

Project Name	Description	Phase	Profile	Work category	Indicative FAR	Total phase cost (\$000)	Total phase cost Year 1 - 3 (\$000)	Total phase cost Year 4 - 10 (\$000)	BCR	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	NZTA Profile			Funding priority	RCA priority	Draft RTC priority
										(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	Strategic fit	Effectiveness	Efficiency			
HPMV - TDC10 (MDF to Port)	HPMV route upgrades including Jenkins Bridge	Investigation	HMM			16.0	0.0	16.0	3.7	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	H	M	M	3b	1	1
HPMV - TDC10 (MDF to Port)	HPMV route upgrades including Jenkins Bridge	Design	HMM			32.0	0.0	32.0	3.7	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	H	M	M	3b	1	1
HPMV - TDC10 (MDF to Port)	HPMV route upgrades including Jenkins Bridge	Construction	HMM			290.0	0.0	290.0	3.7	0.0	0.0	0.0	0.0	290.0	0.0	0.0	0.0	0.0	0.0	H	M	M	3b	1	1
HPMV - TDC07 (88Valley to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Investigation	HMH			40.0	0.0	40.0	5.3	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	H	M	H	4c	2	2
HPMV - TDC07 (88Valley to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Design	HMH			50.0	0.0	50.0	5.3	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	H	M	H	4c	2	2
HPMV - TDC07 (88Valley to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Construction	HMH			650.0	0.0	650.0	5.3	0.0	0.0	0.0	0.0	650.0	0.0	0.0	0.0	0.0	0.0	H	M	H	4c	2	2
HPMV - TDC08 (Lansdowne Rd to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Investigation	LMH			16.0	0.0	16.0	6.8	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	3	3
HPMV - TDC08 (Lansdowne Rd to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Design	LMH			32.0	0.0	32.0	6.8	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	3	3
HPMV - TDC08 (Lansdowne Rd to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Construction	LMH			300.0	0.0	300.0	6.8	0.0	0.0	0.0	0.0	300.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	3	3
HPMV - TDC09 (Motueka to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Investigation	LMH			16.0	0.0	16.0	4.6	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	4	4
HPMV - TDC09 (Motueka to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Design	LMH			32.0	0.0	32.0	4.6	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	4	4
HPMV - TDC09 (Motueka to Port Nelson)	HPMV route upgrades including Jenkins Bridge	Construction	LMH			420.0	0.0	420.0	4.6	0.0	0.0	0.0	0.0	420.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	4	4
SH6 Doctors Creek Bridge	Rural narrow bridge replacement and highway realignment and removal of out of context curve	Construction	MMH			659.0	659.0	0.0	4	659.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	H	7a	5	5
SH6 Aniseed Valley Reconstruction	Upgrade cross road intersection with dedicated right turn bays and left turn deceleration lanes for both side roads	Design	MMM			892.0	892.0	0.0	3.7	892.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	8c		
SH6 Aniseed Valley Reconstruction	Upgrade cross road intersection with dedicated right turn bays and left turn deceleration lanes for both side roads	Construction	MMM			1808.0	1808.0	0.0	3.7	0.0	892.0	916.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	8c	7	6
Richmond Construction - Queen/Salisbury Intersection	Construction of new intersection layout with traffic signals	Design	MMH	324	59%	99.0	99.0	0.0	5.1	0.0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	H	4c	1	7
Richmond Construction - Queen/Salisbury Intersection	Construction of new intersection layout with traffic signals	Construction	MMH	324	59%	920.2	0.0	920.2	5.1	0.0	0.0	0.0	920.2	0.0	0.0	0.0	0.0	0.0	0.0	M	M	H	4c	1	7
Richmond Construction - Moutere Highway/Waimea West Intersection	Intersection layout improvements	Design	MMM	324	59%	130.8	130.8	0.0	3.8	0.0	53.5	77.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	6c	2	8
Richmond Construction - Moutere Highway/Waimea West Intersection	Intersection layout improvements	Construction	MMM	324	59%	950.2	0.0	950.2	3.8	0.0	0.0	0.0	950.2	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	6c	2	8
Kaiteriteri Construction - New Road	Construction of a new road alignment between Cederman Drive and Martin Farm Road	Design	LMM	324	59%	176.0	176.0	0.0	3.9	25.3	150.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	M	9a	6	9
Kaiteriteri Construction - New Road	Construction of a new road alignment between Cederman Drive and Martin Farm Road	Construction	LMM	324	59%	1274.7	1274.7	0.0	3.9	0.0	0.0	1274.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	M	9a	6	9
Kaiteriteri Construction - Martin Farm Road Upgrade	Upgrade of Martin Farm Road to match speed environment of new adjoining road section	Design	LMM	324	59%	103.8	103.8	0.0	3.9	48.3	55.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	M	9a	6	9
Kaiteriteri Construction - Martin Farm Road Upgrade	Upgrade of Martin Farm Road to match speed environment of new adjoining road section	Construction	LMM	324	59%	1025.3	0.0	1025.3	3.9	0.0	0.0	0.0	1025.3	0.0	0.0	0.0	0.0	0.0	0.0	L	M	M	9a	6	9
Motueka Valley Construction - Motueka Valley Highway Widening	Corner widening between College Street and Mytton Heights	Design	LMH	324	59%	194.3	150.4	43.9	4.8	0.0	0.0	150.4	43.9	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	3	10
Motueka Valley Construction - Motueka Valley Highway Widening	Corner widening between College Street and Mytton Heights	Construction	LMH	324	59%	885.7	0.0	885.7	4.8	0.0	0.0	0.0	0.0	885.7	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	3	10
Moutere Construction - Moutere Highway	Widening of out of context curves between Kelling Road and George Harvey Road	Design	LMH	324	59%	58.6	0.0	58.6	4.4	0.0	0.0	0.0	21.3	37.3	0.0	0.0	0.0	0.0	0.0	L	M	H	7c	4	11
Moutere Construction - Moutere Highway	Widening of out of context curves between Kelling Road and George Harvey Road	Construction	LMH	324	59%	436.4	0.0	436.4	4.4	0.0	0.0	0.0	0.0	0.0	436.4	0.0	0.0	0.0	0.0	L	M	H	7c	4	11
Richmond Construction - Lower Queen/Lansdowne Intersection	Intersection layout improvements	Design	LMM	324	59%	188.6	188.6	0.0	3.6	65.9	122.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	M	9a	5	12
Richmond Construction - Lower Queen/Lansdowne Intersection	Intersection layout improvements	Construction	LMM	324	59%	442.7	442.7	0.0	3.6	0.0	0.0	442.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	M	9a	5	12
Crooked Creek Realignment	4 out of context high speed curves with pronounced crash history, poor clear zone and high maintenance costs	Investigation	MMM			111.0	0.0	111.0	3.6	0.0	0.0	0.0	111.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	8c	8	12
Crooked Creek Realignment	4 out of context high speed curves with pronounced crash history, poor clearzone and high maintenance costs	Design	MMM			132.0	0.0	132.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	8c		
Crooked Creek Realignment	4 out of context high speed curves with pronounced crash history, poor clearzone and high maintenance costs	Construction	MMM			2247.8	0.0	2247.8	3.6	0.0	0.0	0.0	2247.8	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	8c	8	12
SH6 Richmond Deviation 4 Laning	Construction of 2 new northbound lanes on Richmond Deviation between Craft Habitat RAB and McGlashen St	Design	MMM			212.0	212.0	0.0	3.3	212.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	8c	9	13
SH6 Richmond Deviation 4 Laning	Construction of 2 new northbound lanes on Richmond Deviation between Craft Habitat RAB and McGlashen St	Construction	MMM			1997.0	1997.0	0.0	3.3	0.0	985.0	1012.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	M	M	M	8c	9	13
SH65 Hutchison Bridge - 2 Laning	Widen existing one land bridge on upstream side to two lanes and widen approaches	Design	LMH			89.0	89.0	0.0	5.5	89.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	8c	10	14
SH65 Hutchison Bridge - 2 Laning	Widen existing one land bridge on upstream side to two lanes and widen approaches	Construction	LMH			1018.0	1018.0	0.0	5.5	0.0	1018.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	8c	10	14
Newton Bridge Traffic Signals	Installation of signals on 1 lane bridge with high approach speeds and poor visibility, intergrate with warning signs for over dimension vehicles	Investigation	LMH			27.5	0.0	27.5	4	0.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7a	6	15
Newton Bridge Traffic Signals	Installation of signals on 1 lane bridge with high approach speeds and poor visibility, intergrate with warning signs for over dimension vehicles	Design	LMH			27.5	0.0	27.5	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7a	6	15
Newton Bridge Traffic Signals	Installation of signals on 1 lane bridge with high approach speeds and poor visibility, intergrate with warning signs for over dimension vehicles	Construction	LMH			457.0	0.0	457.0	4	0.0	0.0	0.0	457.0	0.0	0.0	0.0	0.0	0.0	0.0	L	M	H	7a	6	15
Kaiteriteri Construction - Turners Bluff to Tapu Bay	Reconstruction of Riwaka-Kaiteriteri Road between Turners Bluff and Tapu Bay	Design	LMH	324	59%	143.7	131.9	11.8	3.9	22.8	109.1	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	L	M	H	9a	7	16
Kaiteriteri Construction - Turners Bluff to Tapu Bay	Reconstruction of Riwaka-Kaiteriteri Road between Turners Bluff and Tapu Bay	Construction	LMH	324	59%	1069.5	0.0	1069.5	3.9	0.0	0.0	0.0	0.0	0.0	1069.5	0.0	0.0	0.0	0.0	L	M	H	9a	7	16
Kaiteriteri Construction - Tapu Bay to Cederman Drive	Reconstruction of Riwaka-Kaiteriteri Road between Tapu Bay and Cederman Drive	Design	MMM	324	59%	140.6	128.9	11.7	3.9	29.8	99.1	0.0	0.0	0.0	0.0	11.7	0.0	0.0	0.0	M	M	M	9a	8	17
Kaiteriteri Construction - Tapu Bay to Cederman Drive	Reconstruction of Riwaka-Kaiteriteri Road between Tapu Bay and Cederman Drive	Construction	MMM	324	59%	936.3	0.0	936.3	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	936.3	0.0	0.0	M	M	M	9a	8	17
Motueka Valley Construction - McLean's Corner	Realignment of poor road geometry	Design	LMM	324	59%	38.4	0.0	38.4	3.2	0.0	0.0	0.0	0.0	0.0	11.0	27.4	0.0	0.0	0.0	L	M	M	9a	9	18
Motueka Valley Construction - McLean's Corner	Realignment of poor road geometry	Construction	LMM	324	59%	334.4	0.0	334.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	334.4	0.0	0.0	L	M	M	9a	9	18
Richmond Construction - Paton/Ranzau	Intersection layout improvements	Design	L-H	324	59%	42.5	0.0	42.5	4.2	0.0	0.0	0.0	0.0	0.0	20.3	22.2	0.0	0.0	0.0	L	-	H	-	10	19
Richmond Construction - Paton/Ranzau	Intersection layout improvements	Construction	L-H	324	59%	170.6	0.0	170.6	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	170.6	0.0	0.0	L	-	H	-	10	19
Richmond Construction - Lower Queen/McShane	Intersection layout improvements	Design	L-L	324	59%	26.9	0.0	26.9	1.0	0.0	0.0	0.0	0.0	0.0	9.4	17.5	0.0	0.0	0.0	L	-	L	-	11	20
Richmond Construction - Lower Queen/McShane	Intersection layout improvements	Construction	L-L	324	59%	184.7	0.0	184.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	184.7	0.0	0.0	L	-	L	-	11	20
Motueka Valley Construction - Narrow Bridge	Replacement of Narrow Bridge with two lane bridge	Design	L-L	324	59%	114.4	0.0	114.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	15.1	99.3	0.0	0.0	L	-	L	-	12	21
Motueka Valley Construction - Narrow Bridge	Replacement of Narrow Bridge with two lane bridge	Construction	L-L	324	59%	1141.3	0.0	1141.3	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1141.3	0.0	L	-	L	-	12	21
Richmond Construction - Hill/Champion	Construction of a roundabout to service future traffic	Design	L--	324	59%	88.0	0.0	88.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.0	0.0	L	-	-	-	13	22
Richmond Construction - Hill/Champion	Construction of a roundabout to service future traffic	Construction	L--	324	59%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	-	-	-	13	22
Richmond Construction - Wensley Road	Ring route improvements from Oxford Street to Bateup	Design	L--	324	59%	1211.5	0.0	1211.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1211.5	L	-	-	-	14	23
Richmond Construction - Wensley Road	Ring route improvements from Oxford Street to Bateup	Construction	L--	324	59%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L	-	-	-	14	23