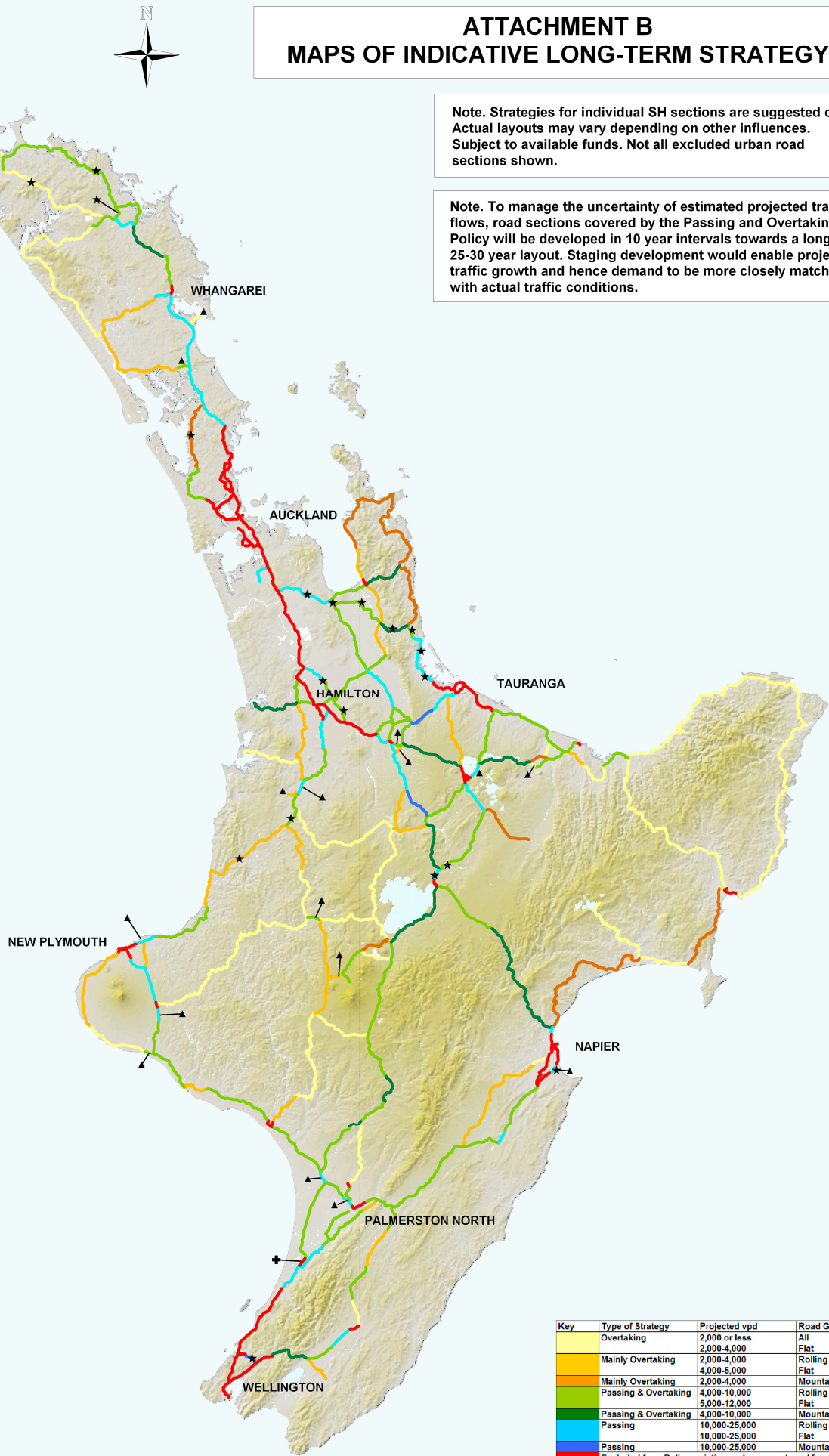


ATTACHMENT B MAPS OF INDICATIVE LONG-TERM STRATEGY

Note. Strategies for individual SH sections are suggested only. Actual layouts may vary depending on other influences. Subject to available funds. Not all excluded urban road sections shown.

Note. To manage the uncertainty of estimated projected traffic flows, road sections covered by the Passing and Overtaking Policy will be developed in 10 year intervals towards a long-term 25-30 year layout. Staging development would enable projected traffic growth and hence demand to be more closely matched with actual traffic conditions.



| Key | Type of Strategy | Projected vpd | Road Gradient |
|-------------|---|------------------------------|-----------------|
| Yellow | Overtaking | 2,000 or less 2,000-4,000 | All Flat |
| Orange | Mainly Overtaking | 2,000-4,000 4,000-5,000 | Rolling Flat |
| Light Green | Mainly Overtaking | 2,000-4,000 | Mountainous |
| Dark Green | Passing & Overtaking | 4,000-10,000 5,000-12,000 | Rolling Flat |
| Light Blue | Passing & Overtaking | 4,000-10,000 | Mountainous |
| Blue | Passing | 10,000-25,000 | Rolling Flat |
| Dark Blue | Passing | 10,000-25,000 | Mountainous |
| Red | Excluded from Policy, existing and proposed rural four-lane & urban state highways | | |
| ▲ | Less than 10 km long and different from adjoining strategies. Consider on case-by-case basis. | | |
| ★ | Subject to National State Highway Strategy issues. | | |
| + | 2 + 1 lanes for east side of SH 1 Levin-SH 67 | | |