



# Bindoon Bypass Great Northern Highway



The \$275 million Bindoon Bypass project is jointly funded by the Australian (\$220 million) and State (\$55 million) Governments, to improve road safety and freight efficiency.

## What is the Bindoon Bypass?

The Bindoon Bypass is a new 64km section of Great Northern Highway from Chittering Roadhouse to New Norcia, bypassing the town of Bindoon.

Currently, triple road trains (53.5 metre trucks) travelling from northern regions on Great Northern Highway can only travel to Wubin. They are required to stop and reconfigure to shorter vehicle combinations resulting in extra truck trips to bring the extra trailer south to Perth.

The delivery of the Bindoon Bypass will address this problem by enabling access by triple road

trains to travel the entire length of the corridor down to Muchea, where the highway links to the recently completed NorthLink WA project.

## Benefits

- Increase freight productivity and efficiency.
- Create shorter travel times.
- Improve safety by reducing potential crashes through Bindoon and other sections of the Highway.
- Improve safety and amenity for the local community of Bindoon, by reducing the number of heavy vehicles passing through the town centre.

- Vehicle operating cost savings.
- Support the growth in production across the mid-west and north-west of WA.
- Support Perth's population growth and economic growth in regional centres.

## Planning and development

We thank the community for their feedback during the current route selection and the development of the concept design.

A detailed alignment study was undertaken as part of the project's planning, with various options considered.

The Bindoon Hill, which the existing Great Northern Highway traverses, posed a major challenge and is a key driver for the creation of a bypass.

### Road Train Trial

A 53.5 metre road train trial was conducted on Bindoon Hill to establish if the existing Great Northern Highway alignment would be suitable.

Two 53.5m combinations were trialled; a triple road train carrying 121 tonne Gross Combination Mass (GCM) and a Quad road train carrying 145 tonne GC. Both achieved only very low speeds.

Great Northern Highway has a speed limit of 100km/h on Bindoon Hill. This creates high differential speeds between heavy and light vehicles leading to higher risks especially when combined with the limited sight distance available for following vehicles due to the tight curves on each side.

Other issues identified included runaway vehicles or accidents resulting from lower power prime stalling on the hill, loss of traction due to the heavier loads and less experienced drivers using the hill.

### Route selection

Following the road train trial, several alignment options were investigated in the vicinity of Bindoon Hill including upgrading the existing alignment, routes around the hill and routes cutting through the hill.

The cost of each of these made re-assessment of a Western Bypass of Bindoon a viable option. Route assessments demonstrated strong Benefit Cost Ratios relating to



*Early works underway, creating local employment opportunities*

heavy vehicle travel time savings and operating costs.

Multiple options were examined and in the final analysis three were compared. A Western Bypass, an upgrade along the existing highway and a hybrid option that re-joined the highway immediately north of Bindoon Hill.

Ultimately, a Western Bypass was chosen. It offered a lower cost that was less disruptive to the community with better terrain that will provide more consistent and higher heavy vehicle operating speeds.

Bypassing the town of Bindoon will reduce amenity impacts for the local community, by reducing the number of heavy vehicles passing through the town centre.

It will increase freight efficiency by creating shorter travel times, and improve safety by reducing potential crashes.

Since selection of the Western Option, further refinement has been undertaken to establish the optimal option. This has included environmental and geotechnical

investigations as well as community and landholder consultation.

A map showing the alignment can be viewed overleaf.

### Early works creating local employment opportunities

While the main construction will not begin until 2022, a section of the works has been awarded to support and provide continuity of employment to Aboriginal businesses.

These works comprise a 7km of new highway north of Calingiri Road, extending to Seven Mile Hill including site establishment, clearing and topsoil stripping, fencing and road construction.

Garli, an indigenous owned and operated company, is delivering the works in conjunction with Main Roads' Region Network contractor LendLease.

The main Bindoon Bypass Contract will also include a requirement for packages of work to be delivered by emerging Aboriginal companies to assist in growing their skills base and provide continuity of work.

## Key activities

Planning and development	Environmental approvals	Current works	Procurement	Construction
<ul style="list-style-type: none"> <li>•The route selection and planning works are now complete.</li> <li>•Land acquisition is underway across the entire length of the project.</li> </ul>	<ul style="list-style-type: none"> <li>•Approval for the 18km northern section is complete.</li> <li>•Approval for the 48km southern section is expected by mid-2021.</li> </ul>	<ul style="list-style-type: none"> <li>•The works on the 7 km section is progressing well.</li> </ul>	<ul style="list-style-type: none"> <li>•Expressions of Interest will be released in mid-2021 for the main contract.</li> </ul>	<ul style="list-style-type: none"> <li>•The main contract is expected to be awarded in early 2022.</li> <li>•Construction will start in 2022.</li> </ul>

## Site investigations

Excavation works have been undertaken at a site understood to be early European settler graves marked by memorial stones on land in the road reserve.

Students from UWA's Centre for Forensic Anthropology and Centre for Rock Art Research & Management had the opportunity to gain practical field experience on the project.

They investigated whether the memorial could represent the presence of 19th century European burials.

Material excavated was assessed for artefacts and bones. Besides surface glass fragments, no other artefacts were identified.



*Excavation works by UWA's Centre for Forensic Anthropology and Centre for Rock Art Research & Management*

## Further information

Keep up to date with progress on this project by visiting the Main Roads website at:  
<https://www.mainroads.wa.gov.au/bindoon-bypass>

If you would like further information, have any questions or concerns, you can contact us at 138 138 or email:  
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