

Great Northern Highway Realignment project nearing completion

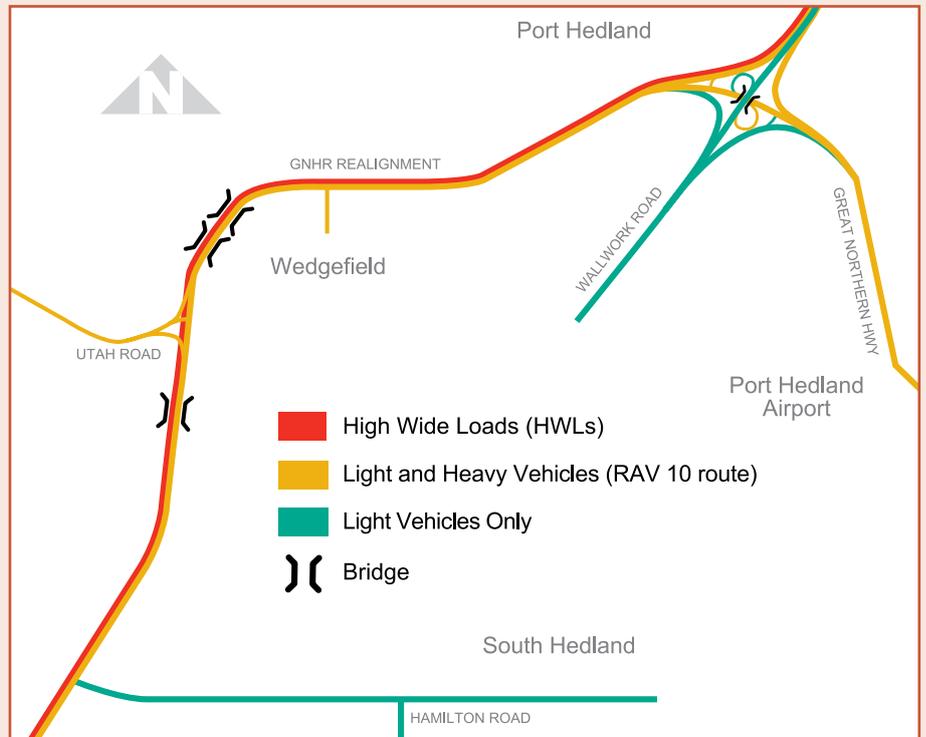


Construction of the Great Northern Highway Realignment project is nearing completion, with roads due to open in late June 2014.

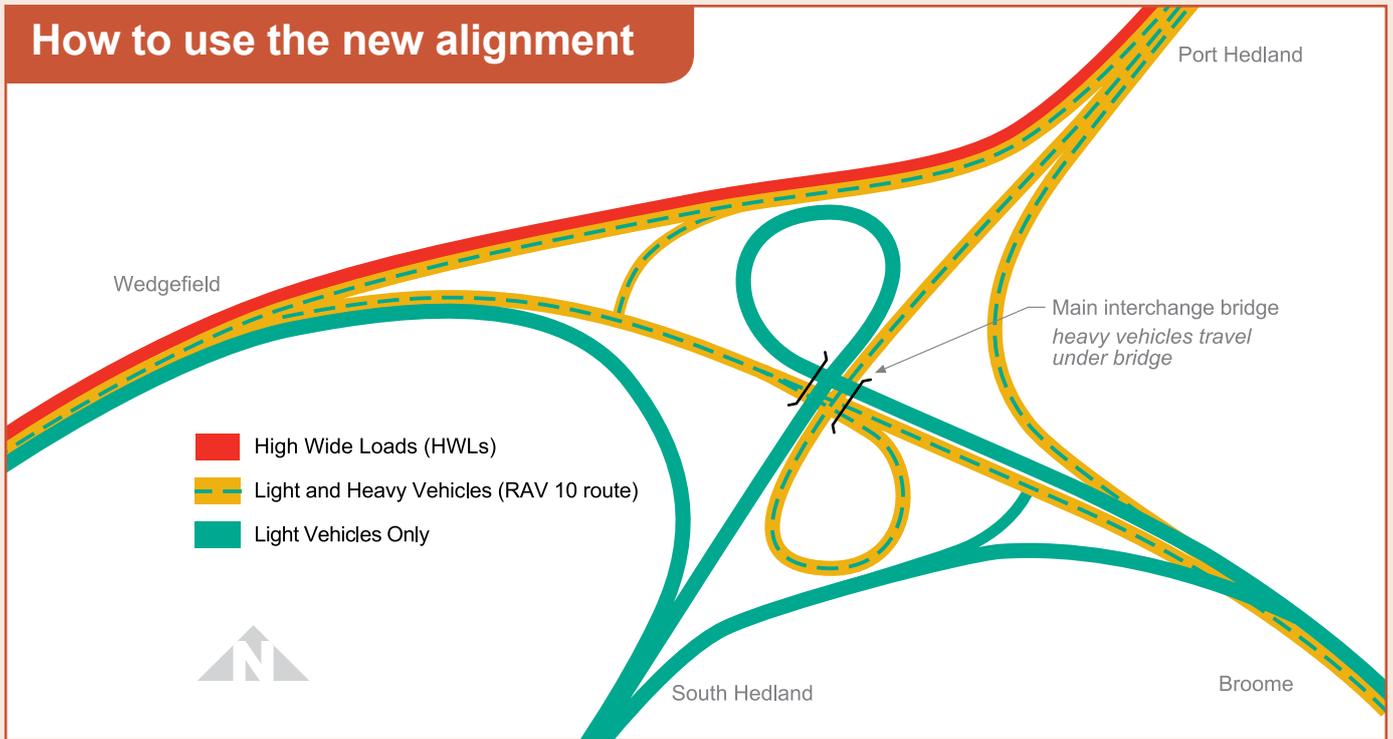
The new interchange will improve road safety by separating heavy and light vehicles, reducing road train incidents with local traffic, improving access to new port and harbour areas and improving traffic flow between Port and South Hedland.

The removal of the T-junction at Great Northern Highway and Wilson Street will improve the level of service for all vehicles and road users will experience a number of key benefits.

See inside for more information.



How to use the new alignment



High Wide Loads (HWLs)

Careful planning was carried out to ensure a more 'gentle' geometric road design to better accommodate HWLs.

Key Changes:

- HWLs from the port will no longer travel past the interchange (the old Broome turn-off); and
- a dedicated route has been provided so all HWLs over 6.3m travelling from the east, travel down the old Great Northern Highway.

Benefits:

- local commuter traffic exposure to HWLs movements from within and through Port Hedland will be reduced;
- a dedicated 20mx20m corridor has been provided to minimise disruption for these type of movements;
- no at-grade train crossings on the Heavy Vehicle corridor in Port Hedland; and
- no lighting removal needed to accommodate large oversize vehicle movements on the new alignment.

Permits:

- Permits will change once the new works are opened. For further information please call HVO on 138 486.

Heavy Vehicles

Key Changes:

- reduced travel times for commercial and commuter traffic;
- rear access to Wedgefield for Heavy Vehicles; and
- removal of Heavy Vehicles from main commuter routes within Port Hedland.

Benefits:

- easier access to port;
- separation of light commuter traffic from heavy road-train freight traffic; and
- improved road alignment for safer road-train movements.

Light Vehicles

Key Changes:

- the new interchange replaces the old Broome turn off; and
- an alternate route can be made available in the event of a serious accident or unavoidable delay.

Benefits:

- faster travel times between Port and South Hedland due to the new interchange and Wallwork Road bridge works;
- increased road safety from reduced interaction with Heavy Vehicles and trains operations; and
- option for tourists (with caravans) to go directly to Port Hedland without the need to utilise the main commuter route.

Wallwork Road Bridge opening

In mid-2013, at the request of the Town of Port Hedland, the scope of John Holland's contract was extended to include a new road over rail bridge at the junction of BHPBIO's Goldsworthy rail line and Wallwork Road.

Funded by BHP, the Royalties for Regions fund and the Town of Port Hedland, Wallwork Road Bridge is designed to eliminate delays and safety issues that were associated with the level crossing.

On Monday 19 May, the bridge was officially opened to road users by the Member for Pilbara Brendon Grylls, Town of Port Hedland Mayor Kelly Howlett, BHPBilliton's Track and Signals Manager Carl Singh, and long serving Main Roads WA employee and the man behind the naming of Wallwork Road, and now Wallwork Road Bridge, Mr Mike Wallwork.

Year 11 and 12 VET students from Hedland Senior High School were taken on a behind the scenes tour of the bridge, hearing first hand from Main Roads Project Manager Andrew Pyke the engineering features of the design and construction of the bridge.

Construction began in late-November 2013 first lifting the bridge beams into place before building the deck slab. After a short five months of construction the bridge was complete and ready for the public opening.



Pictured above: (from left to right) Member for Pilbara Brendon Grylls, BHP Track and Signals Manager Carl Singh, Town of Port Hedland Mayor Kelly Howlett, and Mike Wallwork.



Hedland Senior High School Year 11 and 12 VET students.

Project fast facts:

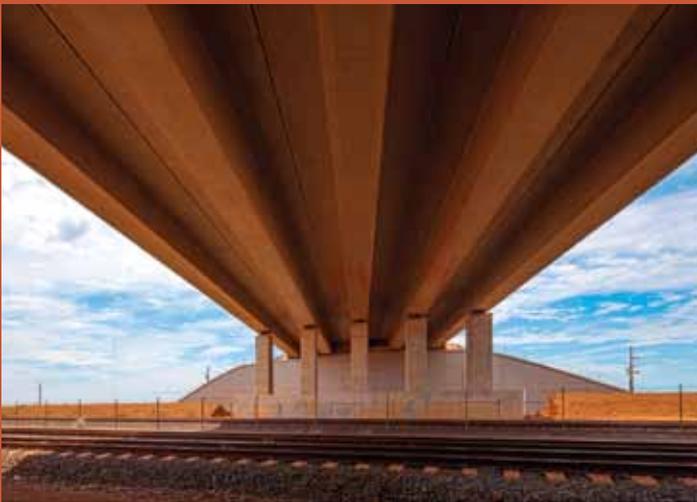
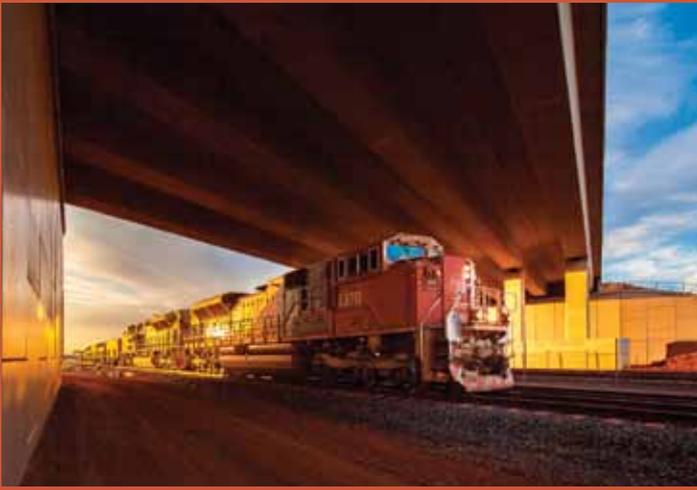
Since construction began in late 2012 John Holland has used:

- **2.4 million cubic metres** of embankment and pavement material;
- **10 kilometres** of drainage pipes;
- **800,000 litres** of bitumen applied;
- **32 kilometres** of kerbing;
- **7,352 square metres** of structural concrete;
- **960 tonnes** of reinforcing steel;
- **3,100 square metres** of anti-graffiti coating; and
- worked approximately **650,000 man hours**.

Environment

The project team has been extremely mindful of the environment throughout the project and one particular focus has been to preserve and rehabilitate the mangrove population.

During construction the team established a number of new mangrove populations and is undertaking new channel works in conjunction with the Port Authority to encourage further growth. As a result it is expected that the mangrove cover will increase by more than 30,000 square metres.



Main Roads WA and John Holland thank the community for their patience and understanding while this important project has been completed.

For further information on the new alignment, please phone Main Roads WA on 138 138.

