

Mandurah Estuary Bridge Duplication



Frequently Asked Questions

General

Q. Who was awarded the contract?

A. Georgiou Group was awarded the contract to deliver this project on 25 October 2023.

Q. Why do we need this extra bridge?

A. Originally constructed in the 1980s, the Mandurah Estuary Bridge was designed with future duplication in mind. The new bridge is being constructed to reduce traffic congestion, improve safety by eliminating the two-way traffic on the existing bridge and to meet future traffic demands of the growing Mandurah Peel Region.

Q. What is the construction timeframe?

A. Early works started in December 2023, and construction works have since started from January 2024 onwards with geotechnical investigations and the clearing of vegetation. Construction works are scheduled to be complete by March 2026.

Q. What type of bridge are you building?

A. A segmental incremental post-tensioned launch bridge. The new bridge will be cast and launched from the eastern foreshore (Dudley Park side), across the estuary to the western foreshore (Erskine/Halls Head side).

Design

Q. When will the detailed design be final?

A. We are now at the 85% design stage and expect the final detailed design to be finished mid-2024.

Q. Can you release the early designs yet?

A. Design by various disciplines (earthworks, drainage, structures etc) are shown at the Open House events but we are not able to share these online. All design goes through a thorough review by Main Roads, City of Mandurah, Department of Transport and other stakeholders involved in Design review. During this process, the designs are developed further with feedback from these stakeholders.

Q. Can community feedback impact design?

A. Yes, there are certain elements that we seek community feedback on. However, elements such as road geometry and bridge design must meet legal Standards and Codes of Practice.

Q. Has a design already been developed for the new fishing platform?

A. We now have the 85% design completed which is based on a consultation undertaken with key stakeholder groups during the planning and early development stages.

Q. What facilities are planned for cyclist and pedestrians as part of this project?

A. We are constructing a new 4m wide Principle Shared Path (PSP) under the bridge along the south side that links back into new and existing infrastructure. The project team will be collaborating with the City of Mandurah and Department of Transport to get the best outcome for cyclists and pedestrians.

Q. Will any of the cycling and pedestrian paths be closed during construction?

A. We may need to close or alter some of the paths during construction, however we will put safe detours in place. These detours will be well signposted and communicated in advance.

Construction

Q. Will the community still be able to walk under the bridge on both sides of the Estuary?

A. For safety reasons during construction we will need to restrict access under the bridge on the eastern side. We may also need to close access on the western side for short periods, we will signpost the area in advance to communicate the closures.

Q. Will we still be able to use the playground on the Estuary on Waterside Drive?

A. Yes, although we will be working close to this playground, it will remain open during the construction period.

Q. Will the carpark on the west side near the bridge remain open?

A. Yes, this carpark will remain open during construction.

Q. Will you be piling in the Estuary?

A. Yes, piles are required as the foundation for the bridge as per the existing bridge. All seven piers for the new bridge will be built in line with the piers for the current bridge. At this stage we estimate piling will begin in late June run until September.

Q. Will the estuary be closed?

A. The navigational channel will remain open during the works. However, due to the nature of the works being completed there will be sections of the estuary at the work front that will be closed for short periods. Any disruptions to the navigation channel will be in strict accordance with the Dept of Transport/ Marine requirements.

Q. Mandurah is renowned for its estuary marine life and dolphins. What will you be doing to ensure they are not disturbed?

A. We follow an approved Waterbody Environmental Management Plan to minimise all noise and vibrations during works in the estuary with marine mammals. We are also engaging trained marine mammal observers (MMOs) during piling works to monitor for dolphins and allow controls to ensure they are not impacted during construction activities. Heritage monitors will also be engaged for any disturbance works in heritage sites, including the estuary.

Q. Can I have a property condition survey?

If your property falls within the areas that meets the criteria for a survey, you should have received notification regarding property condition surveys by now. If you have moved into the area recently and are unsure about this contact Main Roads on 138 138.

Q. Can I claim for damage even though I am not eligible for a property survey?

A. If you believe your property has been damaged due to an impact from the construction works, you should contact us immediately and we will discuss the next steps.

Q. How do you manage dust?

A. There will be dust throughout the project, particularly when we are clearing, mulching, and removing topsoil.

We have dust mitigation strategies to reduce the impact of dust on residents and businesses – including water carts, street sweepers and dust suppressants.

We have also taken baseline readings of air quality in the area and are continuously undertaking regular monitoring to ensure dust is within acceptable levels. We measure air quality against the limits established by National Environment Protection Measures (NEPM), the Australian Government - Department of Climate Change, Energy, Environment, and Water, and also the Department of Environment Regulation.

Q. What are you doing about vibration during construction?

A. You may feel vibrations during construction works. We understand these can be unpleasant at times however, they will not always be constant, but will depend on the works being performed at the time. Different pieces of plant and equipment will cause different levels of vibrations depending on the proximity of the plant vs the residential boundary.

Experiencing vibration does not mean structural damage to a property will occur. When completing works that cause vibrations, we will use our vibration monitors to ensure we are not exceeding the approved levels.

We will always consider residents that may be impacted by noise and or vibration before any works are performed. This involves planning the works to reduce impacts as much as possible, including considering what hours we work and the type of equipment or machinery we use.

Q. Do you monitor vibrations?

A. The project has at least two vibration monitors on the project at all times, which are set up in areas on the project where the team undertaking works causing vibrations. The monitors can move to different locations depending on works being undertaken and any community concerns raised.

The monitors are set up to send real-time alerts to the project team if activities exceed the acceptable limits. The team will then need to manage vibrations to ensure they return to acceptable levels.

Q. What are the typical construction hours?

A. Generally, work hours will be 7am until 5pm Monday to Saturday. However, we are approved, and at times may have to work 7am to 7pm Monday to Saturdays to meet program targets. Furthermore, there may also be times we are required to work 'out of hours,' which involves night shifts, Sundays or Public Holidays. Nearby residents will be always notified in advance if we are planning to work any out of hours activities. Works undertaken at night include road works to reduce the impact to motorists. Also, the concrete pours required for bridge construction will occur during

the coolest time of the day (early morning) to meet quality requirements.

Noise

Q. Will you be building noise walls as part of this project?

A. Yes, noise walls will be built as part of this project. Significant noise modelling has been undertaken during the design phase in accordance with State Planning Policy 5.4 to determine which areas require noise walls and the heights of those walls.

Why aren't noise walls being lengthened to the west and east?

A. The scope for noise walls on the project is determined by the scope of works for the contract and limited to the areas within the project. Elsewhere, landscaping will be provided to improve resident amenity.

Q. Will you construct the noise walls first?

A. Yes, wherever its practicably possible we will construct the noise walls first to reduce and moderate road and construction noise. Some noise walls require earthworks and retaining walls to be built first which sit at a lower level to noise walls. This sequence of works will also impact the start of noise wall works.

Q. Will you use low noise emissions asphalt?

A. We are considering different options to mitigate noise in all surface treatments, including the type of asphalt we use for the final wearing course.

Traffic

Q. Will there be traffic delays due to the project?

A. There will be some traffic impacts as we construct the new bridge, however, wherever possible, we will work during off-peak times to minimise all traffic impact.

Q. Will trucks be using the local roads?

A. There will be a need for trucks to access local roads during the project, however, where possible we will minimise truck movements in these areas.

Environment

Q. Will there be clearing as part of the project?

A. Yes, we will need to clear vegetation to build the new bridge and prepare for the 'ultimate' design for this area which is three lanes in each direction. Only vegetation that must be removed will be.

When an area of ground is disturbed which is not finished with a sealed surface, such as asphalt, rehabilitation works will be undertaken.

Q. How are you managing fauna during vegetation clearing?

A. The project team engaged a fauna consultant to assess the area for fauna habitat. Being an urban environment, and unattractive to native fauna, the area was determined low risk.

The team will continue to monitor the area during final clearing works and assist any fauna encountered to move to a safe and appropriate area away from the works.

Q. What landscaping will be undertaken?

A. Our landscaping design will be one of the final elements of the project to be completed. We are considering native vegetations species (including trees), incorporating aesthetic design elements and rock pitching in our 85% design.

Landscaping for the project is governed by the landscape and design framework. This dictates the type of vegetation used in particular areas of the job to manage design criteria such as crime prevention issues.

Q. What environmental approvals are required for this project?

A. The project has environmental approvals under the EPA 1986, EPBC 1999, Biodiversity Conservation

2016, Waterways Conservation Act 1976, CPS 818/16, and Rights in Water and Irrigation Act 1914. If the scope of the project changes, we will apply for additional approvals as required.

Q. Have you involved the Bindjareb community in this project?

A. Yes. A Bindjareb Working Group was involved during the early planning stages and the same people have been invited to form the Bindjareb Reference Group which will remain for the duration of the project.

We will also engage Bindjareb Heritage Monitors to observe the work we are doing along the estuary, a further commitment to our Heritage approvals.

Q. What lighting measures will you be considering during and after construction to minimise impact on the animals?

A. During construction we will be looking at measures to reduce light levels including only using temporary lighting when necessary for safety and security, and assessing different lighting options for the required task.

A number of measures will also be considered in the design process to reduce light spill when works are complete, including covers to reduce light spill and directional lighting.

We are also investigating different types of lower-level lighting that are less intrusive to marine and land animals.

Future

Q. What is the plan for the addition of the third lane on the bridge in the future?

A. The current duplication project will design and construct the earthworks at approaches to both bridges over the estuary to accommodate the third lane in the future. In addition to the earthworks, retaining walls, noise walls and road lighting will be designed and constructed now to reduce disruption when the third lane is required.

Q. When will a determination on the third lane be made?

A. Considering the current traffic volumes and projected traffic growth on Mandurah Road, the third lane would not be considered for construction for at least 10 years. There is currently no funding to do this work.