



Geotechnical work on the proposed new route of SH2

## Project moving to next phase

With environmental and archaeological investigations generally complete the project to upgrade State Highway 2 from Pokeno to Mangatarata is preparing to move to the next stage. This involves preparing the required consenting and designation documents to lodge with the Councils involved. Some geotechnical investigations have also been done and land purchase is underway where we have approved land requirement plans.

The 32km corridor project will improve safety and travel time reliability on this stretch of SH2 from SH1 to the SH25 intersection.

The project is being developed in five sections, A to E, with Sections C and D likely to be treated as one section for construction. The sections are all at different stages of development. Section B is the most advanced and where construction is most likely to begin.

The remaining sections have been more complex and either Section E or Section C/D are most likely to be next in a staged construction timeframe along the corridor. However any construction start depends on progress with the consenting and land purchase process.

On Section A we are proposing some changes to our initial concept design and we are inviting the community along section A to give their feedback on this. The proposed route of the highway remains unchanged and we are looking at making the local road connections safer and easier to use.

## What is planned?

The highway will be three-lanes with two lanes west-bound toward Auckland, five grade-separated intersections, a roundabout at Okaeria Road intersection, wire rope median and side barriers and turnaround facilities on sections A and E. There will be three east-bound passing lanes and two deviations from the current highway: north of the Mangatawhiri Stream and at Maramarua. The project is future-proofed to allow for four-laning.

## Why are we doing this?

The primary reason for undertaking the upgrades is to provide safety improvements as this stretch of SH2 has a high rate of fatal and serious injury crashes.

From December 2011, when the speed limit was lowered to 90 km/h, until December 2016 there were 133 crashes on this stretch of SH2. This resulted in nine fatalities and 27 people seriously injured.

The highway is also near capacity, with an average of 16,191 vehicles measured using this corridor daily in 2016.

During peak periods, traffic volumes can reach 25,000 vehicles per day. Travellers from Auckland experience delays seven times a year but their return journey results in long queues 12 times a year. This has led to the decision to provide two continuous west-bound lanes and space for a future additional east-bound lane when required.

## Features

- » Three-lane median divided highway (with ability to add a fourth if needed)
- » Side and central wire rope barriers
- » Safe turnaround facilities
- » Return to 100km/h speed limit
- » Five grade-separated intersections

## Progress of each section

- » A - Western section: In preliminary design and land purchase phase
- » B - Mangatawhiri bypass: Obtaining resource consents
- » C&D - Kopuku and Maramarua Bypass: In design, consenting and land purchase phase
- » E - Eastern section: In planning approvals, consenting and land purchase phase



### Keeping you informed

**If you have questions talk to the Transport Agency**

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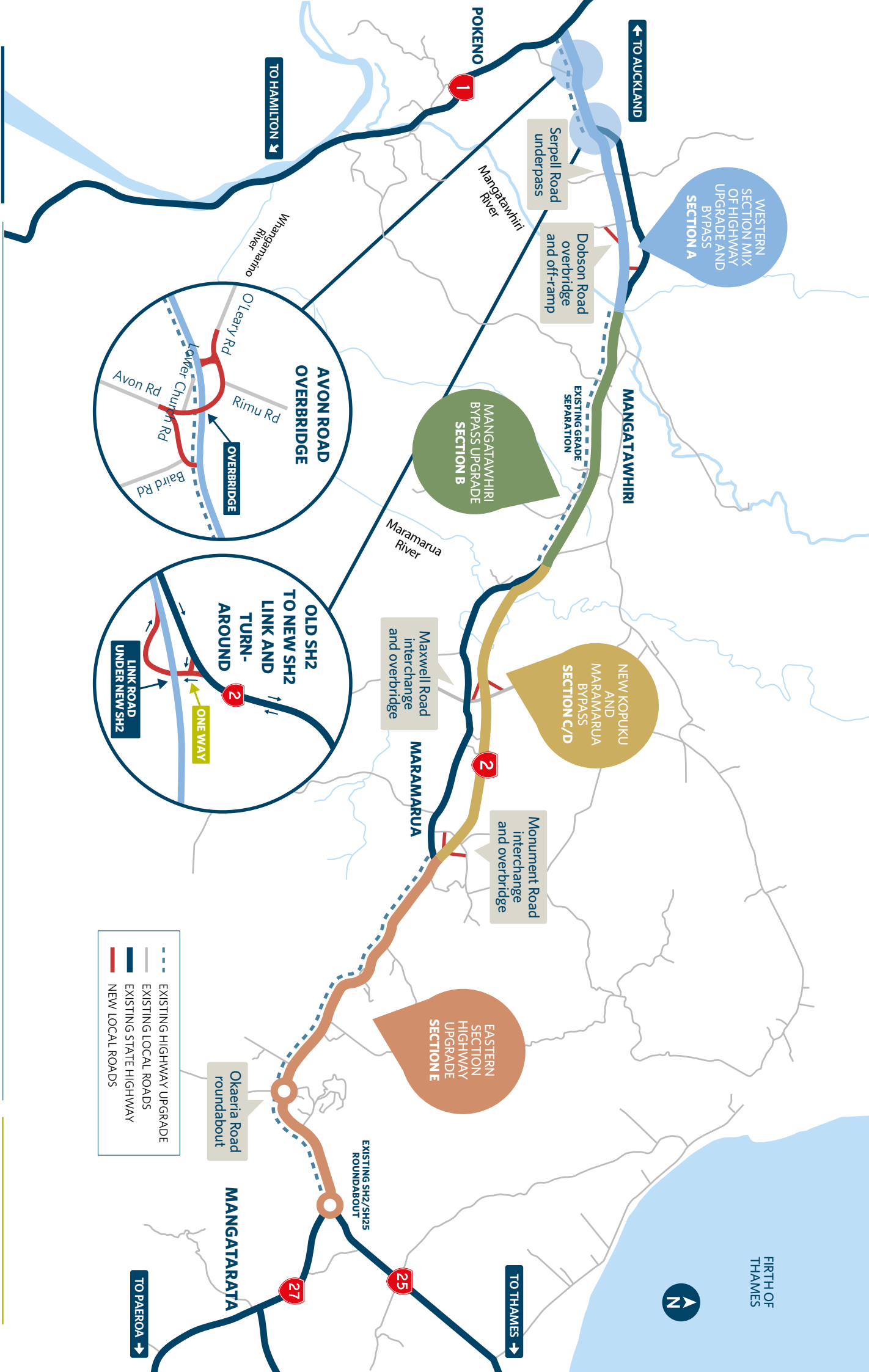
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