

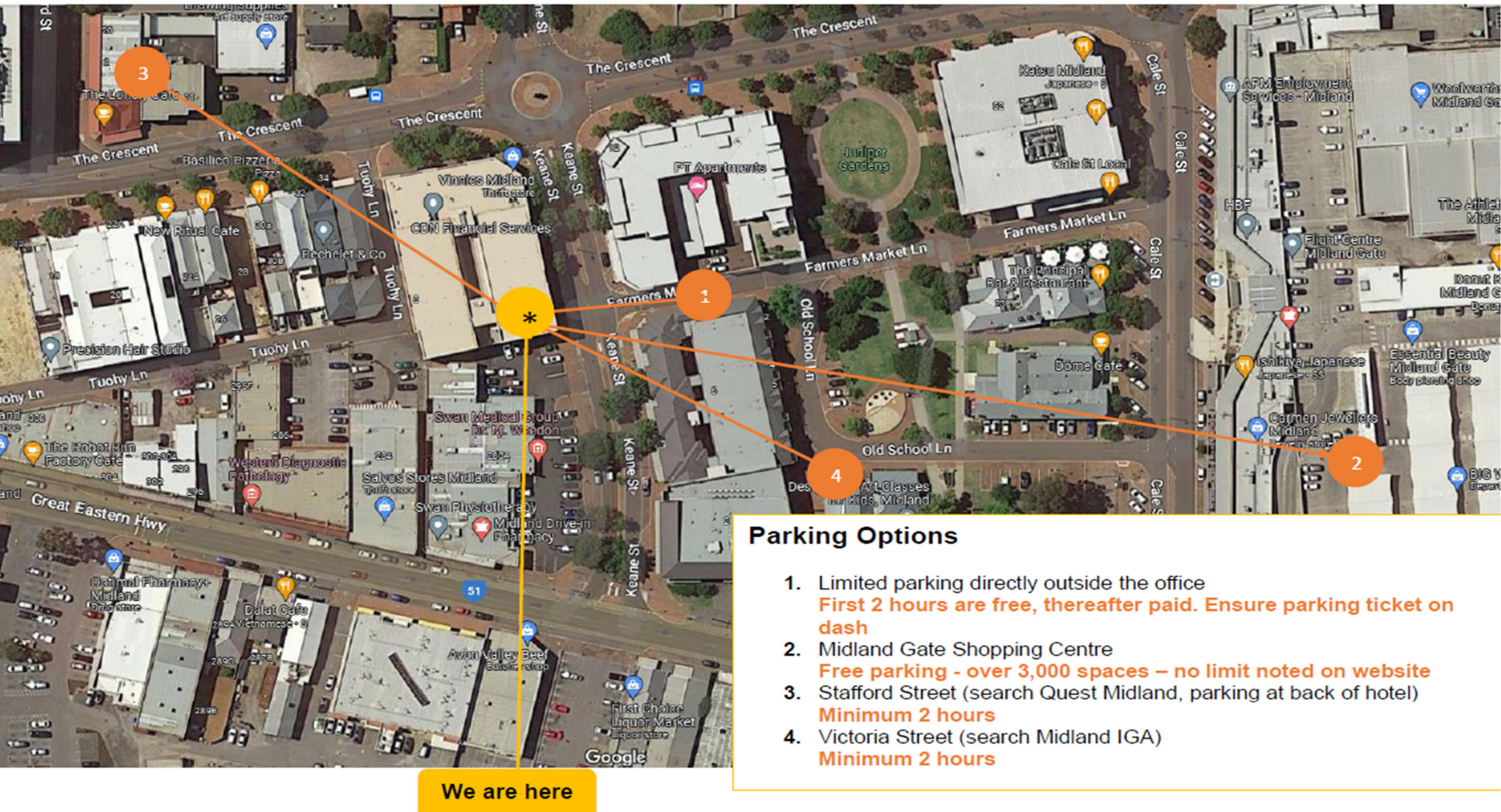


TECHNICAL COMMITTEE MEETING

MINUTES

19 April 2024 at 10:00 am

WSFN Office – 37/5 Keane Street MIDLAND 6056



TECHNICAL COMMITTEE MEETING

FRIDAY 19 APRIL 2024

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1.0 OPENING – RECORD OF ATTENDANCE

Invited Attendees:

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

Delegate	SRRG	Proxy
Paul Devcic	Avon	Charles Sullivan
Mike Hudson	Hotham Dale	Karl Mickle
Stuart Hobley	Kellerberrin	Raymond Griffiths
Judd Hobson	Lakes	Craig Elefsen
Vanessa Crispe	Moora	Allister Butcher
Torre Evans	Narrogin	Vin Fordham Lamont
Glen Brigg	North-East	Rod Munns
Mark Burgess	Roe	Ken Markham
Jacqui Early	Main Roads WA	

The Chairperson of the Technical Committee meeting opened the meeting at 10:01 am, welcomed everyone and read the record of attendance.

1.1 Present:

Paul Devcic (D)	Mark Burgess (D)
Mike Hudson (D)	Glen Brigg (D)
Stuart Hobley (D)	Karl Mickle (P)
Judd Hobson (D)	Allister Butcher (P)
Torre Evans (D)	Rod Munns (P)
Jacqui Early	

1.2 Apologies

Vin Fordham Lamont	Craig Elefsen
Raymond Griffiths	Ken Markham
	Charles Sullivan

1.3 Observers / Visitors:

Steve Halligan – Road Surfacing Solutions – *arrived at 10:14 am*

2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

Allister Butcher submitted a Declaration of Interests (Financial) in relation to Item 6 – Shire of Dowerin – Variation. Allister is working as a consultant for the Shire of Dowerin.

3.0 CONFIRMATION OF PREVIOUS MINUTES – 19 JANUARY 2024

RESOLUTION **TC2024/04-41**

That the Minutes of the Technical Committee meeting held on 19 January 2024 be confirmed as a true and accurate record of the meeting.

MOVED: Mike Hudson
SECONDED Glen Brigg
CARRIED: 7/0

4.0 SHIRE OF CORRIGIN – SCOPE CHANGE

Title	Corrigin Scope Change
Date of Report	09 April 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Letter – Project Budget Variation Rabbit Proof Fence Road• Project Scope Identification form• Rabbit Proof Fence Road Floodway Variation April 2024• Rabbit Proof Fence Road Floodway Variation Budget• Fence Road Intersection Survey• Photo – Rabbit Proof Fence/Gorge Rock Road intersection in flood
Senior Officer	Mr John Nuttall – Program Director

Background:

Upon reviewing the project for the 2023/2024 financial year, the Shire of Corrigin (Corrigin) identified that the existing scope would not cover the existing pavement problems. Corrigin approached the PMT to investigate the best resolution. The PMT discovered that the scope was no longer in keeping with the WSFN funding agreement and that the reseal would not be recommended because the existing seal was under 8m. This meant that any variation applied for would be rejected by the Technical Committee and Steering Committee.

This is in keeping with a previous decision of a similar nature in Dowerin.

The works are currently combined with the intersection of Bullaring Gorge Rock Road. This intersection has been designed for a major realignment and Corrigin is trying to pursue Black Spot funding which could be another couple of years. The WSFN and Corrigin recognised that it would be better to get the floodway completed for safety and road user peace of mind.

Consultation:

Wheatbelt Secondary Freight Network – Program Management Team

Proposal:

It is proposed to upgrade the final 400m of 3.6 to 4m seal on the Rabbit Proof Fence to WSFN standards.

The 400m section includes upgrading a large floodway that has some structural issues to Main Roads WA standard, renewing a culvert widening the pavement and sealing to suit. Some geo testing will be required to properly design the pavement.

A design has been undertaken and a discussion with Siva Thillainath of Stabilised Technology regarding anticipated worst case sub grade strength, this information will form the basis for costing.

Financial Implications:

No extra funding should be required however, the works will be extensive as the floodway has a history of failing. An estimate of \$351,705 has been provided.

Risk Assessment:

It is the last 3.6 to 4m section of seal on the whole Rabbit Proof Fence Road - from Wagin / Lake Grace Road to Great Eastern Highway from a road user and safety point of views the works are long overdue.

Comment:

The initial approved project was already outside of the WSFN funding criteria in that there was no upgrade component and the reseal proposed was on an existing seal less than WSFN requirements. However, the original scope and project had been approved previously the requested scope variation triggered the ability for the WSFN to review the entire project and bring it back in line with current funding agreement.

RESOLUTION **TC2024/04-42**

That the Technical Committee recommends that the Steering Committee:

- approve the scope and budget change for the Shire of Corrigin.

The **existing** project details are:

- Rabbit Proof Fence Road - 0 to 16.61 – **\$581,713**

The **proposed** project details are:

- Rabbit Proof Fence Road - 16.65 to 17.02 - **\$351,705.**

- With a recommendation that the Shire of Corrigin replaces the asphalt with bitumen and use rock subject to receipt of the Geotesting results and approval from the WSFN Program Management Team.

MOVED:	Mike Hudson
SECONDED:	Torre Evans
CARRIED:	7/0

5.0 SHIRE OF WONGAN-BALLIDU - DEVELOPMENT

Title	Wongan-Ballidu Development
Date of Report	09 April 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Quotes• Project Scope Identification Form
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Wongan-Ballidu (Wongan) have a project on the Dowerin/Kalannie Road from 14 to 19 slk programmed for 2023/ 2024, this has now been pushed to 2024/2025. Wongan have been encouraged to undertake some development especially of a geotechnical testing and pavement design which identifies the best process to achieve the desired results for a 40-year life span. In reviewing future and existing works, it was identified that some intersections required a greater level of consideration than initially thought. A review with the WSNF PMT identified 6 intersections that have potential compliance issues and quotes were requested to undertake a design of these intersections.

Consultation:

- Zone 50
- Stabilisation Technology

Proposal:

Wongan are proposing to undertake geotesting and intersection design works for future works. Quotes have been received.

WSNF reviewed the 6 intersections and 3 will be within the following two years projects, these are:

- Rabbit Proof Fence Road
- Hospital Road
- Burakin / Wialki Road

The other 3 intersections of Dowerin Kalannie construction were completed in 2022/2023, the intersections were not upgraded as part of the construction. Unless the WSNF approves a standalone project specifically for these intersections, then the WSNF would only recommend that they be added when Wongan commences work on the Cadoux Koorda Road and so probably will not be funded for approximately 5 years.

Financial Implications:

The geotechnical investigation will be \$25,860 including estimated shire costs.

The 6 intersections design estimate aggregates to \$71,950.

Making a total of \$97,810.

As only 3 are recommended to be funded, then design aggregated estimate is \$39,990.

Making a total of \$65,350.

Risk Assessment:

Geotechnical investigation is strongly advised and encouraged by the WSN, it promotes confidence in the construction methodology and estimate.

Intersection design is encouraged where there are existing issues with the current alignment and all of these intersections have traffic flow issues.

Comment:

The design quotes criteria says that savings have been calculated if more than two intersections are approved at the same time. Given 3 intersections will be in the next couple of years projects these are recommended to be funded.

RESOLUTION **TC2024/04-43**

That the Technical Committee recommends that the Steering Committee approve the Geotechnical investigation and the design of the 3 proposed intersections

- Rabbit Proof Fence Road
- Hospital Road
- Burakin / Wialki Road

making for a total development project of **\$65,350** for the Shire of Wangan-Ballidu.

MOVED:	Paul Devcic
SECONDED:	Glen Brigg
CARRIED:	7/0

Allister Butcher submitted a Declaration of Interests (Financial) in relation to Item 6 – Shire of Dowerin – Variation. Allister is working as a consultant for the Shire of Dowerin.

Before this item was discussed, Allister Butcher left the room at 10:28am.

6.0 SHIRE OF DOWERIN – VARIATION

Title	Shire of Dowerin – Development Project
Date of Report	11 April 2024
Author	Peter Hall
Attachments	Request and estimate
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Dowerin (Dowerin) has been looking at future works and identified that the intersection of Dowerin-Kalannie Road and Ward Road has some line of sight and alignment issues. It would require more in-depth investigation to ensure road users safety etc.

Consultation:

- Zone 50
- Allister Butcher – Rural Infrastructure
- Siva Thilainath – Stabilisation Technology

Proposal:

Dowerin are requesting \$50,000 to undertake survey, some geotechnical investigation, develop a site-specific Traffic Management Plan and stockpile gravel for testing.

Financial Implications:

\$50,000 as new development project

Risk Assessment:

It was identified that the intersection had very limited sight distance, Dowerin contacted PMT and Zone 50 and both confirmed vision issues that would require further investigation to ensure road user safety when RAV vehicles enter Dowerin Kalannie.

Comment:

It is locally known as a dangerous intersection. With significant development work being required prior to any construction works being undertaken it is appropriate that development start as soon as possible.

RESOLUTION TC2024/04-44

That the Technical Committee recommends the Steering Committee:

- approve the Development project for the Shire of Dowerin on the Dowerin Kalannie Road at the intersection of Ward Road to a project value of **\$50,000**,
- the inclusion of a Road Safety Audit (RSA) and the cost of the RSA be added to the project value.

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

Allister Butcher returned to the meeting at 10:34am and was advised of the outcome of the discussion regarding the matter.

Before the next item was discussed, the Chairperson made the announcement that:

- the Project Proposal Report (PPR) was finally signed by the Hon Catherine King MP and a letter advising the same and the next steps to be done was sent to the CEOs of the 42 member Shires.
- WSFN will now be working on securing rolling funding for the program beyond the current \$187.5 million.

At this point, Steve Halligan from Road Surfacing Solutions was introduced by the Chairperson to conduct a presentation regarding Solutions for High Stress Seals. Below are some of the points / highlights of the presentation.

- Sripath Asia-Pacific Ltd is a technology company which provides, develops, manufactures, and markets additives such as rejuvenators, oils, anti-strip agents and polymers that will enhance the performance of bitumen for paving and roofing applications. The products are environmentally friendly, tested and trusted around the globe.
- Several products are used, KoolTEQ which is a warm mix additive is recommended – facilitates production of asphalt at reduced temperature.

A copy of Steve's presentation will be made available to the members of the Technical and Steering Committee members, published on www.wsf.wa.gov.au website and can be accessed using login details.

Jackie Early left the meeting room at 11:15am and returned at 11:17am.

Torre Evans left the meeting room at 11:25am and returned at 11:30am.

The Chairperson left the meeting room at 11:29am and returned at 11:32am.

Judd Hobson left the meeting at 11:57 am and did not return to the meeting.

Paul Devcic left the meeting at 12:36pm and did not return to the meeting.

After the presentation, the Committee break for lunch at 12:19 pm and resumed the meeting at 12:38 pm.

7.0 PASSING LANES – REQUEST FROM THE LAKES SOUTH REGIONAL ROAD GROUP

Title	Passing Lanes – Lakes SRRG Request
Date of Report	25 March 2024
Author	Mr John Nuttall - Program Director
Attachments	<ul style="list-style-type: none">• Email from the CEO – Shire of Dumbleyung - 13/02/2024.• Extract of Item 9.4 Lakes SRRG Meeting Minutes dated 05 February 2024
Senior Officer	Mr John Nuttall – Program Director

Background:

The WSNF PMT received correspondence (attached) from the Lakes Sub Regional Road Group regarding passing lanes on WSNF roads. The issue was further raised in the Wheatbelt South Regional Road Group Meeting.

Consultation:

Nil apart from the correspondence received.

Proposal:

That the WSNF Technical Committee consider the matters raised in the correspondence from the Lakes SRRG and determine if any action is required.

Financial Implications:

If changes are proposed to the way WSNF roads are constructed as a result of this request, there may be financial implications.

Risk Assessment:

The Lakes SRRG request relates to a potential risk that needs to be assessed by the Technical Committee.

Comment:

The Lakes SRRG have raised a potential issue that they say is affecting them on WSNF constructed roads. As this issue has been raised, the Technical Committee are asked to consider the submission and determine if any changes are required to WSNF roads. Any changes will have to be considered with a view to additional costs and how that might affect the budget.

RESOLUTION TC2024/04-45

That the WSNF Technical Committee consider the request from the Lakes Sub Regional Road Group.

MOVED: Torre Evans
SECONDED: Glen Brigg
CARRIED: 5/0

Before Item 8.0 – Road Safety Audit (RSA) Guidelines was discussed, the Chairperson read out a letter which was sent by WALGA on 15 April 2024 regarding the RSA Guidelines, in summary:

- WALGA State Council endorsed the RSA Policy template in May 2019, designed to be adapted by all local government authorities and adopted by their Council for implementation.
- The policy template referred to Austroads Guide to Road Safety Part 6 of the RSA with reference to the IPWEA (WA) checklists and procedures.
- It is likely that many Wheatbelt local governments do not have RSA policy, as such, WALGA recommends that WSNF adopt a policy through the Technical and Steering Committees.

The Technical Committee discussed the item and formed a resolution below.

8.0 ROAD SAFETY AUDIT (RSA) GUIDELINES

Title	Road Safety Audit (RSA) Guidelines
Date of Report	15 April 2024
Author	Mr Peter Hall – Program Manager
Attachments	Road Safety Audit Policy
Senior Officer	Mr John Nuttall – Program Director

Background:

WALGA endorsed a policy, to conduct a Road Safety Audit (RSA) using the Main Roads WA portal in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit. The audits are to be undertaken at preliminary design, detailed design, and post construction phases of projects.

The audit triggers appear to be:

- Black Spot projects – all projects
- Road Projects greater than \$1 million in value that involved a permanent change to the road network.
- Land Developments - Road safety audits shall be conducted on land use developments that intersect the road network in accordance with the requirements of this policy.
- Existing Roads - Road safety inspections shall be undertaken for existing intersections or road sections where there is a traffic management or road safety concern.

Consultation:

This item was put forward for consideration and to provide some guidance to Local Governments by the WSNF.

Proposal:

Item is up for discussion.

Financial Implications:

The financial implications could be enormous if the WSNF adopts to conduct a multiple stage RSA for all projects.

Risk Assessment:

Road Safety Audits (RSA) are a valuable tool that the WSFN has requested at various times when there is a risk to road users identified. Predominantly, intersections that have poor visibility or interaction with rail crossings and short stacking distances or has complaints and near miss reports. The RSA has been used to support the business case for a greater intervention than a simple upgrade.

Comment:

Most of the WSFN projects whilst over \$1M do not involve design works - they are simply upgrades and making safer an existing road asset, the Road Safety Audit is not triggered in this event.

RESOLUTION **TC2024/04-46**

That the Technical Committee consider that all projects shall be considered on a case-by-case basis and recommend that the Steering Committee request the Program Management Team to include a Road Safety Audit:

- In the Basis of Design for information and guidance
- In the Project Scope Identification document for assessment check

MOVED: Mark Burgess
SECONDED: Stuart Hobley
CARRIED: 5/0

Jacqui Early left the meeting room at 1:37 pm and returned at 2:10 pm.

9.0 WSFN MULTI CRITERIA ANALYSIS (MCA) REVIEW

Title	WSFN MCA Review
Date of Report	09 April 2024
Author	Mr Peter Hall – Program Manager
Attachments	Traffic Speed Deflectometer (TSD) Data Assessment document from Main Roads WA
Senior Officer	Mr John Nuttall – Program Director

Background:

The WSFN committees identified the need to undertake a review of the existing Multi Criteria Analysis (MCA) in line with the other reviews undertaken. The review was considered necessary because the existing MCA did not reflect the current practices and directions of the WSFN and Shires were requesting the WSFN to alter the order of funding in preference of some roads over others based on local pressures and costs.

It needs to be stated that the MCA review will not impact any of the current funded construction projects.

Consultation:

- Per Sauer the original developer of the MCA
- 40 Local Government authorities of the Wheatbelt Region
- Main Roads WA

Proposal:

The MCA will be put on the main screen in the office for view and discussion during the meeting. It is a large file and incomplete, so it is not possible for it to be shared at this time.

The MCA has moved forward in the review and some issues need to be discussed and resolved so that the review can be completed, and a short list is compiled.

- Assessment of the 4 condition criteria so that the outcome can be added to the table.
 - TSD – Deflection at D0 or wheel axle and deflection curvature
 - Rutting – wheel path rutting depths in mm.
 - Cracking – As a percentage of lane
 - Roughness – NAASRA counts.
 - Information gaps, zero or blank cells will have a direct impact on any calculations, discuss how to treat these cells.
- Traffic Counts – most shires complied and have supplied counts however some have not, discuss impacts and resolutions.
- Seal widths – WSFN was undertaking a ground truthing of the existing seal widths, this has stalled for safety reasons a way forward needs to be determined.
- Set a period to review MCA regularly.

Financial Implications:

Nil

Risk Assessment:

A strong MCA will stabilise the workflow and allow the WSFN to create a program out to year 10+, it will also boost confidence to the fund providers and strengthen future funding applications.

Comment:

Open discussion is encouraged.

RESOLUTION **TC2024/04-47**

The Technical Committee considered the following MCA issues and provided the attached recommendations to the Steering Committee:

1. Blank Cells due to no TSD data collected (start and end of roads):
These cells should be ignored as it is not possible to assess what is not available.
2. Missing Data (From a whole road or route)
Remove from the document and deal with these routes on a case-by-case basis.
3. Weightings
The changes adopted by the Steering Committee were discussed again and understood. These will be used to formulate the MCA.
4. Road Counts
Given not all shires had complied with the request to provide these, and the very difficult harvest year in some parts of the wheatbelt it was felt shires should be able to provide counts from the previous 2 years to be averaged with the current years count.

MOVED: Mark Burgess
SECONDED: Torre Evans
CARRIED: 5/0

10.0 GENERAL BUSINESS

- Narembreen – Black Cockatoo habitat hollow investigation
The Committee recommended that WSFN get in touch with MRWA to obtain some guidance when dealing with the habitat to obtain clearing permit.
- Line marking – MRWA was onboard with WSFN on this matter. There are still issues to be ironed out, but it is anticipated MRWA will send their contractors to the designated line marking destination within the Shire and MRWA will take care of payments to the contractors. MRWA will submit their invoices to the shires to claim their share of the costs around 6.7%. MRWA portion of around 93.3% will come from the program budget.
- With approval from the Steering Committee, construction and development works for the following shires to be brought forward:
- Construction
 - a) Victoria Plains
 - b) Quairading
 - c) Kondinin
 - d) Chittering

- Development
 - (a) Koorda
 - (b) Mount Marshall
 - (c) Mukinbudin
 - (d) Nungarin
 - (e) Yilgarn
 - (f) Beverley
 - (g) West Arthur
 - (h) Williams
 - (i) Trayning
 - (j) Kellerberrin

11.0 DATE OF NEXT MEETING – TO BE CONFIRMED

The Technical Committee agreed to conduct the next meeting at the end of June 2024 (Monday 24 June 2024), subject to approval by the Steering Committee meeting which is proposed on the same week (28 June 2024).

12.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 3:08pm.