

Application for Funding

Date of application: 20/08/2026

Financial Year funds required: 2027/28

Name of Local Government: Shire of Cranbrook

Regional Road Group: Great Southern

Road Name: Yeriminup Rd (SLK 0.00 to 1.80)

Road Number: 3040001

Is the above road listed as a Road of Regional Significance in the ROADS 2040 strategy and/or is it eligible for Road Project Grant Funding? No

Is the road (or section) on a Restricted Access Vehicle (RAV) Network? Yes If yes, which RAV Network Number? 7

What primary bulk commodity is being transported? Livestock/Grain

- Primary origin (town / district / location): Tenterden
- Primary destination (town / district / location): Mt Barker/Albany

What contribution does the transportation of this commodity make to the regional economy? Major

Is there an industry co-contribution? No If Yes, then what % of the Estimated Total Project Cost NA%

Written confirmation of the proposed industry co-contribution must be attached.

Estimated Project Cost and Contributions:

Local Government	\$150,000	
Industry	\$0	(Local Government + Industry = minimum 1/3 of total)
CR Supplementary Fund	\$300,000	(Maximum \$400 000)
Total	\$450,000	(Details must be provided on Cost Estimate worksheet attached.)

Road Information														
Existing														
			Road Standard								Road Condition			
Project Location			Surfacing Standard					Width		Geometric	Drainage		Photo	
	Start (slk)	End (slk)	Job Length (slk)	Asphalt	Double Seal	Single Seal	Gravel	Formed	Formation Width	Seal Width	Brief description in terms of assessment guidelines	Brief description in terms of assessment guidelines	Brief description in terms of assessment guidelines	Folio Ref
Overall	0.00	1.80	1.80	☐	☐	☐	☒	☐	8.00	0	Poor – The existing 8-metre formation provides limited width for the safe passage of opposing heavy vehicles. Freight vehicles are required to travel close to the pavement edge or encroach onto the shoulder when passing, contributing to edge deterioration and reducing separation from roadside drainage. Passing and overtaking opportunities are limited, and widening to a 9-metre formation is required to safely accommodate the commodity freight task.	Adequate – Existing culverts and table drains provide basic drainage functionality; however, isolated deficiencies require improvement. Sections of table drain are inadequately defined and require reforming to improve runoff and reduce water-related pavement deterioration. Existing culverts also require extension to accommodate the proposed 9-metre formation and maintain effective drainage across the widened road.	Adequate – The gravel pavement remains serviceable through regular grading and routine maintenance; however, commodity traffic contributes to surface deterioration, including loss of shape, loose material, corrugations and localised rutting where drainage is constrained. Continued maintenance is required to retain a serviceable surface, and upgrading the section to a sealed standard is necessary to improve durability, reliability and wet-weather performance.	Text
Various section/s (if different from overall)	Text	Text	Text	☐	☐	☐	☐	☐	Text	Text		Text	Text	Text
	Text	Text	Text	☐	☐	☐	☐	☐	Text	Text		Text	Text	Text
	Text	Text	Text	☐	☐	☐	☐	☐	Text	Text		Text	Text	Text
	Text	Text	Text	☐	☐	☐	☐	☐	Text	Text		Text	Text	Text

Proposed							
Project Location				Surfacing	Width		Road Standard
	Start (slk)	End (slk)	Job Length (slk)		Formation Width	Seal Width	Brief Description
Overall	0.00	1.80	1.80	Gravel	9	7	Upgrade Yeriminup Road between SLK 0.00 and SLK 1.80 by widening the formation to 9 metres, extending existing culverts and formed table drains to improve drainage, and applying a 7-metre-wide two-coat seal. Works will also include the replacement of guideposts and the replacement or upgrading of road signage.
Various section/s (if different from overall)	Text	Text	Text	Text	Text	0	
	Text	Text	Text	Text	Text	0	
	Text	Text	Text	Text	Text	0	
	Text	Text	Text	Text	Text	Text	
Traffic Volumes and Freight Information							
Location				Annual Average Daily Traffic		Seasonal Commodity	
Start (slk)	End (slk)	Commodity Traffic (ESA / direction / day)	All Other Traffic (total vehicles)	*Average Daily Traffic	Season Duration	Freight	
				Commodity Traffic (ESA / direction / day)	Duration of commodity operation if < 365 days	(tonnes p/a)	Comment (Commodity type, significance, season, recent changes etc)
10.93	20.5	11 ESA/ direction/ day	31 AADT (classes 1-2 only)	103 ESA/ direction/ day	120 days	60,000T/year	The route supports the year-round transport of livestock, including pigs, sheep and cattle, together with seasonal freight movements associated with grain production and agricultural inputs, particularly fertiliser. Annual commodity freight is estimated at approximately 60,000 tonnes. This estimate is based on the tonnage provided in the Shire's previous Commodity Routes Fund application (submitted 2022/23), increased by 20% to reflect growth in the freight task. Freight demand on Yeriminup Road is also expected to increase following the upgrade of the adjoining section between SLK 19.26 and SLK 31.07 through the Great Southern Secondary Freight Network program. These improvements will strengthen Yeriminup Road's function as a direct freight connection to Albany Highway, particularly for commodities transported to and from Albany.

* If Commodity Traffic is seasonal then enter traffic volume as ESA / direction / day over the seasonal period.

Calculation of Commodity Traffic ESA

Show how the Commodity Traffic ESA was calculated.

Traffic data was obtained from MetroCount surveys undertaken at SLK 10.93 and SLK 20.50 on Yeriminup Road. Commodity vehicles were identified as Austroads Classes 3–12, while Classes 1–2 were treated as other traffic.

At SLK 10.93, 27 complete days of data recorded between 27 February and 30 March 2023 were analysed. A total of 486 commodity vehicle movements was recorded, equating to 18 heavy vehicles per day, while other traffic averaged 31 vehicles per day. Each commodity vehicle class was multiplied by the applicable Main Roads WA ERN9 axle-equivalency factor for Rural Main and Secondary Roads, producing 587.62 ESA over the survey period. This equates to 21.76 ESA per day across both directions or, applying an equal directional distribution, **10.88 ESA per direction per day, rounded to 11**.

As this count was undertaken outside the principal grain-harvest period, it has been adopted as representative of annual average traffic conditions. To assess the seasonal freight task, 35 complete days of data recorded at SLK 20.50 between 12 December 2025 and 15 January 2026 were analysed. A total of 1,345 commodity vehicle movements was recorded, equating to 38.43 heavy vehicles per day. Applying the same ERN9 vehicle-class factors produced 7,202.76 ESA, equivalent to 205.79 ESA per day across both directions or **102.90 ESA per direction per day, rounded to 103**.

A seasonal duration of 120 days has been adopted to represent the principal grain-harvest and fertiliser-cartage period.

Attachments

Location map	☒
Photos	☒
Traffic counts	☒
Confirmation of industry co contribution	☐
<i>Other, enter type</i>	☐
<i>Other, enter type</i>	☐
<i>Other, enter type</i>	☐

Project Justification

Yeriminup Road is an important commodity-freight route supporting the year-round transport of livestock and seasonal movement of grain, fertiliser and other agricultural inputs to Albany Highway and regional destinations, including Albany. The existing narrow, unsealed section between SLK 0.00 and SLK 1.80 has drainage and geometric limitations that affect safety, freight efficiency and reliability. The proposed works will widen the formation to 9 metres, improve culverts and table drains, apply a 7-metre-wide two-coat seal, and upgrade guideposts and signage. The project complements Great Southern Secondary Freight Network upgrades completed between SLK 19.26 and SLK 31.07 and will improve route continuity and accommodate anticipated freight growth. Seasonal traffic of 103 ESA per direction per day demonstrates the significance of the freight task. Without funding, the upgrade would be deferred, leaving the existing constraints and ongoing maintenance demands unresolved.

Details of Previous Funding

If this project has received a CRSF allocation in previous years, supply the following: year of funding, allocation, phase description and percentage complete.

In 2023/24, gravel resheeting was completed on Yeriminup Road between SLK 5.09 and SLK 8.09 through the Commodity Routes Fund. The project had a total value of \$150,000 and was delivered in full, within the approved budget and timeframe, demonstrating the Shire's capacity to successfully manage and acquit funded projects.

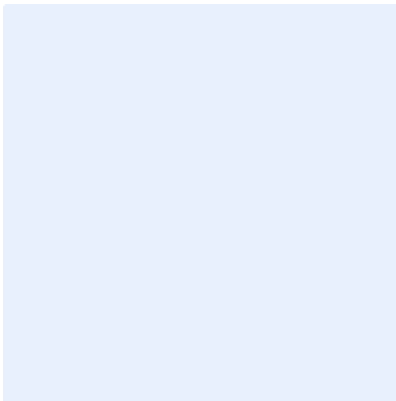
Statement of Readiness to Deliver

The project is fully scoped, with the treatment, project limits and estimated cost established, and the Shire has the workforce, plant, procurement arrangements and project-management experience required to deliver the works during 2027/28. Council has approved the project and committed the Shire's required financial contribution in the 2027/28 budget. The works will be undertaken within the existing road reserve, with no land acquisition required, and no statutory, environmental, utility or land-tenure approvals are currently anticipated to delay delivery.

Certification

I hereby certify that, to the best of the applicant's knowledge, the information contained in this application is accurately represented.

Signature:

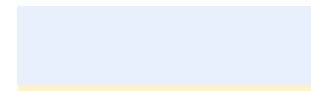


Date: [Click or tap to enter a date.](#)

Recommendation

In accordance with the Agreement, this application has been reviewed and assessed by the Regional Road Group.

Signature:



Date: [Click or tap to enter a date.](#)

Name: Linda Gray

Contact Name and Phone No.
Les Vidovich - 0437 450 147

Name: *Name*

Designation: **Chief Executive Officer**

Designation: **Chairperson**

RRG: *Choose an item.*

Cost Estimate					
Item	Activity	Unit	Qty	Rate	Amount
		Type of unit rate (e.g. No, hr, m, m2, m3, ha, etc)	Qty of units for each resource / activity	Cost rate per unit of resource	\$
1.0	General				
1.1	Supervision	each	1	15,044	15,044
1.2	Survey and setting out	day	3	3000	9000
1.3	Mobilisation / demobilisation	day	2	2500	5000
1.4	Camp / accommodation	Text	Text	Text	Text
1.5	Traffic management	day	25	3000	75,000
1.6	Temporary side tracks / detours	Text	Text	Text	Text
1.7	Other general items	Text	Text	Text	Text
2.0	Earthworks				
2.1	Clearing / removal of debris	hr	27	750	20,250
2.2	Topsoil removal and respread	Text	Text	Text	Text
2.3	Embankment foundation	Text	Text	Text	Text
2.4	Embankment construction	Text	Text	Text	Text
2.5	Subgrade preparation	Text	Text	Text	Text
2.6	Forming and shaping (unsealed roads only)	hr	200	850	170,000
2.7	Scour repairs	Text	Text	Text	Text
3.0	Pavement and Surfacing				
3.1	Gravel sheeting (unsealed roads only)	Text	Text	Text	Text
3.2	Sub-base	Text	Text	Text	Text
3.3	Basecourse	km	1.8	4000	7200
3.4	Extra over for cement stabilisation	Text	Text	Text	Text
3.5	Prime	m2	12,600	2.54	32,004
3.6	Primerseal	m2	12,600	2.54	32,004
3.7	First coat seal	m2	12,600	1.28	16,128
3.8	Second coat seal	m2	12,600	1.28	16,128
3.9	Asphalt	Text	Text	Text	Text
3.10	Microsurfacing	Text	Text	Text	Text
4.0	Drainage				
4.1	Temporary open drains	Text	Text	Text	Text
4.2	Temporary drainage structures	Text	Text	Text	Text
4.3	Diversion and cut-off drains	hr	18	850	15,300
4.4	Culvert inlet and outlet drains	Text	Text	Text	Text
4.5	Levees	Text	Text	Text	Text
4.6	Table drain blocks	Text	Text	Text	Text
4.7	Corrugated steel pipe culverts	Text	Text	Text	Text
4.8	Reinforced concrete pipe culverts	each	16	850	13,600
4.9	Reinforced concrete box culverts	Text	Text	Text	Text
4.10	Culvert end treatments	each	8	2500	20,000
4.11	Drainage pits	Text	Text	Text	Text
4.12	Rock protection	each	8	250	2000
4.13	Kerbing	Text	Text	Text	Text
4.14	Concrete wall	Text	Text	Text	Text
5.0	Miscellaneous				
5.1	Signs	each	6	200	1200
5.2	Guide posts	km	1.8	80	144
5.3	Pavement marking	Text	Text	Text	Text
5.4	Stock grids	Text	Text	Text	Text
5.5	Safety barrier	Text	Text	Text	Text
5.6	Text	Text	Text	Text	Text
5.7	Text	Text	Text	Text	Text
5.8	Text	Text	Text	Text	Text
5.9	Text	Text	Text	Text	Text

Total

\$450,000