

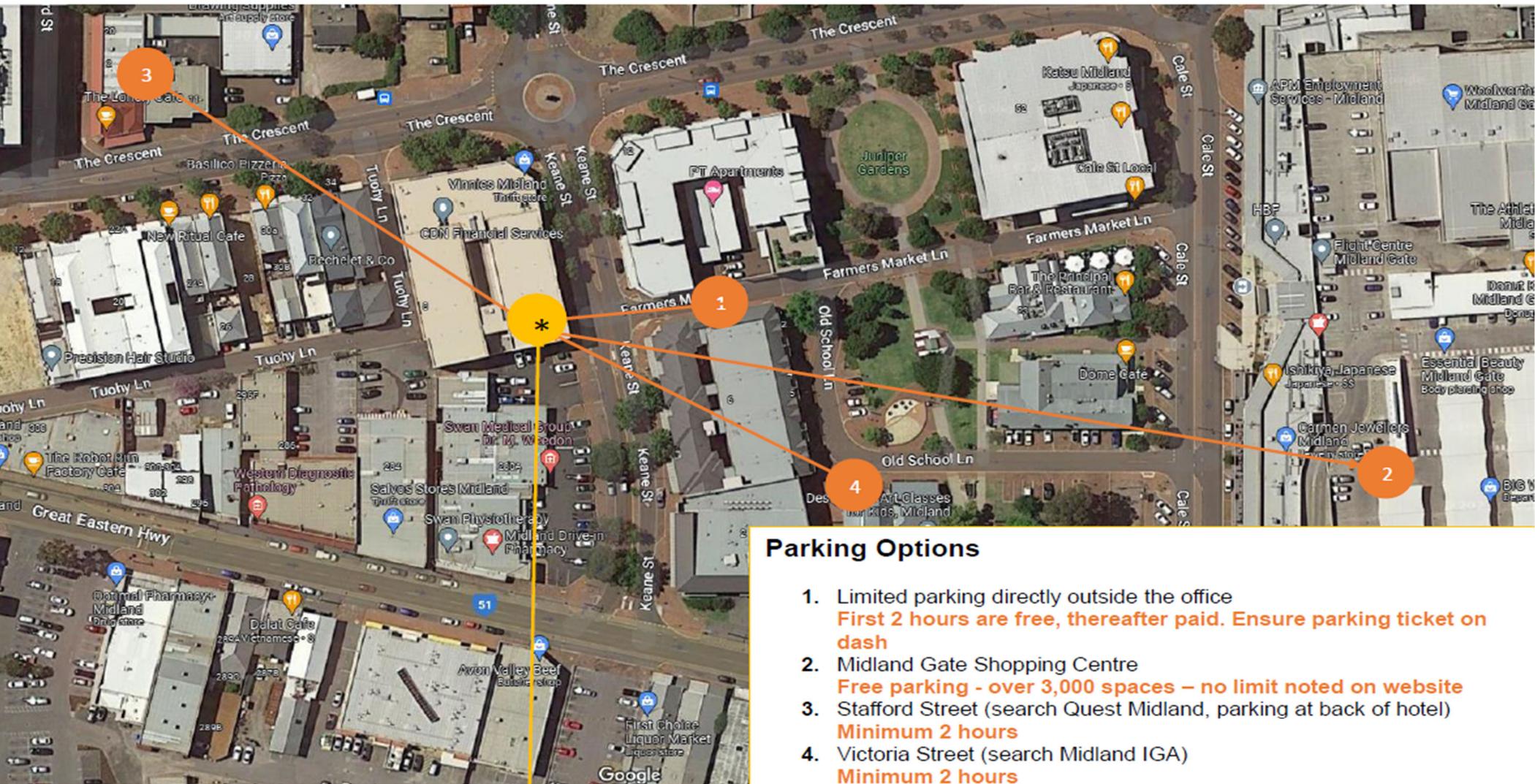


TECHNICAL COMMITTEE MEETING

MINUTES

24 June 2024 at 10:00 am

WSFN Office – 37/5 Keane Street MIDLAND 6056



We are here

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2. Midland Gate Shopping Centre
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4. Victoria Street (search Midland IGA)
Minimum 2 hours

**TECHNICAL COMMITTEE MEETING
MONDAY 24 JUNE 2024**

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1.0 OPENING – RECORD OF ATTENDANCE

Invited Attendees:

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

Delegate	SRRG	Proxy
Vacant	Avon	Charles Sullivan
Mike Hudson	Hotham Dale	Karl Mickle
Stuart Hobley	Kellerberrin	Raymond Griffiths
Judd Hobson	Lakes	Craig Elefsen
Marc Bennett	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 opened the meeting at 10:00 am, welcomed everyone and read the record of attendance including those members who are attending via TEAMS.

1.1 Present:

Mike Hudson	Charles Sullivan
Stuart Hobley	Karl Mickle
Judd Hobson	Craig Elefsen
Rod Munns	Allister Butcher
Mark Burgess	Ken Markham

Attendance via TEAMS:

Jacqui Early	Torre Evans
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1.2 Apologies

Vin Fordham Lamont	Glenn Brigg
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1.3 Observers / Visitors:

Nil.

Please Note:

Mr Paul Devcic (SRRG Avon) has withdrawn as Delegate to the WSFN Technical Committee. As such, Mr Charles Sullivan (Proxy) will have voting rights until the Wheatbelt North-Regional Road Group elects a delegate. Attached is a copy of the email received on 28 May 2024.

2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

Rod Munns:

Item 4.1 – Variations – Shire of Cuballing – Consultant that works for the Shire of Cuballing (Indirect Financial).

Item 5.3 – Route 4 – New Development – Shire of Nungarin – Assisted the Shire of Nungarin in completing the budget (Impartiality).

Item 6.1 – Route 6 – New Development – Shire of Kellerberrin – Consultant that works for the Shire of Kellerberrin (Financial and Impartiality).

Allister Butcher

Item 4.2 – Variations – Shire of Dumbleyung – Engaged by the Shire to prepare documents; no further contracts have been entered into at this point regarding the works (Financial).

Item 7.1 – Route 42 – New Development – Shire of Williams – Engaged by the Shire to prepare the documents, no further contracts have been entered into at this point regarding the works (Financial).

Item 8.1 – New Constructions – Route 8 – Shire of Victoria Plains – Engaged by the Shire to prepare documents; no further contracts have been entered into at this point regarding the works (Financial).

Item 8.2 – New Constructions – Route 12 – Shire of Chittering – Engaged by the Shire to prepare documents, no further contracts have been entered into at this point regarding the works (Financial).

Mark Burgess

Item 8.3 – New Constructions – Route 30 – Shire of Kondinin – Manager of Works for the Shire of Kondinin (Impartiality).

3.0 CONFIRMATION OF PREVIOUS MINUTES – 19 APRIL 2024

RESOLUTION TC2024 / 06-48

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

MOVED: Mike Hudson
SECONDED: Stuart Hobleby
CARRIED: 6/0

Rod Munns left the meeting room at 10:04 am and returned at 10:09 am.

4.0 VARIATIONS

Rod Munns submitted a Declaration of Interest for Item 4.1 – Variations – Shire of Cuballing – Consultant that works for the Shire of Cuballing (Indirect Financial).

4.1 Shire of Cuballing

Title	Shire of Cuballing - Variation
Date of Report	19 June 2024
Author	Mr Peter Halll – Program Manager
Attachments	<ul style="list-style-type: none">• Advice of Potential Variation – Shire of Cuballing• Cost Estimates• Letter to WSN – Advice of Variation• WSN 10 Year Program
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Cuballing commenced construction of their 2023 / 24 project on Cuballing East Road in October 2023. In November, the Shire identified some issues that were outside of the original scope and advised the WSN of potential variation.

The delay in signing the Project Proposal Report (PPR) meant that Cuballing had to cease work so that they were not financially committed beyond available resources. Cuballing went into a holding pattern and the decision was eventually taken to apply a sacrificial seal to the existing construction. The seal made it safe for motorists and meant that Cuballing no longer had to maintain it for safety.

All the Shires were requested by the WSN to review their budgets to ensure that any PPR impacts were accounted for.

Consultation:

Nil

Proposal:

The Shire of Cuballing is seeking a variation on their construction project Cuballing East Road at 0.1 to 2.42 slk and 10.48 to 12.8 slk for the items identified in November 2023, then the costs incurred due to the PPR not being signed and having to make the site safe.

The main points are:

- Variation items – estimated at **\$237,487** (calculations attached)
- Maintain section and sacrificial seal - **\$45,000**
- Forecast escalation - **\$43,994**
- Existing budget - **\$1,888,752**
- Existing Contingency - **\$188,875**

In addition, a variation for the reseal project on the Cuballing East Road at 2.42 to 7.13 slk

- Forecast escalation - **\$5,054**
- Existing budget - **\$230,181**
- Existing contingency - **\$23,018**

Financial Implications:

Two projects each with a variation, both on Cuballing East Road

- 0.1 to 2.42slk and 10.48 to 12.8slk with a total of **\$326,481**. This amount exceeds the existing contingency
- 2.42 to 7.13slk a total estimate of **\$5,054**

There are a number of options as follows:

1. Approve all and increase budget accordingly and contingency to match.
 - \$2,215,233 an increase of **\$326,481**
 - \$221,523 an increase of **\$32,648**
 - A budget impost of **\$359,129**
 - \$235,235 an increase of **\$5,054**
 - \$23,524 an increase of **\$505**
 - A budget impost of **\$5,559**
 - A total increase of **\$364,688**

2. Approve estimated and incurred costs and leave all escalation values to be absorbed by the existing contingency and leave the contingency value as the same.
 - \$2,171,239 an increase of **\$282,487**
 - Escalation value of **\$43,994** if fully used will leave the available contingency value of **\$144,881**
 - Escalation value of **\$5,054** if fully used will leave the available contingency value of **\$17,964**
 - A total increase of **\$282,487**

Risk Assessment:

The budget review was conducted very recently so it is anticipated that the remaining contingency will **not** be required beyond escalation.

Comment:

The Shire of Cuballing got caught mid construction with old seal removed.

RESOLUTION TC2024 / 06-49

*The Technical Committee has reviewed the variation applied for and recommends that the Steering Committee **approve** the increase for the construction 0.1 to 2.42 slk and 10.48 to 12.8 slk on the Cuballing East Road by **\$282,487** and the escalation applied for be absorbed if required by the existing contingency with the remaining contingency available for future use.*

MOVED: Torre Evans
SECONDED: Mike Hudson
CARRIED: 6/0

Allister Butcher submitted a Declaration of Interests for Item 4.2 – Variations – Shire of Dumbleyung – Engaged by the Shire to prepare documents; no further contracts have been entered into at this point regarding the works (Financial).

After addressing the members of the committee, Allister Butcher left the meeting room at 10:15am.

4.2 Shire of Dumbleyung

Title	Shire of Dumbleyung - Variation
Date of Report	19 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none"> • Email from the Shire of Dumbleyung • Project Estimate Summary • WSFN Project Cost Variation Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Dumbleyung was awarded two construction projects in the 2023 / 24 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 budget prior to recommencing works. During the review, the Shire of Dumbleyung identified a couple of problems. They are.

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

Consultation:

Nil

Proposal:

There is a 52% increase in cost from the original 2023 / 24 proposed project cost. This is due to some of the following factors:

1. Change in delivery methodology from the Shire / contractor construction methodology to a full contract construction methodology. The full contract construction methodology will be split in to three separate packages of works being cement stabilisation of existing road, base course works, and sealing / asphalt works. The three packages of works will be managed by the Shire (or their representative), rather than a large lump sum tender, to try and reduce costs as much as possible.
2. Due to limited (suitable) water availability in the Shire, additional water cartage resources (semi-trailer water tankers) and allowance for water royalties have been allocated to try and placate the limited water resources within the Shire. Additional time has also been allowed to cart water from greater distances. The Shire has recently commissioned a desalination plant in Dumbleyung and recently upgraded a catchment to a sealed catchment to try and alleviate the water availability issue, but this will still unlikely not be enough as these water resources are also used for other areas in the Shire such as reticulating POS, firefighting purposes, etc.
3. The addition of asphalt for the intersection of Petersen Road and Dumbleyung / Nyabing Road which was not originally allowed for but is required due to the 90° nature of the turn for RAV's at this intersection.

4. Due to the full contract nature of the works, contractors will be required to provide their own specific insurances for the works which would normally be provided by the Shire.

The reason for changing from the original Shire/contract joint construction delivery methodology to a full contract method for Dumbleyung / Nyabing Road is that, with the Shire is also delivering 4km of pavement reconstruction on Kulin / Dumbleyung Road which is a total of 13.61km of pavement reconstruction works for WSN. This would stretch the Shire so that other required road maintenance works would likely not be undertaken. It is proposed that the Shire still deliver the Kulin / Dumbleyung Road works in the original joint Shire/contract construction delivery methodology but use a full contract (Shire managed) construction methodology for Dumbleyung / Nyabing Road. The Shire is committed to deliver as much WSN works as possible in the shortest time frame allowable. The Shire is more than confident that they can deliver the total 13.61km (9.61km Dumbleyung / Nyabing Road and 4.00km Kulin / Dumbleyung Road) pavement reconstruction works in 2024 / 25 with the different construction delivery methodologies for both roads.

As the works for Dumbleyung / Nyabing Road has an increase of 52% from the original construction delivery methodology (joint Shire/contract), the Shire is more than willing to consider reducing the scope of works to meet the original approved WSN budget allocation of **\$2,897,141** (total project cost) rather than the variation request of **\$4,566,592** (with the full contract construction delivery methodology) which would bring the length of works on Dumbleyung / Nyabing Road back from 9.62km to 6.10km (approximately, TBC if required). This would mean that the Shire of Dumbleyung would still deliver approximately 10.1km of WSN pavement reconstruction and seal widening in a single fiscal year.

The Shire of Dumbleyung is of the view that while still delivering Kulin / Dumbleyung Road reconstruction works (SLK 8-12) with a Shire and contract joint construction delivery methodology, the WSN program is still upskilling the Shire staff to be able to deliver and manage large scale projects and be able to scale.

Financial Implications:

Dumbleyung is requesting an addition estimated value of **\$1,669,812** a 52% increase and bring the total project value to **\$4,566,953**.

A couple of options are open to the Steering Committee, they are.

- Fully approve the variation including the new delivery mode.
- Conditional approval to retain the existing budget but reduce the scope, using the new delivery mode
- Reject the variation and push the project back 12 months split into smaller sections over two years so that it will be a size the Shire can handle.

Risk Assessment:

The WSN is focused on upskilling local governments as identified by the Shire of Dumbleyung, a delivery mode change after approval but before commencement of works will set a bad precedent.

Full contract means the *lion's share* of the funds do not stay in the shire or Wheatbelt region.

The asphalt intersection is required, the alignment of the Dumbleyung / Nyabing Road has a 90-degree bend, Peterson Road is the continuing road, failing a very expensive realignment and intersection upgrade asphalt is the cheapest and best solution.

Comment:

A review of the WSFN assessment to include total work package for each shire prior to approval should be included so that the WSFN does not assist in creating this situation in the future.

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**

Allister Butcher returned to the meeting room at 10:32 am and was advised by the Chairperson of the outcome of the resolution.

4.3 Shire of Moora

Title	Shire of Moora - Variation
Date of Report	19 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Watheroo West Road Costing• WSNF Project Cost Variation Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Moora has a development project for the last section of Watheroo West Road 16.41 to 18.11 slk. This was to apply for a clearing permit which was thought to be unlikely. The Shire is in the last steps of the clearing permit, and it has been *conditionally approved* waiting on any community responses / comments.

In these last kilometres are large quantities and size of vegetation and the five large culverts that need to be replaced. The work is further complicated by deep fills in the area.

Consultation:

Department of Water and Environmental Regulation (DEWR)

Proposal:

The Shire of Moora is requesting funds to undertake extra development works prior to construction. The main deliverables are.

- Replace five culverts
- Clearing works

Financial Implications:

The variation is estimated to be **\$515,669**.

Risk Assessment:

The works are complex, time consuming and are best completed before any construction so that the construction costs are not impinged.

Comment:

This is the last section on the Watheroo West Road to be upgraded. It was held to the last to give the Shire of Moora time to get the clearing permit approved and this appears imminent. To get an idea of the work required, a video is available for viewing at the meeting.

RESOLUTION TC2024 / 06-51

*The Technical Committee recommends that the Steering Committee **approve** the variation requested by the Shire of Moora at a cost of **\$515,669**.*

MOVED: Mark Burgess
SECONDED: Torre Evans
CARRIED: 6/0

4.4 Shire of Mukinbudin

Title	Shire of Mukinbudin - Variation
Date of Report	19 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• WSN Project Cost Variation Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Mukinbudin has three development projects open, and the Nungarin North project has some issues that have been discovered during the development process.

The Works Manager left the Shire just after the development projects were approved and since then they have struggled to find a suitable replacement. A contractor is temporarily assisting, and the issues discovered are:

- An Aboriginal heritage site close to an intersection but within the existing road reserve.
- Culvert condition is worse than originally thought
- Clearing footprint was too big and permit delays happened, option to build 9 on 9 was approved
- Design footprint impacted a straining post on a boundary fence and some land has to be procured to resolve the overlap.

Consultation:

Department of Water and Environmental Regulation
Aboriginal Heritage Council
Department of Planning, Lands and Heritage (WA)

Proposal:

The Shire of Mukinbudin is requesting a variation to cover the anticipated final cost to complete the development of Nungarin North.

Financial Implications:

The requested variation is estimated at **\$48,966**.

Risk Assessment:

The Aboriginal heritage site could, depending on the outcome of advice, greatly impact this year's construction project. The additional **\$20,000** for this project will have no bearing on the outcome of the review but will allow the Shire of Mukinbudin to respond financially, if requested.

Comment:

The heritage site could force a realignment, full design etc depending on the outcome.

RESOLUTION TC2024 / 06-52

*The Technical Committee recommends that the Steering Committee **adopt** a wait and see approach requesting that all works be put on hold until the Aboriginal heritage issue resolution can be determined. A **limited approval** for the removal of culverts extension from scope and land acquisition could be actioned.*

MOVED: Charles Sullivan
SECONDED: Judd Hobson
CARRIED: 6/0

5.0 ROUTE 4 – NEW DEVELOPMENT

5.1 Shire of Koorda

Title	Route 4 – New Development – Shire of Koorda
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Form• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Koorda was approached to consider commencement of the development of Route 4 on the Cadoux / Koorda Road.

The Shire of Koorda has 21.7 km of Route 4, it is mostly flat and straight. There is one area of approximately 4kms that will require a clearing permit. The road has a narrow seal, but the pavement is wide enough not to have widening considerations.

Consultation:

Nil

Proposal:

The Shire of Koorda is proposing to develop the whole 21.7 kms due to the limited impact on clearing and the economies of scale benefits by getting all the survey and geotechnical testing be completed.

The main deliverables are.

- Clearing Permit – limited
- Survey
- Geo technical investigation
- Maintenance Zone clearing

Financial Implications:

The project is estimated at **\$128,000**.

Risk Assessment:

There have been no risks identified in the initial project development.

The Shire of Koorda has another development project approved for delivery and this is on the Koorda / Wyalkatchem Road.

Comment:

The Shire of Koorda is looking forward to commencing this development project and most of their works are delivered in house.

RESOLUTION **TC2024 / 06-53**

*The Technical Committee recommends the Steering Committee **approve** the development project for the Shire of Koorda on the Cadoux / Koorda Road at the 0 to 21.70 slk at a value of **\$128,000**.*

MOVED: **Mark Burgess**
SECONDED: **Stuart Hobley**
CARRIED: **6/0**

5.2 Shire of Mukinbudin

Title	Route 4 – New Development – Shire of Mukinbudin
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Form• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Mukinbudin was approached to consider commencement of development of Route 4 on the Koorda / Bullfinch Road.

Mukinbudin has 42.29km of Route 4, their section is in reasonable shape and ride. It has rail crossings and becomes the main street of Mukinbudin.

Consultation:

Nil

Proposal:

The Shire of Mukinbudin is proposing to develop 8.69 km and the main deliverables are.

- Clearing Permit
- Survey
- Geo technical
- Services location
- Heritage review
- Locate water and gravel sources

Financial Implications:

The project is estimated at **\$166,700**.

Risk Assessment:

The Shire of Mukinbudin has three development projects open since 2022 / 23 and will commence a construction project this financial year. Discussions indicate that the existing development will not be closed this year.

Comment:

Presently, the Shire of Mukinbudin has a lot on its plate, with about four years of forward construction and significant intersections with political, design and cost implications.

RESOLUTION TC2024 / 06-54

*The Technical Committee recommends the Steering Committee to **defer** any new development works for the Shire of Mukinbudin.*

MOVED: Judd Hobson
SECONDED: Mark Burgess
CARRIED: 6/0

Rod Munns submitted a Declaration of Interest for Item 5.3 – Route 4 – New Development – Shire of Nungarin – assisted the Shire of Nungarin in completing the budget (Impartiality).

As the Declaration is Impartiality, Rod did not have to leave the meeting room.

5.3 Shire of Nungarin

Title	Route 4 – New Development – Shire of Nungarin
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Form• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Nungarin was approached to consider commencement of development of Route 4 on the Koorda / Bullfinch Roads.

Nungarin has 9.9km of Route 4. It has a couple of Declared Rare Flora (DRF) areas, a couple of tight corners and some areas of rock. It may require a full design to allow the Shire of Nungarin to navigate the complications.

Consultation:

Nil

Proposal:

The Shire of Nungarin is proposing to develop the whole 9.9 km and the main deliverables are:

- Clearing Permit
- Survey
- Geotesting
- Sourcing gravel and water

The Shire will act to support consultant contractors as required.

Financial Implications:

The project is valued at **\$238,000**.

The Shire of Nungarin has identified a couple of risks that may trigger further design estimated at \$90,000 **not** included in this estimate.

Risk Assessment:

The Shire of Nungarin's current WSNF commitment is a construction project to be delivered in the 2024 / 25 financial year with a proposed second construction project in the 2025 / 26 financial year. The development is primarily delivered by consultant contractors with some minimal support from the Shire of Nungarin. The extra impost is expected to be light.

Comment:

The Shire of Nungarin has enthusiastically approached the WSNF funding works and is looking to maximise the unmeasurable associated with WSNF, shire upskilling and local fund retention in the region.

RESOLUTION **TC2024 / 06-55**

*That the Technical Committee recommends the Steering Committee **approve** the development project for the Shire of Nungarin on the Koorda / Bullfinch Road at the 0 to 9.9 slk at a value of **\$238,000**.*

MOVED: **Mark Burgess**
SECONDED: **Judd Hobson**
CARRIED: **6/0**

5.4 Shire of Yilgarn

Title	Route 4 – New Development – Shire of Yilgarn
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Form• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Yilgarn was approached to consider commencement of development of Route 4 on the Koorda / Bullfinch Road.

Yilgarn has 24.35 km of Route 4. Their section is reasonably flat and straight but does have obvious failures and stress. Yilgarn has widened and kept their maintenance zones clear of vegetation.

Consultation:

Nil

Proposal:

The Shire of Yilgarn is proposing to develop the whole 24.35 km with survey and geotesting and only upgrade the two culverts required in preparation for the construction. The main deliverables are.

- Geotesting and pavement design
- Survey
- Replace two culverts

Financial Implications:

The project is estimated at **\$161,500**.

Risk Assessment:

The Traffic Speed Deflection (TSD) data shows that the pavement has a lot of movement under load and geotesting is required.

Comment:

The section for the Shire of Yilgarn finishes at Bullfinch north of Southern Cross, the Southern Cross to Bullfinch is a state road.

RESOLUTION TC2024 / 06-56

*The Technical Committee recommends that the Steering Committee **approve** the development project for the Shire of Yilgarn on the Koorda / Bullfinch Road at a value of **\$161,500**.*

MOVED: Mark Burgess
SECONDED: Stuart Hobley
CARRIED: 6/0

6.0 ROUTE 6 – NEW DEVELOPMENT

Rod Munns submitted a Declaration of Interests for Item 6.1 – Route 6 – New Development – Shire of Kellerberrin – Consultant that works for the Shire of Kellerberrin (Financial and Impartiality).

Rod Munns left the meeting room at 11:09 am

6.1 Shire of Kellerberrin

Title	Route 6 – New Development – Shire of Kellerberrin
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Kellerberrin was approached to consider commencement of development of Route 6 on the Kellerberrin / Bencubbin Road.

Kellerberrin has ~28km of Route 6 plus a couple of short sections from the Great Eastern Highway around the CBH storage facility. The short sections around the facility are already in excess of 8m seal and 10m pavement but have some pavement issues and a couple of tight bends that have alignment problems.

Consultation:

Nil

Proposal:

The Shire of Kellerberrin is proposing to develop the whole 28 km, the main deliverables are.

- Clearing Permit
- Survey
- Geotechnical investigation
- Identify gravel source
- DB4D review
- Surface and culvert condition assessment

Financial Implications:

The project is estimated at **\$270,000**.

Risk Assessment:

The Shire of Kellerberrin has an indirect approach to the CBH storage facility that directly links to Route 6, the approach is complicated by a rail line. The other rail crossings are town streets and not suitable for heavy vehicles.

Comment:

Kellerberrin has a rail line that runs parallel and close to the Great Eastern Highway which impacts the flow of traffic.

Torre Evans left the TEAMS meeting at 11:15 am before the resolution was voted.

RESOLUTION **TC2024 / 06-57**

*That the Technical Committee recommends the Steering Committee **approve** the development project for the Shire of Kellerberrin at a value of **\$270,000** on the:*

- *Kellerberrin / Bencubbin Road* *0.0 to 27.38 slk*
- *Dowding Street* *0.0 to 2.88 slk*
- *Mather Road* *15.75 to 17.00 slk*

MOVED: **Judd Hobson**
SECONDED: **Charles Sullivan**
CARRIED: **4/1**

Torre Evans joined the TEAMS meeting at 11:17am after the resolution was voted.

Rod Munns returned to the meeting room at 11:18 am and was advised by the Chairperson on the outcome of the resolution.

6.2 Shire of Trayning

Title	Route 6 – New Development – Shire of Trayning
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification form• Project Cost sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Trayning was approached to consider commencement of the development of Route 6 on the Kellerberrin / Bencubbin Road.

Trayning has 31.32 km south and 20.29km North of Trayning giving a total of 50.6km of Route 6. The road is predominantly straight and flat with little to no strength issues, it is a little overgrown and the culverts need replacing.

Consultation:

Nil

Proposal:

The Shire of Trayning is proposing to develop 16.32km of the 31.32km slk on the Bencubbin / Kellerberrin Road. The main deliverables are.

- Survey
- Geotesting and pavement design
- Clearing of maintenance zone
- Purchase of culvert hardware eight culverts

Financial Implications:

The estimated value of this project is **\$314,936**.

Risk Assessment:

There are no identified Declared Rare Flora (DRF). The plan is to clear only in the maintenance zone and clearing permit is not required. The roads have small areas of concern in the Traffic Speed Deflection (TSD) data.

Comment:

The Shire of Trayning is keen to commence works and their plan is to deliver the project in house as much as possible.

RESOLUTION TC2024 / 06 58

*The Technical Committee recommends that the Steering Committee **approve** the development project for the Shire of Trayning on the Kellerberrin Bencubbin Road at a value of **\$314,936**.*

MOVED: Mark Burgess
SECONDED: Judd Hobson
CARRIED: 6/0

7.0 ROUTE 42 – NEW DEVELOPMENT

Allister Butcher submitted a Declaration of Interest for Item 4.2 – Variations – Shire of Dumbleyung – Engaged by the Shire to prepare documents; no further contracts have been entered into at this point regarding the works (Financial).

Allister Butcher left the meeting room at 11:20 am.

Karl Mickle left the meeting room at 11:24 am and returned at 11:31 am.

7.1 Shire of Williams

Title	Route 42 – New Development – Shire of Williams
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Form• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Williams was approached to consider commencement of development of Route 42 on the Williams / Darkan Road.

The Shire of Williams has 25.5 km of Route 42, and it has some big problems. Pavement structural issues are evident as well as deep fill areas and utility services. A Main Roads WA intersection is close to a bridge and a significant portion of the vegetation is dense and large. The available footprint that the shire has is very limited and a deeper design is probably required to ensure project success. The Shire of Williams may need to consider a 9 on 9 approach.

Consultation:

Nil

Proposal:

The Shire of Williams is planning to develop the whole 25.5 km. The main deliverables are.

- Verge maintenance clearing
- Utility services location
- Environmental assessment
- Survey and full design
- Gravel sourcing and testing
- Geotechnical testing and pavement design

Financial Implications:

The project estimated value is **\$294,500**.

Risk Assessment:

The 25.5 km could have problems with the clearing permit. It will depend heavily on the verge maintenance clearing being completed prior to application. There is a bridge 250m away from a Main Roads WA intersection with Pinjarra Williams Roads.

Comment:

Over the last 12 months, the Shire of Williams has highlighted a large increase in heavy vehicles usage on the Williams / Darkan Roads.

RESOLUTION TC2024 / 06-59

*The Technical Committee recommends that the Steering Committee **approve** the development project for the Shire of Williams on the Williams / Darkan Roads at 0 to 25.50 slk at a value of **\$294,500**.*

MOVED: Mark Burgess
SECONDED: Torre Evans
CARRIED: 6/0

Allister Butcher returned to the meeting room at 11:25 am and was advised by the Chairperson on the outcome of the resolution.

7.2 Shire of West Arthur

Title	Route 42 – New Development – Shire of West Arthur
Date of Report	17 June 2024
Author	Mr Peter Hall
Attachments	<ul style="list-style-type: none">• Project Scope Identification Form• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of West Arthur was approached to consider commencement of development of Route 42 on the Williams / Darkan Road.

West Arthur has 10km of Route 42 and they have recently undertaken a large clearing and widening program on this road. Williams / Darkan Road has a hilly and curvy geometry with some deep fills and large trees.

Consultation:

Nil

Proposal:

The Shire of West Arthur proposes to develop the whole 10 km and replace 14 (total of 25 culverts) over the first 5.4 kms in preparation for the construction. The main deliverables are.

- Survey
- Geotesting and Pavement design
- Replacement of 14 culverts

Financial Implications:

The project has an estimated value of **\$662,620**.

Risk Assessment:

It is a lot of culverts to be delivered if added to the construction project. It is best to get these out of the way first and add the remaining 11 to the construction project.

Comment:

The Shire of West Arthur has undertaken good preparation works in widening and they have kept clear the maintenance zone, therefore there are no clearing issues.

RESOLUTION TC2024 / 06-60

*The Technical Committee recommends that the Steering Committee **approve** the development project for Shire of West Arthur on the Williams / Darkan Road at a value of **\$190,000**.*

MOVED: Mike Hudson
SECONDED: Mark Burgess
CARRIED: 6/0

8.0 NEW CONSTRUCTIONS

Allister Butcher submitted a Declaration of Interest for Item 8.1 – New Constructions – Route 8 – Shire of Victoria Plains – Engaged by the Shire to prepare documents; no further contracts have been entered into at this point regarding the works (Financial).

Allister Butcher left the meeting room at 11:33 am before the discussion of Items 8.1 and 8.2.

8.1 Route 8 -Shire of Victoria Plains

Title	Route 8 – Construction – Shire of Victoria Plains
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification form• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Victoria Plains has completed the outstanding works and has requested to undertake the final project on the Mogumber / Yarawindah Road. The proposed project is the last section between Mogumber and the Great Northern Highway. The intersection of this road and the Great Northern has just been realigned by Main Roads WA.

The Shire of Victoria Plains successfully delivered the outstanding projects of 2021 / 22 and 2022 / 23 using an external contractor (Downer) which was project managed by Allister Butcher for the available budget. The completed project is of a high standard.

Consultation:

Nil

Proposal:

The Shire Victoria Plains is proposing to construct the section from 13.94 to 16.98 slk on the Mogumber / Yarawindah Roads.

The methodology proposed are:

- undertake shoulder widening where required to achieve a 10m formation.
- Cement stabilise existing seal and base course to a depth of 250mm with 2% GP cement.
- Import 150mm of gravel for a new base course.
- Seal with an emulsion prime and two coat S45R seal.

The Shire of Victoria Plains is planning to deliver using full contract following on from the success of delivering the outstanding projects.

Financial Implications:

The estimated value of this project is **\$1,300,750**. This equates to \$433,583 per km.

Risk Assessment:

The Shire of Victoria Plains has a limited crew with limited skills and unreliable equipment, they are rebuilding but at this stage this is the main option open to them.

Comment:

The Shire of Victoria Plains delivered three large outstanding projects in the last 12 months.

RESOLUTION **TC2024 / 06-61**

*The Technical Committee recommends that the Steering Committee **approve** project on Mogumber Yarawindah between slk 13.94 to 16.98 joining the new realigned intersection with Great Northern Highway at a value of **\$1,300,750**.*

MOVED: **Mark Burgess**
SECONDED: **Judd Hobson**
CARRIED: **6/0**

Allister Butcher submitted a Declaration of Interest for Item 8.2 – New Constructions – Route 12 – Shire of Chittering – engaged by the Shire to prepare documents, no further contracts have been entered into at this point regarding the works (Financial).

8.2 Route 12 - Shire of Chittering

Title	Route 12 – New Construction – Shire of Chittering
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none"> • Project Scope Identification Form • Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Chittering was approached to consider bringing forward construction for Route 21 on Mooliabeenee Road, reliant on the project being shovel ready.

Chittering has 6.64 km of Route 21. The new Main Roads WA Bindoon bypass is expected to cross Mooliabeenee Road, the exact position is not yet known, but a basic position is, and this project does not interfere. The Shire of Chittering recently upgraded the Mooliabeenee / Bindoon / Moora intersection under a different funding. There is currently a WSNF development project open on Mooliabeenee Road.

Consultation:

Nil

Proposal:

The Shire of Chittering is proposing to construct 2 km of Mooliabeenee Road, and the main deliverables are:

- Replace two culverts
- Improve drainage
- Verge clearing and mulching
- Import 100mm of gravel
- Cement stabilisation at 2% cement to 300mm
- Seal with Emulprime and double / double S45R

The Shire of Chittering is proposing to deliver the project under full contract.

Financial Implications:

The project is estimated at **\$1,119,339** (\$559,670 per km).

Risk Assessment:

Full contract delivery requires extra documentation. There is still an open WSNF development project for Mooliabeenee Road which is a potential overlap.

Main Roads WA has not yet been consulted on the bypass interchange and construction date is still unknown but hopefully, it would not clash with this project.

Comment:

The cost per km is high, potentially due to the delivery methodology. The Shire of Chittering indicated a lot of work ahead and chose this option as the most guaranteed for delivery. It is not yet known how far either side of the new bypass that Main Roads WA will develop on Mooliabeenee Road.

RESOLUTION **TC2024 / 06-62**

*The Technical Committee recommends that the Steering Committee **consider** project dynamics and interactions **before** funding this project, no technical issues have been identified.*

MOVED: **Stuart Hobley**
SECONDED: **Mike Hudson**
CARRIED: **6/0**

Allister Butcher returned to the meeting room at 12:00 noon and was advised by the Chairperson on the outcome of the resolutions for Items 8.1 and 8.2.

Mark Burgess submitted a Declaration of Interest for Item 8.3 – New Constructions – Route 30 – Shire of Kondinin – Mark is the Manager of Works for the Shire of Kondinin (Impartiality).

As the nature of declaration is Impartiality, there was no need for Mark to leave the meeting room.

8.3 Route 30 - Shire of Kondinin

Title	Route 30 – New Construction – Shire of Kondinin
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Form• Project Cost Sheet
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Kondinin was approached to consider bringing forward their construction project on Route 30 on the Hyden / Norseman Roads, reliant on the project being shovel ready.

The Shire has won some Federal funding to upgrade the next stage of this road and the project is about halfway completed. This would be added on to the construction program.

The Shire of Kondinin has completed a lot of extra research and community feedback. Their projects are shovel ready and the costings are accurate as they are currently delivering for this value. There is 15km remaining up to the Forrestania crossroads that is still gravel, east of the last 26km of Route 30 and does receive the traffic volumes.

Consultation:

The wider community of Kondinin, Emergency Services, and the mines.

Proposal:

The Shire of Kondinin is wanting to construct 7.5kms of the last 15kms up to the crossroads with Marvel Loch / Forrestania roads. The proposed methodologies are to replace all culverts, box out and widen pavement to 10m then overlay with 150mm base course, wet mix at 250mm compact shape and trim for ride, two coat seal 14 / 7.

Financial Implications:

The project estimate is valued at **\$2,740,000**.

Risk Assessment:

Gravel upgrade is the quickest way to improve the safety statistics for WSNF and the Wheatbelt region.

The Shire of Kondinin is fully shovel ready with all materials and resources prepared.

Comment:

WSNF needs to demonstrate that \$35M is what can be delivered for future funding, and this is the biggest and best available project to work towards that.

RESOLUTION TC2024 / 06-63

*The Technical Committee recommends that the Steering Committee **approve** construction project for the Shire of Kondinin on Hyden / Norseman Roads at a value of **\$2,740,000**.*

MOVED: Judd Hobson
SECONDED: Stuart Hobleby
CARRIED: 6/0

8.4 Route 17 - Shire of Narembeen

Title	Route 17 – New Construction – Shire of Narembeen
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification form
Senior Officer	Mr John Nuttall – Program Director

Background:

The Shire of Narembeen has been working on this project for a couple of years. There was a hold up with the clearing which has now been resolved. The project scope and budget were first approved by the Technical Committee and the Steering Committee for the 2022 / 23 financial year. A couple of critical management personnel left / retired from the Shire, and since then had troubles finding suitable replacements. The Shire of Narembeen has now resolved management issues and are looking very stable for the future. The Shire of Narembeen has not delivered any works since 2022 23.

Consultation:

Snowy Mountains Engineering Corp (SMEC)
Department of Water and Environmental Regulation (DWER – Federal and State)

Proposal:

The Shire of Narembeen is proposing to deliver the 19.5 to 23 slk section of Narembeen / Kondinin Road. The basic methodologies are:

- Reconstruct and overlay 200mm thick treatment to the section.
- Remove spoil from verges and reconstruct table drains.
- Replace existing culverts,
- Cement stabilise the existing pavement (1.7% cement at 200mm deep) and prepare subbase
- Import 150- 200mm thick basecourse pavement layer and wetmix with stabiliser and graders, compact and trim
- Apply 14mm Primerseal cutback bitumen seal.
- Install signage and guideposts.

Financial Implications:

The estimated value of the projects is **\$1,035,871**. This is the same value approved in 2022 / 23.

Risk Assessment:

The Shire of Narembeen has costed for the project to be delivered in-house with a hybrid arrangement as preferred by the WSFN. However, they have indicated that their existing workload might mean that they have to go to full contract.

Comment:

Whilst it looks as though the original quote must have been excessive for the Shire of Narembeen not to request an increase, there is a reduction from the original scope and a change in the methodology that has presented savings.

RESOLUTION **TC2024 / 06-64**

*The Technical Committee recommends the Steering Committee **approve** the construction project for the Shire of Narembeen on the Narembeen / Kondinin Roads at the 19.5 to 23 slk at a value of **\$1,035,871**.*

MOVED: **Charles Sullivan**
SECONDED: **Mark Burgess**
CARRIED: **6/0**

9.0 LINEMARKING

Title	Main Roads WA and WSNF Line Marking Program
Date of Report	17 June 2024
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Emails between Main Roads WA and WSNF• Works Program and Costings
Senior Officer	Mr John Nuttall – Program Director

Background:

The WSNF came to an agreement with Main Roads WA to line mark WSNF construction projects under various constraints and conditions. During the process of getting the historical line marking completed, WSNF quickly realised that there were complications and the less risky way to deliver was to engage Main Roads contractors through Main Roads. Line marking is a regulatory traffic control item hence Main Roads owns all regulatory items under Australian legislation.

Consultation:

Main Roads WA
WSNF Steering Committee
Zone 50

Proposal:

WSNF produced a spreadsheet of historical and future works to get them actioned by Main Roads prior to the original funds being exhausted, it was decided to split the Wheatbelt WSNF works into two areas with the Great Eastern Highway as the boundary. Main Roads has gone and requested an indicative price from its contractor to spot the road in preparation for line marking. This is required to be at a standard and is kept by Main Roads in the register.

Financial Implications:

An estimated project value of **\$234,762**, this is for spotting only, once spotted Main Roads WA can then give a very accurate estimate to deliver line marking.

Risk Assessment:

This needs to be completed as part of the existing funding and not borne by future funding which has not been secured as yet.

Comment:

This is the next step and is for the section North of Great Eastern Highway.

RESOLUTION TC2024 / 06-65

*The Technical Committee recommends that the Steering Committee **approve** the spotting project at an estimated value of **\$234,762** to be managed and delivered by Main Roads WA on behalf of the WSNF with the knowledge that the actual line marking will be extra costs later.*

MOVED: **Mark Burgess**
SECONDED: **Mike Hudson**
CARRIED: **6/0**

Judd Hobson left the meeting room at 12:23 pm and returned at 12:26pm.

10.0 FURTHER REVIEW OF THE WSFN MULTI CRITERIAN ANALYSIS (MCA)

Title	WSFN MCA – Further Review
Date of Report	30 May 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 very 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. A short list is compiled.

- Assessment of the four 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 WSNF to create a program out to year 10+, it will also boost confidence to the fund providers and strengthen future funding applications.

Comment:

At the Steering Committee meeting on 3 May 2024, the following was resolved:

RESOLUTION **SC2024 / 05-055**

*That the Steering Committee as recommended by the Technical Committee **accepts** the following MCA issues*

- 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. The Program Management Team to obtain additional road count data from all Shires for the last three (3) years.*

MOVED: Cr Eileen O'Connell
SECONDED: Cr Graham Broad
CARRIED: 5 / 0

Having had a chance to consider the resolutions, further discussion is sought.

Before the item was voted, the Committee agreed that:

- Traffic Count – the best traffic count data from the 42 shires will be used in the MCA.
- Road Safety Audit (RSA) will be included in the MCA on "as needed" basis, the Shire will foot 50% of the cost

RESOLUTION **TC2024 / 06-66**

That the Multi Criteria Analysis (MCA) document and criteria be further discussed.

MOVED: Judd Hobson
SECONDED: Mark Burgess
CARRIED: 6/0

11.0 GENERAL BUSINESS

Nil.

12.0 DATE OF NEXT MEETING – TO BE CONFIRMED

It was suggested that the next:

- Technical Committee meeting will be on Friday 9 August 2024 at 10:00 am
- Steering Committee meeting will be on Friday 23 August 2024 at 10:00 am

Both schedules will be subject to the approval of the Steering Committee.

13.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 12:46pm.