

542/1480

Wigram-Magdala Grade-Separated Link



COSTS (Costs net of thirds-party contributions in brackets)

Total	Renewal	Backlog	Unallocated	Growth
\$7,693,131	\$384,695	\$3,142,628	0	\$4,165,809
(\$3,615,772)	(\$180,807)	(\$1,477,035)		(\$1,957,930)

COST ALLOCATION

Primary Driver:	Access to southwest Christchurch and network capacity.
Secondary Driver:	
Capacity discussion:	
References:	

ATTRIBUTES

Project Manager:	David Robinson
Work Planned:	An overbridge connecting Wigram Road to the Magdala Place – Brimingham Drive route.
Location:	
Special features being addressed:	Transit has removed the proposal for motorway ramps at Nash Rd and Awatea Rd on the future Southern Motorway. Council has agreed to consider extending Wigram Rd to connect to Magdala Place as part of the Southern Motorway Strategy and the CRETS Draft Transportation Strategy to provide alternative access to SW Christchurch.
A statement of the outcomes being addressed (LoS, Community Outcomes):	
Options considered:	
Implications of not doing the project:	
Linkages with other projects:	CRETS, SWAP
Location of other relevant supporting information:	Project Initiation Request (attached) Note that costs have been inflated for 2007 LTCCP.

Project Cost Allocation Summary

Background

Project No	542/1480	Activity	Transport and City Streets
Project Name	Wigram Magdala Grade Separated Link		
Project Manager	tbc		
Year first spend on the project	2007	Project Scope	tbc
Year of first cost allocation	2006		
Year of current cost allocation	2006		
Project cost	\$7,693,131		

Level of Service Definitions

Measure	Ratio	Primary Driver	tbc
Existing Capacity	100.0		
Existing Demand	143.0		
Total Capacity	200.0	Secondary Driver	
Design Capacity Year	2035		
End of Life Year	2050		
Backlog Capacity	43	Capacity Discussion	
Growth Capacity	57		
New Work Capacity	100		
% Backlog of New Work	43	References	
% Growth of New Work	57		

Localities:

locality	percentage	comment
Middleton	100	

Operations and Maintenance

O&M Cost Share	\$0
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Renewal

Stand Alone Renewal Cost	\$384,695	Renewal Scope	Non Standard assumption for renewal component of Road Network Improvements
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New Works

Stand Alone New Works Cost	\$7,693,131	New Works Scope	Standard assumption for new work component of Road Network Improvement.
Renewal Cost Share	\$384,695		
New Work Cost Share	\$7,693,131		

Preliminary Cost Shares

Backlog Cost Share	\$3,142,628
Growth Cost Share	\$4,165,809

Growth project

Stand Alone Growth Cost	\$7,693,131	Growth Project Scope	Standard assumption for growth component of Road Network Improvements.
Growth Cap	\$7,693,131		

Unallocated costs

Unallocated Cost Share	\$0
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Project funding

External Funding	\$4,077,359
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Summary of Cost Allocation

	%	Total Cost	Net Cost
O&M		\$0	\$0
Renewal	5%	\$384,695	\$180,807
Backlog	40.8%	\$3,142,628	\$1,477,035
Growth	54.1%	\$4,165,809	\$1,957,930
Unallocated	0%	\$0	\$0
External Funding			\$4,077,359
Project Total	100%	\$7,693,131	\$3,615,772

TRANSPORT PROJECT SCOPING BRIEF

Project Initiator: CRETS Draft Transport Strategy	Date: 23/1/2007
Project Name: Wigram Magdala Grade Separated Link	WBS if created: 542-1480
Background Data: (include project source – study, strategy, public enquiry, resource consent, etc.) (include/append data needed for prioritisation process) Transit has removed the proposal for motorway ramps at Nash Rd and Awatea Rd on the future Southern Motorway. Council has agreed to consider extending Wigram Rd to connect to Magdala Place as part of the Southern Motorway Strategy and the CRETS Draft Transportation Strategy to provide alternative access into Southwest Christchurch. Date last reviewed: 23/1/2007	
Issue, Problem or Deficiency to be addressed: Access to southwest Christchurch and network capacity. Date last reviewed: 23/1/2007	
Possible solutions/suggestions: (attach conceptual sketches ¹ , if appropriate) An overbridge connecting Wigram Road to the Magdala Place – Brimingham Drive route. Transit intend to review the form of the Curletts Rd interchange as part of the specimen design. There may be an opportunity to have an at-grade connection if the form of the interchange changes. Date last reviewed: 23/1/2007	
Proposed Budget Category: Road Network Improvements Date last reviewed: 23/1/2007	
Priority Rating (if relevant): Construction has been programmed to coincide with the likely timing of the motorway construction. Date last reviewed: 23/1/2007	
Strategy or Strategic Objective(s) that the project will satisfy:- Southern Motorway Strategy and CRETS Draft Transportation Strategy. Date last reviewed: 23/1/2007	
Cost Estimate (include how this was derived and the level of accuracy and year of \$\$): \$7,340,775, Very Rough Order Cost, Oct 2006. See electronic (S:\Budget preparation and monitoring\0708\Road Network Improvements VROC.xls) Budget or hardcopy(as yet unpacked David Robinson files) developer contributions worksheets. Date last reviewed: 23/1/2007 Note: Costs have been inflated for 2007/08 LTCCP	
Proposed Funding Method (for unbudgeted projects):	

¹ This is not to be a scheme plan drawn up by City Solutions, but more a transport planners pencil sketch that may be used for City Solutions to provide a Very Rough Order Costing if required. Its only purpose is for future reference as to what was the basis of the initial cost estimate. The project team should develop the scheme design.
 S:\Transport Planning\Templates\Project Scoping Template\Project Scopes\2007_2008\Road Network Improvements\Project Scope - Wigram Magdala Grade Separated Link.doc

Date last reviewed:
Project Received by Capital Programme Team:

Note: costs shown here may have been inflated for 2007/08 LTCCP.

Project: Magdala - Wigram Overbridge Connection - VROC 31/10/06								
Item	Description	Unit	Length/m	Rate	Amount	Contingency	Total	Comment
1 Preliminary and General								
1.1	Establishment				\$ 472,294	\$ 94,459	\$ 566,753	10% road construction cost
2 Road Construction								
2.1	Overbridge only	m2	1950	\$ 2,000	\$ 3,900,000	\$ 780,000	\$ 4,680,000	20% contingencies
2.2	West approach	m	1,386	\$ 375	\$ 519,750	\$ 103,950	\$ 623,700	At 66% of 4 laning cost
2.3	East approach	m	1,386	\$ 218.75	\$ 303,188	\$ 60,638	\$ 363,825	At 66% of 4 laning cost
2.4			0	\$ 0	\$ -	\$ -	\$ -	
2.5			0	\$ 0	\$ -	\$ -	\$ -	
2.6			0	\$ 0	\$ -	\$ -	\$ -	
2.7			0	\$ 0	\$ -	\$ -	\$ -	
2.8			0	\$ 0	\$ -	\$ -	\$ -	
2.9			0	\$ 0	\$ -	\$ -	\$ -	
				RC Subtotal	\$ 4,722,938	\$ 944,588	\$ 5,667,525	
3 Miscellaneous								
3.1					\$ -	\$ -	\$ -	
3.2					\$ -	\$ -	\$ -	
				TOTAL	\$ 5,195,231	\$ 1,039,046	\$ 6,234,278	
4 Land Purchase								
4.1	East approach from Transit	m2	2000	\$ 100	\$ 200,000	\$ 40,000	\$ 240,000	20% contingencies
4.2	Car parking of 1 affected property	LS	88,000	\$ 88,000	\$ 88,000	\$ 17,600	\$ 105,600	
4.3			0	\$ 0	\$ -	\$ -	\$ -	
4.4			0	\$ 0	\$ -	\$ -	\$ -	
4.5			0	\$ 0	\$ -	\$ -	\$ -	
				TOTAL	\$ 28,800	\$ 5,760	\$ 34,560	10% of land cost
5 Land Legalisation								
					\$ 316,800	\$ 63,360	\$ 380,160	
6 Professional Fees								
6.1	I&R				\$ 155,857	\$ 46,757	\$ 202,614	2.5%,0.75%,3.25% of sum 1,2&3
6.2	D&PD				\$ 259,764	\$ 51,932	\$ 311,695	4.167%,0.833%,5.0% of sum 1,2&3
6.3	MS&QA				\$ 155,857	\$ 31,171	\$ 187,028	2.5%,0.50%,3.0% of sum 1,2&3
	(D&PD + MS&QA)				\$ 415,621	\$ 83,103	\$ 498,723	
				TOTAL	\$ 571,478	\$ 129,860	\$ 701,338	
				TOTAL	\$ 6,083,509	\$ 1,232,266	\$ 7,315,775	

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MAGDALA - WIGRAM LINK

100m x 32m



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