

Mitchell Freeway Extension Hester Avenue to Romeo Road



Mitchell Freeway is being extended from Hester Avenue to Romeo Road to **bust congestion and improve connectivity** in Perth's rapidly growing north-west corridor. The \$232 million project is jointly funded by the Australian Government and the Western Australian Government.

Alkimos, here we come!

Construction is nearing completion on the 5.6km extension of Mitchell Freeway to Romeo Road, with finishing works now underway.

Following two years of complex construction activities, the project will deliver:

- New freeway access points at Hester Avenue, Lukin Drive, Butler Boulevard and Romeo Road.
- A new east-west link with the extension of Romeo Road from Wanneroo Road to Marmion Avenue.
- The duplication of Wanneroo Road from Romeo Road to Triana Road.
- New footpaths, shared paths and Principal Shared Paths, including underpasses.
- A new bridge over the Butler railway.

Approximately 34,500 vehicles are projected to use the freeway extension each day through to 2031.

Project Benefits

- ✓ Reduce congestion and journey times.
- ✓ Enhance connectivity to Perth's fast growing northern suburbs including Yanchep, Butler, Alkimos and Eglinton.
- ✓ Relieve pressure on local roads, particularly Hester Avenue, Marmion Avenue and Connolly Drive.
- ✓ Improve access to local shopping and amenities on Lukin Drive and Butler Boulevard.
- ✓ Deliver improved cycling and pedestrian facilities.



Top: LED lighting on the freeway; Middle: Eco-blocks used for noisewalls; Bottom: Vegetation saved.

A more sustainable road network

The project has supported Main Roads in meeting its long-term commitment to deliver a more sustainable road network. Highlights include:

- Installed LED lighting on the freeway and Principal Shared Path (PSP) to improve energy efficiency, lighting output, asset longevity, and to reduce maintenance costs.
- A 20kw solar panel system was installed on the project office roof, which provided most of the office's power needs over a two-year period, along with power for two electric vehicles.
- Used more than 2.5 million tonnes of recycled materials, including 22,992 eco-blocks created from local recycled construction waste, including crushed recycled concrete. The eco blocks were used in the project's noise walls.
- Accepted approximately 560,000 tonnes of surplus material from METRONET's Yanchep Rail Extension project to support future works and freeway expansion.
- Exported surplus limestone to the Ocean Reef Marina project for reuse in the marina development.
- Moved approximately 3 million tonnes of earth across the site to raise and lower ground levels. This eliminated the need to export and import material from the project site.
- Achieved an independently verified silver sustainability rating for design, using the Infrastructure Sustainability Council's Rating Tool 2.0.

Revegetation and Landscaping

Reflecting a commitment to retaining the existing vegetation wherever possible, project reviews over the last 2 years have reduced the amount of vegetation clearing by 33 percent. This is the equivalent of 15 hectares, which can be seen in large pockets of preserved vegetation along the alignment.

Once open, the project will continue with revegetation and landscaping works. This will encourage tube stock and seeds to become established during the cooler months when rain is more frequent.

Public art – integrating local influences

The project’s artwork has been designed to reflect local themes and engage the local community, with a strong focus on the Indian Ocean and the adjacent Neerabup National Park.

For the Lukin Drive Underpass, creative design workshops with local primary school students were facilitated by the project’s Public Art Coordinator. This occurred in partnership with the school’s Art Teacher and with support from the Department of Biodiversity, Conservation and Attractions (DBCA) over a 12-month period. The end result was a collage of the children’s interpretation of local flora and fauna.

The Butler Boulevard underpass artwork was inspired by the relationship of the Whadjuk Noongar people to the area, reflecting the connection between the lake system that runs from Yellagonga Regional Park to Yanchep.

The Lukin Drive and Butler Boulevard bridge abutment walls took inspiration from the adjacent National Park, capturing representations of Banksia and Grevillea.



Top: Butler Boulevard bridge; Middle: Lukin Drive bridge; Bottom: Lukin Drive underpass with involvement from Butler Primary School students.

EME2 – the next generation in asphalt

The project has constructed the intersection at Romeo Road and the freeway using Enrobés à Module Elevé Class 2 (EME2). This type of asphalt offers higher strength and longevity, meaning pavement can be laid thinner – saving in time and materials.

Approximately 6000 tonnes of EME2 asphalt was used, resulting in a reduction of one asphalt layer across the intersection. This translates into a 33 percent time saving when laying asphalt.

This is the first project to reintroduce EME2 to WA, with key components being sourced from a local supplier to overcome issues identified in previous trials. Main Roads is looking at increasing its use in new intersections that are subjected to high levels of stress by vehicles braking and turning.

Talking about mental health

The Blue Tree Project is a national initiative to reduce the stigma associated with conversations about mental health.

A tree has been painted blue on the project to reflect our commitment to providing a safe workplace that extends to the mental health of the construction workforce.

Engagement with the local community

We appreciate construction impacts have been a challenging experience for those in proximity to the project and extend a big thank you to residents, businesses and road users for your patience and understanding.

Over the course of the project, the feedback we've received indicated 93% of respondents believe the freeway extension will benefit them. Most people received information about the project from email (44%) and in letterboxes (29%). The management of dust and changes to visual aesthetics were the highest areas of impact. In general, 80% of people that interacted with the project were happy with the outcome of their interaction.

This high level of satisfaction was also reflected in the Construction Reference Group feedback, with 100% of participants satisfied with the delivery of project communications.



EME2 asphalt placement



The project's leadership team creating one of the blue trees

Further Information

If you would like further information, have any questions or concerns, you can contact us at 138 138 or email: enquiries@mainroads.wa.gov.au

You can also visit the project's webpage: www.mainroads.wa.gov.au/mitchell-fwy-extension