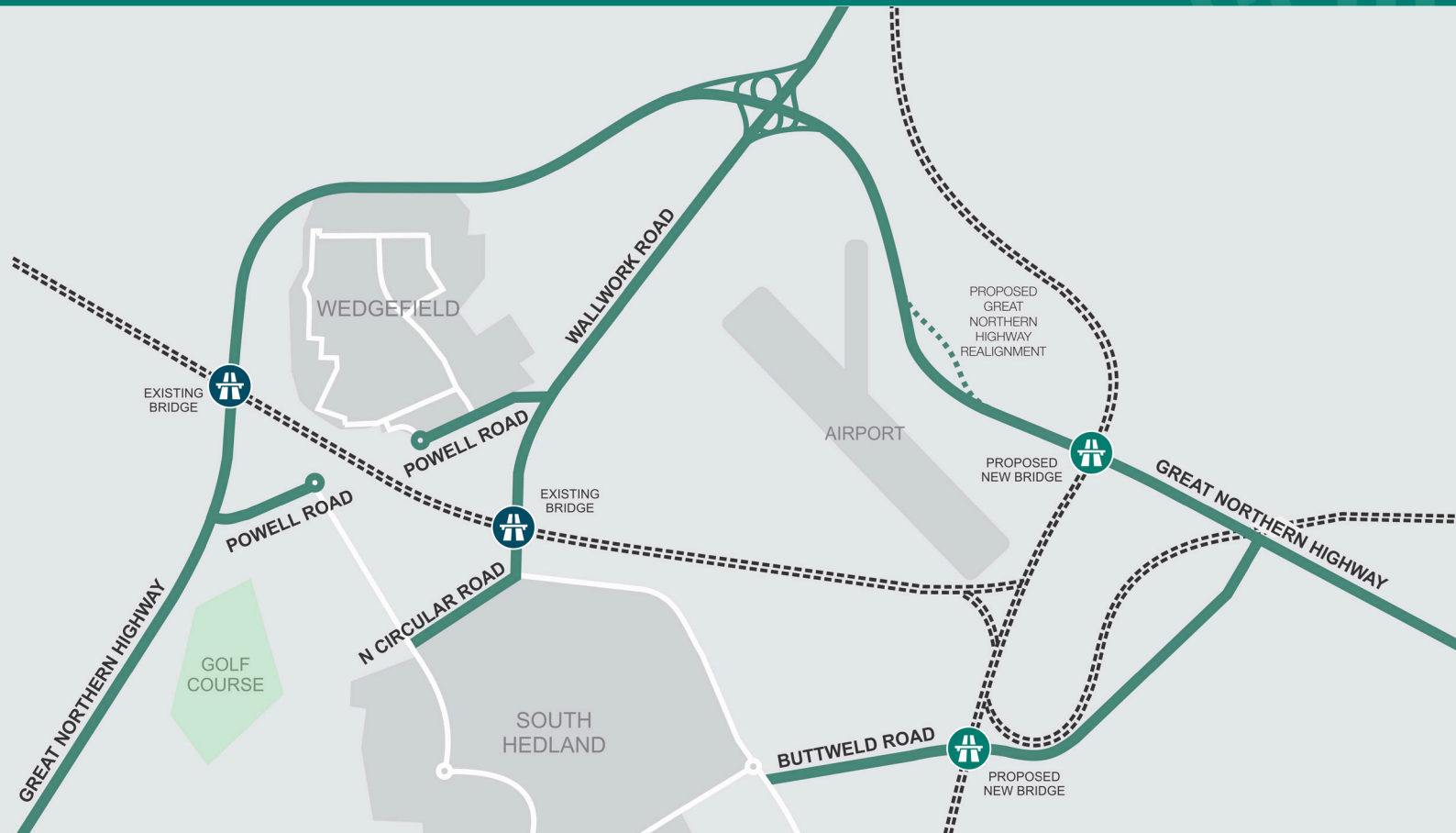


Hedland Road/Rail Safety Improvement Project



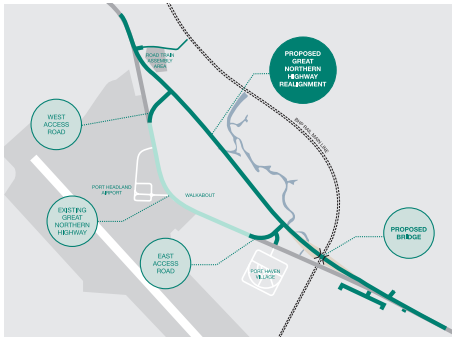
The Australian and Western Australian Governments have joined forces with BHP to deliver safety improvements at three key rail crossings in the Pilbara.

In collaboration with BHP, Main Roads will construct two new 'road-over-rail' bridges, realign two major intersections and build two new roundabouts in the Hedland area. This package of works will essentially remove three road/rail conflicts to significantly improve road safety and transport efficiency for the Hedland community.

BHP's total contributions will be in excess of \$45 million, an investment that will deliver local jobs in the construction phase and lasting safety and convenience benefits to the community.

The aim of these projects is to improve road safety. About 6,000 vehicles per day use the three rail crossings and removing them will not only remove the risk, but increase productivity by saving driving time.





Port Hedland Airport Deviation

The first project involves construction of a new 28m long road-over-rail bridge that will separate road and rail traffic at Nelson Point main line level crossing on Great Northern Highway east of the airport.

The 5km realignment will relocate the highway to the north-east of the existing built up area adjacent to the Port Hedland International Airport and will provide a grade separated crossing over the dual rail lines to BHP's Nelson Point facilities. As part of the works, construction of new service roads on the eastern and western ends of the realignment will provide access to the airport and other existing facilities.

Benefits

The primary objectives of the realignment are to separate traffic streams, improve road safety and transport efficiency.

The project will maintain connectivity to all facilities currently located in the airport precinct including the Walkabout Hotel, Caltex Road House and The Landing.

Both the service roads accessing the airport precinct and the realignment have been designed for high flow capability for road trains up to 60 metres in length.

This will facilitate simple and efficient manoeuvring of vehicle to access the roadhouse, accommodation, new planned transport industry facilities in this area, as well as the airport.

Funding and timeframes

This project is valued at \$36 million and is jointly funded by the Australian Government (\$18.20 million), Western Australian Government (\$4.54 million), and BHP (\$13.26 million). Service relocations will start early 2021 and construction is expected to begin mid-2021, with a 12-month construction period.



Buttsweld Road

The rail crossing of the BHP Newman Main Line (NML) and Buttsweld Road is used extensively by BHP to access Mooka Road and BHP Flashbutt yard and by local road users accessing South Hedland to and from the airport, and northern routes to Broome and Marble Bar.

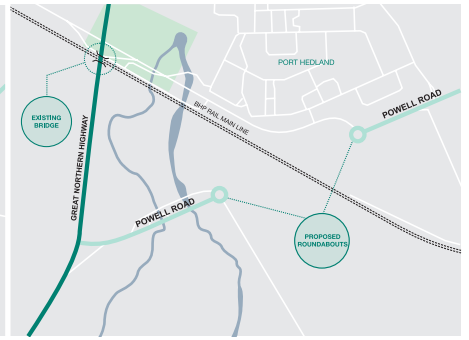
Main Roads will construct a second, 34m long bridge over BHP's rail line to the south of the existing rail on Buttsweld Road. A 3km section of Buttsweld Road will be realigned to improve the geometry and allow the speed zone to remain consistent for the entire length of the road.

Benefits

This significant safety improvement will benefit BHP and the public as well as improving travel times for South Hedland residents.

Funding and timeframes

Fully funded by BHP, this \$28 million project is scheduled to begin mid-2021 with a 9-month construction period.



Powell Road

Powell road is used by general commuters and intermittently for High Load traffic movements passing through the Hedland area.

To complement the two new road over rail bridges, Main Roads will construct two large roundabouts on Powell Road, one at Hamilton Road and another at Dalton Road.

These roundabouts will be constructed either side of the BHP rail line, which will remove through access to the level crossing for general road users. Gates will be installed for emergency vehicles and High Load traffic access when required.


Benefits

This crossing has a significant number of incidents and near misses each year and removing access to it will significantly increase road user safety.

Funding and timeframes

BHP has provided \$2 million for this final portion of works. Taking approximately 8-weeks to complete, construction is scheduled to begin mid-to-late-2021.

IMPACT TO ROAD USERS



There will be traffic management, speed restrictions and sidetracks in place during the construction period of the **Port Hedland Deviation** and **Buttsweld Road**. Road users can expect detours and the closure of **Powell Road**. There will be some traffic management in place as well as Variable Message Boards on site to inform road users of the new road configuration.

Further information

Please visit the Main Roads website and subscribe for updates.

Alternatively you can email us at enquiries @mainroads.wa.gov.au or call our customer information centre on 138 138.

This document can be provided in alternative formats upon request