

**MINUTES OF MEETING – Construction Reference Group (CRG)
Mitchell Freeway Extension Hester Ave to Romeo Road
Meeting 8**



Date:	16/03/2023	Time:	5.15pm	Location:	MEJV Office – Neerabup Room
Distribution:	Members of the CRG and Main Roads WA webpage				
Attendees:	Brian Baily	Community Member	Aaron Livingstone	MEJV – Project Manager	
	Derek Slater	Community Member	Brian Norris	MEJV – Senior Design Manager	
	Ellaine Jopling	Community Member	Jamie Robertson	MEJV – Project Communications Manager	
	Neil Cooper	Community Member	Ben Sims	Main Roads – Project Manager	
	Kathryn Paddick	Main Roads – Communications Specialist			
Guests	Robyn Dickson	Main Roads – Project Support Officer			
Apologies:	Russell Willans	Community Member	Ryan Buckland	Community Member	
	Alex Henry	Community Member	Dermot Munro	Community Member	
	David Clarkson	Main Roads – Project Director	Chris Howard	Community Member	
	Peter Tomsett	City of Wanneroo	Corinna Myers	MEJV - Community Engagement	

NO.	ITEM / DETAILS
1	PROJECT UPDATE
	<p>Tour of Construction Works</p> <ul style="list-style-type: none"> • A bus tour of the construction site was organised for CRG members. They were driven through the construction works on a guided tour for approximately 60 minutes. Highlights from participants was seeing the artwork drawn by local school children on the Lukin Drive underpass, the rock pitching on road reserve slopes, standing on the Butler Boulevard bridge overlooking the freeway and driving on the new freeway before it is open to road users. <p>A presentation was then provided by the project team to conclude the final CRG meeting for the project.</p> <p>Project Achievements</p> <ul style="list-style-type: none"> • Constructed 6km of freeway to the north, 13.7km of cycling and pedestrian paths, 3 bridges (made up of 40 bridge beams), 3 underpasses, 4 signalised intersections, 5.6km of noise walls, and a new east-west road connection. • Moved 3.2 million tonnes of earth • Used more than 2.5 million tonnes of recycled materials. • Reduced the amount of planned vegetation clearing by 33 percent (15 hectares). • Created a yarnning circle at Quinns Rocks Primary School using grass trees and materials that were going to be cleared on the project site. • Received 200,000 cubic metres of surplus material from METRONET. • The first project to reintroduce EME2 (asphalt pavement) to WA. • Independently verified infrastructure sustainability score of 49.1 for the design component of the project – one of the highest on record. • Project was successfully delivered during the unprecedented COVID-19 global pandemic. <p>Finishing Works</p> <ul style="list-style-type: none"> • Noise wall construction. • Fencing installation. • Pavements on Wanneroo Road and Romeo Road. • Brick paving and line marking. • Installation of traffic signals on the Romeo Road intersections with Wanneroo Road, Mitchell Freeway, Benenden Avenue and Marmion Avenue. • Construction of Principal Shared Path and footpaths. • Landscaping.

NO. ITEM / DETAILS

2 PROJECT NEGOTIABLES

Progress to Deliver Project Negotiables

Negotiable	Engagement	Status
Noise wall / screening wall / acrylic panel colours	CRG #3, #4, #6	(Closed)
Landscaping design	CRG #5 Local Developers and LGA	(Closed)
Community engagement methods and evaluation	CRG #2, #5, #8 Update & KPIs presented at each CRG	(Closed)
Responding to feedback on mitigation of adverse impacts such as vibration, dust, and noise	CRG #2, #8 Update presented at each CRG Community and business	Ongoing
Responding to feedback on traffic management	Update presented at each CRG Road users	Ongoing
Public art	CRG #5, #6, #7	(Closed)

It was agreed that responding to feedback and management of impacts would remain open until the conclusion of construction activities.

NO. ITEM / DETAILS

3 COMMUNICATIONS AND ENGAGEMENT MANAGEMENT

CRG members were taken through an explanation of how the project has responded to the 6 key interactions with the local community and businesses.

Stakeholder	Feedback	Project Response to Feedback
Residents & Businesses	Design	<ol style="list-style-type: none"> 1. Several design reviews to resolve issues raised by community and businesses.
Residents	Reduced air quality	<p>Increased allocation of resources including:</p> <ol style="list-style-type: none"> 1. Installation of a wheel wash for vehicles leaving site 2. Increased sweeping of local streets 3. 30% increase in water carts 4. Early placement of top-soil and landscaping to stabilise exposed areas 5. Selective cleaning of third-party property
Residents and Road Users	Damage to property	Increased resources to proactively manage and close claims within the context of a clearly defined process.
Road Users	Implementation of traffic management	<p>Supporting traffic management measures including:</p> <ol style="list-style-type: none"> 1. Advance notifications of closures and detours 2. Use of cyclist friendly signage and liaison with cycling groups regarding closure of PSP 3. Review of traffic signage and wayfinding in response to feedback 4. Direct liaison with businesses, PTA and residents and accommodation of requests where access to property was impacted by the works 5. Referral of request to MRWA for improved crossing facilities at Lukin / Connolly Drive for vision impaired residents.

NO. ITEM / DETAILS

Stakeholder	Feedback	Project Response to Feedback
Residents	Noise and noise wall / screening wall construction method	Review of construction methodology to cater for residents expressing concerns. Including: <ol style="list-style-type: none"> 1. Increased frequency of updates specifically related to noise / screening walls on boundaries 2. Movement of noise / screening walls off the boundary 3. Option of three colour choices for screening walls 4. Email prompts to confirm resident satisfaction with accommodation works 5. Project briefings prior to nightworks to agree noise mitigations for nightworks including route definition and noise reduction initiatives. 6. Regular updates to community regarding works likely to generate unusual or higher noise levels 7. Construction of a screening fence for a residential property adjacent to Romeo Road outside the SWTC requirements.
Residents	Vibration levels	Responses to manage vibration issues: <ol style="list-style-type: none"> 1. 100% increase in the number of monitors used on site (from 2 to 4) 2. Increased proactive communications with residents to manage expectations 3. Vibration management toolbox 4. Review of compaction methodology in proximity to residents, including low and static vibes

CRG Members were invited to evaluate the performance of the project in the delivery of project communications.

7 OTHER BUSINESS

CRG members were invited to provide additional feedback and ask any additional questions.

Q1 Will the freeway extend to Yanchep?

NO.	ITEM / DETAILS
A1	The long-term plan is to extend the freeway north towards Yanchep. There is currently no budget for planning or delivery though.
Q2	Will residents be invited to attend the opening of the freeway?
A2	Planning is currently underway with the Transport Minister's Office to organise an opening event. We will let CRG members know once this has further progressed.
Q3	Do acrylic panels on noise walls need cleaning?
A3	Rainfall generally removes the accumulation of dust.
Q4	Why is there a large gap between the freeway and PSP near Butler Boulevard?
A4	To suit the geometric requirements of the PSP underpass.
Q5	Which way are the guard rails meant to face on the freeway?
A5	The section of guardrail on the southbound freeway lanes is double sided, to protect any vehicles that traverse the median and collide with the rear of the barrier.
Q6	When will the freeway open?
A6	Mid-2023
Q7	What are the metal lines on the bridge surface at Butler Boulevard?
A7	These are expansion joints; they allow for expansion and movement of the concrete over time.
Q8	Why are there gaps between the kerbing on the Butler Boulevard bridge?
A8	The kerbing has gaps to allow for water runoff to the drainage network.
8	MEETING CLOSED
	The meeting closed at 6.50 pm.