The latest milestone includes the commissioning of a flyover - to replace the temporary roundabout at Beechboro Road North - taking traffic over Reid Highway.

Motorists heading north on Tonkin Highway can now travel a further eight kilometres to just short of Gnangara Road.

Once the Gnangara Road interchange is complete in coming weeks, the signalised T intersection will be removed. The new interchange will provide improved safety for motorists.

“The new highway will provide much needed extra road capacity to Perth’s north-east, which is a priority for the growing community of Ellenbrook,” WA Transport Minister Rita Saffioti said.

“It will halve the commute time between Ellenbrook and Morley.”

Driving conditions are constantly changing and finishing works are still being completed so please pay careful attention to the new configuration and obey the signs.

Currently around 90 per cent complete, NorthLink WA is expected to be finished all the way to Muchea by the end of 2019.

The combined value of NorthLink WA funded by both the Australian ($821 million) and State ($204 million) Governments.
NorthLink WA is in the news for all the right reasons, most recently for its sustainability achievements.

Already having achieved the second highest score ever of 93 from the Infrastructure Sustainability Council of Australia (ISCA) for its design phase, NorthLink WA southern section is now celebrating its ‘Leading’ performance for infrastructure sustainability in the ‘As built’ phase.

The score of 95.2 points out of a possible 110 is the highest attained to date under the ISCA Infrastructure Sustainability (IS) rating scheme for an infrastructure project across Australia and New Zealand.

Its sister project, NorthLink WA central section, is also a high-achiever with an ‘Excellent’ rating score of 70.5.

NorthLink WA central section is the first greenfields road project in Australia to achieve an Excellent rating.

The independently verified ISCA rating scheme recognises projects that can measure a significant reduction in the energy, water and materials ‘footprint’ in construction and have been designed to use less resources during the life of the asset.

The scheme also recognises projects for diverting waste from landfill (e.g. through reuse and recycling of materials), minimising clearing of native vegetation, adapting to predicted climate change risks, innovation, and good stakeholder engagement.

The ‘Leading’ rating for NorthLink WA southern section was the result of input from multiple stakeholders, and behaviours developed as part of the partnering process with John Holland, Main Roads and the Independent Certifier (APP/Arcadis).

These achievements demonstrate that NorthLink WA is a world class initiative in sustainable design and construction.

More ISCA accolades for NorthLink WA

These achievements demonstrate that NorthLink WA is a world class initiative in sustainable design and construction.
More than two million plants and 850 kg of seed will be used to landscape NorthLink WA. In the north, 700,000 seedlings are being grown from endemic species using seeds sourced by a Bullsbrook native plant nursery from the Swan Coastal Plain ready to transplant into the major interchanges at Stock Road, Neaves Road and Brand Highway later this year.

All the packaging will be reused. The landscaping is part of the overall Landscape and Urban Design Aesthetic (LUDA) framework. Inspired by the natural environment and cultural history of the unique locations, the themes of wetland chains, and infiltration and storage, travel through ever-changing landscapes from the southern section at Bayswater through Morley, Beechboro, and Ellenbrook to Muchea.

A variety of plants, vegetation and landscape architecture will feature iconic flora, and showcase striking displays of seasonal mass colour and contrast, including banksias. Interchanges will be featured with more intense planting.

At the Tonkin/Reid Highway interchange you’ll see yellow kangaroo paw, wattle, banksia and leschenaultia

At Hepburn Avenue, Gnangara Road and The Promenade interchanges a 'confetti' planting approach will be used to mimic the natural explosion of colour typical in these areas. Selected species include varieties of red kangaroo paw, banksia, bottlebrush and grevillea.

The Brand Highway interchange at Muchea, will feature replanted grass trees and raised laterite beds with mature plants, including melaleucas, eucalypts and marri.

The smart lighting system on the PSP is capable of controlling the level of light emitted from the lamps, based on cyclist and pedestrian traffic data. The system sets the lighting levels depending on whether that section of path is being used, which provides a substantial saving in energy costs.

Using motion sensors, lights illuminate when someone is on the path and turn up or down, based on their direction of travel. The lights are on also on a timer, so once the cyclist or pedestrian has passed, the lights are dimmed once again.

Sustainable solution for landscaping task

Did you know that street lights can be made intelligent?

Adaptive and smart lighting is being trialled along a two kilometre section of Tonkin Highway between Benara Road and Broun Avenue and a five kilometre section of the principal shared path (PSP) between Hepburn Avenue and Gnangara Road.

The adaptive lighting recently installed on Tonkin Highway involves individual light fittings which can be managed from a central location, with the ability to schedule street lights to turn off or dim when needed for energy saving purposes.

This is the first time Main Roads has used adaptive street lighting on highways or freeways in WA.

Benefits include reduced power consumption, increased lamp life and reduced maintenance costs. This leads to reduced environmental impacts, cost savings and more efficient asset management.

The supply of electricity to each light is controlled to prevent oversupply and the performance of each light is communicated in real time to a remote location where any problems can be diagnosed and rectified quickly.

The smart technologies are expected to reduce power consumption by 10 per cent over the life of the light as well as increase the life of the light by 50 per cent.
An innovative gravel paving trial has been completed at NorthLink WA - northern section which has the potential to save time and energy when used for road construction.

The trial tested the performance of a Vogele Super 2100-3 paver to lay the road base course to a compacted layer depth of 215mm and assess whether the paver could deliver improvements while still meeting strict quality requirements.

CPB Contracting 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,” he said.

“Traditionally a grader could complete about 600 cubic metres per day. With this paver we have demonstrated we can achieve about 1400 cubic metres per day, which is more than twice as efficient, at a conservative estimate.”

The use of the paver can also provide sustainability benefits, produce the base course in one uniform thickness and enable greater quality control.