Recommended BORR North/Central Interchanges

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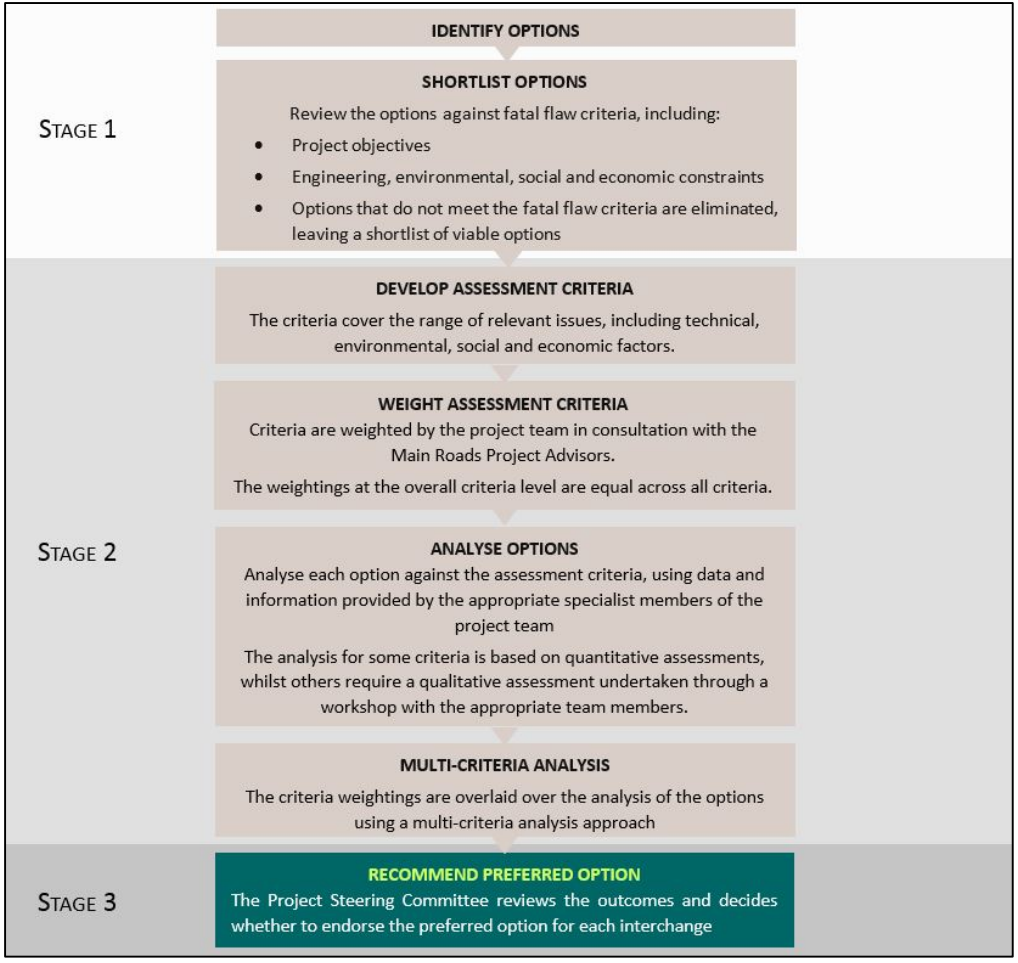
Options Assessment Process



Stage 1 Shortlist Criteria

- Suitability and all movements provided
- Engineering – unsafe / not feasible or appropriate
- Economic – cost prohibitive (e.g. systems interchange)

Stage 2 – Multi Criteria Assessment

- Assessment developed to integrate social, economic and environmental considerations
- Criteria based on project objectives, IA objectives and IPT objectives
- Twenty eight sub-criteria developed based on likely points of differences
- Sub-criteria weighted by Main Roads and BORR IPT team
- Additive weighting method used to rank each option

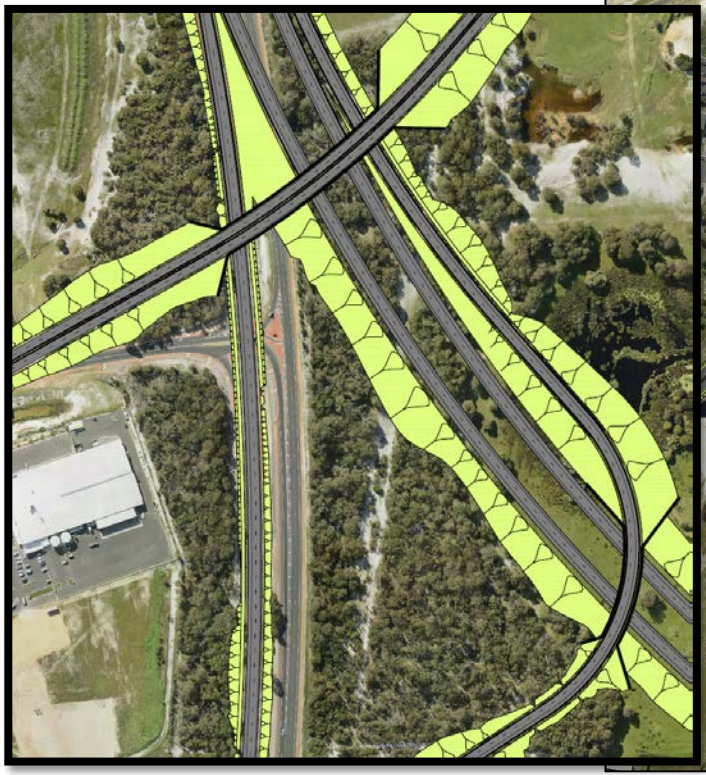
Northern Interchange (Paris Road – Clifton Road)

BORR Northern Interchange

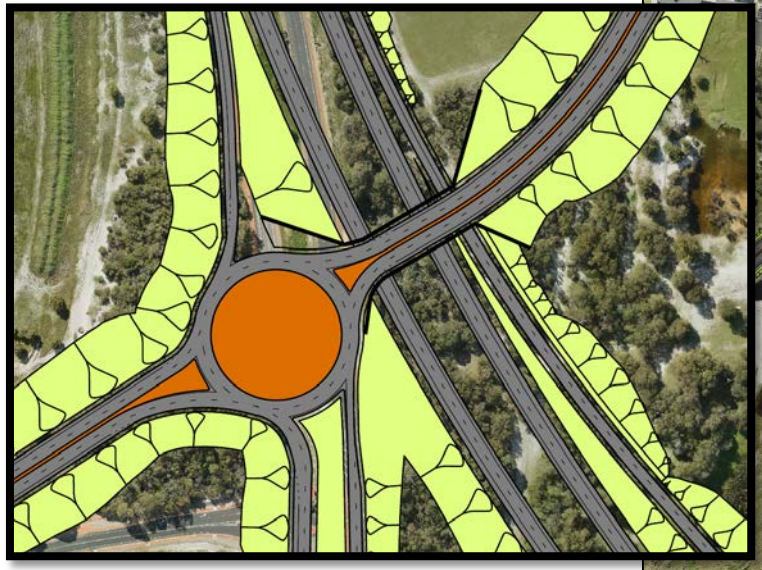
- Key Objectives
  - Free flow access to Bunbury
  - Paris Road to be connected to Clifton Road
  - Not preclude the future Perth to Bunbury Fast Rail

- Interchange treated as split interchange between Paris Road/Clifton Road and Raymond Road

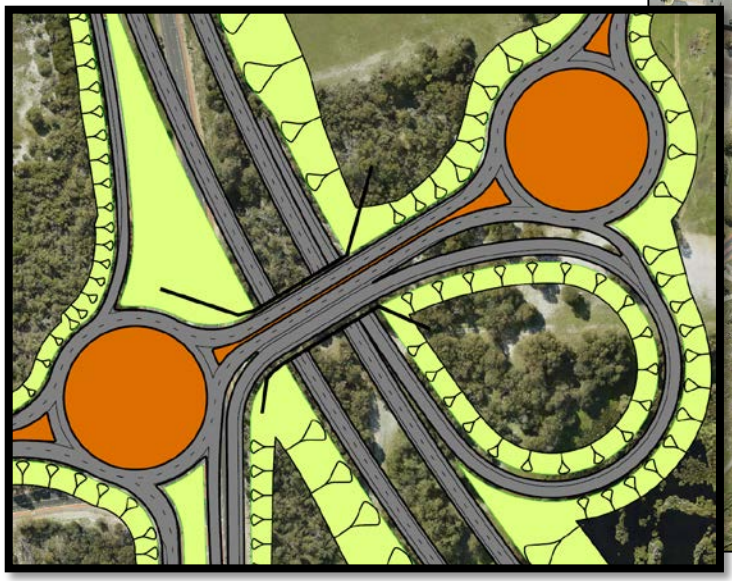
Paris – Clifton Option 1



Paris – Clifton Option 2



Paris – Clifton Option 3 Preferred

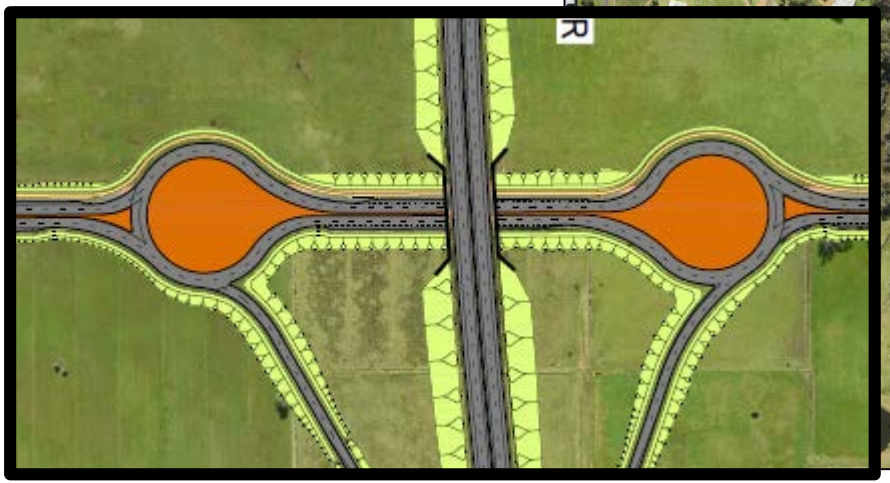


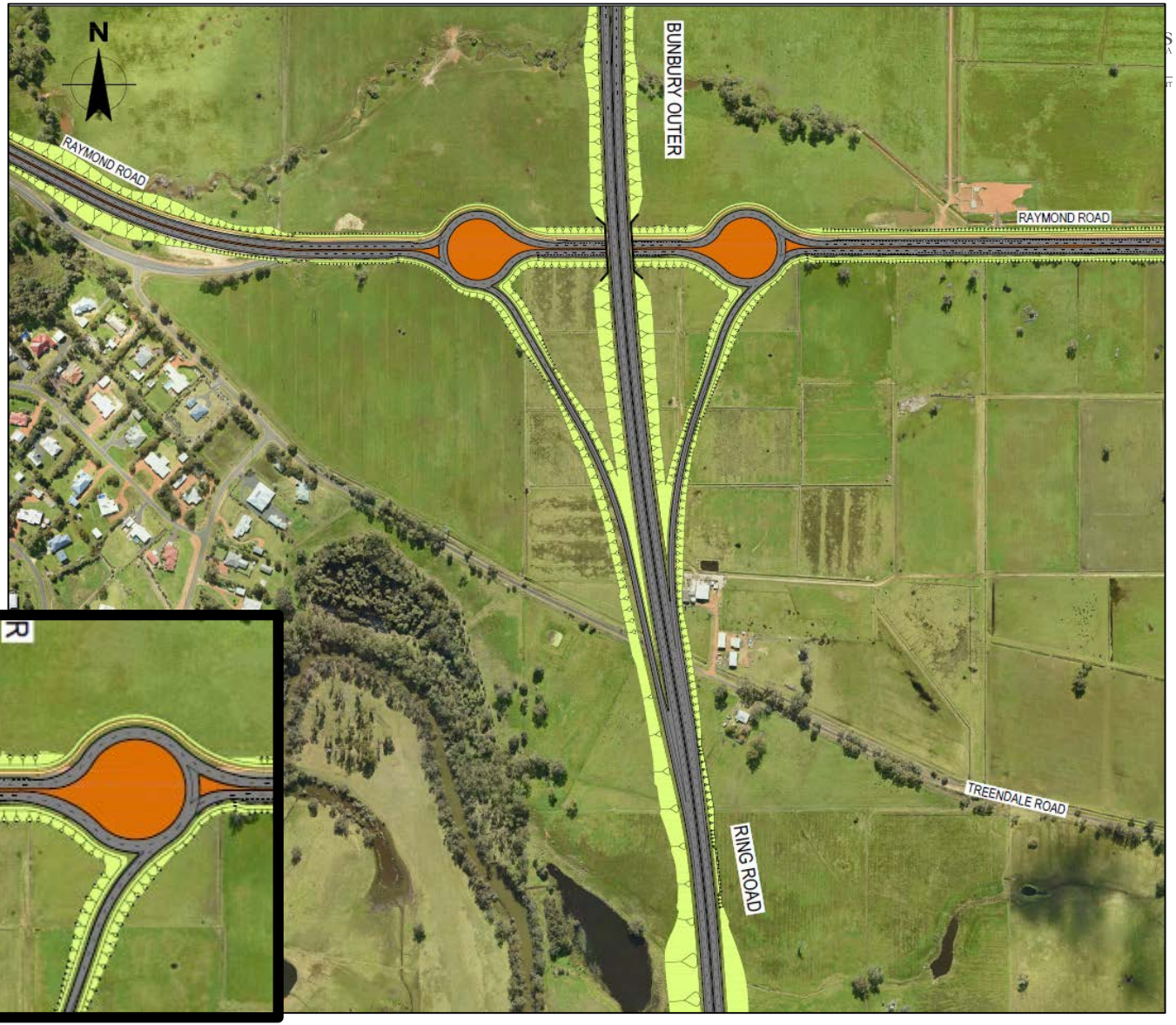
Northern Interchange – Recommended Option

- Recommended interchange option is Option 3 (loop with Paris-Clifton connected)
- Achieves free flow bypass
- Maintains connectivity between Paris Rd and Clifton Rd and also from Paris Rd to Forrest Highway
- Minimises impact to remnant vegetation and has the least fragmentation to potential western ringtail possum habitat, Banksia Woodland TEC and potential black cockatoo habitat
- Achieves the best network performance out of the three options

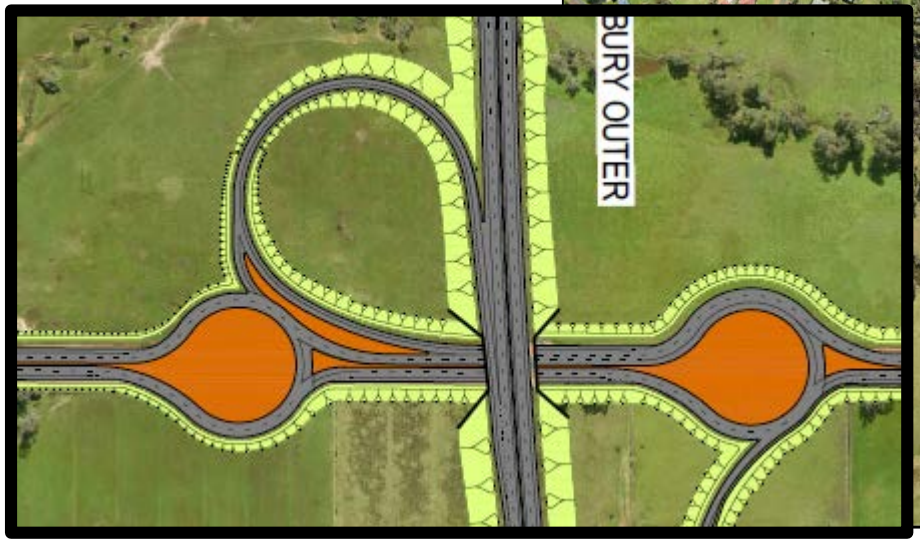
Raymond Road Interchange

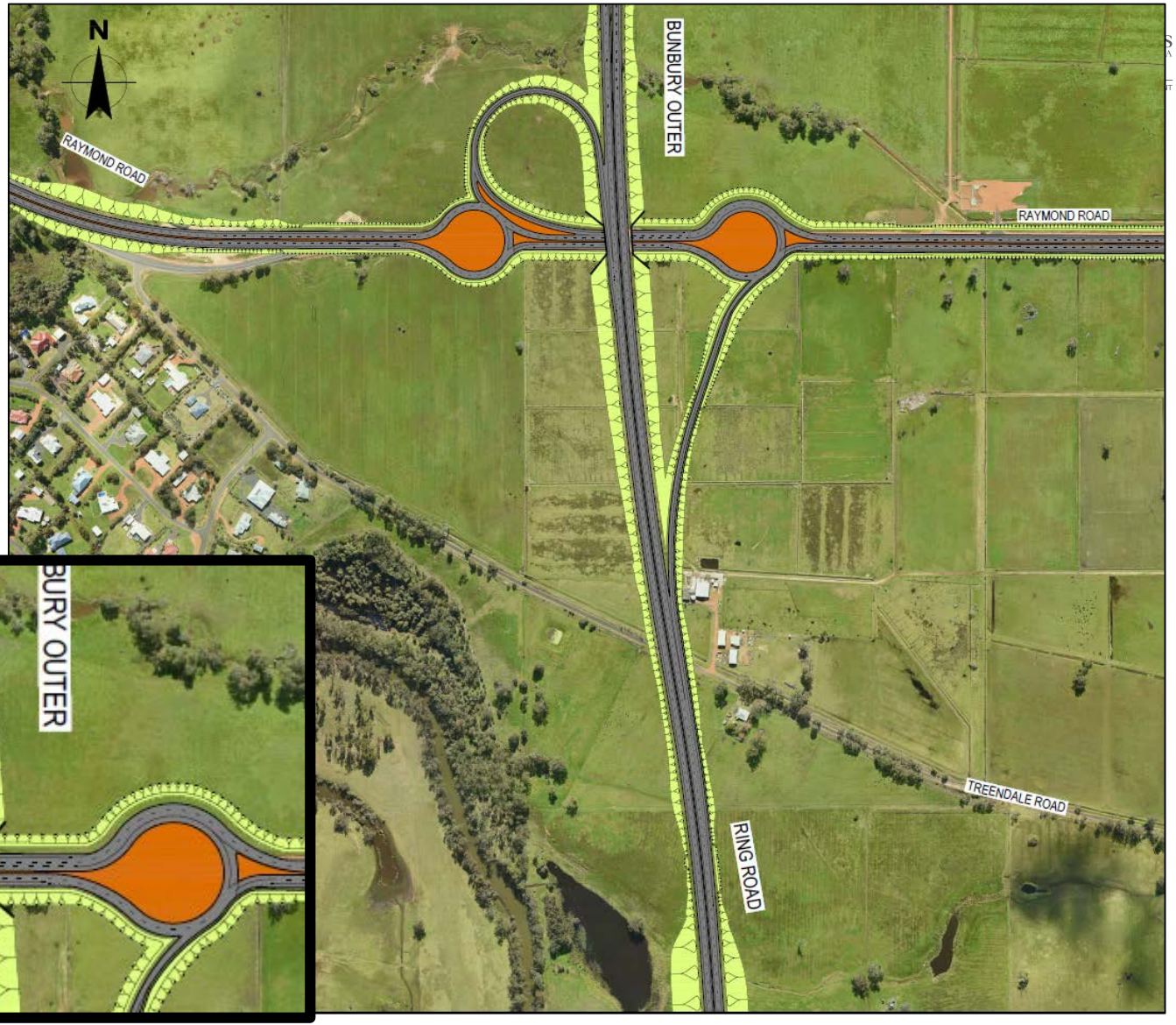
Raymond Interchange Option 1 Dumbbell Preferred





Raymond Option 2 Modified Dumbbell



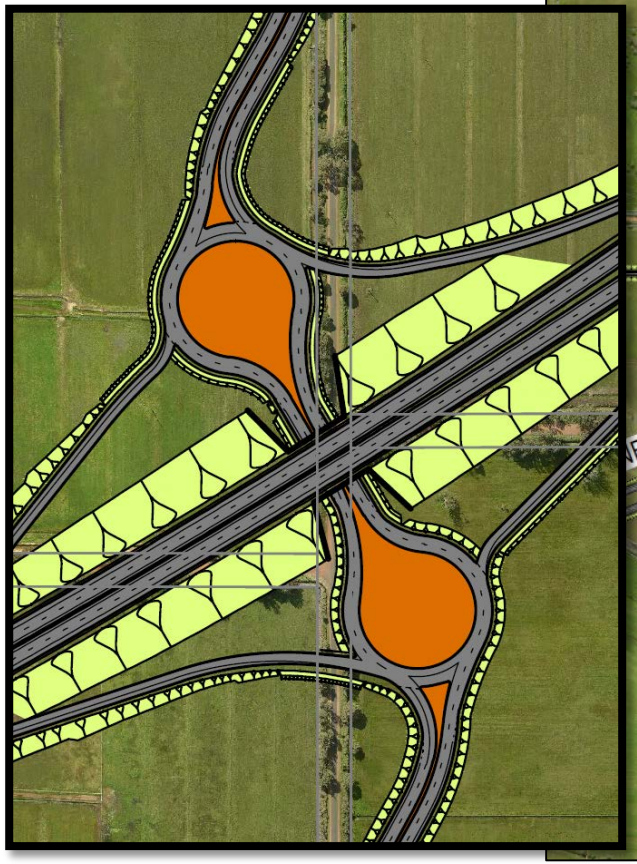


Raymond Rd Interchange – Recommended Option

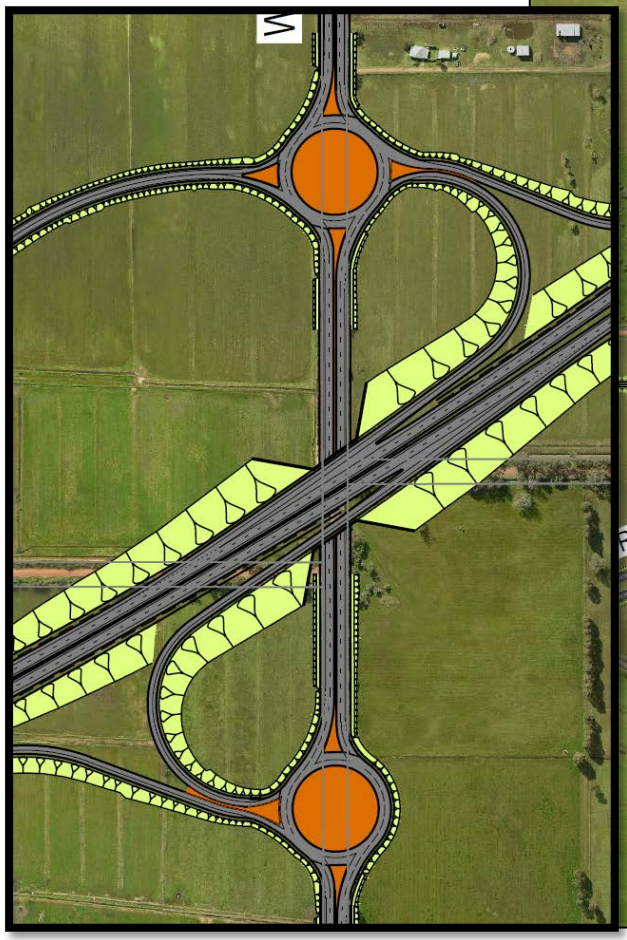
- Recommended option is the Dumbbell Interchange (Option 1)
- Minimal points of difference between two options
- Dumbbell option suits the anticipated dominant traffic movements
- Similar social impacts
- Marginally lower overall project costs (construction, WOLCC & land acquisition)

Waterloo Interchange (future industrial precinct)

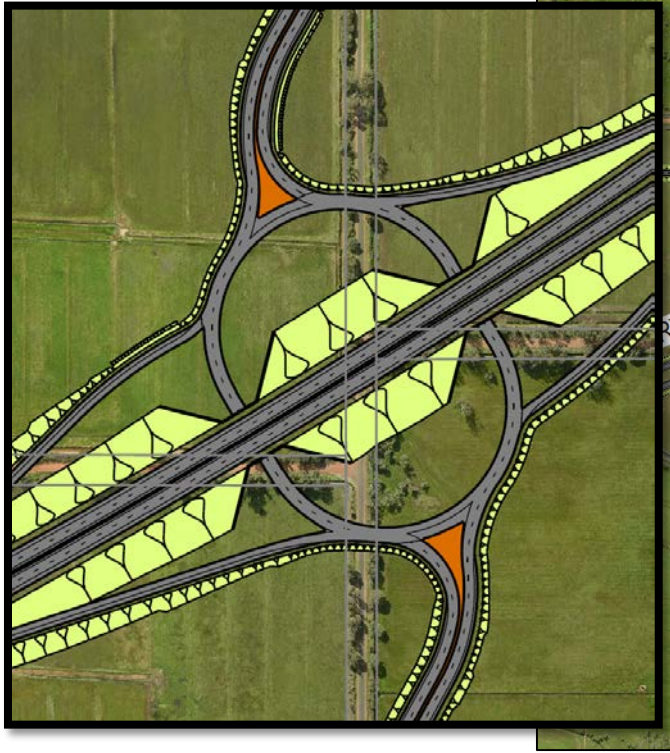
Waterloo Option 1

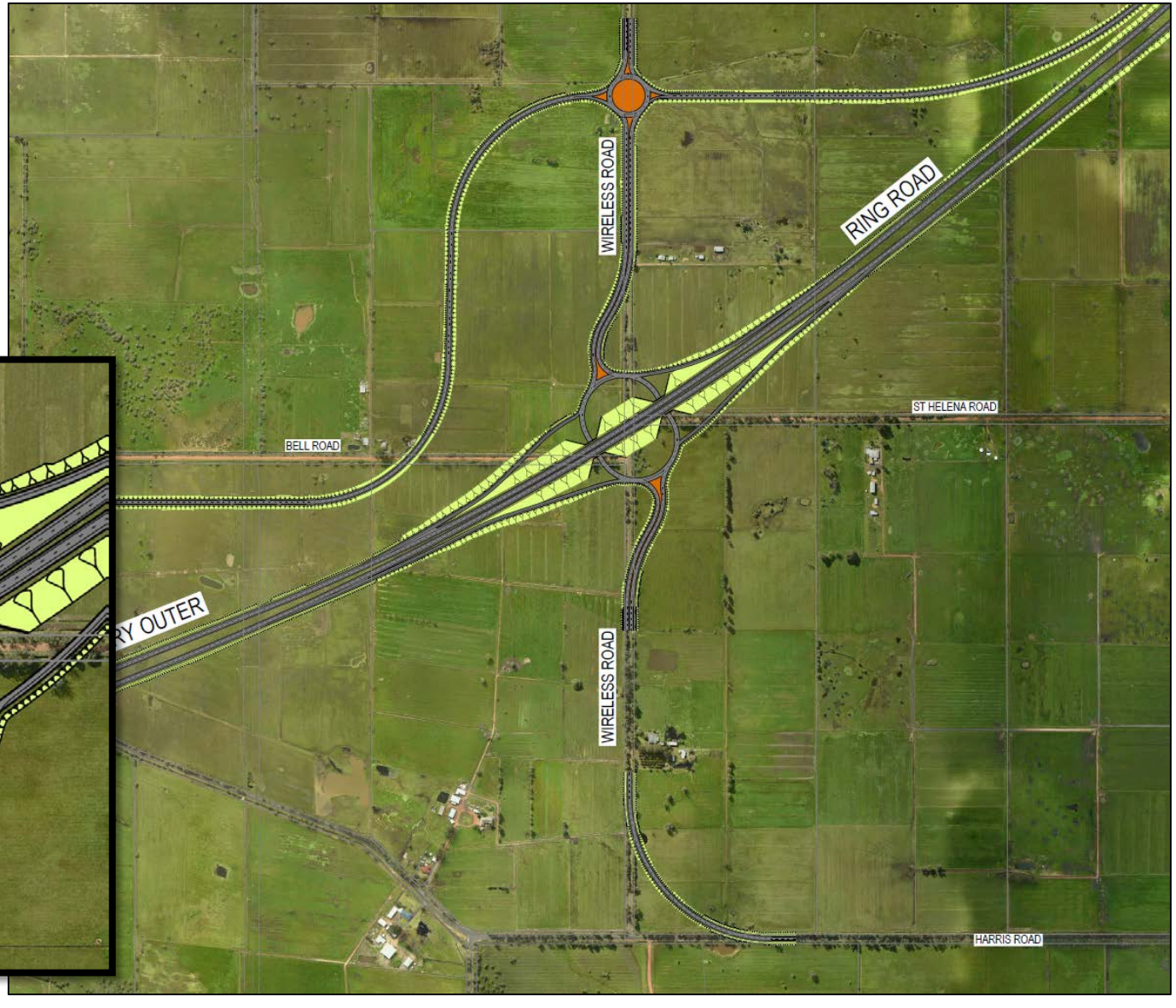


Waterloo Option 2



Waterloo Option 3 Preferred



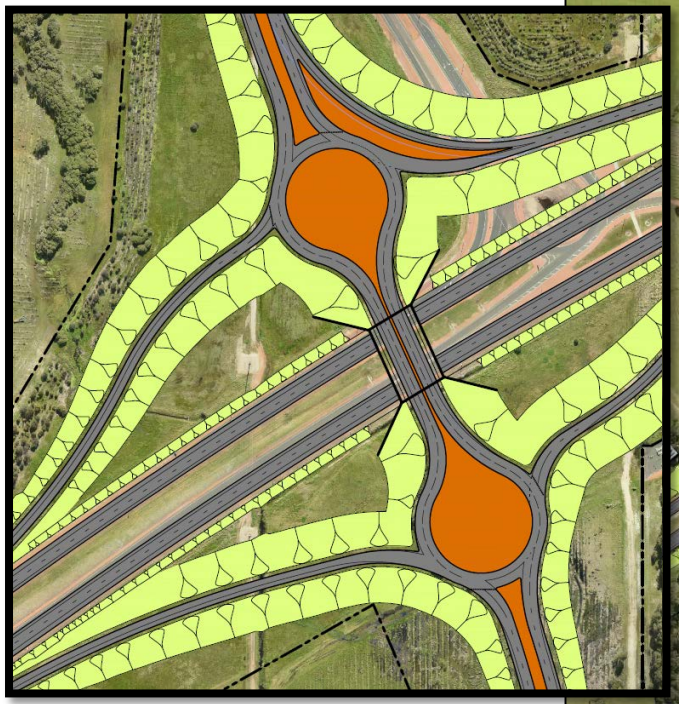


Waterloo Interchange – Recommended Option

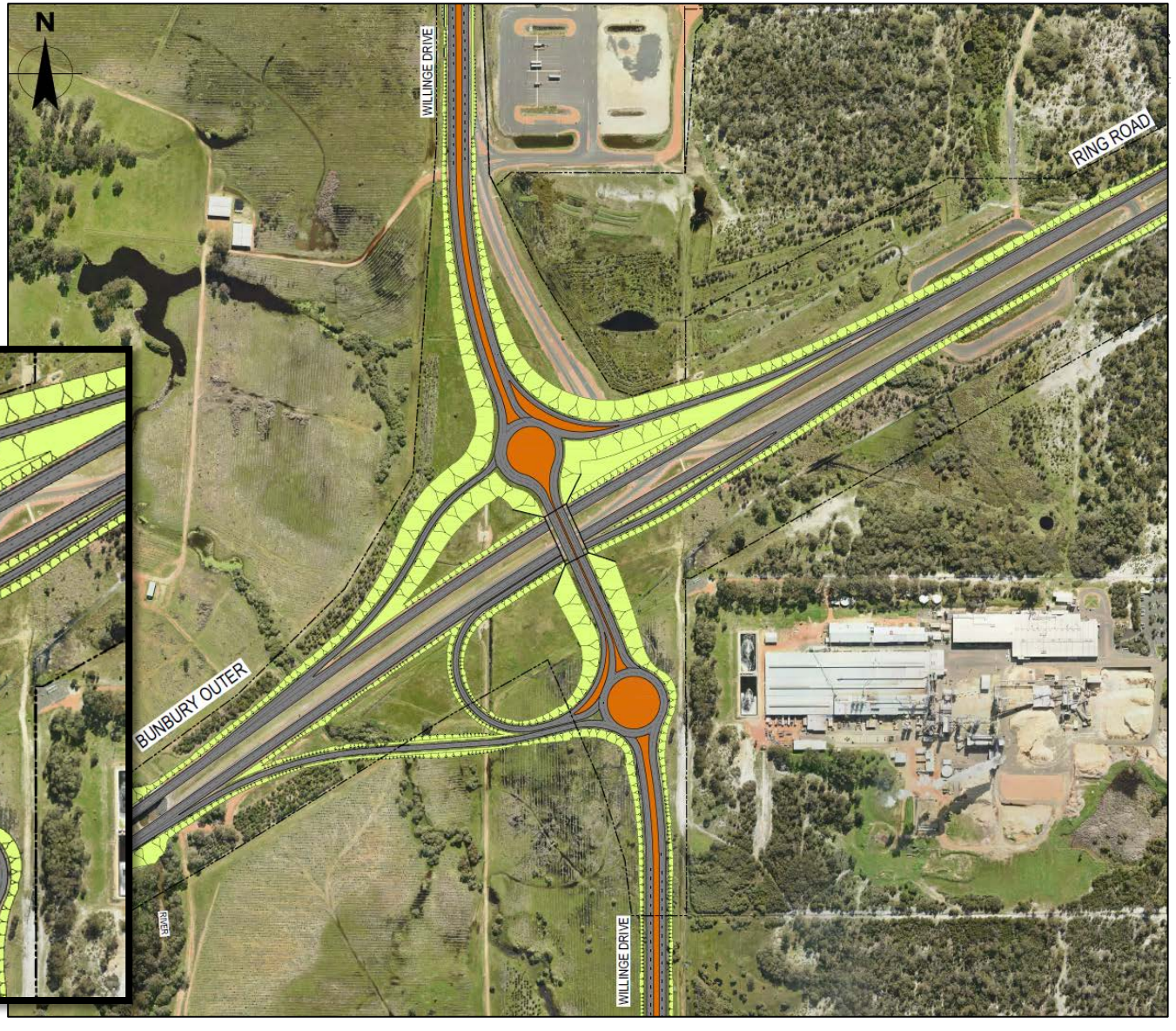
- Recommended interchange is the Grade Separated Roundabout (Option 3)
- Minor points of differences between the three options
- Suits the dominant traffic movements
- Safe interchange form as angle of conflicts are controlled
- Larger radii than dumbbell interchange allows for better for operational suitability for freight vehicles

Willinge Drive (Port Access Road) Interchange

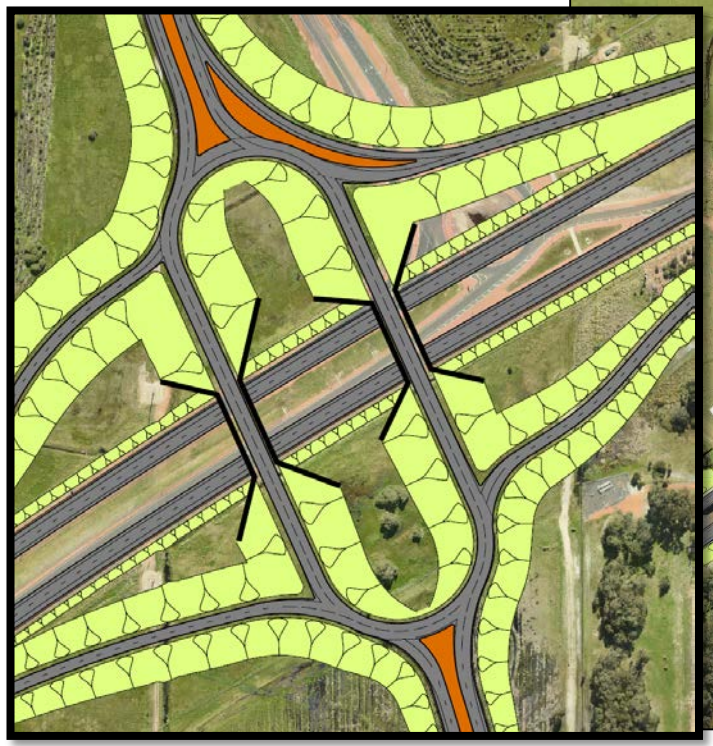
Willinge Option 1



Willinge Option 2



Willinge Option 3 Preferred



Willinge Interchange – Recommended Option

- Recommended interchange option is the Grade Separated Roundabout Option (Option 3)
- Safe interchange form as angle of conflicts are controlled
- Larger radii than dumbbell interchange allows for better for operational suitability for freight vehicles
- Traffic performance comparable with other interchange options