

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 31.05 to 34.05)

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): Frankland River
- Primary destination (town / district / location): Cranbrook/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	\$200,000	
Industry	\$0	(Local Government + Industry = minimum 1/3 of total)
CR Supplementary Fund	\$400,000	(Maximum \$400 000)
Total	\$600,000	(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	31.05	34.05	3.00	☐	☐	☒	☐	☐	8.00	4.2-6.2	Very Poor – The existing seal varies from 4.2 to 6.2 metres and provides inadequate sealed lane widths for two-way heavy-vehicle movements. On the narrowest sections, opposing vehicles cannot pass safely without encroaching onto the unsealed shoulders, contributing to edge deterioration and creating a safety risk for freight and other road users.	Adequate – Existing culverts and table drains provide basic drainage functionality; however, isolated deficiencies require improvement. Culverts require extension to accommodate the proposed formation width, and sections of table drain require reforming to improve runoff, protect the pavement and reduce the risk of water-related deterioration.	Poor – The ageing seal exhibits ravelling, edge breaks and edge drop-offs, particularly along the narrower sections. A serviceable condition can only be maintained through regular routine and additional irregular maintenance, and rehabilitation is required within three years.	Text
Various section/s (if different from overall)	31.05	31.79	0.74	☐	☐	☒	☐	☐	8	6.2	As above	As above	As above	Text
	31.79	32.85	1.06	☐	☐	☒	☐	☐	7.5	4.2	As above	As above	As above	Text
	32.85	33.33	0.48	☐	☐	☒	☐	☐	7.5	5	As above	As above	As above	Text
	33.33	34.05	0.72	☐	☐	☒	☐	☐	7.5	4.2	As above	As above	As above	Text

Proposed							
Project Location				Surfacing	Width		Road Standard
					Formation Width	Seal Width	Roadworks
	Start (slk)	End (slk)	Job Length (slk)				Brief Description
Overall	31.05	34.05	3.00	Seal	9	7	Upgrade Yeriminup Road between SLK 31.05 and SLK 34.05 by widening the formation to 9 metres, extending existing culverts and reforming table drains to improve drainage. The existing seal, which varies from approximately 4.2 to 6.2 metres wide, will be widened to a consistent 7-metre standard. A two-coat seal will be applied to the widened pavement areas, together with a single-coat overlay to rehabilitate and preserve the ageing existing seal. The works will also include the design and installation of pavement markings and the replacement of guideposts and outdated or inadequate 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		Freight	
Start (slk)	End (slk)	Commodity Traffic (ESA / direction / day)	All Other Traffic (total vehicles)	*Average Daily Traffic (ESA / direction / day)	Season Duration	(tonnes p/a)	Comment (Commodity type, significance, season, recent changes etc)
36.15	20.5	7 ESA/ direction/ day	26 AADT (classes 1-2 only)	103 ESA/ direction/ day	120 days	100,000T/year	Yeriminup Road supports the year-round transport of livestock, including sheep and cattle, together with substantial seasonal freight movements associated with grain production and agricultural inputs, particularly fertiliser. The route provides an important connection between large-scale agricultural producers, Gunwarrie Road CBH sample hut and the broader regional freight network. Annual commodity freight is estimated at approximately 100,000 tonnes. This estimate is supported by a survey of five primary producers operating within the road's catchment, who collectively reported more than 70,000 tonnes of annual commodity movements. A further 30,000 tonnes has been allowed for freight generated by smaller producers not captured by the survey, together with year-round livestock and other agricultural movements. Freight demand is strongly influenced by the CBH sampling facility located near the southern end of Gunwarrie Road, with grain vehicles using the Yeriminup Road–Gunwarrie Road intersection to access sampling and onward delivery facilities. The project section therefore performs an important regional function by supporting the efficient and reliable movement of high-volume agricultural commodities.

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

Calculation of Commodity Traffic ESA
<i>Show how the Commodity Traffic ESA was calculated.</i> Traffic data was obtained from MetroCount surveys undertaken at SLK 36.15 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 36.15, 66 complete days of data recorded between 27 June and 31 August 2025 were analysed. A total of 499 commodity vehicle movements was recorded, equating to an average of 7.56 heavy vehicles per day, while other traffic averaged 26.03 vehicles per day. The number of vehicles recorded in each commodity class was multiplied by the applicable Main Roads WA ERN9 axle-equivalency factor for Rural Main and Secondary Roads, producing a total of 954.26 ESA over the survey period. This equates to 14.46 ESA per day across both directions or, applying an equal directional distribution, 7.23 ESA per direction per day, rounded to 7. As the survey was undertaken outside the principal grain-harvest period, it is considered representative of the route's underlying annual freight task. 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 an average of 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. This survey represents the best available seasonal traffic data for the Yeriminup Road commodity corridor; however, it is likely to understate the freight task through the proposed project section. A substantial proportion of grain traffic accesses Yeriminup Road via Gunwarrie Road to attend the CBH sampling facility and therefore does not pass the counter at SLK 20.50. Accordingly, the adopted seasonal ESA should be considered a conservative estimate of the commodity traffic using the project section between SLK 31.05 and SLK 34.05. 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	☐
Other, enter type	☐
Other, enter type	☐
Other, enter type	☐

Project Justification

Yeriminup Road is an important regional commodity-freight route supporting the year-round transport of livestock and seasonal movement of grain, fertiliser and other agricultural inputs. The proposed upgrade between SLK 31.05 and SLK 34.05 will directly continue the Great Southern Secondary Freight Network improvements completed between SLK 19.26 and SLK 31.07, providing greater continuity of road standard along the freight corridor. The existing seal varies from approximately 4.2 to 6.2 metres wide and is inadequate for safe and efficient two-way heavy-vehicle movements, while the ageing surface, edge deterioration and drainage limitations require increasing maintenance. Widening the formation to 9 metres and the seal to 7 metres, improving drainage, rehabilitating the existing seal and upgrading delineation will provide a safer, more reliable and efficient freight connection. Seasonal traffic of 103 ESA per direction per day—considered conservative because it excludes substantial grain traffic entering via Gunwarrie Road—demonstrates the significance of the freight task. The project will complement previous investment, accommodate anticipated freight growth and prevent the adjoining substandard section from remaining a constraint within the upgraded route. Without Commodity Routes Fund assistance, the project would need to be deferred or staged, prolonging the existing safety, maintenance and freight-efficiency limitations.

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.

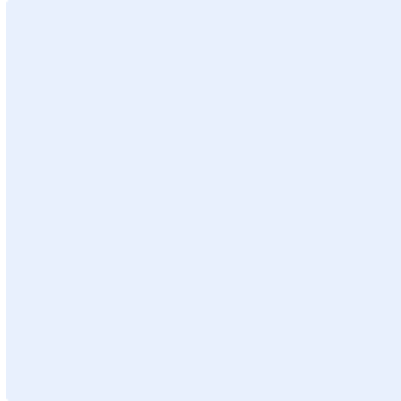
Statement of Readiness to Deliver

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:



Name: Linda Gray

Designation: **Chief Executive Officer**

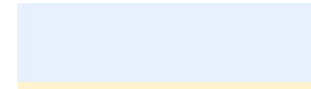
Date: *Click or tap to enter a date.*

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

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: *Name*

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	15,244	15,244
1.2	Survey and setting out	day	4	3000	12,000
1.3	Mobilisation / demobilisation	day	3	2500	7500
1.4	Camp / accommodation	Text	Text	Text	Text
1.5	Traffic management	day	30	3200	96,000
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	53	750	39,750
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	250	850	212,500
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	3.0	2500	7500
3.4	Extra over for cement stabilisation	Text	Text	Text	Text
3.5	Prime	m2	9800	2.54	24,892
3.6	Primerseal	m2	21,200	2.54	53,848
3.7	First coat seal	m2	9800	1.55	15,190
3.8	Second coat seal	m2	21,200	1.28	27,136
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	22	850	18,700
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	22	850	18,700
4.9	Reinforced concrete box culverts	Text	Text	Text	Text
4.10	Culvert end treatments	each	12	2500	30,000
4.11	Drainage pits	Text	Text	Text	Text
4.12	Rock protection	each	12	250	3000
4.13	Kerbing	Text	Text	Text	Text
4.14	Concrete wall	Text	Text	Text	Text
5.0	Miscellaneous				
5.1	Signs	each	14	200	2800
5.2	Guide posts	km	3	80	240
5.3	Pavement marking	km	3	5000	15,000
5.4	Stock grids	Text	Text	Text	Text
5.5	Safety barrier	Text	Text	Text	Text
5.6	Linemarking inc spotting	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

\$600,000