

APPENDIX A - SPECIFIC STRATEGY FOR CAPITAL

Procurement Models for SH Projects with construction cost over \$4M and projected substantive construction start within next 4 financial years.

SHP Priority	Region	Project Name	Cost (\$M)	OPTIMISTIC CONSTRUCTION START YEAR			
				03/04	04/05	05/06	06/07
AUCKLAND OFFICE							
2	Auckland	SH20 : Mt Roskill Extension	139	Traditional M&V			
3	Auckland	SH1 : Esmonde Rd Interchange	32	Traditional M&V			
4	Auckland	SH1 : North Shore Busway (Stages 1 & 2)	95	Traditional M&V			
21	Auckland	SH18 : Hobsonville Deviation	89.3			D&C	
24	Auckland	SH20 : Manukau Extension	147				D&C
25	Auckland	SH1 : Waiouru Interchange	10				Traditional M&V
26	Auckland	SH1 : ALPURT (Sector B2)	149				DCM
27	Auckland	Active Traffic Management System (Stage 3)	4.4				Traditional M&V
HAMILTON OFFICE							
5	Bay of Plenty	SH29 : Hewletts Rd/Maunganui Rd Intersection	23.5	D&C			
7	Waikato	SH1 : Longswamp to Rangiriri Safety Improvement	6.5	Traditional M&V			
8	Waikato	SH2 : Mangatawhiri Deviation	23		Traditional M&V		
11	Waikato	SH1 : Avalon Drive Bypass	21.4		Traditional M&V		
12	Bay of Plenty	SH2 : Domain Rd Intersection	4.2	Traditional M&V			
14	Waikato	SH5 : Tapapa Curves Realignment	7.6	Traditional M&V			
33	Waikato	SH1 : Te Rapa Bypass	46				
44	Waikato	SH2 : Maramarua Deviation	15				
45	Waikato	SH25 : Kopu Bridge Replacement	26.5				
47	Waikato	SH1 : East Taupo Arterial	14.6				
50	Bay of Plenty	SH29 : Hewletts Rd 4-Laning	10				
53	Waikato	SH1 : Ngaruawahia Bypass	61.8				
54	Waikato	SH1 : Cambridge Bypass (2 Lanes)	25				
NAPIER OFFICE							
18	Hawkes Bay	SH50 : Meeanee Rd Interchange	5		Traditional M&V		
WELLINGTON OFFICE							
6	Wellington	SH1 : Inner City Bypass	30	Traditional M&V			
10	Wellington	SH1 : Kapiti Western Link Road (Stage 1)	24.6				Traditional M&V
16	Wellington	SH2 : Rimutaka Corner Easing (Muldoons)	4.7				Traditional M&V
17	Wellington	SH1 : MacKays Overbridge	12	D&C			
22	Wellington	SH2 : Dowse to Petone Interchange	56.1			Traditional M&V	
28	Nelson-Marl.	SH1 : Awatere Bridge Replacement	8.5				Traditional M&V
CHRISTCHURCH OFFICE							
9	Canterbury	SH1 : Normanby Realignment	6.6	Traditional M&V			
23	Canterbury	SH74 : Main North Road 4-Laning (Stage 2)	11.4			Traditional M&V	
DUNEDIN OFFICE							
13	Otago	SH1 : Tumai to Waikouaiti Realignment	4.3		Traditional M&V		

Note that the above numbers of projects for specific procurement models are based on optimistic construction start dates and will, therefore, be subject to change if specific projects come on line earlier or later than expected. The estimated order of accuracy is +/- 1 year. For the purposes of the LTPS, more important than the proposed construction date, is the procurement model proposed for each project.

APPENDIX B - SPECIFIC STRATEGY FOR MAINTENANCE

NETWORK AREA	Details	2003	2004	2005	2006	2007
Northland	Current Model (PSMC 002)	PSMC				
Auckland North	Current Model (PSMC 005)	PSMC				
Auckland South	Current Model Next model	Traditional	Traditional	Traditional	Traditional	Traditional
West Waikato	Current Model Next model	Hybrid	Hybrid	Hybrid	Hybrid	Hybrid
PSMC 001	Current Model	PSMC				
East Waikato	Current Model Next model	Hybrid	Hybrid	Hybrid	Hybrid	Hybrid
Central Waikato	Current Model Next model to be determined	Traditional	Traditional	Traditional	Traditional	Traditional
Bay of Plenty	Current Model Next model to be determined	Traditional	Traditional	Traditional	Traditional	Traditional
Bay Roads	Current Model (PSMC 004)	PSMC				
Tauranga District (Delegated)	Current Model Next model to be determined	Traditional	Traditional	Traditional	Traditional	Traditional
Rotorua District (Delegated)	Current Model Next model to be determined	Traditional	Traditional	Traditional	Traditional	Traditional
Gisbourne/Hawkes Bay	Current Model Next model to be determined	Traditional	Traditional	Traditional	Traditional	Traditional
West Wanganui	Current Model Next model to be determined	Traditional	Traditional	Traditional	Traditional	Traditional
East Wanganui	Current Model Next model to be determined	Hybrid	Hybrid	Hybrid	Hybrid	Hybrid
Wellington	Current Model Next model	Hybrid	Hybrid	Hybrid	Hybrid	Hybrid
Marlborough North	Current Model Next model	Hybrid	Hybrid	Hybrid	Hybrid	Hybrid
Marlborough South	Current Model Next model to be determined	Hybrid	Hybrid	Hybrid	Hybrid	Hybrid
Nelson	Current Model Next model	Traditional	Traditional	Traditional	Traditional	Traditional
North Canterbury	Current Model Next model	Hybrid	Hybrid	Hybrid	Hybrid	Hybrid
South Canterbury	Current Model	Traditional	Traditional	Traditional	Traditional	Traditional
West Coast	Current Model Next model	Traditional	Traditional	Traditional	Traditional	Traditional
Coastal Otago	Current Model Next model	Hybrid	Hybrid	Hybrid	Hybrid	Hybrid
Central Otago	Current Model Next model to be determined	Traditional	Traditional	Traditional	Traditional	Traditional
Southland	Current Model Next model	Traditional	Traditional	Traditional	Traditional	Traditional

■ PSMC
 ■ Hybrid
 ■ Traditional
 ... Provision to roll over