



# **TECHNICAL COMMITTEE MEETING**

## **(VIA TEAMS)**

# **MINUTES**

**10 JULY 2026 at 10:00 am**

## WSFN Office – 37/5 Keane Street MIDLAND 6056



# **TECHNICAL COMMITTEE MEETING**

**FRIDAY 10 JULY 2026**

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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                                     |
|--------------------------------------------------|--------------|-------------------------------------------|
| <b>VACANT</b>                                    | Avon         | Nicholas King (Shire of Northam)          |
| 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)       |
| Allister Butcher (Rural Infrastructure Services) | Moora        | Stephen Casey (Shire of Wongan-Ballidu)   |
| Gary Rasmussen (Shire of West Arthur)            | Narrogin     | Cassandra Squires (Shire of West Arthur)  |
| Glen Brigg (Shire of Yilgarn)                    | North-East   | Rod Munns (R Munns Engineering Services)  |
| Ken Markham (Shire of Narembeen)                 | Roe          | Sarah Caporn (Shire of Quairading)        |
| Jacqui Early                                     | MRWA         |                                           |

The Chairperson opened the meeting at 10:03 am, welcomed the attendees, read the apologies and announced that Tim Fowler from Zone 50 will be joining the meeting.

The Chair thanked the members for attending the TEAMS meeting and said that the feedback from the members is that many are glad for this mode of meeting as it was a much better use of their time rather than having to travel. The Chair also said that though the meeting is via Teams, he wants everyone to be mindful and treat the meeting as if it is an “in-person” meeting and not doing other things. The Technical Committee meets four times a year and it is essential that all members take part and participate in the discussions.

The Chair also reiterated that though it is a bit challenging that the meeting is online, if we can please talk one at a time so as to give each other an opportunity to finish the conversation.

### 1.1 Present:

|             |               |               |                   |
|-------------|---------------|---------------|-------------------|
| Mike Hudson | Stuart Hobley | Judd Hobson   | Allister Butcher  |
| Ken Markham | Karl Mickle   | Craig Elefsen | Cassandra Squires |
| Rod Munns   | Sarah Caporn  |               |                   |

### 1.2 Apologies

Glenn Brigg                      Jacqui Early - MRWA

### 1.3 Observers / Visitors / Presenters

Mr Tim Fowler from Zone 50 - attending via TEAMS from 10am for Item 4.0 – Intersections – Design and Construction

## 2.0 DECLARATIONS OF INTERESTS (FINANCIAL / IMPARTIALITY / PROXIMITY)

The following Declarations of Interests were submitted and tabled at the meeting:

| Name             | Item No.                      | Type of Interest | Nature of Interest                                                    |
|------------------|-------------------------------|------------------|-----------------------------------------------------------------------|
| Allister Butcher | 4.0 – Intersections           | Impartiality     | Assisted with the design of Dangin Mears Road Intersection            |
| Mike Hudson      | 4.0 – Intersections           | Impartiality     | Executive Manager – Shire of Pingelly – direct control of the project |
| Sarah Caporn     | 4.0 – Intersections           | Impartiality     | Employee of Shire of Quairading                                       |
| Sarah Caporn     | 5.0 – Final Seal – Quairading | Impartiality     | Employee of Shire of Quairading                                       |
| Karl Mickle      | 5.0 – Final Seal – Wandering  | Impartiality     | Did all the costings for the project                                  |

*Judd Hobson joined the meeting at 10:12 am.*

## 3.0 CONFIRMATION OF PREVIOUS MINUTES – 24 APRIL 2026

### **RESOLUTION**      **TC2026 / 07-127**

That the Minutes of the Technical Committee meeting held on 24 April 2026 be confirmed as a true and accurate record of the meeting.

**MOVED:**                      **Stuart Hobley**  
**SECONDED:**            **Allister Butcher**  
**CARRIED:**                **7/0**



## 4.0 INTERSECTIONS – DESIGN AND CONSTRUCTION

|                       |                                                                                                            |
|-----------------------|------------------------------------------------------------------------------------------------------------|
| <b>Title</b>          | Intersection design and construction                                                                       |
| <b>Date of Report</b> | 03 July 2026                                                                                               |
| <b>Author</b>         | Mr. Peter Hall – Program Manager                                                                           |
| <b>Attachments</b>    | Concept design including swept paths, Main Roads WA Heavy Vehicle Services (HVS) restriction notification. |
| <b>Senior Officer</b> | Mr John Nuttall – Program Director                                                                         |

### Background:

The WSNF has intersections that are beyond the normal upgrade scope, in line with previous direction and following on from the presentation by Zone 50.

### Consultation:

- Mr Tim Fowler from Zone 50 will be available to answer any questions when this item is presented.
- Arc Infrastructure
- Shires of Pingelly, Quairading, and Wongan-Ballidu

### Proposal:

The PMT is looking to formulate and finalise the significant intersection process. A starting point is from 07 February 2025 Technical Committee meeting:

The WSNF proposes to apply a risk-based approach to intersection upgrades no matter whom the other asset owner is. This will mean that assessment is on a case-by-case basis with the minimum basic information being:

- Gather relevant Information.
  - current traffic counts and make up on all legs,
  - anticipate traffic counts once road and intersection are upgraded,
  - available land footprint,
  - existing sight distances,
  - concept design inclusive of 27.5m and 36m turning movements,
  - is the road / route truly a regional distributor?
  - Other intersections especially terminating constraint implications.
  - Crash statistics
  - stakeholders and their assets
  - Existing identified issues
- Concept design – swept paths, stakeholder asset interactions, and stakeholder feedback.
- Safety Audit – Should these be conducted in line with Federal, State, and IPWEA recommendations.
  - If Yes, at what stages?
  - If No, what would trigger an assessment?
- Single design option - no TC - go to full design?
- Multiple design options - TC to determine prior to full design.
- Full design
- Cost estimate submitted to the TC for evaluation in line with the delivery plan.

Using the finalised process, can the Technical Committee provide some direction so that the Shires can complete the development projects?

There are four (4) intersections for review as follows:

#### **Shire of Pingelly – North Bannister / Pingelly Road with North Wandering Road**

##### **Existing situation**

- One Stakeholder – Landowner/s at the intersection
- Intersection is a “Y” and non-compliant to the Australian Standards
- Sight distances are non-compliant.
- Traffic turning left from North Bannister into North Wandering have to turn back on themselves at approx. 45 degrees, rear end crashes are high risk, traffic counts only saving grace.
- Residential access to North Wandering is very close, secondary access to North Bannister has poor sight distance to the East.
- Paddock Access off North Wandering is in close proximity.
- Crash Statistics show no recorded incidents.
- Roads 2040 North Bannister Pingelly is classed as Regional Distributor
- Roads 2040 North Wandering is classed as Local Distributor.

##### **Proposal**

- Two concept designs both for 36.5 m (*correction – rather than 36m*)
  - a. Keeps the freight route as the primary road but it has some big problems as highlighted by Tim Fowler from Zone 50 in his email dated 17 June 2026.
    - i. Land Acquisition
    - ii. Clearing permits
    - iii. Deep cut and fill
    - iv. Sight distances will be a problem.
  - b. Terminates the freight route, this is the only potential problem.
- Both designs require cut and fill to reach a gradient that is suitable for RAV's, no other option is available.
- No work can be done until more funding is granted.

#### **Shire of Quairading – York / Williams with Dangin Mears**

##### **Existing Situation**

- There are two stakeholders involved:
  - Arc Infrastructure
  - Main Roads WA
- An in-principle agreement with Arc Infrastructure has been granted that will require final approval once full design has been completed.
- Main Roads WA has not been approached for comment.
- Intersection drops down into Tier 3 rail crossing and then climbs up the top side of a curve superelevation, RAV vehicles then must contend with a curve superelevation whilst turning.

- Sight distance East is poor.
- Roads 2040 Dangin Mears is classed as Regional Local distributor.
- From 2021 to 2025, there is no crash data available for this intersection.
- Traffic Count data for York Merredin **2020 21** shows ~22% heavies
- Traffic Count data for Dangin shows 93% heavies Class 12 has most, with Class 3 being overrepresented.

#### Proposal

- Zone 50 has completed a concept design to try and gain some visualisation of the shape and footprint.
- No work can be done until more funding is granted.

**Shire of Wongan-Ballidu** - has two (2) Intersections on the Dowerin / Kalannie Road and Hospital Road at 34.53 SLK

#### Existing Situation

- One stakeholder – Arc Infrastructure.
- Arc has not been approached for comments as yet.
- From 2021 to 2025, there is no crash data available for this intersection.
- Roads 2040 does not designate this section of Hospital Road.
- Existing sight distances are good.
- Hospital Road has 37% usage of heavy vehicles, most in Class 11.
- Dowerin Kalannie has 43% heavies most in Class 11
- Stacking distance is limited.

#### Proposal

- This does not have a concept design any design will be dependent on the Burakin / Wialki intersection design.
- Will probably be combined with second intersection for works.

Burakin / Wialki Road at 34.83 SLK

#### Existing Situation

- One stakeholder – Arc Infrastructure.
- The rail corridor stakeholder Arc Infrastructure has not been consulted yet.
- Has stacking distance problems due to a spur line that goes through to Beacon.
- The spur line is only used for maintenance vehicles but is deemed live.
- Main Roads WA Heavy Vehicle Services (HVS) guidelines (*attached*) have placed restrictions on access through this intersection.
- The Shire of Wongan-Ballidu and the WSNF PMT tried to use traffic count data to determine traffic class volumes and direction. The data is **not** accurate enough to provide useful information. A discussion with Metrocount determined that to get accurate vehicle lengths, the tubes need to be in an area of constant speed and exactly 1m apart. That places the setup at least 1km away from the intersection.
- Burakin has 39% usage of heavy vehicles, most in Class 11.
- Dowerin Kalannie has 43% heavies, most in Class 11
- Roads 2040 designates Burakin Wialki as Regional Distributor



### Proposal

- Concept design requires land resumption to resolve issues.
- May require a clearing permit.
- No work can be done until more funding is granted.

### **WSFN Program Management Team**

- What extra information does the Technical Committee require?
- All Shires have open Development projects, but they will need to be closed by the end of financial year 2026 / 2027 with approximately the remaining budget indicated below:
  - Pingelly –
  - Quairading - \$15,000
  - Wongan-Ballidu - \$10,207
- WSFN cannot fund the construction until more funding is granted.

### Financial Implications:

All four (4) intersections are complex and will be expensive to upgrade.

### Risk Assessment:

The scope of works for all four (4) intersections might be beyond the capacity of the Shires, and WSFN has had no discussions with the Shires regarding this question.

Clearing permit might be required for the Shires of Pingelly and Wongan-Ballidu.

External stakeholders could delay the full design.

### Comment:

The intersection for Pingelly is a long-standing issue. The Shire of Pingelly will be taking both concepts to a shire council meeting for their consideration where the WSFN TC recommendations will be included.

The resolution of York / Merredin and Dangin Mears intersections is one of two (2) items identified by the Steering Committee and is required to be closed out before any additional funding on this route will be considered.

When funding is granted, the Shire of Wongan-Ballidu will be upgrading the intersections as the last section within their Shire that requires construction. The Hospital Road intersection is linked and contingent upon the Burakin / Wialki Road intersection.

*Tim Fowler from Zone 50 joined the meeting at 10:22 am.*

The Committee discussed and resolved the item with the following changes as noted within the resolution:

**RESOLUTION** **TC2026 / 07-128**

1. That the Technical Committee **finalises** the significant intersection processes as set out below and recommends that the Steering Committee directs the WSNF PMT to add as an addendum to the Basis of Design.
  - Gather relevant Information.
    - current traffic counts and make up on all legs,
    - anticipate traffic counts once road and intersection are upgraded,
    - available land footprint,
    - existing sight distances,
    - concept design inclusive of 27.5m and 36m turning movements,
    - is the road / route truly a regional distributor?
    - Other intersections especially terminating constraint implications.
    - Crash statistics
    - stakeholders and their assets
    - Existing identified issues
    - Dial before you dig
  - Cost estimate submitted to the TC for evaluation in line with the delivery plan.
  - Concept design – swept paths, stakeholder asset interactions, and stakeholder feedback.
  - There should be a safety audit undertaken at around 15% design stage as an initial review and then before practical completion and final on-site review.
  - In relation to the design options, if there is a single design, the design will be emailed to the members for feedback within a specific time frame, but multiple options will come back for full determination of the Technical Committee.

**With regards to:**

2. **The Shire of Pingelly**
  - The design will be presented at the next Shire of Pingelly council meeting for consideration.
  - A safety audit on the concept design will be conducted.
  - Traffic counts on Wandering Road need to be provided.
3. **The Shire of Quairading**

Dangin Mears Road intersection needs to be taken to Main Roads WA via their process, asking for their comment and what are the next steps to be taken, e.g. if safety audit is required or not.
4. **The Shire of Wongan Ballidu**
  - The design needs to be refined.
  - The Shire of Wongan-Ballidu needs to obtain a written confirmation from the landowner about their agreement to utilise their paddock.
  - The utilities and services need to be either relocated or protected with a surround.

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

Tim Fowler left the meeting at 11:09 am.

## 5.0 FINAL SEALS – SHIRES OF GOOMALLING, QUAIRADING, WANDERING AND WONGAN BALLIDU

|                       |                                                                             |
|-----------------------|-----------------------------------------------------------------------------|
| <b>Title</b>          | Final Seals – Shire of Goomalling, Quairading, Wandering and Wongan Ballidu |
| <b>Date of Report</b> | 03 July 2026                                                                |
| <b>Author</b>         | Mr Peter Hall – Program Manager                                             |
| <b>Attachments</b>    | There are no attachments to this item                                       |
| <b>Senior Officer</b> | Mr John Nuttall – Program Director                                          |

### Background:

There are four (4) Shires that are requesting funding for final seals on the previous year's works. As a normal procedure, all these Shires have always separated the seals by 12 months.

### Consultation:

Nil

### Proposal:

The following works are being proposed by the four (4) Shires:

1. **Shire of Goomalling** has the last year's (2025/2026) works to final seal on the Calingiri Road. The aggregate has been purchased during the construction and so now the only risk is the bitumen price. The Shire of Goomalling undertake as much of the works in-house and only hire a sprayer, and spreader trucks. They buy the product by the litre and by doing so, there are a couple of advantages:
  - the risk is with the Shire,
  - their crew is engaged for this period and
  - the outgoing monies are much less, and it is BAU and SOP for them.
2. **Shire of Quairading** has the first section on the Dangin Mears Road, and this was done as an emulsion with two (2) coats.
3. **Shire of Wandering** has the first section on the North Bannister Wandering Road to be done.
4. **Shire of Wongan-Ballidu** has last year's section (2025/2026) on the Dowerin / Kalannie Road from Slk 19.2 to Slk 25.2.

### Financial Implications:

The following are being requested by the four (4) Shires:

| Shire          | Road Name                      | From Slk | To Slk | Total Kms | Width M | Amount    | \$/m2 Calculated |
|----------------|--------------------------------|----------|--------|-----------|---------|-----------|------------------|
| Goomalling     | Calingiri Road                 | 8.09     | 12.05  | 3.96      | 8       | \$191,664 | \$6.05/m2        |
| Quairading     | Dangin Mears Road              | 8.00     | 12.00  | 4.00      | 8       | \$287,232 | \$8.97/m2        |
| Wandering      | North Bannister / Wandering Rd | 9.10     | 13.60  | 4.60      | 9       | \$387,000 | \$9.50/m2        |
| Wongan Ballidu | Dowerin / Kalannie Rd          | 19.20    | 25.20  | 5.70      | 8       | \$387,500 | \$8.07/m2        |

Risk Assessment:

Final seals are critical to the life of the pavement and road users' safety.

Comment:

Nil.

**RESOLUTION** **TC2026 / 07 - 129**

The Technical Committee recommends that the Steering Committee **approve** the final seal for the four (4) Shires as listed below for the 2026 / 2027 financial year:

| <b>Shire</b>   | <b>Road Name</b>                 | <b>From<br/>Slk</b> | <b>To<br/>Slk</b> | <b>Total<br/>Kms</b> | <b>Amount</b> |
|----------------|----------------------------------|---------------------|-------------------|----------------------|---------------|
| Goomalling     | Calingiri Road                   | 8.09                | 12.05             | 3.96                 | \$191,664     |
| Quairading     | Dangin Mears Road                | 8.00                | 12.00             | 4.00                 | \$287,232     |
| Wandering      | North Bannister / Wandering Road | 9.00                | 13.60             | 4.60                 | \$387,000     |
| Wongan Ballidu | Dowerin / Kalannie Road          | 24.60               | 30.30             | 5.70                 | \$387,500     |

**MOVED:** **Allistair Butcher**  
**SECONDED:** **Ken Markham**  
**CARRIED:** **7/0**

## 6.0 EDGE WIDENING REPORT

|                       |                                                                                                    |
|-----------------------|----------------------------------------------------------------------------------------------------|
| <b>Title</b>          | Basis of Design Addendum - Widening                                                                |
| <b>Date of Report</b> | 03 July 2026                                                                                       |
| <b>Author</b>         | Mr Peter Hall – Program Manager                                                                    |
| <b>Attachments</b>    | DRAFT Edge Widening Report – ( <i>Emailed to the Technical Committee Members on 29 June 2026</i> ) |
| <b>Senior Officer</b> | Mr John Nuttall – Program Director                                                                 |

### Background:

The Technical Committee has determined that widening should be considered as a method of upgrade and requested the PMT to determine how it could be incorporated without compromising the fund goals, 40-year design life and Basis of Design.

### Consultation:

Main Roads WA  
Stabiltech Pty Ltd  
Zone 50

### Proposal:

The PMT consulted with subject matter experts and determined that widening could be valid within the WSNF fund conditions provided it complied with specific criteria.

The PMT has drafted a document for consideration and discussion to become an addendum to the Basis of Design.

There are two (2) reference documents with other attachments that have been provided to clarify the issues identified. They have been predominantly compiled by external experts and have their company logos included, this means they can only be used for reference purposes.

Questions to be considered during discussion:

1. Widening may / or may not require a full feature survey; a reduced survey could be conducted.
  - At what point should the Shire consider widening?
  - If a reduced survey is conducted and widening is deemed not able to be done, should the extra survey be completed and development be done?
  - Will a reduced survey be of any value?
2. MCA
  - Is it proposed that projects where edge widening may be appropriate are moved up in the MCA list?
  - If Yes, what happens if the survey shows the project in question to be not suitable for widening only?
  - Does the project then move back down the MCA list?
3. With Type 1 Widening i.e. seal only.
  - Is this the only widening type that the WSNF should consider?
  - Is there a minimum pavement width?
  - Could the seal be to the hinge point?
  - Are all bituminous products available for use? i.e. Asphalt, Cold Mix, Safe Roads

4. With Type 1 or 2 Widening options

- Is a full width S45R final seal also part of the project?

5. To consider either widening as an option -

- What evidence does the Technical Committee need to demonstrate that widening is safe and compliant?

It should be noted that the current Main Roads WA widening program is focussed on safety and gains that can be achieved with just seal widening on the existing pavement and alignment while adding audible lines and/or just edge lines. It focusses on under width seals that do not attain minimum standards for lane width and edge lines.

Financial Implications:

Widening as a method of upgrade represents a cheaper option to achieve the pavement and seal widths.

Risk Assessment:

Widening on roads that have horizontal, vertical, and geotechnical issues can increase the safety risk to all road users.

Widening does not reset the ESA counter and so the 40-year design life could be compromised.

Comment:

In most cases, I have seen widening applied cart blanche to roads and sections of roads that have problems beyond pavement / seal widths. This type of approach fails, destroys the asset owner's reputation and full reconstruction requirement becomes very evident.

Widening succeeds where the road section selected already meets horizontal, vertical, and geotechnical standards, these sections are rarely longer than 1 or 2 km.

The Committee discussed the item, and the following was resolved:

**RESOLUTION TC2026 / 07 - 130**

The Technical Committee resolved the following:

1. The use of TYPE 1 widening only as per discussions.
2. Form a working group to formulate the process and build a model.

|                  |                    |
|------------------|--------------------|
| <b>MOVED:</b>    | <b>Ken Markham</b> |
| <b>SECONDED:</b> | <b>Judd Hobson</b> |
| <b>CARRIED:</b>  | <b>7/0</b>         |



## 7.0 GENERAL DISCUSSION

- Business case has been completed and currently being reviewed to ensure that we tick all the boxes before submitting to both state and federal governments.

## 8.0 DATE OF NEXT MEETING

It is likely that the TC and SC meetings dates will be pushed back towards the end of September or early October depending on the approved dates by the Steering Committee.

Suggested dates for future meetings:

### Technical Committee

25 September **(TO BE CONFIRMED)**

### Steering Committee

24 July (In person WSN Office)

09 October **(TO BE CONFIRMED)**

## 9.0 CLOSURE

There being no further business to discuss the Chairperson closed the meeting at 12:10pm.