

Vegetation removal

Contractors have been working within the Mitchell Freeway southbound road reserve, to undertake some vegetation clearing and tidying works.

Contractors will work at the following locations:

- **southern end of Woodvale Reserve**
- **Camarino Drive** (opposite homes from Woodlands Reserve to Trailwood Drive).

Vegetation clearing has already begun in some of these areas; however some trees may still be removed due to their poor condition, or location to the future noise wall and Principal Shared Path. Works will also include removal of dead wood, weeding, and pruning of trees and shrubs.

Works will be conducted in accordance with environmental approvals obtained from the relevant authorities.

The removed vegetation will be reused in either a children's playground, to support local craftsmen or mulched and stored onsite. Mulched vegetation will be used in the landscaping process.

The works will take place during the day and involve the use of chainsaws, excavators, and mulching equipment.

Managing impacts

The majority of works will be completed during normal construction hours, **Monday to Saturday from 7am to 7pm**. Residents will be notified in advance of any works required outside of these hours.

While every effort will be made to minimise impacts, nearby residents may experience some noise, dust, and vibration given the type of works required.

All works will be undertaken in accordance with the Environmental Protection (Noise) Regulations 1997.

Residents may feel intermittent vibrations from construction activities. A Vibration Management Plan is in place and used to regulate and manage vibration generated by the construction activities.

Water trucks are used throughout each day to manage dust along the project alignment. Dust may be visible while dirt is excavated or on particularly windy days - water truck use is increased in such situations.

Mesh is also on fencing to assist with dust mitigation. There were some areas where previously, the mesh

was removed due to strong winds. In these areas the fencing will be reinforced, and the mesh replaced in upcoming weeks.

Further information

We have a 24/7 project information line that can be contacted on 138 138 or email enquiries@mainroads.wa.gov.au.

Register for updates

To stay up to date on progress, traffic changes and news, you can subscribe to receive regular updates directly to your inbox via www.mainroads.wa.gov.au/projects-initiatives, search for Smart Freeway Mitchell Southbound and click **SUBSCRIBE**



Figure 1 Aerial view of works along Camarino Drive showing the Principal Shared Path and Freeway works.

Construction update

March 2023

Smart Freeway Mitchell Southbound: Hester Avenue to Warwick Road



Construction update - Ocean Reef Road to Whitfords Avenue

Design for noise walls and Principal Shared Path

The designs for the noise walls and Principal Shared Path (PSP) have progressed, with some changes made in an effort to minimise the removal of vegetation where possible.

The design for Ocean Reef Road to Whitfords Avenue is overleaf. Maps showing the whole of the project alignment are available via: www.mainroads.wa.gov.au/smart-freeways.

Installation of footings for the noise wall along the northern section of Camarino Drive are continuing with 180 of the 258 footings installed.

Footings for the noise wall along the southern end of Camarino Drive will commence installation in late-March. This may require the closure of a section of the PSP - detour signage will be installed to guide path users.

Noise wall footings are required every four metres and constructed using an augur (corkscrew) drill. The holes are filled with a steel reinforced cage and concrete. Installation of the posts and panels for the noise walls will begin in the coming months.

As part of noise wall construction, a limestone access track will be built to provide a stable base for the plant

and equipment. In some areas this track will be close to homes and plant will be seen from properties.

NIGHT WORKS – Mitchell Freeway resurfacing

Resurfacing works are required along the left and centre lanes of Mitchell Freeway southbound between Ocean Reef Road to Reid Highway.

The works will be staged in two-kilometre lengths over the next four months.

The first stage from Ocean Reef Road to Whitfords Avenue is underway. Works will continue until **Sunday 6 March, from 7pm to 5am**.

Each stage will include temporary removal of road barriers, removal of existing road pavement, and the application of new asphalt.

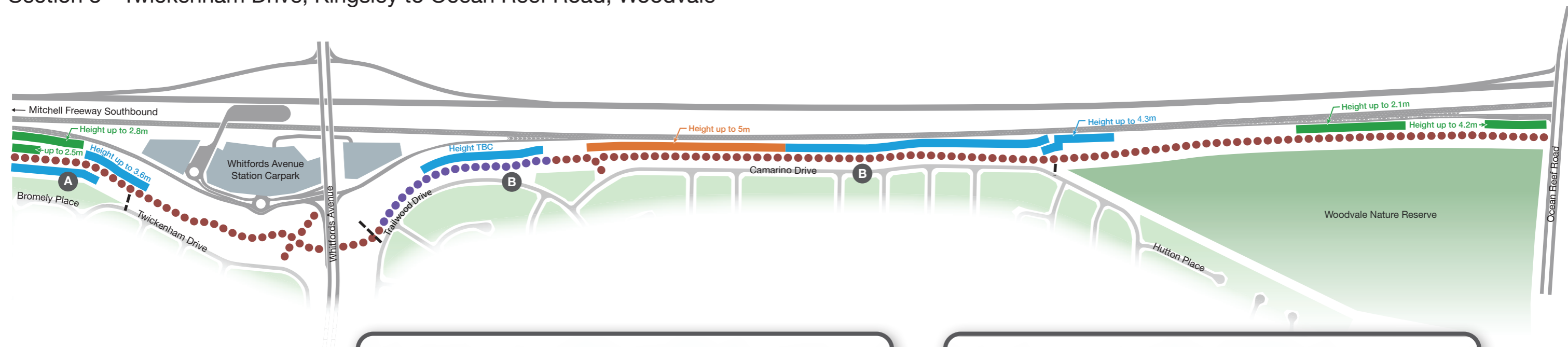
Given the type of works and equipment required, nearby residents may experience some construction noise and vibration.

Work needs to be undertaken at night for the safety of workers and road users, and to avoid disruption to day-time traffic flows. All works will be undertaken in accordance with the Environmental Protection (Noise) Regulations 1997.

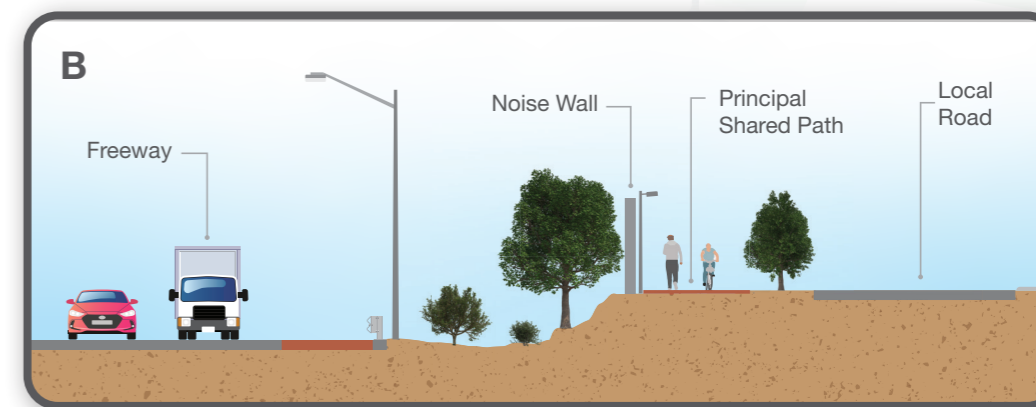
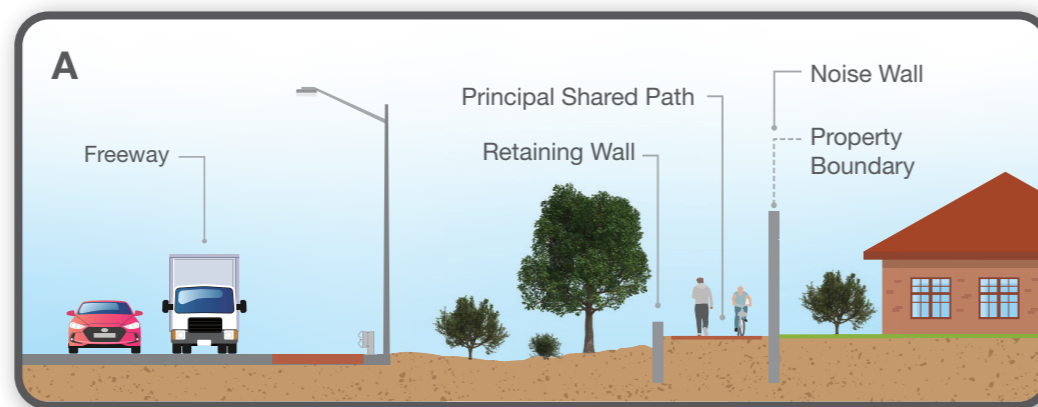
Smart Freeway Mitchell Southbound - Hester Avenue to Warwick Road

Noise walls and Principal Shared Path

Section 3 - Twickenham Drive, Kingsley to Ocean Reef Road, Woodvale



Legend	
Freeway/roads	
Residential lots	
Noise wall	
Retaining wall	
Combined noise and retaining wall	
Principal Shared Path	
Existing Principal Shared Path	
Link to new / existing path	



Retaining wall heights are from the lowest ground level. Noise wall, and combined noise and retaining wall heights are from the Principal Shared Path. Illustrative purposes only.

How does a noise wall work?

Noise walls are installed between the road and residential properties, depending on where it will be most effective, based upon a site's attributes and constraints. It improves residential amenity by forcing sound waves to travel around the edges of the walls, reducing direct noise experienced by adjoining residential properties. Additional benefits are privacy screening for properties that are exposed to the road, and a barrier that blocks the majority of particulates from vehicle emissions.

How is location and height determined?

Noise modelling is undertaken by a qualified independent consultant using equipment to record the existing noise levels from the road as a baseline for forecasting future noise levels. The noise model takes into account factors such as road geometry and topography, vehicle types, proposed traffic speed, future traffic volumes, road surfacing, height of the new road and the distance between the road and the properties.

Will there be landscaping at noise walls?

Approximately 750,000 tube stock plants will be used across the project area, supplemented by seeds collected from the site prior to the commencement of construction. In response to community feedback, we have worked with local government and identified an opportunity to retain a three metre wide verge alongside 8 km of shared path, which will be replanted once construction of the noise walls is completed in mid-2023.

Post project noise monitoring

Noise monitoring will be undertaken approximately six months after project completion to confirm the targeted average noise levels have been achieved.

More information on noise walls as well as maps showing the whole of the project alignment are available via: www.mainroads.wa.gov.au/smart-freeways.