


























BAY OF PLENTY State Highway Plan and Forecast for 2007/08 to 2016/17

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Cost Remaining		Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
			\$ < 5M \$\$ 5-20M	\$\$\$ 20-100M \$\$\$\$ 100+M			
LARGE PROJECTS							
2A	Harbour Link	Economic Development	217.9				
29	Hewletts Flyover	Economic Development	2.1				
	Tauranga Central Corridor TDM	Economic Development	\$		 		
2	Tauranga Eastern Motorway ® or © §	Access and Mobility	\$\$\$\$				
36	Pyes Pa Bypass ® §	Access and Mobility	\$\$				
2	Katikati Bypass ® §	Access and Mobility	\$\$\$				
2	Omokoroa Roundabout ® §	Access and Mobility	\$				
2	Tauranga Northern Arterial ©	Access and Mobility	\$\$\$\$				
SMALL & MEDIUM PROJECTS							
				Total Phase Cost			
5	Gasline Curves Realignment	Safety and Personal Security	0.1				
2	Katikati to Bethlehem Safety Improvement	Safety and Personal Security	0.1				
2	Paengaroa Weighstation	Safety and Personal Security	0.4				
29	Soldiers Road Realignment and Intersection	Safety and Personal Security	0.1				
2	Matata Underpass Realignment	Safety and Personal Security	0.6				

§ in conjunction with third party contributions outside NLTP funding

Indicative funding sources identified by Land Transport NZ in the NLTP







® denotes regionally distributed funds

© denotes crown funding

















Projects in investigation or design may not necessarily proceed to construction.

BAY OF PLENTY State Highway Plan and Forecast for 2007/08 to 2016/17

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Cost Remaining		Land Transport Programme 07/08	Plan 08/09–10/11	Forecast 11/12–16/17
			\$ < 5M	\$\$\$ 20-100M			
SMALL & MEDIUM PROJECTS (continued)			Total Phase Cost				
2	Reids Canal Bridge Replacement	Environmental Sustainability	1.2				
2	Awaiti Stream Bridge Flood Protection	Environmental Sustainability	0.1				
36	Hamurana Rd / Tauranga Direct Rd Intersection	Safety and Personal Security	0.1				
5	Ngongotaha RAB Tidal Improvement (Lights)	Access and Mobility	0.1				
36	Mangarewa Stream North Bridge Widening	Safety and Personal Security	1.8				
29	Welcome Bay / Maungatapu Roundabouts	Economic Development	0.2				
36	Mangapouri Bridge Widening	Safety and Personal Security	0.1				
2	Wharawhara Road Roundabout	Economic Development	0.1				
2	Waitahanui Bridge Replacement ®	Safety and Personal Security	3.9				
36	Waiteti Rd Intersection ®	Safety and Personal Security	0.1				
5	Fairy Springs 4L Stage 2 ®	Safety and Personal Security	0.2				
36	Mangarewa Stream South Bridge Widening ®	Safety and Personal Security	1.9				
2	Marshall Road Intersection ®	Economic Development	0.1				
Passing Lanes							
5	Maraeroa PL ®	Safety and Personal Security	0.1				
2	Kauri Point PL	Safety and Personal Security	0.1				
33	Banksia Rd PL	Safety and Personal Security	0.1				







Indicative funding sources identified by Land Transport NZ in the NLTP

® denotes regionally distributed funds



Projects in investigation or design may not necessarily proceed to construction.

BAY OF PLENTY State Highway Plan and Forecast for 2007/08 to 2016/17

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Cost Remaining		Land Transport Programme 07/08	Plan 08/09–10/11	Forecast 11/12–16/17
			\$ < 5M	\$\$\$ 20-100M			
Stock Effluent Disposal Facilities			Total Phase Cost				
2	Opotiki SEDF	Environmental Sustainability		0.4			
29	McLarens SEDF	Environmental Sustainability		0.6			
Walking & Cycling							
2	Bethlehem to Wairoa Pedestrian and Cycle Facilities	Public Health		\$			
2	Route J Pedestrian/Cycle Underpass	Public Health		\$			
29	Poike Rd Pedestrian and Cycle Facility	Public Health		\$			
2	Te Maunga Pedestrian Strategy Link	Public Health		\$			
2	Wairoa Bridge Pedestrian/Cycle Safety Improvement	Public Health		\$			
33	Mourea Bridge Pedestrian Cycleway ®	Public Health		\$			
Strategic Studies							
Whakatane Transportation Strategy							
Tauranga Northern and South-western Corridors							
Rotorua Central, Eastern Lakes, and Southern Corridors							
Eastern Bay of Plenty Strategic Study							
SH29 Strategic Study							
Indicative funding sources identified by Land Transport NZ in the NLTP							
® denotes regionally distributed funds							

Projects in investigation or design may not necessarily proceed to construction.