

542/1484



**CHRISTCHURCH**  
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## Nash Road Overbridge (Aidenfield-Wigram)

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

Total	Renewal	Backlog	Unallocated	Growth
\$2,770,171	\$138,523	\$1,131,609	0	\$1,500,040
(\$1,301,980)	(\$65,106)	(\$531,856)		<b>(\$705,019)</b>

### COST ALLOCATION

<b>Primary Driver:</b>	Accessibility for South-West Area development
<b>Secondary Driver:</b>	
<b>Capacity discussion:</b>	
<b>References:</b>	

### ATTRIBUTES

<b>Project Manager:</b>	David Robinson
<b>Work Planned:</b>	Overbridge of planned Southern Motorway
<b>Location:</b>	
<b>Special features being addressed:</b>	Accessibility across the Southern Motorway. Note that urban development of Wigram airfield is likely.
<b>A statement of the outcomes being addressed (LoS, Community Outcomes):</b>	Improved network efficiency and capacity Improved Level of Service Improved Safety
<b>Options considered:</b>	
<b>Implications of not doing the project:</b>	Limited capacity means Level of Service will decrease Continued safety concerns
<b>Linkages with other projects:</b>	NROSS
<b>Location of other relevant supporting information:</b>	Attached project scope. Note that costs quoted there have been inflated for 2007 LTCCP.

**Project Cost Allocation Summary**

**Background**

Project No	542/1484	Activity	Transport and City Streets
Project Name	Nash Rd Overbridge (Aidanfield - Wigram)		
Project Manager	tbc		
Year first spend on the project	2009	Project Scope	tbc
Year of first cost allocation	2006		
Year of current cost allocation	2006		
Project cost	\$2,770,171		

**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
Wigram	100	

**Operations and Maintenance**

O&M Cost Share	\$0
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**Renewal**

Stand Alone Renewal Cost	\$138,523	Renewal Scope	Non Standard assumption for renewal component of Road Network Improvements
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**New Works**

Stand Alone New Works Cost	\$2,770,171	New Works Scope	Standard assumption for new work component of Road Network Improvement.
Renewal Cost Share	\$138,523		
New Work Cost Share	\$2,770,171		

**Preliminary Cost Shares**

Backlog Cost Share	\$1,131,609
Growth Cost Share	\$1,500,040

**Growth project**

Stand Alone Growth Cost	\$2,770,171	Growth Project Scope	Standard assumption for growth component of Road Network Improvements.
Growth Cap	\$2,770,171		

**Unallocated costs**

Unallocated Cost Share	\$0
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**Project funding**

External Funding	\$1,468,191
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**Summary of Cost Allocation**

	%	Total Cost	Net Cost
O&M		\$0	\$0
Renewal	5%	\$138,523	\$65,106
Backlog	40.8%	\$1,131,609	\$531,856
Growth	54.1%	\$1,500,040	\$705,019
Unallocated	0%	\$0	\$0
External Funding			\$1,468,191
Project Total	100%	\$2,770,171	\$1,301,980

## TRANSPORT PROJECT SCOPING BRIEF

<b>Project Initiator:</b> Southern Motorway Strategy	<b>Date:</b> 23/1/2007
<b>Project Name:</b> Nash Rd Overbridge	<b>WBS if created:</b> 542-1484
<b>Background Data:</b> (include project source – study, strategy, public enquiry, resource consent, etc.) (include/append data needed for prioritisation process)  Council has resolved to agree to fund and construct the Nash Road overbridge across the proposed Southern Motorway extension. Transit are funding and constructing the approaches to the bridge.  Date last reviewed: 23/1/2007	
<b>Issue, Problem or Deficiency to be addressed:</b>  Accessibility across the Southern Motorway. Note that urban development of Wigram airfield is likely.    Date last reviewed: 23/1/2007	
<b>Possible solutions/suggestions:</b> (attach conceptual sketches <sup>1</sup> , if appropriate)  Overbridge across the Southern Motorway. Southern Motorway scheme assessment has conceptual designs.    Date last reviewed: 23/1/2007	
<b>Proposed Budget Category:</b> Road Network Improvements Date last reviewed: 23/1/2007	
<b>Priority Rating (if relevant):</b> Overbridge has been programmed to be constructed at the same time the motorway is being constructed. Construction may be able to be delayed however this may cause traffic delays when the motorway is open. Date last reviewed: 23/1/2007	
<b>Strategy or Strategic Objective(s) that the project will satisfy:-</b> Southern Motorway Strategy.   Date last reviewed: 23/1/2007	
<b>Cost Estimate (include how this was derived and the level of accuracy and year of \$\$):</b> \$2,643,293, Very Rough Order Cost, Oct 2006. See electronic (S:\Budget preparation and monitoring\0708\Road Network Improvements VROCs.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.	
<b>Proposed Funding Method (for unbudgeted projects):</b>	

<sup>1</sup> 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 - Nash Rd Overbridge.doc

Date last reviewed:
<b>Project Received by Capital Programme Team:</b>

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

Project: <del>Aidanfield</del> Nash Overbridge - VROC 31/10/06						
Item Description	Unit	Length/m	Rate	Amount	Contingency	Total
<b>1 Preliminary and General</b>						
1.1 Establishment				\$ 180,000	\$ 36,000	\$ 216,000
<b>2 Road Construction</b>						
2.1 Overbridge only	m2		900 \$ 2,000	\$ 1,800,000	\$ 360,000	\$ 2,160,000
2.2			0 \$ -	\$ -	\$ -	\$ -
2.3			0 \$ -	\$ -	\$ -	\$ -
2.4			0 \$ -	\$ -	\$ -	\$ -
2.5			0 \$ -	\$ -	\$ -	\$ -
2.6			0 \$ -	\$ -	\$ -	\$ -
2.7			0 \$ -	\$ -	\$ -	\$ -
2.8			0 \$ -	\$ -	\$ -	\$ -
2.9			0 \$ -	\$ -	\$ -	\$ -
			<b>RC Subtotal</b>	<b>\$ 1,800,000</b>	<b>\$ 360,000</b>	<b>\$ 2,160,000</b>
<b>3 Miscellaneous</b>						
3.1			0 \$ -	\$ -	\$ -	\$ -
3.2			0 \$ -	\$ -	\$ -	\$ -
			<b>TOTAL</b>	<b>\$ 1,980,000</b>	<b>\$ 396,000</b>	<b>\$ 2,376,000</b>
<b>4 Land Purchase</b>						
4.1			0 \$ -	\$ -	\$ -	\$ -
4.2			0 \$ -	\$ -	\$ -	\$ -
4.3			0 \$ -	\$ -	\$ -	\$ -
4.4			0 \$ -	\$ -	\$ -	\$ -
4.5			0 \$ -	\$ -	\$ -	\$ -
<b>5 Land Legalisation</b>						
			<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>6 Professional Fees</b>						
6.1 I&R				\$ 59,400	\$ 17,820	\$ 77,220
6.2 D&PD				\$ 99,001	\$ 19,792	\$ 118,793
6.3 MS&QA				\$ 59,400	\$ 11,880	\$ 71,280
(D&PD + MS&QA)				\$ 158,401	\$ 31,672	\$ 190,073
			<b>TOTAL</b>	<b>\$ 217,801</b>	<b>\$ 49,492</b>	<b>\$ 267,293</b>
			<b>TOTAL</b>	<b>\$ 2,197,801</b>	<b>\$ 445,492</b>	<b>\$ 2,643,293</b>

10% road construction cost

CCC pays for structure only

20% contingencies

10% of land cost

2.5%,0.75%,3.25% of sum 1,2&3  
4.167%,0.833%,5.0% of sum 1,2&3  
2.5%,0.50%,3.0% of sum 1,2&3

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