

= Great Eastern Highway =

Great Eastern Highway is a 590 @-@ kilometre @-@ long (370 mi) road that links the Western Australian capital of Perth with the city of Kalgoorlie . A key route for road vehicles accessing the eastern Wheatbelt and the Goldfields , it is the western portion of the main road link between Perth and the eastern states of Australia . The highway forms the majority of National Highway 94 , although the alignment through the Perth suburbs of Guildford and Midland , and the eastern section between Coolgardie and Kalgoorlie are not included . Various segments form parts of other road routes , including National Route 1 , Alternate National Route 94 , and State Route 51 .

There are numerous intersections in Perth with other highways and main roads , including Canning , Albany , Tonkin and Roe Highways , and Graham Farmer Freeway . There are also two rural highways that spur off Great Eastern Highway . Great Southern Highway begins near Perth 's eastern metropolitan boundary , linking towns such as York , Brookton , Narrogin , and Katanning . Near the eastern end of the highway , Coolgardie is the starting point of Coolgardie ? Esperance Highway , connecting to the interstate route Eyre Highway at Norseman , as well as the coastal town of Esperance .

The highway was created in the 1930s from an existing system of roads linking Perth with the Goldfields . Though the name Great Eastern Highway was coined to describe the route from Perth to Guildford on the northern side of the Swan River (modern @-@ day Guildford Road) , it was actually used for the road through Belmont , south of the river . This section was constructed in 1867 using convict labour , with the road base made from sections of tree trunks . Over the years the road has been upgraded , with the whole highway sealed by 1953 , segments reconstructed and widened , dual carriageways created in Perth and Kalgoorlie , and grade separated interchanges built at major intersections . Great Eastern Highway Bypass in Perth 's eastern suburbs opened in 1988 , allowing through traffic to avoid the Guildford and Midland townsites , and in 2002 a new bypass diverted the highway around Northam . A future route to replace Great Eastern Highway 's current ascent of the Darling Scarp has been identified . The planned route is a controlled @-@ access highway along Toodyay Road to Gidgegannup , and then across to Wundowie via a new alignment . Though planning began in the 1970s , as of 2012 , construction of this route has not been scheduled , and it is not considered a priority .

= = Route description = =

Great Eastern Highway commences at The Causeway , a river crossing that connects to Perth 's central business district . Travelling north @-@ east through the city to Greenmount Hill , and following a steep climb , the highway heads east through Western Australia 's Wheatbelt to Kalgoorlie , in the state 's Goldfields . Within Perth , the highway is a six @-@ lane dual carriageway from The Causeway to Tonkin Highway near Perth Airport . It travels as a four lane single carriageway to Midland , with the second carriageway reappearing after Roe Highway , and continuing all the way to The Lakes at Perth 's eastern fringe . The remainder of the highway is a two @-@ lane single carriageway until Kalgoorlie , where a dual carriageway exists . The speed limit is 60 kilometres per hour (35 mph) from The Causeway to Midland , 70 km / h (45 mph) near the bottom of Greenmount Hill , and 80 km / h (50 mph) from Greenmount to Sawyers Valley . From the eastern edge of Perth it is generally 110 km / h (70 mph) , but with lower limits for sections near the towns the highway encounters en route to Kalgoorlie .

The highway runs mostly parallel to the Mundaring to Kalgoorlie water pipeline , which supplies the Goldfields with water from Mundaring Weir in the eastern part of Perth . The Golden Pipeline Heritage Trail is a tourist drive alongside the pipeline , with large sections of the trail following Great Eastern Highway . Various road routes are allocated to sections of Great Eastern Highway , with some overlap between some of the routes . It is mostly signed as National Highway 94 , except for the section between Great Eastern Highway Bypass and Roe Highway , and the final 40 kilometres (25 mi) from Coolgardie to Kalgoorlie . It is also signed as National Route 1 between The Causeway and Morrison Road in Midland , State Route 51 between Johnson Street in Guildford and Roe

Highway , Tourist Drive 203 between Terrace Road in Guildford and Morrison Road , Midland , and Alternate National Route 94 east of Coolgardie .

Main Roads Western Australia monitors traffic volume across the state 's road network , including various locations along Great Eastern Highway . In 2008 / 09 , the busiest section was east of the Graham Farmer Freeway interchange , averaging 60 @, @ 760 vehicles per weekday . The lowest volume was an average of 850 vehicles per day near Ryans Find Road , partway between Southern Cross and Coolgardie ; however , this point also received the largest proportion of heavy vehicles , at 40 @. @ 2 % of all traffic . As of 2012 , Great Eastern Highway between Mundaring and Northam is the state 's worst section of National Highway , in terms of road safety . Casualty crash rates had decreased since 2007 , although the Royal Automobile Club of Western Australia (RAC) still considered it a risky section of road needing close attention from road authorities . In 2013 , Great Eastern Highway remained as a road of particular concern , with the Australian Automobile Association giving 67 % of the highway a low one- or two @- @ star rating (out of five) , and 77 % of the route between The Lakes and Northam a one @- @ star safety rating .

= = = Burswood to Midvale = = =

Great Eastern Highway begins at a grade separated interchange between the south @- @ eastern end of The Causeway , north @- @ eastern end of Canning Highway , and north @- @ western ends of Shepperton Road and Albany Highway . It proceeds in a north @- @ easterly direction between local parks for 1 @. @ 3 kilometres (0 @. @ 8 mi) , south of the Crown Perth entertainment complex in Burswood . After passing under the Armadale / Thornlie railway line , there is a diamond interchange with Graham Farmer Freeway to the north @- @ west and Orrong Road to the south @- @ east , with an additional south @- @ westbound to north @- @ westbound looped ramp . The highway continues north @- @ east , parallel to the Swan River , through the residential and commercial areas of Rivervale , Belmont , Ascot , and Redcliffe . There are many at @- @ grade intersections and driveway access crossovers in these high density suburbs . Major intersections are controlled by traffic lights , while many others are left @- @ in / left @- @ out . After 4 @. @ 6 kilometres (2 @. @ 9 mi) , Great Eastern Highway interchanges with Tonkin Highway , which connects to Perth 's north @- @ eastern and south @- @ eastern suburbs , and Brearley Avenue , which provides access to Perth Airport 's domestic terminals .

The road travels for another 2 @. @ 1 kilometres (1 @. @ 3 mi) along the border between Ascot and Redcliffe , before reaching a traffic light controlled fork with Great Eastern Highway Bypass . The main traffic flow continues east on the bypass to Roe Highway , while the Great Eastern Highway runs north @- @ east through South Guildford for 2 kilometres (1 @. @ 2 mi) , separating a narrow residential area along the Swan River from industrial development in the rest of the suburb . The highway crosses the Helena River via a two @- @ lane bridge , and continues north into the historic townsite of Guildford , named as Johnson Street . After 800 metres (2 @, @ 600 ft) , Johnson Street terminates at a T junction , just south of the Midland railway line . The highway turns east onto James Street , which after 1 @. @ 2 kilometres (0 @. @ 75 mi) has a sharp 90 degree turn to the north , continuing as East Street for 450 metres (1 @, @ 480 ft) . Following a level crossing of the railway , and an adjacent set of traffic lights at Terrace Road , the name Great Eastern Highway is resumed .

The highway continues north @- @ east for 1 @. @ 6 kilometres (1 mi) to Midland . Throughout Midland and the adjacent suburb of Midvale , it is at the centre of a commercial area , with two shopping centres located alongside the highway , and retail businesses fronting both sides of the road . As Great Eastern Highway enters Midland , traffic splits into a pair of one @- @ way roads . Eastbound traffic continues on Great Eastern Highway , while westbound traffic travels along Victoria Street . The split ends after 1 kilometre (0 @. @ 6 mi) , and a further 1 @. @ 8 kilometres (1 @. @ 1 mi) takes the highway to an interchange with Roe Highway , meeting up with traffic that bypassed the Guildford and Midland areas .

= = = Greenmount to The Lakes = = =

Great Eastern Highway is notorious for Greenmount Hill , where the highway encounters a steep three @-@ kilometre @-@ long (1 @.@ 9 mi) slope with a 7 % gradient on Perth 's eastern outskirts . The highway rises from the Swan Coastal Plain to the Darling Scarp to the north of Greenmount Hill , though it is commonly described as travelling " up Greenmount " . The historic hill , with significant Aboriginal and European heritage sites , has been a well @-@ known landmark since the 1830s , and featured on an 1846 survey of the York Road . Part of this original eastern route remains as a separate road , now known as Old York Road . The highway diverges from this original route at a point 2 @.@ 8 kilometres (1 @.@ 7 mi) east of Roe Highway , bypassing residential properties that line the old road . The two routes meet again at the top of the main climb of the hill , after 1 @.@ 8 kilometres (1 @.@ 1 mi) .

From the sudden rise of Greenmount Hill through to Sawyers Valley , Great Eastern Highway has a series of rising and falling sections over rolling terrain . Along the way , the route follows the southern edge of John Forrest National Park for 3 @.@ 3 kilometres (2 @.@ 1 mi) , passing to the north of the suburb of Glen Forrest . Beyond the national park , the highway continues to be lined by native trees and patches of remaining forest . It continues east for six kilometres (3 @.@ 7 mi) between the low @-@ density , rural residential areas of Hovea , Mahogany Creek , and Parkerville , before entering the Mundaring town centre . Continuing its journey east , the route leaves Mundaring and travels briefly through the north @-@ eastern corner of Beelu National Park before coming to the rural community of Sawyers Valley , three and a half kilometres (2 @.@ 2 mi) east of Mundaring .

Beyond Sawyers Valley , Great Eastern Highway travels in a north @-@ easterly direction , alongside and later within the northernmost part of the Jarrahdale State Forest . After 6 @.@ 6 kilometres (4 @.@ 1 mi) , the highway reaches the Old Northam Road turnoff , which offers an alternative route through Chidlow . The highway route bypasses the development by continuing east for 5 @.@ 9 kilometres (3 @.@ 7 mi) to The Lakes , where it curves around to the north to meet Great Southern Highway , at the edge of the Perth Metropolitan Region .

= = = East to Kalgoorlie = = =

Great Eastern Highway continues past The Lakes in a northerly direction , reduced to a single carriageway with one lane in each direction . Five kilometres (3 @.@ 1 mi) later , the highway encounters the north @-@ eastern end of Old Northam Road , and subsequently winds its way through a reverse curve . It travels in between Acacia Prison and Wooroloo Prison Farm and then alongside Wooroloo Brook , for 3 @.@ 7 kilometres (2 @.@ 3 mi) , before crossing the waterway . The highway then heads in a north @-@ easterly direction , passing to the south of Wundowie , through Bakers Hill , and reaching Clackline after 20 kilometres (12 mi) . Another 12 @.@ 4 kilometres (7 @.@ 7 mi) takes Great Eastern Highway to Mitchell Avenue , the turnoff for Northam , and part of the highway 's former route through the town . The highway takes an 11 @.@ 7 @-@ kilometre (7 @.@ 3 mi) curve around the northern edge of Northam , meeting up with the eastern section of the former alignment , known as Yilgarn Avenue . This section of highway , also known as the Northam Bypass , intersects three other roads at grade separated interchanges : Northam ? Toodyay Road , Irishtown Road , and Northam ? Pithara Road . Each interchange consists of a flyover bridge for the highway , and a single two @-@ way ramp that connects to each road at a T junction .

The highway heads east through the Wheatbelt as the region 's main east @-@ west route . The road passes by agricultural land and remnant native vegetation , intermittently encountering small settlements and towns such as Meckering , Cunderdin , Kellerberrin , and Merredin . Great Eastern Highway enters Southern Cross 265 kilometres (165 mi) out from Northam , near the edge of the Wheatbelt . The landscape changes to low shrubland , with few signs of human activity other than the highway itself , and the mostly parallel water pipeline and power line . The road continues eastwards in this fashion over a vast distance of 285 kilometres (177 mi) before reaching the town of Coolgardie . Three hundred metres (980 ft) beyond the townsite , traffic bound for South

Australia turns south onto Coolgardie ? Esperance Highway , following the National Highway 94 route . Great Eastern Highway , now signposted as Alternate National Route 94 , turns north @-@ east , travelling through another 32 kilometres (20 mi) of scrubland to the outskirts of Kalgoorlie . The road continues its journey eastward within the grid of Kalgoorlie 's road system , initially passing by the industrial district of West Kalgoorlie . After 1 @.@ 9 kilometres (1 @.@ 2 mi) , the highway once more becomes a dual carriageway , and travels past residential neighbourhoods . Following 1 @.@ 2 kilometres (0 @.@ 75 mi) , the highway takes on the name Hannan Street , and continues for 3 @.@ 5 kilometres (2 @.@ 2 mi) through to downtown Kalgoorlie , terminating at Goldfields Highway on Kalgoorlie 's eastern edge . Alternate Route 94 turns south , back towards the National Highway route .

= = History = =

= = = Convict @-@ era road = = =

A road along what is now Great Eastern Highway has existed since the convict era of Western Australia . The original road is thought to have been constructed in 1867 , using convict labour , with a road base made of jarrah tree trunks cut into disc shapes . The use of wooden discs as a road base had been proposed by Western Australian Governor John Hampton , leading them to be known as " Hampton 's Cheeses " . The discs were approximately 30 centimetres (1 ft) thick and as large as 90 centimetres (3 ft) in diameter , and the gaps between pieces would have been filled with soil or lime . The same type of road is known to have existed along Stirling Highway , Guildford Road , Albany Highway and Wanneroo Road in the 1860s , and would have prevented horses and carts from getting bogged in wet weather . Evidence of this original road was found in Belmont in 1948 when widening works uncovered jarrah discs . During upgrade works in 2012 , more discs were discovered beneath the existing asphalt , over a twenty @-@ metre (66 ft) stretch .

= = = Highway origins = = =

The name Great Eastern Highway was coined by the Perth Road Board in December 1933 . It was suggested for the Perth to Guildford road on the north side of the Swan River (now known as Guildford Road) , as an alternative to the Bassendean Road Board 's proposal , Perth Road . In February 1934 , the Bassendean Road Board agreed to the name , as Perth Road would be too general , and the road was considered the main artery serving eastern districts , all the way through to Kalgoorlie . Other local governments in the area considered the issue over the next few months . The Bayswater Road Board and Greenmount Road Board were in favour of the idea , but Guildford Road Board was opposed , as several local road names would be lost . Greenmount , and public advertising , thereafter referred to the road as Great Eastern Highway , and the council wrote to the Main Roads Department , requesting the name change be gazetted . This prompted Main Roads to write to other local governments , advising of the request and soliciting their views . The Mundaring Road Board and Kellerberrin Road Board were supportive , while the Kalgoorlie Road Board suggested Great Eastern Goldfields Highway . The Kalgoorlie Municipal Council agreed that the road should be known as a highway , but thought the name was inadequate for a road that only connected Midland Junction with Coolgardie . The Midland Junction Municipal Council opposed the renaming , citing " sentimental and practical reasons for the continuance of the use of the old name " .

In August 1934 , the Bassendean Road Board applied to the Lands Department to change the portion of the Perth ? Guildford road within its district to Great Eastern Highway . The department refused the request , reasoning that most traffic bound for Midland used The Causeway and travelled on the south side of the Swan River , and that therefore the Perth ? Guildford road should not be part of the main highway . Despite this setback , the Perth Road Board organised a local government conference to consider renaming the road from Perth to Guildford . The issue was

considered important , as losing the name to the south side of the river would divert traffic away from the old established centres to the north . The straightening of dangerous bends and the replacement of an old bridge between Bassendean and Guildford were also to be considered . The conference , held on 7 September 1934 , was attended by representatives of the Perth , Bayswater , Bassendean , and Guildford road boards , and the Midland Junction Council . Guildford and Midland Junction were still opposed to the renaming , but the others were supportive . Motions that passed included submitting a rename proposal to the state government , urging the government to construct a new bridge at Bassendean , and approaching the government to have the road declared a main road .

In November 1934 , the state government Land Council contacted the local governments on the south side of the Swan River , asking them to rename the roads that make up the Causeway ? Midland route as Great Eastern Highway . Both the Perth City Council and Belmont Park Road Board agreed to the request . This created a " peculiar situation " , as described by the RAC , with roads both north and south of the Swan River proposed to be renamed as Great Eastern Highway . Despite the name change not being official , some residents along the road through Belmont started describing their properties as located on Great Eastern Highway .

Another conference of the local governments north of the river was held in December 1934 . They decided to continue to pursue renaming the Perth ? Guildford road to Great Eastern Highway , and having it gazetted as a main road . A letter from the Commissioner of Main Roads had stated that the road through Belmont was considered the principal highway to the eastern states . He therefore recommended that if the name Great Eastern Highway were to be applied west of Midland Junction , it should be to that road , as the road through Bassendean was not considered a main road . Traffic counts collected by the Bassendean Road Board , however , showed that the north of river route , through Bassendean , carried more traffic in both directions than the southern route , through Belmont ? 54 % compared to 46 % . The northern route was also shorter by about two miles (3 @. @ 2 km) , and considered by the local governments to be the " natural entrance to the city " , only crossing the Swan River once and not again at the Causeway .

On 8 January 1935 , representatives from the local governments north of the river urged Minister for Lands , Michael Troy , to rename the Perth ? Guildford road through those areas as Great Eastern Highway . Despite the route being shorter and carrying more traffic , he refused . He said that it was not gazetted as main road , and a previous decision to rename the road through Belmont as Great Eastern Highway was made after considering the facts , and at the request of the Main Roads Board . There was resentment and an objection over the name being " pinched " from the Perth Road Board . The minister disregarded the objection . He advised the representatives to see the Minister for Works to get the road declared a main road , and then approach him with a new name . This resolved Great Eastern Highway 's route , with the local governments north of the river pursuing other names such as Main Highway .

On 14 April 1938 , the name Great Eastern Highway was gazetted , in accordance with section 10 of the Land Act , 1933 ? 1937 . It replaced the names previously used along the route : Ascot Road , Guildford Road , York Road , Guildford ? Northam Road , Toodyay ? Northam Road , Mitchell Avenue , Throssell Road , Sermon Road , Dreyer Road , Goldfields Road , Kalgoorlie Road , Woodward Street , and Coolgardie Road .

= = = Upgrades and improvements = = =

By 1950 , the highway had been sealed from Perth to Southern Cross , and from a few miles west of Coolgardie to Kalgoorlie . Traffic in the Goldfields was light , with an average daily traffic of 44 vehicles between Southern Cross and Coolgardie , and 33 from Coolgardie to Kalgoorlie . The road was completely sealed by 1953 . Between 1954 and 1956 , sections of the highway between Perth and Southern Cross were improved . The works included increasing the seal width along 38 miles (61 km) of the road , reconstructing 3 miles (4 @. @ 8 km) of road , and resealing 23 @. @ 5 miles (37 @. @ 8 km) . Precast concrete structures were used to replace two old , narrow wooden bridges .

In the 1950s , roundabouts were constructed at each end of The Causeway , to improve the flow of

traffic on the bridges and the distribution of traffic back into the road network . The roundabout at the eastern end , connecting with Great Eastern Highway , opened in 1952 . In 1973 construction began on upgrading that intersection to a grade @-@ separated partial cloverleaf interchange . The interchange opened on 8 March 1974 , having cost AUS \$ 1 @. @ 3 million .

A major accident occurred at the intersection with Roe Highway on 30 December 1993 . A truck lost control coming down Greenmount Hill and rolled over at the intersection , after crashing into six vehicles on the hill and another 14 at the intersection . One woman was killed , and another 12 people were injured , including four with serious injuries . It was Western Australia 's worst accident that year , according to police , with the aftermath described by a witness as " like a battlefield " . This accident led to the construction of a truck arrester bed near the bottom of the hill . It has been used in emergencies several times since .

In 1994 , the federal government approved a \$ 43 @. @ 9 million project to upgrade substandard sections of Great Eastern Highway between Northam and Southern Cross . That portion of the highway was one of the oldest sections of the National Highway within Western Australia . The road was susceptible to failure due to poor drainage and frequent flooding . Further works in the 1990s saw a second carriageway constructed from Mundaring to Sawyers Valley , and then extended to The Lakes at the edge of Perth . A dual carriageway was also constructed in Kalgoorlie , and a long overtaking lane was built near Clackline .

More recent works have improved sections of the highway in Perth . Great Eastern Highway 's intersection with Roe Highway was upgraded to a grade separated interchange . The design is a diamond interchange , with free @-@ flowing traffic on Roe Highway , and an additional looped ramp for northbound to eastbound traffic movements . Construction of the \$ 101 @. @ 5 million project began in late 2010 , and the interchange was officially opened to traffic on 9 June 2012 . Another project undertaken was the widening of the highway through the suburbs of Rivervale , Belmont and Redcliffe ? between Kooyong Road , just north @-@ east of the Graham Farmer Freeway interchange , and Tonkin Highway . Work commenced in June 2011 , and was completed in February 2013 , nine months earlier than scheduled . Prime Minister Julia Gillard opened the upgraded highway on 28 March 2013 , participating in a ribbon @-@ cutting ceremony . The \$ 280 million upgrade included construction of a median strip , widening the road to three lanes in each direction , bus priority lanes at several traffic light controlled intersections , and bicycle lanes . The upgrade was expected to reduce congestion along the highway , which had been one of Perth 's worst accident spots in 2011 / 12 . However , the accidents were usually not serious , and roadworks were considered a " major contributing factor " . In October 2013 , the project was recognised with the Civil Contractors Federation National Earth Award for Excellence .

= = = Bypasses = = =

Great Eastern Highway Bypass , together with Roe Highway , provides a limited @-@ access bypass of Guildford and Midland town sites . The 5 @. @ 6 @-@ kilometre (3 @. @ 5 mi) bypass branches off the original highway alignment at South Guildford , proceeds around the northern edge of Perth Airport , and then heads east through Hazelmere . At the eastern end of Great Eastern Highway Bypass , traffic returns to the main highway by heading north on Roe Highway for three kilometres (1 @. @ 9 mi) . Plans for a major highway along a similar alignment date back to Gordon Stephenson and Alistair Hepburn 's 1955 " Plan for the Metropolitan Region " , which was the precursor of Perth 's Metropolitan Region Scheme . The road was constructed in the late 1980s , and was known as the Redcliffe ? Bushmead Highway during construction . Great Eastern Highway Bypass was opened on 14 May 1988 , after 21 months of construction , and at a cost of \$ 10 million .

Planning for a bypass around Northam began in the 1960s . The original route through the town centre functioned as both a local access road and primary traffic route , including for heavy vehicles . There were particular concerns with the amount of traffic congestion , frequency of crashes , and the noise and visual pollution of the highway 's traffic . Twelve different alignments were considered for the bypass , which were narrowed down to three options by the 1990s . In 1993 the

Environmental Protection Authority assessed the proposal , and found that only the route that deviated furthest away from the townsite would be environmentally acceptable . The closer routes were not acceptable due to the potential impact on the Avon River . The project gained the Minister for the Environment 's conditional approval on 24 June 1994 . Construction of the Northam bypass began in January 2001 , with the new road opened on 17 May 2002 .

A bypass of Clackline was also constructed , realigning 1 @. @ 5 kilometres (0 @. @ 93 mi) of Great Eastern Highway 100 metres (330 ft) north of the town . Works began in January 2007 , and were completed in February 2008 . The project also involved constructing overtaking lanes between Clackline and Bakers Hill , upgrading intersections in Clackline , and constructing a pedestrian underpass for a heritage trail . Clackline Brook was realigned through a large box culvert , allowing a safer crossing than the narrow Clackline Bridge on the original alignment . The bypass was originally allocated \$ 2 @. @ 4 million of funding in 2006 , but by January 2007 it was expected to cost almost \$ 11 million . The final project value was \$ 9 @. @ 2 million . Issues and challenges in the project 's design and construction included extensive rock protection requirements for the Clackline Brook culvert , drilling and blasting close to the existing highway , and protecting heritage and environmentally sensitive areas . The Clackline community welcomed the bypass , but there were concerns that the historic Clackline Bridge would be lost . The bridge has since received a permanent entry on the Heritage Council of Western Australia 's Register of Heritage Places , in November 2008 .

= = Future = =

There are long @- @ term plans to bypass Great Eastern Highway 's current ascent of the Darling Scarp . Planning for a new major road network in Perth 's eastern corridor began in the 1970s . Early planning efforts between 1978 and 1981 for a new highway reservation from Mundaring to Wooroloo encountered community opposition , and the Environmental Protection Authority (EPA) requested a more detailed environmental assessment . In 1985 , a study into the primary east @- @ west traffic routes in the area was commissioned by the Main Roads Department , Metropolitan Region Planning Authority , Shire of Mundaring , and Shire of Swan . It recommended a new alignment , known as the " Orange Route " , be selected for the Perth to Adelaide National Highway . Alternative routes were identified using other colours as codenames . The new national highway would travel north @- @ east along Toodyay Road from Roe Highway to beyond Gidgegannup , and then deviate east via the proposed Orange Route to meet Great Eastern Highway near Wundowie . The ultimate design of the highway included grade @- @ separated interchanges for all of the roads that it intersects . The Orange Route received environmental approval on 22 November 1989 . Detailed planning for the Clackline to Wooroloo section of the Orange Route was to begin in 1998 . As of 2012 , construction of the Orange Route is not a priority for Main Roads . The project was not in the forward works program , there was no indication of the expected starting date , and a cost ? benefit analysis had not been performed recently . Plans are still in development , but the federal government is responsible for financing the project .

= = Major intersections = =