



Waihi to Omokoroa

SAFETY IMPROVEMENTS



We're making your road safer

Between 2009-2018, 25 people died and 66 were seriously injured. Most of the accidents were caused by people running off the road and hitting trees, poles or deep ditches, head-on collisions and crashes at intersections. Something has to change.

How we are making it safer

To make this stretch of road safer we are:

- Putting in a wide centreline to help separate oncoming traffic
- Widening the road and shoulders to give drivers more room
- Installing roadside safety barriers where there are power poles, trees and deep ditches
- Making intersections safer

Flexible road safety barriers

Flexible road safety barriers catch you before you hit something harder. The wire cables flex to absorb the impact, slowing down your vehicle and keeping it upright. They take the impact so you and the people with you don't.



Shoulder widening

A wide sealed shoulder means there's room to recover if you make a mistake. This can reduce crashes by up to 35 percent.



Wide centrelines

Widening the centreline is a simple way to steer drivers away from each other. This can reduce serious crashes by up to 20 percent.



Source: High-risk rural roads guide, published September 2011, NZ Transport Agency. First Edition.


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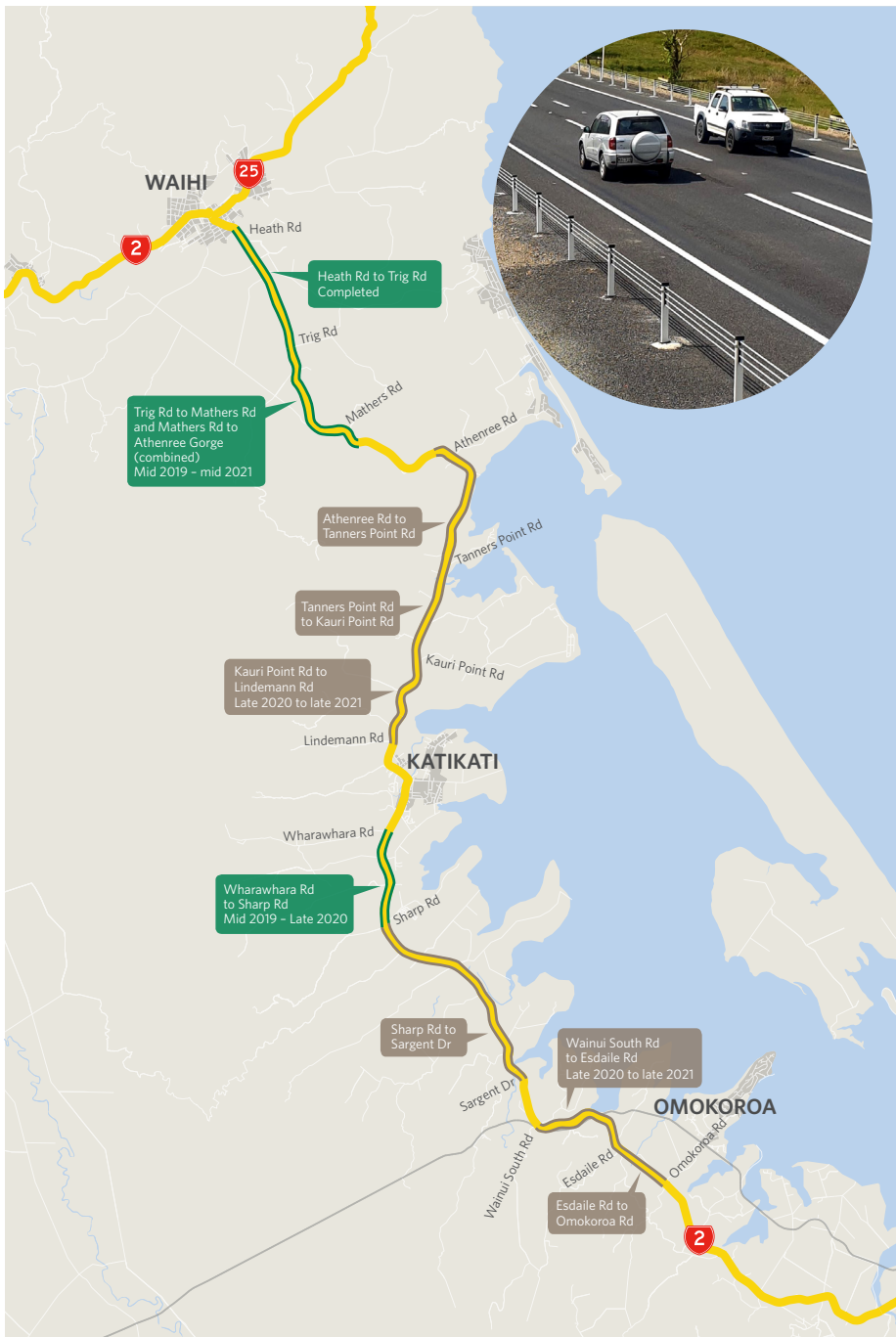
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Construction

The Waihi to Omokoroa safety improvements project is around 40km long. We've split the project into 10 sections to help limit the number of roadworks that people encounter along the highway. Stage one between Heath Road and Trig Road was completed in 2019. For the remaining nine sections, the plan is to have two

main activity construction sites underway at one time, one north of Katikati and one south of Katikati. On site activity between Trig Road and Athenree Gorge, and between Wharawhara and Sharp Roads is underway. Each section will take between 12-18 months to complete. The project is expected to be finished in 2023.



What to expect during construction

First, services will be located (water, power) and moved if required, and trees and vegetation cleared. In some locations, fences inside the road boundary will be relocated, and we've been working with the relevant landowners over these arrangements. Where the road is being widened, we'll remove the topsoil beside the road and bring in extra material. Some large drains will be installed, and chip seal will be laid. Once this is completed, safety barriers will be put in, followed by line marking, including the wide centreline.

We'll do our best to minimise travel delays and disruption for people using and living along the state highway. At times, there will be temporary speed limits and warning signs in place. The focus will be on ensuring two lanes are open for traffic, unless it is not practicable or safe.

