

Schedule 1 – Part 4

Local Infrastructure – Transportation

Contents

1.0	Introduction	214
1.1	Local Transportation	214
2.0	Design Parameters.....	215
2.1	Carriageway Widths	215
2.2	Traffic Generation	216
3.0	Basis for Costing	216
3.1	Parameters for Cost Estimates	216
3.2	Cost Sharing for Carriageways Over 8m Wide.....	217
3.3	Other Works.....	217
4.0	Bethlehem.....	217
5.0	West Bethlehem	224
6.0	Pyes Pa	226
7.0	Pyes Pa West.....	227
9.0	Welcome Bay.....	231
10.0	Papamoa	232
11.0	Wairakei	236
12.0	Tauriko Business Estate	237

Transportation

1.0 Introduction

The transportation network is an essential component of the physical environment. Its maintenance is necessary, not only to protect the resource in its own right, but is essential if the community is to be able to provide for its social and economic welfare. Therefore, planning of the roads must ensure a safe and efficient system of moving people and goods about the district. This is achieved by ensuring correct carriageway widths are allowed for now to cater for the predicted traffic densities of the future and the alignments are located so that the most efficient network can be achieved, while all the time addressing safety issues.

The structure plans and development contribution system is designed to ensure that each growth area is provided with the trunk services that are required to service the ultimate development of the area and that the developer pays a fair share of the cost of this work. In the case of transportation, the trunk services are the arterial, collector and sub-collector roads as defined in Council's District Plan and Code of Practice for Development.

In addition to the streets listed within the Urban Growth Areas, the status of a number of peripheral streets identified in the roading hierarchy as arterials and collectors will require to be improved and widened to accommodate the increased traffic generated as a result of area urban growth.

1.1 Local Transportation

Funding Needs Assessment in Relation to the Requirements of S101(3) of the LGA.

Scope of Projects Covered by this Activity

The projects funded by Tauranga City Council (TCC) through the Transportation Subdivision Impact fee are those projects that will primarily be used by residents within that growth area as connector and arterial roads within that area. Projects that relate to providing road access to individual households are normally completed by individual developers and given (vested) to TCC. Any other assets (such as walkways) will be funded based on the benefits received.

Community Outcomes

The Community Outcomes identified for Tauranga city have been summarised in the city's Tauranga Tomorrow document. The provision of access to the transportation network within a growth area contributes to a number of outcomes within Tauranga Tomorrow. These include:

- Easy to Move Around
- Vibrant Healthy and Diverse Communities
- Built to Fit Our Hills Harbour and Coast
- Strong Sustainable Economy
- Living Well Wasting Less

These projects are also important in implementing Western Bay of Plenty's growth management strategy, Smartgrowth.

Distribution of Benefits

The principal benefit of these projects is that they extend the transportation network and allow local residents to gain access to (and be accessed from) the wider transportation network. For non-arterial roads this benefit is conferred on new households and businesses in the growth areas. Households and businesses located outside the growth areas gain a relatively minor benefit in being able to access properties located in the growth areas. However, given the restricted geographic nature of most of these capital works and the connectedness of those households and businesses to an existing network, Council believes that any impact on geographic areas beyond the individual growth areas is likely to be neutral or minor.

Projects that relate to arterial roads will be examined using Council's traffic modelling software. This software will be used to assess what vehicles are likely to use the roads and how often. The costs of this road will then be apportioned according to the distribution of road usage. The proportion of road usage by existing residents will be funded from rates. The cost of replacing any portion of the road

that already exists will also be paid for by existing ratepayers. The proportion of road usage by new residents will be funded from Development Contributions.

For most growth areas there was (or will be) an existing population (normally with a significantly lower housing density) before the growth area was opened up for intensification. These existing properties already had/will have a transportation network in place. Therefore the benefits to existing residents within these growth areas is assessed as low. The only benefit identified is a short-term reduction in congestion, but in the long term expected to be neutral. Given that, at the local road component level, the road widening will not actually create an extra lane. The actual impact on congestion will not be significant. Also given that the upgrading to the roading will generally be done in sections as the growth area is developed the benefit would be relatively short lived, maybe only two to three years. The replacement portion of any existing roading upgrade will be paid for by the existing ratepayers (from rates).

On this basis we consider that projects funded by the transportation SIF provide no significant benefit to the existing population in growth areas.

Period In or Over which Benefits Occur

The capital projects included are designed to ensure that all units of demand within the growth area are able to connect to Council's transportation network. We have therefore assessed the period over which the benefits will be received is the development period of the Greenfield area, from when the growth area is first opened up until it is full (to the maximum allowed density). The divisor used in our calculations is the expected number of new lots over this period.

Extent to Which Groups or Individuals Contribute to the Need to Undertake the Activity

The group that creates the need for these works is residential and non-residential growth (i.e. new households and businesses) in the specified growth areas. Development contributions allocate the cost of these works to that growth community.

Costs and Benefits of Funding the Activity Distinctly from Other Activities

Given the benefits and causation factors outlined above, it is considered appropriate (in particular for transparency and accountability reasons) for these works to be funded through this particular contribution, rather than the city-wide contribution (BIF) or other funding sources such as rates or a UAGC. Given the low nature of the impact and the relatively short duration of the benefit, we do not believe that collecting funds from existing ratepayers in a growth area, such as through a targeted rate, to be an efficient process, or justified in the circumstances.

Social, Economic, Environmental and Cultural Well-being

Council has considered the impact, for all sectors of the community, including the growth community which pays development contributions, of the proposed allocation of costs in terms of their social, economic, environmental and cultural well-being. It considers this allocation of costs to be fair and reasonable. The allocation details for this activity are clearly set out in this section.

2.0 Design Parameters

2.1 Carriageway Widths

The following parameters have been used for the development of the Urban Growth Area structure plans and are taken from Council's Code of Practice for Development.

Road Type	Traffic Volume (VPD)	Carriageway width
Arterial	>15,000	12m plus
Collector	5,000 – 15,000	10m – 12m
Sub-collector	2,000 – 7,000	8m – 10m
Local	<3,000	6m – 8m
Commercial	Varies	Varies
Industrial	Varies	Varies

2.2 Traffic Generation

Residential	10 vehicle trips per day per dwelling unit.
Commercial/Industrial	Specific design based on <i>the Road Traffic Authority of NSW "Guide to Traffic Generating Developments"</i> ; the Transfund research report No. 209 <i>"Trips and Parking Related to Land Use"</i> (TRR209); and the Institution of Transportation Engineers Trip Generation (<i>"ITE Guide"</i>). Data sourced in New Zealand, Australia and United States is adopted in that order of preference dependant on the availability of relevant data.

3.0 Basis for Costing

3.1 Parameters for Cost Estimates

Unit Rates for various aspects of the construction works have been determined from recent Council contract rates. In some instances substantial earthworks will be required and this has been independently assessed and built into the estimate. These rates are reviewed annually through Council's Annual Plan process. The rates are summarised as follows:

Infrastructure:		Cost
Kerb and channel (per side)	\$40.00	per lm
Sumps (two @ \$1050 ea/80m spacing)	\$50.00	per m
Concrete footpaths, 1.4m wide (per side)	\$46.00	per m
Earthworks:		
Strip topsoil and stockpile	\$12.00	per m ³
Cut to fill	\$10.00	per m ³
Cut to waste	\$14.00	per m ³
Import fill	\$16.00	per m ³
Undercut soft material	\$15.00	per m ³
Trim and compact subgrade	\$2.00	per m ²
Respread topsoil and sow in grass	\$4.00	per m ²
Pavement:		
Basecourse (supply and compact)	\$81.00	per m ³
Basecourse overlay (10m x 400mm depth)	\$321.00	per m
1st coat seal	\$5.00	per m ²
2nd coat seal	\$4.50	per m ²
Asphalt / concrete (30mm thick)	\$25.00	per m ²
Road markings	1%	
Miscellaneous:		
Street lighting @ 50m spacing (standard)	\$52.00	per m
Street lighting - minor road	\$70.00	per m
Street lighting - major road	\$92.00	per m
Preliminary and general	3.0%	
Records and reporting	1.0%	
Environmental works	1.5%	
Traffic management areas, incl signs and associated infrastructure	10.00%	
Contingency	20.00%	
Consultancy and administration fees	10.00%	
Single lane roundabout	\$600,000	each
24m dia roundabout	\$180,000	each
Traffic lights	\$350,000	each

3.2 Cost Sharing for Carriageways Over 8m Wide

In the case where the structure plan shows a requirement for a road over eight metres wide, and that road benefits other land outside the subdivision, the Subdivision Impact Fees are designed to recompense the developer for the extra road width. A comparison of construction costs for carriageway widths has shown that the relationship between an eight, ten, twelve and fifteen metre carriageway is:

Road Width (M)	Cost C/W 8m Carriageway	Reimbursement Rate
8	1	Nil
10	1.8	15%
11	1.22	18%
12	1.60	37%
15	2.03	51%

3.3 Other Works

In addition to quantified improvements in the widths and lengths of road, the consequences of urban growth can also extend to the requirement for the provision and improvements of traffic control measures to manage the increased traffic volumes.

These measures range from intersection controls based on signals, roundabouts or grade-separated facilities, to traffic calming measures designed to manage the consequences of increased traffic speeds resulting from “add-on” sequential growth. These consequences may also require the provision of pedestrian facilities, particularly where residential suburbs are remote from community services.

4.0 Bethlehem

The whole length of Bethlehem Rd and the north-east portion of Carmichael Rd (from Bethlehem Rd) needs upgrading to cope with the design traffic flows. The section of Carmichael Rd from S H 2 to Bethlehem Rd has been included within the West Bethlehem Local Development Contributions. There will be some increase in traffic on the road but the development of the proposed commercial centre will have a far more dramatic effect. These traffic impacts are required to be addressed strictly by that development.

A new road from the northern end of Mayfield Lane across the low-lying farm land to link with Millers Rd is also included, along with the upgrading of Millers Rd and its intersection with Bellevue Rd. This is seen as an essential link to provide an alternative access to the north Bethlehem area rather than placing sole reliance on S H 2.

It is not seen as desirable to maintain the access from Mayfield Lane on to S H 2 so allowance has been made to close this off, with access being provided from a new road off Carmichael Rd and the link road from Millers Rd. Some of the cost of this extension is included within the impact fees as there are sections of it which will have no direct benefit to any one developer. This extension is also planned to carry on from Carmichael Rd to meet the end of Bethlehem Rd.

The portion of the cost of new or upgraded roads that is attributable to new growth must be assessed for each section of road to ensure that the impact fee is fair and reasonable. This has been done using the ratio of existing dwelling units to predicted dwelling units on each road, except for the first portion of Bethlehem Rd adjacent to the proposed commercial development. In this case the ratio of predicted traffic from the commercial operation to the predicted traffic from residential development was used.

		Qty	Unit	Unit Rate	Est Cost
4	BETHLEHEM				
4.1	Cambridge Rd (Moffat Rd intersection north) - 1.06km (LIPS 142)				
	Existing formation:				
	6.7m and 8m wide seal, no kerb, channel or footpath.				
	Proposed upgrade:				
	(a) Realign corners, widen to 10m, no kerb and channel, footpath one side				
	(b) Widen from 10m to 12m, kerb, channel, footpath				
	Cost of upgrading:				
	(a) Widen and realign (LIPS 280225)			Actual cost	\$ 379,470
	(b) Widen, kerb and channel, footpath	500	m	@ \$735	\$ 367,500
	TOTAL				\$ 746,970
4.2	Cambridge Rd (Moffat Rd intersection south) - 2.22km (LIPS 280029)				
	Existing formation:				
	8.4m wide seal, no kerb, channel, footpath				
	Proposed upgrade:				
	Widen to 10m, realign corners, no kerb, channel, safety footpath and min lighting				
	Cost of upgrading:				
	Widen and realign corners	2,220	m	Actual cost	\$ 776,894
	TOTAL				\$ 776,894
4.3	Moffat Rd - 2.1km (LIPS 280030)				
	Existing formation:				
	First 65m is 12m wide seal, kerb and channel. Rest is 8m wide seal, no kerb, channel or footpath				
	Proposed upgrade:				
	15m wide kerb and channel, footpath				
	Cost of upgrading:				
	(a) Widen from 12m to 15m, kerb and channel	1,030	m	Actual cost	\$ 384,719
	(b) Widen from 8m to 15m, kerb and channel	1,070	m	Actual cost	\$ 559,044
	TOTAL				\$ 943,763
4.4	Road Widening.- Land Purchase (LIPS 280031)				
	Moffat Road (2.5m either side)				
	Rural zone	0.50	ha	Actual cost	\$ 275,000
	Residential zone	0.50	ha	Actual cost	\$ 1,000,000
					\$ 1,275,000
	Survey and Negotiation			@ 7.5%	\$ 95,625
					\$ 1,370,625
	Cambridge Road (2.5m on the western side) (LIPS 280032)	0.35	ha	Actual cost	\$ 192,500
					\$ 192,500
	Survey and Negotiation			@ 7.5%	\$ 14,438
	TOTAL				\$ 206,938

	Qty	Unit	Unit Rate	Est Cost
4.5 Orange Lane - 0.465km (LIPS 280033)				
Existing formation:				
5.4m seal, no shoulder or footpath				
Proposed upgrade:				
Widen to 10m, kerb, channel and footpaths				
Cost of upgrading:	465	m	Actual cost	\$ 126,924
TOTAL				\$ 126,924
4.6 Beaumaris Boulevard - 0.16km (LIPS 145)				
Existing formation:				
None				
Proposed upgrade:				
9m wide carriageway with urban infrastructure, incl kerb and channel				
Cost of upgrading:	294	m	Eng Est	\$ 2,784,465
Consents and Legal Fees (LIPS 280273)			Actual cost	\$ 177,305
Land Purchase (LIPS 280273)			Actual cost	\$ 223,996
TOTAL				\$ 3,185,766
4.7 Bethlehem Road (SH2 to Carmichael Rd) - 0.70km (LIPS 280034)				
Existing formation:				
6.2m wide seal, 1m wide shoulder, no kerb, channel, footpath				
Proposed upgrade:				
(a) Widen from 6.2m to 10m, no kerb, footpath on one side				
(b) Widen from 10m to 12m, kerb, channel, footpath, plus 22m-wide road reserve				
Cost of upgrading:				
(a) Widen, footpath	230	m	Actual cost	\$ 167,647
(b) Widen, kerb, channel, footpath	470	m	Actual cost	\$ 504,624
TOTAL				\$ 672,271
Cost sharing:				
0-470m Traffic from commercial development	8,000	vpd		
Predicted flow from rezoned area	4,600	vpd		
	12,600	vpd		
Traffic %age due to rezoning	37%			
470-700m Existing lots	58			
Lots after rezoning	370			
	428			
Traffic %age due to rezoning	86%			
4.8 Bethlehem Rd (Carmichael Rd to Marae) - 0.40km (LIPS 163)				
Existing formation:				
6.2m wide seal, no shoulder, no footpath				
Proposed upgrade:				
(a) Widen from 6.2m to 10m, no kerb, one footpath				
(b) Widen from 10m to 11m, kerb, channel, footpath				
Cost of upgrading:				
(a) Widen, footpath	400	m	Eng Est	\$ 635,616
(b) Renewals				\$ 103,600
TOTAL				\$ 739,216

	Qty	Unit	Unit Rate	Est Cost
Cost sharing:				
700m-1500m Existing lots	58			
Lots after rezoning	<u>370</u>			
	428			
Traffic %age due to rezoning	86%			
This 86 % is split 66 % Bethlehem and 20 % West Bethlehem.				
4.8.1 Bethlehem Rd (Marae for – 1.010km) (LIPS 164)				
Existing formation:				
6.2m wide seal, no kerb, channel, footpath; 16m wide road reserve				
Proposed upgrade:				
Local Road 8m wide with kerb and channel and footpath both sides				
Cost of upgrading:				
Widening	1,010	m @	\$707	\$ 714,070
Land Purchase	0.30	ha @	550,000	\$ 165,000
Survey and Negotiation		@	7.5%	\$ 12,375
Renewal	1,010	m @	\$176	\$ 177,760
TOTAL				\$ 1,069,205
Cost sharing:				
Existing lots	48			
Lots after rezoning	<u>229</u>			
	277			
Traffic %age due to rezoning	83%			
4.8.2 Bethlehem Road (To the end – 0.15km) (LIPS 165)				
Existing formation:				
5.2m seal, no kerb, channel, footpath; 16m wide road reserve				
Proposed upgrade:				
Local road standard, 8m carriageway, kerb, footpath, street lighting, etc				
Cost of upgrading:				
Widening	150	m @	\$747	\$ 112,050
Renewal				\$ 23,200
TOTAL				\$ 135,250
Cost sharing:				
Existing lots	48			
Lots after rezoning	<u>229</u>			
	277			
Traffic %age due to rezoning	83%			
4.8.3 Carmichael Rd (Bethlehem to end) - 0.48km (LIPS 280263)				
Existing formation:				
5.6m seal, no kerb, channel, footpath.				
Proposed upgrade:				
Collector standard, 12m carriageway, kerbing, footpath, street lights, etc				
Cost of upgrading:				
Widening	480	m	Actual cost	\$ 454,088
Cost sharing:				
Existing lots	14			
Lots after rezoning	<u>370</u>			
	384			
Traffic %age due to rezoning	96%			

	Qty	Unit	Unit Rate	Est Cost
4.8.4 Mayfield Lane (Northern end towards S H 2) - 0.375km (LIPS 175)				
Existing formation:				
5.5m unsealed, no kerb, channel, footpath				
Proposed formation:				
Local road standard, 8m carriageway, kerb, footpath, (one side only) street lights, etc				
<i>Note: not connected to S H 2)</i>				
Cost of upgrading:				
Widening	120	m @	\$762	<u>\$ 91,400</u>
Cost sharing:				
Existing lots	3			
Lots after rezoning	33			
	<u>36</u>			
Traffic %age due to rezoning	92%			
4.8.5 Millers Rd (Bellevue to end) - 0.39km (LIPS 280274)				
Existing formation:				
8m seal, kerb, channel, some footpaths, street lighting				
Proposed upgrading:				
Collector standard, 12m carriageway, kerb, footpath, street lights, etc				
Cost of upgrading:				
Widening	390	m	Actual cost	<u>\$ 767,456</u>
Cost sharing:				
Totally as a result of development	63%			
4.8.6 Millers Rd (Unformed Section) - 390m - 930m (LIPS 280035)				
Existing formation:				
No formation. Deep gully and wet floodplain				
Proposed upgrading:				
Collector standard, 12m carriageway, kerb, footpath, street lights, etc				
Cost of upgrading:				
Widening	618	m	Actual cost	<u>\$615,785</u>
Cost sharing:				
390m - 620m	230	m @	33%	
620m - 645m & 905m - 930m These areas could have been sections in the Parkvale subdivision. and are therefore a full cost on the area	50	m @	100%	
645m - 905m The area development pays for the widening from a 8m carriageway to 12m	260	m @	37%	
4.8.7 Millers Rd (Extension to Mayfield Lane) - 930m - 1220m				
Existing formation:				
No formation; crosses wet floodplain paddocks				
Proposed upgrading:				
Collector standard, 12m carriageway, kerb, footpath, street lights, etc				
Cost of upgrading:				
Earthworks (LIPS 280226)			Actual cost	\$ 300,764
Construction (LIPS 177)	290	m @	\$3,992	\$ 1,157,680
				<u>\$ 1,458,444</u>
Cost sharing:				
Totally as a result of development	100%			

	Qty	Unit	Unit Rate	Est Cost
4.8.8 Bethlehem / Carmichael Intersection Upgrade (LIPS 280258)				
Existing formation: on grade intersection at: Bethlehem Rd/Carmichael Rd				
Proposed upgrading: Construct roundabout				
Cost of upgrading: Roundabout	1		Actual cost	\$ 503,881
Cost sharing: The growth share of this intersection is 86 %. Of this West Bethlehem's share is 46 % and NE Bethlehem's share is 40 %				
4.8.9 Mayfield Lane to Carmichael Rd (new road) - 1.045km				
Existing formation: Nil				
Proposed upgrading: Collector standard, 12m carriageway, kerb, footpath, street lights, etc				
Cost of upgrading: Construction (LIPS 280278)	815	m	Actual cost	\$ 665,540
(LIPS 227)	230	m	Eng Est	\$ 240,081
				\$ 905,621
Cost sharing: 0-545m: One side of this road fronts undevelopable land, therefore half the cost should be paid by area development			50%	
545 - 775m: No one developer gains from constructing this portion of the road therefore the total costs should be borne by the area. ie			100%	
775 -1,045m: Developers benefit from both sides of this road, however the difference in cost between a 9m formation and a 12m 12m formation should be borne by the area.			33%	
4.8.10 Carmichael Rd Extension - 0.24km (LIPS 228)				
Existing formation: Nil				
Proposed upgrading: Collector standard, 12m carriageway, kerb, footpath, street lights, etc.				
Cost of upgrading: Construction:	240	m @	\$1,723	\$ 413,520
Cost sharing: As this is an existing public road the cost of construction should be borne by the area			100%	
4.8.11 Walkways (LIPS 229)				
Existing formation: Nil				
Proposed upgrading: 2.5m formation with a 1.4m concrete footpath				
Cost of upgrading: Westwood Dr / Carmichael Rd - 1,500m				
Construction	1500	m @	\$75	\$ 112,500
Contingencies		@	10%	\$ 11,250
Design and supervision		@	7.5%	\$ 9,281
				\$ 133,031
Mayfield Lane extension / Bethlehem Rd - 970m				
Construction	970	m @	\$75	\$ 72,750
Contingencies		@	10%	\$ 7,275
Design and supervision		@	7.5%	\$ 6,002
				\$ 86,027
Total Cost of Walkways				\$ 219,058

Cost sharing:

Due to the shared benefit of the walkways between the rezoned areas and the district, the costs have been shared on the same basis as the sub-district reserves 57%

4.9 Pavement Widening (LIPS 280036)

Mayfield Subdivision. access (8m - 11m) 18 % share	565	m	Actual cost	\$ 431,800
Land Purchase (105m x 30m - rural zone land)	0.31	ha	Actual cost	\$ 10,850
				<u>\$ 442,650</u>

4.10 Roundabout (LIPS 161) (REMOVED)

Cambridge Rd/Moffat Rd				<u>\$ 0.00</u>
------------------------	--	--	--	----------------

TOTAL TRANSPORTATION UPGRADE COST FOR BETHLEHEM AREA \$15,845,225

5.0 West Bethlehem

A new roundabout on S H 2 is required to serve development to the south and north of S H 2 including providing the primary access to the Parau Farms reserve.

The costs for the new roundabout are shared between development in West Bethlehem and the district as set out in the schedules.

A new collector road links the roundabout with Carmichael Rd, Carmichael Rd requires upgrading to subdivision standard and is to be closed to arterial traffic at the S H 2 intersection. Cost sharing of the Carmichael Rd/Bethlehem Rd roundabout is required including a 1m widening of a section of Bethlehem Rd.

	Qty	Unit	Unit Rate	Est Cost
5.0 WEST BETHLEHEM				
5.1 New roundabout on S H 2 (LIPS 230)				
Land purchase splays Land Area A	0.60	@	\$2,000,000	\$1,200,000
Land purchase splays Land Area B	0.40	@	\$1,500,000	\$ 600,000
Roundabout construct	1		Eng. Est	\$1,767,516
Extend services both sides of roundabout	2	@	\$50,000	\$ 100,000
TOTAL				\$3,667,516

Cost sharing:

District share equal to the estimated cost of a roundabout at Carmichael Rd.	\$1,767,516	49.0%
Cost for West Bethlehem development		51.0%

5.2 Carmichael Rd - Bethlehem Rd to S H 2 (LIPS 235)

Existing formation:

5.2m wide seal, no kerb, channel, footpath on one side

Proposed upgrade:

- (a) Widen to 12m, kerb and channel and footpath
- (b) Widen to 8m, kerb and channel and footpath

Cost of upgrading:

(a) 12m, kerb and channel, footpath	400	m	Eng. Est	\$473,280
(b) 8m, kerb and channel, footpath	360	m	Eng. Est	\$185,472
(c) Renewal				\$164,688

TOTAL

\$823,440

Cost sharing:

Existing lots West Bethlehem	81
Lots after rezoning	442
	<u>523</u>
Traffic %age due to rezoning	85%

5.3 Bethlehem Rd Widening (LIPS 163)

Existing formation:

6.2m wide seal, kerb and channel, footpath

Proposed upgrade:

11m wide seal, kerb and channel

Cost of upgrading:	400	m	Eng Est	\$ 635,616
Renewal				\$ 103,600

TOTAL

\$ 739,216

Cost sharing:

This is a cost sharing of the Carmichael to Marae section of Bethlehem Rd allowed for in the Bethlehem UGA. The total length is 800m. West Bethlehem to pay for 370m - one side only. ie. $(370/800)0.5 = 23\%$ of Bethlehem's 86% share.

	Qty	Unit	Unit Rate	Est Cost
23 % of 86 % = 20 %				
5.4 Parau Farms and Block B Access (LIPS 2149)				
Land cost for designation of access road	0.48	ha	\$2,000,000	\$ 86,400
Construct access road - 12m pavement	320	m	\$1,934	\$ 55,699
TOTAL				<u>\$142,099</u>
Cost sharing:				
West Bethlehem share: 1.343ha/15ha = 9%				
(balance of 91% to active reserve costs – BIF. LIPS 2151)				
Total Project = \$1,578,880				
5.5 Bethlehem / Carmichael Intersection Upgrade (LIPS 280258)				
Existing formation: on grade intersection at Bethlehem Rd/Carmichael Rd				
Proposed upgrading:				
Construct roundabout at intersection	1		Actual cost	<u>\$503,881</u>
Note: The growth share is 86% of the roundabout cost (see 4.8.8)				
Cost sharing:				
Lots after rezoning North East Bethlehem	428			
Existing lots West Bethlehem	81			
Lots after rezoning West Bethlehem -	A		442	
	B		<u>951</u>	
Traffic %age due to rezoning = A/B			46%	
5.6 New Collector - link road from S H 2 to Carmichael Rd (LIPS 236)				
Collector road - 12m pavement	350	m	Actual cost	\$ 465,000
Land purchase for road designation	0.58	ha	Actual cost	\$1,968,039
TOTAL				<u>\$2,433,039</u>
Cost sharing:				
Full cost on development				
5.6.1 Designation process for roads in Bethlehem Plan Change 15 (LIPS 280275)				
Designation costs		L.S	Actual cost	<u>\$ 2,113</u>
TOTAL				<u>\$ 2,113</u>
5.7 Signalised Pedestrian crossing on SH 2 (LIPS 237)				
	1	@	\$200,000	<u>\$ 200,000</u>
Cost sharing:				
As per 5.5, - 46%				
TOTAL TRANSPORTATION UPGRADE COST FOR WEST BETHLEHEM				<u>\$8,511,304</u>

6.0 Pyes Pa

	Qty	Unit	Unit Rate	Est Cost
6.0 Pyes Pa				
6.1 Cheyne Rd - 2.94km (LIPS 280259)				
Existing formation:				
Mixture of rehabilitated chip seal 7.5m wide, new construction and 4m wide metal skim				
Proposed upgrade:				
Reconstruct to 11m wide, two-coat seal, kerb, channel, footpaths				
Cost of upgrading:				
(a) Widen 7.5m to 11m, kerb, channel, footpaths	460	m	Actual cost	\$ 161,038
(b) Pyes Pa Rd intersection			Actual cost	\$ 17,893
(c) New subdivisional road	1,170	m	Actual cost	\$ 191,349
(d) Widen from 4m (metal formation) to 11m, kerb, channel, footpath	1,011	m	Actual cost	\$ 1,341,546
	249	m	Actual cost	\$ 199,442
TOTAL				\$ 1,911,268
6.2 Pyes Pa Rd - 2.25km				
Existing formation:				
(a) 8.8m seal, kerb, channel, one footpath				
(b) 6.8m seal, no kerb, channel or footpath				
(c) 9.8m seal, recently upgraded, no kerb or footpath				
Proposed upgrade:				
(a) Pedestrian underpass				
(b) Widen from 8.8m to 15m, kerb, channel, footpath				
Cost of upgrading:				
(a) Widen from 8.8m to 15m (LIPS 280260)	500	m	Actual cost	\$ 633,839
(b) Widen from 6.8m to 15m (LIPS 280260)	700	m	Actual cost	\$ 601,982
	1730	m	Actual cost	\$ 1,275,707
(c) Widen from 9.8m to 15m, kerb, channel footpath (LIPS 280260)	150	m	Actual cost	\$ 99,105
(d) Widen from 9.8m to 15m (LIPS 1167)	300	m	@ \$912	\$ 273,600
Underpass (LIPS 280260)			Actual cost	\$ 263,070
				\$3,147,303
Land Purchase (LIPS 280261)				
Residential Lots	647	m ²	Actual cost	\$ 67,935
Large Block Residential	1,750	m ²	Actual cost	\$ 61,300
Rural Residential	490	m ²	Actual cost	\$ 7,400
Commercial	340	m ²	Actual cost	\$ 11,900
				\$ 148,535
Survey and Negotiation			Actual cost	\$ 11,100
Injurious affection			Actual cost	\$ 29,700
				\$ 189,335
Total				\$ 3,336,638
6.3 Unformed Road (LIPS 44)				
(Pyes Pa Rd collector to Cheyne Rd)				
Construct to an 11m wide formation (LIPS 280227)	960	m	Actual cost	\$ 644,294
Construct to an 11m wide formation (LIPS 280227)	96.5	m	@ Actual cost	\$ 106,867
Construct to an 11m wide formation	890	m	@ \$1,636	\$ 1,456,040
(Payment for extra widening only - 18%)				\$ 2,227,201
TOTAL TRANSPORTATION UPGRADE COST FOR PYES PA AREA				\$ 7,475,107

7.0 Pyes Pa West

The Development Contribution (SIF) system for the Pyes Pa West Urban Growth area is designed to ensure that the cost of providing services to new development in the Urban Growth area is allocated equitably to that development. In the case of Transportation the trunk services are the arterial and collector roads as defined in Council's District Plan and Code of Practice for Development and shown on the Structure Plan for the Urban Growth area.

Cost Sharing for Carriageways Over 8m Wide

In the case where the Structure Plan shows a requirement for a road over eight metres wide, and that road benefits other land outside the subdivision, the Subdivision Impact Fees are designed to recompense the developer for the extra width.

Route K Extension (New Arterial)

The total construction cost is being shared by TCC, Transit New Zealand, development in the Pyes Pa West Urban Growth Area and Tauriko Business Estate.

The costs for the first 400m – stage 1, of the arterial (Strategic Arterial Road) is apportioned equally between the Tauriko Business Estate area west of the Kopurererua Stream and residential development in the Pyes Pa West Urban Growth Area. This provides for the length of road as a two-lane highway to the first roundabout, which is sufficient to serve the needs of the development area. The design will accommodate any future grade separation of the Route K Extension/S H 29 intersection if required.

Upgrading of Existing Roads

Traffic modelling indicates that Pyes Pa Rd from the crematorium to Kennedy Rd is likely to experience a drop in traffic numbers as a result of the construction of Route K Extension. There is therefore no requirement for this portion of Pyes Pa Rd to be upgraded as a cost to the UGA.

From Kennedy Rd to Joyce Rd at the District Boundary (360m), Pyes Pa Rd needs to be upgraded as a consequence of the development of the UGA and this cost is allocated to the residential part of the UGA including an intersection upgrade at Kennedy Rd and pedestrian crossing facilities. There is no cost allocated to the Commercial Business and Industrial Business component of the UGA.

Other road upgrades required are:

- Kennedy Rd
- Hastings Rd

Upgrade costs are shared between existing users and future residential development.

Pedestrian Access Over Route K

Two overbridges and one underpass are required to provide access across Route K Extension and are fully SIF funded, with a portion allocated to Tauriko Business Estate.

		Qty	Unit	Unit Rate	Est Cost
7.0	Pyes Pa West				
7.1	Pyes Pa Rd Upgrade (360m) (LIPS 45)				
	Existing formation:				
	9.8m seal, no kerbing, channel				
	Proposed upgrade:				
	District arterial standard, 13 m carriageway, intersection widening, kerb, channel, footpath one side, street lighting and pedestrian crossing				
	Cost of upgrading:				
	(a) Widen 9.8m to 13m, kerb, channel, footpath	360	m	@ \$1,706	\$ 614,160
	TOTAL				\$ 614,160
7.2	Kennedy Rd Upgrade (LIPS 56)				
	Existing formation: 0 - 600m				
	6m seal, no kerb, channel or footpath				
	Proposed upgrade:				
	Collector standard 9m carriageway, widening and bank protection, kerb and channel, footpath on one side, street lighting, safety barriers				
	Cost of upgrading:				
	Widen from 6m to 9m	600	m	@ \$1,312	\$ 787,200
	Existing formation: 600m - 1030m				
	6m seal, no kerb, channel or footpath				
	Proposed upgrade:				
	Collector standard 12m carriageway, widening and high level access, bank protection, kerb and channel, footpaths, street lighting				
	Cost of upgrading:				
	Reconstruct to 12m kerb and channel	430	m	@ \$1,624	\$ 698,320
	Renewal Component	1,030	m	@ \$183	\$ 188,490
					\$ 1,674,010
7.3	Hastings Rd Upgrade (LIPS 59)				
	Existing formation:				
	4.1m average seal, no kerb and channel or footpath				
	Proposed upgrade:				
	Local standard, 8m carriageway, kerb and channel, Footpath one side, street lighting	500	m	@ \$644	\$ 322,000
	Renewal Component	500	m	@ \$136	\$ 68,000
					\$ 390,000
	Cost sharing:				
	Existing dwellings	41			
	Future dwellings	2885			
	Total dwellings	2926			
	Traffic % due to rezoning	98.6%			
7.4	Lakes Boulevard (250m) unformed (LIPS 260262)				
	Construct to 12m wide carriageway	350	m	Actual cost	\$ 158,508
	(Payment for extra widening only = 37%				
	Underpass: 30m of 3m x 2.4m box culvert	1		Actual cost	\$ 409,366
					\$ 567,874

	Qty	Unit	Unit Rate	Est Cost
7.5 South Collector (1450m) – unformed (LIPS 1684)				
Construct to 12m wide carriageway	1,450	m @	\$1,657	\$ 2,402,650
(Payment for extra widening only = 37%)				\$ 2,402,650
7.6 Kennedy Rd Extension (900m) – unformed (LIPS 1685)				
Construct to 12m wide carriageway	900	m @	\$1,620	\$ 1,458,000
(Payment for extra widening only = 37%)				\$ 1,458,000
7.7 Land Cost (LIPS 63)				
Cost of land required to connect transportation network to adjacent properties				
(a) 1 lot at 800m ²	800	m ² @	\$300	\$ 240,000
(b) 3 lots at 800m ²	2,400	m ² @	\$300	\$ 720,000
(100% SIF funded)				\$ 960,000
7.8 Capital Contribution to Route K Southern Extension to Pyes Pa Rd SH 36 (LIPS 280264)				
Cost sharing for this new strategic arterial road has been agreed between Transit, TCC, WBOPDC and Grasshopper:				\$ 54,354,000
Less non-SIF funded portion				- \$47,754,000
Portion to be SIF funded				\$ 6,600,000
Pyes Pa West Residential Share = \$3,300,000 / \$54,354,000			6.07%	\$ 3,300,000
Tauriko Business Estate Share = \$3,300,000 / \$54,354,000			6.07%	\$ 3,300,000
Note: Combined SP 13 and SP14 share reduced by \$1,100,000 (Transit funded land purchase cost in bypass agreement)				
7.9 Overpasses/Underpasses - Route K Ext. (LIPS 102)				
Overbridge:				
3m wide x 30m plus 70m ramp either end (\$1,300 per m ² excluding ramps)	2	@	\$663,000	\$ 1,326,000
Underpass:				
50m of 3m x 2.4m box culvert (\$15,000 per metre)	1	@	\$750,000	\$ 750,000
				\$ 2,076,000
Cost sharing:				
Costs need to be shared between Residential and Business zones based on the number of equivalent lots. The cost sharing is as follows:				
Residential lots (Total)	3,004			
Business HUE's (19.7Ha x 15 lots/Ha)	296			
Total lots	<u>3,300</u>			
Residential share (Pyes Pa West) = 3004/3300		@	91.03%	\$ 1,889,789
Business share (Tauriko) = 296/3300		@	8.97%	\$ 186,211
TOTAL TRANSPORTATION UPGRADE COST FOR PYES PA WEST				\$ 13,442,694

8.0 Ohauti

	Qty	Unit	Unit Rate	Est Cost
8.1 Poike Rd - 1.04km (LIPS 280039)				
Existing formation:				
6m seal, no kerb, channel, footpaths				
Proposed upgrade:				
Widen to 12m, kerb, channel, footpath				
Cost of upgrading:				
Widen to 12m, kerb, channel, footpath	1,040	m	Actual cost	\$ 734,178
Less Transit New Zealand funding				-\$ 50,000
TOTAL				\$ 684,178
8.2 Hollister Lane - 0.57km (LIPS 280038)				
Existing formation:				
4.8m seal, no kerb, channel, footpath				
Proposed upgrade:				
Widen to 11m, kerb, channel, footpath on both sides.				
Cost of upgrading:				
(a) Widen from 4.8m to 11m, kerb, channel, footpath on both sides.	570	m	Actual cost	\$ 375,223
TOTAL				\$ 375,223
8.3 Ohauti Rd (from Taylor St) - 1.945km (LIPS 103)				
Existing formation:				
5.8m seal, no kerb, channel, footpath				
Proposed upgrade:				
Widen to 12m, kerb, channel, footpaths, with corner improvements				
Cost of upgrading:				
a) Widen to 12m, kerb, channel, footpaths (1st stage) (LIPS 280228)	1,300	m	Actual cost	\$ 752,419
b) Boscabel to City Boundary. 12m wide. Corner improvements	200	m	@ \$864	\$ 172,800
				\$ 100,000
TOTAL				\$ 1,025,219
8.4 Hollister Lane Extension (1.4Km.) (LIPS 104)				
Costing allows for payment for the extra width from 8m to 11m. (18% of total cost)				
Construction cost (LIPS 280229)	212	m	Actual cost	\$ 262,794
Widen from 8m to 11m	1,188	m	@ \$1,539	\$ 1,828,332
TOTAL				\$ 2,091,126
TOTAL TRANSPORTATION UPGRADE COST FOR OHAUITI AREA				\$4,225,746

9.0 Welcome Bay

	Qty	Unit	Unit Rate	Est Cost
9.0 WELCOME BAY				
9.1 Welcome Bay Rd (arterial) - 0.87km (LIPS 105)				
Existing formation:				
Varies from 9m to 14.4m				
Proposed upgrade:				
To arterial standard, 16m carriageway, kerb, channels, footpaths				
Cost of upgrading:				
a) Widen to 16m, kerb, channel, footpath	870	m	@ \$1,155	\$ 1,004,850
TOTAL				\$ 1,004,850
9.2 Waikite Rd - 1.58km (LIPS 280270)				
Existing formation:				
5.2m seal, no kerb, channel, footpath				
Proposed upgrade:				
Widen to 11m, kerb, channel, footpath				
Cost of upgrading:				
a) Widen to 11m, kerb, channel, footpath	1,580	m	Actual cost	\$ 1,286,795
TOTAL				\$ 1,286,795
9.3 Waitaha Rd - 1.71km (LIPS 107)				
Existing formation:				
First 240m is 12m seal, kerb and channel both sides, one footpath. Remainder is 6.5m seal, kerb & channel, one footpath				
Proposed upgrade:				
(a) 240m - 920m, widen to 12m, kerb, channel, footpath				
(b) 920m - 1950m, widen to 8m, kerb, channel, footpath				
Cost of upgrading:				
(a) Widen, kerb, channel, footpath (LIPS 280230)	1,180	m	Actual cost	\$ 453,904
(b) 1180m to 1705m	525	m	@ \$604	\$ 317,100
TOTAL				\$ 771,004
TOTAL TRANSPORTATION UPGRADE COST FOR WELCOME BAY AREA				\$ 3,062,649

10.0 Papamoa

	Qty	Unit	Unit Rate	Est Cost
10.0 PAPANOA				
10.1 Girven Rd (arterial) - 0.78km				
See City-wide Transportation - (BIF)				
10.2 Maranui St - 1.46km (LIPS 240)				
Existing formation:				
10m or 10.5m wide, one section with kerb, channel and footpath one side, one section with no kerbing, one section with kerb only				
Proposed upgrade:				
(a) Widen 0-520m to 12m, kerb, channel, footpath on one side				
(b) Widen 520m-1280m to 12m, kerb, channel, footpath on both sides				
(c) Widen 1280m-1460 to 12m, kerb, channel, footpath on one side, footpath on other side				
Cost of upgrading:				
(a) Widen, kerb, channel, footpath one side	520	m	Actual cost	\$ 4,869
(b) Widen, kerb, channel, footpath both sides	940	m	@ \$675	\$ 634,500
TOTAL				\$ 639,369
10.3 Papamoa Beach Rd – 8.52km (LIPS 280039)				
Existing formation:				
Varies from 13m at western end to 5.5m at eastern end. Most of road has kerbing and channels, but footpaths varied				
Proposed upgrade:				
(a) 1.33km - 2.40km, widen from 7.2m to 12m, kerb, channel, footpaths both sides				
(b) 6.30km - 8.28km, widen from 5.5m to 10m, kerb, channel, footpaths both sides				
(c) 8.28km - 8.52km, widen from 5.5m to 8m, kerb, channel, footpaths both sides				
Cost of upgrading:				
(a) Widen, kerb, channel, footpaths	1,070	m	Actual cost	\$ 254,786
(b) Widen, kerb, channel, footpaths	980	m	Actual cost	\$ 487,119
(c) Widen, kerb, channel, footpaths	1,240	m	Actual cost	\$ 835,886
TOTAL				\$ 1,577,791
10.4 Domain Road (arterial) – .78km (LIPS 244)				
Existing formation: Varies from 8.4m to 11.8m				
Proposed upgrade:				
Arterial standard with 16m carriageway, kerbing, footpath, etc				
Cost of upgrading: (including land purchase)				
0 - 325m	2,158	m	Eng Est	\$ 6,445,823
				\$ 6,445,823
Plus Renewals				\$ 1,105,200
				\$ 7,551,023
Plus Land purchase (LIPS 563)				\$ 575,000
TOTAL				\$ 8,126,023
10.5 Range Rd - 0.91km (LIPS 280040)				
Existing formation:				
5.5m wide seal, no kerb, channel, footpath				
Proposed upgrade:				
Widen first 640m to 8m, kerb, channel, footpath both sides. Remaining 270m unchanged				
Cost of upgrading:				
Widen, kerb, channel, footpaths	640	m	Actual cost	\$ 240,174
TOTAL				\$ 240,174

		Qty	Unit	Unit Rate	Est Cost
10.6	Logan Road - 0.09km (LIPS 280041)				
	Existing formation:				
	5.5m seal, no kerb, channel footpath				
	Proposed upgrade:				
	Widen to 8m, kerb, channel, footpath both sides				
	Cost of upgrading:				
	Widen, kerb, channel, footpaths	90	m	Actual cost	\$ 13,992
	TOTAL				\$ 13,992
Note that projects 6.7 - 6.9 (Karewa Parade, Short Place, Taylor Rd) have been deleted as they were not SIF related.					
10.7	Percy Rd - 0.75km (LIPS 280042)				
	Existing formation:				
	(a) 0-150m, 5.6m wide, no kerb, channel, footpaths				
	(b) 150-400m, 7m wide, kerb, channel, footpath on one side				
	(c) 400-750m, 8m wide, kerb, channel, footpath on both sides				
	Proposed upgrade:				
	Widen first 400m to 8m, kerb, channel, footpath on one or both sides, as required.				
	Cost of upgrading:				
	(a) Widen to 8m, kerb, channel, footpath both sides	150	m	Actual cost	\$ 40,781
	(b) Widen to 8m, kerb, channel, footpath other side	250	m	Actual cost	\$ 36,099
	TOTAL				\$ 76,880
10.8	Stella Place - 0.09km (LIPS 280043)				
	Existing formation:				
	5.6m wide, no kerb, channel, footpath				
	Proposed upgrade:				
	Widen to 8m, kerb, channel, footpath both sides				
	Cost of upgrading:				
	Widen, kerb, channel, footpaths	90	m	Actual cost	\$ 23,050
	TOTAL				\$ 23,050
10.9	Dickson Rd - 0.88km (LIPS 280044)				
	Existing formation:				
	7m wide, kerb, channel, footpath on one side				
	Proposed upgrade:				
	Widen to 8m				
	Cost of upgrading:				
	Widen	880	m	Actual cost	\$ 89,083
	TOTAL				\$ 89,083
10.10	Grant Place - 0.11km (LIPS 280045)				
	Existing formation:				
	5.8m wide, no kerb, channel, footpath				
	Proposed upgrade:				
	Widen to 8m, kerb, channel, footpath both sides				
	Cost of upgrading:				
	Widen, kerb, channel, footpath both sides	110	m	Actual cost	33,763
	TOTAL				\$ 33,763

Schedule 1 - Part 4 – Local Infrastructure Transportation

	Qty	Unit	Unit Rate	Est Cost
10.11 McCallum Place - 0.11km (LIPS 280046)				
Existing formation:				
5.8m wide, no kerb, channel, footpath				
Proposed upgrade:				
Widen to 8m, kerb, channel, footpath both sides				
Cost of upgrading:				
Widen, kerb, channel, footpath both sides	110	m	Actual cost	\$ 26,967
TOTAL				\$ 26,967
10.12 Parton Rd - 0.95km (LIPS 245)				
Existing formation:				
5.8m wide, no kerb, channel, footpath				
Proposed upgrade:				
(a) Widen to 15m, kerb, channel, footpaths				
Cost of upgrading:				
(a) Widen to 15m, kerb, channel, footpath	950	m	Eng Est	\$ 2,067,000
(b) Plus Renewal component				\$ 533,000
TOTAL				\$ 2,600,000
10.13 Simpson Rd - 0.97km (LIPS 280047)				
Existing formation:				
5.9m wide, no kerb, channel, footpath				
Proposed upgrade:				
Widen to 10m, kerb, channel, footpath both sides				
Cost of upgrading:				
Widen, kerb, channel, footpaths	970	m	Actual cost	\$ 243,571
TOTAL				\$ 243,571
10.14 Kirkpatrick Place - 0.10km (LIPS 280048)				
Existing formation:				
5.9m wide, no kerb, channel, footpath				
Proposed upgrade:				
Widen to 8m, kerb, channel, footpath both sides				
Cost of upgrading:				
Widen, kerb, channel, footpaths	100	m	Actual cost	\$ 28,067
TOTAL				\$ 28,067
10.15 Pavement Widening				
Gravatt Rd (LIPS 257)	3,160	m	Actual cost	\$ 3,718,539
	320	m	@ \$1,766	\$ 565,120
				\$ 4,283,659
Grenada St (LIPS 264)	1,050	m	Actual cost	\$ 1,158,078
	1,065	m	@ \$1,746	\$ 1,859,490
				\$ 3,017,568
Doncaster Dr (LIPS 265)	775	m	Actual cost	\$ 929,791
	705	m	@ \$1,872	\$ 1,319,760
				\$ 2,249,551

Schedule 1 - Part 4 – Local Infrastructure - Transportation

	Qty	Unit		Unit Rate	Est Cost
Sandhurst Dr (a.) Grenada - Gravatt (includes land) (LIPS 258)					\$ 1,874,900
Sandhurst Dr (b.) Gravatt - State Highway (includes land) (LIPS 260)					\$ 3,337,400
Gloucester St (LIPS 252)					\$ 1,331,400
Longview Dr (LIPS 280049)				Actual cost	\$ 254,346
Shopping Centre to Wairakei Stream (LIPS 1169)					\$ 565,000
Golden Sands Subdivision to Wairakei Stream (LIPS 280050)				Actual cost	\$ 380,000
Emerald Shores Subdivision to Wairakei Stream (LIPS 280051)				Actual cost	\$ 315,100
					\$17,608,924
10.16 Tara Rd (LIPS 246 / 564)					
Reconstruct as an Arterial Rd (15m Carriageway) (LIPS 246)	2,080	m	@	Eng Est	\$ 12,802,860
Land Purchase - 1460m x 10m (LIPS 564)	2.92	ha	@	\$395,480	\$1,154,802
Land Purchase - 620m x 5m (LIPS 564)	0.62	ha	@	\$395,480	\$ 245,198
Survey and Negotiation (LIPS 564)			@	7.5%	\$ 105,000
See file 6482-16 (Vol 19) for detail and cost sharing. Papamoa Share = 22%					\$14,307,860
10.17 Tara Rd / Doncaster Dr Roundabout (LIPS 248)					
Construct Roundabout					\$ 600,000
Less 20% Ministry of Education share					- \$ 120,000
See file 6482-16 (Vol 19) for cost sharing.					\$ 480,000
10.18 Tara Rd / Parton Rd Roundabout					
Construct Roundabout (LIPS 249)	1	L.S.	@		\$ 2,000,000
Land Purchase (LIPS 280232)	0.1	Ha.		Actual cost	\$ 929,748
See file 6482-16 (Vol 19) for cost sharing.					\$ 2,929,748
10.19 Tara Rd / Domain Rd Intersection (LIPS 250)					
Council share of the total cost					\$ 350,000
See file 6482-16 (Vol 19) for cost sharing.					
10.20 Wairakei Stream Crossings					
Longview Dr (LIPS 280053)	115	m		Actual Cost	\$ 291,983
Motiti Rd Shopping Centre (LIPS 267)	120	m		Eng Est	\$ 633,200
Golden Sands Subdivision (LIPS 268)	120	m		Eng Est	\$ 633,200
Emerald Shores subdivision (LIPS 269)	120	m		Eng Est	\$ 633,200
					\$ 2,191,583
10.21 Gravatt Rd - Evans Drain Crossing (LIPS 280052)					
Construct crossing over Evans Drain	20	m		Actual cost	\$ 37,456
10.22 Sandhurst Interchange (LIPS 137)					
Construct interchange with Sandhurst Dr and S H 2	1	L.S.			\$ 17,750,000
TOTAL TRANSPORTATION UPGRADE COST FOR PAPAMOA AREA					\$69,494,300

11.0 Wairakei

		Qty	Unit	Unit Rate	Est Cost
11.1	Wairakei – INFORMATION TO COME IN FUTURE YEARS				

12.0 Tauriko Business Estate

Route K Extension (New arterial)

Stage 1 of Route K extension is a shared cost with TCC, Transit and Pyes Pa West Urban Growth Area.

Primary Transport Network

From Route K extension, a sub-arterial (Spine Rd) provides the primary transport network for this area. The Spine Rd includes intersections that will be controlled by large roundabouts and a grade-separated intersection with Gargan Rd, with ramps to the north.

Additional road reserve width of 5m is provided to accommodate traffic functioning and landscape development. A primary public transport network is provided along Spine Rd, with opportunities for secondary routes along collector roads if required.

Provision for cycles and pedestrians include:

- Links to Pyes Pa West residential area.
- Crossing points separated from roundabouts.
- Median refuges on Spine Rd.
- Off-road routes along stormwater corridors.

SIF funding is based on the additional cost over and above a 13m standard industrial collector road. Land for road widening from 22m to 27m is included in the SIFs.

An extension of the Kennedy Rd collector linking to Pyes Pa West will facilitate traffic movement to the east. This includes a new bridge across the Kopurererua Stream. The full costs of land and construction are SIF-funded as this route is also planned as a bulk services corridor.

Gargan Rd also requires upgrading to an industrial standard. This includes grade separation from spine road with an overbridge and north facing ramps. These costs are SIF-funded. Land purchase is required to provide a 22m road reserve.

Minor improvements will be required to the intersections at Route K/S H 29 and Belk Rd/S H 29 as a result of the development at Tauriko.

Belk Rd also requires upgrading to industrial standards. These costs are SIF-funded.

Pedestrian Access Over Route K

A portion of the two overbridges and one underpass required to provide access across Route K Extension are allocated to Tauriko Business Estate with the balance being funded by Pyes Pa West UGA.

Belk Rd /SH 29 Intersection Agreement Summary

Tauranga City Council has reached a funding agreement with IMF New Zealand Limited regarding development contributions for the Belk Rd/S H 29 Intersection. The Dataworks number for the funding agreement is 1226653) and the funding agreement is generally outlined below:

A solution for the Belk Rd/S H 29 Intersection has yet to be finalised. There is some uncertainty regarding the final solution for this intersection. - Transit are still assessing and negotiating options with IMF over options for a Tauriko bypass (indicated on the Structure Plan).

Development Contribution funding of the Belk Rd/S H 29 intersection, has been based on cost estimates for a solution Transit have approved in principle.

Council's share of this cost estimate is the \$6.2 million and was included in the contribution schedules from 2007/2008. The design proposal on which the \$6.2 million is based may not reflect the final outcome.

SIFs will be payable in accordance with the 2007/08 figures. If the intersection and/or the estimate (\$6.2m) increases or decreases IMF will be either required to pay additional impact fees or receive a refund on fees they have already paid.

A condition has been placed in the Plan Change which limits development to the TCC / WBBOPDC boundary (Stage 1), until a more accurate estimate is received and / or the final transportation solution is agreed and the revised Development Contributions assessed. IMF are the sole landowner in the Tauriko Business Estate between the Route K extension and the TCC / WBOPDC boundary.

NB: "EST COST" ROUNDED TO NEAREST \$100		Qty	Unit	Unit Rate	Est Cost
12.0 TAURIKO BUSINESS ESTATE					
12.1 Spine Rd, sub-arterial - 3672m (unformed)					
Construct to arterial standard, 12m carriageway and 19m carriageway, 3.6m median, cycle lane and bus bays, 27m and 34m road reserve.					
a)	Construct to 19m wide carriageway including first two roundabouts 0 - 530m (LIPS 280233)	530	m	Actual cost	\$1,262,900
	Payment for extra cost above 13m industrial road	31%			
	<i>Insert Base Industrial road cost per metre</i>	\$2,095			
b)	Construct 12m wide carriageway with Island 530m - 3672m (LIPS 70)	518	m	Actual cost	860,363
	Construct 12m wide carriageway with Island 1048m - 3672m (LIPS 70)	2,624	m	@ \$1,731	\$4,542,144
	Payment for extra cost above 13m industrial road	8%			
	<i>Insert base industrial road cost per metre</i>	\$1,731			
TOTAL					\$6,665,407
<u>100% SIFs</u>					
(a)	Extra over for roundabouts (LIPS 1173)	1		Actual cost	\$73,002
	Extra over for roundabouts (LIPS 1173)	6	@	\$65,000	\$390,000
(b)	Landmark entry feature (LIPS 100)	1	@	Actual cost	\$72,208
	Landmark entry feature (LIPS 100)	2	@	\$100,000	\$200,000
(c)	Bus bay and shelter (LIPS 71)	10	@	\$20,000	\$200,000
(d)	Land purchase splays for eight roundabouts (LIPS 68)	0.2406	Ha	Actual cost	\$427,733
(d)	Land purchase splays for eight roundabouts (LIPS 68)	1.2594	ha	@ \$1,777,778	\$2,238,934
(e)	Land purchase - 22m to 27m: 5m x 3262m (LIPS 68)	1.5515	ha	@ \$1,690,000	\$2,622,035
(e)	Land purchase - 22m to 27m: 5m x 3262m (LIPS 68)	0.0795	Ha	Actual cost	\$141,333
(f)	Land purchase - 22m to 34m: Actual area for first 410m (LIPS 68)	0.488	ha	@ Actual cost	\$1,735,822
TOTAL					\$8,101,067
12.2 Kennedy Rd collector, link to SP13 - 540m (unformed)					
(a)	Construct to 13m wide industrial carriageway (LIPS 73)	540	m	@ \$2,487	\$ 1,342,980
(b)	Bridge over Kopurererua Stream incl design (LIPS 74)	1	L.S	@ \$1,400,000	\$ 1,400,000
(c)	Land purchase - 22m x 540m (LIPS 72)	1.188	ha	@ \$670,000	\$ 795,960
					\$3,538,940
Cost sharing:					
100% SIF for land and carriageway as key watermain corridor and transportation link with SP13 area.					

	Qty	Unit	Unit Rate	Est Cost
12.3 Gargan Rd upgrade (LIPS 75 / 76)				
Costs identified for possible urbanisation of Gargan Plateau to ensure infrastructure options are covered.				
Existing formation:				
Rural standard, 5.8m seal, no kerb and channel or stormwater				
Proposed upgrade:				
(a) Reconstruct to 13m wide Industrial standard (LIPS 76)	450	m	@ \$2,796	\$ 1,258,200
(b) Road widening land purchase - 2m x 450m (LIPS 75)	0.09	ha	@ \$890,000	\$ 80,100
				\$ 1,338,300
12.4 Gargan Rd, Spine Rd intersection (LIPS 1406)				
Removed to reflect Environment Court decision per Tauriko Submission 2008/09				
12.5 Belk Rd upgrade (LIPS 1172)				
Existing Formation:				
Rural standard, 6.6m seal, no kerb and channel				
Proposed upgrade:				
(a) Construct to 13m wide industrial carriageway	1,100	m	@ \$2,148	\$ 2,362,800
(b) New roundabout Belk/Spine intersection	1	L.S	@ \$600,00	\$ 600,000
(c) Land purchase for roundabout splays	0.15	ha	@ \$160,000	\$ 24,000
				\$ 2,986,800
12.6 Belk/SH 29 Intersection upgrade (LIPS 1405)				
Upgrade intersection to approved standard in consultation with Transit New Zealand.				
Proposed Upgrade:				
Roundabout solution Belk Rd/S H 29 Intersection	1.00		L.S	\$6,200,000
				\$6,200,000
<i>Note: \$6.2 million has been agreed between Transit New Zealand, IMF Ltd and TCC for a roundabout solution at the Belk Rd/S H 29 intersection. This is the final solution in terms of development contributions outlined in the TCC/IMF agreement summary at the beginning of the Tauriko Business Estate Transportation section.</i>				

	Qty	Unit	Unit Rate	Est Cost
12.7 Accessways - Pedestrian and cycleway (LIPS 82)				
Land purchase for 9m wide accessways				
(a) Access A - 9 x 50m	450	m ²	@ \$220	\$ 99,000
(b) Access C - 9 x 60m	540	m ²	@ \$220	\$ 118,800
(c) Access D - 9 x 60m	540	m ²	@ \$220	\$ 118,800
(walkway construction in stormwater section)				\$ 336,600
12.8 Capital Contribution to Route K Southern Extension to Pyes Pa Rd SH 36 (LIPS 280264)				
Cost sharing for this new strategic arterial road has been agreed between Transit, TCC, WBOPDC and Grasshopper:				\$ 54,354,000
Less Non-funded SIF portion				- \$47,754,000
Portion to be SIF funded				\$ 6,600,000
(c) Pyes Pa West UGA cost - residential				\$ 3,300,000
(d) Tauriko Business Estate				\$ 3,300,000
Pyes Pa West Residential share = \$3,300,000/\$54,354,000				6.07%
Tauriko Business Estate share = \$3,300,000/\$54,354,000				6.07%
Note: Combined SP 13 and SP14 share reduced by \$1,100,000 (Transit-funded land purchase cost in bypass agreement)				
12.9 Route K Extension Improvements (LIPS 2070)				
This item includes slip lane to Route K, slip lane to Route K extension/SH 29 southbound, slip lane to Route K extension/SH 29 northbound, Route K extensions widening, slip lane to Pyes Pa West, slip lane to Spine Rd, bridge improvements to Pyes Pa West. Items include contingencies and design as per Opus International Consultants Ltd review of estimates, July 2006.				
		L.S.	@ 2,600,000	2,600,000
Land Purchase Commercial	0.02	ha	@ \$3,555,556	71,111
Land Purchase Non-developable	1.17	ha	@ 40,000	46,800
Land Purchase Non-developable	0.47	ha	@ 40,000	18,800
				\$ 2,736,711
Survey and Negotiation on Land Purchase			7.5%	\$ 10,253
TOTAL				\$ 2,746,964
12.10 Overpasses/Underpasses - Route K Ext (LIPS 102)				
Contribution to overbridge and underpass near CB1 area:				\$ 2,076,000
Cost sharing from Pyes Pa West cost estimates:				
Tauriko Business Estate share 8.97%				
TOTAL TRANSPORTATION COST FOR TAURIKO BUSINESS ESTATE				\$37,290,078

TRANSPORTATION DEVELOPMENT IMPACT FEES - LOCAL INFRASTRUCTURE (SIF)								
LIPS ID	PROJECT	PROJECT COST	SIF FOR GROWTH AREA (% of total project cost)	RATES IMPACT (% of total project cost)	SIF FOR OTHER AREA(S) OR BIF (% of total project cost)	COST	HUES	COST PER UNIT
BETHLEHEM								
142/ 280225	Cambridge Rd (Moffat intersection north)	\$746,470	28	72	0	\$209,152	3099	\$67.44
280029	Cambridge Rd (Moffat intersection south)	\$776,894	36	64	0	\$279,682	3099	\$90.25
280033	Orange Lane	\$126,924	100	0	0	\$126,924	3099	\$40.96
280030	Moffat Road	\$943,763	54	46	0	\$509,632	3099	\$164.45
280032	Road widening (Cambridge Rd)	\$206,938	36	64	0	\$74,498	3099	\$24.04
280031	Road widening (Moffat Rd)	\$1,370,625	54	46	0	\$740,138	3099	\$238.83
145/ 280273	Beaumaris Boulevard	\$3,185,766	86.69	13.31	0	\$2,761,741	3099	\$891.17
280034	Bethlehem Rd (S H 2/Carmichael) - 470m	\$504,624	37	63	0	\$186,711	3099	\$60.25
280034	Bethlehem Rd (S H 2/Carmichael) - 230m	\$167,647	86	14	0	\$144,176	3099	\$46.52
163	Bethlehem Rd (Carmichael/Marae)	\$739,216	56.75	26.05	17	\$419,505	3099	\$135.37
164	Bethlehem Rd (Marae for 1.010m)	\$1,069,205	69.19	30.81	0	\$739,783	3099	\$238.72
165	Bethlehem Rd (to the end - 150m)	\$135,250	68.76	31.24	0	\$92,998	3099	\$30.01
280263	Carmichael Rd (Bethlehem Rd to end)	\$454,088	96	4	0	\$435,924	3099	\$140.67
175	Mayfield Lane (Millers Rd/S H 2)	\$91,400	92	8	0	\$84,088	3099	\$27.13
280274	Millers Rd (Bellevue Rd to end, 0-390m)	\$767,456	63	37	0	\$483,497	3099	\$156.02
280035	Millers Rd (390-930m)	\$615,785	33	67	0	\$203,209	3099	\$65.57
177	Millers Rd (extension to Mayfield Lane)	\$1,157,680	63	37	0	\$729,338	3099	\$235.35
280226	Millers Rd (extension to Mayfield Lane) - Actual	\$300,764	63	37	0	\$189,481	3099	\$61.14
280258	Intersection upgrade: Bethlehem/Carmichael	\$503,881	40	14	46	\$201,552	3099	\$65.04
	New Roads:							
280278	Mayfield to Carmichael, 815m	\$665,540	44	56	0	\$292,838	3099	\$94.49
227	Mayfield to Carmichael, 230m	\$240,081	100	0	0	\$240,081	3099	\$77.47
228	Carmichael Rd extension	\$413,520	63	37	0	\$260,518	3099	\$84.07
	Pavement widening:							
229	Walkways	\$219,058	57	43	0	\$124,863	3099	\$40.29
280036	Mayfield subdivision access	\$431,800	18	82	0	\$77,724	3099	\$25.08
280036	Mayfield subdivision access (land purchase)	\$10,850	100	0	0	\$10,850	3099	\$3.50
	Cost of Inflation	\$274,571	100	0	0	\$274,571	3099	\$88.60
	Cost of Capital	\$821,142	100	0	0	\$821,142	3099	\$264.97
	TOTAL BETHLEHEM SIF	\$16,940,938				\$10,714,476		\$3,457.40
PYES PA								
280259	Cheyne Rd	\$1,911,268	94	6	0	\$1,796,592	1926	\$932.81
1167	Pyes Pa Rd	\$3,336,638	34	66	0	\$1,134,457	1926	\$589.02
280227	Pyes Pa Rd collector to Cheyne Rd	\$771,161	18	82	0	\$138,809	1926	\$72.07
44	Pyes Pa Rd collector to Cheyne Rd	\$1,456,040	18	82	0	\$262,087	1926	\$136.08
	Cost of Inflation	\$60,245	100	0	0	\$60,245	1926	\$31.28
	Cost of Capital	\$154,061	100	0	0	\$154,061	1926	\$79.99
	TOTAL PYES PA SIF	\$7,689,413				\$3,546,251		\$1,841.25

TRANSPORTATION DEVELOPMENT IMPACT FEES - LOCAL INFRASTRUCTURE (SIF)								
LIPS ID	PROJECT	PROJECT COST	SIF FOR GROWTH AREA (% of total project cost)	RATES IMPACT (% of total project cost)	SIF FOR OTHER AREA(S) OR BIF (% of total project cost)	COST	HUEs	COST PER UNIT
	OHAUITI							
280037	Poike Rd	\$734,178	70.82	29.18	0	\$519,945	1370	\$379.52
280038	Hollister Lane	\$375,223	100	0	0	\$375,223	1370	\$273.89
103/ 280228	Ohauiti Rd	\$1,025,219	29	71	0	\$297,314	1370	\$217.02
104/ 280229	Hollister Lane extension	\$2,091,126	18	82	0	\$376,403	1370	\$274.75
	Cost of Inflation	\$96,667	100	0	0	\$96,667	1370	\$70.56
	Cost of Capital	\$59,677	100	0	0	\$59,677	1370	\$43.56
	TOTAL OHAUITI SIF	\$4,382,091				\$1,725,229		\$1,259.29
	WELCOME BAY							
105	Welcome Bay Rd	\$1,004,850	47	53	0	\$472,280	1429	\$330.50
280270	Waikite Rd	\$1,286,795	91	9	0	\$1,170,983	1429	\$819.44
107/ 280230	Waitaha Rd	\$771,004	95	5	0	\$732,454	1429	\$512.56
	Cost of Inflation	\$149,288	100	0	0	\$149,288	1429	\$104.47
	Cost of Capital	(\$268,109)	100	0	0	(\$268,109)	1429	(\$187.62)
	TOTAL WELCOME BAY SIF	\$2,943,828				\$2,256,895		\$1,579.35
	PAPAMOA							
240	Maranui St	\$634,500	67	33	0	\$425,115	7523	\$56.51
280231	Maranui St – Actual	\$4,869	67	33	0	\$3,262	7523	\$0.43
280239	Papamoa Beach Rd	\$1,577,791	67	33	0	\$1,057,120	7523	\$140.52
244	Domain Rd	\$8,126,023	52.07	47.93	0	\$4,231,220	7523	\$562.44
280040	Range Rd	\$240,174	50	50	0	\$120,087	7523	\$15.96
280041	Logan Rd	\$13,992	50	50	0	\$6,996	7523	\$0.93
280042	Percy Rd	\$76,880	13	87	0	\$9,994	7523	\$1.33
280043	Stella Place	\$23,050	13	87	0	\$2,997	7523	\$0.40
280044	Dickson Rd	\$89,083	75	25	0	\$66,812	7523	\$8.88
280045	Grant Place	\$33,763	84	16	0	\$28,361	7523	\$3.77
280046	McCallum Place	\$26,967	84	16	0	\$22,652	7523	\$3.01
245	Parton Rd	\$2,600,000	50.09	49.91	0	\$1,302,340	7523	\$173.11
280047	Simpson Rd	\$243,571	84	16	0	\$204,600	7523	\$27.20
280048	Kirkpatrick Place	\$28,067	92	8	0	\$25,822	7523	\$3.43
246	Tara Rd (Construction)	\$12,802,860	22	30	48	\$2,816,629	7523	\$374.40
564	Tara Rd (Land)	\$1,504,999	22	30	48	\$331,100	7523	\$44.01
248	Tara Rd/Doncaster Dr roundabout	\$600,000	56.8	43.2	0	\$340,800	7523	\$45.30
249	Tara Rd / Parton Rd roundabout	\$2,000,000	22	30	48	\$440,000	7523	\$58.49
280232	Tara Rd / Parton Rd roundabout	\$929,748	22	30	48	\$204,545	7523	\$27.19
250	Tara Rd / Domain Rd intersection	\$350,000	45	21	34	\$157,500	7523	\$20.94
280052	Gravatt Rd Evans Drain Crossing	\$37,456	100	0	0	\$37,456	7523	\$4.98
	Pavement Widening:							
252	Gloucester St	\$1,331,400	37	63	0	\$492,618	7523	\$65.48
257	Gravatt Rd	\$4,283,659	37	63	0	\$1,584,954	7523	\$210.68
258	Sandhurst Dr (a)	\$1,874,900	37	63	0	\$693,713	7523	\$92.21
260	Sandhurst Dr (b)	\$3,337,400	100	0	0	\$3,337,400	7523	\$443.63
264	Grenada St	\$3,017,568	37	63	0	\$1,116,500	7523	\$148.41
265	Doncaster Dr	\$2,249,551	37	63	0	\$832,334	7523	\$110.64
280049	Longview Dr	\$254,346	15	85	0	\$38,152	7523	\$5.07

TRANSPORTATION DEVELOPMENT IMPACT FEES - LOCAL INFRASTRUCTURE (SIF)								
LIPS ID	PROJECT	PROJECT COST	SIF FOR GROWTH AREA (% of total project cost)	RATES IMPACT (% of total project cost)	SIF FOR OTHER AREA(S) OR BIF (% of total project cost)	COST	HUEs	COST PER UNIT
1169	Shopping Centre to Wairakei Stream	\$565,000	37	63	0	\$209,050	7523	\$27.79
280050	Golden Sands subdivision to Wairakei Stream	\$380,000	37	63	0	\$140,600	7523	\$18.69
280051	Emerald Shores subdivision to Wairakei Stream	\$315,100	37	63	0	\$116,587	7523	\$15.50
	Wairakei Stream Crossings:							
280053	Longview Dr	\$291,983	100	0	0	\$291,983	7523	\$38.81
267	Shopping Centre to Wairakei Stream	\$633,200	50	0	50	\$316,600	7523	\$42.08
263	Golden Sands subdivision to Wairakei Stream	\$633,200	50	0	50	\$316,600	7523	\$42.08
269	Emerald Shores subdivision to Wairakei Stream	\$633,200	50	0	50	\$316,600	7523	\$42.08
137	Sandhurst Dr. Interchange	\$17,750,000	47	53	0	\$8,342,500	7523	\$1,108.93
	Cost of Inflation	\$4,894,163	100	0	0	\$4,894,163	7523	\$650.56
	Cost of Capital	(\$6,601,282)	100	0	0	(\$6,601,282)	7523	(\$877.48)
	TOTAL PAPAMOA SIF	\$67,787,181				\$28,274,479		\$3,758.40
	PYES PA WEST							
	Road Upgrades/Widening:							
45	Pyes Pa Rd	\$614,160	98.6	1.4	0	\$605,562	3033	\$199.66
56	Kennedy Rd	\$1,674,010	87.5	12.5	0	\$1,464,759	3033	\$482.94
59	Hastings Rd	\$390,000	81.58	18.42	0	\$318,162	3033	\$104.90
	New Roads:							
280262	Lakes Boulevard	\$567,874	37	63	0	\$210,113	3033	\$69.28
1684	South collector	\$2,402,650	37	63	0	\$888,981	3033	\$293.10
1685	Kennedy Rd Extension	\$1,458,000	37	63	0	\$539,460	3033	\$177.86
63	Land cost for connections	\$960,000	100	0	0	\$960,000	3033	\$316.52
280264	*Route K Extension	\$6,600,000	50	0	50	\$3,300,000	3033	\$1,088.03
102	Overbridge/Underpass	\$2,076,000	91.03	0	8.97	\$1,889,789	3033	\$623.08
	Cost of Inflation	\$1,040,016	100	0	0	\$1,040,016	3033	\$342.90
	Cost of Capital	\$50,803	100	0	0	\$50,803	3033	\$16.75
	TOTAL PYES PA WEST SIF	\$17,832,512				\$11,267,644		\$3,715.02
	*Total cost Route K Extension = \$54,354,000							
	WEST BETHLEHEM							
230	New roundabout on S H 2	\$3,667,516	51	49	0	\$1,870,433	442	\$4,231.75
163	Bethlehem Rd (Carmichael Rd northwards)	\$739,216	17.2	26.05	56.75	\$127,145	442	\$287.66
235	Carmichael Rd (Bethlehem Road to S H 2)	\$823,440	85	15	0	\$699,924	442	\$1,583.54
280258	Intersection upgrade: Bethlehem/Carmichael	\$503,881	46	14	40	\$231,785	442	\$524.40
236	Collector road from S H 2 to Carmichael Rd	\$2,433,039	100	0	0	\$2,433,039	442	\$5,504.61
280275	Designation process for Roads in Bethlehem Plan Change 15	\$2,113	100	0	0	\$2,113	442	\$4.78
237	Pedestrian crossing S H 2	\$200,000	33	67	0	\$66,000	442	\$149.32
2149	Reserve access road – Parau Farms	\$142,099	100	0	0	\$142,099	442	\$321.49
	Cost of Inflation	\$74,238	100	0	0	\$74,238	442	\$167.96
	Cost of Capital	\$3,776,749	100	0	0	\$3,776,749	442	\$8,544.68
	Subtotal	\$12,362,291				\$9,423,526		\$21,320.19
	Less reduction adopted by Council							(\$7,648.35)
	TOTAL WEST BETHLEHEM SIF	\$12,362,291				\$9,423,526		\$13,671.84

TRANSPORTATION DEVELOPMENT IMPACT FEES - LOCAL INFRASTRUCTURE (SIF)								
LIPS ID	PROJECT	PROJECT COST	SIF FOR GROWTH AREA (% of total project cost)	RATES IMPACT (% of total project cost)	SIF FOR OTHER AREA(S) OR BIF (% of total project cost)	COST	HUEs	COST PER UNIT
	TAURIKO BUSINESS ESTATE							
280233	Spine Rd sub-arterial (0-530m)	\$1,262,900	31	0	69	\$391,499	8278	\$47.29
70	Spine Rd sub-arterial (530 – 3672m)	\$5,402,507	8	0	92	\$432,201	8278	\$52.21
1173	Roundabouts	\$463,002	100	0	0	\$463,002	8278	\$55.93
100,71	Landmark features and bus shelters	\$472,208	100	0	0	\$472,208	8278	\$57.04
68	Land purchase, bus bays, roundabouts	\$7,165,857	100	0	0	\$7,165,857	8278	\$865.65
72-74	Kennedy Rd collector	\$3,538,940	100	0	0	\$3,538,940	8278	\$427.51
75-77	Gargan Rd upgrade	\$1,338,300	100	0	0	\$1,338,300	8278	\$161.67
1172	Belk Rd upgrade	\$2,986,800	100	0	0	\$2,986,800	8278	\$360.81
1405	Belk Rd/SH 29 upgrade	\$6,200,000	100	0	0	\$6,200,000	8278	\$748.97
82	Access ways – pedestrian and cycleway	\$336,600	100	0	0	\$336,600	8278	\$40.66
280264	Route K extension *	\$6,600,000	50	0	50	\$3,300,000	8278	\$398.65
2070	Route K extension improvements	\$2,746,964	100	0	0	\$2,746,964	8278	\$331.84
102	Route K overpasses and underpasses	\$2,076,000	8.97	0	91.03	\$186,217	8278	\$22.50
	Cost of Inflation	\$4,127,586	100	0	0	\$4,127,576	8278	\$498.62
	Cost of Capital	\$380,374	100	0	0	\$380,374	8278	\$45.95
	TAURIKO BUSINESS ESTATE SIF	\$45,098,092				\$34,066,538		\$4,115.31
	*Total cost Route K Extension =\$54,354,000							

