Construction Update

NorthLink WA - Northern Section
Ellenbrook to Muchea

New year will bring new focus at northern works

As the end of 2018 approaches, it is a good time to take stock of what has been achieved at the NorthLink WA Northern Section to date, and what is planned for 2019.

Sand import—haul and fill
After 12 months of construction, the highway has become clearly visible as more than six million tonnes of earth have been hauled to site. More than 95 per cent of the haul and fill is now complete and the road sub-base is more than 60 per cent done. This means that the sand import is effectively finished, which will lead to fewer NorthLink WA trucks on local roads.

Traffic management
All road closures are in place, with the exception of Warbrook Road, which will close in the first half of 2019, and Cunningham Road, which will be accessed from Railway Parade.
There will be some traffic detours in the first half of 2019 to enable the bridge works to be undertaken safely, including at Muchea South Road and Brand Highway.
Neaves Road will remain open throughout, although there will be some minor lane shifts as the interchange works progress. More information on these traffic changes will be provided in 2019.

Sand haul and fill is almost complete at Brand Highway.

The Stock West Road Interchange bridges are taking shape.

Bridges starting to take shape
There are 13 bridges on the northern section, including a footbridge at Neaves Road, and a pedestrian underpass at Stock West Road.
Bridge abutments are largely completed, bridge beams are in place at some locations and most bridge deck concrete pours are finished.
Bridge works will continue apace in the new year, as the remaining beams are installed and decking completed.

There are more than 150 drainage culverts on the northern section, including six dual use culverts with fauna underpasses.

The $1.02b NorthLink WA initiative is jointly funded by the Australian ($821 million) and Western Australian ($204 million) governments.
We’re on Facebook!
We now have almost 2,000 members on our NorthLink WA Facebook group. Stay up to date with upcoming works online by joining the group.
Search NorthLinkWA Community Group on Facebook, or visit our page at www.facebook.com/groups/NorthLinkWA. We look forward to you joining us for all the latest updates.

Want more information?
For more information on the NorthLink WA northern section:
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Facebook  NorthLink WA Community Group

Christmas at NorthLink WA
The northern section site offices will close on Thursday December 20 and will reopen on Wednesday January 2. The site will be secured and dust control products applied before we close.
During the shutdown there will be a skeleton crew on site and on call to perform necessary maintenance. A particular focus will be ensuring that dust management is maintained during the break and water carts will be on site to address any issues that arise.
The Project Info Line and email address will continue to be monitored during the break.
The NorthLink WA northern section project team would like to thank everyone for their support and patience during the works this year. We wish you a safe and happy Christmas and New Year.

Paving method trial in Muchea
An innovative Gravel Paving Trial which is underway at NorthLink WA northern section has the potential to save time and money when used for road construction.
The trial is testing the use of a Vogele Super 2100-3 paver to lay the road base course, to see whether the paver can deliver improvements while still meeting strict quality requirements.
Project Manager Clynton Saxon said base course laying was traditionally done with a grader, but the use of a paver could provide significant benefits.
“The paver is a normal asphalt paving machine that has been converted for gravel material,” Clynton said.
“Traditionally a grader could complete about 600 cubic metres per day, just to spread, place and compact the base layer.
“With a paver we have demonstrated we can achieve about 1400 cubic metres per day, which is more than twice as efficient – and that’s a conservative measure.”
The paver method also provides significant sustainability benefits, include the ability to reduce the amount of plant used, to have the material laid down in one uniform thickness and to provide greater control over quality.
The paver has been used at the Road Train Assembly Area in Muchea, and on the northbound carriageway near Maralla Road.

A Vogele Super 2100-3 paver is being trialled at the NorthLink WA northern section.