



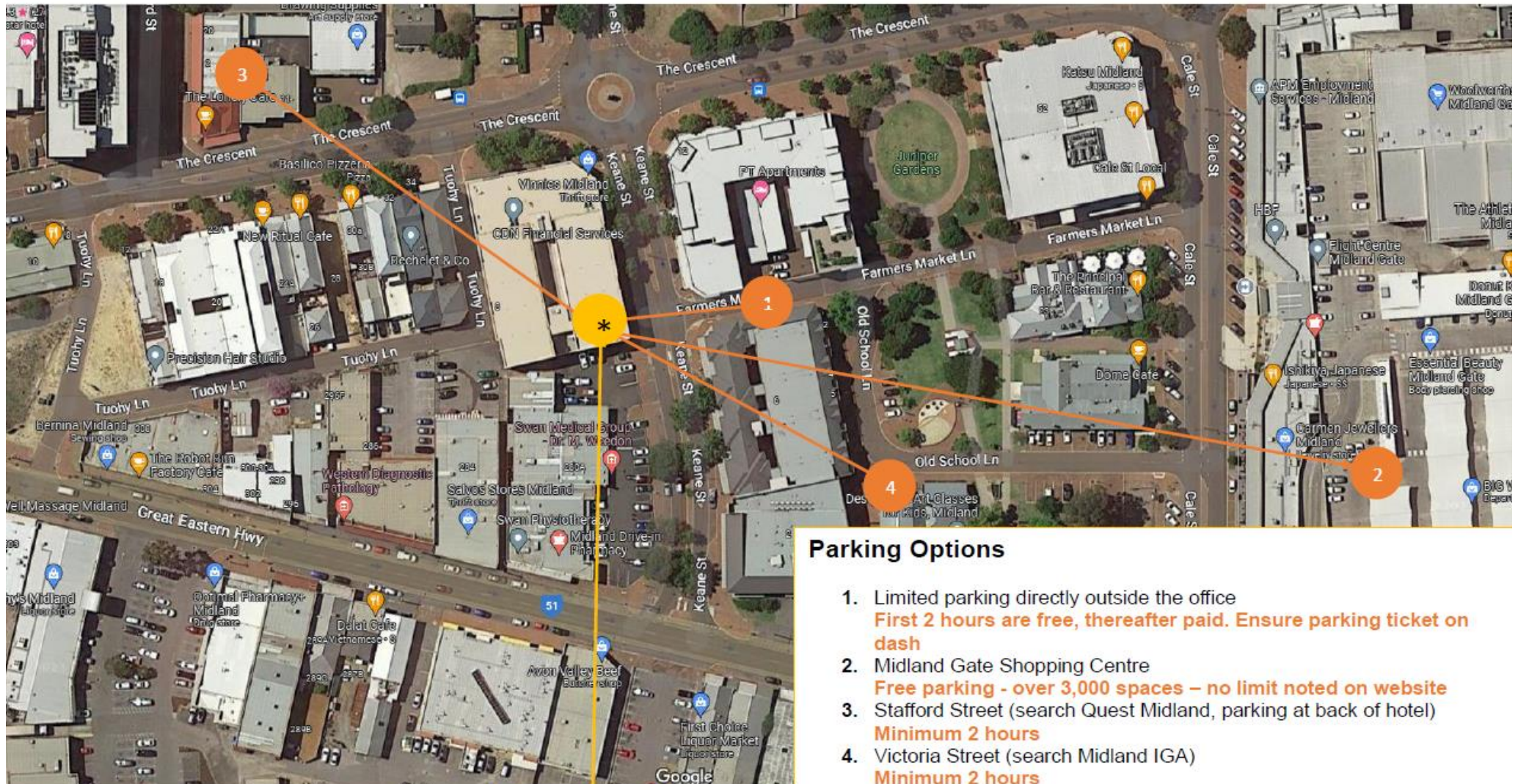
TECHNICAL COMMITTEE MEETING

(VIA MS TEAMS)

MINUTES

29 NOVEMBER 2024 at 10:00 am

WSFN Office – 37/5 Keane Street MIDLAND 6056



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TECHNICAL COMMITTEE MEETING

FRIDAY 29 November 2024

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1.0 OPENING – RECORD OF ATTENDANCE

Attendees:

WSFN John Nuttall – Program Director (Chairperson)
Peter Hall – Program Manager
Racelis Rose – Executive Officer

SRRG	Delegate	Proxy
Avon	Charles Sullivan (Shire of Toodyay)	Lindon Mellor (Shire of York)
Hotham Dale	Mike Hudson (Shire of Pingelly)	Karl Mickle (Shire of Wandering)
Kellerberrin	Stuart Hobley (Shire of Cunderdin)	Raymond Griffiths (Shire of Kellerberrin)
Lakes	Judd Hobson (Shire of Kulin)	Craig Elefsen (Shire of Lake Grace)
Moora	Stephen Casey (Shire of Wongan-Ballidu)	Allister Butcher (Shire Contractor)
Narrogin	Torre Evans (Shire of Narrogin)	Vin Fordham Lamont (Shire of West Arthur)
North-East	Glen Brigg (Shire of Yilgarn)	Rod Munns (Shire Contractor)
Roe	Mark Burgess (Shire of Kondinin)	Ken Markham (Shire of Narembeen)
Main Roads WA	Jacqui Early	

The Chairperson of the Technical Committee opened the meeting at 10:01 am, welcomed everyone and read the record of attendance including those members who are attending via TEAMS.

1.1 Present:

In Person

Stuart Hobley
Glenn Brigg

Via TEAMS

Judd Hobson
Stephen Casey
Torre Evans
Mark Burgess
Karl Mickle
Craig Elefsen
Allister Butcher
Rod Munns
Ken Markham

1.2 Apologies

Jacqui Early – Main Roads WA
Charles Sullivan
Mike Hudson

1.3 Observers / Visitors:

Nil

2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

- Judd Hobson submitted a Declaration of Interest – Impartiality (changed after discussions of the options) for Item 4.3-Variation – Shire of Kulin. Judd Hobson is employed by the Shire of Kulin and submitted on behalf of the Shire the variation request for traffic management.

- Stuart Hobley submitted a Declaration of Interest – Impartiality (changed after discussions of the options) for Item 6.6 – Construction – Shire of Cunderdin. Stuart Hobley is the Chief Executive Officer for the Shire of Cunderdin.
- Allister Butcher from Rural Infrastructure Services submitted a Declaration of Interest – Financial for the following items:
 - Item 4.1 – Variation – Shire of Wyalkatchem
 - Item 4.2 – Variation – Shire of Victoria Plains
 - Item 4.5 – Variation – Shire of Dumbleyung

Allister Butcher is a consultant providing technical advice and project management for the Shires of Wyalkatchem, Victoria Plains and Dumbleyung

- Craig Elefsen submitted a Declaration of Interest – Impartiality for Item 5.2 – Development – Shire of Lake Grace. Craig Elefsen is the Manager Infrastructure Services for the Shire of Lake Grace and will manage this project for the Shire.

3.0 CONFIRMATION OF PREVIOUS MINUTES – 09 AUGUST 2024
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RESOLUTION TC2024 / 11-75

That the Minutes of the Technical Committee meeting held on 09 August 2024 be confirmed as a true and accurate record of the meeting.

MOVED: Glen Brigg
SECONDED: Judd Hobson
CARRIED: 7/0

Before the following two (2) items were discussed, Allister Butcher left the TEAMS meeting at 10:06 am. The Chairperson read the declaration of interest for the following:

1. Declaration of Interest – Financial – Item 4.1 – Variation – Shire of Wyalkatchem
2. Declaration of Interest – Financial – Item 4.2 – Variation – Shire of Victoria Plains

Allister Butcher provides technical advice and project management for the Shires of Wyalkatchem and Victoria Plains.

4.0 VARIATIONS / SCOPE CHANGES

4.1 VARIATION - SHIRE OF WYALKATCHEM

Title	Variation - Shire of Wyalkatchem
Date of Report	14 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document (PSID)• Emails received - Shire of Wyalkatchem
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Wyalkatchem received approval for a development project on the Koorda / Wyalkatchem Road from 10.8 slk to 17.66 slk for the 2023 / 2024. Since the project approval, the Chief Executive Officer has been replaced and the Works Manager position is currently vacant. With support from Allister Butcher (Rural Infrastructure Services), the new CEO has come on board quickly. A review of the WSNF project and in going to market, it was realised that economies of scale and efficiencies could be gained by expanding some development actions to encompass the entire road length.

Consultation:

Rural Infrastructure Services
WSNF Program Management Team

Proposal:

The Shire of Wyalkatchem is proposing to expand the survey and geotesting components to cover the entire 25.52 km.

A quote has been received from Zone 50 and a comparison geotesting estimate has been produced.

There is **no** DRF investigation or clearing permit required as the existing pavement has already been widened to 10m plus.

Financial Implications:

An **increase of \$47,500** in the budget is requested to cover the costs.

Risk Assessment:

Economies of scale works in favour of the overall cost to deliver.

Comment:

The Shire of Wyalkatchem is a little hesitant to commit to a large-scale project in their first attempt. The involvement of experience at a management level has convinced the Shire that the risk is negligible.

RESOLUTION TC2024 / 11-76

The Technical Committee recommends that the Steering Committee **approve** the variation of scope and budget for the Shire of Wyalkatchem’s development project as follows:

Route: Cunderdin to Koorda
Road: Wyalkatchem to Koorda Road

	Existing Project Details	New Project Details
SLK	10.8 to 17.66	0 to 25.52
Budget Amount	\$100,000	\$147,500
Scope of Works	Survey, geotesting and DRF, DWER Clearing Permit	Survey, geotesting, No DRF or Clearing Permit required

MOVED: Torre Evans
SECONDED: Glen Brigg
CARRIED: 7/0

4.2 VARIATION – SHIRE OF VICTORIA PLAINS

Title	Variation – Shire of Victoria Plains
Date of Report	14 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Emails received - Shire of Victoria Plains
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Victoria Plains has an existing development project on the Calingiri / New Norcia Road, 10.5slk to 15.2slk at a value of \$200,000 for the financial year 2022 / 2023. Existing work commitments and a change of the Chief Executive Officer and Works Manager meant that the Shire of Victoria Plains has not actioned any works of this development project. The successful delivery of two (2) construction projects on the Mogumber / Yarawindah Road with the last section to be delivered this financial year, the Shire of Victoria Plains is also looking to deliver also this year the development project.

Consultation:

Rural Infrastructure Services

Proposal:

The successful delivery of the outstanding WSNF two 4km sections in one year using external contractors and the Calingiri / New Norcia Road failing faster than expected has given the Shire of Victoria Plains the push to request a **scope only change** to the development project with a view to fast tracking construction.

The Shire of Victoria Plains is requesting to:

- Not request the planned 2025 / 2026 development project for clearing the whole length at a value of **\$672,000**.
- Undertake a survey and geotesting for the whole length.
- Undertake clearing in preparation for the first contract.

Financial Implications:

There are **nil** financial implications. The scope change has **no budget change** requested.

Risk Assessment:

The original development project was set when the Shire of Victoria Plains were struggling to achieve continuous management representation. They now have solid management and runs on the board.

Comment:

Nil.

RESOLUTION TC2024 / 11-77

The Technical Committee recommends that the Steering Committee **approve the revised scope** for the Shire of Victoria Plain’s development project as follows:

Route: Lancelin – Meckering
Road: Calingiri – New Norcia

	Existing Project Details	Proposed Variation
SLK	11.5 to 15.2	0.77 to 27.55
Budget	\$200,000	\$200,000
Scope of Works	Preliminary Works (Clearing Permit, Geotechnical Investigation of Pavement and Subgrade Materials and Soil Testing and Report, Gravel Materials Supply Investigation and Soil Testing, Pavement Design, Feature Survey and Geometric Design, Dial - A - Dig / Locate Underground Services, Tendering Costs Full Survey and Design	Clearing of Works - \$93,480 Feature survey & design - \$91,520 Geotechnical testing - \$15,000 TOTAL \$200,000

MOVED: Torre Evans
SECONDED: Judd Hobson
CARRIED: 7/0

Allister Butcher returned and joined the meeting at 10:14 am and was advised by the Chairperson of the outcome of the discussions in relation to Items 4.1 and 4.2.

The Chairperson read the Declaration of Interest – Impartiality submitted by Judd Hobson in relation to Item 4.3 – Variation – Shire of Kulin. Judd Hobson is the Executive Manager for Works at the Shire of Kulin.

4.3 VARIATION – SHIRE OF KULIN

Title	Variation - Shire of Kulin
Date of Report	14 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none"> • RFQ Quote – Traffic Management • Emails received – Shire of Kulin
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Kulin has a construction project for the 2024 / 2025 financial year, and it is due to commence in January 2025. In August 2024, Main Roads WA completed negotiations and now enforced a minimum wage to be paid to all employees working in Traffic Management on their works. This has State and Industry wide implications.

The Traffic Management and Civil Construction Industries rely heavily on Main Roads WA to set standards and guidelines. Main Roads WA has acted in this role for decades though never in regulating. If a company or individual does not meet Main Roads WA standards, then their future in the industry will be short lived and there is a lot of pressure to comply.

Some of the larger companies have the capacity, recognised and adopted two-tier charge rates e.g. one for Main Roads WA and one for most others. This cannot be emulated by small providers and the impact of the Main Roads WA decision on WSNF projects will be substantial.

The WSNF was informed on the change by the Shire of Cuballing and Mr Rod Munns (R Munns Engineering Consulting Services). In getting on the front foot, at the end of October 2024, the WSNF sent out a letter requesting all member Shires with existing projects to assess any implications that the wage decision would have on their projects.

Consultation:

Main Roads WA

R. Munns Engineering Consulting Services (RMECS)

Proposal:

The Shire of Kulin has compared a quote with their budget estimate using the old rates and the difference is double.

2024 / 2025 Budget	\$115,000.00
2024 / 2025 Quote	\$233,084.50

They believe that they can make savings on the job by changing some of the traffic management actions, hence they are **not** requesting the full variation value but an **additional amount of \$75,000**.

Financial Implication

Each project will be impacted differently due to different traffic management arrangements. Those that are heavily reliant on personnel and not lights etc., will be impacted the greatest.

The Shire of Kulin has reviewed their whole traffic management strategy and have **reduced** the impact to an estimated amount of **\$75,000**.

Risk Assessment:

It needs to be noted that the Local Governments are NOT under any obligation to use Main Roads WA certified contractors unless they are interacting with a Main Roads WA controlled asset. A local company can be used, or the shire itself can action traffic management; however, to control the risks, it is strongly **advisable** to use suitably qualified traffic managers.

Comment:

At first glance, the decision seems to have been ill conceived with little to no understanding of the potential impact. However, the industry has been in line for an overhaul for a long time, perhaps a smaller change or incremental changes over a period of time would have been more prudent.

RESOLUTION TC2024 / 11-78

The Technical Committee recommends that the Steering Committee **approve** the variation for the Shire of Kulin's project as follows:

Route: Corrigin to Katanning
Road: Rabbit Proof Fence North

SLK	Existing Budget	Proposed New Budget
0 to 7	\$2,303,304	\$2,378,304
Variance = \$75,000		

MOVED: Torre Evans
SECONDED: Stuart Hobleby
CARRIED: 7/0

Rod Munns left the TEAMS meeting at 10:12 am and returned at 10:15 am.

4.4 VARIATION - SHIRE OF BROOKTON

Title	Variation - Shire of Brookton
Date of Report	20 November 2024
Author	Mr John Nuttall – Program Director
Attachments	Email from the Shire of Brookton dated 13 November 2024
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Brookton have various ongoing projects some of which have been for some time.

One of the current year's projects is the construction works on Dangin Mears Road. The current scope is to upgrade works at slk 8 to slk 7.7 and slk 7.15 to slk 3.45.

This report is a scope variation request from the Shire of Brookton to deliver the works at slk 7.15 to slk 3.15. The Shire of Brookton has provided the attached email request, and the simple explanation is to avoid DRF issues.

The Shire confirmed that there will be **no** budget implication to the proposed change.

Consultation:

Various meetings have taken place between WSN PMT and the Shire of Brookton.

Proposal:

That the project scope be changed as requested by the Shire of Brookton.

Financial Implications:

Nil

Risk Assessment:

Nil

Comment:

Given the need to have assigned projects be completed, it makes sense to amend the scope of this project to allow the Shire of Brookton to deliver the works this year and not have to wait for permits.

RESOLUTION TC2024 / 11-79

The Technical Committee recommends that the Steering Committee **approve** the Shire of Brookton's project scope variation at slk 7.15 to slk 3.15.

MOVED: Mark Burgess
SECONDED: Stephen Casey
CARRIED: 7/0

Before the following item was discussed, Allister Butcher left the TEAMS meeting at 10:26 am. The Chairperson read the Declaration of Interest – Financial submitted by Allister for Item 4.5 – Variation – Shire of Dumbleyung. Allister Butcher provides technical advice and project management for the Shire of Dumbleyung.

4.5 VARIATION - SHIRE OF DUMBLEYUNG

Title	Variation - Shire of Dumbleyung
Date of Report	20 November 2024
Author	Mr John Nuttall – Program Director
Attachments	<ul style="list-style-type: none"> Email from Mr Allister Butcher (Rural Infrastructure Services)
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Dumbleyung was awarded two (2) construction projects in the 2023 / 2024 financial year, no works were conducted, and the projects delayed by the Steering Committee due to the late signing of the PPR. Shires were asked to review their budget prior to recommencing works. During the review, the Shire of Dumbleyung identified a couple of problems, and they are:

- Shire capacity
- Water availability
- Intersection with Peterson Rd requires asphalt.

At the Technical Committee Meeting held 24 June 2024 this item was presented and the following resolution made (without the Technical Committee undertaking a full assessment of the request):

RESOLUTION TC2024 / 06-50

The Technical Committee recommend to delaying the project and split into smaller manageable sections for the Shire of Dumbleyung to build in house.

MOVED: Judd Hobson
SECONDED: Torre Evans
CARRIED: 6/0

Following the Technical Committee Meeting, the PMT wrote to the Shire of Dumbleyung and then have engaged in a series of discussions regarding the projects. It is confirmed that the Fence Road project for the current year is just about complete.

As a result of the discussions, the Shire now confirm they wish to undertake the Nyabing Road project as a primarily 'in house' delivery (as they have for the Fence Road). However, the Shire still request a variation as follows:

Original Scope: Dumbleyung-Nyabing Road SLK 0 to 8.71 and Bahr Road SLK 0 to 0.94 (9.65km).

Varied Scope: Dumbleyung-Nyabing Road SLK 3.6 to 8.71 (5.11km).

Retain original budget to deliver this revised scope **(\$2,897, 141).**

An email (attached) seeks to explain the reasoning and justification around the requested variation.

Consultation:

Various with the Shire of Dumbleyung

Proposal:

As per updated information in Background section of this item.

Financial Implications:

No change is requested to budget but a reduction in scope of what is being delivered for that budget

Risk Assessment:

Nil

Comment:

As requested by the Technical Committee, the Shire of Dumbleyung have reassessed their capability to deliver the project in house this financial year and are now presenting a revised variation request as per the information and email provided.

RESOLUTION **TC2024 / 11-80**

The Technical Committee requires the Shire of Dumbleyung to **provide a fully completed** Variation Form with an explanation and justification of the cost increase against the original budget.

MOVED: Glen Brigg
SECONDED: Stephen Casey
CARRIED: 7/0

Allister Butcher returned to the meeting at 10:38 am and was informed by the Chairperson of the outcome of the discussions.

5.0 DEVELOPMENT PROJECTS

5.1 DEVELOPMENT - SHIRE OF CORRIGIN

Title	Development - Shire of Corrigin
Date of Report	15 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Quote / Estimate
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Corrigin has put forward the last 16km on the Rabbit Proof Fence Road for development project. Currently, the Shire has a small construction of 600m of floodway and road, and development on the Corrigin / Bruce Rock Road.

Consultation:

Nil

Proposal:

The Shire of Corrigin is requesting funds to complete development on Rabbit Proof Fence Road 0 to 16.1 slk. The identified items for delivery are:

- Feature Survey – Overlay design grade control model
- Geotechnical investigation utilising Shire resources for TC and backfilling etc
- Clearing was undertaken previously and no DRF is present.

Financial Implications:

The amount of **\$44,020** is being requested.

Risk Assessment:

Undertaking development reduces the risk of project unknowns.

Comment:

The Shire of Corrigin will have a year where **no** construction will take place, while the two (2) development projects are being completed. They have not progressed anything on the 2023 / 2024 development projects but have now engaged external assistance.

RESOLUTION TC2024 / 11-81

The Technical Committee recommends that the Steering Committee **approve** the development project for the Shire of Corrigin on the Rabbit Proof Fence Road at slk 0 to 16.1 at a value of **\$44,020**.

MOVED: **Glen Brigg**
SECONDED **Stuart Hobley**
CARRIED: **7/0**

Before the following item was discussed, the Chairperson read the Declaration of Interest – Impartiality submitted by Craig Elefsen for Item 5.2 – Development – Shire of Lake Grace.

Craig Elefsen is the Manager Infrastructure Services for the Shire of Lake Grace.

5.2 DEVELOPMENT - SHIRE OF LAKE GRACE

Title	Development - Shire of Lake Grace
Date of Report	14 November 2024
Author	M Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Quote / Estimate
Senior Officer	Mr John Nuttall – Program Director

Background:

The Wheatbelt Secondary Freight Network requested the Shire of Lake Grace to consider putting in for a development project on the Newdegate / Pingrup Road once the MCA was approved. The Shire of Lake Grace is keen to get involved in the WSNF program and deliver works in house.

Consultation:

Nil

Proposal:

The Shire is requesting for development funding on the Newdegate / Pingrup Road from Slk 0 to 37.66. The Shire has identified areas that visually have little to no issues, so a widen and overlay option is being considered.

An initial assessment has shown that a clearing permit will **not** be necessary as the Shire has maintained the maintenance zones; however, there are a couple of threatened ecological sites that have been identified between slk 0 to slk 23.89 and the Shire will investigate what impact, if any they will have.

The proposed actions are.

- Survey
- Geotechnical investigation and pavement design
- DB4D
- Source gravel and water

Financial Implications:

The Shire of Lake Grace estimated the amount of **\$196,754** is needed for the project and submitted supporting documentation. The reason for the large estimate is that the testing and survey covers 37 kms.

Risk Assessment:

Development projects reduce the risk of unknowns. It needs to be noted that the quotes are **budget estimates** requested by the Shire of Lake Grace with very little time for the respondents to give consideration.

Comment:

The Shire of Lake Grace is a new shire to come onboard the WSFN program and they are keen to demonstrate their capabilities.

RESOLUTION **TC2024 / 11-82**

The Technical Committee recommends that the Steering Committee **approve** the development project for the Shire of Lake Grace on the Newdegate / Pingrup Road at slk 0 to slk 37.66 for a value of **\$196,754**

MOVED: Judd Hobson
SECONDED: Mark Burgess
CARRIED: 7/0

5.3 DEVELOPMENT - SHIRE OF BROOKTON

Title	Development - Shire of Brookton
Date of Report	21 November 2024
Author	John Nuttall
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Project Development Budget
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Brookton has applied for funding for a new development project to cover slk 7.15 to slk 8 on the Dangin Mears Road.

The issue in this area is primarily threatened flora which will require permits to be sought before clearing works can be undertaken. Designs and survey have already been undertaken for this area.

Consultation:

Discussions between PMT and the Shire of Brookton.

Proposal:

- Obtain clearing permits. *
- Environmental survey and report
- The use of a contract project manager to manage this work

Financial Implications:

The Shire of Brookton is requesting the amount of **\$30,000** for the environmental reports and **\$15,000** to project manage that.

Risk Assessment:

The Shire would not be able to undertake any works in this area without a permit given the flora they are aware of.

Comment:

This section of road was part of a previous construction budget. However, the Shire have subsequently realised they need to obtain permits before they can undertake work in the area and so are now seeking development funding to undertake the same.

RESOLUTION TC2024 / 11-83

The Technical Committee is **not** prepared to recommend the quote as provided by the Shire of Brookton, the Committee considers that the project management time is excessive.

MOVED: **Mark Burgess**
SECONDED: **Glen Brigg**
CARRIED: **7/0**

5.4 DEVELOPMENT – SHIRE OF BROOKTON

Title	Development - Shire of Brookton
Date of Report	21 November 2024
Author	John Nuttall
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document• Project Development Budget
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Brookton has applied for funding for a new development project to cover slk 0 to slk 3.15 on the Dangin Mears Road. The request is to obtain geotechnical work, survey and design plus culvert upgrade works (total of 5 culverts)

Consultation:

Discussions between PMT and Shire of Brookton.

Proposal:

- Undertaking survey works. *
- Undertaking geotechnical works. *
- Survey, set out and installation of 5 culverts.
- The use of a contract project manager to manage this work

Financial Implications:

The Shire of Brookton is requesting **\$40,000** for the survey and design reports, **\$20,000** for the geotechnical report and **\$670,000** to install the culverts. Additionally, they seek **\$20,000** to project manage.

Quotes for some of the works are attached. Please note they do not necessarily match up with the budget requested.

Risk Assessment:

These would be necessary preliminary reports before undertaking construction on this section of road.

Comment:

The Shire of Brookton have recognised the need to undertake proper development prior to undertaking construction of WSN standard works.

RESOLUTION TC2024 / 11-84

The Technical Committee requires the Shire of Brookton to **submit and provide** the following documents for assessment and consideration in the next meeting:

- a quote for a Hydrology report
- remove the installation of the culverts (i.e construction) from the development

MOVED: **Mark Burgess**
SECONDED: **Ken Markham**
CARRIED: **7/0**

6.0 CONSTRUCTION PROJECTS

6.1 CONSTRUCTION – SHIRE OF DALWALLINU

Title	Construction - Shire of Dalwallinu
Date of Report	20 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	Project Scope Identification Documents <ul style="list-style-type: none">• Dowerin / Kalannie Road• Milling North Road
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Dalwallinu has been a consistent and strong deliverer of projects. They have delivered 13 projects on time and budget with only a couple of variations.

The Shire of Dalwallinu is requesting funding for two (2) projects:

- Milling North Road from slk 0 to slk 1.32 – This is the only section of Milling North on Route 1.
- Dowerin / Kalannie from slk 0 to slk 10.07 – this section is the only section of Dowerin / Kalannie

Consultation:

Nil

Proposal:

Miling North – Stabilise the existing with Polycom, import 200mm gravel wet mix and compact seal double-double to 8 meters.

Dowerin / Kalannie Road - Extend culverts and widen pavement, import 150mm of gravel and wet mix to 200mm seal to 8m with a double-double.

Financial Implications:

- Milling North Road from slk 0 to slk 1.32 at **\$340,558** –
- Dowerin / Kalannie Road from slk 0 to slk 10.07 at **\$2,550,894** –

Risk Assessment:

Both roads are stable and show little to no deflection on the TSD data.

Comment:

The only negative here is that the Shire of Dalwallinu delivers under full contract.

RESOLUTION TC2024 / 11-85

The Technical Committee recommends that the Steering Committee **approve** the two (2) construction projects for the Shire of Dalwallinu as follows:

1. Milling North Road at slk 0 to slk 1.32 at a value of **\$340,558**.
2. Dowerin / Kalannie Road at slk 0 to slk 10.07 at a value of **\$2,550,894**.

MOVED: **Stuart Hobley**
SECONDED: **Ken Markham**
CARRIED: **7/0**

6.2 CONSTRUCTION – SHIRE OF DOWERIN

Title	Construction - Shire of Dowerin
Date of Report	20 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification documents• Pavement Thickness / Design• Traffic Counts
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Dowerin has delivered good quality roads and have constantly met budget and timelines.

The Shire of Dowerin is requesting funding for 3.31 km from slk 34.5 to slk 37.81. This section had to be skipped last year as the development was not yet complete and the Shire could not provide an accurate estimate. This section represents the last stage on the original delivery plan.

Consultation:

Nil

Proposal:

The Shire of Dowerin is proposing to replace 4 culverts, widen and stabilise the existing with 1.5% GP, overlay with 150mm gravel and wet mix to 175mm seal to 8m with a double-double 14/7 S45R.

Financial Implications:

The Dowerin / Kalannie Road from slk 34.5 to slk 37.81 is estimated at **\$1,402,555**.

Risk Assessment:

The Shire of Dowerin's development has indicated a thicker pavement required to meet the WSNF design criteria. This underwrites the need for development and risk mitigation.

Comment:

The Shire of Dowerin has no construction next year but there are areas still within their Shire on the Dowerin / Kalannie Road that need to be upgraded, potential development for next year on gap area.

RESOLUTION TC2024 / 11-86

The Technical Committee recommends that Steering Committee **approve** the Shire of Dowerin's construction project for 2025 / 2026 on the Dowerin / Kalannie Road at slk 34.4 to slk 37.81 at a value of **\$1,402,555**.

MOVED: **Glen Brigg**
SECONDED: **Stuart Hobley**
CARRIED: **7/0**

6.3 CONSTRUCTION – SHIRE OF GOOMALLING

Title	Construction - Shire of Goomalling
Date of Report	20 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	Project Scope Identification Document
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Goomalling consistently meet budget and timeline in delivering WSNF projects.

The Shire is requesting funding for a project on the Goomalling / Calingiri Road at slk 8.09 to slk 12.05. The project is the last one on the original delivery plan.

Consultation:

Nil

Proposal:

The Shire of Goomalling is proposing to replace four (4) culverts, widen and stabilise the existing where the pavement has been identified with an underlying strength issue, overlay and stabilise with 150mm of gravel.

Financial Implications:

The Shire of Goomalling is requesting the amount of **\$1,854,328** for slk 8.09 to slk 12.05.

Risk Assessment:

The TSD data show patches of red and orange deflections in areas slk 8 to slk 11.

Comment:

The Shire of Goomalling delivers projects in house with a mixture of subcontractors and specialist contractors.

RESOLUTION TC2024 / 11-87

The Technical Committee recommends that Steering Committee **approve** the Shire of Goomalling's request for construction for 2025 / 2026 on the Goomalling / Calingiri Road at slk 8.09 to slk 12.05 at a value of **\$1,854,328**.

MOVED: Torre Evans
SECONDED: Judd Hobson
CARRIED: 7/0

6.4 CONSTRUCTION – SHIRE OF MOORA

Title	Construction - Shire of Moora
Date of Report	20 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document – Carot Well Road• Project Scope Identification document – Watheroo West Road
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Moora has been consistent performers and have delivered all projects under budget, their costings have been very close. The Shire of Moora is requesting funding for two (2) projects:

1. Watheroo West Road at slk 16.41 to slk 18.11
2. Carot Well Road at slk 19.15 to slk 27.31

Both projects represent the last sections to be delivered on Route 1 and the last sections on the original Shire of Moora's delivery plan.

Consultation:

Nil.

Proposal:

The Shire of Moora proposes for both sections to widen the formation, overlay 200mm gravel and cement stabilise top 250mm seal to 8m wide with double-double S45R.

Financial Implications:

Watheroo West Road valued at **\$571,110** at slk 16.41 to slk 18.11

Carot Well Road valued at **\$2,448,000** at slk 19.15 to slk 27.31

Risk Assessment:

Both roads have little to no deflect on the TSD data.

Comment:

Moora has consistently delivered their projects on time and on budget.

RESOLUTION TC2024 / 11-88

The Technical Committee recommends that Steering Committee **approve** the Shire of Moora's request for funding on the two (2) projects as follows:

- Watheroo West Road at slk 16.41 to slk 18.11 at **\$571,110**
- Carot Well Road at slk 19.15 to slk 27.31 at **\$2,448,000**

MOVED: Torre Evans
SECONDED: Mark Burgess
CARRIED: 7/0

6.5 CONSTRUCTION – SHIRE OF MERREDIN

Title	Construction - Shire of Merredin
Date of Report	21 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	Project Scope Identification Document
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Merredin has delivered multiple projects over the last four (4) years on the Merredin / Naremben Road. Merredin has had some management / staff issues during this period but have now stabilised and is slowly rebuilding.

The Shire is requesting funding for the construction and reseal of the last sections to be upgraded. All the 2024 / 2025 projects are nearly completed, and they should be closed out by early next year. The Shire of Merredin have no more WSNF projects or roads.

Consultation:

Nil.

Proposal:

The Shire of Merredin is proposing to construct slk 25.35 to slk 29.56 and reseal with S45R slk 21.2 to slk 25.35.

The deliverables are verge clearing, table drain reconstruction, import and 20mm aggregate at 60mm thick and mix into the existing base course with 1% cement at 250mm deep, then seal at 8m wide with C170 topcoat S45R.

Financial Implications:

Reseal of slk 21.2 to slk 25.35 at a value of **\$295,895**

Reconstruction of slk 25.35 to slk 29.56 at a value of **\$\$1,723,574**

Risk Assessment:

These are the last sections for the Shire of Merredin on this road and the concessionally loaded vehicle from the mines are reducing as the mine closes.

Comment:

The Shire of Merredin encountered many problems to complete this road and WSNF projects, it will be good to put this to bed.

RESOLUTION TC2024 / 11-89

The Technical Committee recommends that this matter be **deferred** until the next meeting to ensure that the delivery method of this project is maintained as presented prior to making a decision.

MOVED: **Judd Hobson**
SECONDED: **Glen Brigg**
CARRIED: **7/0**

Before the following item was discussed, the Chairperson read the Declaration of Interest – Impartiality submitted by Stuart Hobley for Item 6.6 – Construction – Shire of Cunderdin. Stuart Hobley is the Chief Executive Officer for the Shire of Cunderdin.

6.6 CONSTRUCTION – SHIRE OF CUNDERDIN

Title	Construction - Shire of Cunderdin
Date of Report	21 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none"> • Project Scope Identification Document • Asphalt Quotation • Schedule of Rates
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Cunderdin completed upgrades on the Goomalling / Meckering Road 2023 / 2024, the end of this road links to the Great Eastern Highway via Dunlop Street. The Shire is struggling to maintain the surface of the intersection with Great Eastern prior to the railway crossing. It was initially constructed by Main Roads WA and the pavement meets Main Roads WA standard; however, with the turning movements etc the chip seal surface cannot be maintained.

Consultation:

Main Roads WA
Arc Infrastructure
Carrington’s Traffic Services

Proposal:

The Shire of Cunderdin is proposing to profile out 50mm of the seal and base course seal with a 7mm emulsion seal and then lay Main Roads WA spec DG asphalt t50mm thick to resurface the intersection up to the boundary with the railway line.

Financial Implications:

The cost of the Dunlop Street / Great Eastern Highway intersection at slk 0 to slk 0.1 is **\$97,101**.

Risk Assessment:

The surface is badly potholed and standard maintenance practices are having no long-term benefits. The only solution is to resurface with asphalt. The significant number of potholes and the inability to hold any maintenance action eliminates the asphalt overlay as an option.

Comment:

The intersection degradation has accelerated since the Meckering upgrade was completed.

RESOLUTION TC2024 / 11-90

The Technical Committee recommends that the Steering Committee **approve** the Shire of Cunderdin’s project for 2025 / 2026 to resurface the Dunlop Street / Great Eastern Highway intersection valued at **\$97,101**.

MOVED: **Torre Evans**
SECONDED: **Mark Burgess**
CARRIED: **7/0**

Judd Hobson left the meeting at 11:42 am and returned at 11:52 am.
 Ken Markham left the meeting at 11:49 am and returned at 11:54 am.
 Peter Hall left the meeting room at 11:51 am and returned at 11:58 am.
 Stephen Casey left at 11:52 am and did not return to the meeting.
 Rod Munns left the meeting at 11:54 am and returned at 11:58 am.
 Mark Burgess left the meeting at 11:54 am and returned at 12:03.
 Allister Butcher left the meeting at 11:54 am and returned at 12:06.

7.0 LIMITS OF RESPONSIBILITY – WSFN

Title	Limits of Responsibility-Wheatbelt Secondary Freight Network
Date of Report	14 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	Narrative on the WSFN Limits of Responsibility
Senior Officer	Mr John Nuttall – Program Director

Background:

The Wheatbelt Secondary Freight Network (WSFN) is in its year 6 of program delivery. All the development and construction projects specified in the agreement have been completed on the routes and roads including upgrades on intersections. The considerations of the Road Safety Audits (RSA) have identified a need for the WSFN to determine or discuss limits of responsibilities for various general network interaction circumstances being:

- Town boundaries, streets and drainages
- Local road intersections sealed and unsealed, meeting Australian standards or not
- State Intersections
- Property crosses over access
- Interactions with other service providers e.g. Arc, Water, Telstra etc
- Interactions with private enterprises

Consultation:

Main Roads WA as the state agency for roads has set limits where they will either pay for or undertake specific roles within certain circumstances within each of the above criteria, these include maintenance actions and upgrade.

Proposal:

- WSFN has **no** maintenance action / funding for consideration.
- Discuss and set WSFN responsibility for each of the above items in terms of upgrades.

Financial Implications:

This will consolidate what WSFN will and will not pay for or allow as part of the upgrade.

Risk Assessment:

Setting the limits of responsibility for the WSFN will reduce any risks of over or under commitment. It will help alleviate any grey areas. These limits will assist both the Technical and Steering Committees in determining consistency of the WSFN involvement.

Comment:

As routes are completed and the last sections are coming through built up areas and interactions with businesses etc., these limits will be needed but there will still be some exceptions.

RESOLUTION TC2024 / 11-91

The Technical Committee recommends that this item be **deferred** to the February 2025 meeting for the WSFN Program Management Team to provide Main Roads WA the Limits of Responsibility document.

MOVED: Mark Burgess
SECONDED: Judd Hobson
CARRIED: 7/0

8.0 NETWORK ROUTE REVIEW – WSN

Title	Network Route Review – Wheatbelt Secondary Freight Network
Date of Report	15 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	Updated WSN Map – September 2024
Senior Officer	Mr John Nuttall – Program Director

Background:

The Wheatbelt is a dynamic region that has changed, and a review of the existing network would be timely. There are four (4) points that should be considered in this review:

1. Interaction of Wheatbelt routes with other regions at the border
2. Relevance of WSN network to current and future freight movements
3. Rationalisation of some routes and roads
4. Route anomalies to be resolved

The first two are huge points that will require a lot of research and discussion and will be postponed until future funding is secured.

The remaining two are “low hanging fruit” that are starting to have an impact on the current funding and Shire expectations.

During the Multi Criteria Analysis (MCA) review process, it became apparent that some routes could be amalgamated with others to form a continuous route and there are other anomalies that should be resolved. The MCA review goal was to assess the existing routes for priority whilst this is putting the cart before the horse, a review of the network is overdue.

Consultation:

Nil

Proposal:

First question for consideration – Is there an appetite to remove routes or sections of routes from the network?

If **yes**, then each item should be considered individually and reasons given, the decision may have an impact on associated shires.

If **no**, then a potential group review could be conducted, and all items or selected items (if any identified) could be placed into the long-term funding consideration category.

Review anomalies

- Route 15 – This route has a tail that stops at Babakin, it does not link to either another WSN road or a state route.
 - *Options*
 - Consider including the Babakin Corrigin Road in the network, road is sealed.
 - Consider including the Babakin East Road to join Route 22, this road is sealed.
 - Relegate this section Shackleton to Babakin to long term funding considerations.
 - Remove the tail from the Network.

- Route 18 – This Route has two (2) tails that stop nowhere and seem to serve no purpose. One is an extension of the Moorine South Road from the Cramphorne Road intersection, it changes to gravel at John Road and stops at Sloss Road. The other is an extension of Cramphorne Road from the Moorine South intersection, it is gravel and stops at the Emu Fence Road.
 - *Options*
 - Relegate these sections to long term funding considerations
 - Remove from network
 - Neither the Emu Fence Road or Sloss Road have any significant freight considerations and so would struggle to be added to the network.

- Route 19 – This is a duplication of route 18 and it is within 20km of Narembeen and route 18. In addition, it has a tail from Merredin / Narembeen Road to nowhere, there is a bin at Wogarl that is no longer active.
 - *Options*
 - Leave the section from route 16 to route 17 and place the tail from route 17 into long term funding considerations or remove from the network
 - Place the whole route into long term funding considerations
 - Remove the whole route from the network.

- Route 23 – This route joins route 22 to route 16 passing through route 17. It has a tail to nowhere after route 16 that stops at the end of the South Kuminin East Road. The section from route 22 to route 17 is not yet under development funding; however, Narembeen has an approved project to upgrade the intersection to RAV turning movements.
 - *Options*
 - Place the section from the intersection of route 17 to the end into long term funding consideration, the road is narrow and gravel.
 - Remove the above section from the network

- Route 27 – This route starts at Bulyee then comes over to Bullaring then joins the Wickepin / Corrigin Road for a stretch before diverting prior to Yealering onto Yealering Southeast Road, becoming Heffernan at the Eighty-Six Gate Road and crosses the Williams / Kondinin Road, then becomes Helm Road crosses the route 39 becomes and finishes at the end of Tincurrin Road North. It is hard to justify this as a valid route. A large portion is gravel.
 - *Options*
 - Place all or part of the route into long term funding consideration
 - Remove all or part of the route from the network

- Route 29 – Lovering Road which starts in Hyden turns to gravel a short way out and finishes at the end of Lovering Road.
 - *Options*
 - Place the all or part of the route into long term funding consideration
 - Remove all or part of the route from the network

- Route 33 – Wickepin / Corrigin Road starts where route 27 diverts goes through Yealering and ends at the Williams / Kondinin Road. Is less than 20 km from Wickepin and this could be viewed as a duplication of route 28. **Please note** that it does form a short cut for locals from Corrigin going to Narrogin.

- *Options*
 - Place the all or part of the route into long term funding consideration
 - Remove all or part of the route from the network
- Routes 35 and 36 – These duplicate each other, same starting and finishing points with very similar quantities of seal.
 - *Options*
 - Either 35 or 36 should be placed into long term funding consideration
 - Remove either 35 or 36 from the network
- Route 51 – Old Ravensthorpe Road is totally gravel and has no identified priority road at the boundary.
 - *Options*
 - Place the route into long term funding consideration
 - Remove the route from the network
- Route 53 – This is a duplication of the state route Brookton Highway, it is totally gravel, narrow and has only local traffic.
 - *Options*
 - Place the route into long term funding consideration
 - Remove the route from the network

Potential amalgamations

- Routes 6 and 14 or 15 - starts at Beacon and finishes at Yoting, Shackleton or Babakin.
 - Route 6 has been approved for development projects
 - Route 14 Kellerberrin to Yoting this road could be considered a duplication with 15. It seems to serve no purpose except as perhaps a short cut from Quairading to Kellerberrin.
 - Route 15, a major realignment and upgrade to join Great Eastern Highway at Kellerberrin has been completed but not reflected in the WSNF map or Network, the latest version has corrected this. The road joins Kellerberrin and Shackleton, large grain receival bins at each end. It then carries on down to Babakin where it stops with no identified direction.
 - *Options*
 - Join 6 with 14
 - Join 6 with 15 and resolve the Babakin tail, dependant on previous decision.
 - Join 6 with 15 and stop at Shackleton.
- Routes 9, 13 and 28 - form the Rabbit Proof Fence from Koorda to Dumbleyung. This one is obvious that it should be amalgamated and completed to form a continuous upgraded road from bottom to nearly the top of the Wheatbelt.
 - Route 9 has just started Development 2024 / 2025
 - Route 13 had funding as pilot project and contains a section of road in the Shire of Cunderdin that is considered by all to be in dire need of attention, yet it has not met the latest MCA level due to a significant part of the Quairading section being already a standard road, this is the reason why it was not funded beyond pilot.
 - Route 28 is under construction and has nearly been completed with only a couple of small sections remaining.

- *Routes 11 and 12 – no change, leave as it is*
- *Routes 32, 39 and 34 – make two routes up to Rabbit Proof Fence*

MOVED: Judd Hobson
SECONDED: Ken Markham
CARRIED: 7/0

9.0 MINIMUM REQUIREMENTS FOR DEVELOPMENT PROJECTS

Title	Minimum requirements for Development Projects
Date of Report	15 November 2024
Author	Mr Peter Hall – Program Manager
Attachments	Nil
Senior Officer	Mr John Nuttall – Program Director

Background:

At the commencement of the Wheatbelt Secondary Freight Network program, there was a drive to get works completed and development was an option item that Shires could use mainly for clearing permits or getting a design done. The outcome of this has been projects that have struggled to be completed or required a variation or did not meet Australian standards. The range of development actions that have been approved are:

- Full Design
- Feature survey, overlay design – including geometric design
- Geotesting – giving consideration to climate
- DWER Clearing Permits
- Gravel location and sourcing and crushing – including costings
- Clearing – permit required including Flora and Fauna Survey
- Culvert works
- Batter works
- Land resumption
- Realignment investigation
- Hydrology study (if required)
- Service relocation (light, power, gas etc.)

The WSNF is strongly encouraging Shires to complete some development prior to any construction works being undertaken and it would be a good move to set the minimum requirements of development to be met before any construction can be considered.

Consultation:

Nil

Proposal:

The spotting for the line marking has highlighted that there are projects that do not meet Australian standards in terms of curve radii and existing compound curves have been upgraded when they should have been realigned.

WSNF is not looking for an exhaustive list but to set an absolute minimum requirement needed before any construction can be considered and adding these requirements to the Basis of Design.

The advantage of setting the minimum is that WSNF will gain confidence that the construction estimate has the information needed to be completed and that the final road will meet Australian standards and have a better chance a meeting the WSNF 40-year design life.

Financial Implications:

Development budgets will probably have a starting point and WSNF will gain an understanding of industry costs per km to deliver certain items, this will allow for better future budgeting.

Risk Assessment:

Compound curves that are not eliminated at construction **do not** meet the Australian standards and legislation, WSNF needs to ensure that every effort is made to remove the dangerous curves.

Better development equals better estimation for construction less risk of budget blow outs.

Comment:

It has been demonstrated that those Shires who undertake full development have a significantly easier construction delivery process and are able to provide sound budget proposal based on the development undertaken.

It is proposed that minimum standards for development of every project would be of significant benefit to the Wheatbelt Secondary Freight Network and the individual Shires.

RESOLUTION **TC2024 / 11-93**

The Technical Committee recommends that the Steering Committee **accept and approve** the minimum requirements for Wheatbelt Secondary Freight Network development projects by the Shires.

MOVED: Judd Hobson
SECONDED: Mark Burgess
CARRIED: 7/0

10.0 GENERAL BUSINESS / DISCUSSION ITEMS

- Traffic Management
- Line Marking
- RAV / LG Agreement

11.0 DATE OF NEXT MEETING – TO BE CONFIRMED

The Chairperson announced that with the approval from the Steering Committee, the next meeting is on Friday 7 February 2025.

It has been suggested by a committee member that the Technical Committee meetings be held at an alternate venue, e.g. office of any member Shire.

12.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 1:20pm.