



Western Australia

Agenda for the Special Meeting of the Murchison Shire Council,
To be held in the Council Chambers, Carnarvon Mullewa Road, Murchison,
On Tuesday 28th March **2017**, commencing at 08:00 am.

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1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

2. RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

3. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil.

4. PUBLIC QUESTION TIME

4.1 Standing Orders

Council Decision:

Moved: Councillor

Seconded: Councillor

That the following Local Law-Standing Orders 2001 be stood down:

8.2 Limitation on the number of speeches

8.3 Duration of speeches

Carried

For:

Against:

5. APPLICATIONS FOR LEAVE OF ABSENCE

6. NOTICE OF ITEMS TO BE DISCUSSED BEHIND CLOSED DOORS

One item:

1. CEO's Performance Review

7. DISCLOSURE OF INTERESTS

8. ITEMS TO BE DISCUSSED BEHIND CLOSED DOORS

Motion to close the meeting to the Public

Recommendation:

That the meeting move behind closed doors to discuss the CEO's performance review.

Voting Requirements:

Simple Majority

Council Decision:

Moved: Councillor

Seconded: Councillor

Carried/Lost:

For:

Against:

8.1 CEO Performance Review

Council Decision:

Moved: Councillor

Seconded: Councillor

Carried/Lost:

For:

Against:

Motion to open the meeting to the Public**Recommendation:**

That the meeting move out from behind closed doors.

Voting Requirements:

Simple Majority

Council Decision:		
Moved: Councillor	Seconded: Councillor	
Carried/lost:	For:	Against:

9. ADMINISTRATION**9.1 Road Inspection to be Undertaken**

<i>File:</i>	12.24
<i>Author:</i>	Peter Dittrich - Deputy Chief Executive Officer
<i>Interest Declared:</i>	No interest to disclose
<i>Date:</i>	27 th March 2017
<i>Attachments:</i>	Road Inspection Itinerary

Matter for Consideration:

To undertake a Road Inspection on the 28th & 29th March 2017

Background:

The Shire of Murchison undertakes an annual inspection of roads within the district. Works required on roads, crossing, bunds, drains and grids are diarised during the inspection for discussion and prioritisation into the works schedule for the following year.

Comment:

This years' inspection covered the roads as per the attached Itinerary.

Statutory Environment:

Nil

Strategic Implications:

Nil

Policy Implications:

Nil

Financial Implications:

Works prioritised from the road inspection will be included in the 2017-18 budget.

Consultation:

Works supervisor; Councillors

Recommendation:

- 1) That Council undertake a road inspection on the 28th and 29th March 2017 as per the attached itinerary.
- 2) Council discuss the results of its road inspection at a Special Council meeting to be held on the 29th March 2017 following the conclusion of that inspection.

Voting Requirements:

Simple Majority

Council Decision:

Moved:

Seconded:

Carried

For:

Against:

10. NOTICE OF MOTION

11. URGENT BUSINESS

12. MEETING CLOSURE

**SPECIAL COUNCIL MEETING
28th March 2017**

ATTACHMENT

ITEM 9.1

ROAD INSPECTION TO BE UNDERTAKEN

Road Inspection Itinerary

Shire of Murchison Annual road inspection 2017

28th March 2017 8am Shire councils and shire staff, CEO, work supervisor short meeting at the shire main office.

9am smoko

9.30am Depart from the Murchison Settlement heading south on the Carnarvon/Mullewa RD.

Roads for inspection 2017

Meeberrie/Wooleen RD Dis---27.850km

8km south of the Murchison Settlement turn onto the Meeberrie-Wooleen road.

Between the turn off (Intersection Carnarvon/Mullewa Rd) and the Murchison River approx. 8km this section gets very slippery even in light rains.

This section is prone to flooding in high river flow. So sheeting is required with Calcrete. (Calcrete sheeting holds up well in wet and flood areas).

From here Murchison River continue up the Meeberrie-Wooleen to SLK 17.930 boundary grid of Meeberrie-Wooleen the grid require re-placing—grid insert is old H iron.

SLK 14.830 cement stabilises with rock wall or place in 300mm culvert at small floodway (washes out in rains).

SLK 17.090 very low section of road requires sheeting place in one 30mt long cement stabilise floodway with a rock wall place on down side.

SLK 18.540—19.410 Road requires sheeting plus place in two small 30mt cement stabilise floodway, with rock wall on down side.

Contour bank require on the south side of road to control water flow onto road.

SLK 22.480---22.820 water lays on the inside of curve we have two ways to improve this section

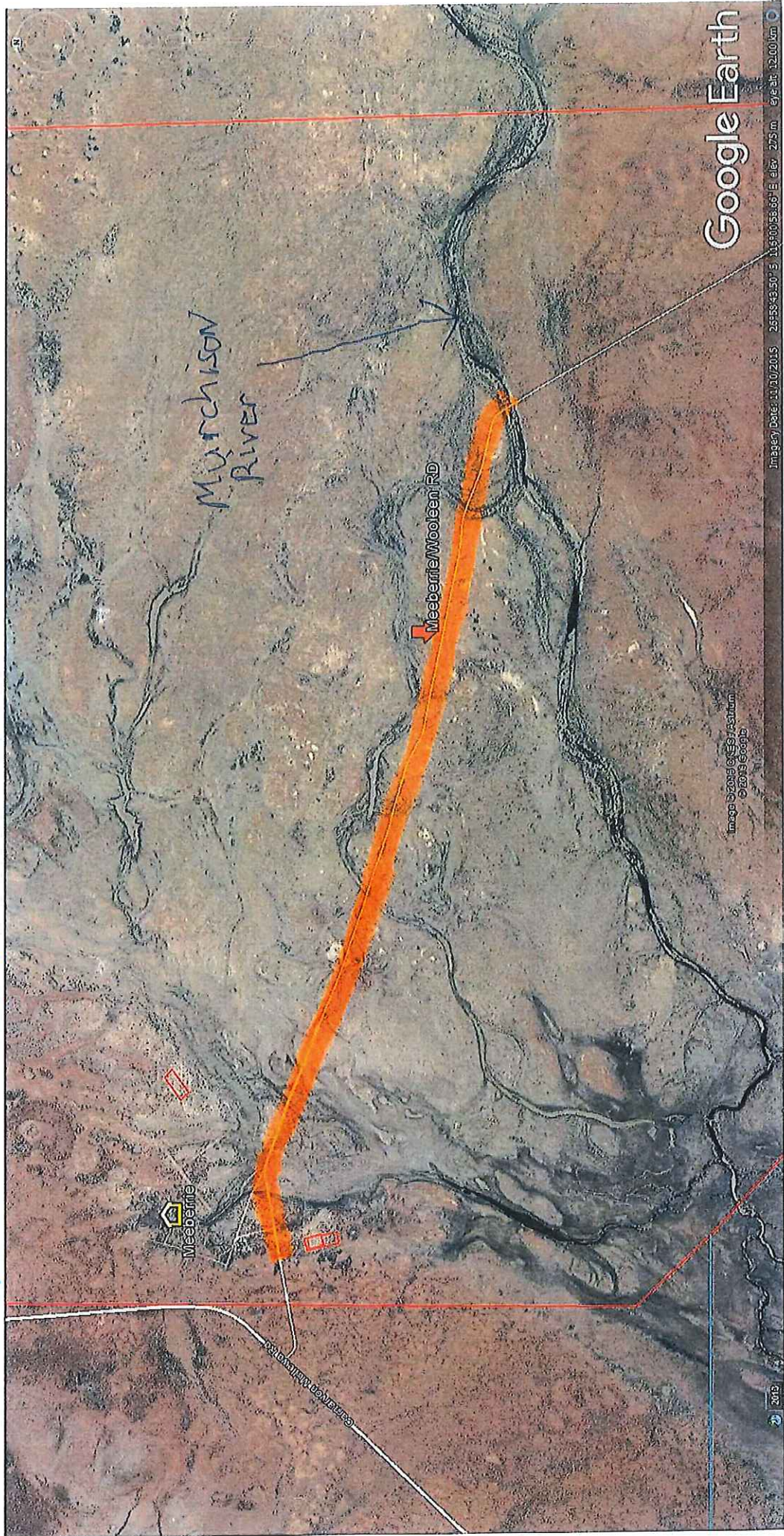
- o Fill inside of road (water table) back up to ground level this will make the water flow down to bund north of curve
- o Place in 1 x 450mm culvert or 2 x 300mm culvert and take water under road this will water the country on the east side of road.

SLK 22.900 grid there is no fence --remove grid.

SLK 27.970 end of road (intersection Wooleen-Twin-Peaks RD).

Bunds on this road require the Tail put on the ends.

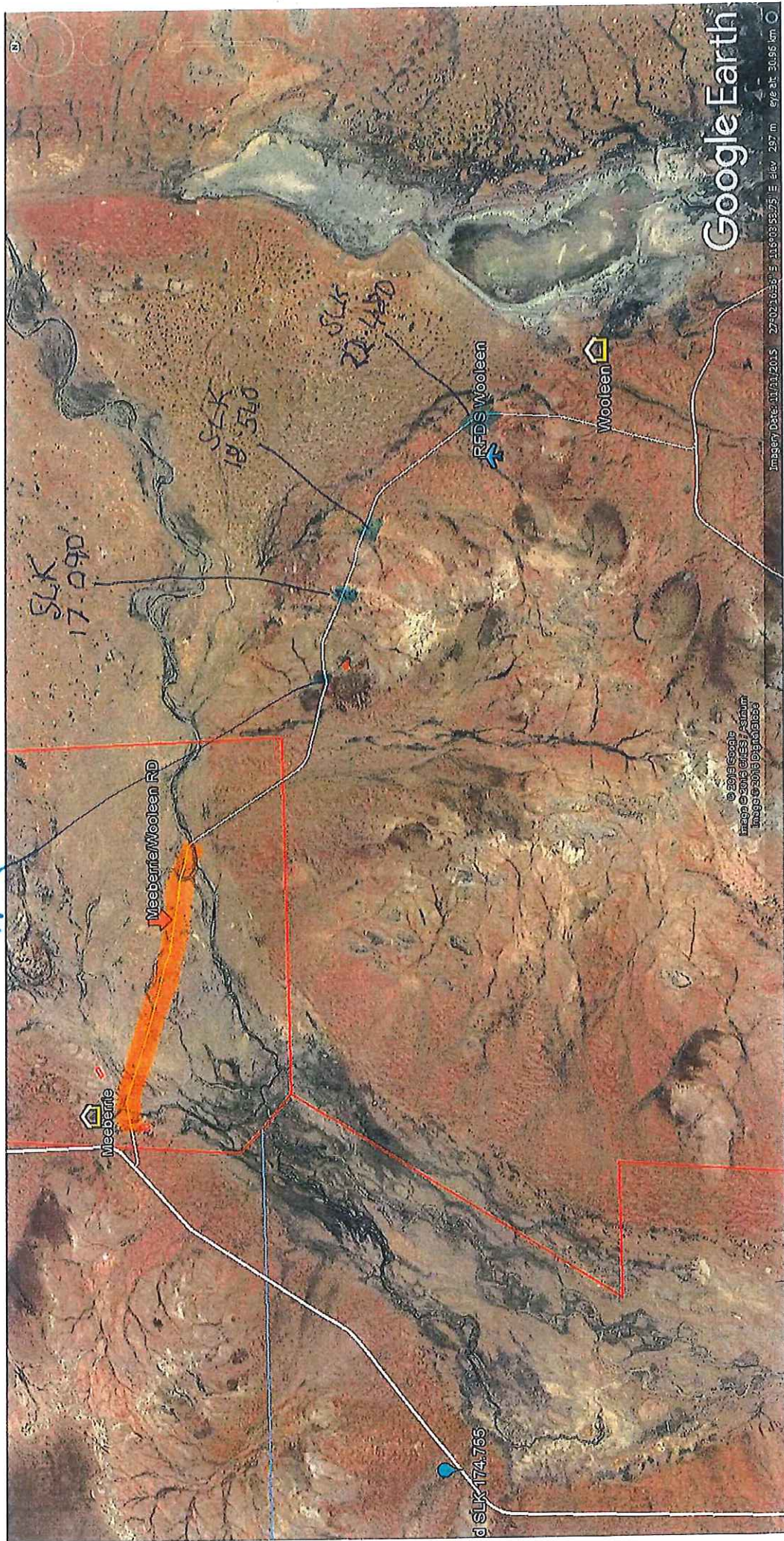
MEEBERRIE-WOOLLEN RD.



SECTION THAT REQUIRES CACTUSING, SHEETING SKM

1

SLK
14.830



MEEBERRIE-WOOLEEN RD

①

✚ **Wooleen/Twin-Peaks RD Dis---45.000km**

SLK start from the intersection of Wooleen/Meeberrie road heading west.
SLK 0.280, 0.780, 1.180, 5.060 require rock protection wall on down side of bunds and small floodway.

SLK 6.510---8.740 yellow sandy section requires sheeting and a few more drains is required.

SLK 10.060---10.270 rock protect on west side this is on a corner and washes away in heavy rains.

SLK 10.450 remove grid -fence not to good

SLK 10,450---17.070 more bunds and contour banks required to control water flow.

SLK 17.110---17.360 cement stabilise 3 small floodway, s and re-place rock protect on down side (rock to high)

SLK 18.490---19.720 bunds required along this section

SLK 25.030---26.360 road washing away bunds required ___NO 1

SLK 26.360---27.540 this is a very low section of road through a flood prom area -box out .200 and replace with calcrete (calcrete stand up well in wet road for traffic to travel on) and place rock protect on down side of 3 small creeks.

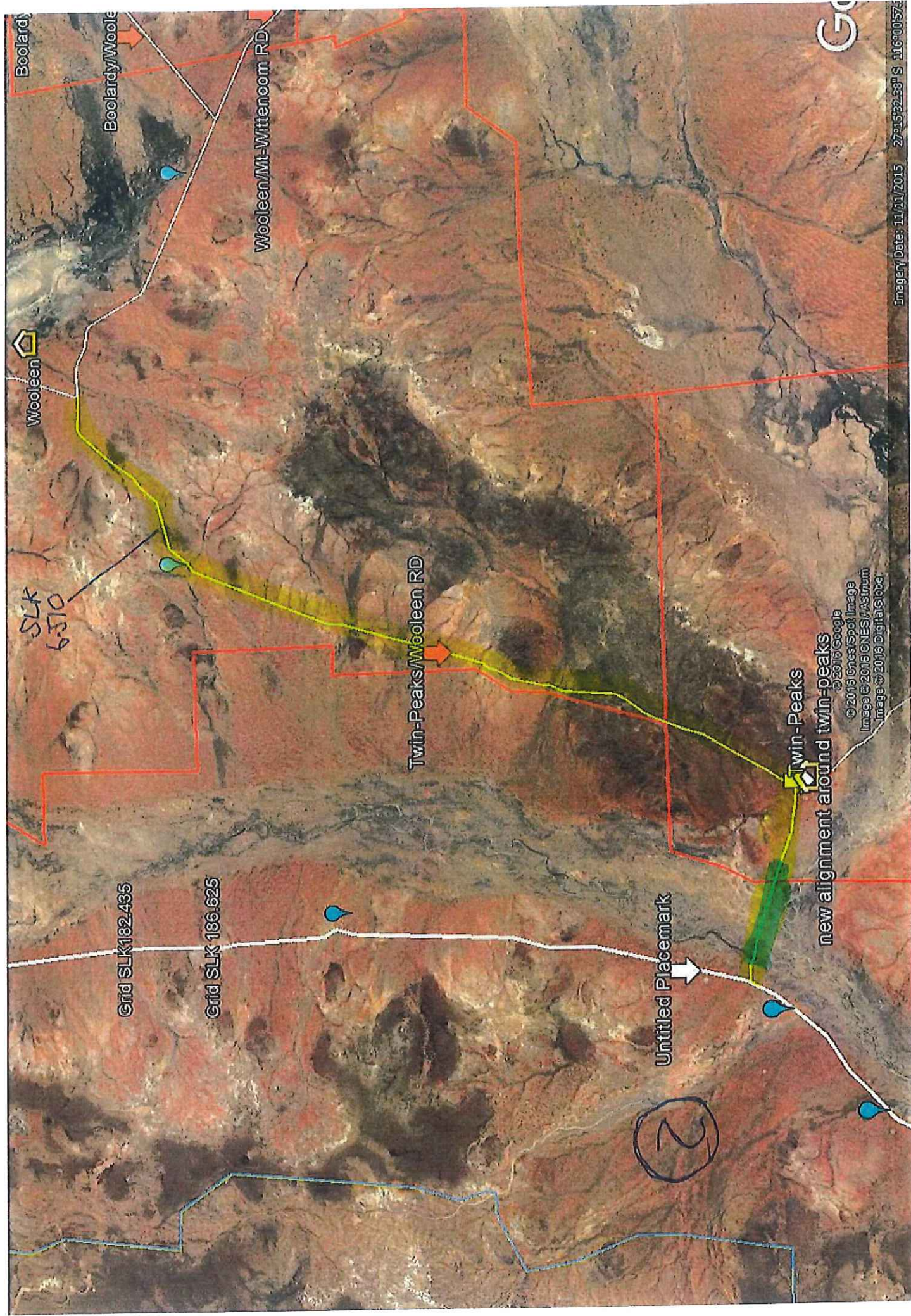
SLK 28.980---29.750 this is a 770mt long corner and has step/blind crest plus one small wash in (cut down the crest D9 will do job and cement stabilise small wash.

SLK 29.750---35.190 more drains bunds plus calcrete sheeting required in this section more bunds to get the water across the road country very sad on west side.

SLK 35.980 (look to the west side Twin-Peaks air strip) long bund required to direct water pass air-strip.

SLK 38.180---43.410 re-sheet with calcrete

SLK 44.220 end (intersection Carnarvon/Mullewa RD).



✚ *Carnarvon/Mullewa RD Dis---279.835km*

SLK start from the Intersection Carnarvon/Mullewa and Twin-Peaks/Wooleen RD heading south.

SLK 10.440—11.550 re-dress drain on west side of road, water has broking through old drain and in heavy rains water run across road washing away road shoulder on eastern side of road. (have repair 3 times)

SLK 18.570-19.040 have sent 4 emails about this section

SLK 23.110 -start of the 9km section to be built to a 9mt running surface with a 4mt seal and 7mt seal over crest section and 8mt at all floodway's

SLK 32.290 end of 9km section (Billabalong-Woolgorong boundary grid)

SLK 32.720—33.760 sandy corrugated section requires sheeting.

SLK 33.760—35.580 various floodway's through along this section that need the approaches cut down (some sharp when in heavy vehicles) and cement stabilise floor with rock walls protection on down side.

SLK 35.580—13km gravel pit on Woolgorong.

SLK 38.100—38.690 sandy section requires sheeting.

SLK 39.570—41.490 small creeks, floodway's through this section needs banks/approaches cut down on both side and cement stabilise bottom of all crossings and rock wall protection down side.

SLK 42.260 this corner requires sheeting -no material left driving on gravel rock. NO 1

SLK 43.270 small wash cement stabilises and rock protection on down side

SLK 43.410 gravel sheet corner

SLK 43.410—70.190 various section require sheeting over stony section (from Pinegrove grid south for approx. 1.5km uphill pull get corrugated)

Bullardoo ---floodway damage hoping to get under under flood damage repairs

SLK 70.190 end south boundary

Form the southern boundary on The Carnarvon/Mullewa RD head on south to Mullewa.

At Mullewa head east towards Pindar approx. 30km.

At Pindar then head north up the Beringarra/Pindar Rd.



Beringarra/Pindar RD -----Dis 317.460

SLK 000.00---5.540 The first 5.4km is in the Shire of CGG this 5.4km section is graded by the Shire of Murchison Maintenance grading crew when the crew are down this end of the road (it make good sense to complete this last 5km as then traveller have a good run from top end to bottom of the Beringarra/Pindar RD) crew only grade water table to water table and odd drains.

SLK 000.00 Shires Boundary grid of CGG and Shire of Murchison.

SLK 000.00—3.950 from Boundary grid to southern entrance to Wreath flower parking lane this section take a lot of traffic in the flower season and corrugate bad and requires exactly grading -

Road required pull in the full length places in bunds and drains where required and gravel sheet to max of 9mts wide x .250mm thick and add polycom for thinking in the future of sealing this section to 7mts.

SLK 3.950—5.980 (new road alignment put in 4years ago) this section mainly on the southern end now has most of flowers on- (because the road and ground has been stirred up) seal this section also plus put in gravel parking lane so as the direct traffic off the road.

I see a lot of traffic travel upto the top (northern end) of the Wreath flower parking lane then turn onto the main Beringarra/Pindar road (new road) and drive back down south and park on the road then look at the flower this is where the parking lanes may come into play. By keeping traffic off the main road.

From the end of the northern entrance to the wreath flower parking lane gravel sheet and seal to next grid and then the next 250mts north of the grid (this then will join up with the bitumen at Talling 1km section) from the northern end of the new alignment SLK 5.980 to next grid SLK 6.620 Rocky no road material left and water lays on inside of corner making traffic go onto right-hand side of the road traveling north (to stony to get water table drain down to flow water south need to lift the road up).

SLK 7.530 bitumen section rock protection required on down side at small floodway

SLK 8.650 small floodway cement stabilise add rock protection down side



Go

Image © 2015 CNES / Astrium
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Imagery Date: 11/10/2015 2892450.17" S 115950.09



Beringarra/Pindar RD

Tallering

Pindar

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Image © 2016 DigitalGlobe

Imagery Date: 11/10/2015 28°22'46.46" S 115°50'12.7"



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Imagery Date: 5/3/2016 28°13'59.67" S 135°56'29.6" E

SLK 10.360 10.950 sandy section gravel sheet

SLK 16.850 17.780 through this section crest need cutting down or road lifted
cement stabilises floodway's and gravel sheeted road this section get very corrugated
because of up-hill pull going south.

SLK 17.780—20.270 sandy section -gravel sheet

SLK 29.270 small creek crossing, widen out cement stabilises add rock protection
top and bottom side

SLK 29.270—30.810 sandy stony section gravel sheet

SLK 32.000—32.750 very sandy section and corrugate bad gravel sheet

SLK 32.750—57.150 from here to Yuin (will talk about on bus) need bunds and
more off shoot drains.

Also talk about bitumen the approaches to the new 24ft grids that have been put
in on the Beringarra/Pindar road over the last 5 years this may be done (gravel
sheeting and final trimming) same time as the wreath flower job

SLK 57.150 YUIN HSD----over-night stay thanks to Rossco and Emma Foulkes-
Taylor.

March 29th 2017

Beringarra/Pindar Rd Dis—317.460km

8am start

SLK 000.00 leave Yuin HSD and head north.

SLK 2.290—3.620 talk to Rossco about putting in some bunds or floodway's as
water is run from the grid all the way to intersection of Tardie road and is starting
to cut out the water table and over the years west side of road will die.

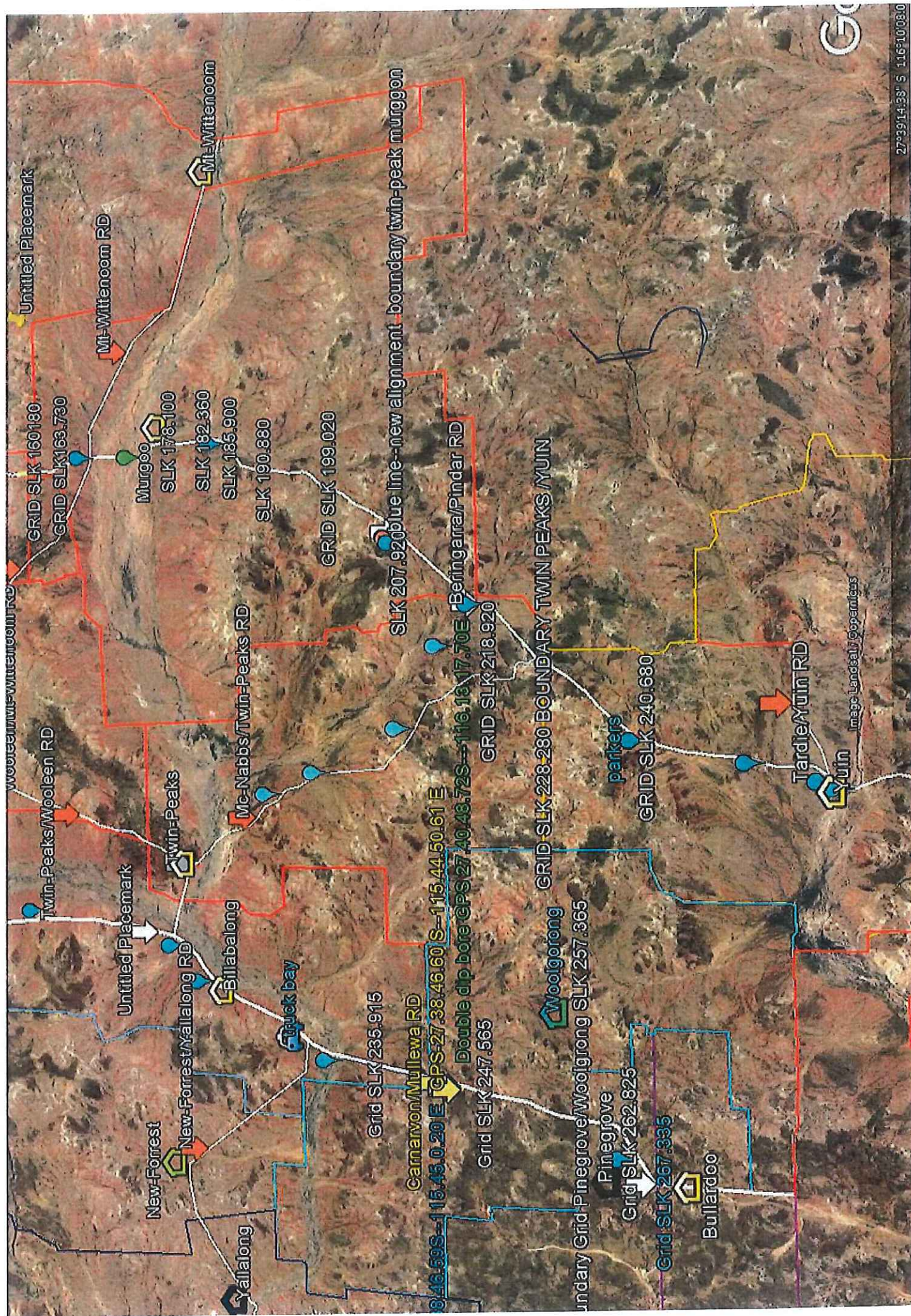
SLK 3.620—19.350 road not too bad some small floodway and creeks require cement
stabilises and down-side rock protection.

SLK 19.600 PARKERS CREEK cement stabilises crossing.

SLK 20.140 cement stabilises crossing with rock protection.

28.280—29.530 road requires re-forming and gravel sheeting water lies on this
section.

SLK 32.790 Mc-Nabbs/Twin-Peaks road turn off.



Re-start SLK

SLK 000.00—3.560 this yellow sandy section get very corrugated because of the up-hill pull of traffic heading south, pull in heavy (yellow sand) from both side gravel sheet and place in more drains

SLK 3.560—17.960 various small floodway's and creek crossing requires cement stabilises and rock protection.

SLK 17.960—19.320 new road alignment plus new 24ft grid will go in when new alignment is completed.

SLK 19.320—49.510 through this section of road most is under flood damage repairs but all floodway's and small creeks require cement stabilises and rock protection. And some section that are washing out due to flooding need contour banks and bunds plus floodway's place in.

Murgoo to Cockney Bill intersection road fine.

Mt-Wittenoom RD Dis—37.040km

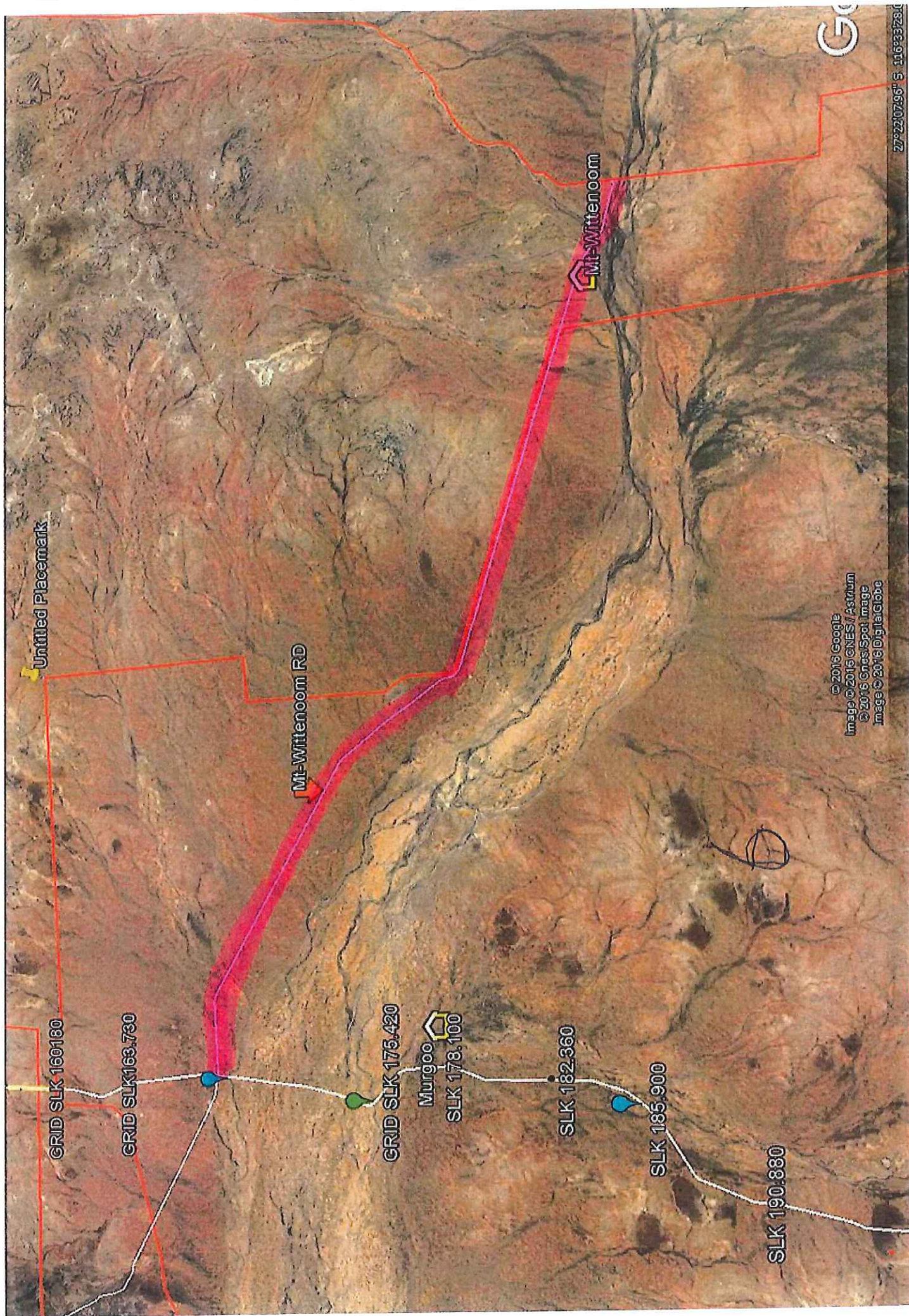
Will take a drive down Mt-Wittenoom road to look at the damage from the rains in January and February -more drains on the down side (south side) is required to drain away water, water is running to long down the water table before running into the bush this you will see from the tress that have die on the down side.

More bunds required as the country is very flat, water is not going across at the point the water hit road unless in heavy rains.

The bunds walls on this road do not need to be very long but need more of.

Beringarra/Pindar Road

After Mt-Wittenoom road inspection will then go back onto the Beringarra/Pindar road and head north as far as Boolardy look at the road that has had flood damage (have peg out some place for future bunds) and the work Construction have completed then turn around head back down cockney Bill.



Mt-Wittenoom/Wooleen Road Dis-34.170km

SLK start from Cockney Bills

000.00-8.650 road requires bunds, more drains on the down side as water is sitting in the water table this will also help with the tress that are dying more floodway's to get the water from north side where the water hit the road over to the south side not hitting the road then running to lows point on the north side then crossing road.

SLK 8.860 bund required

SLK 10.660 bund required

SLK 14.920 re-dress bund (this we will go under flood damage repairs

SLK 14.920 -20.350 have peg out for new bunds under this year heavy maintenance works program.

SLK 20.350-27.860 same as SLK 000.00-8.650 road requires more drains on the down side as water is sitting in the water table this will also help with the tress that are dying, plus more floodway's put in to get the water from south side where the water hit the road over to the north side not hitting the road then running to lows point on the south side then crossing over road.

SLK 34.170 end.

Back onto the Meeberrie/Wooleen road to the Settlement.

Short meeting in shire office.

