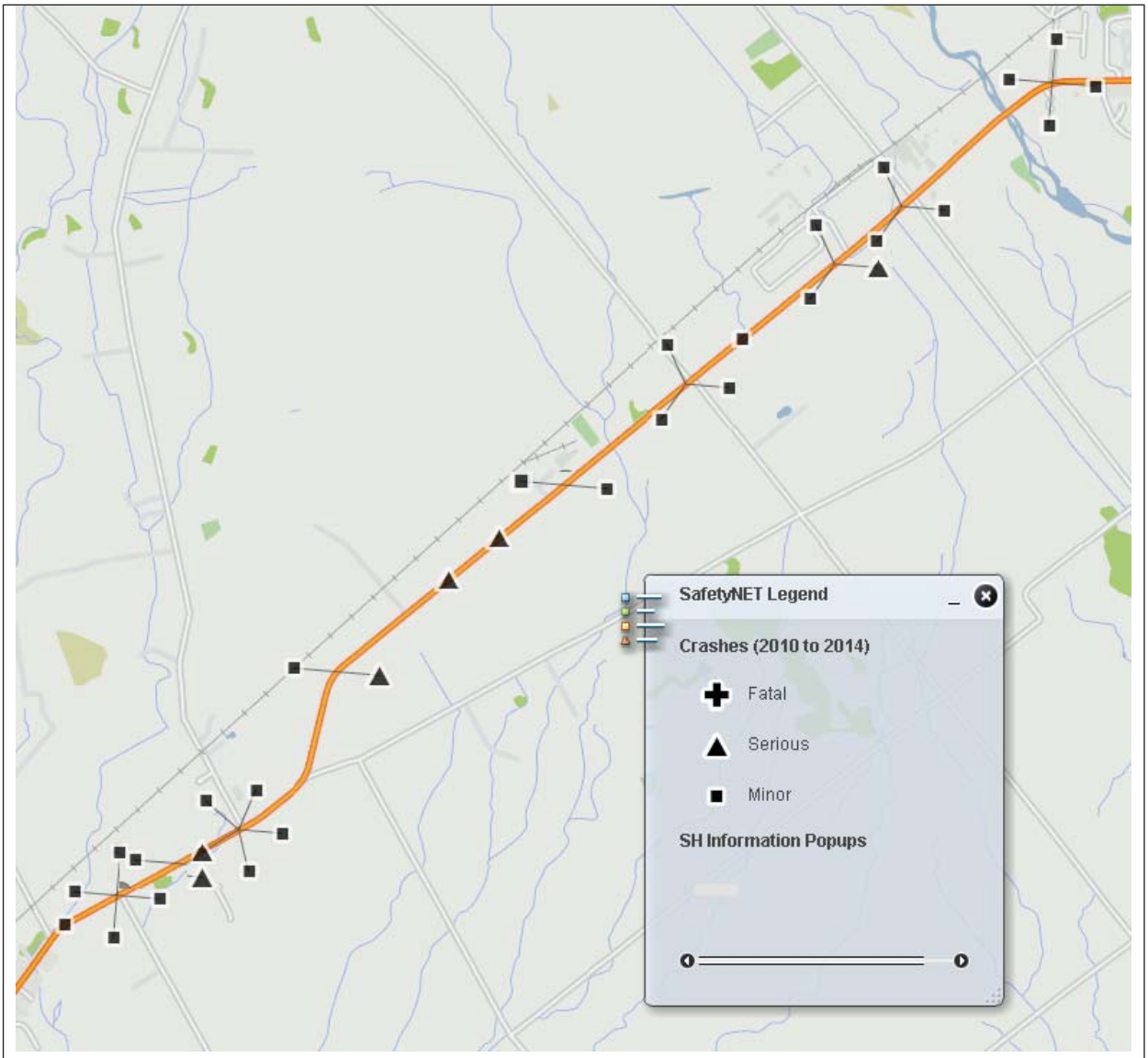
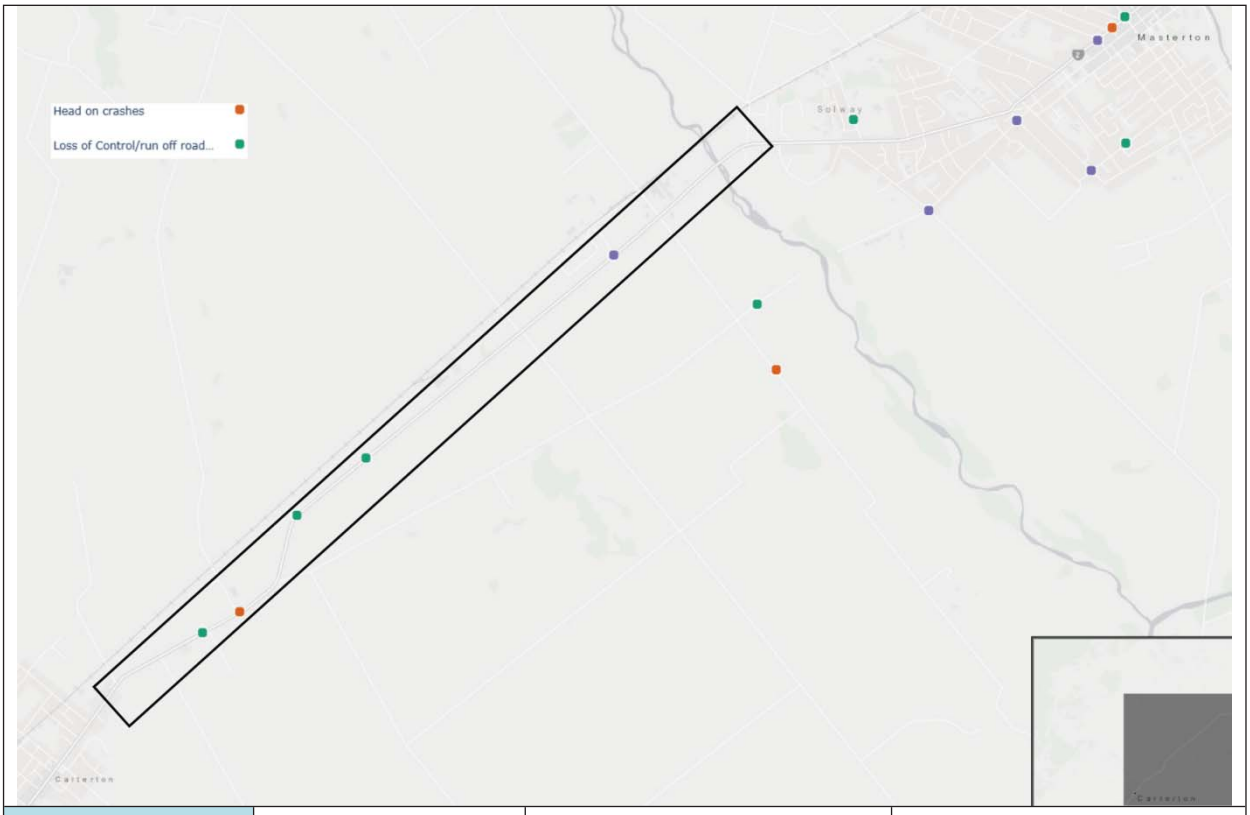
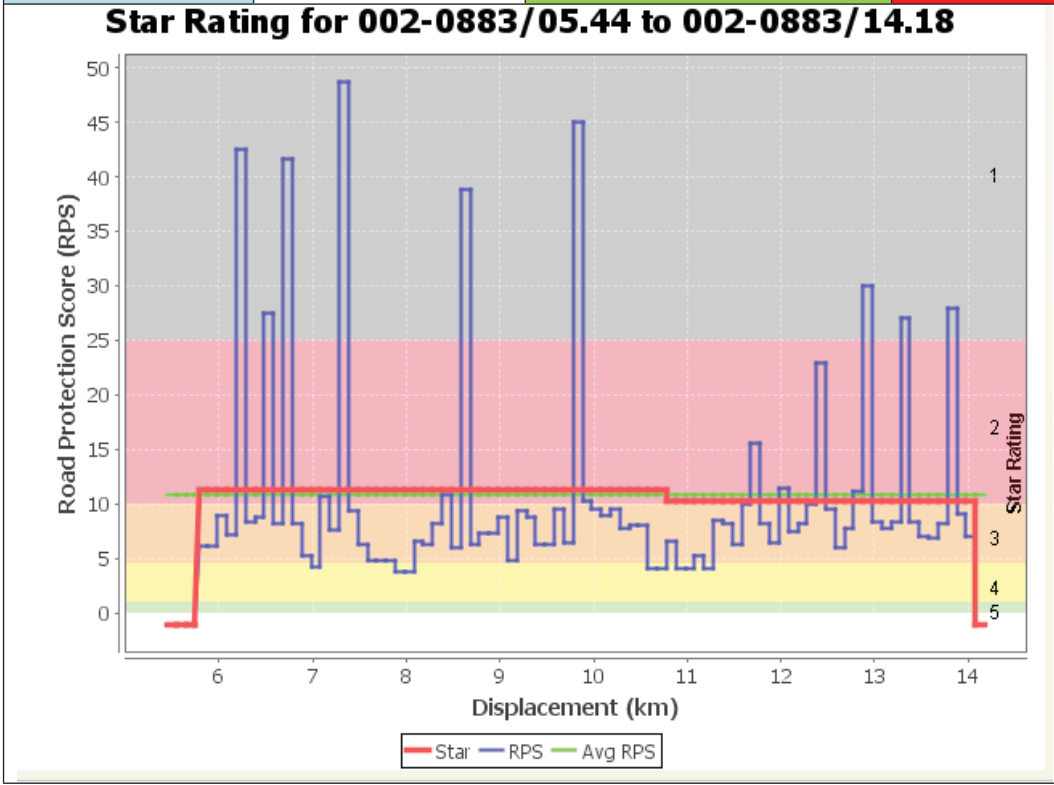
Project Name	SH2 (Masterton to Carteron)				
Route	SH2 883/5.5 to SH2 883/14.10		Length		8.6km
Annual Average Daily Traffic	10870 AADT 6-7% HCV Growth – 1%		Road Classification		Regional Strategic
Corridor Characteristics	The route along SH2 between Masterton and Carterton is classified as a regional strategic route and provides the primary road link between Masterton and Carterton townships. The wider SH2 corridor provides the inter-regional link between Wellington and the Wairarapa and is important for both economic development and tourism. Freight along the route is forecast to increase with logging traffic expected to double in the next 3-5 years. In addition, land development, such as the Waingawa Industrial Area which has been earmarked for development, have the potential to place additional pressure on the road network.				
Road Characteristics	The route is a flat, predominantly straight stretch of road. For most of its length it consists of a two-lane single carriageway, with passing lanes northbound after Hughes Line and Southbound from Norman Avenue. Along the route there are a number of at-grade intersections and property accesses. The road cross section provides a reasonable shoulder along its length. There are a number of sections were side-barriers are provided. Additional side-barriers are being included as part of the 2015/16 programme of works. Road-side hazards include power poles along much of the length (a large proportion of these are offset from the road corridor) and fences. The Ngaumutawa Road intersection provides heavy truck road bypass and there are two curves near Carterton with 85km/h speed advisory signage.				
Crash Summary	There have been a total of 14 Fatal and Serious injury crashes over the 10 year period 2005-2014 resulting in 19 Deaths and Serious Injuries. Of these crashes 2 were head on, 5 were loss of control, 3 were at intersections & 4 other types of crashes.				
FSI (DSI) Numbers 2010 - 2014	6 FSi (7 DSI 0 Fatal 7 Serious)	Crash Types Summary 2010-2014	3 Loss Control (1 related to cornering) 1 Head on (1 related to cornering) 1 Other mid-block crash 1 at intersections (1 turning vs. same)	FSi Meet req? (0.12FSi/yr/km)	0.14/yr/km Yes
FSI (DSI) Numbers 2005-2009	8 FSI (12 DSI 1 Fatal 11 Serious)	Crash Type Summary 2005-2009	2 Loss Control (2 related to cornering) 1 Head-on 3 Other mid-block crash 1 at intersections (1 crossing, 1 right turn against)	FSi Meet req? (0.12FSi/yr/km)	0.19/yr/km Yes
Overall Crash Type Proportions (All Crashes FSM) 2005-14	36% loss of control and 11% head-on, with 21% related to cornering and 11% hit roadside objects		23% other mid-block crashes		32% intersections (15% crossing crashes).



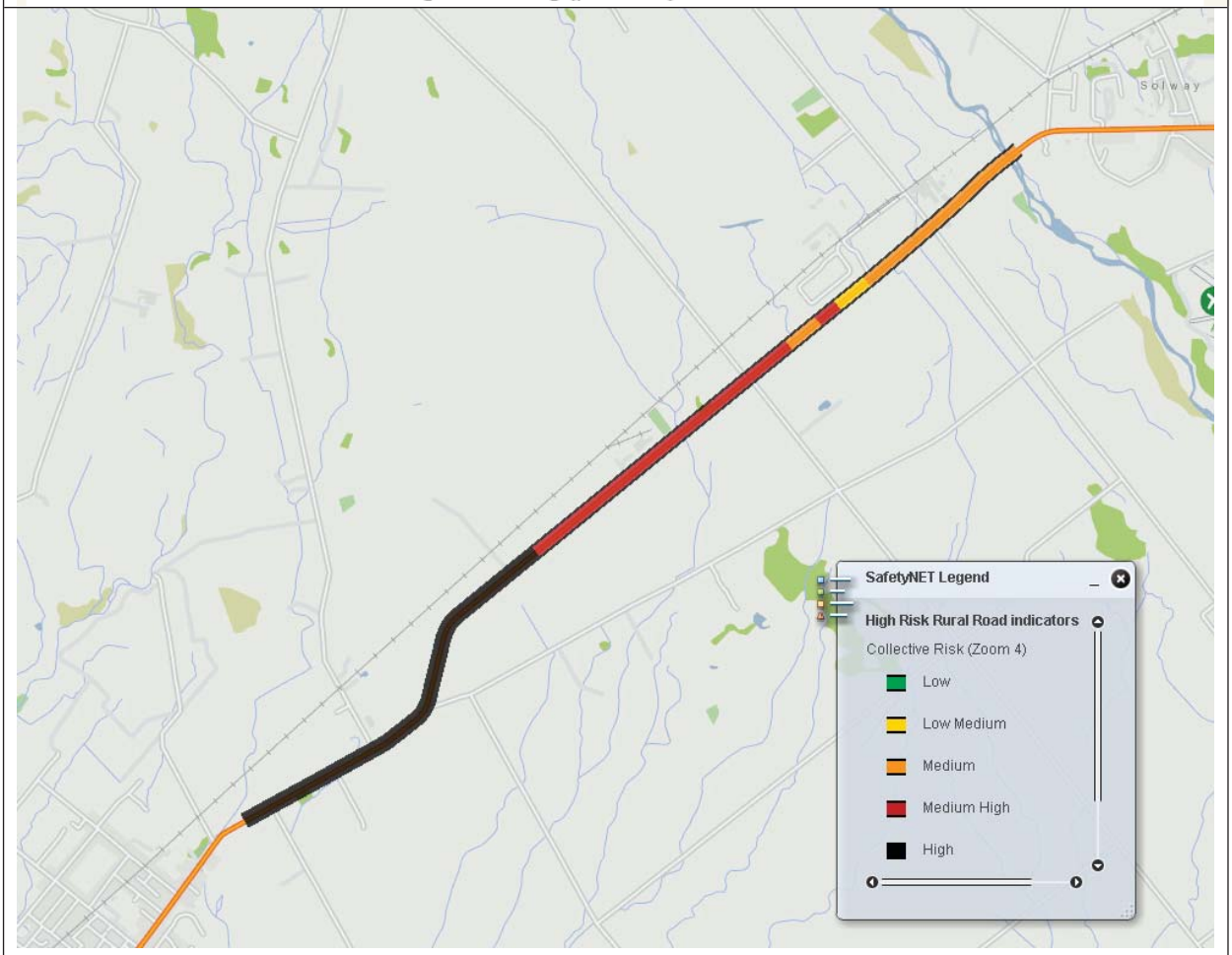
Note:Crash Data extracted from SafetyNET 2010-2014



KiwiRAP Data	Star Rating	Personal Risk	Collective Risk
	2.9 ★★	Low	Medium-High



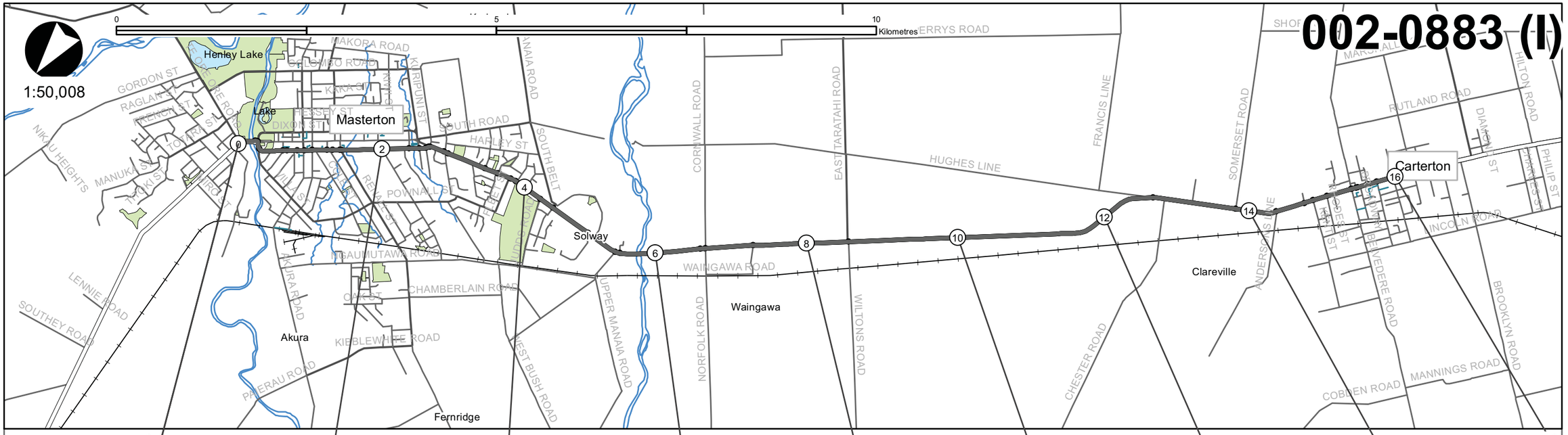
Scoring Summary	
Average head-on RPS	10.45
Average intersection RPS	0.30
Average run-off road RPS	6.22
Ratio of head-on RPS to run-off RPS	1.68
Average RPS	10.85
Average Star Rating (calculated)	2.90
Average Star Rating (published)	2



Note: High Risk Rural Road Indicators extracted from SafetyNET 2010-2014

PROJECTS IMPLEMENTED *(last 5 years)*	

002-0883 (I)



Topography	1 — F State Highway. Direction is b.
Curve Advisory Speed Signs	85 85 — 65 65
Legal Speed Restriction	No Data
Widths	1 — 2m Metal 2x0m 1m Metal Total 10m; - 3x0m 1m Metal Total 10m; 1m Metal 2x0m 1m Metal Total 9m; - 3x0m 2m Metal Total 10m; 1m Grass 2x0m 1m Metal Total 8m; - 2x0m - Total 10m; - 2x0m - Total 12m
Average Annual Daily Traffic	Count=6936 Dec-13 Site 123 both lanes; Count=13871 Dec-13 Site 125 both lanes; Count=10677 Dec-13 Site 126 both lanes
No Overtaking Lines	
Accident Black Spots	No Data
Intersection Control	No Data
Structures (see overleaf)	1:WAIPOUA NO.2 BRIDGE; 2:WAINGAWA BRIDGE; 3:HALF WAY CULVERT; 4:BOOTHS CULVERT
Surfacing	30M12 B80 BBM; 25M10 E80 BBM 11/05; 30M14 B80 BBM 3/11; 30M10 E80 BBM 1/07; 30M12 B80 BBM 4/09; 11M3 B180 2CHIP 3/05; 11M3 B180 2CHIP 11/00; 10G3 B180 1CHIP 12/95; 13M2 B180 2CHIP 11/00; G3 B180 1CHIP 12/03
Pavement	1966; 2002; 1976; 1976; 1962
Road Status / Grading	No Data
Lighting	UNK 150S; UNK UNK; UNK 150S; UNK 150S; UNK 150S
Elevation AMSL	126m / 76m

More information @ http://his.aucklandmotorways.net
Mobile application @ http://mobileroad.aucklandmotorways.com

As at : April 2014
From : 002 (B) 883
To : 002 (B) 883

WELLINGTON. Datasets used are the NZTA RAMM and BDS Databases

15.62	HOLLOWAY ST
15.75	PEMBROKE ST
15.97	WAKELIN ST
15.97	VICTORIA ST

Roads

RP	Road Name
00.03	TE ORE ORE RD
00.23	DIXON ST
00.25	DIXON ST
00.25	QUEEN ST
00.36	VILLA ST
00.68	KING ST
00.73	WRIGLEY ST
00.87	ALBERT ST
00.96	LINCOLN RD
01.07	PERRY ST
01.27	JACKSON ST
01.35	ESSEX ST
01.44	RENALL ST
01.46	RENALL ST
01.95	RUSSELL ST
02.04	CORNWALL ST
02.36	CRAYNE ST
02.50	WALTONS AVENUE
02.59	RUGBY ST
02.62	HIGH ST
02.64	COCKBURN ST
02.84	SHORT ST
02.90	INTERMEDIATE ST
03.43	VIVIAN ST
03.62	DERBY ST
03.65	BLEDISLOE ST
03.80	FLEET ST
03.88	SOLWAY ST
04.06	MANCHESTER ST
04.29	JUDDS RD
04.49	SOUTH BELT
05.06	WILLIAM DONALD DRIVE
05.16	SOLWAY CRESCENT
05.51	NGAUMUTAWA RD
05.56	BUCHANAN PLACE
06.63	NORFOLK RD
06.70	NORFOLK RD
07.33	NORMAN RD
08.58	WILTONS RD
12.74	HUGHES LINE
13.83	SOMERSET RD
14.37	ANDERSONS LINE
14.76	PLIMSOLL ST
14.88	KENT ST
15.07	RHODES ST
15.41	PARK RD
15.41	BELVEDERE RD
15.47	MEMORIAL SQUARE
15.49	BROADWAY

Structures Data

Key	From	To	Description	Name	Category	Dimensions	Information	Analysis	Data Source
1	0.15	0.182	WAIPOUA NO.2 BRIDGE	WAIPOUA NO.2 BRIDGE	SH over waterway ROAD AND FOOTWAY , Built 1969	Length of Structure=32.9m Road Width Between Kerb or Guardrail=7.32m Vertical Clearance=?m Span1=15.24m Span1=27.43m Span1=15.24m	Design Loading : H20_S16_T16 Drawings Held at : Opus	Overweight Analysis=1	BSN 8832. Structure ID 32656
2	5.77	5.906	WAINGAWA BRIDGE	WAINGAWA BRIDGE	SH over waterway ROAD AND FOOTWAY , Built 1991	Length of Structure=136m Road Width Between Kerb or Guardrail=8m Vertical Clearance=0m Span6=22m	Design Loading : HN_HO_72 Drawings Held at : ?	Overweight Analysis=1	BSN 8888. Structure ID 32657
3	9.28	9.293	HALF WAY CULVERT	HALF WAY CULVERT	SH over waterway, Built 1940	Length of Structure=13m Road Width Between Kerb or Guardrail=14m Vertical Clearance=?m	Design Loading : unknown Drawings Held at : Opus Wellington	Overweight Analysis=1	BSN 8923. Structure ID 32658
4	14.63	14.65	BOOTHS CULVERT	BOOTHS CULVERT	SH over waterway ROAD AND FOOTWAY , Built 1957	Length of Structure=20.2m Road Width Between Kerb or Guardrail=19.7m Vertical Clearance=?m	Design Loading : unknown Drawings Held at : ?	Overweight Analysis=1	BSN 8976. Structure ID 32659

Overflowing Label References

Layer Name	Key	Label	From	To
Lighting	1	UNK 150S	0.105	0.235
Pavement	1	1997	0	0.235
Surfacing	1	30M10 E80 BBM 4/07	0	0.211
Surfacing	2	25M10 E80 BBM 4/06	0.235	0.36
Surfacing	3	25M10 B80 OGPA 3/12	0.36	0.561
Surfacing	4	30M12 B80 BBM 4/11	0.561	1.066
Surfacing	5	30M10 B80 BBM 3/09	1.465	2.001
Surfacing	6	11M3 B180 2CHIP 3/06	5.78	5.936
Surfacing	7	11M3 B180 2CHIP 4/06	6.765	6.894
Surfacing	8	10G3 B180 1CHIP 2/05	6.894	7.261
Surfacing	9	12M3 B180 2CHIP 11/10	8.64	9.001
Surfacing	10	30M14 B80 OGPA 10/10	14.234	14.346
Surfacing	11	12M3 E180 2CHIP 4/03	14.346	14.61
Surfacing	12	30M10 B80 BBM 11/08	14.61	15.089
Surfacing	13	30M10 B180 OGPA 7/12	15.089	15.383
Surfacing	14	35M10 B80 BBM 5/09	15.383	15.827
Surfacing	15	25M10 E80 BBM 11/05	15.827	16.212
Average Annual Daily Traffic	1	Count=12169 Dec-13 Site 127 both lanes	15.92	15.92
Widths	1	- 2x0m -Total 8.5m	0	0.235
Widths	2	- 2x0m -Total 9m	0.235	0.573
Widths	3	- 2x0m -Total 10m	0.732	0.874
Widths	4	- 2x0m -Total 13.5m	1.488	2.039
Widths	5	- 2x0m -Total 15m	2.039	2.395
Widths	6	- 2x0m -Total 12.5m	2.395	2.654
Widths	7	- 2x0m -Total 11m	2.654	2.904

Widths	8	- 2x0m -Total 12m	5.061	5.164
Widths	9	- 2x0m 1m GrassTotal 9m	14.12	14.375
Widths	10	- 2x0m 1m GrassTotal 10m	14.375	14.763
Topography	1	F State Highway. Direction is i.	0	0.235