

16 MARCH 2012

## Cost Estimate Fact Sheet

### Southern Berry bypass review

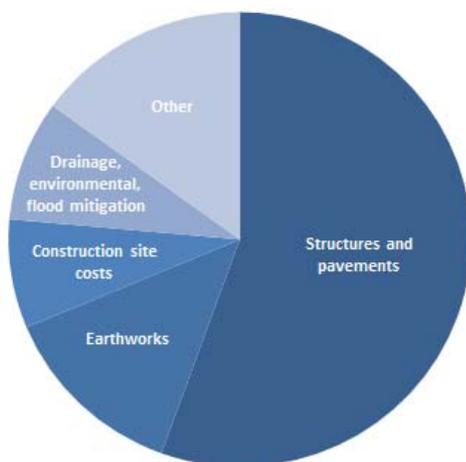
#### Explanation of the major components of a cost estimate

The technical investigation group is preparing comparable cost estimates for a southern bypass suggestion. This involves developing information about a route to feed into the design.

Construction costs cover a large range of things, some however add up to a large proportion of the costs. Therefore, the focus of the group in developing this information is on the 'big ticket items' – the components that will have the biggest impact on the cost of the project.

This pie chart shows an approximate breakdown of the costs for the current northern preferred option. All construction jobs are different and the estimate for the southern suggestion currently being prepared will understandably be different to the estimate for the northern option. However, the proportions shown below provide a rough guide of the typical cost breakdowns of such an estimate.

Please note, this pie chart does not include property acquisition costs.



#### Approximate components of an estimate of construction costs

- Bridge structures and pavements** contribute approximately 50% of the total cost. The required lengths and heights of structures will depend on the nature of the flooding in the area. For this reason, the group has put a lot of work into developing an understanding of the soil and flood behaviour in the area to the south of Berry. The ground conditions will determine the foundations required in structures, and flooding tells us the size of structures. This is why the group is undertaking geotechnical fieldwork to reduce the uncertainty about geotechnical conditions.
- Earthworks** are another significant contributor to cost, at approximately 15%. The technical investigation group has tried to optimise a southern suggestion to ensure that the design results in efficient or lower cost earthworks - while satisfying flooding and road safety design constraints. This is being used to develop a program and costs to transport or haul soil.
- Drainage requirements, environmental costs and flood mitigation measures** are expected to cost between 5 and 10% of the overall cost. Again, the flood investigation work being undertaken is important to provide greater certainty on this cost.
- Construction site costs** are expected to be between 5 and 10 percent of the total cost.



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5. The total of the remaining items is likely to be under 15% of the cost. Individually, these remaining items are expected to contribute less than 3% each to the total cost.

The remaining items are:

- Demolition
- Minor concrete works
- UPVC ducts
- Guide posts
- Safety barriers
- Pavement markings
- Signposting
- Street lighting
- Fencing
- Property adjustments
- Urban design & landscaping
- Local roads
- Noise mitigation  
(noise walls and home insulation)
- Public utility adjustments

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For further enquiries: Foxground and Berry bypass project team

Visit the project office on Fridays between 10am – 5pm (Broughton Court) shop 3/113 Queen Street, Berry.  
PO Box Q410 QVB Post office, Sydney NSW 2000

[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au) | T 1800 506 976 (freecall) | E [foxgroundandberrybypass@rta.nsw.gov.au](mailto:foxgroundandberrybypass@rta.nsw.gov.au)

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