Mitchell Freeway Southbound Widening
CEDRIC STREET TO VINCENT STREET

Construction works for the Mitchell Freeway Southbound Widening project are well underway, with activity taking place across the 7km project area.

$40m has been allocated to this project, which is jointly funded by the Australian ($32 million) and State ($8 million) governments. An additional $19 million has also been allocated to complete a missing link on the Principal Shared Path.

The widening will remove two bottlenecks where four lanes merge into three, improving traffic flow and journey times for road users, particularly during morning commutes.

**Widening works progressing**
Works have been underway since late 2018, with activities taking place underground, behind traffic barriers on the freeway and offsite.

The construction focus has been on a new lane in the median between Hutton Street and Vincent Street. Other activities have also included earth works, new drainage pipes, intelligent traffic management systems, electrical works including street lighting, and concrete barrier installation separating road users from the train lines.

Sealing completed and geo-grid being laid.
In locations where the noise wall is located on a property boundary, clear acrylic will be used on top of the concrete panel to allow light to enter the adjacent properties. The height of the walls vary, ranging from 1.8m to 5m in some locations. Construction of the noise walls will commence in May 2019.

Keeping the freeway connected during the works
The Hutton Street on-and-off ramps will be replaced with temporary ramps. The existing ramps will then be closed to allow for the excavation and installation of the underpasses. A temporary, dual lane freeway off-ramp will be installed at Hutton Street, which will curve around the existing ramp to provide space for excavation and construction activities to occur. The speed limit on this ramp will be reduced to 40km/h.

A second temporary ramp will also be installed adjacent to the existing Hutton Street on-ramp. The existing on-ramp will be closed to road users after Cape Street. Access to the temporary on-ramp will be via Hutton Street or Cape Street. Freeway access at Hector Street and McDonald Street will be closed for the duration of the works, with road users detoured to Cape Street.

A second temporary ramp will also be installed adjacent to the existing Hutton Street on-ramp. The existing on-ramp will be closed to road users after Cape Street. Access to the temporary on-ramp will be via Hutton Street or Cape Street. Freeway access at Hector Street and McDonald Street will be closed for the duration of the works, with road users detoured to Cape Street.

Connecting our Principal Shared Path network
With the largest single investment in the Principal Shared Path network, the project will build a 2.1km link between Glendalough Station and Hutton Street. There will be two underpasses at Hutton Street and a dedicated cycling and pedestrian bridge over Scarborough Beach Road. The section between Glendalough Station footbridge and Roberts Street will feature the first ever separated facility for cyclists and pedestrians on the Principal Shared Path network, improving safety and connectivity to the train station.

Underpasses at Hutton Street taking shape
Extensive earthworks have commenced at the Hutton Street on-and-off ramps as we prepare to build new underpasses beneath each ramp.

The manufacture of precast concrete segments for the new underpasses are currently underway off site, and once complete, the installation will commence.

New light poles being installed
Noise modelling has been undertaken to predict the future level of noise generated by freeway traffic. This modelling has identified the need for noise walls at several locations on the eastern side of the freeway.

The look and feel
The walls will be a typical panel-and-post construction, with concrete panels 4m wide and 120mm thick.

In locations where the noise wall is located on a property boundary, clear acrylic will be used on top of the concrete panel to allow light to enter the adjacent properties. The height of the walls vary, ranging from 1.8m to 5m in some locations. Construction of the noise walls will commence in May 2019.

Community input and feedback
A significant number of noise walls will be constructed next to the freeway and a smaller number on residential boundaries. Where a noise wall is being installed on the boundary, residents are being engaged prior to the commencement of the works.

The project’s Construction Reference Group (members are local residents) has reviewed several colour palettes for the freeway facing noise walls. Their preferred colour option is captured below and was chosen to complement the retained vegetation in the road reserve.

Connecting our Principal Shared Path network
With the largest single investment in the Principal Shared Path network, the project will build a 2.1km link between Glendalough Station and Hutton Street. There will be two underpasses at Hutton Street and a dedicated cycling and pedestrian bridge over Scarborough Beach Road.

The section between Glendalough Station footbridge and Roberts Street will feature the first ever separated facility for cyclists and pedestrians on the Principal Shared Path network, improving safety and connectivity to the train station.

Underpasses at Hutton Street taking shape
Extensive earthworks have commenced at the Hutton Street on-and-off ramps as we prepare to build new underpasses beneath each ramp.

The manufacture of precast concrete segments for the new underpasses are currently underway off site, and once complete, the installation will commence.

Keeping the freeway connected during the works
The Hutton Street on-and-off ramps will be replaced with temporary ramps. The existing ramps will then be closed to allow for the excavation and installation of the underpasses. A temporary, dual lane freeway off-ramp will be installed at Hutton Street, which will curve around the existing ramp to provide space for excavation and construction activities to occur. The speed limit on this ramp will be reduced to 40km/h.

A second temporary ramp will also be installed adjacent to the existing Hutton Street on-ramp. The existing on-ramp will be closed to road users after Cape Street. Access to the temporary on-ramp will be via Hutton Street or Cape Street. Freeway access at Hector Street and McDonald Street will be closed for the duration of the works, with road users detoured to Cape Street.

A second temporary ramp will also be installed adjacent to the existing Hutton Street on-ramp. The existing on-ramp will be closed to road users after Cape Street. Access to the temporary on-ramp will be via Hutton Street or Cape Street. Freeway access at Hector Street and McDonald Street will be closed for the duration of the works, with road users detoured to Cape Street.

Connecting our Principal Shared Path network
With the largest single investment in the Principal Shared Path network, the project will build a 2.1km link between Glendalough Station and Hutton Street. There will be two underpasses at Hutton Street and a dedicated cycling and pedestrian bridge over Scarborough Beach Road.

The section between Glendalough Station footbridge and Roberts Street will feature the first ever separated facility for cyclists and pedestrians on the Principal Shared Path network, improving safety and connectivity to the train station.

Underpasses at Hutton Street taking shape
Extensive earthworks have commenced at the Hutton Street on-and-off ramps as we prepare to build new underpasses beneath each ramp.

The manufacture of precast concrete segments for the new underpasses are currently underway off site, and once complete, the installation will commence.

Keeping the freeway connected during the works
The Hutton Street on-and-off ramps will be replaced with temporary ramps. The existing ramps will then be closed to allow for the excavation and installation of the underpasses. A temporary, dual lane freeway off-ramp will be installed at Hutton Street, which will curve around the existing ramp to provide space for excavation and construction activities to occur. The speed limit on this ramp will be reduced to 40km/h.

A second temporary ramp will also be installed adjacent to the existing Hutton Street on-ramp. The existing on-ramp will be closed to road users after Cape Street. Access to the temporary on-ramp will be via Hutton Street or Cape Street. Freeway access at Hector Street and McDonald Street will be closed for the duration of the works, with road users detoured to Cape Street.

A second temporary ramp will also be installed adjacent to the existing Hutton Street on-ramp. The existing on-ramp will be closed to road users after Cape Street. Access to the temporary on-ramp will be via Hutton Street or Cape Street. Freeway access at Hector Street and McDonald Street will be closed for the duration of the works, with road users detoured to Cape Street.

Community input and feedback
A significant number of noise walls will be constructed next to the freeway and a smaller number on residential boundaries. Where a noise wall is being installed on the boundary, residents are being engaged prior to the commencement of the works.

The project’s Construction Reference Group (members are local residents) has reviewed several colour palettes for the freeway facing noise walls. Their preferred colour option is captured below and was chosen to compliment the retained vegetation in the road reserve.
Restricting clearing wherever possible
During the design process we have actively sought local input to understand community expectations regarding the preservation of existing vegetation in the road reserve.

Through this process of consultation, we have revised several designs, including the relocation of noise walls to preserve existing vegetation.

Where there were no design alternatives, we removed vegetation in a narrow corridor in the freeway reserve.

Reusing the vegetation
Timber from mature trees was donated to the City of Vincent for use in their local parks as children’s play equipment.

Other vegetation is being mulched and will be used to support the revegetation of the road reserve at the end of the project.

The project’s landscaping plan is currently being finalised and will guide the revegetation of the 7km project site once works are complete.

How are we performing?
A community feedback survey is available to provide feedback on how the project is engaging with the local community.

Visit the project’s webpage to complete the survey.

Want the latest project news delivered straight to your inbox? Register for updates at https://project.mainroads.wa.gov.au/home

More information is also available on the project webpage. If you have a question about the project you are welcome to contact us at enquiries@mainroads.wa.gov.au or call 138 138.