

Question on Notice

No. 1853

Asked on Tuesday 24 November 2009

MR GIBSON ASKED THE MINISTER FOR MAIN ROADS (MR WALLACE)—

QUESTION:

With reference to the recent rejection of the Traveston Crossing Dam proposal by the Federal Government—

Will the Minister advise the cost differential of the route S(M) as opposed to the proposed S(L) route of the Cooroy to Curra Bruce Highway upgrade?

ANSWER:

I thank the Member for Gympie for the question regarding the Bruce Highway (Cooroy to Curra) project.

I would like to clarify some misinformation surrounding the construction of Section B (Sankeys Road to Traveston Road) of the Bruce Highway upgrade between Cooroy and Curra.

In contrast to your incorrect speculations, the construction of the eastern alignment has been in fact determined by a 2008 review to be \$9.2 million cheaper than the cost of construction of the alternate western alignment.

This cost saving has been achieved on the eastern alignment by reducing by nearly half the amount of bridge structures that would be required on the western alignment.

The eastern alignment is also out of the Mary River floodplain and above a one-in-100 year flood level, thus removing the need for soft soil treatments to support earth embankments across the Skyring Creek and Coles Creek flood plains.

The upgrading of this section of highway has been needed for a long time to address road safety and traffic requirements on this key stretch of road.

Since federal and state funding was confirmed in May 2009 work on this, the most critical section of the Cooroy to Curra project, is underway.

There has been significant preliminary and clearing works undertaken since July and major construction is progressing at full steam.

This upgrade demonstrates the Rudd and Bligh Labor Governments' commitment to working together to improve road safety and meet the transport needs of Queensland.

This 12 kilometre section of highway is scheduled to be completed in 2012.

The new section of highway on the eastern alignment has been designed as a superior four-lane divided highway that will be out of the Mary River floodplain and above a one-in-100 year flood level.

After considering likely social, environmental and financial impacts, the department recommended the eastern alignment, as outlined in the Strategic Planning Study, be adopted. This eastern alignment was endorsed by both state and federal ministers.