce the construction program by approximately 20% compared to having only one lane closed. This estimate factors in the assumed construction efficiency increase, reduction of traffic management, logistical impacts to businesses, changes to risk profile, and other associated items.

**Question 3:** *Can you provide an estimate of the tonnage of fill that might come out of Section 1 works and be available for reuse in Section 2 works, where this might be stored, and an estimate of the savings that could be realised through reuse for Section 2?*

In Section 1 there will be approximately 80,000m<sup>3</sup> of fill. Design of Section 2 is not yet complete and at this stage, the quantity of fill required is unknown. Should the material from Section 1 be found suitable and the Section 1 and Section 2 construction programs align then the contractor will be encouraged to use excess fill from Section 1.

The on-site storage of material is managed by the contractor through the construction contract and the potential savings in reuse of material are difficult to quantify as the amount of fill required in Section 2 is not yet confirmed.

**Question 4:** *Is there an opportunity for a passing lane as you climb up from the Sideling Lookout from Scottsdale, before you get to Corkerys Road?*

The challenging terrain and road geometry through the Sideling lookout is such that an overtaking lane in the area cannot be provided that complies with the Austroads Design Guidelines.

**Question 5:** *Can the hydrology reports be provided to the Committee?*

Please find attached the hydrology report.

**Question 6:** *Will the speed limit remain at 100 km/per hour following the completion of the works?*

Yes, on completion of the works the speed limit will be returned to 100 Km/hr.

**Question 7:** *Will there be sufficient pavement width to have double white lines instead of single (where required) on Stage 2?*

Although the design of Stage 2 is yet to be completed, the road design will be completed in accordance with Austroads Design Guidelines including for the line markings appropriate to ensure the safety of road users and as such double white lines will be provided as required.

Yours sincerely



Denise McIntyre  
**GENERAL MANAGER STATE ROADS**

21 February 2022