Mitchell Freeway Extension
Burns Beach Road to Hester Avenue

All 54 of the project’s bridge beams are now in place after a weekend of installation work at the Mitchell Freeway/Burns Beach Road interchange in late August.

Closures on the Mitchell Freeway, Burns Beach Road and Joondalup Line kept the travelling public a safe distance from the 80 tonne beams being lifted over the road and rail line.

The Burns Beach Road bridge beam installation marked a major milestone in the delivery of this key transport infrastructure project.

Construction of the bridge decks at the Hester, Neerabup and Burns Beach Road interchanges will progress across the coming months. By the end of the year, over 4000m³ of concrete will be poured at the interchanges.

Approximately 1.3 million cubic metres of earth has now been extracted and relocated throughout the project area to build up the ground levels of the new freeway and interchanges. Another 600 000m³ has been extracted and relocated off-site, marking the completion of major earthwork activities. Minor earthworks will take place as necessary going forward.

A primary focus for the team across the coming months will be pavement construction and laying asphalt.

Traffic changes will continue to take place on local roads (Burns Beach Road, Hester Avenue and Wanneroo Road) to facilitate the construction process. The project thanks road users for their patience and co-operation.

With just under six months remaining before the new section of freeway is opened to the travelling public, finishing works will begin to commence around site such as installing artwork, roadside furniture and signage and demolishing the old Hester Avenue bridge.

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This $236m project is jointly funded by the Australian ($189m) and Western Australian ($47m) governments.
NEW LIGHTING TRIAL FOR FREEWAY

Street lights along the new section of freeway will be fitted with LED (Light Emitting Diode) globes as part of a new trial.

The trial will test whether the globes can be retrofitted to suit the existing lighting system along the freeway network.

LED globes have a longer life span and use less energy than sodium globes, making them a more economical and environmentally friendly lighting option.

The globes will also help reduce long-term running and maintenance costs.

If the trial is successful, Main Roads will consider the option of upgrading the existing network to LED lights.

Passers-by may have noticed some recent changes taking place at the Wanneroo Road/Joondalup Drive intersection.

Construction works to upgrade the intersection are now well underway.

As part of the upgrade, the project will be installing and extending turning lanes for Joondalup Drive eastbound movements onto Wanneroo Road. The Joondalup Drive westbound turning lane onto Wanneroo Road northbound will also be extended.

To facilitate the upgrades, ongoing night works and temporary traffic changes are required. These traffic changes are required for the safety of workers who are operating close to live traffic. To minimise impact on the travelling public, traffic management must be implemented at night when road user volumes are lowest.

The continued patience and understanding of the community is appreciated as the project works to deliver the upgrades.
LANDSCAPING UNDERWAY
Works have commenced to landscape 60 hectares of land within the Mitchell Freeway Extension project area.

Teams began the task of installing over 300,000 native plants and 260kg of seeding in May, when temperatures and environmental conditions were more favourable for plant survival.

Environmental Manager David McLean said the project’s landscaping plan aimed to minimise environmental impact by using native plants and materials.

“All of our seed and plants are endemic to the local area and the Swan Coastal Plain. When established, these plants thrive in the conditions of this area and do not require irrigation, reducing energy needs.”

“Our mulch is created from vegetation cleared for the project and is composted to develop a viable ground cover that supports native vegetation and increases water retention. This helps to maximise plant survival.”

The project also salvaged 80 grasstrees during the clearing process which will be re-planted at feature intersections.

Salvaged logs will be used in fauna underpasses as fauna furniture.

Landscaping works will pause for the summer months and pick up in mid-2017.
SAFER ACCESS FOR PEDESTRIANS
Burns Beach Road pedestrians will now have safer access to the Principal Shared Path network along the freeway.

A new footbridge has been installed along the western side of the Mitchell Freeway/Burns Beach Road intersection which when finished, will allow pedestrians to travel over the top of Burns Beach Road traffic.

The footbridge, which is approximately 132m long and 4.2m wide, is made up of five segments. Due to their weight, the 80 tonne segments were lifted into place one at a time and then bolted together.

Weather conditions were imperative to the safe installation of the segments, with wind needing to be within operable ranges to carry out the lift.

Approximately six kilometres of shared path is being constructed along the Mitchell Freeway extension.

With underpasses installed at Currambine Station and the Neerabup Road and Hester Avenue freeway interchanges, pedestrians will soon have access to a fully segregated northbound/southbound path from Clarkson to Karrinyup.

The project’s Principal Shared Path is expected to be available for use by the end of March 2017.

FREQUENTLY ASKED QUESTIONS

How does the project manage dust?
The project proactively mitigates dust at the source. We do this in a variety of ways including the use of water carts, glu-on, mulching and cloth protection.

Why do the noise walls vary in height?
The noise/screen walls are designed in accordance with the State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Landuse Planning.

The height of the noise walls has been based on extensive noise modelling, which takes into consideration a range of factors such as ground levels, distance of the property from the noise source, predicted traffic volumes and more.

The height required to achieve the mitigation levels in the policy will vary depending on the considered factors.

FURTHER INFORMATION
If you would like to know more about the Mitchell Freeway Extension, please visit the project page at mainroads.wa.gov.au.

REGISTRATION FOR PROJECT UPDATES
Want the latest project news delivered straight to your inbox? Register for updates at MFEenquiries@cpbcon.com.au.

CONTACT US
If you have a question about the project you are welcome to contact us on:
Call 1800 883 402
Email MFEenquiries@cpbcon.com.au