NORTHERN SECTION CONTRACT AWARDED WITH DUAL CARRIAGEWAY AND ADDITIONAL FEATURES

The third and final contract for NorthLink WA has been awarded to CPB Contractors to design and construct the northern section – Ellenbrook to Muchea.

Taking advantage of competitive market conditions, NorthLink WA has been able to expand the initial scope of works within the current project budget allocation.

The northern section includes the construction of a free-flowing dual carriageway between Ellenbrook and Muchea with new interchanges at Stock Road, Neaves Road and Brand Highway, together with bridges over local roads, railways and Ellen Brook.

Other features of the enhanced scope include a road train assembly area and a new deviation connecting to Brand Highway and Great Northern Highway.

Together with the southern and central sections, NorthLink WA northern section will provide a fit-for-purpose section of the national highway with four lanes, making journey times quicker and more predictable.

It will take the majority of heavy traffic away from Great Northern Highway, making it a safer environment for Swan Valley residents, businesses and tourists.

Design work is underway and construction is expected to start mid-late 2017.

$1.12b

The combined value of NorthLink WA funded by both the Australian ($894 million) and State ($223 million) Governments.

Want a simple map to show you the changes?

We understand that most people just want an easy reference guide to see what the changes in the road network will look like. So we’ve developed a fold up pocket map to make it easy for you to see how the new roads, bridges and roundabouts will work and any changes you’ll need to make in your regular travel patterns to get to your destination.

Contact us and we’ll send you one!
Email info@northlinkwa.com.au or give us a call on 138 138.
As you travel along Tonkin Highway, you may not be aware of all the construction going on below ground level and out of sight.

The new Collier Road bridge over Tonkin Highway is being constructed using a top-down method. Large piles are drilled vertically from the surface, filled with concrete and reinforcement and the bridge deck is built on the existing ground level.

Construction of the bridge deck involves installing precast concrete beams and reinforcing the concrete with high-strength steel which is stressed. Once the deck is poured and strengthened, excavation of the earth from underneath the bridge can begin.

Collier Road will be realigned to the south and raised to go over Tonkin Highway, with on and off ramps connecting the two roads. Collier Road will have two lanes in both directions between Beechboro Rd South and Grey St/Jackson St.

Traffic signals will be installed at the intersection of Wright Street and Collier Road and at the intersection of Grey Street/Jackson Street and Collier Road.

The Collier Road bridge is made up of 314 continuous flight auger (CFA) piles, 24 precast bridge beams and 1366 cubic metres of concrete for the bridge deck.

Contractor John Holland’s Project Manager Ben Johnston said they chose to build the Collier Road Bridge using the top-down construction method due to the topography of the site and to minimise impacts on traffic.

“Both Collier Road and Tonkin Highway need to remain open while the new bridge and on and off ramps are constructed. The top-down method ensures this can be achieved”, he said.

“Safety is a priority for John Holland and Main Roads so in addition to maintaining existing traffic flowing on Collier Road and Tonkin Highway while the bridge is constructed, the top-down method provides a safer working environment for workers as it keeps them isolated from moving traffic.”

After the installation of precast concrete beams, work is now progressing on reinforcing the deck.

The earth will be dug out from underneath after traffic is moved onto the bridge.

When excavation of earth from under the bridge is complete, the central bridge piers will be encased with concrete and finishing touches to the bridge, including precast façade panels, will be installed.

The bridge deck will be completed and traffic will be moved on to the new Collier Road bridge in June 2017. The earth will then be dug out from underneath the new bridge deck while being used by traffic.

The Collier Road interchange is scheduled to be completed early in 2018.
At Main Roads, it is our goal to provide safe, reliable and sustainable road-based transport systems. We build infrastructure that enables efficient movement of people and freight that is essential to our State’s development.

Clearing vegetation is an unavoidable part of building this vital transport infrastructure which connects our communities. While clearing is necessary, it doesn’t take place without careful planning and a strong focus on sustainability.

A way of measuring how well sustainability is considered in new infrastructure projects involves using a rating scheme developed by the Infrastructure Sustainability Council of Australia (ISCA).

The IS tool evaluates how sustainability has been approached in the design, construction and operation of new infrastructure projects. It involves meeting rigorous criteria and reporting requirements on environmental, social, economic and governance aspects.

The NorthLink WA central section will see a new 20km link from Reid Highway to Ellenbrook, and clearing is the first step to make way for the new freeway.

Central section contractor Great Northern Connect (GNC) is working with Main Roads to achieve an ‘Excellent’ ISCA rating. Ensuring as much vegetation is preserved as possible is key to achieving that rating.

GNC Project Director Scott Martin said that while around 150 hectares of intact native vegetation must be cleared between Reid Highway and northern Ellenbrook, this would be around 40 hectares less than allowed for in original concept plans.

“We’ve achieved this extra vegetation retention by designing smaller drainage basins and more retaining walls,” Scott said.

“We’ve taken every measure we can, right down to making sure the shared path travels around rather than through patches of established vegetation."

Scott said cleared vegetation would be mulched and stored for re-use in landscaping, and that more than two million plants and 800kg of seed would be planted when the NorthLink WA central section is complete.

“Taking into account land purchased by Main Roads to offset loss of vegetation from clearing, it means that on completion of the project, there will actually be a net gain in vegetation."

Aiming high on sustainability

NorthLink WA southern section has submitted an application to ISCA (Infrastructure Sustainability Council of Australia) for a sustainability design rating.

ISCA is a comprehensive system for evaluating infrastructure sustainability (IS) across design, construction and operation of infrastructure.

The NorthLink WA submission included a number of innovative ‘firsts’ for a road project in Western Australia. These include new lighting arrangements, the new roundabout style interchange adopted at Morley Drive and a trial involving different pavement materials.

An independent ecological assessment of the design has also revealed that the area of land to be rehabilitated with native landscaping at the conclusion of the works will be about two hectares greater than the area of native vegetation cleared for the works.

NorthLink WA will provide a safe, pedestrian and cycle path from Morley to Ellenbrook, with active transport options to communities along the way.

An extra wide shared path is being constructed from Guildford Road to Muchea, a full metre wider than the current shared paths on the road network.

“Commuting by bike is significantly increasing across Australia with more people choosing to cycle instead of driving the car,” said Project Director Rob Arnott.

“This new four-metre wide path is one of the widest in Perth. It will also be a big attraction for cyclists who want to ride the 40km length of NorthLink WA in a safe and pleasant environment.”
Community input in central section construction

Community members were shown detailed information about designs for the four major interchanges to be built as part of the central section at the first Central Construction Reference Group (CCRG) meeting hosted by Great Northern Connect (GNC) on 1 March.

The group also heard about the four-metre wide shared use path, landscaping plans, noise wall installation and environmental management.

GNC invited residents, landowners, business operators, Local Government representatives, community groups, environmental groups, sporting groups and special interest groups to nominate to be part of the CCRG.

Seventeen community representatives applied and were approved to join the group.

The CCRG, which meets quarterly, plays a key role in liaising between the project team and the wider community, as well as providing valuable feedback into design of a range of project elements.

WANT MORE INFORMATION?

Web: www.northlinkwa.com.au
Phone: Customer Information Centre 138 138
Email: info@northlinkwa.com.au
Register for regular updates: info@northlinkwa.com.au