

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Steve Elkington, Roading Asset Engineer
REFERENCE: RD3731 & RD3615
DATE: 6 October 2008
SUBJECT: **TALBOT STREET-SALISBURY ROAD - INTERSECTION UPGRADE**

1 PURPOSE

The purpose of this report is to seek approval from the Engineering Services Committee to increase the local share funding for the Talbot Street-Salisbury Road intersection upgrade by \$143,500. This increase corresponds to an increase in construction costs from \$300,000 to \$650,000.

2 BACKGROUND

A public meeting was held on Tuesday 3rd September for the affected residents and businesses at the proposed Talbot Street-Salisbury Road signals. In general most people are happy with the installation of traffic signals with a few local issues raised. These issues are being worked through with individual property owners.

The detailed design of the intersection is underway. Subject to funding approval it is proposed to tender the physical works prior to Christmas with construction over summer.

The current funding allocation is \$300,000 for the upgrade of this intersection as a non-subsidised project. The recent modelling and conceptual work at this intersection has highlighted that this budget will not be sufficient to achieve a good long-term solution to the congestion that will occur once the ring route work has been commissioned at the State Highway/McGlashen/Queen/Oxford intersections in early 2009.

The concept estimate of \$650,000 is made up as follows:

1. Preliminary and General	\$32,000
2. Traffic Signal Install	\$195,000
3. Earthworks Pavement and left turn bay surfacing	\$60,000
4. Intersection resurfacing	\$42,000
5. Landscape	\$30,000
6. Service relocations	\$10,000
7. Land Agreements	\$10,000
8. Drainage	\$55,000
9. Design and Construction Fees	\$76,000
10. As-built drawings	\$10,000
11. Contingency	\$130,000
TOTAL	\$650,000

Item 4, intersection resurfacing (\$42,000), Item 5, landscape (\$30,000), and Item 8, drainage (\$55,000) have been included to minimise disruption and future costs. These items will be required in the short to medium term with or without the intersection upgrade.

Conceptual work indicates that this project has a benefit-cost ratio of approximately 12 using the estimated total of \$650,000. As a construction project it will attract a NZTA subsidy of 59%. Based on this estimate, the local share required will therefore be \$266,500 and fits within the existing non-subsidised budget of \$300,000.

A more robust construction estimate is in the process of being prepared and more refined details will be available at the meeting.

3 RECOMMENDATION

THAT the Engineering Services Committee approve the funding for the Talbot Street-Salisbury Road intersection upgrade as an NZTA subsidised road construction project with an estimated budget total of \$650,000.

Steve Elkington
Roading Asset Engineer