



Smart Freeway Mitchell Southbound: Hester Avenue to Vincent Street

Pavement Works

We will soon start laying pavement for the new freeway lanes. This process involves building the pavement in layers over several months.

Each new layer of pavement must be compacted to ensure the new surface can withstand the stress that will be applied when the lanes are open to traffic (refer to the image on the reverse).

Compaction activities will continue throughout the year over the 9 km length of the project, as the work moves to construction of the new Principal Shared Path and noise wall.

During this period, you may hear unusual noises and sense vibrations in your home. This is likely to be intermittent, with short periods of intense activity followed by lengthy periods of limited activity.

These noises and sensations are being generated by compaction equipment that is designed to limit the impact on residents and the potential for damage to neighbouring structures, including homes.

The contractor is strategically locating sensor equipment to monitor and record vibration levels. They use this information to actively manage vibrations and to ensure the levels remain below the threshold for damage to structures.

Vibration Impact and Management

In addition to laying pavements, construction related vibrations can also occur when an area is being excavated. This is caused by the compaction of earth that has been disturbed.

Compaction of these surfaces is necessary to achieve a quality and durable foundation to support the road pavements

During construction, residents near the works may feel intermittent vibrations from construction activities. This might include door and window screens shaking and a rattling sound. Glassware or ceramics may also produce a rattling sound.

Humans are sensitive to vibrations and can detect very low vibration levels. When this sensitivity to vibrations is partnered with rattling sounds, the experience may be unsettling but is unlikely to cause damage.

A Vibration Management Plan is in place and is used to regulate and manage vibration generated by the construction activities.

The plan includes:

- Ongoing monitoring of vibration levels near residential and business structures.
- Adherence to the relevant Australian standards for acceptable vibration levels for humans and structures.

Further information

To stay up to date with the project, subscribe to email notifications via our project webpage at:

www.mainroads.wa.gov.au/smart-freeways

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

Wearing Course

Seal Layer

Base Course

Limestone Base

Sub Grade Sand



Representation of the layers required to construct the Mitchell Freeway southbound widening. Each layer requires compaction