



TECHNICAL COMMITTEE MEETING

(VIA TEAMS)

MINUTES

18 JULY 2025 at 10:00 am

WSFN Office – 37/5 Keane Street MIDLAND 6056



We are here

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TECHNICAL COMMITTEE MEETING

(VIA TEAMS)

FRIDAY 18 JULY 2025

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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

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

The Chairperson of the Technical Committee opened the TEAMS meeting at 10:05 am, read the attendance and apologies.

1.1 Present:

Mike Hudson	Mark Burgess	Allister Butcher
Ken Markham	Rod Munns	Vin Fordham Lamont
Karl Mickle	Jacqui Early	

1.2 Apologies

Stephen Casey	Judd Hobson	Torre Evans	Glen Brigg
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1.3 Observers / Visitors / Presenters

Nil.

2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

Name	Item No / Description	Nature of Interest	Extent of Interest
Allister Butcher	4.2 – Shire of Dumbleyung – Construction 4.3 – Shire of Nungarin – Construction 4.4 Reseals – Shires of Dumbleyung / Nungarin / Wongan Ballidu	Financial	Contractor for the Shires of Dumbleyung / Nungarin

3.0 CONFIRMATION OF PREVIOUS MINUTES – 02 MAY 2025

RESOLUTION TC2025 / 07-111

That the Minutes of the Technical Committee meeting held on 02 May 2025 be confirmed as a true and accurate record of the meeting.

MOVED: Vin Fordham Lamont
SECONDED: Mark Burgess
CARRIED: 5/0

4.0 CONSTRUCTION PROJECTS

4.1 SHIRE OF DALWALLINU - CONSTRUCTION

Title	Shire of Dalwallinu – Construction - Carot Well Road
Date of Report	7 July 2025
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document (PSID)• Construction Estimate Summary• Method Statement• Project Planner• Cartage Calculation• WSN Traffic Reports• Intersection overhead picture
Senior Officer	Mr John Nuttall – Program Director

Background

The Shire of Dalwallinu has a small section of Carot Well Road at 3.01 km. This is the last section of the route from Midlands Road through to Great Northern Highway. The Shire of Dalwallinu is programmed to complete the Miling North Road section in the 2025 / 2026 financial year. The Shire of Moora is completing the last section on Carot Well Road in the 2025 / 2026 financial year.

Consultation:

Shire of Moora
WSFN Program Management Team

Proposal:

The TSD data for this section shows the largest deflection is -472 no section is red.

The Shire of Dalwallinu proposes to replace a culvert at Slk 1.6, undertake minimal clearing, widen the pavement to ten metres, import 150mm base course, wet mix 200mm - compact, trim and shape, then apply a prime and two coat seal 14/10 SR45R.

The Shire is requesting to asphalt the intersection of Miling North and Carot Well Roads. In support of asphalt, Dalwallinu is providing the following information.

- Traffic Counts – Carot Well Average 61 VPD, 17% heavies mostly Class 11
- Traffic Counts – Miling North Average 109 VPD, 83% heavies, full spread concentrated on class 11.
- The current intersection is not preapproved but has existing seal damage which would be worst except the traffic short cuts the corner.

Financial Implications:

The Shire of Dalwallinu is requesting **\$1,003,309** to complete the 3.01 km on Carot Well Road.

Risk Assessment:

The price is contingent on the works being completed in conjunction with the works on Miling North Road. The sections join each other and non-funding at this point would mean extra costs for mobilisation etc would need to be added.

Comment:

The Shire of Dalwallinu has consistently delivered quality projects, and it will be great to close a full section of a route.

RESOLUTION **TC2025 / 07-112**

The Technical Committee recommends that the Steering Committee **approves** the funding for the Shire of Dalwallinu on the Carot Well Road at Slk 0 to Slk 3.01 at a value of **\$1,003,309** in the 2025 / 2026 financial year.

MOVED:	Allister Butcher
SECONDED:	Vin Fordham Lamont
CARRIED:	5/0

Before the three (3) subsequent items were discussed, Allister Butcher was moved to the TEAMS Meeting Room 1

Also, three (3) Declarations of Interests – Financial were submitted by Allister Butcher, as he is currently engaged by the Shire of Dumbleyung and Shire of Nungarin to provide them with technical advice and project management services.

4.2 SHIRE OF DUMBLEYUNG - CONSTRUCTION

Title	Shire of Dumbleyung - Construction – Dumbleyung / Nyabing Road
Date of Report	7 July 2025
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none"> • Project Scope Identification Document (PSID) • Construction Estimate Summary • Method Statement • Project Planner • Cartage Calculation
Senior Officer	Mr John Nuttall – Program Director

Background

The Shire of Dumbleyung is progressing with works on the Dumbleyung-Nyabing Road and the first project has been delivered. The Nyabing Road has some difficulties in pavement strength and the gravels are poorly graded. Water supply is an issue for Dumbleyung, and they have to truck it in from either dams or standpipes within the Shire. There are sub soil water problems that is affecting the pavement on Bahr Road opposite a dam which appears to be leaking.

Consultation:

Rural Infrastructure Services

Proposal:

The TSD data on this section has some very high counts and large sections of red, the highest being -981. The data assessment identifies the main failure occurs in the base course with only small sections of weakness in the subbase layer.

It is proposed that the Shire of Dumbleyung perform the following:

- Undertake shoulder widening where required to achieve a minimum 10m formation.
- Install underground ‘aggie’ drainage on each side of the road in the drains to direct water away from pavement for Bahr Road SLK 0.22-0.39.
- Cement stabilises existing seal and base course to a depth of 250mm with 2% GP cement. Stabilising is only required for SLK 0.00 to 0.94 on Bahr Road and SLK 0.00 to 1.92 and SLK 3.01 to 3.60 on Dumbleyung-Nyabing Road as these sections have not been cemented stabilised within the last ten years.
- Import 150mm of gravel for a new base course and cement stabilise with 1% by mass GP cement the base course for the entire length to a depth of 170mm.

- Seal with an emulsion prime and two coat S45R seal.

Financial Implications:

The Shire of Dumbleyung is requesting **\$1,898,777** for the 4.54kms project.

Risk Assessment:

The Shire of Dumbleyung currently has four (4) projects open – two Development and two Construction projects.

Water supply will be from standpipes and the Water Corporation capacity to supply will be tested. The pavement opposite the dam on Bahr Road is not holding and requires regular maintenance intervention.

Comment:

The Shire Dumbleyung has come a long way and delivers most of the works in house.

RESOLUTION **TC2025 / 07-113**

The Technical Committee recommends that the Steering Committee **approves** the Shire of Dumbleyung's project on the Dumbleyung-Nyabing Road at Slk 0 to Slk 3.6 **plus** Bahr Road at Slk 0 to Slk 0.94 with a total length 4.54 km at a value of **\$1,898,777** for the financial year 2025 /2026 subject to completion and acquittal of the two (2) outstanding construction projects.

MOVED: Vin Fordham Lamont
SECONDED: Mike Hudson
CARRIED: 5/0

4.3 SHIRE OF NUNGARIN - CONSTRUCTION

Title	Shire of Nungarin – Construction - Nungarin North Road
Date of Report	7 July 2025
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification Document (PSID)• Construction Estimate Summary• Method Statement• Project Planner• Cartage Calculation
Senior Officer	Mr John Nuttall – Program Director

Background

This is the second project that the Shire of Nungarin will deliver. Nungarin has looked at the WSFN projects with enthusiasm and has wholeheartedly committed to maximising benefits from any funds received. Nungarin had some big learnings from the first project and have taken the lessons into this project.

Consultation:

Rural Infrastructure Services
Stabiltech

Proposal:

The TSD data shows patches of red but nowhere near as complex as the first year's project. The highest deflection is -1155 in the subgrade stabilisation area. The primary failure layers are Base and Subbase with a couple of patches of subgrade in target area.

Reconstruct pavement to a 10m wide pavement width and 8m seal width, Type 6 Standard Road to achieve:

- Six culverts systems will be removed, replaced, and extended past the edge of formation at SLK 11.93, 13.35, 14.17, 14.74, 15.67. Retain culvert system at SLK 12.84. Rock protection at all culverts.
- Subgrade stabilization to occur between SLK 12.4 to 13.05 (650m long 11m wide). Lime stabilized at 2% at 200mm deep.
- Gravel imported will be 80mm compacted depth to ensure adequate pavement strength.
- Base course will then be stabilised with GP cement at 1% at 300mm deep.
- A primer seal of 95/5 C170 and 10mm aggregate

Financial Implications:

The Shire of Nungarin is requesting **\$1,688,471** for 4.4km.

Risk Assessment:

The Shire of Nungarin has two projects open one development and one construction. This project has medium risk in that there is some subgrade stabilisation involved. Outside of that the project is straight forward.

Comment:

The WSFN Steering Committee supported Nungarin with the first project and the investment has paid off. The Shire of Nungarin has grown exponentially.

RESOLUTION **TC2025 / 07-114**

The Technical Committee recommends that the Steering Committee **approves** the Shire of Nungarin's funding application for **\$1,688,471** on the Nungarin North Road at SLk 11.6 to SLk 16 in the 2025 / 2026 financial year, subject to the completion and acquittal of the outstanding construction project.

MOVED: Mike Hudson
SECONDED: Mark Burgess
CARRIED: 5/0

Rod Munns joined the TEAMS meeting at 10:21 am and was acknowledged by the Chairperson.

4.4 RESEALS – SHIRES OF DUMBLEYUNG / NUNGARIN / WONGAN BALLIDU

Title	Reseals – Shires of Dumbleyung / Nungarin / Wongan Ballidu
Date of Report	7 July 2025
Author	Mr Peter Hall – Program Manager
Attachments	<ul style="list-style-type: none">• Project Scope Identification (PSID)• Construction Estimate Summary
Senior Officer	Mr John Nuttall – Program Director

Background

The WSNF tries to be flexible in its approach to delivery especially with seals, each practitioner has their favourite, 'never fails me,' seal type and application. WSNF supports both a single visit double/double and two visit single/single - both systems work and have good success stories as well as failures.

Sealing is more an art than a science when it is being applied, there are rules, but things must be adjusted to suit the local daily conditions and only experience can assist here.

The WSNF encourages the use of a rubber modified binder on at least the last coat to bring extra benefits and life to all stakeholders.

Interestingly, Allister Butcher has had a recent experience applying an S5r in winter at Wyalkatchem with promising results as an alternative to emulsion.

Consultation:

WSNF Technical Committee

Proposal:

There are three (3) Shires that have opted to apply a reseal 12 months after the initial seal, they are:

1. Shire of Dumbleyung – Dumbleyung got caught on the Dumbleyung / Nyabing project, the variation was approved late, and this impacted the ability to apply their preferred seal. The Shire sought advice from industry experts and decided on an emulsion seal to protect the pavement over winter. Dumbleyung is requesting to apply a final seal of 14mm S45r.
2. Shire of Nungarin – Nungarin has delivered their first contract; they also had temperature problems. Nungarin is a small Shire and to keep a positive cashflow, WSNF gave them the option to close the existing contract return the unspent funds and reseal with a new project. This action also benefits WSNF. The Shire of Nungarin's preferred option is to separate the seals and is proposing to apply a final seal of 14mm S45r.
3. Shire of Wongan-Ballidu – Wongan-Ballidu had some delays waiting for some testing results that had a bearing on this contract, it impacted and delayed the start of the project. They were hit with cold weather notwithstanding it is Wongan-Ballidu's preference to separate the seals. Wongan is proposing to apply a 10mm S45r final seal.

Financial Implications:

The Shires have requested the following funds:

- Dumbleyung is requesting **\$281,885** to apply final seal on 5.11 km.
- Nungarin is requesting **\$242,140** to apply a final seal to 4.06 km.
- Wongan is requesting **\$282,900** to apply a final seal to 5 km.

Risk Assessment:

The final seal is integral to the longevity of the pavement.

Comment:

There is nothing of a technical nature for the Technical Committee to decide.

RESOLUTION **TC2025 / 07-115**

The Technical Committee recommends that the Steering Committee **approves** the funding to apply the final seals for the financial year 2025 / 2026 as per the listed items:

1. Dumbleyung is requesting **\$281,885** to apply final seal to 5.11 km on the Dumbleyung Nyabing Road at Slk 3.6 to Slk 8.71.
2. Nungarin is requesting **\$242,140** to apply a final seal to 4.06 km on the Nungarin North Road at Slk 16 to Slk 20.06.
3. Wongan-Ballidu is requesting **\$282,900** to apply a final seal to 5 km on the Dalwallinu Kalannie Road at Slk 14 to Slk 19.

MOVED: Mike Hudson
SECONDED: Vin Fordham Lamont
CARRIED: 5/0

Allister Butcher re-joined the TEAMS meeting at 10:23 am and was informed by the Chairperson of the outcome of discussions of the above three (3) items.

5.0 ROUTE REVIEW – ROUTE 21 – DANGIN MEARES TO KWEDA

Title	Route Review – Dangin Meares to Kweda (Route 21)
Date of Report	7 July 2025
Author	John Nuttall
Attachments	<ul style="list-style-type: none"> • Email from the Shire of Quairading • Photographs (4) – <ul style="list-style-type: none"> (a) Brookton Highway/Dangin Meares Intersection (b) Dangin Meares/York/Merredin Intersection (1) (c) Dangin Meares/York/Merredin Intersection (2) (d) DRF Dangin includes Austin and Greig Intersection
Senior Officer	Mr John Nuttall – Program Director

Background:

Route 21 (Dangin Meares to Kweda) has been the subject of development and construction funding to both the Shires of Brookton and Quairading.

At the last Steering Committee meeting held 16 May 2025, the Shire of Brookton were requesting funding for additional development works on the section SLK 0 to 3.15. Brookton already have development funding to deal with a DRF issue (SLK 7.15 to 8) and have undertaken construction works (SLK 8 to 12.93 and 3.15 to 7.15). Those works were completed except for the intersection (SLK 12.95) with Brookton Highway (State Road) which stalled due to complications.

When the request for development funding was presented to the Steering Committee in May 2025, they decided to defer a decision in order to receive an overview of the route and any issues in order that they could have an understanding of the whole route rather than making decisions in isolation.

The PMT decided that as the review had been requested, it was prudent to present it to the Technical Committee for comment prior to it being presented to the Steering Committee.

Consultation:

There have been meetings and correspondence with the Shires of Brookton and Quairading. Both Shires were given the opportunity to provide written submissions. An email from the Shire of Quairading is attached.

Proposal:

For comment and direction by the Technical Committee prior to presentation to the Steering Committee.

Financial Implications:

It is not possible to say until this review is completed.

Risk Assessment:

The Steering Committee wished to make a decision when they had all the route information before them, which is a prudent decision.

Comment:

Matters to consider:

1. Quairading Section

Intersection of Dangin Mears & York Merredin – Rail Crossing SLK 0.04 - Zone 50) have been asked to prepare a concept for raising the road level – i.e. burying the tracks – that can be used to approach ARC. This will be a lengthy process and is by no means guaranteed to be successful. Additionally, the intersection is in the middle of a left curve super elevation and so will need substantial redesign works in order to allow any RAV vehicles safe passage.

Quairading do not prioritise this route currently and feel their shire would be better served by focussing on expending monies on the Quairading-Cunderdin and Quairading-Corrigin Roads.

2. Brookton Section

DRF Issues (SLK 7.15 to 8) – no clear knowledge of how long this application will take, and indeed if it will even be successful. Brookton are currently determining what options are available should the DRF clearing not be granted.

Intersection with Highway (still to be determined the nature and scope of these works)
Intersections at Greig Road and Austin Road (within the DRF section).

Outstanding development item from last Steering Committee meeting (deferred to tie-in to this item).

Generally, the question around what RAV rating the route will be able to achieve (and requires) needs to be considered!

It is clear that there are difficulties across this route for both Shires to have to try to deal with. However, the route was 'confirmed' in the route review item that was presented to both Technical and Steering Committees earlier this year. Additionally, funds have already been spent on both ends of the route, and there is ongoing funding already in place. It would also respectfully be suggested that funding for a preliminary intersection design be awarded in order that Heavy Vehicle Services (HVS) can be engaged to determine their views on the intersection design.

This item seeks input, comment, and direction from the Technical Committee before the item is presented for deliberation at the next Steering Committee meeting.

RESOLUTION **TC2025 / 07-116**

That the item be received.

After discussions, the Technical Committee agreed to the following:

1. Defer any constructions on this route
2. Continue necessary development works
3. Spend money on other priority routes (Quairading / Corrigin Roads)
4. Revisit this matter once the rail crossing issue has been resolved
5. Traffic counts are very low to progress this project

6. Cost / Benefit ratio is better for Quairading / Corrigin Road as a parallel route

MOVED: Mike Hudson
SECONDED: Mark Burgess
CARRIED: 5/0

6.0 GENERAL BUSINESS / DISCUSSIONS

- Discussions on Edge Widening – please refer to the link - <https://saferoadswa.com.au/> which will provide background information.

****Please note that this matter will be raised as an item to be presented to the Technical Committee on 28 November 2025.*

- Develop / assess pavements for strength; TSD data plus visual assessment must be done.
- When calculating Unit Rates on projects to be submitted to WSNF for funding requests, consider a baseline percentage (%) including inflation rates to avoid miscalculations and request for variation.
- All line marking and spotting works conducted by all the Shires **must** be delivered through Main Roads WA – please contact Mark Hall on mark.hall@mainroads.wa.gov.au for further information.
- A new Claims form is currently being tested and will be published on the WSNF website once completed.
- Main Roads WA is currently finalising the submission of WSNF future funding to the federal government.

7.0 DATE OF NEXT MEETING

The Steering Committee discussed the meeting dates for both the Technical and Steering Committees for the rest of the year 2025 as follows:

18 July	Technical Committee meeting to be conducted via TEAMS
01 August	Steering Committee meeting to be conducted via TEAMS
19 September	Technical Committee meeting CANCELLED (moved to 28 November)
03 October	Steering Committee meeting (in person at WSNF Office)
28 November	Technical Committee meeting (in person at WSNF Office)

8.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 12:02 pm.