

Smart Freeway Mitchell Southbound: Hester Avenue to Warwick Road

Update on infrastructure works

Construction of a third lane adjacent to the median on Mitchell Freeway southbound, from Hodges Drive to Hepburn Avenue, is progressing with additional pavement layers installed and compacted.

The project has also been busy extending the concrete safety barrier adjacent to the rail line from Ocean Reef to Greenwood.

To cater for the expanded width of the freeway entry ramps, early works, including earthworks and drainage have commenced on several of the nine entry ramps from Hester Avenue to Warwick Road.

In the coming months, the focus of works will shift to the verge side of the freeway. To enable this, road users will be progressively moved to lanes adjacent to the median.



Figure 1: Drainage works below Burns Beach Road entry ramp

Upcoming traffic realignment

From mid-July, a series of realignment works will commence with the first portion being delivered between Hepburn Avenue and Warwick Road.

Works will occur initially over several nights to establish the traffic management, including removal of redundant line marking and barriers, and installation of new line marking and barriers.

Road users will be moved to the median lanes, and the temporary traffic barrier relocated, to enable work to safely occur within the verge.

Once the barriers are in place the removal of vegetation along the freeway verge will commence. This will make space for construction of a new traffic lane adjacent to the verge to facilitate safer merging, a new emergency stopping lane and modifications to the entry ramps at Hepburn Avenue and Warwick Road.

A services corridor will also be created to cater for the electricity, telecommunications and drainage requirements of the enhanced freeway infrastructure. For more information on the management of vegetation visit the environment section on the project's website (details overleaf).

Changes to freeway entry ramps include widening and new line markings, installation of smart freeway infrastructure including coordinated traffic signals, and the placement of smart technology under the road surface.

Future works to progress north

Moving into 2023, the works will continue to progress with further traffic realignments to open new areas of freeway verge. These may include detours and after hours works. Advance notifications of works can be sent directly to your email inbox by subscribing at the project's website.

Regular maintenance works will continue to be undertaken after hours to limit the impact on road users during peak times. This includes pothole repairs, road sweeping and maintenance of signage and barriers.

Adjacent residents may notice some noise associated with the after-hours works and will be provided with advance notification.



Figure 2: Pavement works to create the new freeway lanes

Detailed design progressing

In response to stakeholder feedback, the design of the Principal Shared Path (PSP), landscaping and noise walls has been reviewed to deliver the best possible visual amenity for residents without compromising safety and the effectiveness of the infrastructure.

Options currently being investigated, in consultation with the City of Joondalup, include provision of additional areas for landscaping between the existing road and the new path.

While every effort has been made to retain vegetation adjacent to the PSP, the removal of

some vegetation is necessary. The new infrastructure can undermine the root systems of some large trees and create a safety risk to road and path users.

The outcome of this design review will be shared in future updates.

Noise walls and PSP construction

Preparation works for the PSP and noise walls commenced in early 2022 with the removal of vegetation in the verge.

Noise wall footings will be installed in coming months, starting at Camarino Drive in Woodvale and moving south.

The 5.5 km of noise walls will provide residents on the eastern side of the freeway with an effective sound barrier from the noise of freeway traffic.

The walls will be between 3 metres to 5 metres in height, depending on their location, with an attractive green colour palette designed to enhance visual appeal. The project will continue to engage directly with impacted residents.

Exciting times ahead

In February 2022, one of the project's original joint venture partners was purchased by an external company and subsequently withdrew from the project.

This provided the project with an opportunity to re-visit key elements of its delivery method, with an alliance contracting arrangement now established between NRW Contracting Pty Ltd and Main Roads. All previous stakeholder engagement and design input remains in place.

Further information

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

You can also subscribe to receive updates directly to your inbox by registering your email on the project's webpage at mainroads.wa.gov.au/smart-freeways.