

Wheatbelt Secondary Freight Network *by Peter Hall, Project Manager*

Welcome to the first issue of the Wheatbelt Secondary Freight Network (WSFN) Newsletter.

We designed this newsletter as an information bulletin to give our shires & communities a little perspective about what the WSFN program is, provide updates on where the program is at and to highlight some of the problems and solutions that shires have implemented as each stage is completed. Its also a place where we can share the knowledge we have gained on techniques and pitfalls, then with any luck it will be reasonably easy to follow and we can have some fun along the way. Here is a little back ground for you all.

The Wheatbelt Secondary Freight Route (WSFR) network in the Main Roads WA Wheatbelt region comprises some 4,400km of Local Government managed roads that connect with State and National highways to provide access for heavy vehicles into the region. These roads are intended to enable large, high productivity trucks safe and cost effective access to business.

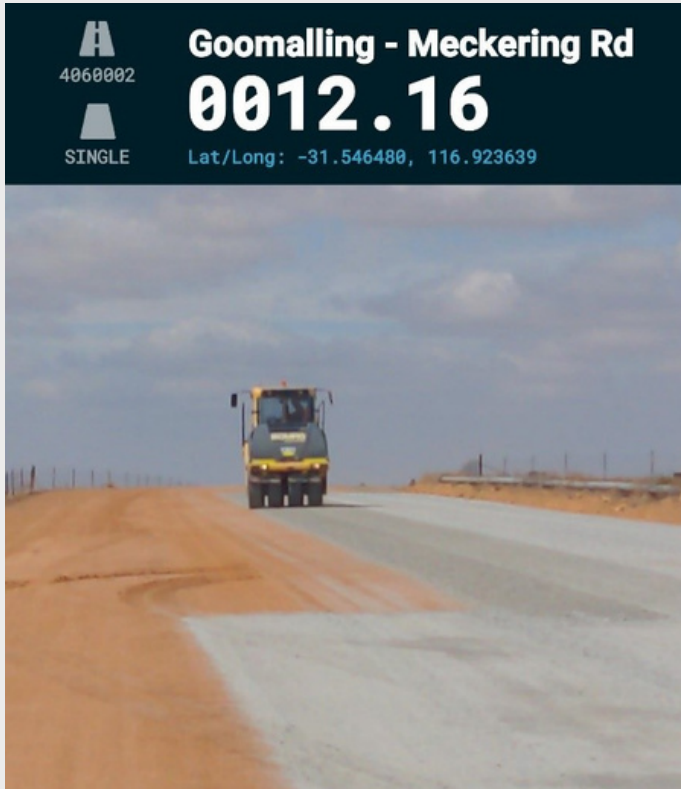
The project is being driven by local government associated with the Regional Road Groups of the Wheatbelt Region.

It is intended to support and contribute to other work being undertaken by Main Roads WA, the Department of Transport and the Department of Primary Industries and Regional Development that is considering strategic transport investments across the agricultural regions through the Revitalising Agricultural Regional Freight (RARF) project.

We have no set timeframe on how often the newsletter will be produced right now, but if you have any feedback that you wish to share after our first instalment, we would appreciate it.

As the project management team we look forward to keeping the lines of communication open and if anyone has a question or solution that they believe the WSFN would benefit from please do not hesitate to email projectmanager@wsfn.wa.gov.au - Peter Hall.

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[Photo: Goomalling - Meckering Rd Project 2021/22]

YEAR 1 & 2 - SUMMARY

2019/2020 and 2020/2021 construction program is complete.

There is still some outstanding development projects to be closed out, mainly awaiting permits. I will be contacting shires to see what can be done.

YEAR 3 - SUMMARY

With 28 construction and 18 development projects being delivered in this financial year, it has certainly been a year for some shires.

Year 3 did not get off to the best start. Our funding was slightly delayed whilst the incorporation of the Indigenous Participation Plan (IPP) was finalised and the final budget approvals were not received till November 2021, which was well into the available construction window for most.

Please see attachment monthly Commonwealth report. *(In the future this report will be sent out separately to Shires for a monthly update).*

YEAR 4 - FUTURE PROJECTS

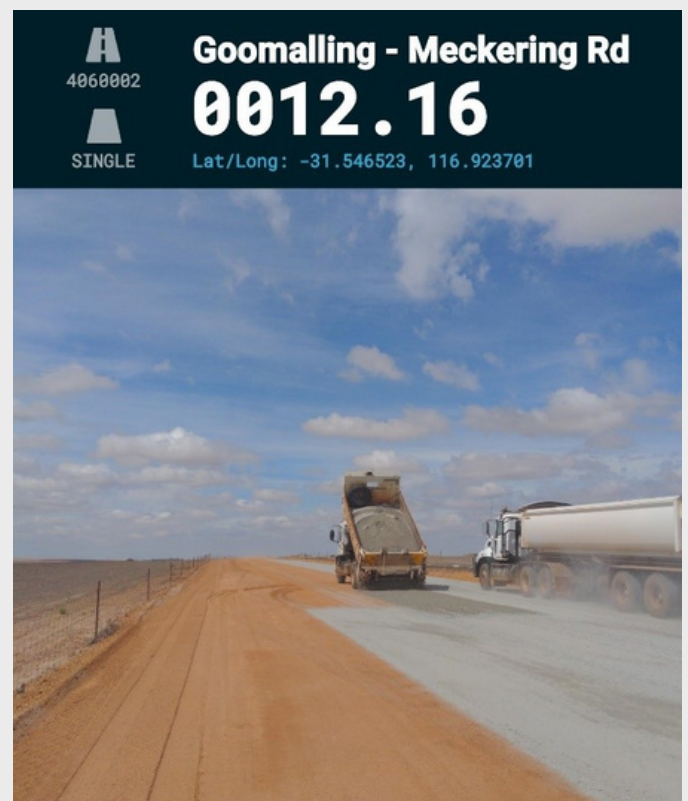
2022/2023 financial year will be the fourth year of construction for the WSFN.

The priority 1 routes will be nearing the end of their 5 year construction period and there has been a lot of lessons learnt as the program matures. The 22/23 financial year also sees the priority 2 routes commencing.

Most of these Routes in the 1st year are in the development stage with the one exception of Brookton, who are straight into construction on the Dangin Mears Rd.

The 4 routes approved are:

1. Dumbleyung - Nyabing rd, Route 48
2. North Bannister - Narrogin, Route 31
3. Nungarin - Wialki, Route 7
4. Dangin Mears rd, Route 21



[Photo: Goomalling - Meckering Rd Project 2021/22]

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TECHNICAL HIGHLIGHT

Issues: Shire has limited to non-existent gravel supply, the available base course when tested was poorly graded and the rock within the material was very soft crushed easily and released extra clay (PI) when desized during construction.

Solutions: The pavement designer opted for a combination mechanical and chemical modification approach, to achieve the desired Base Course CBR.

Mechanical: is the addition of a stronger rock that is graded to fill in the grading gaps and provide a stronger base rock.

Chemical: Cement, Lime, Foamed Bitumen, Polymers are examples of chemical modification. I say modification rather than stabilisation because of the low percentages that are added, however in the industry today they are interchangeable.

The addition is by percentage or weight or depth should have upper and lower limits and should be as evenly distributed through the entire volume of gravel as is humanly possible once the pavement is wet mixed, compacted, trimmed and surfaced.

Spread with an aggregate spreader between 20mm to 50mm thick. Material will be incorporated with Base Course when it is wet mixed using rotary drum machine.

Cheers

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[Photo: Merredin - Narembreen Rd Project 2020/21]

Disclaimer: Please note that this Newsletter is not to replace any official notifications nor will it have any political/social/financial/commercial agenda, it is to supplement WSFN project minutes and share information from a construction/delivery point of view.