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WESTERN AUSTRALIA

# ROADS 2040

Wheatbelt North

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Western Australia.*

## Regional Strategies for Significant Local Government Roads

2022 (Amended 2023)



## Document Control

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## Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	November 2021	Updating Road Hierarchy	All
2	February 2022	Updated year to reflect year of publication 2022	All
3	September 2022	Updated to reflect minor changes and updates	Various
4	November 2022	Update AGLIME Route 1	17 & 18
5	March 2023	Include Bibby Road	60

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# Significant Local Government Roads Development Strategy

The Roads 2020 Regional Road Development Strategies, released during 1997 and 1998, were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association, then known as the Western Australian Municipal Association. The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to assess the effects of changing circumstances.

The Roads 2025 Regional Road Development Strategy, for all regions constituted the first review of Roads 2020 Regional Road Development Strategy. Local Governments within the Regions were consulted and engaged in the process of reviewing and defining the Roads 2025 road network. Local Governments reviewed and updated the Roads 2025 documents to produce Roads 2030 in 2013.

The latest iteration *Regional Strategies for Significant Local Government Roads (Roads 2040)* are live documents which allow amendments from the Regional Road Groups. An overall review will take place approximately every five years.

Only projects on local roads in the *Roads 2040* will be eligible for *Road Project Grant* funding under the *State Road Funds to Local Government Agreement*.

## CHANGES AND AMENDMENTS

Should a Regional Road Group agree to seek an amendment to the endorsed road development strategy this should be documented and endorsed by the *State Road Funds to Local Government Advisory Committee*. If an affected road crosses into another Region, agreement should be reached with the adjoining Regional Road Group on the proposed change.

All roads submitted to be added to *Roads 2040* should meet the criteria specified within the *GUIDELINES AND CRITERIA for the Identification of Significant Local Government Roads with Regional Importance*.

Note - A separate Main Roads WA process is required to amend the [WA Road Hierarchy](#) category.

## THE WHEATBELT NORTH REGION

The Wheatbelt has the economic advantage of being close to the Perth Metropolitan Area, the State's largest market. Industrial diversification and locally initiated economic activities are broadening the economic base of the Region and having a positive influence on its stability and growth.

The Wheatbelt North Region incorporates 24 local governments and contains most of the State's grain growing areas. The Region covers an area of 100,134 square kilometres, which includes 6,390 km of sealed and 17,920 km of unsealed roads managed by local government. The 1 970 km State Road network within the Region is managed by Main Roads Western Australia.

The region had a resident population of 51,723 in 2018, concentrated in the key centres of Chittering, Cunderdin, Dalwallinu, Dandaragan, Dowerin, Gingin, Goomalling, Kellerberrin, Koorda, Merredin, Moora, Mount Marshall, Mukinbudin, Northam, Nungarin, Tammin, Toodyay, Trayning, Calingiri, Westonia, Wongan, Wyalkatchem, Yilgarn and York.

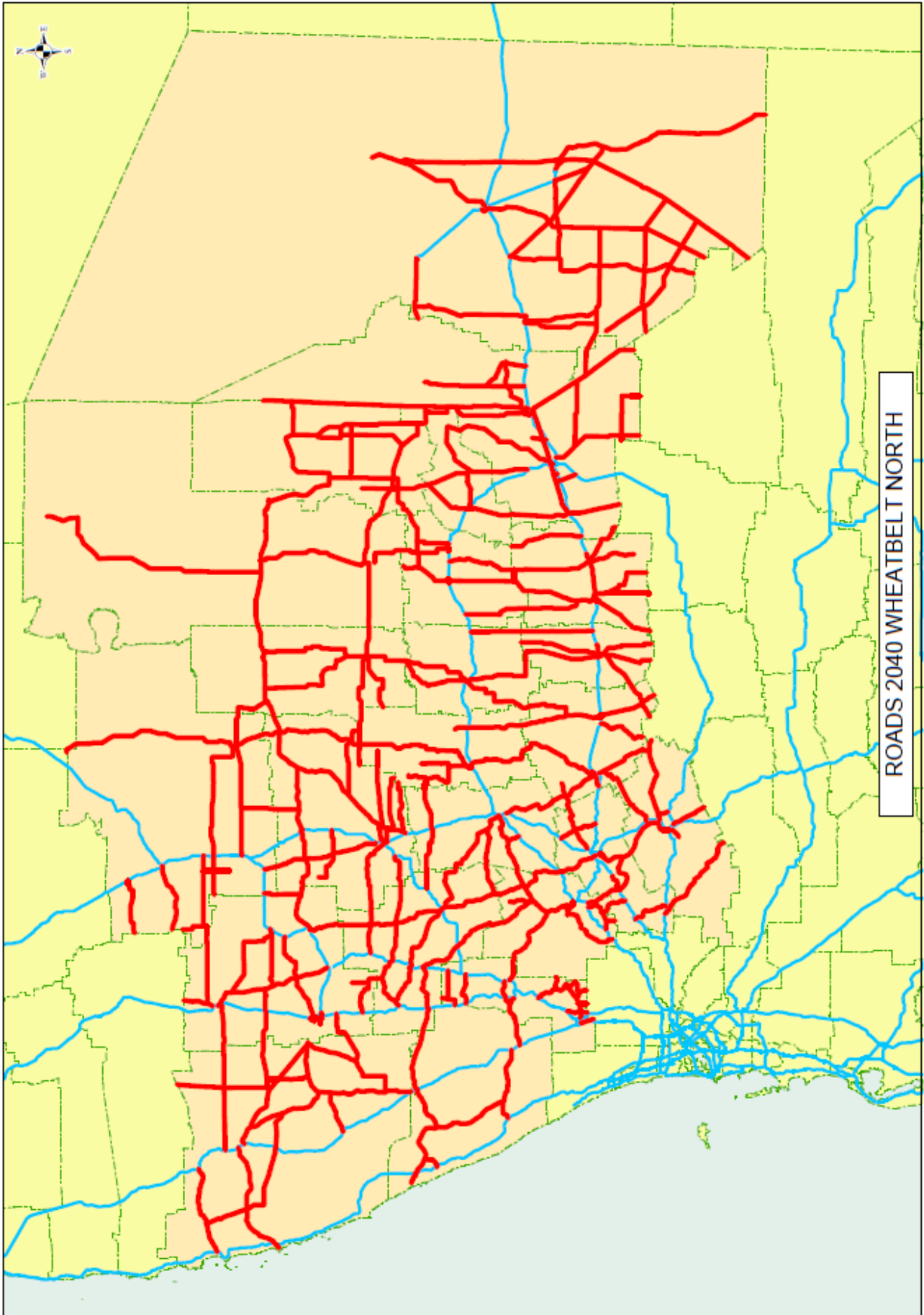
The Wheatbelt's economy is based on agriculture, with cropping being the most dominant industry in the Region. Other major agricultural commodities include livestock (disposal) and wool. A strong retail and wholesale trade industry services the agricultural sector.

The Region's manufacturing sector is largely based on supplying and servicing the agricultural sector and in processing local produce.

The mining sector plays an important role in the Wheatbelt's economy with key commodities being heavy mineral sands, gold, iron ore and nickel. A range of commercial activities occurs across the Region, mainly concentrating in the centres of Northam, Merredin and Moora. The Region's building and construction industry continues to operate at a high level. The Region also has a dynamic fishing industry, dominated (in terms of value) by the rock lobster catch.

The tourism industry makes a notable contribution to the Wheatbelt's economy with a growing number of domestic and international visitors to the Region. Commercial timber production in the Wheatbelt Region is of a relatively small scale and is concentrated mainly in logging hardwood plantations.

The aim of the Significant Local Government Roads Wheatbelt North Regional Development Strategy is to identify and develop a significant road network to support and facilitate the development of the northern Wheatbelt Region.





## **AGLIME ROUTE 1 – LANCELIN TO NORTHAM**

**Dewars Pool-Bindoon Road (5020003, 4260194) Regional Distributor**  
**Mooliabeenee Road (5020001) Regional Distributor**  
**Gingin Brook Road (5070002) Regional Distributor**  
**Honeycomb Road (5070214) Regional Distributor**  
**Anzac Avenue (4260061) Access Road**  
**Clinton Street (4260063) Access Road**  
**Fiennes Street (4260064) Access Road**  
**Hamersley Street (4260126) Access Road**  
**Harper Road (4260058) Regional Distributor**  
**Telegraph Road (4260196) Regional Distributor**  
**Toodyay - Bindi Bindi Road (4260197) Regional Distributor**

**Chittering, Gingin, and Toodyay Shires**

**Last Reviewed: March 2021**

### **FUNCTION**

Aglime Route 1 is a route used to facilitate the transporting of Agricultural Lime on the route covered from Lancelin to the Northam regions. Aglime Route 1 is a regional distributor of traffic from the west to the east. The latest traffic count for Mooliabeenee Road is 699 AVPD (224 daily ESA). The latest traffic count for Gingin Brook Road is 1422 AVPD (816 daily ESA). Mooliabeenee Road interconnects (through road) with Chittering Shire

Aglime Route 1 includes Dewars Pool-Bindoon Road which is a major tourist and transport route connecting Toodyay-Bindi Bindi Road to Great Northern Highway, and the Wheatbelt to the coastal areas. It offers significant savings in travel time to caravans and heavy vehicles that require access to Great Northern Highway.

The Lancelin-Northam Route provides an important east-west link between the coast at Lancelin and Wheatbelt areas to the east. Tourist traffic, trucks carting lime and farm produce use this route. As the heavy haulage route has developed, there has been a large increase in the number of vehicles carting lime sands to Wheatbelt areas from the coastal areas around Lancelin.

### **DEVELOPMENT NEED**

Aglime Route 1 will continue to be used for the distribution of agricultural lime though out the Wheatbelt North region well into the future taking in to account current demand by surrounding agricultural areas and current resource availability at the Aglime Route 1 start terminus.

Increasing volumes of heavy combination vehicles will require periodic preservation activities to cope with the increase of heavy vehicles and tourist vehicles

The entire length of Dewars Pool Road is in poor alignment and requires surface correction. It has got minimal passing areas, insufficient seal width, poor drainage, and dense vegetation with a high number of wildlife as it passes through a national park.

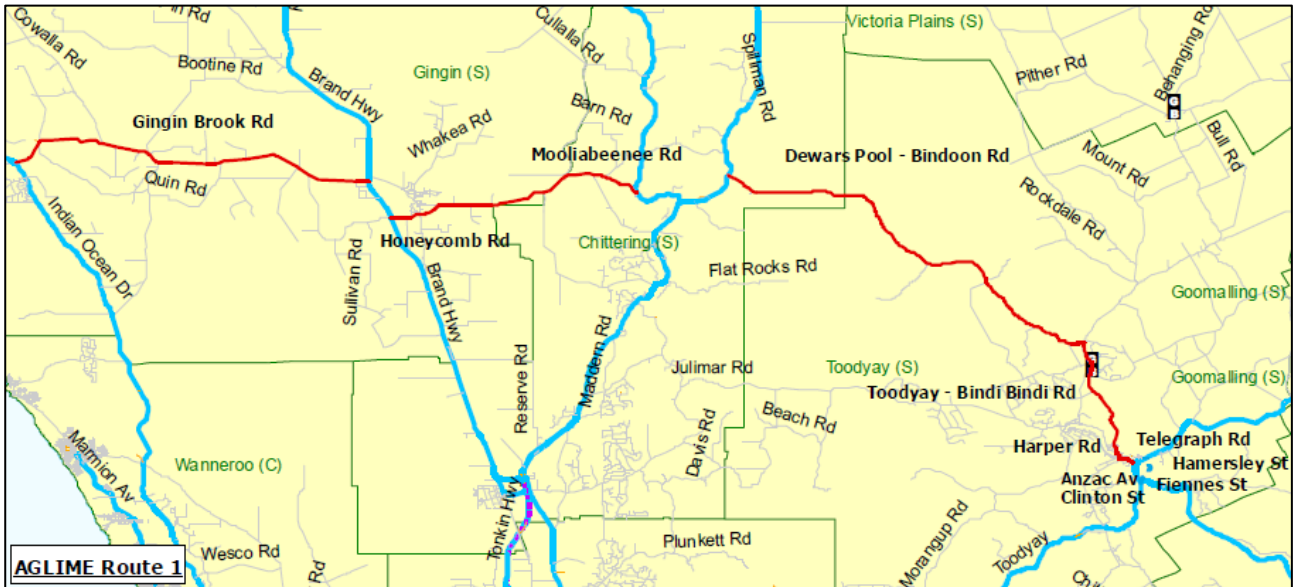
## DEVELOPMENT STRATEGY

With the current traffic count the requirement is to bring Aglime Route 1 up to an 8m wide seal as a minimum standard. Therefore, the long-term strategy is to upgrade Aglime Route 1 up to a minimum of 8m wide sealed road.

Dewars Pool-Bindoon Road is complete to width requirements of 7 metres and will need periodic preservation of the roads surface to improve the road to accommodate the increase in traffic volumes. Upgrades such as applying the final seal and shoulder reconditioning to increase the seal width. The road is identified in Chittering Shires ten-year capital road works program.

The development strategy is to replace all wooden culverts with concrete pipes, commence widening the formation, widen the shoulders to a minimum of 1.2m, improve horizontal alignment where required and clear vegetation to 4m from seal edge.

The funding source of the roads as outlined would be through Aglime Route funding (when available) and Road Project Grants.



Local Authority component of route shown on map only

## AGLIME ROUTE 2 – LANCELIN TO GOOMALLING

**Cowalla Road (5070003) Regional Distributor / Access Road**  
**Mogumber West Road (5070011) Regional Distributor**  
**K.W. Road (5070008) Regional Distributor**  
**Orange Springs Road (5070006) Regional Distributor**  
**Sappers Road (5070007) Regional Distributor / Access Road**  
**Goomalling-Calingiri Road (4080107, 5170123) Regional Distributor**  
**Calingiri-New Norcia Road (5170008) Regional Distributor**  
**Mogumber West Road (5170015) Regional Distributor**  
**Mogumber-Yarawindah Road (5170006) Regional Distributor**  
**Toodyay – Bindi Bindi Road (5170124, 5170125) Regional Distributor**  
**Goomalling – Meckering Road (4060002, 4080001) Local Distributor**

**Cunderdin, Gingin, Goomalling, Victoria Plains Shires**

**Last Reviewed: March 2021**

### **FUNCTION**

Aglime Route 2 is a route used to facilitate the transporting of Agricultural Lime on the route covered from Lancelin to the Goomalling regions. This document includes the nominated Aglime Route 2 plus Goomalling – Meckering Road (4060002, 4080001).

The route provides easier access for extractive industry (lime sands), to the grain receival facilities at Calingiri, Konnongorring, and Mogumber, as well as being important links to tourist destinations like New Norcia and Lancelin.

The Goomalling-Calingiri section of the routes serves as a major link between the coast at Lancelin and Goomalling and areas to the east. This provides easier access to lime sands being mined at the coast and improve access to the grain receival facilities at Calingiri and Mogumber. Access to important tourist destinations like New Norcia and Lancelin will be improved with greater access to Indian Ocean Drive, Brand Highway and Great Northern Highway.

The latest traffic counts for roads in this route are:

Cowalla Road	411 AVPD (680 daily ESA)
Mogumber West Road	224 AVPD (836 daily ESA)
KW Road	301 AVPD (751 daily ESA)
Orange Springs Road	443 AVPD (568 daily ESA)
Sappers Road	303 AVPD (760 daily ESA)

Goomalling-Calingiri Road in Victoria Plains Shire is a RAV Network 5 road (Conditional), in Goomalling Shire, it is a RAV Network 4 road (conditional).

Goomalling-Meckering Road serves Meckering and Goomalling traffic and a significant level of through traffic. The road services the Standard Gauge Railway and Great Eastern Highway. It is used to cart lime fertiliser from Lancelin utilising Agriculture Lime Route 2 (Lancelin-Goomalling Road) to the eastern regions of Wheatbelt. Grain, livestock, and general freight are also carted on this road. It is also a developing tourist route.

Goomalling-Meckering Road in Cunderdin Shire is a RAV Network 5 road. In Goomalling Shire, it is a RAV Network 4 road (conditional).

**DEVELOPMENT NEED**

Aglime Route 2 will continue to be used for the distribution of agricultural lime though out the Wheatbelt North region well into the future taking in to account current demand by surrounding agricultural areas and current resource availability at the Aglime Route 2 start terminus. As a major heavy vehicle route servicing mineral resource development and the tourist industry, this route, in places, is below the acceptable standard for this level of use.

**DEVELOPMENT STRATEGY**

With the current traffic count, the requirement is to bring Aglime Route 2 up to an 8m wide seal as a minimum standard. Therefore, the long-term strategy is to upgrade Aglime Route 2 up to a minimum of 8m wide sealed road.

Reinstate existing failures through effected areas, improve drainage.

Improve ride comfort level by upgrading the road surfaces that have a high pavement roughness.

The funding source of the roads as outlined would be through Aglime Route funding (when available) and Road Project Grants.



Local Authority component of route shown on map only

## **AGLIME ROUTE 3 – CERVANTES TO BURAKIN**

**Cadda Road (5040009) Regional Distributor**  
**Cervantes Road (5040332, 5040333) Regional Distributor**  
**North West Road (5040005) Regional Distributor**  
**Bindi-Ballidu Road (5100008) Regional Distributor**  
**Dandaragan Street (5100192) Regional Distributor**  
**Moora-Caro Road (5100196) Regional Distributor**  
**Ballidu-Bindi Bindi Road (5180004) Regional Distributor**  
**Ballidu East Road (5180003) Regional Distributor**  
**Federation Street (5180096) Regional Distributor**  
**Hospital Road (5180195) Regional Distributor**  
**Townsend Road (5180170) Regional Distributor**  
**Dandaragan, Moora, Wongan Ballidu Shires**  
**Last Reviewed: March 2021**

### **FUNCTION**

The above roads form part of Ag Lime Route 3. It is recognised as a heavy haulage route.

One of the four heavy haulage routes identified to provide east-west links from the coast to the northern Wheatbelt, it will be used mainly to transport lime sands from the coast to the central northern Wheatbelt areas for use in soil improvement.

Ballidu-Bindi Bindi Road in Moora Shire is a RAV Network 4 road. In Wongan-Ballidu Shire is a RAV Network 5 road.

As a part of Ag Lime Route 3, Moora-Caro Route links Moora to Brand Highway and the coastal area, and forms part of the recognised tourist route “Dandaragan Way”. It complements Dandaragan-Jurien Route and forms part of the Regans Ford-Carnamah Route.

Both Dandaragan Street and Moora-Caro Road are RAV Network 7 roads. Cataby and Dandaragan Roads are RAV Network 6 roads. North West Road is a RAV Network 6 road.

### **DEVELOPMENT NEED**

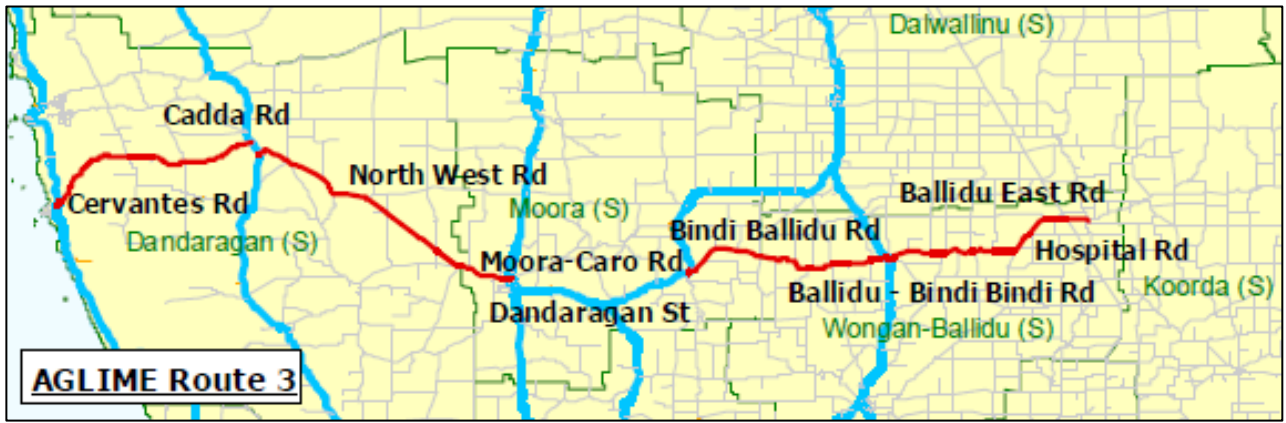
As a major heavy vehicle route servicing mineral resource development, heavy tourist movement and passenger vehicle mix, the road is, in places, below the acceptable standard. Development of this route is very important for the transport of lime sands from the coast to the inland grain growing areas. Road roughness is increasing in some areas and will need to be attended to.

To cater for the increasing growth and mix in traffic, particularly tourist and heavy haulage vehicles, the full length of the route needs to be upgraded to a uniform Type 5 road standard.

### **DEVELOPMENT STRATEGY**

Upgrade, improving vertical and horizontal geometry where necessary, to a uniform Type 5 road standard. Reseal as and where necessary

Construct Cadda Road (currently unsealed Type 3) to a uniform Type 5 road standard.



Local Authority component of route shown on map only

## **AGLIME ROUTE 4 – JURIEN-DALWALLINU AGLIME ROUTE 4**

**Bell Road (5030027) Regional Distributor**  
**Carot Well Road (5030231, 5100021) Local Distributor**  
**Dalwallinu West Road (5030005) Regional Distributor / Local Distributor**  
**Locke Road (5030026) Access Road**  
**Miling North Road (5030085) Local Distributor**  
**Jurien Road (5040331) Regional Distributor**  
**Watheroo Road (5040008) Regional Distributor**  
**Railway Road (5100026) Local Distributor**  
**Watheroo West Road (5100005) Regional Distributor**

**Dalwallinu, Dandaragan, Moora, Shires**

**Last Reviewed: March 2021**

### **FUNCTION**

Aglime Route 4 is an integral link for the transportation of agricultural products (especially agricultural lime) from the west coast to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land.

The section west of Brand Highway is the main access to Jurien Bay Townsite from Brand Highway from the north, although it can be accessed from Cervantes Road to the south. It carries high seasonal tourist traffic, service vehicles for the Townsite and heavy vehicles associated with the mineral resource development in the area, carting lime sands, mineral sands, and diatomaceous earth to the eastern Wheatbelt and the metropolitan area.

Jurien Bay is an important rock lobster centre with two processing plants, a multimillion-dollar inland boat harbour/marina servicing the fishing industry/holiday maker and a junior High School. Access to Jurien Bay from other coastal communities is via the Jurien-Green Head link to the north, currently being constructed, and via Munbinea-Cervantes to the south.

Miling North Road provides access to Great Northern Highway from areas north of Miling and west of Wubin. It caters for heavy haulage from as far away as west of Wubin in delivering grain into Miling, by providing access to the CBH strategic receival facility there. It provides access to a large seed cleaning business that services a significant catchments area particularly to the north. It also connects Ag Lime Route 4 to Great Northern Highway.

Watheroo Road is a RAV Network 6 road (conditional).

Watheroo West Road is a RAV Network 4 road.

Miling North Road in Moora Shire is a RAV Network 7 road (conditional). In Dalwallinu Shire, it is also a RAV Network 7 road (conditional).

Carot Well Road, Bell Road, Dalwallinu West Road and Locke Road are RAV Network 7 roads (conditional).

### **DEVELOPMENT NEED**

Aglime Road 4 is expected to remain an integral link for the transportation of agricultural products due to the expected long-term viability of the use of agricultural lime (and other products) for enhancing farming production in the Central Wheatbelt region and the long-term feasibility of the agricultural lime production areas.

As a major heavy vehicle route servicing mineral resource development, heavy tourist movement

and passenger vehicle mix, the route in places is below the standard acceptable for this level of use.

Railway Road is due for a reseal and reshouldering. The sections of this route along Moora–Dongara Road and Brand Highway will be covered by the Moora-Dongara and Brand Highway strategies respectively.

The seal width of Miling North Road (in places varying from 3.7m to 6.2m) is insufficient to cater for the volume and type of vehicles using it with increasing maintenance costs due to edge wear.

**DEVELOPMENT STRATEGY**

Dalwallinu Shire section -

Miling North, Bell, and Dalwallinu West Roads are currently sealed to 6.2m wide, and Locke Road is sealed to 7m wide. The long-term strategy is to bring this route up to a minimum standard of 7m wide seal and formation of 10m wide. Funding sources for this upgrade will come from Aglime Funding (if available) and/or Project Grants.

Moora Shire section -

Widen narrow sections of seal on the Jurien–Dalwallinu heavy haulage route to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of inter-regional traffic.

Upgrade Miling North Road to improve safety for all users, reduce maintenance costs for road authorities and cater for the predicted increase in heavy vehicles.

Upgrade Watheroo Road consistently to a uniform Type 5 road standard formation.

Upgrade sections of Watheroo Road, Carot Well Road, Railway Road and Bell Road to a uniform Type 5 road standard formation.

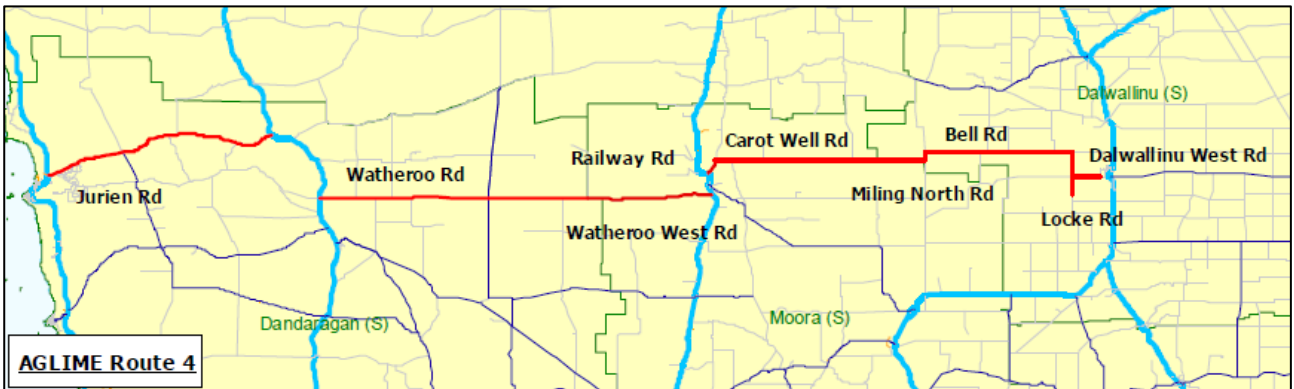
Widen Carot Well from 0.00-3.8slk and commence reseal program.

Retain Miling North Road to a uniform Type 5 standard formation.

Reinstate existing failures through effected areas, improve drainage.

Improve traffic safety by increasing seal and shoulder widths at curves and bends, and selectively improving road geometry.

Improve ride comfort level by upgrading the road surfaces that have a high pavement roughness  
 Locke Road is currently unsealed to a paved standard. The long-term strategy is to bring this road up to a minimum standard of 7m wide seal and formation of 10m wide.



Local Authority component of route shown on map only



## AVON TERRACE

Road No. 4330089  
Regional Distributor

York Shire

Last Reviewed: March 2021

### FUNCTION

Continuation of the regional connector (Spencers Brook Road) connecting York and Northam and providing access to Great Southern Highway.

### DEVELOPMENT NEED

Avon Terrace will continue to be a high-volume tourism route and a transport link between Northam-York and Great Southern Highway.

### DEVELOPMENT STRATEGY

To provide a minimum 8 metre seal width with associated drainage improvements including kerbing as a Regional Road Project grant.



## BAANDEE NORTH ROAD

**Road No. 4090006**  
**Local Distributor**

**Kellerberrin Shire**

**Last Reviewed: March 2021**

### FUNCTION

This route is a major heavy vehicle transport route for the cartage of grain potentially from Banndee to Doodlakine CBH Receival Facilities and onto main east-west standard gauge line. It provides major access for residents to access Doodlakine Public Passenger Service on the Prospector and/or Avon Link Train and onto Kellerberrin and its associated industries and Businesses as well as utilisation of the Great Eastern Highway.

It is also a major access route to Nungarin and further north for local and visitor traffic to access Great Eastern Highway and a transport route for agricultural commodities such as fertiliser, grain, livestock, gypsum, lime, etc. This road continues into Shire of Nungarin.

### DEVELOPMENT NEED

Increased economic efficiencies of a major and direct heavy vehicle transport route towns and farmers North of Kellerberrin.

Increased efficiencies gained from rail transport of grain from Doodlakine on the main east-west line.

### DEVELOPMENT STRATEGY

Widen the entire length of road to an acceptable construction standard for heavy vehicle access route, for local traffic use and for school bus route.

Reconstruction of and widening of shoulders – sectional works required

Widen seal to 7.0m to provide constant width and improve safety standards along the entire route for heavy vehicle movements and the mix with local and visiting traffic.

To improve substandard crests and curves and to improve visual safety standards, at the designated points.



## BARBERTON WEST ROAD

**Road No. 5040020 and 5100035**  
**Local Distributor**

**Dandaragan and Moora Shires**

**Last Reviewed: March 2021**

### FUNCTION

Barberton West Road forms part of a link between Moora-Bindoon Road and Brand Highway at Regans Ford. The road extends to Dandaragan Shire and connects directly onto Rows Road.

The road is a regional distributor and is a RAV Network 4 road. It provides access to the grain receival point at Regans Ford.

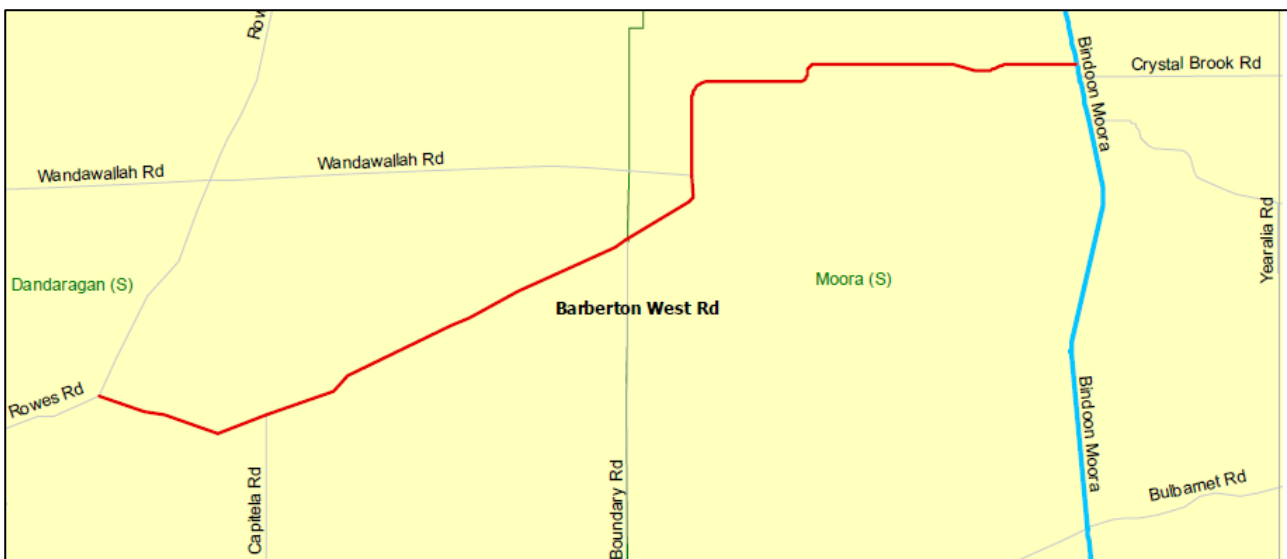
Barberton West Road in Dandaragan Shire is a RAV Network 6 road (conditional).

### DEVELOPMENT NEED

There is a need to upgrade this road from SLK 2.40 to SLK 11.16 from Type 3 to a Type 5 road standard formation. From SLK 0.00 to SLK 2.40, the road seal width needs to be maintained and upgraded as need arises.

### DEVELOPMENT STRATEGY

Provide a sealed pavement, which will cater for the increase in heavy haulage, commuter traffic and offer greater safety for school bus operators.



## BELKA – WOGARL ROUTE

**Belka East Road (4140089) Local Distributor**  
**Brissenden Road (4140004) Local Distributor**  
**Crossland Street (4140230) Local Distributor**  
**Wogarl Muntadgin Road (4140043) Local Distributor**

**Merredin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Belka East Road is a well-maintained gravel road that connects Belka to Merredin, Narembeen, and Bruce Rock CBH receival points.

Wogarl-Muntadgin Road gives access from the south to the Muntadgin CBH receival point and to the Town of Muntadgin.

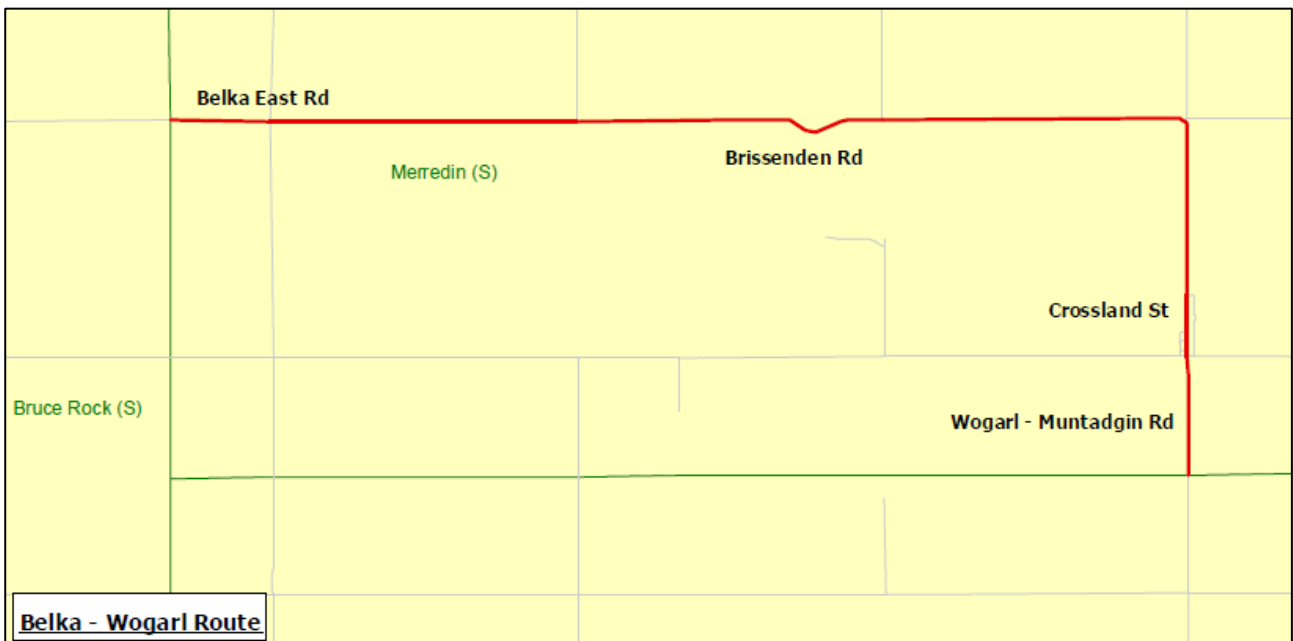
### DEVELOPMENT NEED

With the likelihood of the tier 3 rail system being closed, the Belka – Wogarl Route will become a main artery for the delivery of grain to CBH receival points.

### DEVELOPMENT STRATEGY

Future development of Belka East Road would be through RRG funding and to upgrade from a formed gravel road to a sealed surface to a 7-metre width.

Wogarl-Muntadgin Road will require re-construction in the future, funded through the RRG.



## BENCUBBIN – KUNUNOPPIN ROUTE

**Bencubbin Kununoppin Road (4150017) Access Road**  
**Bencubbin Kununoppin Road (4130001) Access Road**  
**Leake Street (4130077) Access Road**

**Mt Marshall and Trayning Shires**

**Last Reviewed: March 2021**

### FUNCTION

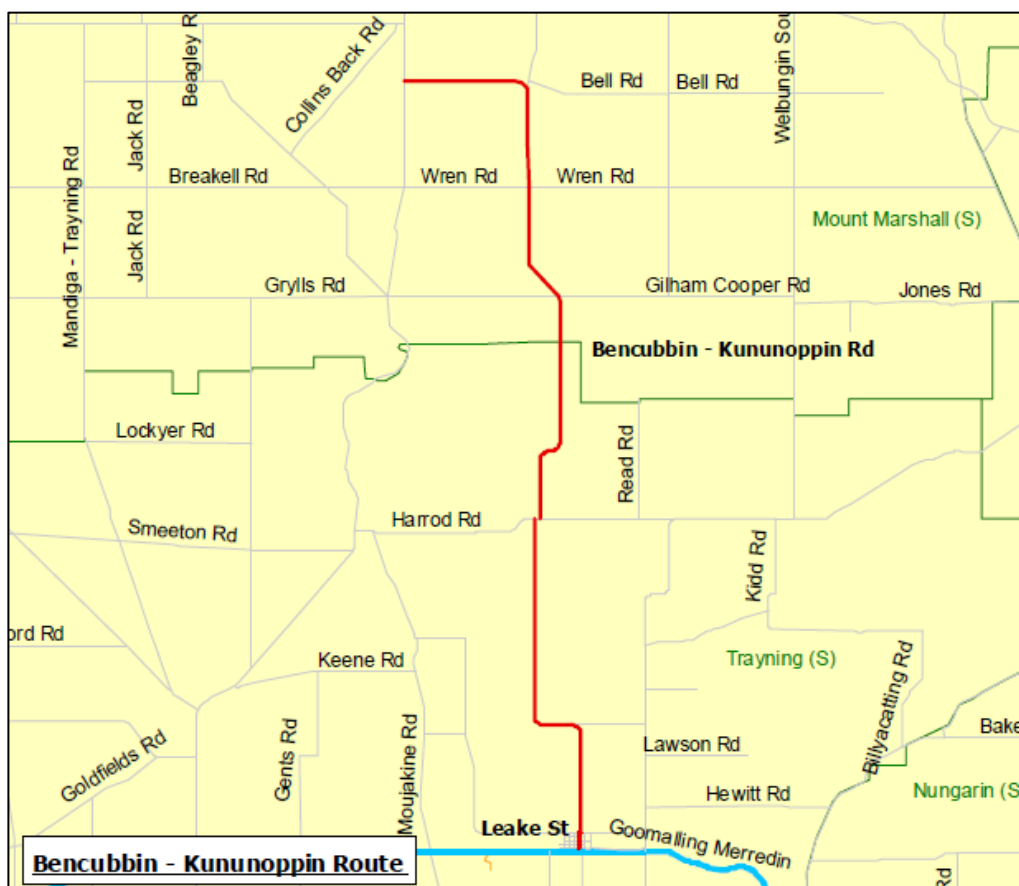
Kununoppin - Bencubbin Road is an important north - south link between Bencubbin and Kununoppin. It is used to convey agricultural produce, fertiliser, livestock, and general freight. It is also the northern access route to the Regional Hospital at Kununoppin. Leake Street links Kununoppin - Bencubbin Road to Wilson Street and eventually Goomalling - Merredin Road.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

Upgrade the road to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding. 3km of this road has been upgraded to a Type 5 standard and the remaining 10.30kms is at a Type 4 standard (approx. 3.8m width).



## BERINGBOODING ROAD

**Road No. 4160008**  
**Access Road**

**Mukinbudin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Berringbooding Road carries fertiliser and heavy harvest traffic from east Mukinbudin and north Westonia districts to the Bonnie Rock off-rail grain facility. It would link with the sealed section of the Bonnie Rock - Lake Brown Road.

The road is part of the Wheatbelt Way tourist route and will carry an increased volume of tourism traffic, including caravans. Tourist traffic is increasing to Berringbooding Rock and Elachbutting Rock along this route. The road is also a school bus route.

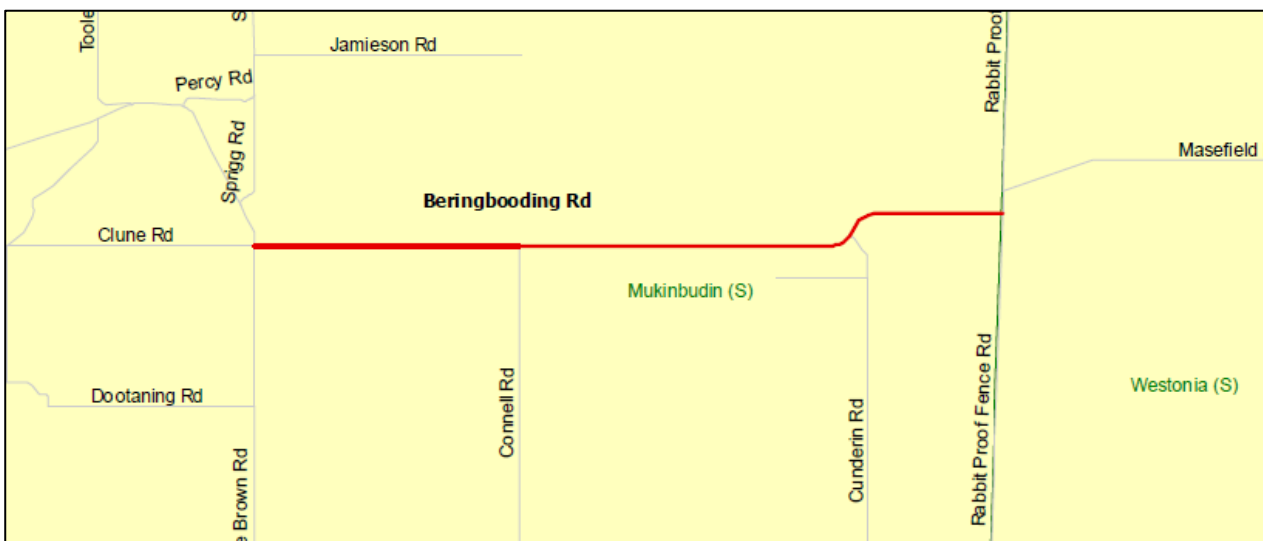
Berringbooding Road is a RAV Network 4 road (conditional).

### DEVELOPMENT NEED

This road is currently a type 3 standard road (gravel sheeted to a minimum 9m carriageway width) It is proposed to utilize RRG funding to widen and seal this road to a uniform type 5 standard to make safe to accommodate the heavy vehicle traffic and increased volume of tourist traffic.

### DEVELOPMENT STRATEGY

Upgrade the road to a uniform Type 5 road standard (7.0m seal width and minimum 10m carriageway width) and retain its Category C rating



## BIMBIJY ROAD

Road No. 4150009

Local Distributor

Mt Marshall Shire

Last Reviewed: March 2021

### FUNCTION

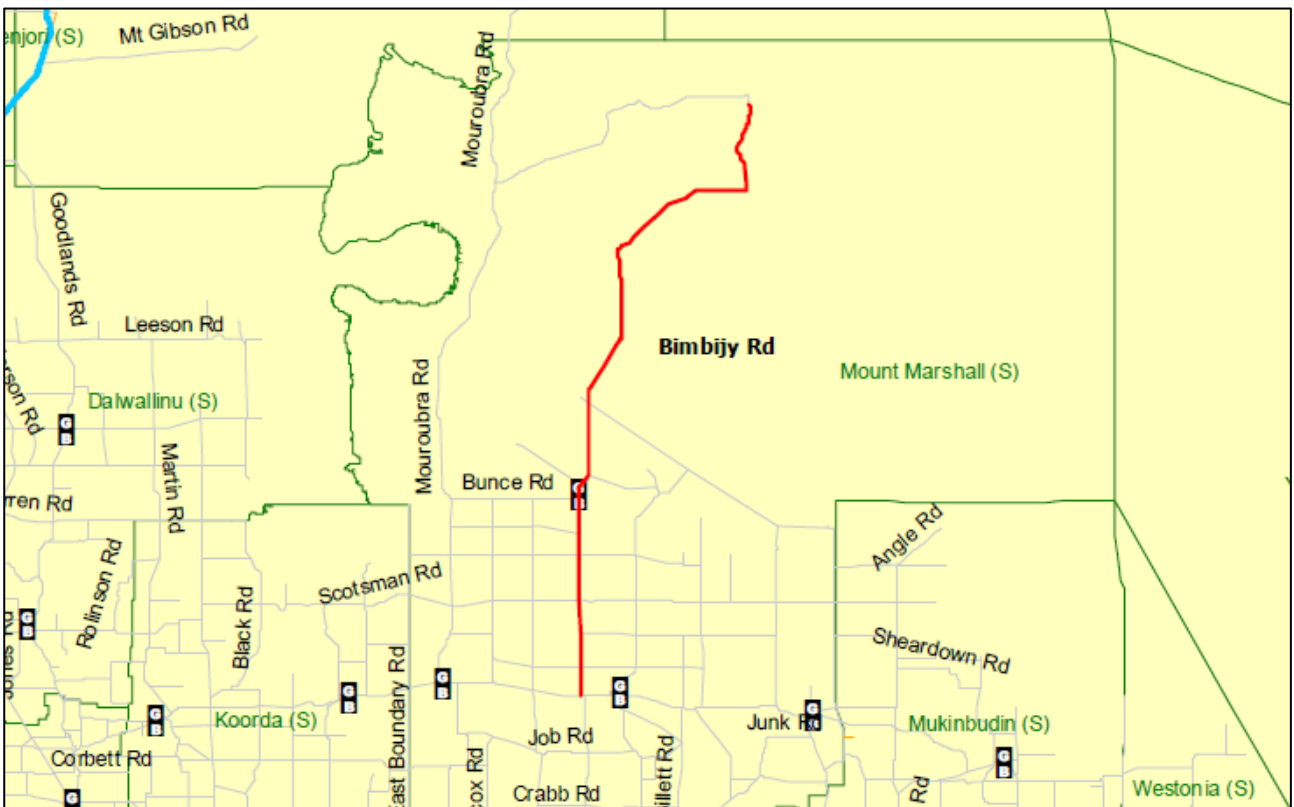
Bimbijy Road provides access to the Tampu off-rail grain receival facility and tourist access to Bimbijy Station.

### DEVELOPMENT NEED

There is a need to widen this road to accommodate the increasing number of heavy vehicles associated with grain cartage.

### DEVELOPMENT STRATEGY

Upgrade the road from Burakin-Wialki Road to the Tampu grain receival facility from its present narrow sealed condition to a two-laned sealed standard.



## BODALLIN NORTH ROAD

Road No. 6110002

Local Distributor

Yilgarn Shire

Last Reviewed: March 2021

### FUNCTION

This route is a major link between Wyalkatchem-Bullfinch Road and Great Eastern Highway and provides access for road trains hauling grain from Bullfinch (CBH) grain bin and the Strategic Receival Point at Bodallin on the Standard Gauge Railway.

Bodallin North Road is a RAV Network 3 road (conditional).

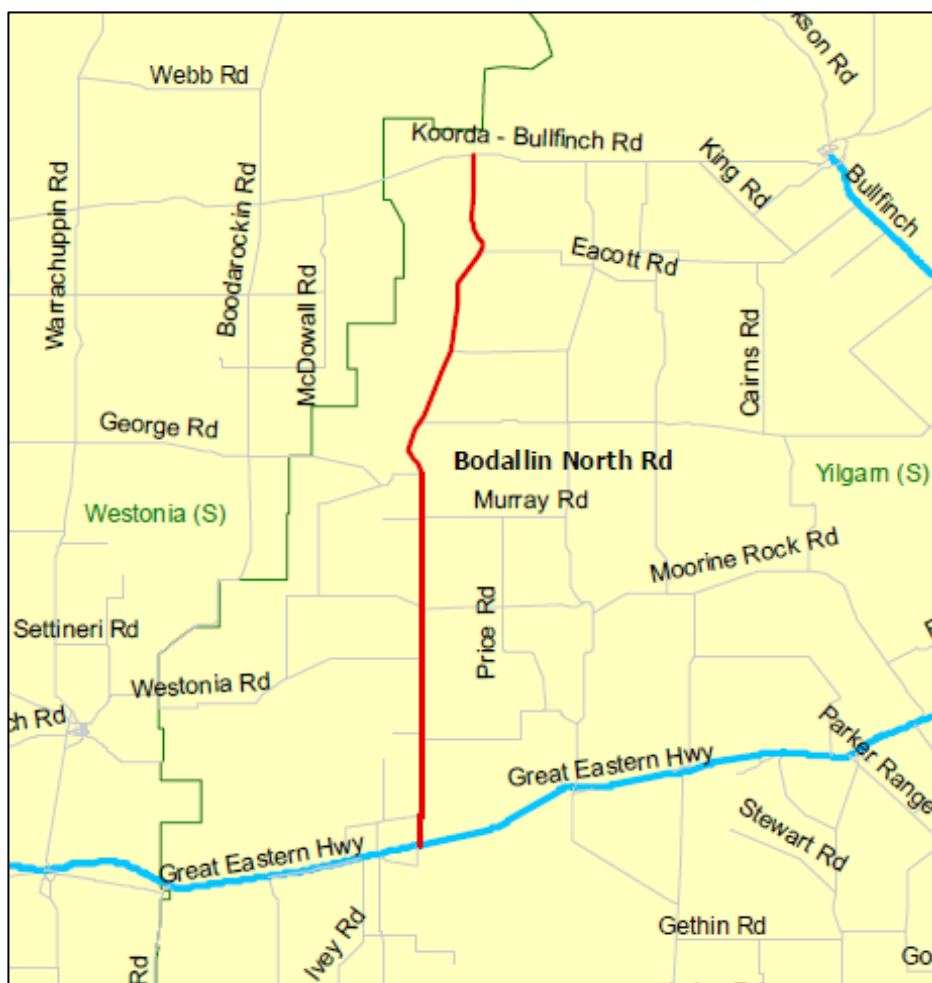
### DEVELOPMENT NEED

Bodallin, located on the Standard Gauge Railway, is a Strategic Receival Point within a 24-hour round trip from Kwinana. Increased volumes of freight, fertiliser, and grain haulage demand adequate standard of road

### DEVELOPMENT STRATEGY

Thirty kilometres of Bodallin North Road has been upgraded to type 4 road standard (6.4 metre sealed width) from SLK 0.00 to 30.00 and the remaining thirteen kilometres from SLK 30.00 to 43.61 kilometres has been upgraded to a type 5 road standard (7 metres sealed width).

Ongoing Asset Preservation Funding is required to ensure this route continues to perform its regional functions.





## BODALLIN SOUTH ROAD AND BODALLIN BIN ROAD ROUTE

**Bodallin South Road (6110088) Local Distributor / Access Road**

**Bodallin South Road (6110005) Local Distributor**

**Ivey Road (6110064) Local Distributor**

**Yilgarn Shire**

**Last Reviewed: March 2021**

### FUNCTION

These routes provide access for road trains hauling grain from Dulyalbin and Holleton (CBH) grain bin and the Strategic Receive Point at Bodallin on the Standard Gauge Railway. They are also a link to the Great Eastern Highway

Regional Functional Road Hierarchy (RFRH) class for Bodallin South Road and Bodallin Bin Road is Local Distributor.

Bodallin South Road is a RAV Network 3 road (conditional).

Bodallin Bin Road is a RAV Network 7 road (conditional).

### DEVELOPMENT NEED

Bodallin, located on the Standard Gauge Railway, is a Strategic Receive Point within a 24-hour round trip from Kwinana. Increased volumes of freight, fertiliser, and grain haulage demand adequate standard of road.

### DEVELOPMENT STRATEGY

Upgrade the road to a uniform Type 5 road standard to cater for road trains and provide a safe route for other motorists.



## **BOLGART EAST ROAD**

**Road No. 5170007 and 4080008**  
**Local Distributor**

**Goomalling and Victoria Plains Shires**

**Last Reviewed: March 2021**

### **FUNCTION**

Bolgart East Road connects the communities of Bolgart and Goomalling and links the Toodyay – Bindi Bindi Road with the Lancelin – Goomalling heavy haulage route. The road provides access to the CBH receival sites at Bolgart and Goomalling and is also used for carting agricultural produce, grain, fertiliser, livestock, and general freight.

It is a major link to the health services, police, and banking services at Goomalling. In addition, it is an alternative tourist destination to New Norcia, Lancelin, Cervantes, and Jurien Bay.

Bolgart East Road is a RAV Network 3 road (conditional).

### **DEVELOPMENT NEED**

Bolgart East Road is important with the access to the Goomalling receival site, significant in that it caters for a number of grain segregations not accepted at other sites in the area.

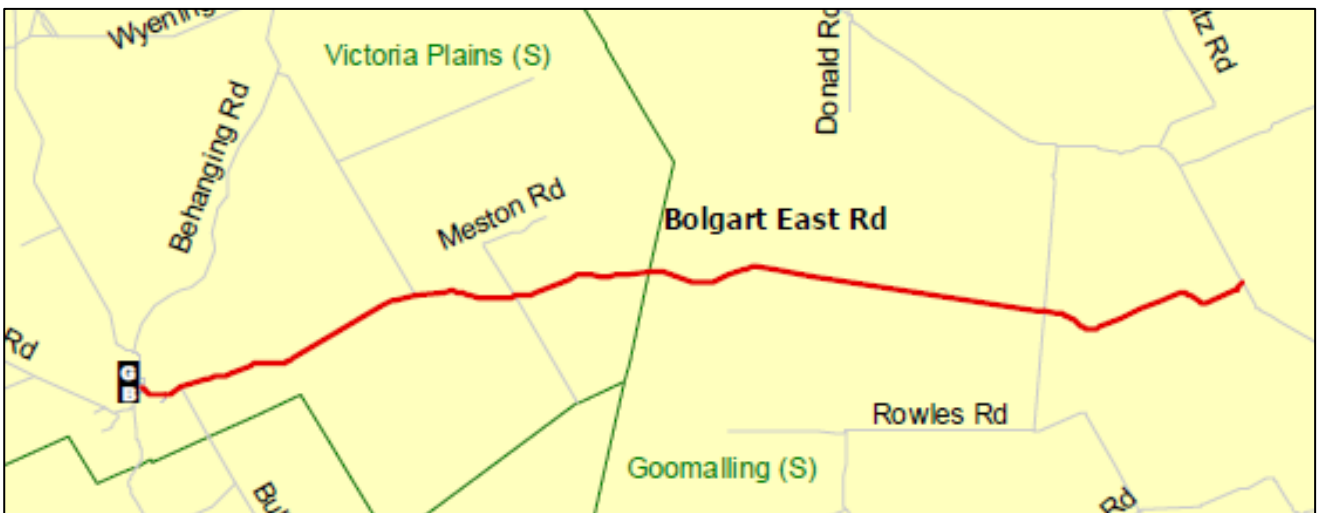
Mainly a Type 3, the road standard is insufficient to cater for the mix of heavy haulage and commuter traffic using it. There is an urgent need to develop this road from a Type 3 Gravel Road to Type 5 (7.00metre width seal)

### **DEVELOPMENT STRATEGY**

Construct unsealed section to a uniform Type 5 road standard.

Widen narrow sections to provide a uniform Type 5 standard along the full length of the road.

Continue to widen the pavement out to 7.2 meters.



## BONNIE ROCK – MERREDIN ROUTE

**Bonnie Rock Lake Brown Road (4160006) Local Distributor**  
**Ogilvie Road (4160019) Local Distributor**  
**Quanta Cutting North Road (4160010) Local Distributor**  
**Quanta Cutting Weira Road (4160093, 4220040) Local Distributor**

**Mukinbudin and Nungarin Shire**

**Last Reviewed: March 2021**

### FUNCTION

The network role of the Bonnie Rock – Merredin Route is to provide a bin to bin grain transfer route for CBH from the Bonnie Rock and Wilgoyne off-rail CBH facilities via the Quantacutting – Weira, English and Chandler – Merredin Roads to Merredin and the standard gage railway line. It is also an access road for other agricultural produce, fertiliser, livestock from Merredin and Nungarin and points north.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided and preserved into the future.

### DEVELOPMENT STRATEGY

Upgrade the roads on this route to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding.



## BULBARNET ROAD

**Road No. 5100013**  
**Access Road**

**Moora Shire**

**Last Reviewed: March 2021**

### FUNCTION

Bulbarnet Road is an important link between two primary distributor roads. It connects Moora-Bindoon Road at Koojan to Great Northern Highway at Glentromie via Wirrilda and Gillingarra-Glentromie Roads.

Heavy haulage operators carting hay and biosolids into and out of the district extensively use this road. It is currently a local distributor but will soon become a regional distributor when Water Corporation constructs a large biosolid facility along Bulbarnet Road.

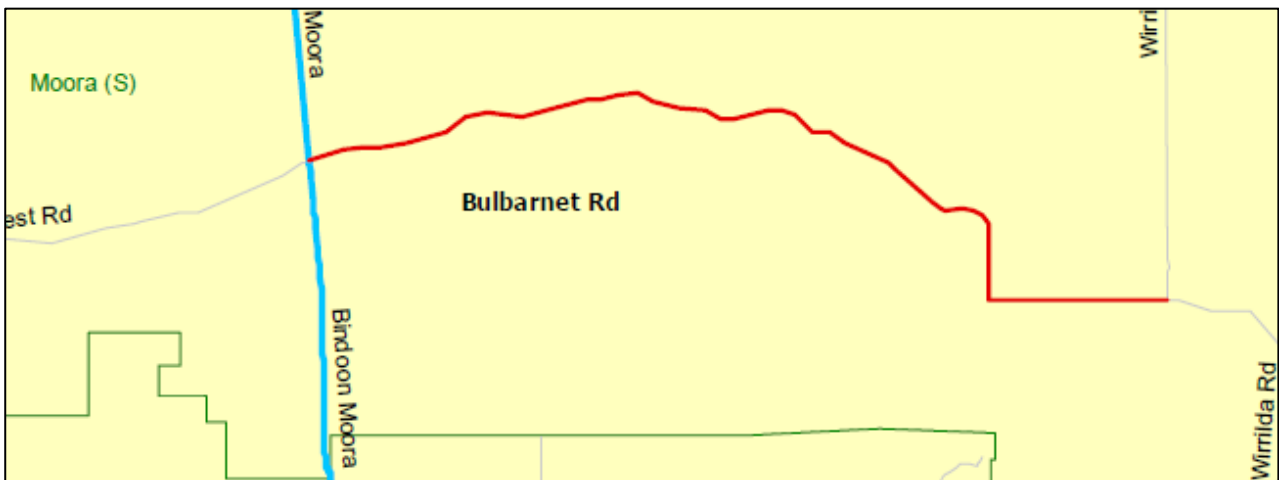
Bulbarnet Road is a RAV Network 3 road.

### DEVELOPMENT NEED

There is a need to retain this road to a Type 5 road standard with pavement formation.

### DEVELOPMENT STRATEGY

Retain the road from SLK 0.00 to SLK 13.86 at a Type 5 road standard formation.



## BULLS HEAD ROAD

**Road No. 4140003**  
**Local Distributor**

**Merredin Shire**

**Last Reviewed: March 2021**

### FUNCTION

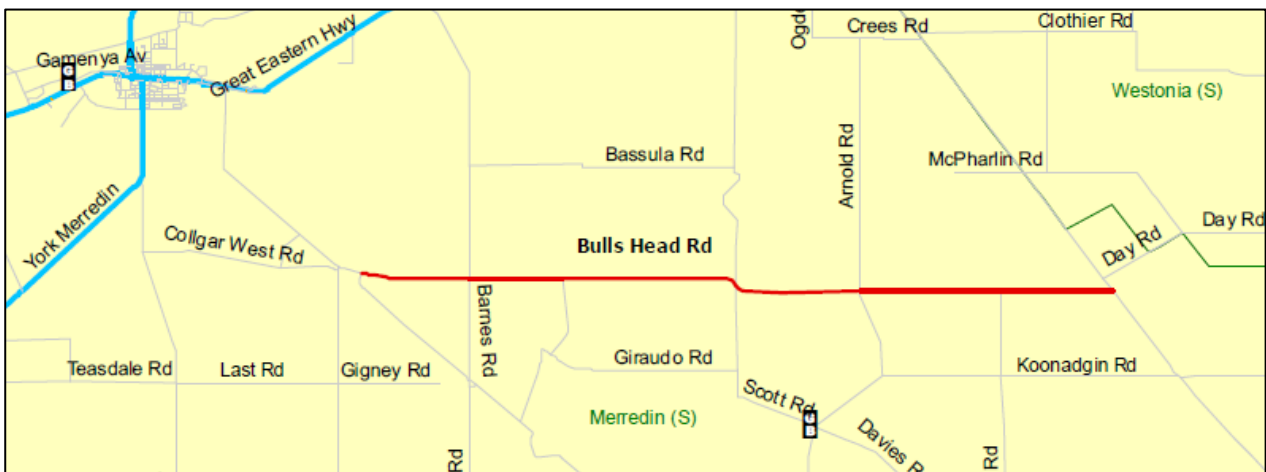
Bullshead Road is the main arterial road from the South East onto the Merredin/Narembeen Road for delivery of grain to Merredin CBH receival point and to Great Eastern Highway on to Perth.

### DEVELOPMENT NEED

Future use of Bullshead Road will be the same as above, but with more volume of heavy traffic if the Tier 3 closes.

### DEVELOPMENT STRATEGY

Future development of Bullshead Road would be through RRG funding and works would include re-sealing and re-alignment of the intersection with Merredin/Narembeen Road.



## BUNTINE – COOROW ROUTE

**Buntine - Marchagee Road (5030008) Regional Distributor**  
**Dermer Street (5030227) Local Distributor**

**Dalwallinu Shire**

**Last Reviewed: March 2021**

### FUNCTION

Buntine-Marchagee Road is an integral link in the chain for the transportation of agricultural products (especially agricultural lime) from the west coast to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land. Buntine-Marchagee Road is a through road to the Shire of Coorow.

### DEVELOPMENT NEED

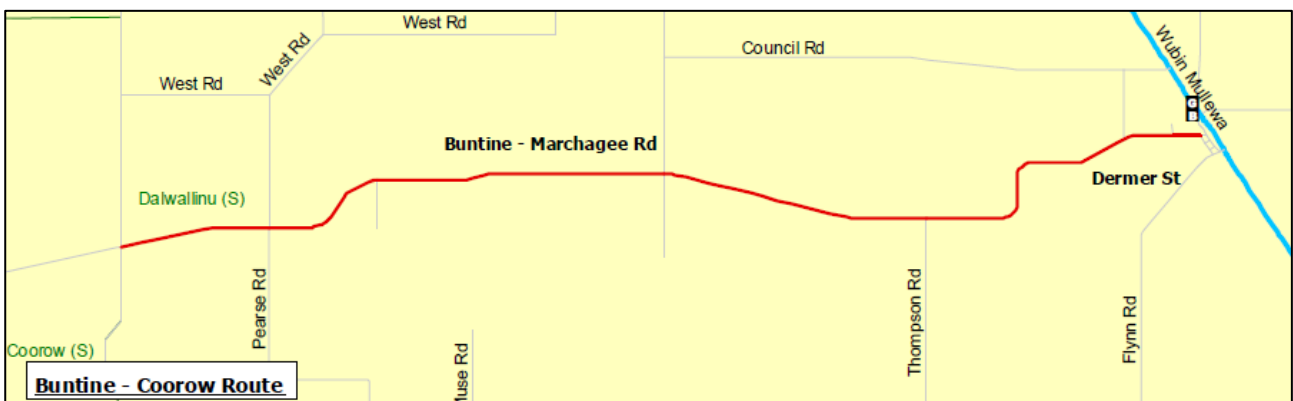
Buntine-Marchagee Road is expected to remain an integral link for the transportation of agricultural products due to the expected long term viability of the use of agricultural lime (and other products) for enhancing farming production in the Central Wheatbelt region and the long term feasibility of the agricultural lime production areas.

Buntine-Marchagee Road will be used for the transportation of agricultural produce between regions long into the future. Coorow Shire has advised that this is a category A road in the Mid West Region.

### DEVELOPMENT STRATEGY

Buntine-Marchagee Road is currently sealed to mainly 3.7m wide (and up to 6.2-7m wide on the corners). The long-term strategy is to bring this road up to a minimum Main Roads W.A. standard of 7m wide seal and formation of 10m wide.

Funding sources for this upgrade will come from Project Grants.



## BURAKIN WIALKI ROAD

**Road No. 4110140, 5180192, and 4150150**

**Regional Distributor**

**Koorda, Mt Marshall, Wongan-Ballidu Shires**

**Last Reviewed: March 2021**

### FUNCTION

Burakin Wialki Road services the surrounding agricultural areas and provides access to Wongan Hills and Northam for the north-eastern areas of the Wheatbelt Region and to the coast through Bindi Bindi and Moora. For these outer areas; it is an important link to the metropolitan area and Northam and is used for transportation of agricultural produce, mining equipment, general freight, and tourist traffic. It also provides a link to Dalwallinu.

Burakin-Wailki Road abuts the Cervantes-Burakin Heavy Haulage Route offering access to lime sands.

### DEVELOPMENT NEED

The road caters for increasing volume of heavy vehicles and lighter tourist traffic, creating a potential safety problem. The volume and type of heavy traffic using this route for bin to bin transfers for CBH, requires that a sealed road of adequate width be provided and maintained. The seal width is insufficient in places to cater for the volume and type of vehicles using the road. Maintenance costs through edge wear are a concern, as is safety with heavy vehicles and passenger vehicles travelling on the narrow seal.

### DEVELOPMENT STRATEGY

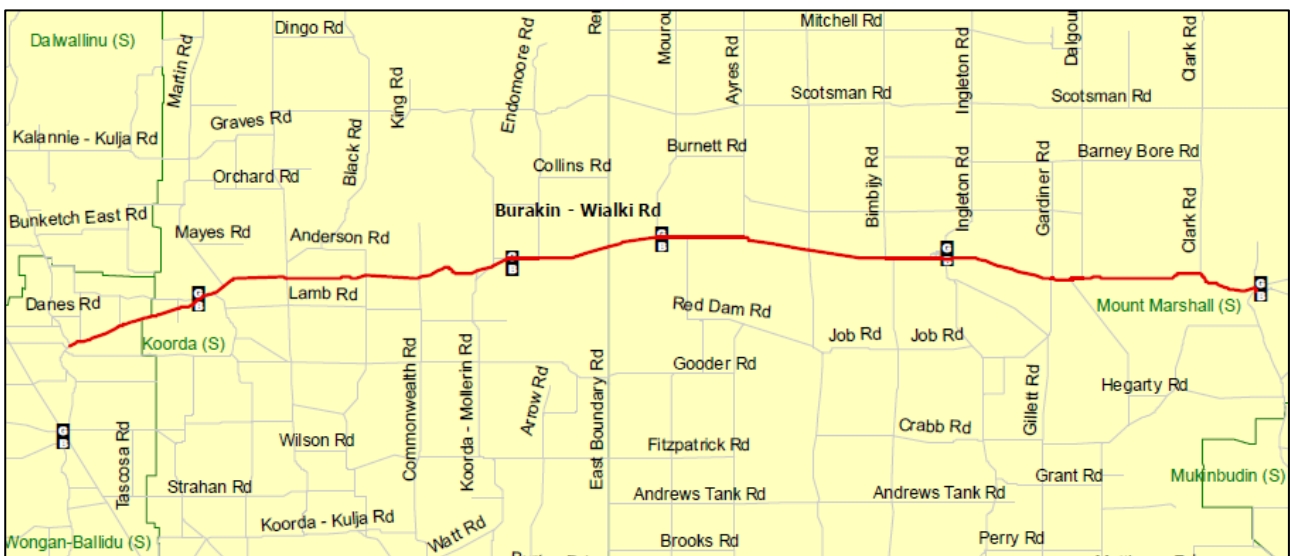
This entire road is presently a type 4 standard road with the seal width being 6.2m.

Upgrade the road to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding.

Widen formation, construct base course, prime and seal to 6 metres (Type 4) between SLK 0.00 and SLK 6.83 to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of local traffic.

Provide a wider seal to the remaining twenty percent of road not meeting requirements to accommodate increasing vehicle numbers in recognition of the regional importance of this route.

The second seal coat is still required for 30% of the road.



## BURRACOPPIN-CAMPION ROAD

Road No. 4140005 and 4220006  
Access Road

Merredin Shire

Last Reviewed: March 2021

### FUNCTION

Burracoppin-Campion Road runs from Great Eastern Highway to Burracoppin Siding Road. This connects Burracoppin South Road to Burracoppin CBH receival point and through traffic from Westonia to Merredin.

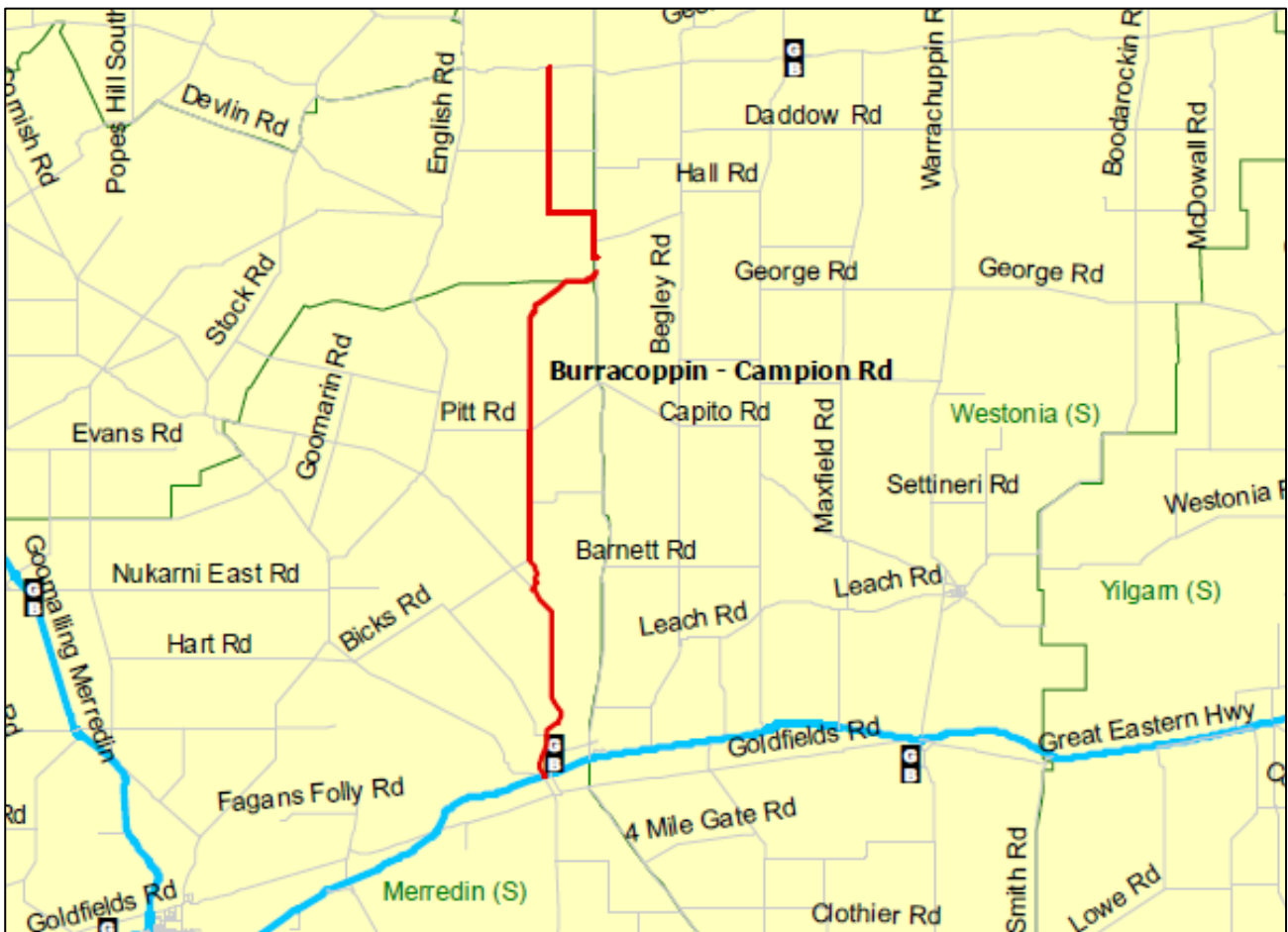
### DEVELOPMENT NEED

Future of Burracoppin-Campion Road will always be the same as above.

The road caters for increasing volume of heavy vehicles and lighter tourist traffic, creating a potential safety problem. The volume and type of heavy traffic using this route requires that a sealed road of adequate width be provided and maintained

### DEVELOPMENT STRATEGY

Future development of Burracoppin-Campion Road would be funded through the RRG. The works would include a total reconstruction from Great Eastern Highway to Burracoppin Siding Road, including one intersection and one rail crossing.





## BURRACOPPIN SOUTH ROAD

Road No. 4140015  
Local Distributor

Merredin Shire

Last Reviewed: March 2021

### FUNCTION

Burracoppin South Road is the main grain freight route from the south into the Burracoppin CBH receive point and onto Great Eastern Highway for freight to Merredin CBH receive point.

### DEVELOPMENT NEED

The future use of Burracoppin South Road is the same as above as Burracoppin is the main receive point within this area.

### DEVELOPMENT STRATEGY

Future development of this road would be through RRG funding, the road consists of 23km of sealed pavement to 7 metres and the remaining 25.81km is constructed of gravel and natural soils which require upgrading.



## BURRACOPPIN – WESTONIA ROUTE

**Burracoppin Siding Road (4140215) Access Road**  
**Leach Road (4280016) Access Road**  
**Rabbit Proof Fence Road (4280025) Regional Distributor**  
**Merredin and Westonia Shires**  
**Last Reviewed: June 2021**

### FUNCTION

With the discontinued use of the Carrabin Grain bin this route is a major grain freight route to the Burracoppin bin site and is also a growing tourist route. It connects small communities and links to local distributor roads and is now becoming the preferred route for mine traffic to the Westonia “Edna May” mine site.

Leach Road has two classifications being Regional Distributor status from 9.50 to 21.04SLK being the designated heavy haulage grain freight route accessing the Burracoppin Bin. The section of 0.00 to 9.5SLK status is considered Access Road which links the Westonia & Burracoppin communities and is an alternative access to the Great Eastern Highway.

Burracoppin Siding Road is the main grain route to the Burracoppin CBH receival point.

This small section of Rabbit Proof Fence Road forms part of the link between the Warralakin & Burracoppin Grain Receival Bins utilising Warralakin & Leach Roads.

### DEVELOPMENT NEED

Use of these roads will continue to increase with additional grain freight to the Burracoppin Bin and tourist route, with increased traffic numbers expected.

Burracoppin Siding Road will always be a heavy haulage and grain route for local traffic and from Westonia to the east and thus it requires ongoing improvement.

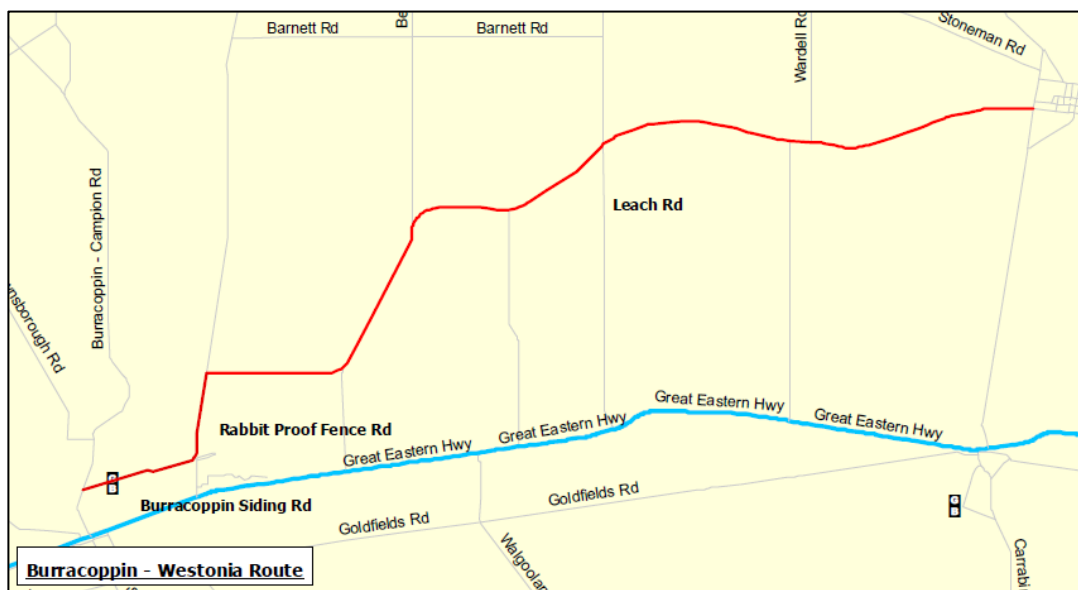
With increased grain freight, the route will be required to be maintained to a high standard through future reseal programs and safety improvements.

### DEVELOPMENT STRATEGY

Future development of Burracoppin Siding Road would be through RRG funding and the works would include the upgrade of intersection with Burracoppin/Campion Road and straightening out of the S Bend to the east of the receival point.

Leach Road is in very good condition with recent reseals. Widen the road from a 6.0m seal to 7.5m seal, to be funded under the RRG structure.

Rabbit Proof Fence Road is in good condition with recent reseals. Future requirement to widen the road from a 6.0m seal to 7.5m seal to suit larger freight combinations, to be funded under the RRG structure.



## CARTER – DOODENANNING ROAD

**Road No. 4060011**  
**Local Distributor**

**Cunderdin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Carter-Doodenanning Road links Great Eastern Highway (1km west of Cunderdin) to Goldfields Road in the Shire of Quairading. It then crosses Goldfields Road and terminates on the Beverley – Quairading Road at Mawson. This road carries substantial heavy vehicle traffic such as grain road trains and general agriculture related

### DEVELOPMENT NEED

The road is narrow and is considered a safety hazard because of the increase in grain haulage vehicles. Therefore, the work required is to widen the formation and gravel the shoulders so that road safety can be improved.

### DEVELOPMENT STRATEGY

It is proposed that the road be widened for a length of 2.5 km as a single project. This is a priority because of the increase in grain and other vehicle traffic.



## CHANDLER - NUNGARIN ROAD

Road No. 4220003  
Local Distributor

Nungarin Shire

Last Reviewed: March 2021

### FUNCTION

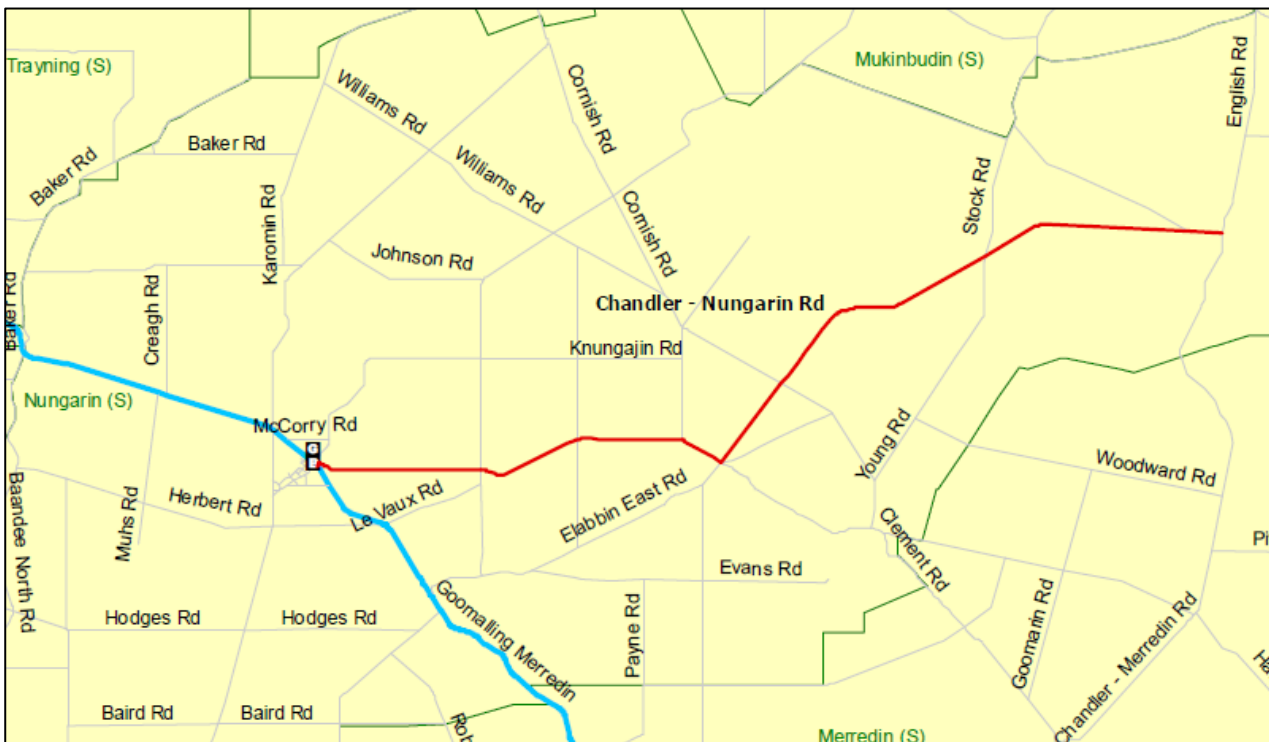
This route links Nungarin to the Bonnie Rock – Merredin Route and conveys agricultural produce, fertiliser, livestock, and tourist traffic.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 6.0m width (Type 4 standard) be provided and preserved into the future.

### DEVELOPMENT STRATEGY

Upgrade to a uniform Type 5 (7.0m seal width) standard to cater for agricultural and general freight transport requirements using Road Project Funding.



## CHANDLER-MERREDIN ROAD

### Chandler-Merredin Road (4140001) Chandler-Merredin Road (4220005) Local Distributors

#### Merredin and Nungarin Shires

Last Reviewed: March 2021

#### FUNCTION

Chandler-Merredin Road is the main arterial road that connects the north east regions of Nungarin, Mukinbudin & Westonia to Merredin Townsite, as well as to the Merredin CBH receive point.

#### DEVELOPMENT NEED

The future of Chandler-Merredin Road will always be as above FUNCTION as CBH Merredin is the closest receive point to these areas.

The road caters for increasing volume of heavy vehicles and lighter tourist traffic, creating a potential safety problem. The volume and type of heavy traffic using this route requires that a sealed road of adequate width be provided and maintained.

#### DEVELOPMENT STRATEGY

Future development of Chandler-Merredin Road will be through RRG funding for continued upgrades and re-seals.



## CHITTERING ROAD

**Road No. 5020002**  
**Regional Distributor**

**Chittering Shire**

**Last Reviewed: March 2021**

### FUNCTION

Chittering Road caters for tourist and agricultural traffic, as well as gravel and blue metal cartage. It forms part of the Chittering Valley Tourist Way between Metropolitan area and Bindoon. The road allows for cattle and sheep trucks travelling from the eastern Wheatbelt to access the Muchea Stock sale yards. It also provides commuter access from special rural subdivisions to the Swan Valley and metropolitan regions.

### DEVELOPMENT NEED

With steady traffic volume increases with the development of tourism, special rural lots in the area and the construction of the Muchea sale yards, Chittering Road requires the seal width to be increased to 7 metres. Drainage, curves, and crests need to be upgraded where topography allows it to accommodate the increase in traffic volumes.

### DEVELOPMENT STRATEGY

The seal width to be widened to a minimum of 7 metres. Upgrades of local drainage, curves, crests, and shoulders will be done in conjunction with the construction where topography allows.

It is proposed that Road Project Grant, Black Spot funds and Councils own funds will be sourced to finance the upgrades to a uniform Type 5 road standard.



## CHITTERING VALLEY ROAD

**Road No. 5020007**  
**Regional Distributor**

**Chittering Shire**

**Last Reviewed: March 2021**

### FUNCTION

Chittering Valley Road forms part of the Chittering Valley Tourist Way. It is a service road connecting minor local roads to Chittering Road and is a heavy vehicle route for gravel suppliers.

### DEVELOPMENT NEED

Transport demand has increased in recent years resulting from the growth in population and tourism in the region. There is a need to ensure safety for tourist traffic and heavy vehicles carting gravel and agricultural produce to the metropolitan area.

### DEVELOPMENT STRATEGY

The seal width is to be widened to a minimum of 7 metres. Upgrades to local drainage and shoulders will be carried out in conjunction with the road widening. There are also several tight corners that require realignment, where topography allows.

It is proposed to widen the road to a uniform Type 5 standard using Road Project Grant, Black Spot funds and Councils own funds to finance the roadworks.



## CHITTY ROAD

Road No. 4211051 and 4260016  
Local Distributor

Northam and Toodyay Shires

Last Reviewed: March 2021

### FUNCTION

Chitty Road serves as a road network distributor giving access between Gidgegannup -Goomalling route and Great Eastern Highway. The road provides access for extractive industries (clay removal) and agriculture, as well as community access between Northam and Toodyay Shires from Clackline, Bakers Hill, and surrounds. The road also functions as a RAV and school bus route.

### DEVELOPMENT NEED

Road construction, sealing and vegetation removal is required to make the road safer for the mixture of heavy vehicle combinations, agriculture, school buses and residential traffic. In addition, road widening / realignment is required on the horizontal and vertical axis.

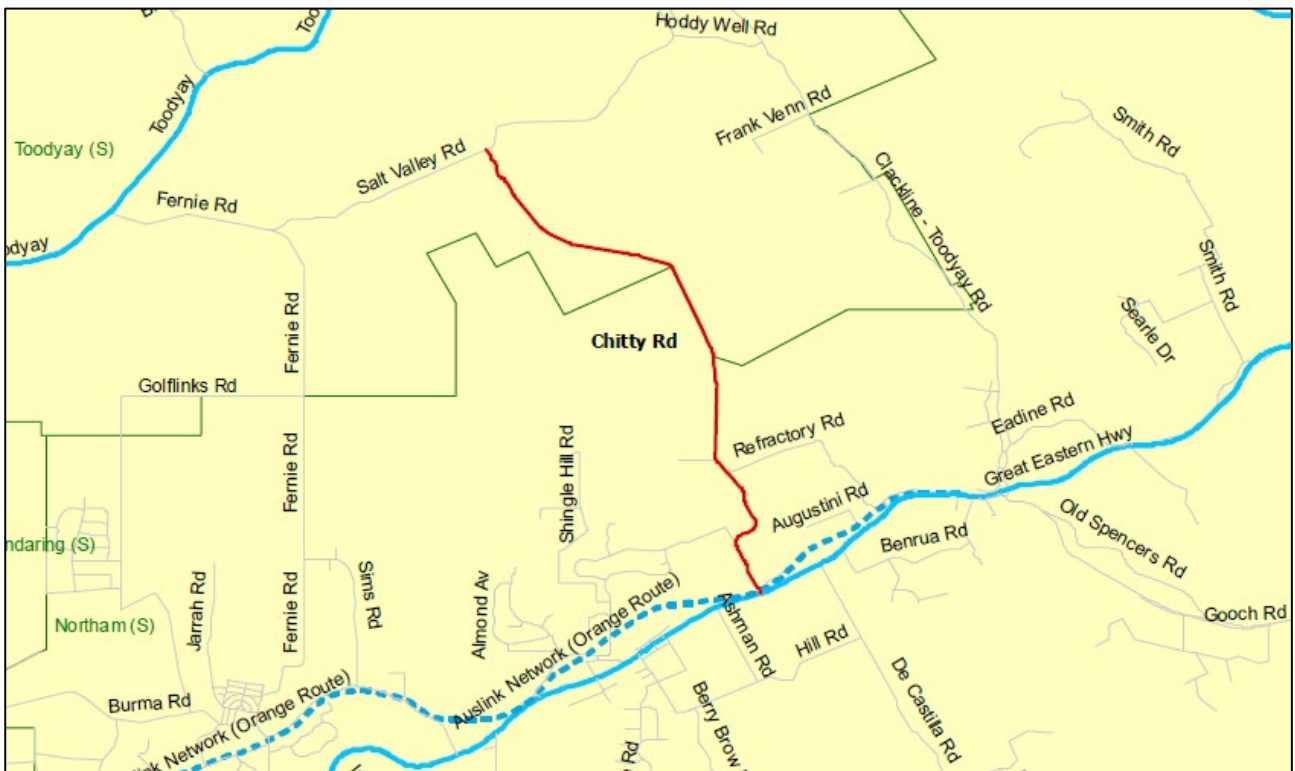
There is a need to reconstruct failed sections, widen seal to a minimum of 7m road type 5, construct and improve road shoulders, improve clear zones as well as roadside drainage.

### DEVELOPMENT STRATEGY

Undertake progressive improvements to construct and seal the remaining section of road. Improve the alignment and surface treatment to reduce the dust factor caused by the high volume of heavy vehicles.

Works to be staged based upon traffic volume increases and future extractive and agricultural industry haulage standards requirements.

Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.





## CLACKLINE TOODYAY ROAD

**Clackline Toodyay Road (4211209, 4260193) Regional Distributor**  
**Eadine Road (4211074) Regional Distributor**

**Northam and Toodyay Shire**

**Last Reviewed: March 2021**

### FUNCTION

Clackline-Toodyay Road serves as a road network distributor giving access between the Northam and Toodyay Shires from Great Eastern Highway and surrounds. The road serves as a tourism route between the Avon Valley locations. It also provides access for extractive industries (gravel and sand) and agriculture as well as community access and as RAV 4 (Clackline Toodyay Road only) and school bus route.

### DEVELOPMENT NEED

The route needs to be upgraded to a uniform Type 4 road standard formation to adequately handle the mixture of heavy vehicles, local and tourist traffic.

The development needed is to reconstruct failed sections and reseal to a minimum of 7.0m road type 5, improve clear zones, as well as roadside drainage.

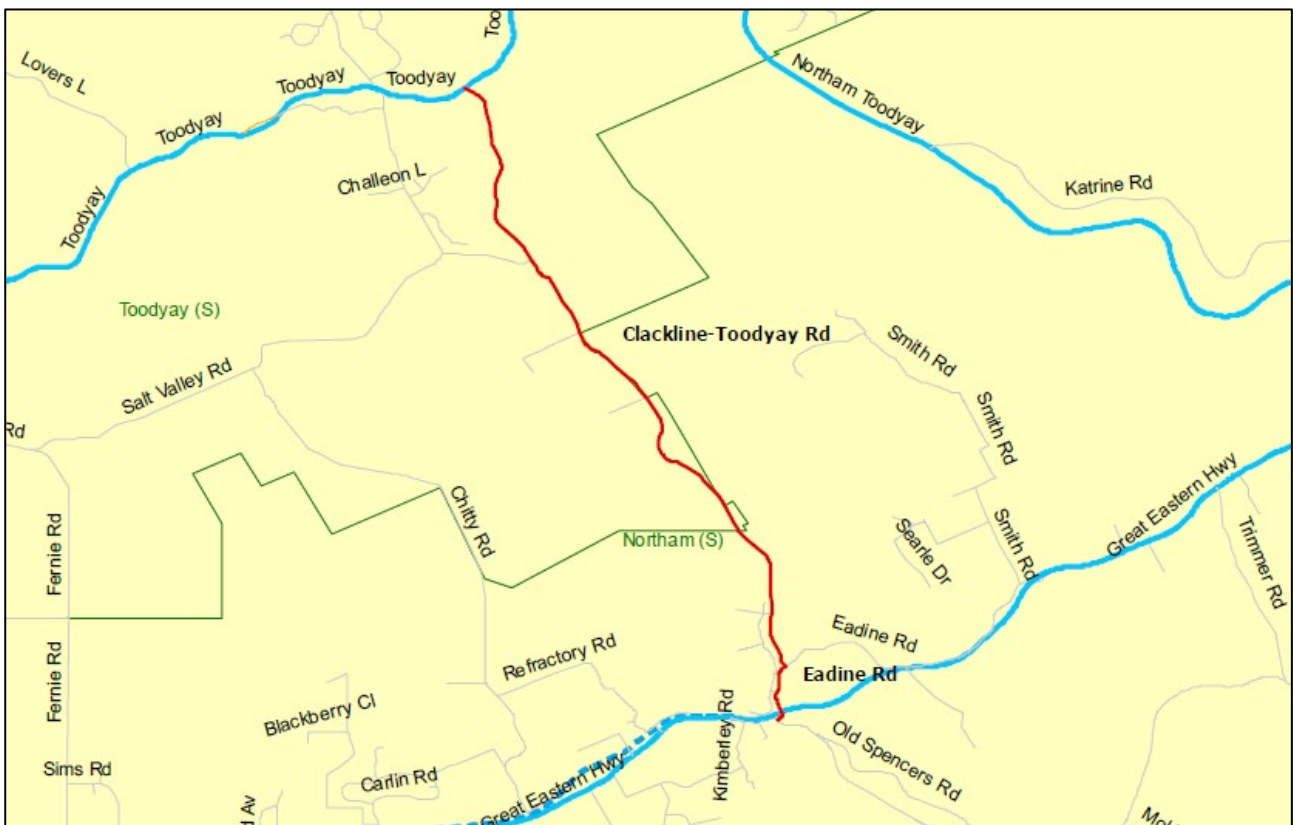
The Northam Shire section will require resealing due to damage by RAVs.

### DEVELOPMENT STRATEGY

Provide a reseal and white line for its entire length to cater for the anticipated increase in heavy vehicles and recreational/tourist traffic.

Works to be staged based upon traffic volumes increase and future extractive and agricultural industry haulage standards requirements.

Shires to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## COCKATOO TANK ROAD

**Road No. 6110185**  
**Local Distributor**

**Yilgarn Shire**

**Last Reviewed: March 2021**

### FUNCTION

Cockatoo Tank Road provides access to agricultural areas south of Marvel Loch. It forms part of the route from Southern Cross to Hyden and is used by tourists visiting the eastern Wheatbelt.

Cockatoo Tank Road is a RAV Network 6 road (conditional).

### DEVELOPMENT NEED

Increasing volumes of agricultural and tourist traffic result in additional pressure along the route. The road requires improvements to provide for heavy vehicles and anticipated increases in traffic growth and reduce road maintenance.

### DEVELOPMENT STRATEGY

Upgrade to a uniform Type 3 road standard.



## COOMBERDALE EAST ROAD - COOMBERDALE WEST ROAD ROUTE

**Coomberdale East Road (5100027)  
Coomberdale West Road (5100011, 5040032)  
Local Distributors**

**Dandaragan and Moora Shires**

**Last Reviewed: March 2021**

### FUNCTION

Coomberdale East Road acts as a regional distributor between two primary distributor roads. It connects Midlands Road at Coomberdale to Great Northern Highway at Miling via the Old Geraldton and Miling West Roads. The road is extensively used by CBH during harvest time due to the segregation of grains to be carted to various grain receival points at Miling. It is also a school bus route.

Coomberdale West Road links Midlands Road to the Ag Lime Route 4 (North West Road) via Coalara Road. It is a school bus route and is being used by heavy haulage operators. All south bound traffic from areas to the north turns off Midlands Road onto Coomberdale West Road to deliver fertilizer to the large citrus orchard on Prices Road.

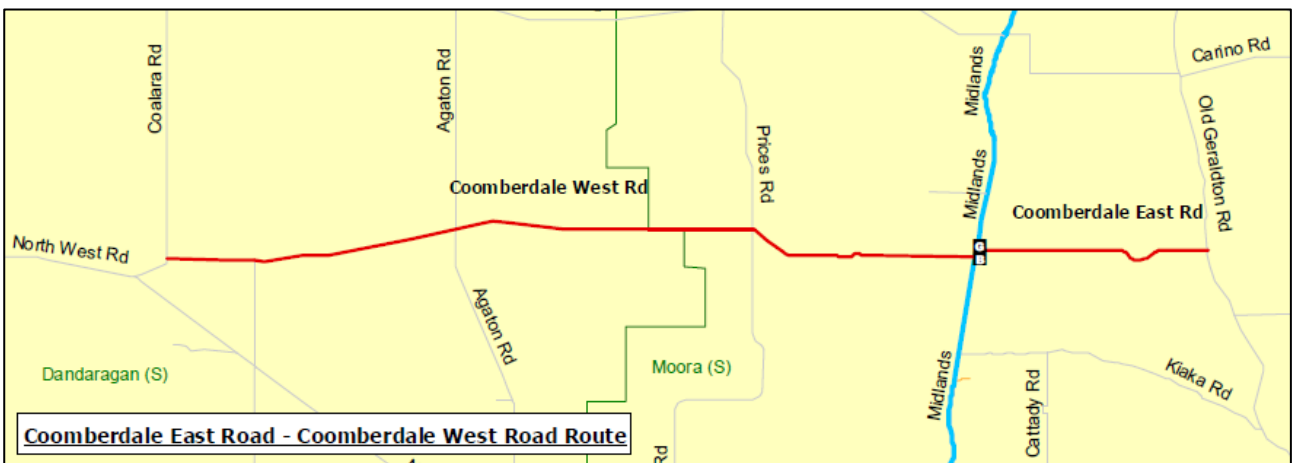
### DEVELOPMENT NEED

Due to a traffic mix and safety issues associated with it, the road is in need for an upgrade to a Type 4 road standard formation along its entire length.

### DEVELOPMENT STRATEGY

Widen Coomberdale East Road from SLK 0.00 to SLK 1.40 from 3.7 m to 6.2 m. Upgrade the road from SLK 4.00 to SLK 8.94 from Type 3 to a Type 4 road standard formation.

Upgrade Coomberdale West Road from SLK 3.20 to SLK 12.75 from Type 3 to a Type 5.



## CRAIG ROAD ROUTE

**Craig Road (5180033)**  
**Kondut West Road (5180010)**  
**Sheoak Road (5180020, 5030038)**  
**White Well Road (5180019)**  
**Local Distributors**

**Dalwallinu and Wongan-Ballidu Shires**

**Last Reviewed: March 2021**

### FUNCTION

Services the surrounding agricultural areas by providing access to Dalwallinu and Perth and the north-eastern areas of the Wheatbelt. It also provides a vital link to bypass Wongan Hills townsite for south bound traffic and carries agricultural produce such as grain, fertiliser, and stock.

### DEVELOPMENT NEED

Increasing volume of heavy freight traffic requires road improvements for safe and efficient travel. The road is unsealed, and the pavement width is insufficient in places to cater for the volume and type of vehicles using the road.

### DEVELOPMENT STRATEGY

Resheet, prime and seal to 6 metres (Type 4) between SLK 0.00 and SLK 18.64 on Craig Rd, SLK 9.20 and SLK 10.36 on Kondut West Rd, SLK 0.00 and SLK 11.54 on White Well Road and SLK 0.00 and SLK 12.57 on Sheoak Rd to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of local traffic



## CRAMPHORNE ROAD

**Road No. 6110041**  
**Regional Distributor and Access Road**

**Yilgarn Shire**

**Last Reviewed: March 2021**

### FUNCTION

Cramphorne Road carries significant amount of agricultural produce - grain to the railhead from the off-rail receival facilities at Holleton and South Yilgarn, fertiliser and stock.

In conjunction with Childlows-York Road and York-Merredin Road, this route provides an alternative access to Great Eastern Highway west of Southern Cross for heavy mining equipment bound to the Goldfields. It enables heavy transport to bypass Northam and Merredin and avoid bridges on Great Eastern Highway with weight/width restrictions.

Cramphorne Road is a RAV Network 7 road (conditional).

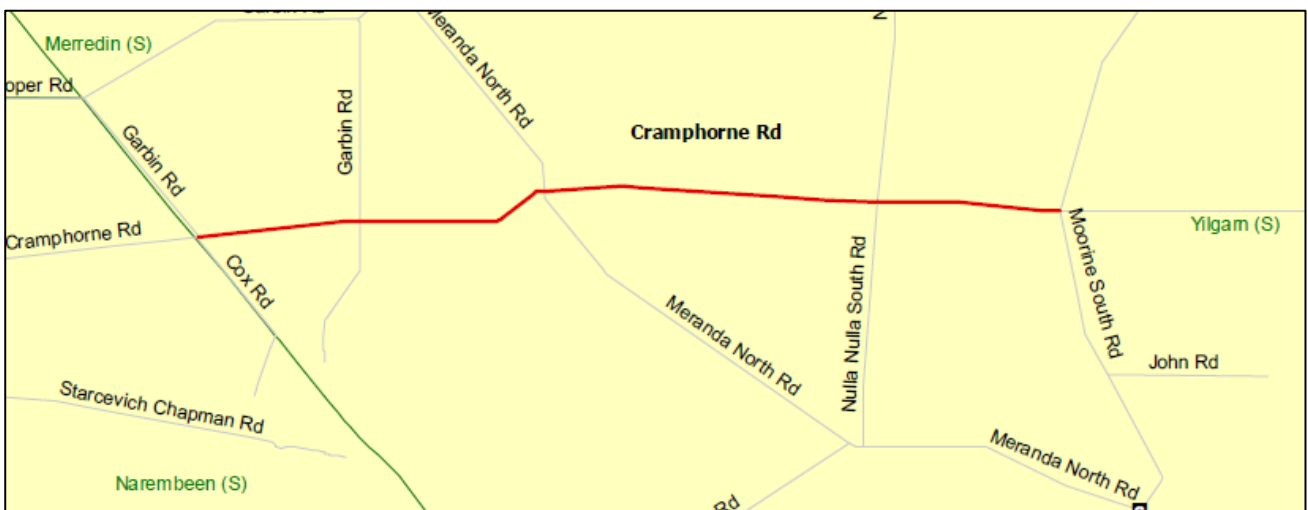
### DEVELOPMENT NEED

Due to the high volume of heavy vehicle using this road for the haulage of grain from off-rail receival facilities to railheads, and the requirement for an alternative route to Great Eastern Highway, the road needs improvement.

### DEVELOPMENT STRATEGY

Widen the single-lane section to a uniform Type 4 road standard between York-Merredin Road and Southern Cross South Road.

Upgrade the remaining sections to a uniform Type 4 road standard, including the extension to the Yilgarn South grain receival facility.



## CROOKS ROAD

**Road No. 4140072**  
**Local Distributor and Access Road**

**Merredin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Crooks Road forms part of the route to Merredin CBH receival point which interconnects to Robartson Road and Gabo Road.

### DEVELOPMENT NEED

Crooks Road in the future will be the main access route to Merredin CBH receival point.

### DEVELOPMENT STRATEGY

Future development of Crooks Road would be through RRG funding and works will be upgrades to take the extra volume of heavy haulage grain trucks accessing the Merredin CBH receival point if the tier 3 rail closes.



## CUNDERDIN GRAIN ACCESS ROUTE

**Baxter Road (4060165) Regional Distributor**  
**Carter Drive (4060148) Access Road**  
**Olympic Avenue (4060082) Access Road**

**Cunderdin Shire**

**Last Reviewed: March 2021**

### FUNCTION

This route provides a link between Great Eastern Highway on the western approach to the Town of Cunderdin to the CBH facility. With future upgrade of the Cunderdin CBH site to regional status and possible closure Tier 3 rail lines, this will become part of major regional route to CBH.

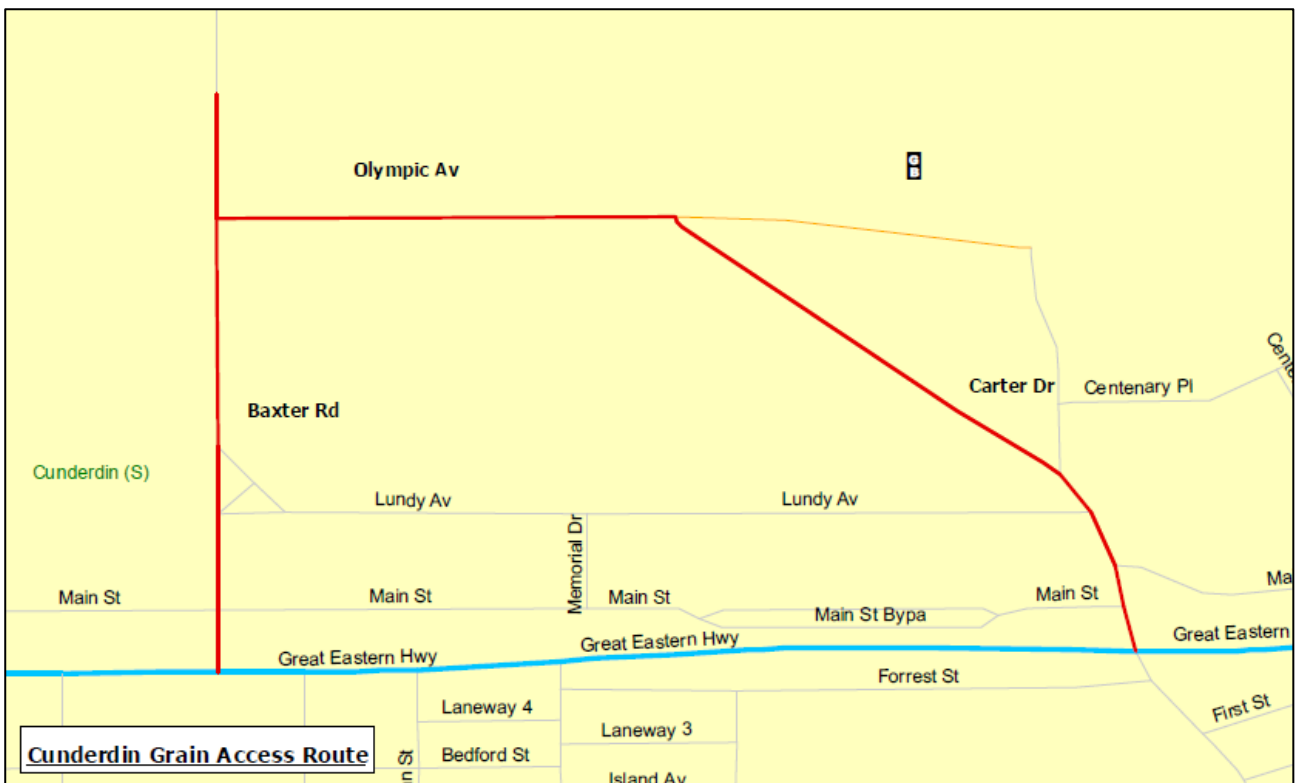
### DEVELOPMENT NEED

Maintain the roads to cater for heavy vehicular traffic (road trains) delivering to CBH. Due to increasing truck movements to CBH a reseal will be required as well as pavement repairs within the next five years.

### DEVELOPMENT STRATEGY

The roads will require construction to 7m seal and shoulder repairs. Baxter Road may require realignment at the intersection with Olympic Avenue. Carter Drive will require realignment at eastern end to align with Centenary Way which will provide future traffic flow to CBH marshalling area following the redevelopment program. Olympic Avenue may also require realignment at its intersection with Baxter Road.

Future works to be funded under Road Project Grant program.



## CUNDERDIN – MINNIVALE ROAD

**Road No. 4060003 and 4070001**  
**Local Distributor**

**Cunderdin and Dowerin Shires**

**Last Reviewed: March 2021**

### FUNCTION

Cunderdin-Minnivale Road is used for the transport of grain to/from the grain receival facility at Watercarrin to the railhead at Cunderdin. It also provides an important link for through traffic to Dowerin and surrounding areas. It is a major connector road between Dowerin and Cunderdin. Also serves eastern agricultural areas by providing access to the Standard Gauge Railway and the Great Eastern Highway.

Regional Functional Road Hierarchy class for Cunderdin-Minnivale Road is Local Distributor in both the Shire of Cunderdin and Shire of Dowerin.

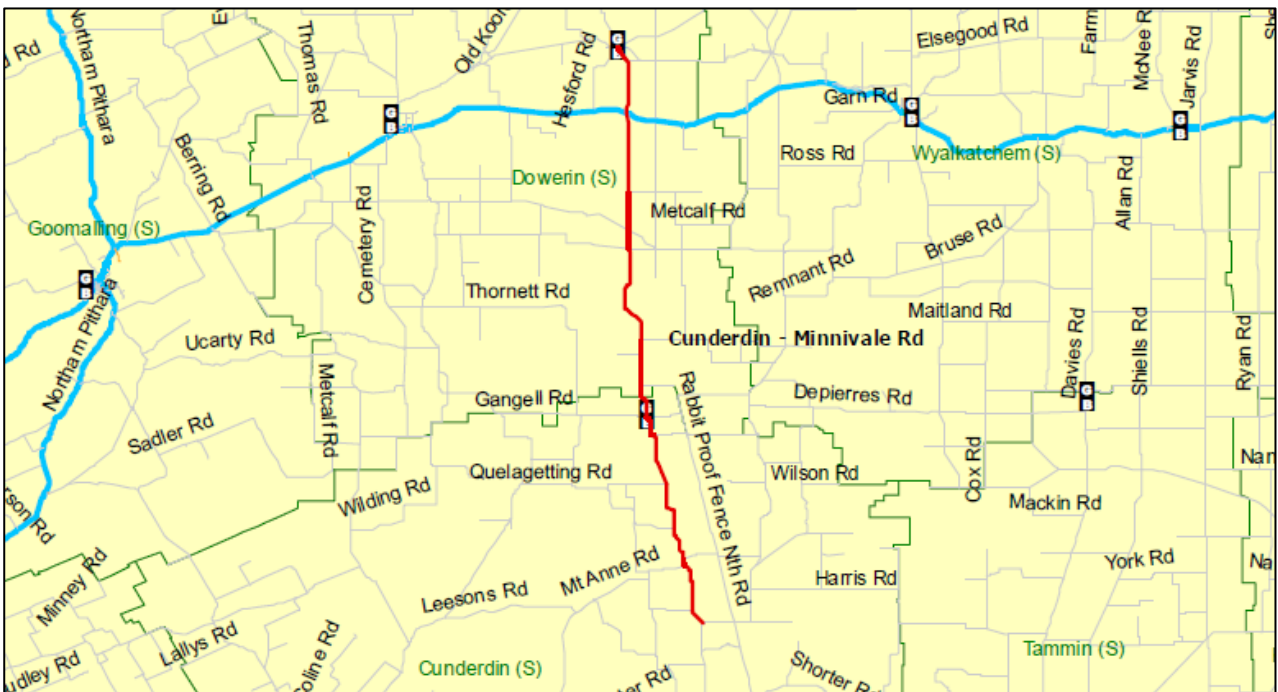
Cunderdin-Minnivale Road in the Shire of Cunderdin is a RAV Network 5 road, while in the Shire of Dowerin it is a RAV Network 4 road (conditional).

### DEVELOPMENT NEED

An adequate level of safety is required for the road user generally. There is a need to widen this road to accommodate the increasing number of heavy vehicles associated with grain cartage. The single-lane sections need widening to a uniform Type 4 road standard to provide a consistent seal width along entire route for heavy vehicle movements and the mix of local traffic.

### DEVELOPMENT STRATEGY

Widen to a uniform Type 5 road standard between the Cunderdin - Wyalkatchem Road and Watercarrin grain receival facility. (WN 35) Widen and/or reseal road length (SLK 0.0 to SLK 27.7) from 3.6m to a uniform Type 4 road standard.





## CUNDERDIN – QUAIRADING ROUTE

**Cubbine Street (4060163)**  
**Quairading Road (4060164)**  
**Regional Distributors**  
**Cunderdin Shire**  
**Last Reviewed: March 2021**

**FUNCTION**

Cunderdin-Quairading Route serves Cunderdin and Quairading traffic and a significant level of through-traffic. It is also a developing tourist route and serving Great Eastern Highway and the Standard Gauge Railway. It is used to cart grain, livestock, fertiliser, and general freight. Cubbine Street is a busy local road serving the community, District High School, District Hospital and Doctors Surgery.

The route has been recognised as a future major arterial route with possible future closure of tier 3 rail lines and considerably funding has been provided under the Grain Freight Network program for upgrading works, which have largely been completed, however will be ongoing.

Cunderdin-Quairading Road is a RAV Network 5 road.

Cubbine Street is a RAV Network 5 road.

**DEVELOPMENT NEED**

Increasing volumes of heavy freight and tourist traffic require road improvements to provide for safe and efficient travel.

The seal strength is considered insufficient to cater for future heavy traffic needs and ongoing maintenance will be required in the form of reseal and shoulder repairs to maintain the road at a suitable standard.

It is also proposed to develop off-road parking in the School grounds as part of the Grain Freight Network program.

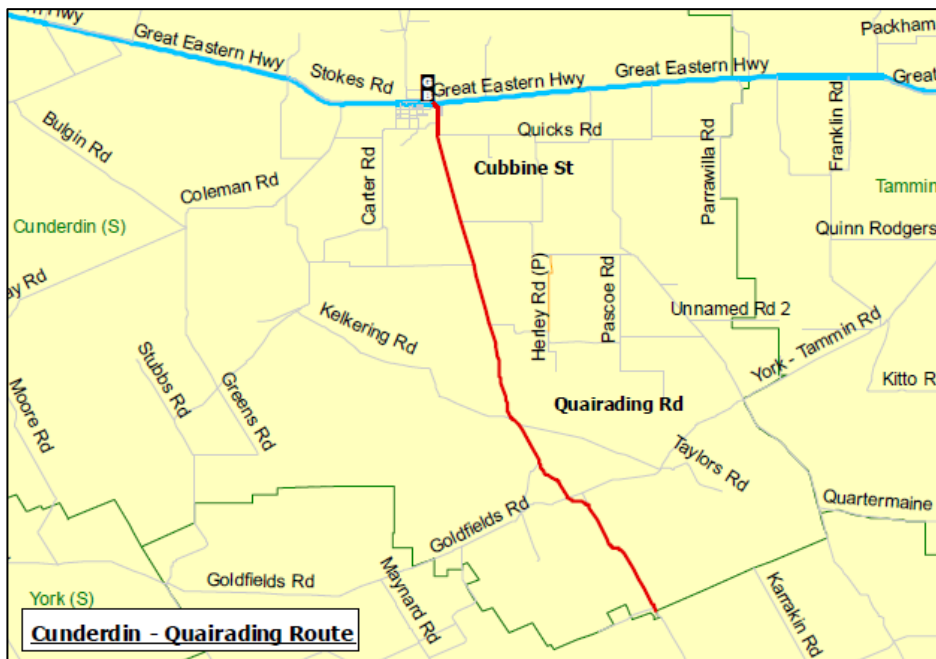
**DEVELOPMENT STRATEGY**

Widen about 6 km of narrow section(s) of seal to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic.

Widen the single-lane sections to a uniform Type 5 road standard.

Upgrade road surface with reseal and asphalt, kerbing, and traffic management devices.

Develop off road parking on school grounds for student / parent safety with proposed increase in heavy vehicular traffic.



## **CUNDERDIN – WYALKATCHEM ROAD**

### **Road No. 4060166 and 4310131 Regional Distributor and Local Distributor**

#### **Cunderdin and Wyalkatchem Shire**

**Last Reviewed: March 2021**

#### **FUNCTION**

Cunderdin-Wyalkatchem Road serves Cunderdin and Wyalkatchem traffic and a significant level of through-traffic. It is a developing tourist route. It provides access to the Standard Gauge Railway and a link from Great Eastern Highway to Goomalling-Merredin Road.

The road is used to cart stock during drought to the southern and eastern areas of the Wheatbelt. The first 13.5km in Cunderdin Shire to the Cunderdin-Minnivale Road turn-off forms part of the access road to the Watercarrin off-rail bin.

Cunderdin-Wyalkatchem Road is a RAV Network 5 road in the Shire of Cunderdin, while in the Shire of Wyalkatchem it is a RAV Network 2 road.

#### **DEVELOPMENT NEED**

The narrow section of seal is inadequate for the type and volume of traffic it carries. Use by heavy vehicles associated with the Watercarrin grain receival facility creates an additional maintenance burden over the first 13.5km of the road.

There is a need to widen this road to accommodate the increasing number of heavy vehicles.

Increasing volumes of tourist and heavy freight traffic will require the existing narrow sections of the seal to be widened.

Maintenance costs are increasing due to edge wear.

#### **DEVELOPMENT STRATEGY**

Improve the standard of the road, particularly over the first 13.5km, to a standard suitable to cater for regular heavy vehicle movements associated with the Watercarrin off-rail receival facility.

Widen the existing narrow section of seal and seal gravel sections from Wyalkatchem Townsite to the Shire boundary to a Type 4 road standard.

Widen the single-lane sections to a uniform Type 4 road standard between Cunderdin- Minnivale Road and Wyalkatchem.

Widen to a uniform Type 5 road standard between Great Eastern Highway and the junction with Cunderdin- Minnivale Road.



## **DANDARAGAN – JURIEN ROUTE**

**Badgingarra Road (5040006) Regional Distributor**  
**Koonah Road (5040026) Local Distributor**  
**Munbinea Road (5040004) Regional Distributor**  
**North West Road (5040005) Regional Distributor**  
**Bibby Road (5040334) Regional Distributor**

**Dandaragan Shire**

**Last Reviewed: March 2023**

### **FUNCTION**

This route provides a major link between the regional centres of Moora and Jurien Bay and links these centres to the communities of Dandaragan and Cervantes. Travelling from Dandaragan and areas East this route offers significant distance and time savings to Jurien Bay and Cervantes over the route through Badgingarra.

Heavy haulage traffic (including lime sand cartage) accessing Jurien Bay use this route in preference to the Jurien East Road.

The route provides access to the Nambung and Mt Lesueur National Parks, and Jurien Bay Marine Park. Badgingarra Road forms part of a recognised tourist route “Dandaragan Way”.

Major residential developments occurring at Jurien Bay will result in significant increases in population and associated traffic in the next three to five years. It is expected that, as this route is developed and population raises traffic will dramatically increase, particularly commuter, tourist, and heavy haulage traffic.

Badgingarra and Koonah Roads are RAV Network 6 roads.

Cervantes Road is a RAV Network 4 road.

Munbinea Road is a RAV Network 2 road.

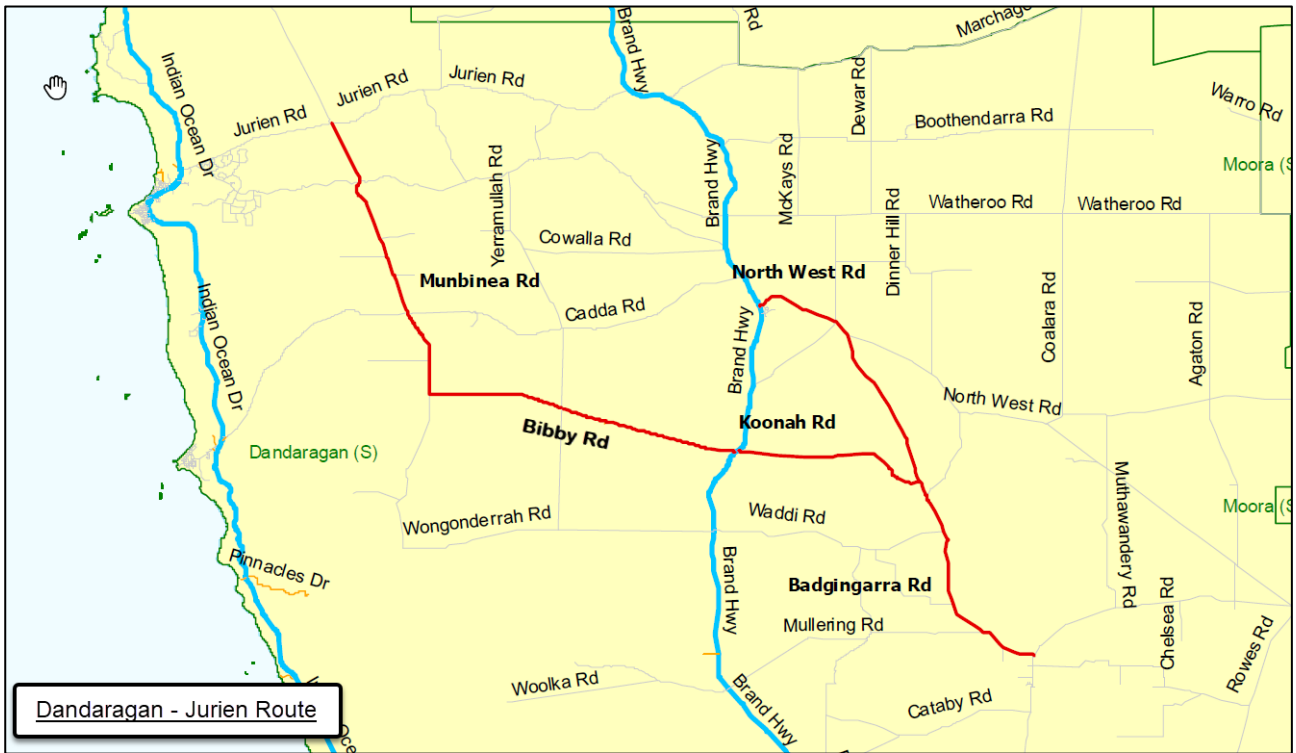
Jurien East Road is a RAV Network 7 road.

### **DEVELOPMENT NEED**

To cater for the increasing growth in traffic, notably heavy haulage vehicles, the full length of the route needs to be upgraded to a uniform Type 5 road standard.

### **DEVELOPMENT STRATEGY**

Reform and widen various sections as required to provide a uniform Type 5 road standard along the full length of the route. It is a priority the work to commence at the Dandaragan end of the route.



## DALWALLINU-KALANNIE ROAD

**Road No. 5030241**  
**Regional Distributor**

**Dalwallinu Shire**

**Last Reviewed: March 2021**

### FUNCTION

Dalwallinu-Kalannie Road is an integral link in the chain for the transportation of agricultural products to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land.

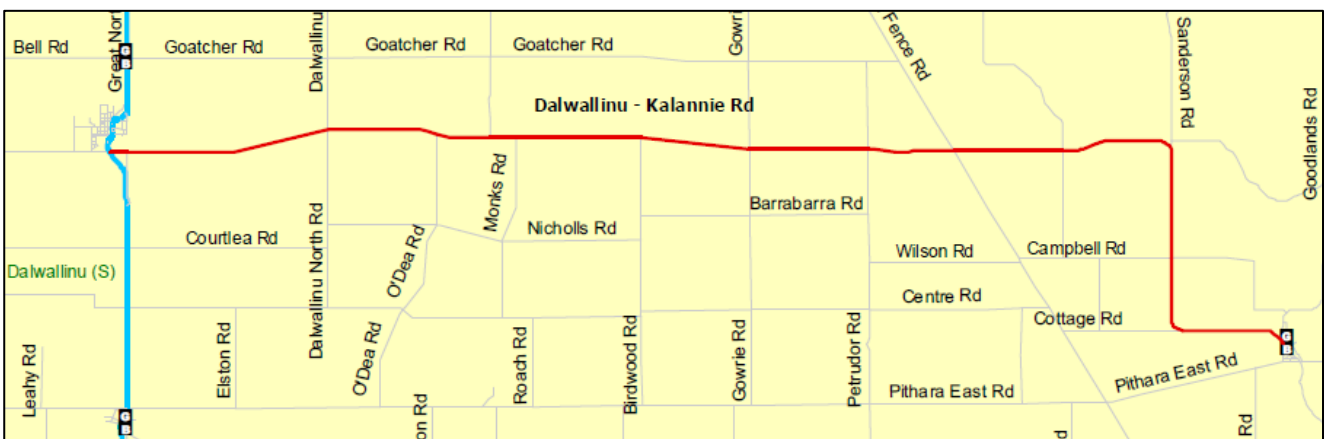
Dalwallinu-Kalannie Road is the main link between CBH bins and links Great Northern Highway to the eastern agricultural areas of Dalwallinu. It is a regional link between the eastern and northern agricultural areas.

### DEVELOPMENT NEED

Dalwallinu-Kalannie Road is expected to remain an integral link for the transportation of agricultural products due to the expected long-term viability of the use of agricultural lime (and other products) for enhancing farming production in the Central Wheatbelt region and the long-term feasibility of the agricultural lime production areas. Dalwallinu-Kalannie Road will be used for the transportation of agricultural produce between regions long into the future. The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

Dalwallinu-Kalannie Road is predominately sealed to 6.2m wide. The long-term strategy is to bring this road up to a minimum Main Roads W.A. standard of 8m wide seal and formation of 11m wide. Funding sources for this upgrade will come from Project Grants.



## DOODLAKINE – BRUCE ROCK ROAD

Road No. 4090149 and 4140238  
Regional Distributor

Kellerberrin and Merredin Shires

Last Reviewed: March 2021

### FUNCTION

Doodlakine – Bruce Rock Road is a well-used road for the movement of grain to CBH receival points at Bruce Rock and Doodlakine, as well as being used for stock cartage from Bruce Rock and surrounds to Great Eastern Highway through to the Fremantle Port.

The route provides for:

- Increased economic efficiencies of a major and direct heavy vehicle transport route to Receival Point Facilities at Doodlakine;
- Increased efficiencies gained from rail transport of grain from Doodlakine on the main east-west line;
- Key and Strategic Transport route to Kellerberrin and accessing major Seed Cleaning Facilities in Kellerberrin for improved grain quality and certified seeds selling outlet;
- Major access route to Bruce Rock and beyond further south for local and visitor traffic.

### DEVELOPMENT NEED

This road is a major heavy vehicle transport route for the cartage of grain from Bruce Rock to Doodlakine CBH Receival Facilities and onto main east-west standard gauge line.

It provides major access for residents to access Doodlakine Public Passenger Service on the Prospector and/or Avon Link Train and on to Kellerberrin and its associated industries and businesses as well as utilisation of Great Eastern Highway.

With the likelihood of the Tier 3 rail system being closed, Doodlakine – Bruce Rock Road will become a main artery for the delivery of grain to CBH receival points and stock to the Fremantle Port.

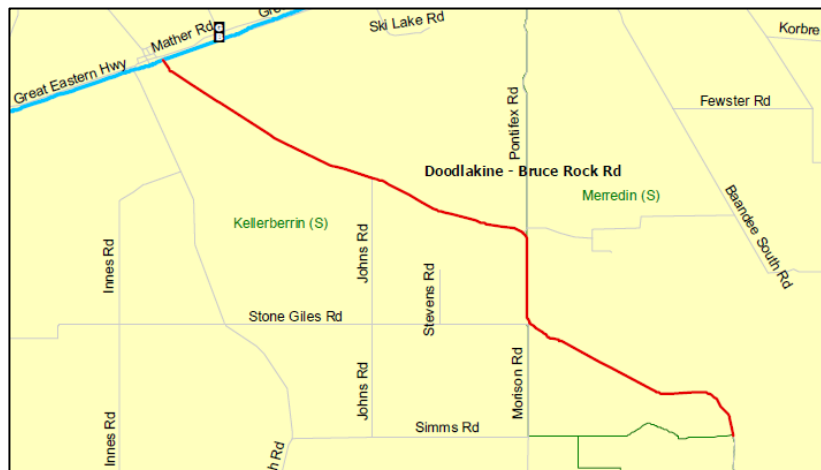
### DEVELOPMENT STRATEGY

Reconstruct and widen shoulders – sectional works required.

Widen seal to 7m to provide constant width and improve safety standards along the entire route for heavy vehicular movement and the mix with local and visiting traffic.

Improve substandard crests and curves to enhance visual safety standards at the designated points.

Future development of the Doodlakine – Bruce Rock Road will be through RRG or GFN funding to maintained it to at least a Category B, though if the Tier 3 closes, it should be upgraded to Category A standards.



## **DOODLAKINE - KUNUNOPPIN ROAD**

**Road No. 4090005 and 4130007  
Local Distributor and Access Road**

**Kellerberrin and Trayning Shires**

**Last Reviewed: March 2021**

### **FUNCTION**

Doodlakine - Kununoppin Road is an important north - south link between Doodlakine and Kununoppin. It is used to convey grain from the Kodji Kodjin CBH Facility to the Kellerberrin CBH Facility, and generally other agricultural produce, fertiliser, livestock, and general freight. It is also the southern access route to the Regional Hospital at Kununoppin.

The section from the Kodji Kodjin CBH facility near the intersection of Ryans Road and Laird Road is likely to become part of the Strategic Grain Freight route.

### **DEVELOPMENT NEED**

Increasing pressures are being placed upon the Agricultural Business Community to improve efficiency of heavy freight transport and to reduce road maintenance costs as a result of improving the road network.

There is an increasing need of high priority attention to widen this road to accommodate increasing number of Heavy Vehicles associated with grain cartage and cartage of general agricultural produce.

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### **DEVELOPMENT STRATEGY**

This road is presently all a Type 3 unsealed road.

Upgrade the road to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding.

- Reconstruction of and widen shoulders;
- Widen single lane width to Type 5 Standard i.e., 7.0m seal width;
- Continuation of current works in shoulder widening and sealing to type 5 standard to full length of road.





## DOODLAKINE SOUTH ROAD

**Road No. 4090007**  
**Access Road**

**Kellerberrin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Doodlakine South Road is a key transport route to Kellerberrin and accessing major seed cleaning facilities in Kellerberrin for improved grain quality and certified seeds selling outlet. It is also a major transport route for agricultural commodities such as fertiliser, grain, livestock, gypsum, lime, etc

Doodlakine South Road contributes to increased efficiencies from rail transport of grain from Doodlakine on the main east-west line.

### DEVELOPMENT NEED

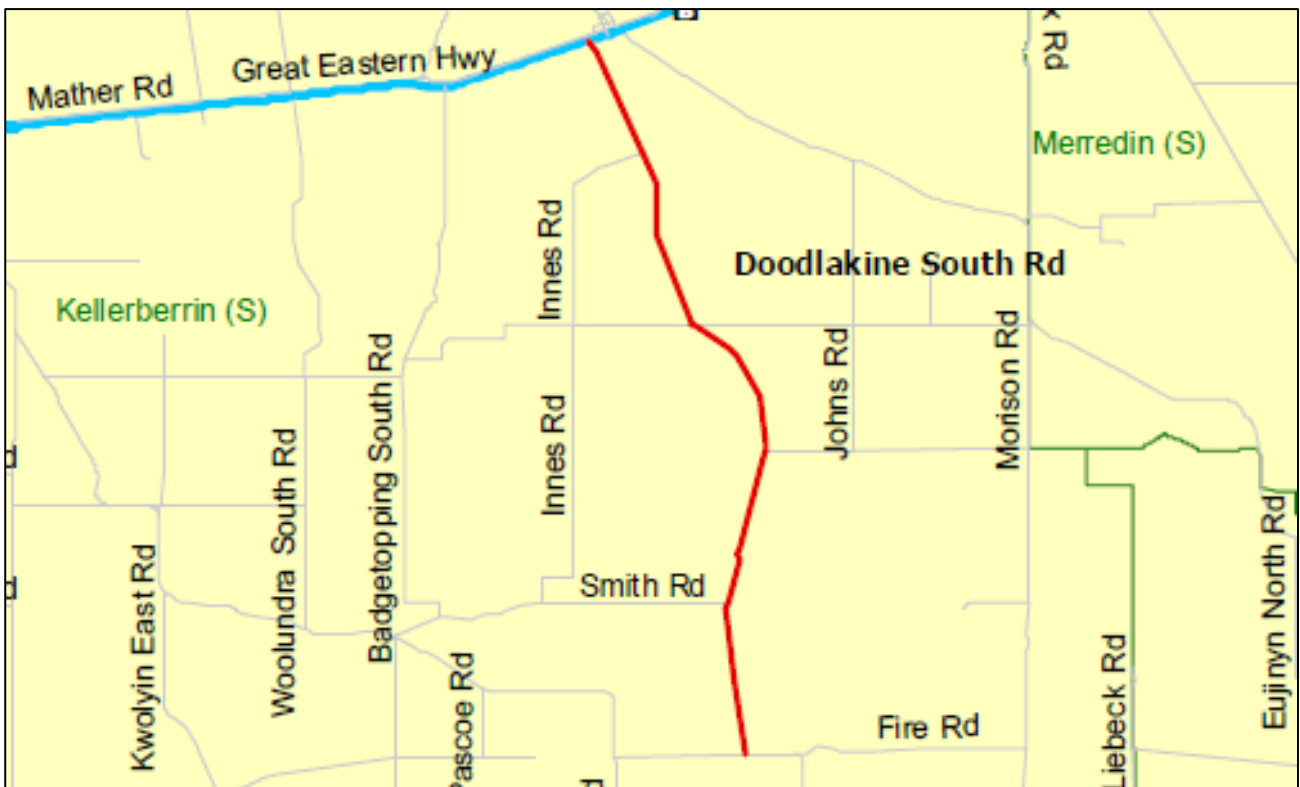
Widening the entire length of road to an acceptable construction standard is required to improve heavy vehicle access and local traffic use and for school bus route.

### DEVELOPMENT STRATEGY

Reconstruction of and widening of shoulders – sectional works required.

Widen seal to 7.0m to provide constant width and improve safety standards along the entire route for heavy vehicle movements and the mix with local and visiting traffic.

Improve substandard crests and curves and to improve visual safety standards, at designated points.



## DOWERIN - KALANNIE ROAD

**Road No. 5030242, 4070182, and 5180193**  
**Regional Distributor**

**Dalwallinu, Dowerin, and Wongan-Ballidu Shires**

**Last Reviewed: March 2021**

### FUNCTION

Dowerin Kalannie Road is the main arterial road to the north of Dowerin. It services the surrounding agricultural areas by providing access to Goomalling and Perth from the north and the north-eastern areas of the Wheatbelt. It also provides a link to Dalwallinu and Great Northern Highway and carries agricultural produce such as grain, fertiliser, and stock. Dowerin-Kalannie Road is an integral link in the chain for the transportation of agricultural products to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land. It is the transport link for bulk gypsum between Lake Hillman and the metropolitan area.

### DEVELOPMENT NEED

Increasing volumes of heavy freight traffic requires road improvements for safe and efficient travel. The seal width is insufficient for the type and volume of traffic it carries. Maintenance costs through edge wear are a concern. Dowerin-Kalannie Road is expected to remain an integral link for the transportation of agricultural products due to the use of agricultural products for enhancing farming production in the Central Wheatbelt region.

### DEVELOPMENT STRATEGY

Dowerin-Kalannie Road is currently predominately sealed to 6.2m. The long-term strategy is to bring this road up to a minimum Main Roads W.A. standard of 8m wide seal and formation of 11m wide. Funding sources for this upgrade will come from Project Grants.



## DOWERIN – KONNONGORRING ROUTE

**Dowerin Konnongorring Road (4070064, 4080006) Local Distributor**  
**Koombekine North Road (4070003) Access Road**  
**Uberin Road (4070019) Access Road**

**Dowerin and Goomalling Shires**

**Last Reviewed: March 2021**

### FUNCTION

Konnongorring-Dowerin Road provides an important link between Northam-Pithara and Goomalling-Merredin Roads for CBH's Primary Grain Facilities at Konnongorring and Dowerin. The road is also used to cart agricultural produce, fertiliser, livestock, and general freight.

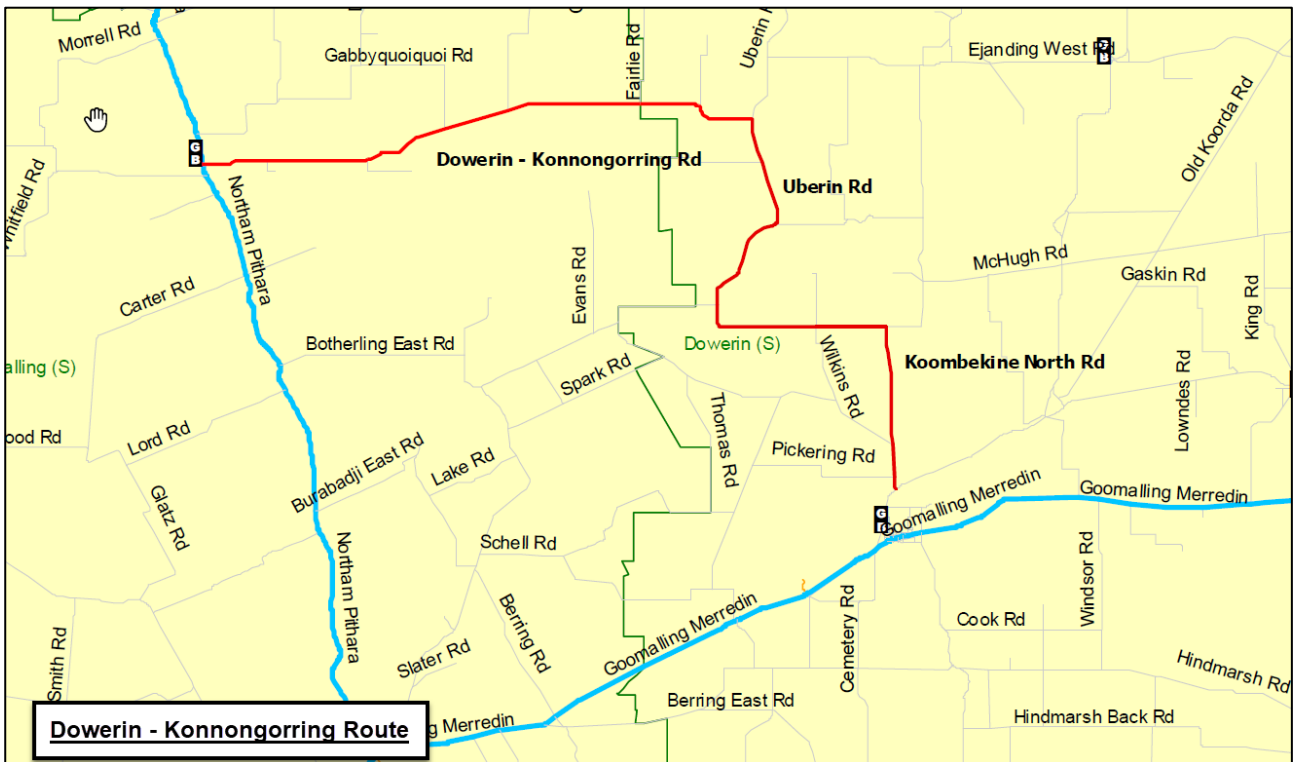
### DEVELOPMENT NEED

There is an urgent need to develop this road from a narrow seal and gravel road (Type 3) to Road Type 5 (7m seal) to accommodate the increasing number of heavy vehicles associated with grain cartage and other heavy vehicles.

### DEVELOPMENT STRATEGY

Upgrade Konnongorring-Dowerin Road to a uniform Standard Type 5 to cater for grain and agricultural produce and general freight transport requirements.

A section of Koombekine North Road is presently a type 5 standard road with the seal width being 4m with the remainder of the road a type 3 standard road. Upgrade both Koombekine North and Uberin Road to standard uniform type 5 of at least a 7-meter width.



## DOWERIN – MECKERING ROUTE

**Carter Road (4060168) Regional Distributor**  
**Dowerin Meckering Road (4060169, 4070183) Regional Distributor**  
**Dunlop Street (4060167) Regional Distributor**

**Cunderdin and Dowerin Shires**

**Last Reviewed: March 2021**

### FUNCTION

Dowerin-Meckering Route carries agricultural produce and fertiliser traffic to strategic receipt points in Dowerin. It links Dowerin and areas north to the Standard Gauge Railway line and Great Eastern Highway.

Dowerin-Meckering Road in Cunderdin and Dowerin Shire is a RAV Network 5 road.  
Dunlop Road in Cunderdin Shire is a RAV Network 5 road.

### DEVELOPMENT NEED

The seal width is insufficient, in places, to cater for the volume and type of vehicles using this road. Maintenance costs are increasing due to increased traffic volume, pavement age and edge wear.

### DEVELOPMENT STRATEGY

Widen the single-lane sections to a uniform Type 4 road standard to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of local traffic.

Widen seal and reseal road length SLK 0.0 – 30.98 to a uniform Type 5 road standard (Dowerin-Meckering Road).

Widen seal and reseal road length SLK 0.0 – 720m to a uniform Type 5 road standard (Dunlop Street).



## DULYALBIN ROAD

### Hackling Road (4140052) Local Distributor Dulyalbin Road (6110083) Local Distributor / Access Road

Merredin and Yilgarn Shires

Last Reviewed: March 2021

#### FUNCTION

Dulyalbin Road is used for the transportation of grain from Dulyalbin grain receival facility to the railhead at Merredin. It accommodates large quantities of agricultural produce.

Dulyalbin Road is also used by mining traffic – connects Bounty and Forrestania gold mines to Great Eastern Highway.

Future decisions by CBH may increase traffic on this route.

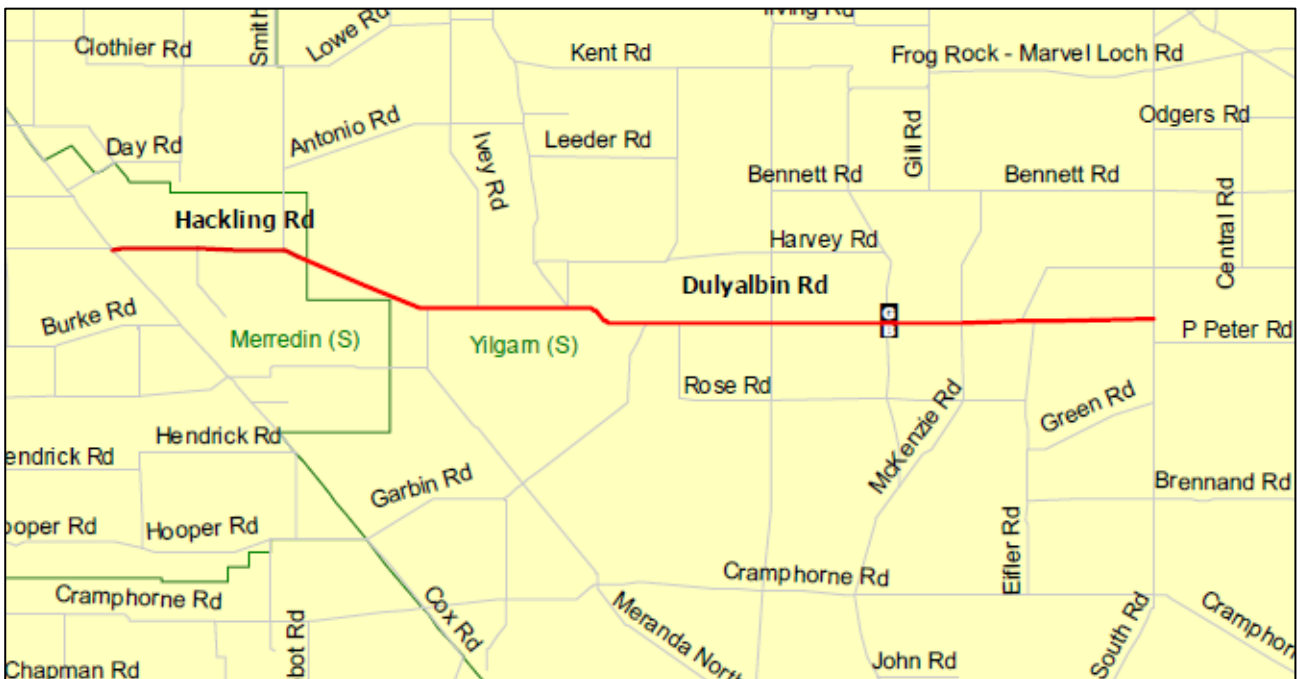
Dulyalbin Road is a RAV Network 6 road (conditional).

#### DEVELOPMENT NEED

Transport demand is likely to increase from grain and stock production with a consequent increase in heavy haulage vehicles. Increasing volume of heavy freight traffic requires road improvements to ensure safe and efficient travel.

#### DEVELOPMENT STRATEGY

Upgrade to a uniform type 5 road standard and reseals as required, to cater for Agriculture and general freight transport requirements. Funding through the RRG.



## EMU FENCE ROAD

### Road No. 6110046 Local Distributor and Access Road Yilgarn Shire

Last Reviewed: March 2021

#### FUNCTION

The route provides access for tourists from the Eastern States to the attractions around Hyden. It carries tourist coaches and tourists in light vehicles, some towing caravans. The section from Great Eastern Highway to the Parkers Range Road intersection is a main supply route for supplies to mining operations in Marvel Loch and surrounding areas (Gold, Iron Ore and Lithium). The southern section of the route services the off-rail grain receival facility at Woolocutty and provides access for the local farming community. Emu Fence Road is a RAV Network 7 road (conditional).

#### DEVELOPMENT NEED

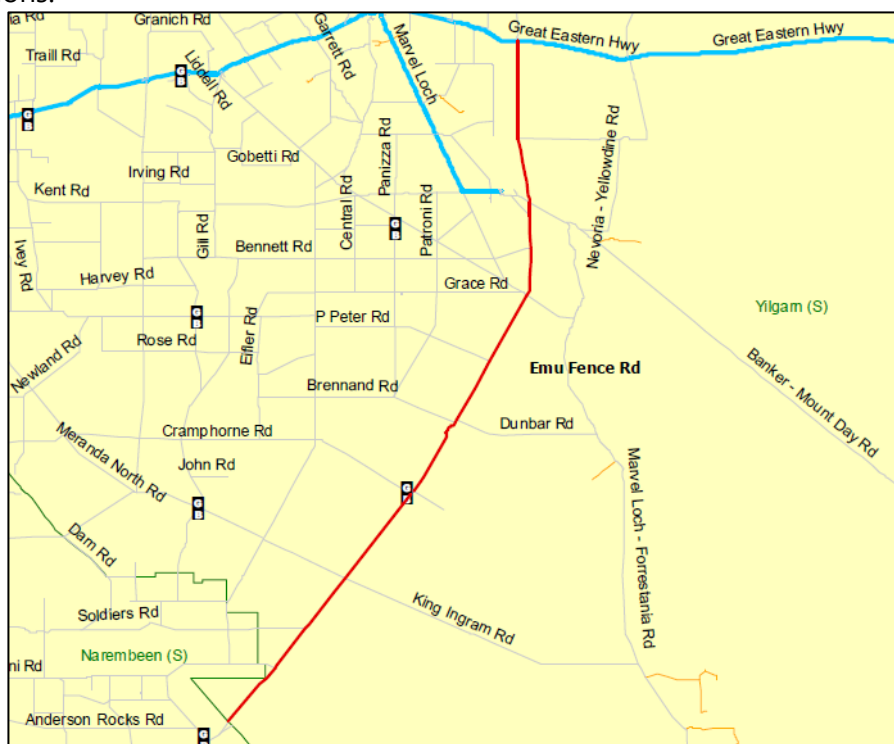
There is a need to widen the seal and provide sealed shoulders on the section between Woolocutty grain receival facility and Hyden. There also will be a requirement to upgrade to a Uniform Type 5 Road Sealed standard on the section between Great Eastern Highway and Woolocutty grain facility. This is due to the recent closures of grain receival facilities and the increase in mining industry activities located in south Yilgarn area

#### DEVELOPMENT STRATEGY

Widen to a uniform Type 5 road standard formation between the Woolocutty grain receival facility and Hyden.

The 37.5km section between GEH and Parkers Range Road has been upgraded to a Uniform Type 5 Road sealed standard. Upgrade the remaining sections to a uniform Type 5 road standard formation between Parkers Range Road and Woolocutty grain facility.

Ongoing Asset Preservation Funding is required to ensure that this route continues to perform its regional functions.



## FERNIE ROAD

**Road No. 4260013**  
**Local Distributor and Access Road**

**Toodyay Shire**

**Last Reviewed: March 2021**

### FUNCTION

Fernie Road serves as a local road network distributor giving access between the Gidgegannup-Goomalling route and Great Eastern Highway. The road provides access for extractive industries (clay removal) and agriculture, as well as community access between the Northam and Toodyay Shires.

### DEVELOPMENT NEED

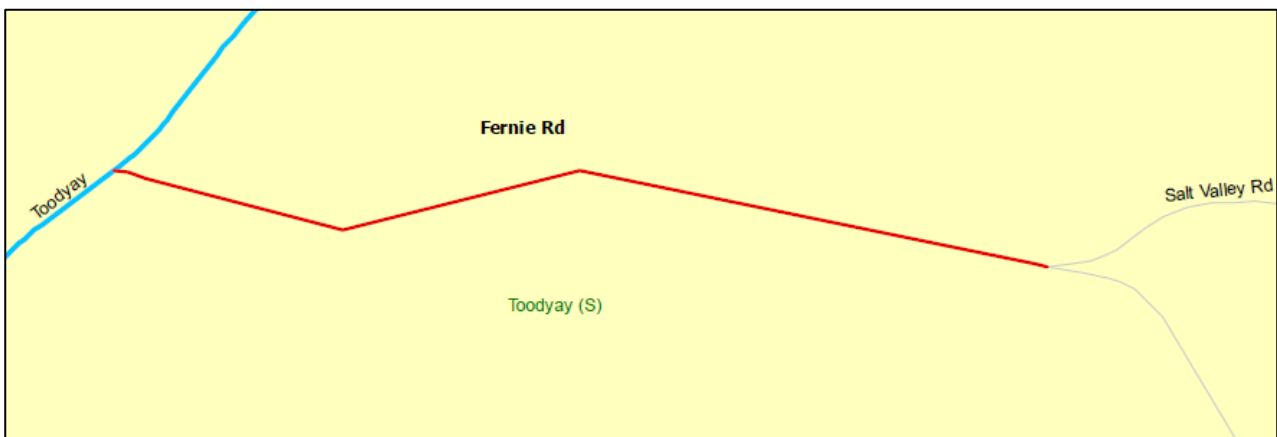
Road construction, sealing and vegetation removal is required to make the road safer for the mixture of heavy vehicle combinations, agriculture, school buses and residential traffic.

There is a need to reconstruct failed sections, construct, and seal to a minimum of 6.2m, construct and improve road shoulders, improve clear zones as well as roadside drainage.

### DEVELOPMENT STRATEGY

Progressive improvements to construct and seal the remaining section of road. Improve the alignment and surface treatment to reduce the dust factor caused by the high volume of heavy vehicles.

Works to be staged based upon traffic volume increases and future extractive and agricultural industry haulage standards requirements.





## FITZGERALD STREET

**Road No. 4212003**  
**Local Distributor**

**Northam Shire**

**Last Reviewed: March 2021**

### FUNCTION

Fitzgerald Street is the main road through central business district and the route for future town expansion. The road includes the primary shopping strip of Northam, residential housing and Provides RAV 4 access to the Mauri mill. The road also services Water Corporation and ARC Infrastructure works depots.

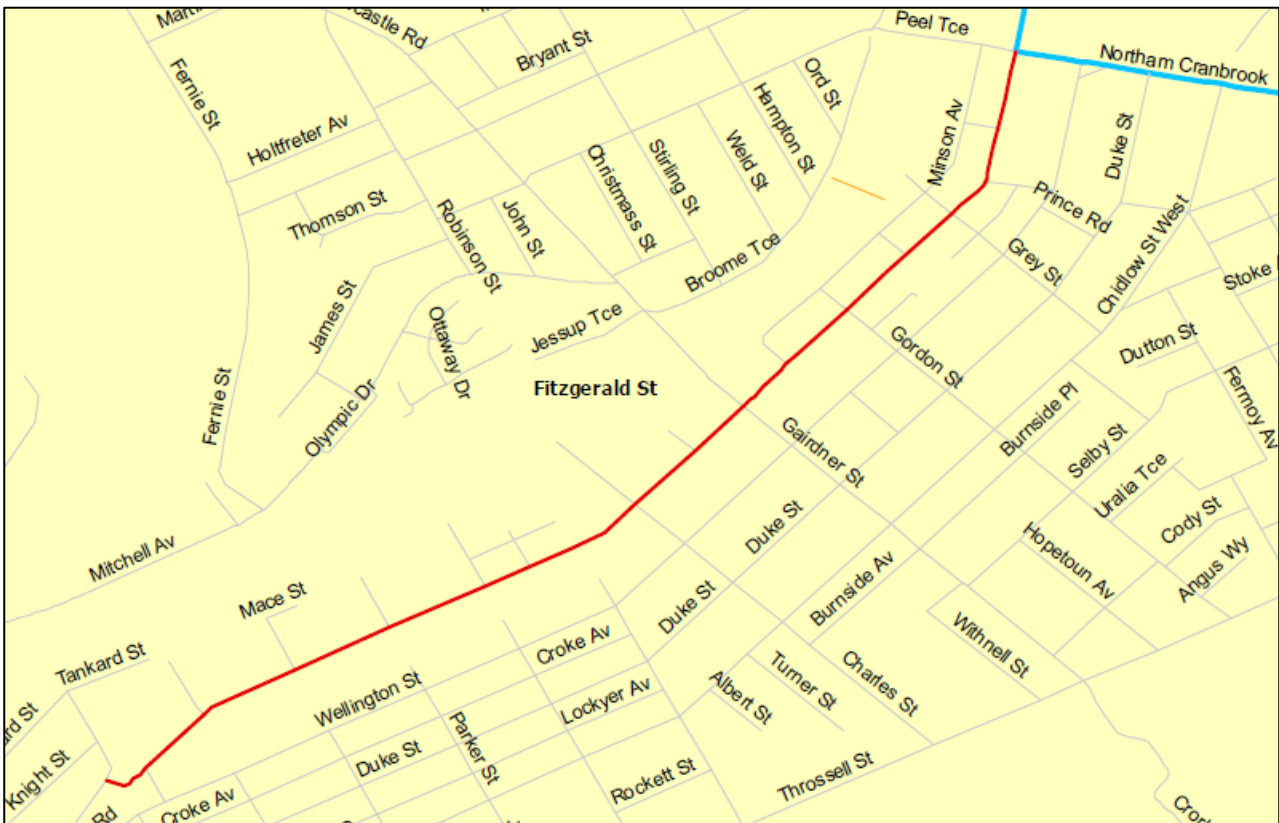
### DEVELOPMENT NEED

Pavement has failed in sections which will need to be repaired. Drainage is not adequately catered for in many areas along the route leading to deterioration of existing pavement and seal. The Fitzgerald/ Newcastle intersection has poor visibility and requires upgrading to a signalised intersection.

### DEVELOPMENT STRATEGY

Reconstruct areas where pavement has failed.  
Improve drainage as required and reseal.  
Install traffic lights at Fitzgerald/Newcastle intersection.

Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## FORREST STREET – PEEL TERRACE BYPASS

**Forrest Street (4212002) Local Distributor**

**Peel Terrace (4212128) Local Distributor**

**Northam Shire**

**Last Reviewed: March 2021**

### FUNCTION

Forrest Street – Peel Terrace Bypass functions as a main urban bypass route for urban traffic. It also provides access to industrial areas, local businesses and is a school bus route

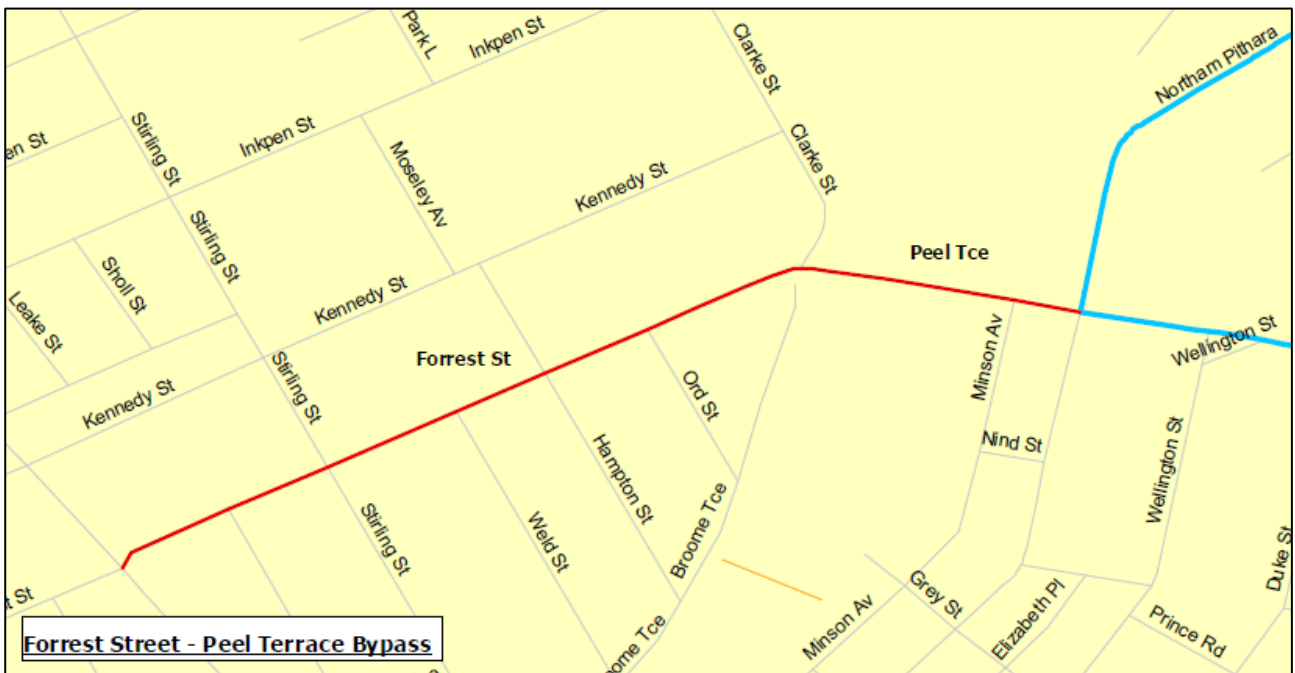
### DEVELOPMENT NEED

A reseal is required. With changes required to the Forrest/Newcastle intersection to improve layout that presents a safety concerns with school bus, vehicle, and pedestrian interface.

### DEVELOPMENT STRATEGY

Reseal as required, improve traffic delineation to reduce collisions.  
Forrest/Newcastle intersection to be redesigned to improve safety.

Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## FORRESTANIA - MARVEL LOCH ROUTE

### Marvel Loch - Forrestania Road (6110004)

### Burbidge Road (6110070)

### Access Roads

### Yilgarn Shire

Last Reviewed: March 2021

#### FUNCTION

Burbidge Road forms part of a link to Marvel Loch - Southern Cross Road, Parker Range Road, Emu Fence Road and Great Eastern Highway. Burbidge Road provides access to Marvel Loch and Southern Cross Townsites.

The road is a link for heavy haulage and commuter traffic for tourism, mining and agriculture activities located south of Marvel Loch area. Burbidge Road is a RAV Network 5 road (conditional). Marvel Loch-Forrestania Road forms part of the link between Great Eastern Highway, the mineralised areas around Forrestania, and the mines east of Marvel Loch. It also forms part of a direct route from Great Eastern Highway to the Great Southern Region.

Marvel Loch-Forrestania Road is a RAV Network 6 road (conditional).

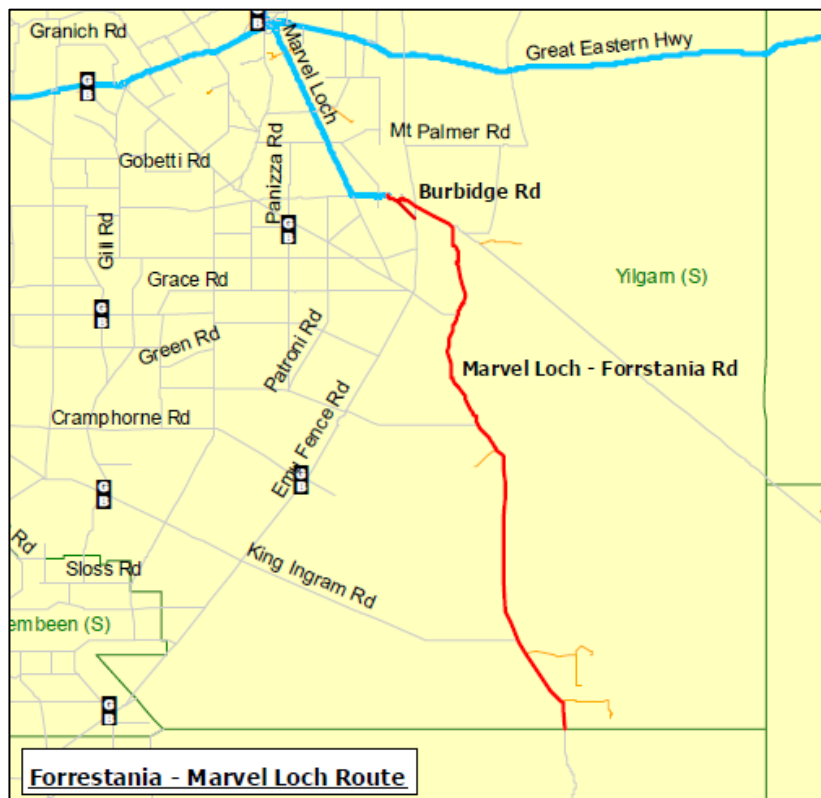
#### DEVELOPMENT NEED

Increased tourism and mining development will require road improvements to provide access and safer conditions for all vehicle types.

#### DEVELOPMENT STRATEGY

Construct to a gravel standard to complete the link to a minimum standard to cater for increase in heavy haulage and commuter traffic associated with agriculture and mining industries located in this area.

Marvel Loch-Forrestania Road from Marvel Loch to SLK 13 is currently a Uniform Type Standard Type 4 with the remaining SLK to the Shire boundary is a Uniform Type Standard Type 3. There is a requirement to upgrade the 13km section from a Type 4 to a Type 5 due to traffic demand servicing mining operations.



## FROG ROCK – MARVEL LOCH ROAD

**Road No. 6110059**  
**Local Distributor and Access Road**

**Yilgarn Shire**

**Last Reviewed: March 2021**

### FUNCTION

Frog Rock-Marvel Loch Road provides access to farming and mining properties and tourist destinations. It caters for a mixer of combination heavy vehicle, mining service vehicles, tourist vehicles and commuter vehicles. It is also a school bus road and links regional centres.

Frog Rock-Marvel Loch Road is a RAV Network 3 road.

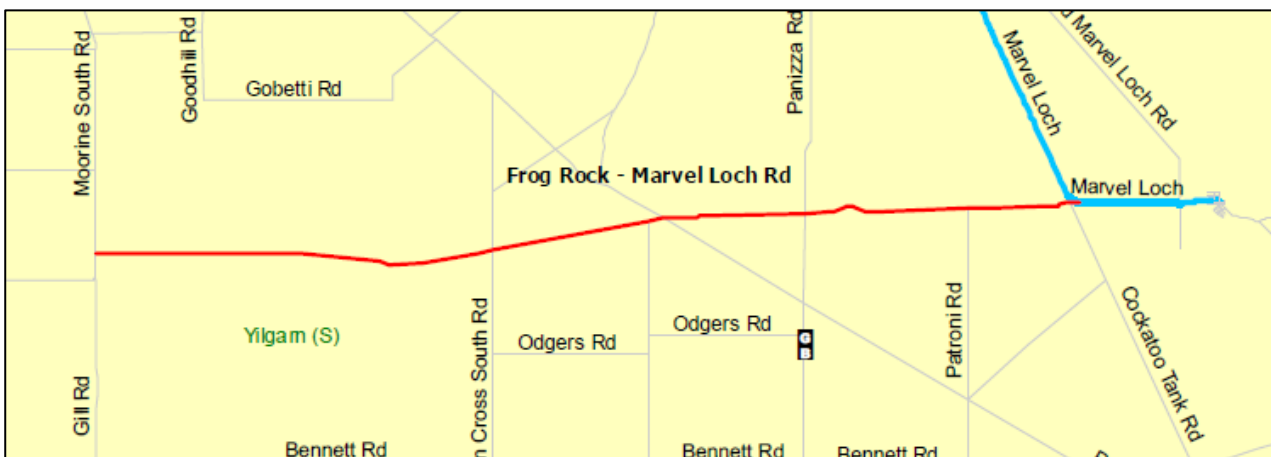
### DEVELOPMENT NEED

The sealed sections of this road are adequate for the volume and type of traffic using this road, but asset preservation resealing works is required to ensure this route continues to perform its regional functions

### DEVELOPMENT STRATEGY

Upgrade to a uniform Type 4 standard between Parker Range Road and Southern Cross-Marvel Loch Road to improve safety and reduce maintenance costs.

Asset preservation funding (reseals) is required to ensure this route continues to perform its regional functions



## GABO AVENUE

**Road No. 4140102**

**Local Distributor**

**Merredin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Gabo Road forms part of the route that connects Crooks Road to the Merredin CBH receival point.

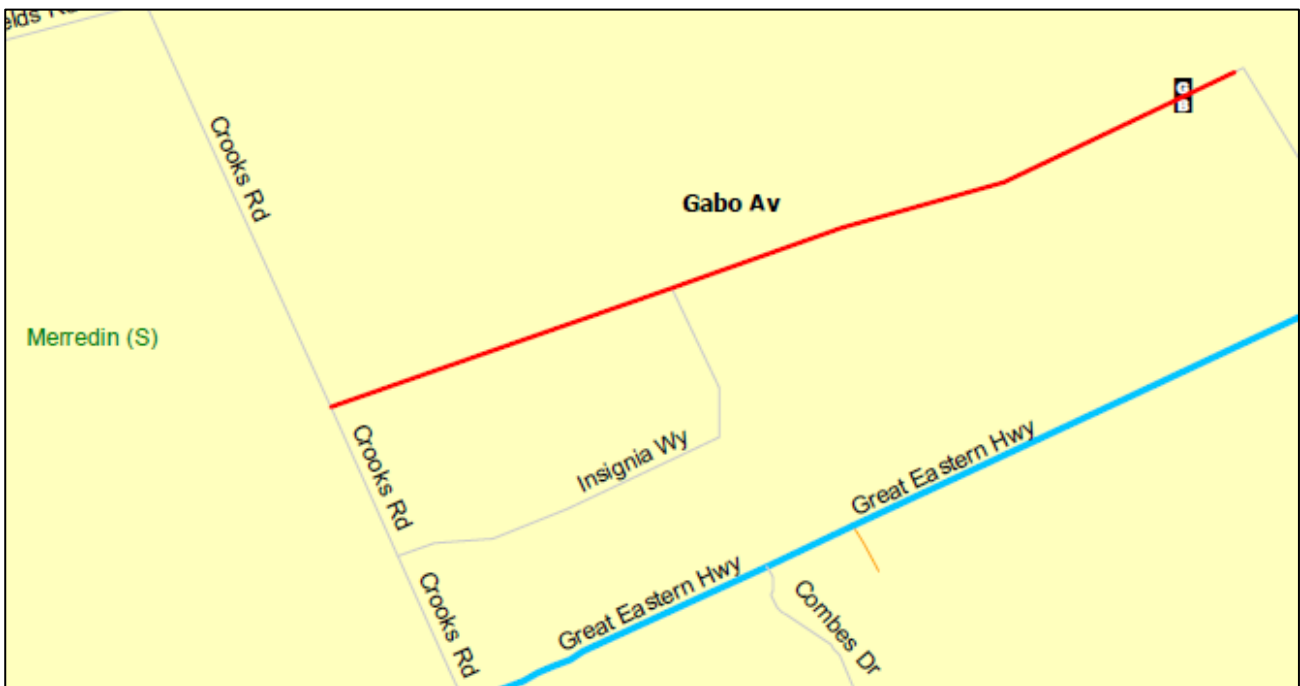
### DEVELOPMENT NEED

Gabo Road will always be a part of Grain delivery route to the Merredin receival point. The width of road is insufficient, in places, to cater for the volume and type of vehicles using this road. Maintenance costs are increasing due to increased traffic volume, pavement age and edge wear

### DEVELOPMENT STRATEGY

The future development of Gabo Road will include upgrades as the volume of heavy haulage to the Merredin CBH receival point will increase if the tier 3 rail closes.

Funding will be required through RRG.



## GILLINGARRA - NEW NORCIA ROAD

**Road No. 5170009**  
**Local Distributor**

**Victoria Plains Shire**

**Last Reviewed: March 2021**

### FUNCTION

Gillingarra-New Norcia Road is an important access to New Norcia for tourist and commuter traffic. It connects Bindoon-Moora Road to Great Northern Highway at New Norcia. The road is also used to cart agricultural produce - grain and livestock.

Gillingarra-New Norcia Road is a RAV Network 3 road (conditional).

### DEVELOPMENT NEED

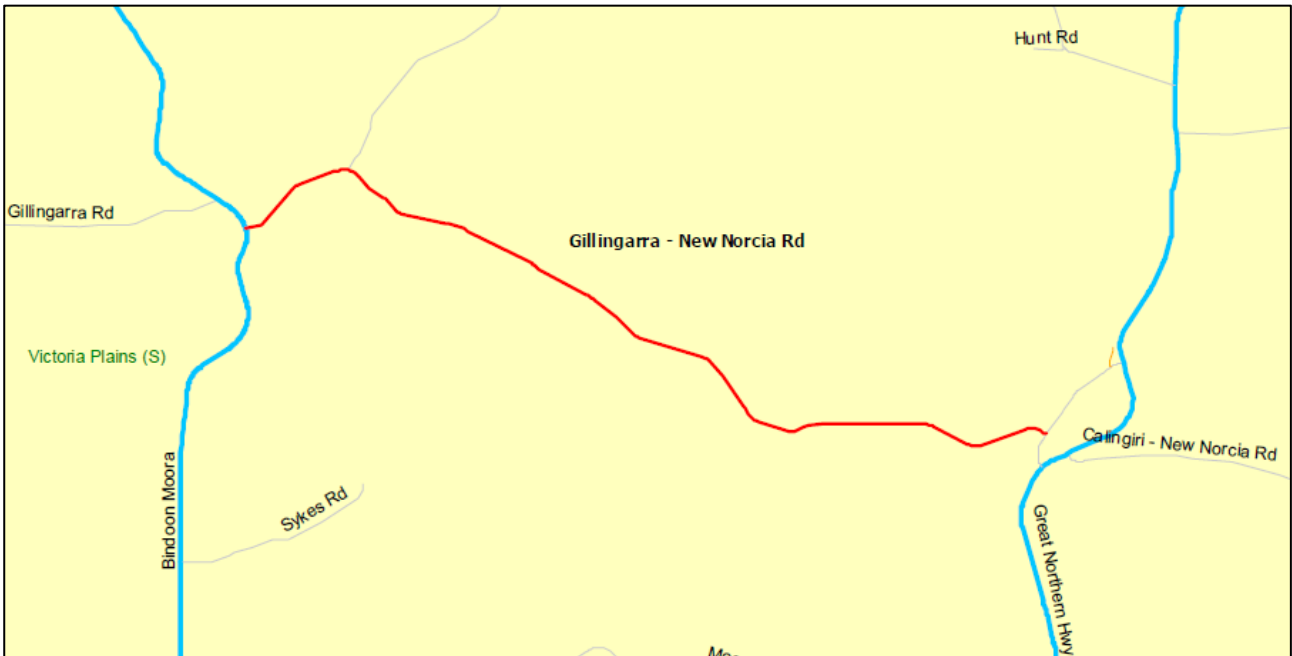
The section with narrow seal width is insufficient to cater for the type of vehicles using this road. There are safety concerns with the mix of vehicles travelling on the road.

The full length of the route needs to be upgraded to a uniform Type 5 road standard.

### DEVELOPMENT STRATEGY

Road Project Grant.

Widen narrow sections to provide a uniform Type 5 standard along the full length of the road



## GOLDFIELDS ROAD AND BOORAN NORTH ROAD

### Booran North Road (4140084) Access Road Goldfields Road (4140090) Local Distributor / Access Road

Merredin Shire

Last Reviewed: March 2021

#### FUNCTION

Goldfields Road is a Heritage Route as well as an access route to the Merredin CBH receival point. Booran North Road is a gravel road that connects the two parts of Goldfields Road.

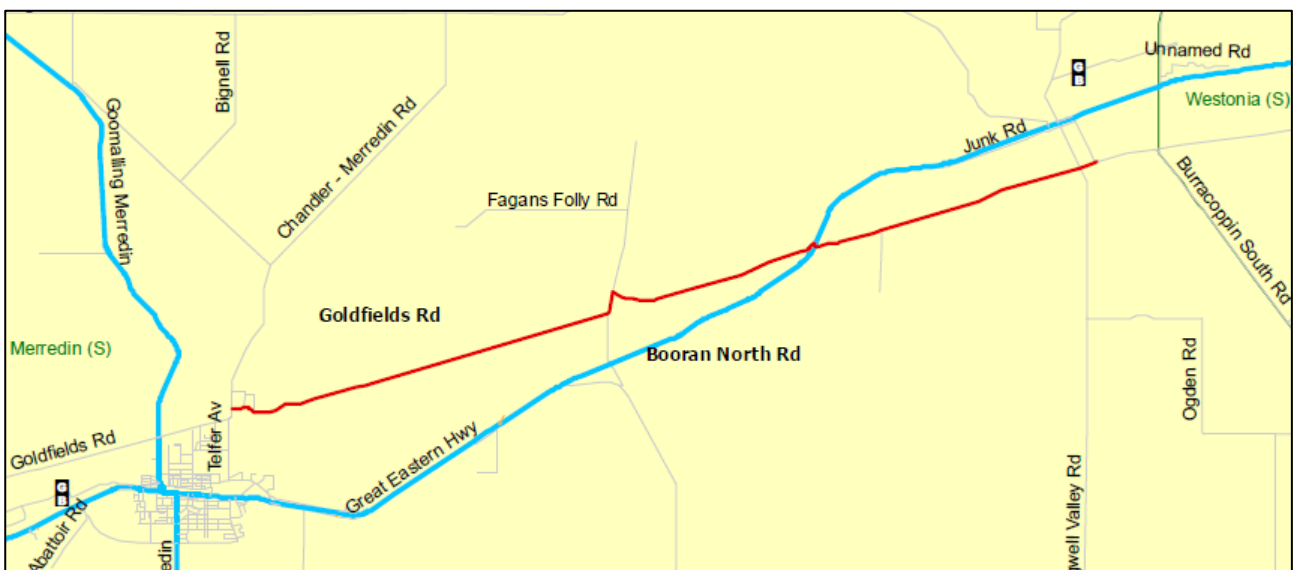
Main Roads is currently reconstructing the intersection of Goldfield's Road with Merredin/Nungarin Road (M16) for heavy haulage access to Merredin CBH receival point to help reduce heavy haulage traffic movements within the residential area.

#### DEVELOPMENT NEED

Goldfields Road and Booran North Road will be carrying the heavy haulage grain freight from the Nungarin direction and from Chandler/Merredin Road to the Merredin CBH receival point. These roads cater for increasing volume of heavy vehicles and lighter tourist traffic, creating a potential safety problem. The volume and type of heavy traffic using this route requires that a sealed road of adequate width be provided and maintained.

#### DEVELOPMENT STRATEGY

The future development of Goldfields Road will include upgrades as required due to the extra volumes of heavy haulage grain freight. Work will be funded through RRG allocations. Future development of Booran North Road would be through RRG funding with the intent to install two new box culverts and gravel re-sheet the natural soil section and re-form drainage to prevent water run off from washing out railway lines.



## GOODLANDS ROAD

Road No. 5030003  
Regional Distributor

Dalwallinu Shire

Last Reviewed: March 2021

### FUNCTION

Goodlands Road is an integral link in the chain for the transportation of agricultural products to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land.

Goodlands Road is also used as a tourist route during wildflower season and a link from the north of the State (Great Northern Highway) to the Central Wheatbelt region.

### DEVELOPMENT NEED

Goodlands Road is expected to remain an integral link for the transportation of agricultural products due to the use of agricultural products for enhancing farming production in the Central Wheatbelt region. Goodlands Road will be used for the transportation of agricultural produce between regions long into the future.

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

Goodlands Road is predominately sealed to 6.2m. The long-term strategy is to bring this road up to a minimum standard of 7m wide seal and a formation 10m wide.

Funding sources for this upgrade will come from Project Grants.





## GOOMALLING – BEJOORDING ROUTE

**Beecroft Road (4080015) Local Distributor**  
**Long Forrest Road (4080013, 4260036) Local Distributor**

### Goomalling and Toodyay Shires

**Last Reviewed: March 2021**

#### FUNCTION

Long Forrest Road is an important east west connect between the coast and Goomalling, utilising part of the Lancelin-Northam Heavy Haulage Route via Dewars Pool Road. This road is used to cart grain, fertiliser, livestock, and general freight.

#### DEVELOPMENT NEED

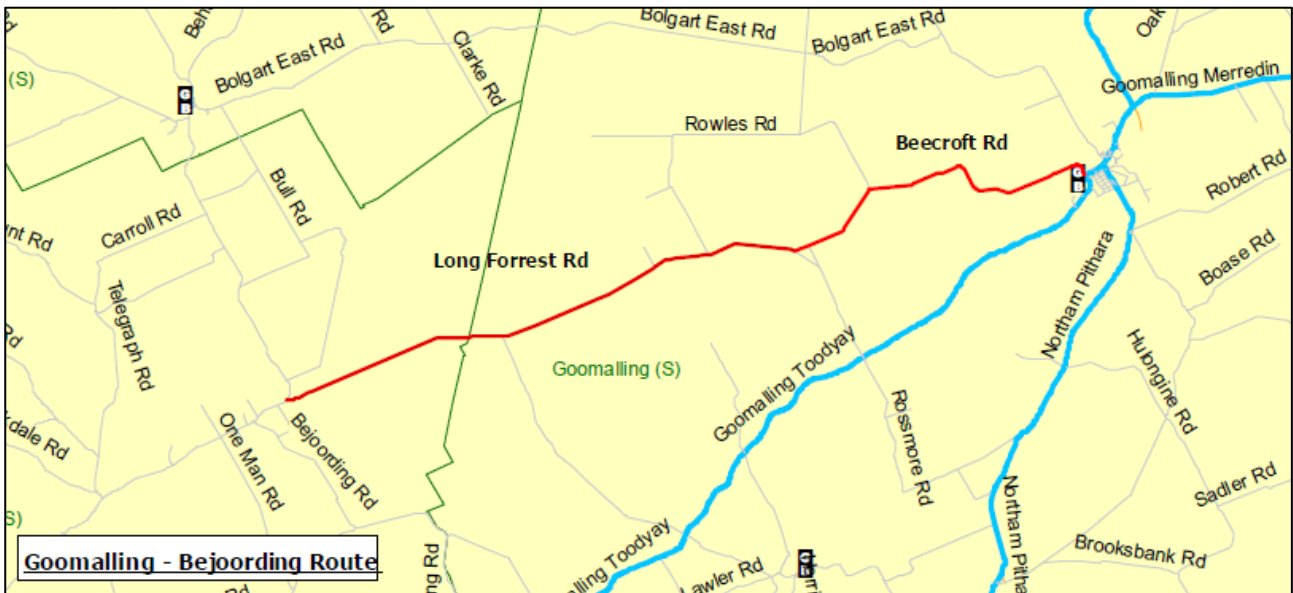
There is a need to widen and re-sheet with gravel to 200mm to cater for the heavy vehicle combinations, also a need to improve the Toodyay-Bindi Bindi Road intersection and to improve drainage in general.

In order that the road can fulfil its function, a need exists to upgrade the road to a suitable seal standard (Type 5 Road).

#### DEVELOPMENT STRATEGY

Upgrade the road to provide improved safety for all road users and reduce maintenance costs.

Progressive re-sheeting and drainage improvements to take place. Widen, kerb, and resal the intersection of Toodyay-Bindi Bindi Road. Sealing in stages should also be considered.



## HARROD ROAD

**Road No. 4130090**  
**Local Distributor**

**Traying Shire**

**Last Reviewed: March 2021**

### FUNCTION

Harrold Road is an important east - west link between Kellerberrin – Bencubbin Road and Kununoppin – Mukinbudin Road. It is used to convey agricultural produce, fertiliser, livestock, and general freight. It is also the northern access route to the Regional Hospital at Kununoppin.

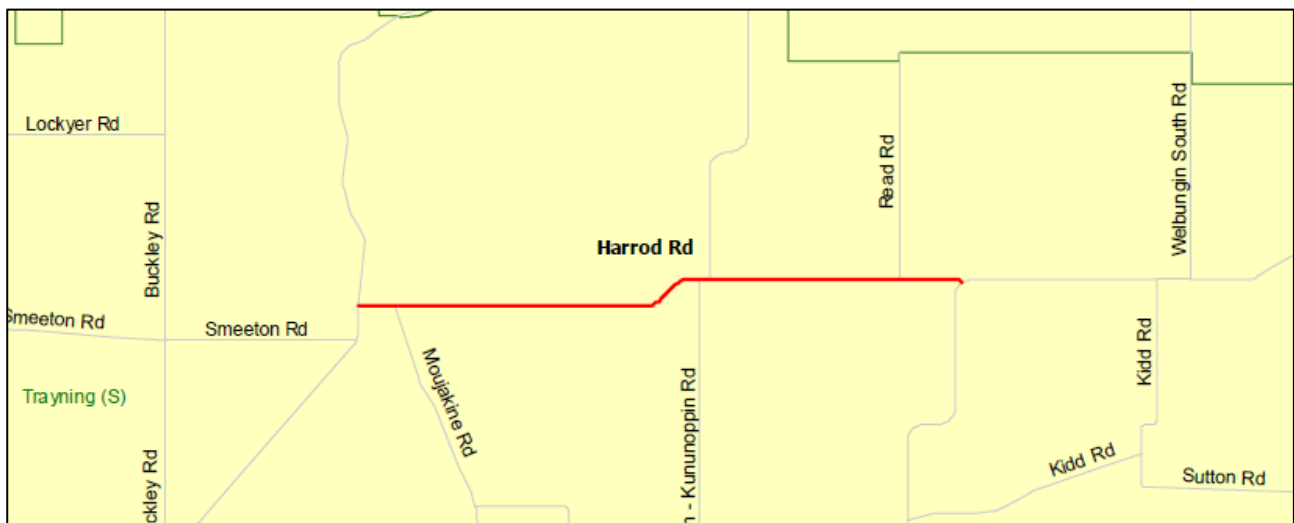
### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

All this road is presently at a type 4 standard (6.0m seal width).

Upgrade the road to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding.



## HAY FLAT ROAD

Road No. 5020008

Local Distributor

Chittering Shire

Last Reviewed: March 2021

### FUNCTION

Hay Flat Road is type 5 road. It is an east-west link road that links traffic from Calingiri Road to Wannamal Road. It is a road train transport route and used mostly to cart agricultural produce.

This road received regional road group and black spot funding to upgrade it to a type 5 road.

### DEVELOPMENT NEED

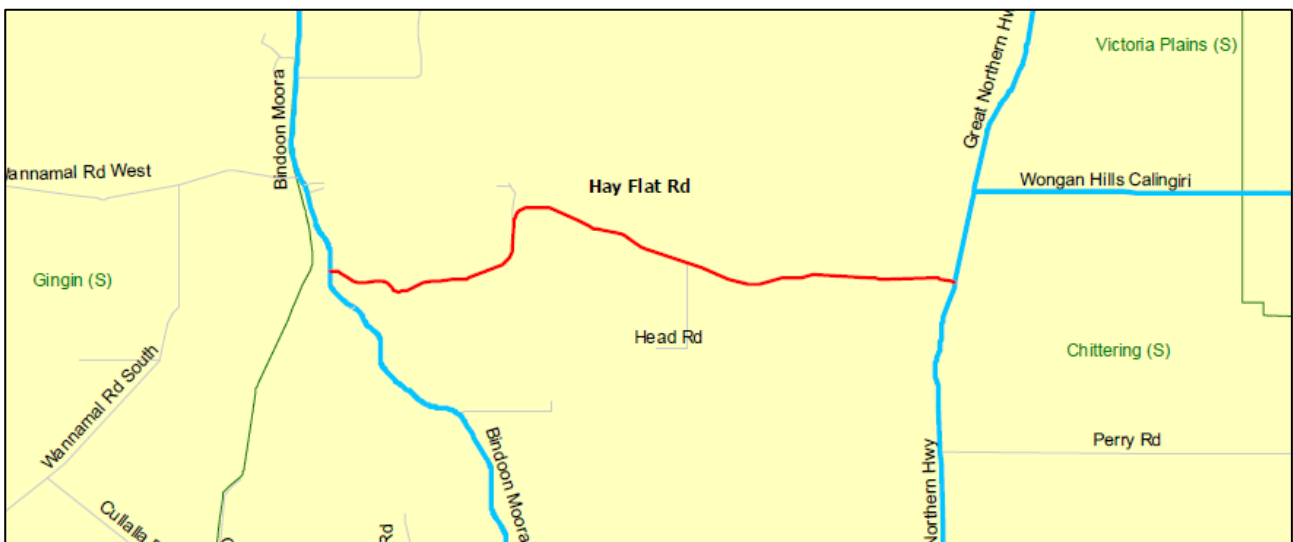
This road has been fully constructed to a Type 5 standard formation and will require periodic preservation activities to cope with the expected increase in farm produce traffic.

### DEVELOPMENT STRATEGY

Hay Flat Road is a link for east-west heavy vehicle traffic and is complete to width requirements of 7 metres, a uniform Type 5 road standard. It will need periodic preservation of the roads surface to improve the road to accommodate the increase in traffic volumes. Upgrades such as applying the final seal and shoulder reconditioning to increase the seal width.

The road is identified in the in the Shire’s ten-year capital road works program.

It is proposed that Road Project Grant and Councils own funds will be sourced to finance future works.



## HINES HILL – NUNGARIN ROUTE

**Hines Hill North Road (4140009)  
Danberrin Road (4220002)  
Local Distributors**

**Merredin and Nungarin Shires**

**Last Reviewed: March 2021**

### FUNCTION

Danberrin Rd is an extension of the Hines Hill North Road which together connect the town of Hines Hill on Great Eastern Highway, to Nungarin. The FUNCTION includes a freight route, heavy haulage of agricultural products, is a school bus route, tourism, and general access via Great Eastern Highway to Perth. This road is also a main tourist route to the historic Mangowine Homestead.

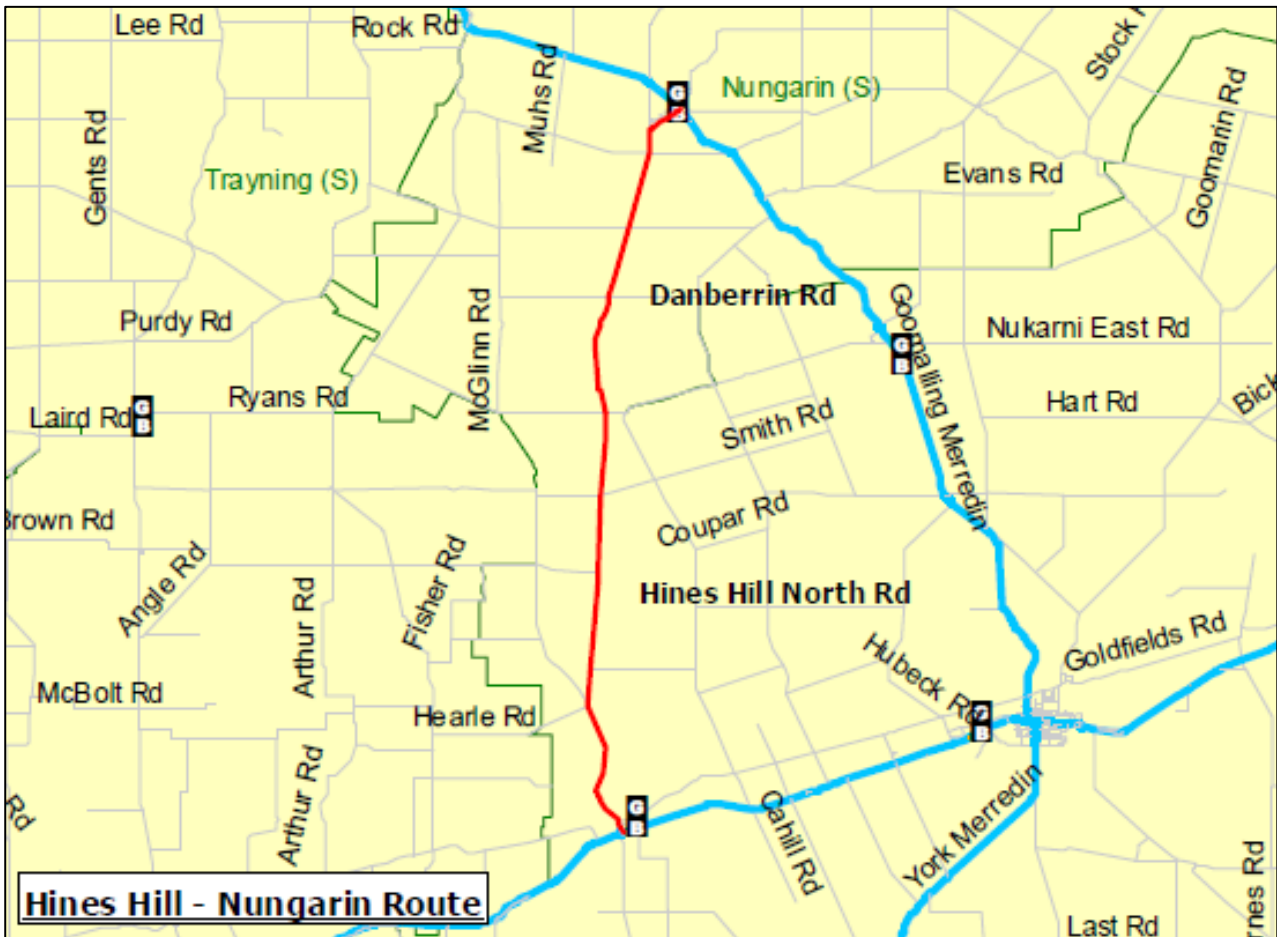
### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided and preserved into the future.

### DEVELOPMENT STRATEGY

This road has recently been upgraded to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding.

At some time in the future this road will require some preservation work using Road Project Funding.



## HINES HILL ROAD

Road No. 4140002  
Local Distributor

Merredin Shire

Last Reviewed: March 2021

### FUNCTION

Hines Hill Road is the main access road from the south to the Hines Hill CBH receival point and to Great Eastern Highway.

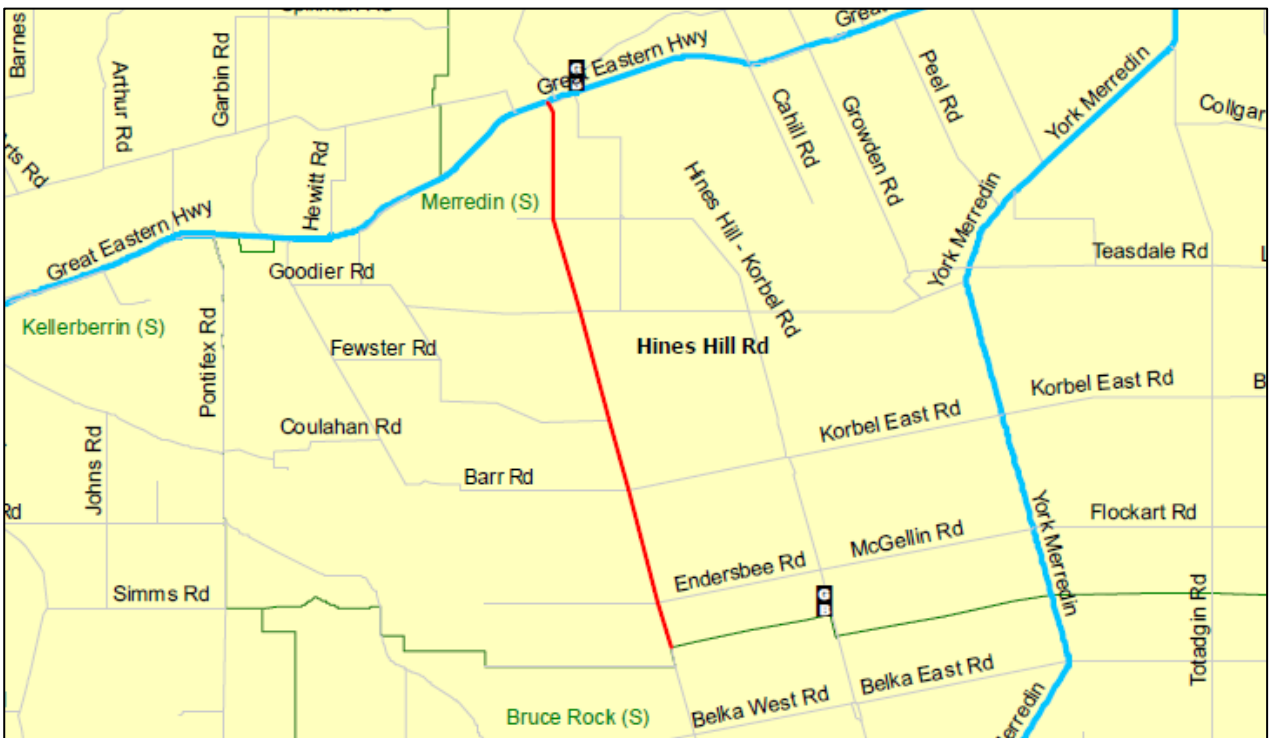
### DEVELOPMENT NEED

Hines Hill Road will continue to be the main route for the above purposes. The road caters for increasing volume of heavy vehicles and lighter traffic, creating a potential safety problem. The volume and type of heavy traffic using this route requires that a sealed road of adequate width be provided and maintained.

### DEVELOPMENT STRATEGY

Hines Hill Road works will include upgrading and stabilisation through the salt affected sections and culvert works through the salt lake system.

Works are to be funded through RRG allocations.



## HOSPITAL ROAD BYPASS (Wongan Hills Eastern Bypass)

**Oliver Road (5180139)**  
**Manmanning Road (5180006)**  
**Moonjin West Road (5180007)**  
**Kalguddering North Road (5180036)**  
**Kalguddering East Road (5180011)**  
**Local Distributors**

**Wongan-Ballidu Shire**

**Last Reviewed: March 2021**

### FUNCTION

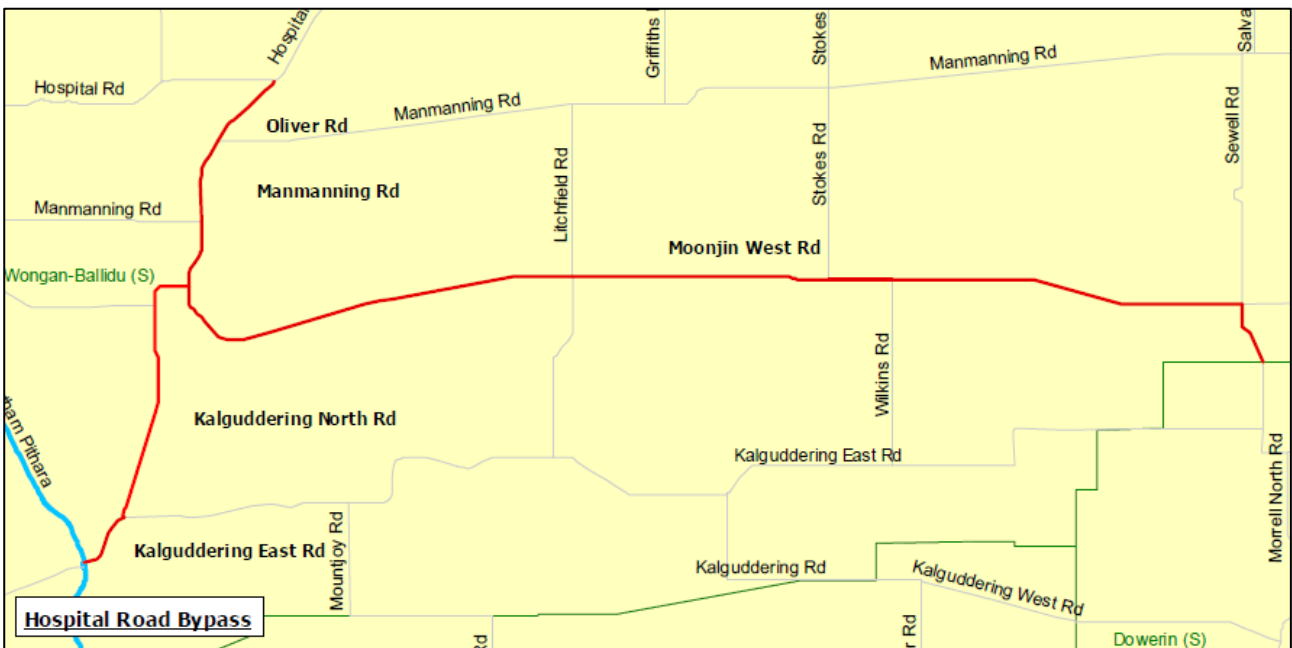
This bypass services the surrounding agricultural areas by providing access to Goomalling and Perth and the north-eastern areas of the Wheatbelt. It also provides a bypass to Wongan Hills townsite for south bound traffic and carries agricultural produce such as grain, fertiliser, and stock.

### DEVELOPMENT NEED

Increasing volumes of heavy freight traffic requires road improvements for safe and efficient travel. The major portion of the route is unsealed, and the pavement width is insufficient in places to cater for the volume and type of vehicles using the road.

### DEVELOPMENT STRATEGY

Resheet, prime and seal to 6 metres (Type 4) between SLK 0.00 and SLK 1.95 on Oliver Rd, SLK 0.00 and SLK 5.96 on Kalguddering North Rd and SLK 0.00 and SLK 1.33 on Kalguddering East Rd to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of local traffic.



## HOURIGAN ROAD

**Road No. 5030024 and 5180038  
Local Distributor**

**Dalwallinu and Wongan Ballidu Shires**

**Last Reviewed: March 2021**

### FUNCTION

Hourigan Road is an integral link in the chain for the transportation of agricultural products to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land.

It serves the surrounding agricultural areas by providing access to Goomalling and Perth and the north-eastern areas of the Wheatbelt. It also provides a link to Dalwallinu, Wongan Hills and Great Northern Highway and carries agricultural produce such as grain, fertiliser, and stock.

### DEVELOPMENT NEED

Increasing volume of heavy freight traffic requires road improvements for safe and efficient travel. The road is unsealed, and the pavement width is insufficient in places to cater for the volume and type of vehicles using the road.

### DEVELOPMENT STRATEGY

Within Dalwallinu Shire, Hourigan Road is predominately unsealed to a paved standard with a 2km section of 3.7m wide seal. The long-term strategy is to maintain this road to the current standard for the foreseeable future.

The Wongan-Ballidu Shire section requires resheeting, prime and seal to 6 metres (Type 4) between SLK 0.00 and SLK 10.60 to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of local traffic.



## INKPEN ROAD

Road No. 4211017  
Local Distributor

Northam Shire

Last Reviewed: March 2021

### FUNCTION

Inkpen road is a RAV4 truck and car route between Great Southern Highway and Great Eastern Highway. It provides a link to Great Eastern Highway from the BGC quarry and gravel pits located on Goods road to the South. The road also provides a link to York for traffic from the Wundowie and Morangup areas.

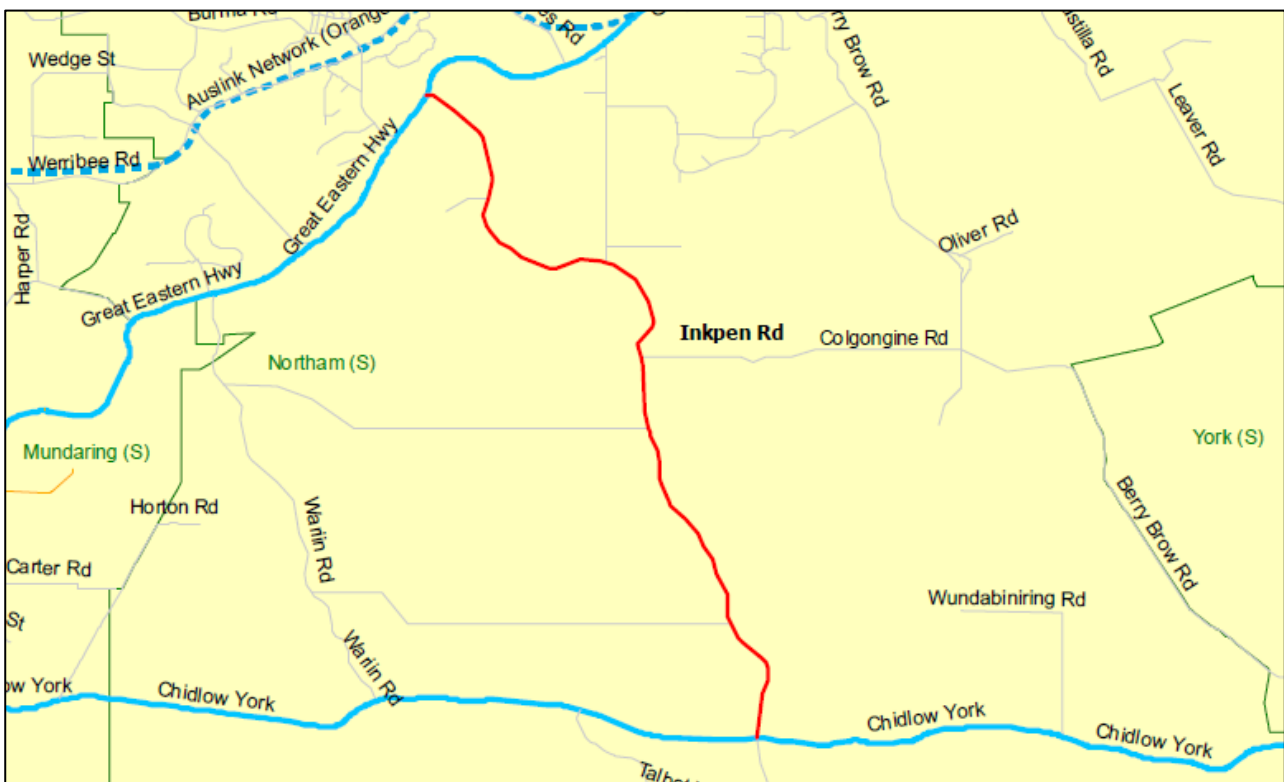
### DEVELOPMENT NEED

Upgrade existing road to at type 5 and develop drainage.

### DEVELOPMENT STRATEGY

Widen existing road to 7m and improve drainage.

Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.





## JENNAPULLIN ROAD

**Road No. 4211025**  
**Local Distributor**

**Northam Shire**

**Last Reviewed: March 2021**

### FUNCTION

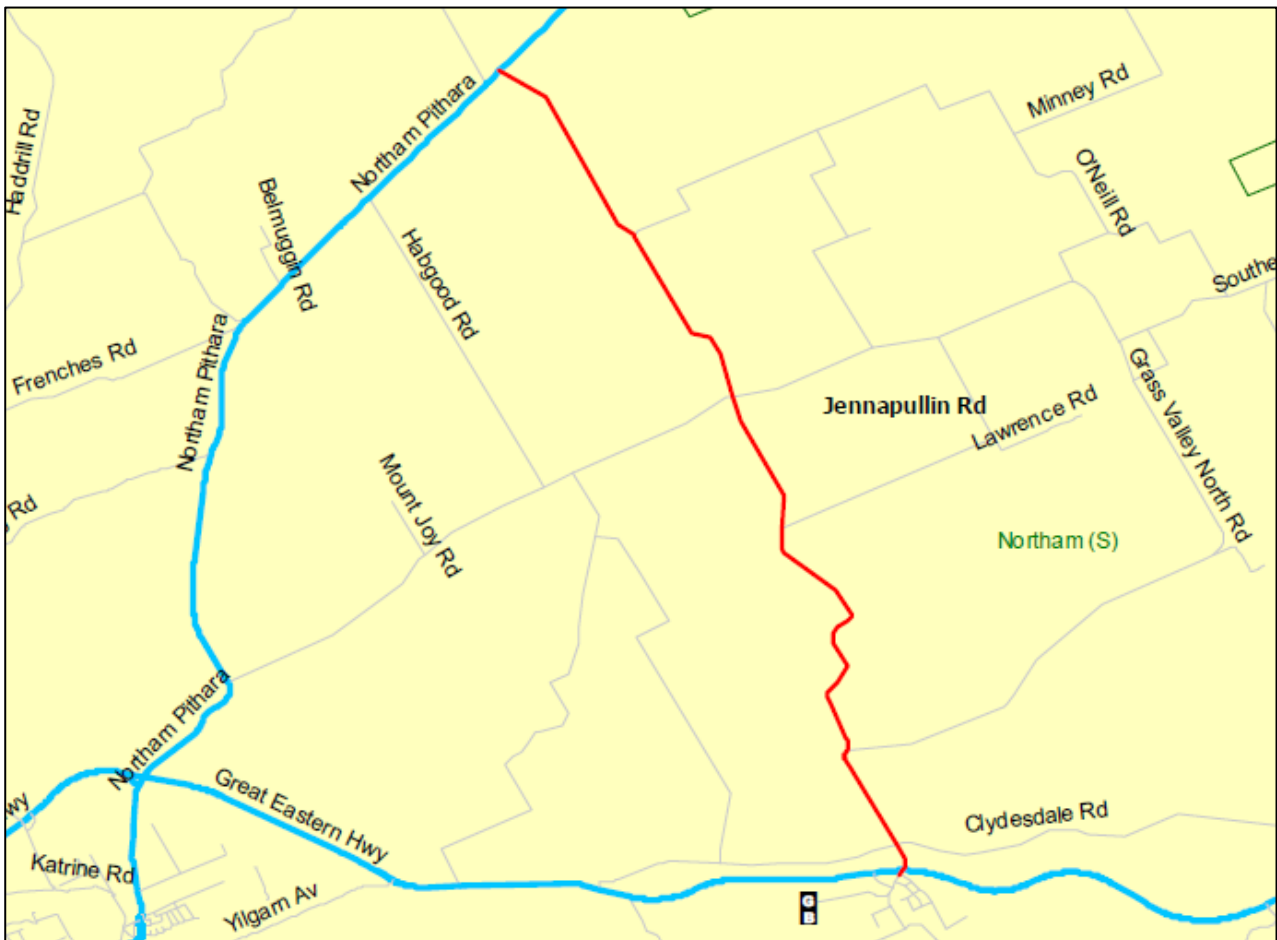
Jennapullin Road is a grain-carting route to Grass Valley wheat bins. The road also forms part of the RAV 4 network and is a school bus route. The road offers trucks a shorter link between Great Eastern Highway and Northam-Pithara Road.

### DEVELOPMENT NEED

Jennapullin Road requires widening to 7m road type 5 and realignment. It also requires drainage construction and resealing within the next five years.

### DEVELOPMENT STRATEGY

Widen to a 7m type 5 road and realign as required. Construct drainage and reseal. Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## JULIMAR ROUTE

**Julimar Road (5020010, 4260004)  
Harper Road (4260058)  
Regional Distributors**

**Chittering and Toodyay Shires**

**Last Reviewed: March 2021**

### FUNCTION

Julimar Road is a popular tourist route and provides market access for agriculture freight. It is an alternative east-west route to Great Northern Highway and Bindoon-Dewars Pool Road. There has been an increase in stock trucks delivering livestock to the Muchea saleyards from the eastern Wheatbelt following the opening of the saleyards.

### DEVELOPMENT NEED

Increasing volumes of tourist traffic, some of these being motor cyclists on bike runs, and freight traffic require improvements to the road to make it safer for all road users. Improvements to drainage, alignment and width of curves and bends are required for safety and efficiency.

### DEVELOPMENT STRATEGY

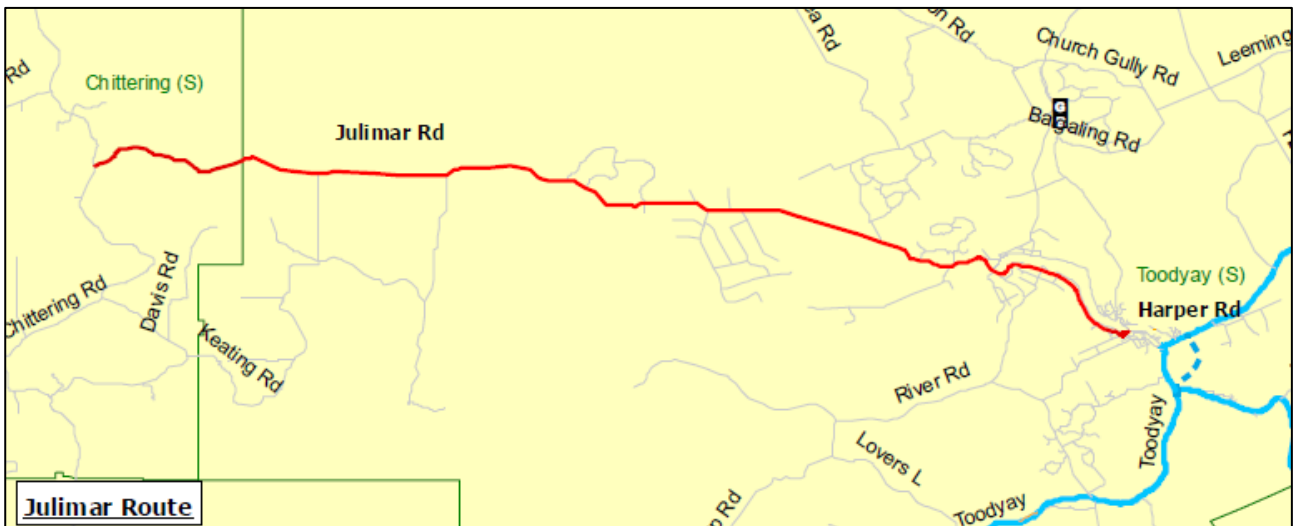
Toodyay Shire section –

Widen narrow sections of seal and upgrade drainage through areas where there is steep terrain to allow heavy traffic to negotiate the road safely. Realign, white line, and widen sections to a uniform Type 4 road standard.

Chittering Shire section-

Upgrade drainage through areas where there is steep terrain, realign and improve the elevation on dangerous curves.

Julimar Road is complete to width requirements of 7 metres and will need periodic preservation of the roads surface to improve the road to accommodate the increase in traffic volumes. Upgrades such as applying the final seal and shoulder reconditioning to increase the seal width.



## KALANNIE - KULJA ROAD

**Road No. 5030045 and 4110006**  
**Local Distributor**

**Dalwallinu and Koorda Shires**

**Last Reviewed: March 2021**

### FUNCTION

Kalannie-Kulja Road is an integral link in the chain for the transportation of agricultural products to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land.

Kalannie-Kulja Road is also used for the transportation of Gypsum from a location on Kalannie-Kulja Road (Gypsum Road).

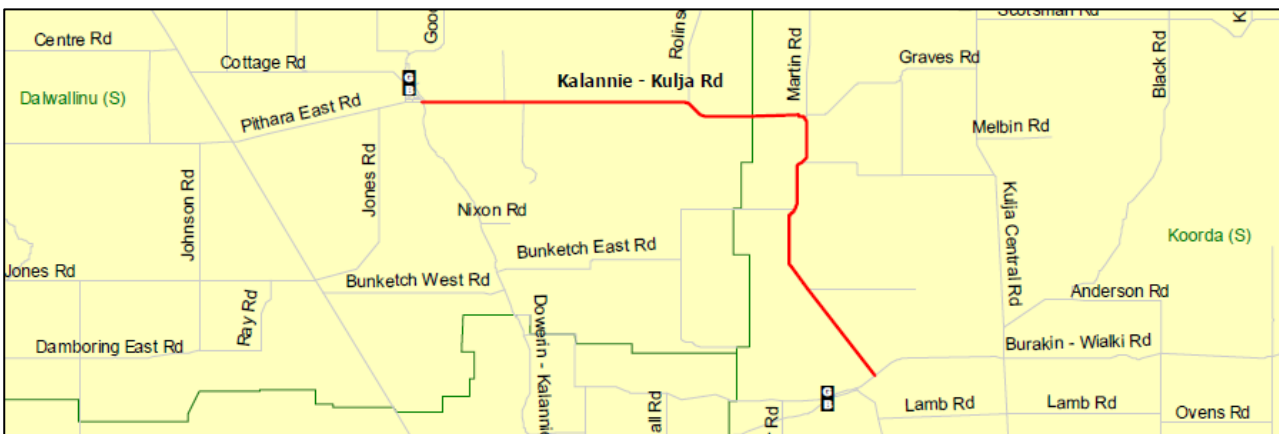
Kalannie-Kulja Road is a through road to Koorda Shire. It is the link between the eastern and northern agricultural areas.

### DEVELOPMENT NEED

Kalannie-Kulja Road is expected to remain an integral link for the transportation of agricultural products due to the expected long-term viability of the use of agricultural lime (and other products) for enhancing farming production in the Central Wheatbelt region and the long-term feasibility of the agricultural lime production areas. Kalannie-Kulja Road will be used for the transportation of agricultural produce and gypsum between regions long into the future. The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

Kalannie-Kulja Road is currently sealed to 6.2m. The long-term strategy is to bring this road up to a minimum standard of 7m wide seal and formation of 10m wide.



## **KELLERBERRIN – BEACON ROUTE**

**Dowding Street (4090119) Access Road**  
**Kellerberrin Bencubbin Road (4090152, 4130099, 4130101) Regional Distributor**  
**Twine Street (4130100) Regional Distributor**  
**Bencubbin Beacon Road (4150149) Regional Distributor**  
**Monger Street (4150146) Regional Distributor**

**Kellerberrin, Trayning, and Mt Marshall Shires**

**Last Reviewed: March 2021**

### **FUNCTION**

Dowding Street is part of a strategic and key north-south transport link from the North-Eastern Wheatbelt areas of the Wheatbelt to Great Eastern Highway and the Standard Gauge Railway East-West Link with access from the Kellerberrin-Bencubbin Road.

Changing Heavy Vehicle Transport Routes, Vehicle Configurations, Agriculture Production and Pricing and Commodity Bulk Movement of various grains, fertiliser, livestock, and general freight has reinforced this route to be a key developing route to the Region and the Wheatbelt.

The road is a strategic grain freight route for grain from Trayning to Kellerberrin on a bin to bin transport also from paddock to bin.

It is an endorsed major and Key Heavy Vehicle Access Route.

Monger Street is the main street in Bencubbin and connects the Koorda-Bullfinch (WN 118) and Kellerberrin-Bencubbin (WN 72) roads, both Regional Distributors, with the Bencubbin-Beacon Road (WN 1). It also connects all these roads to the Bencubbin CBH facility.

### **DEVELOPMENT NEED**

Changing and increasing Heavy Vehicle through traffic trends including various agricultural commodities now being transported via Kellerberrin.

The increasing volume and type of heavy vehicle traffic and general and tourist traffic using this route requires that a sealed road of adequate and increased width be provided.

A wider sealed road will improve safety and dramatically reduce maintenance costs. Increasing economic benefits is expected by the continual upgrade and seal widening to meet traffic requirements of today including tourism opportunities and reduced commercial travel time and introduce economic advantages by a more direct and economical transport route from the northern agricultural area.

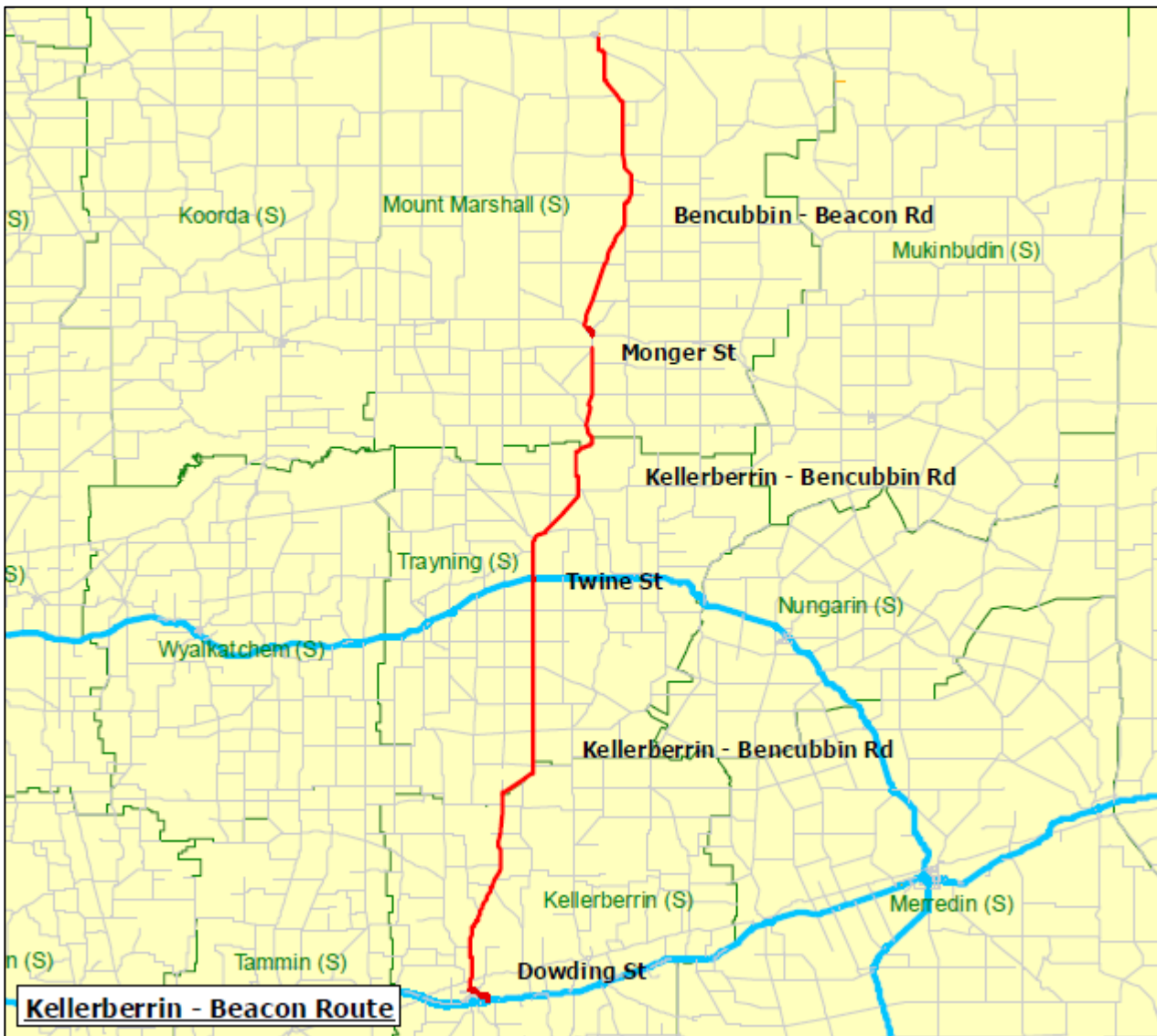
Monger Street is 1.14km in length, has divided 4.5m wide single lane carriageways by way of a 1.2m wide kerbed centre island along some sections. It also has 2.4m wide parallel parking bays along most of both sides of the single lane carriageways. This street has been upgraded in the recent past to a suitable standard to satisfy its FUNCTION and will continue to be utilised for the FUNCTION into the future.

### **DEVELOPMENT STRATEGY**

Reconstruction of and Widen shoulders.

Widen single lane width to Type 5 standard i.e. 7.0m seal width.

Providing that additional bin to bin grain transfers from the Beacon Primary CBH Facility are not hauled through the Bencubbin townsite via Monger St, then the street in its present condition is at a satisfactory standard. However, it will require a final seal prior to the 2018 year utilizing RRG funding. Retain its Category B rating.



## KELLERBERRIN - SHACKLETON ROAD

Road No. 4090001

Local Distributor

Kellerberrin Shire

Last Reviewed: March 2021

### FUNCTION

Increased economic efficiencies of a major and direct heavy vehicle transport route to Receival Point Facilities in Kellerberrin.

Key and Strategic Transport route to Kellerberrin and accessing major Seed Cleaning Facilities in Kellerberrin for improved grain quality and certified seeds selling outlet

Increase efficiencies gained from rail transport of grain from Kellerberrin on the main East-West Line

### DEVELOPMENT NEED

This route is a major heavy vehicle transport route for the cartage of grain from Shackleton, Yarding and possibly additional Receival points to the south and east to Kellerberrin CBH Receival Facilities and onto main east-west standard gauge line.

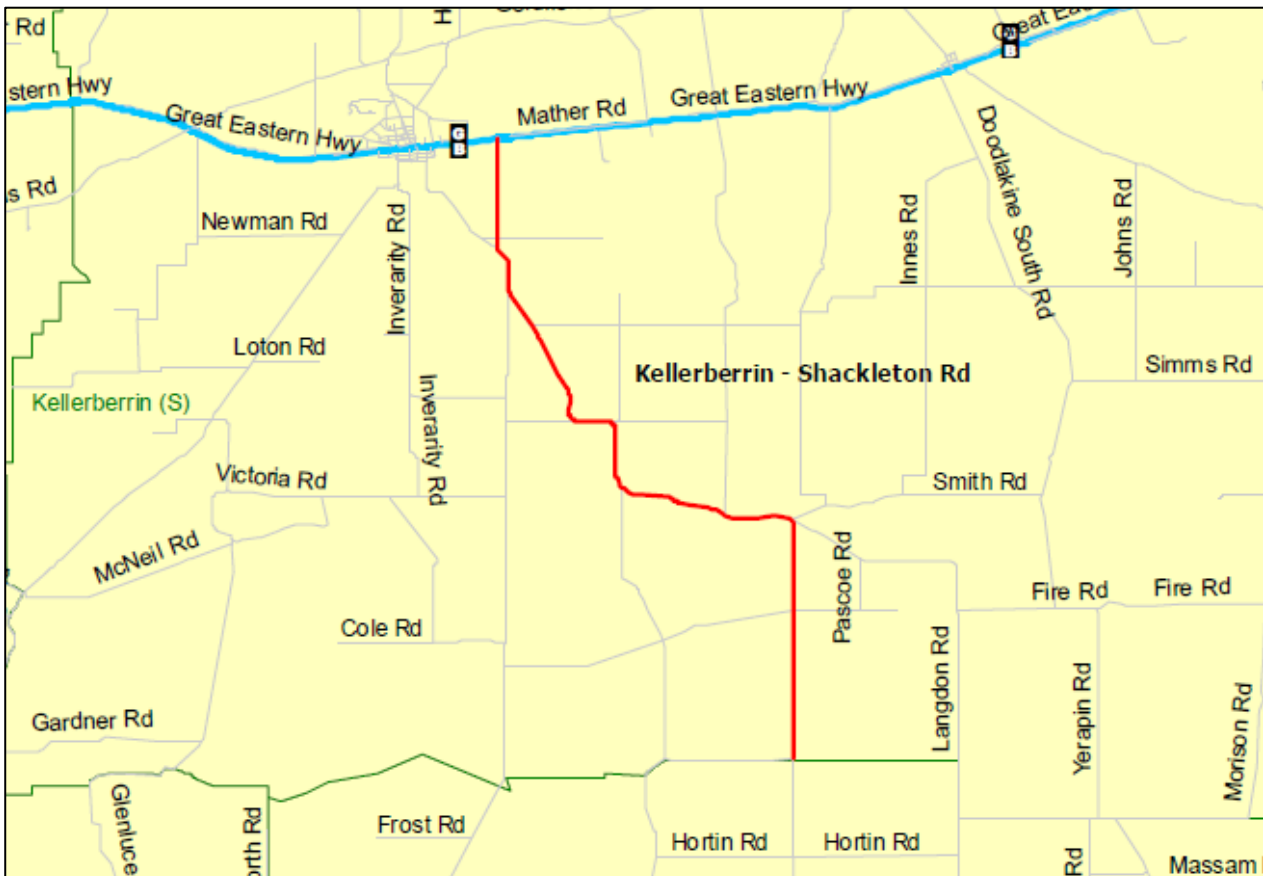
Provides major access for residents to access Kellerberrin and its associated industries and Businesses.

### DEVELOPMENT STRATEGY

Reconstruction of and widening of shoulders – entire length

Widen seal to 7.0m to provide constant width and improve safety standards along the entire route for heavy vehicle movements and the mix with local and visiting traffic.

To improve substandard crests and curves and to improve visual safety standards, at the designated points.



## KELLERBERRIN - YELBENI ROAD

Road No. 4090004 and 4130008  
Access Road

Kellerberrin and Trayning Shires

Last Reviewed: March 2021

### FUNCTION

Kellerberrin-Yelbini Road provides access to Kellerberrin and from further south for local and visitor traffic to access Kellerberrin and Great Eastern Highway. It is a major transport route for agricultural commodities such as fertiliser, grain, livestock, gypsum, lime, etc.

Kellerberrin-Yelbini Road connects the key and strategic Kellerberrin-Bencubbin Route north of Kellerberrin with Yelbeni. It also provides access to Regional Seed Cleaning Facilities in Kellerberrin for improved grain quality and certified seeds selling outlet.

### DEVELOPMENT NEED

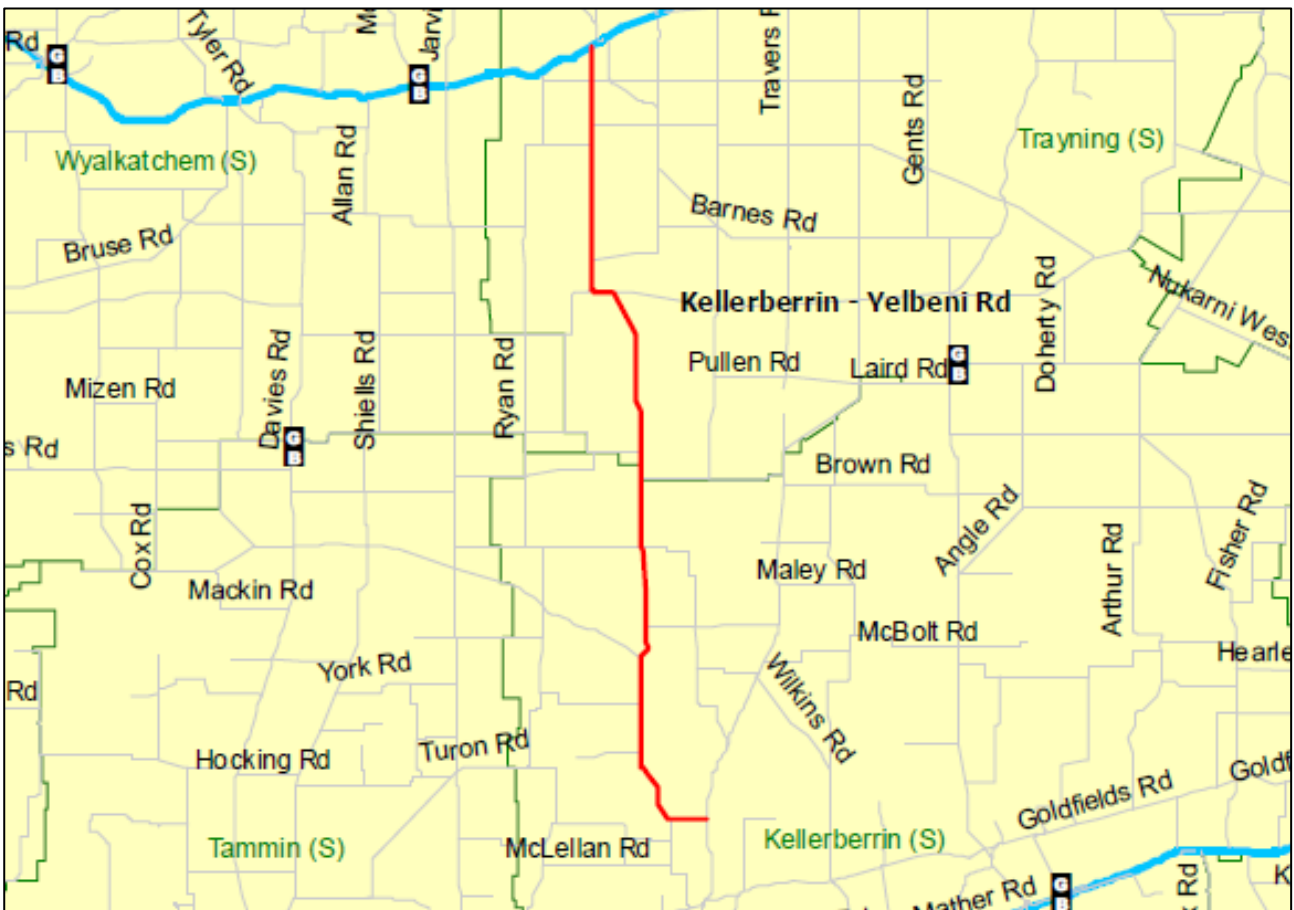
There is a need to widen the entire length of road to an acceptable construction standard for heavy vehicle access route, for local traffic use and for the school bus route.

### DEVELOPMENT STRATEGY

Reconstruction of and widening of shoulders – entire section is required.

Widen seal to 6.0m to provide constant width and improve safety standards along the entire route for heavy vehicle movements and the mix with local and visiting traffic.

Improve substandard crests and curves and to improve visual safety standards, at the designated points.



## KELLERBERRIN - YOTING ROUTE

**Kellerberrin-Yoting Road (4090154) Regional Distributor**  
**Scott Street (4090153) Regional Distributor**

**Kellerberrin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Kellerberrin-Yoting Route is a strategic and major transport link from the North-South Route of Kellerberrin Bencubbin Road, commencing at Great Eastern Highway Kellerberrin and going south to Yoting, Quairading, and major towns further south.

The road is a strategic major route for grain freight from Yoting Grain terminal to Kellerberrin Strategic Grain site. It is also a major route for out loading hay, sheep, and cattle from the North of Kellerberrin Shire to the South of WA.

### DEVELOPMENT NEED

Provides business, community, and social access for residents from Yoting and local areas to Kellerberrin, Quairading, and towns further south.

The route is heavily used for cartage of grain to Reveal facilities at Kellerberrin and Yoting including bin to bin cartage from Yoting to Kellerberrin.

The route is also used for tourist traffic.

The route is used for cartage of agriculture produce recognising the most direct and efficient route for the Agricultural Industry.

The road caters for increasing volume of heavy vehicles and lighter tourist traffic, creating a potential safety problem. The volume and type of heavy traffic using this route requires that a sealed road of adequate width be provided and maintained

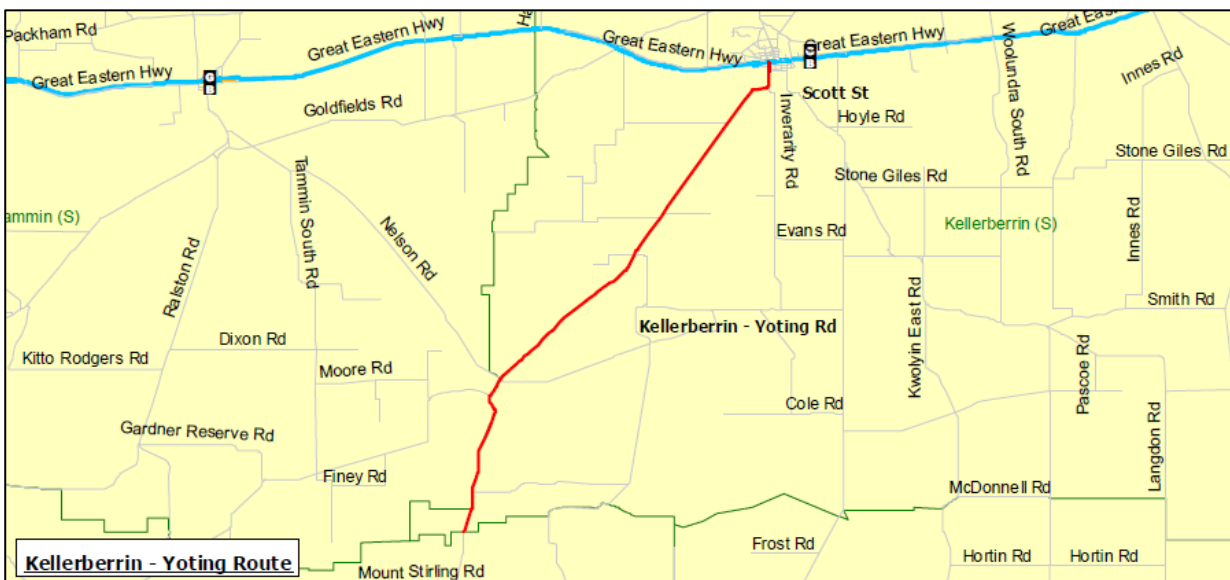
### DEVELOPMENT STRATEGY

Reconstruct and widen shoulders.

Major upgrade (widening and replacement) to designated bridges

Widen seal to 7.0m to provide a consistent width and improve safety standards along the entire route for heavy vehicle movements and the mix of local and visiting traffic.

Continuing upgrade, reconstruction and widening works.





## KIRBY STREET

**Road No. 4150157**  
**Access Road**

**Mt Marshall Shire**

**Last Reviewed: March 2021**

### FUNCTION

Kirby Street is situated on the east end of Beacon and connects both Bencubbin-Beacon Road (WN 1) and Burakin-Wialki Rd (WN 30) to Ingleton Road and the adjacent Beacon Primary CBH Facility, and thereby services the entire farming area surrounding Beacon.

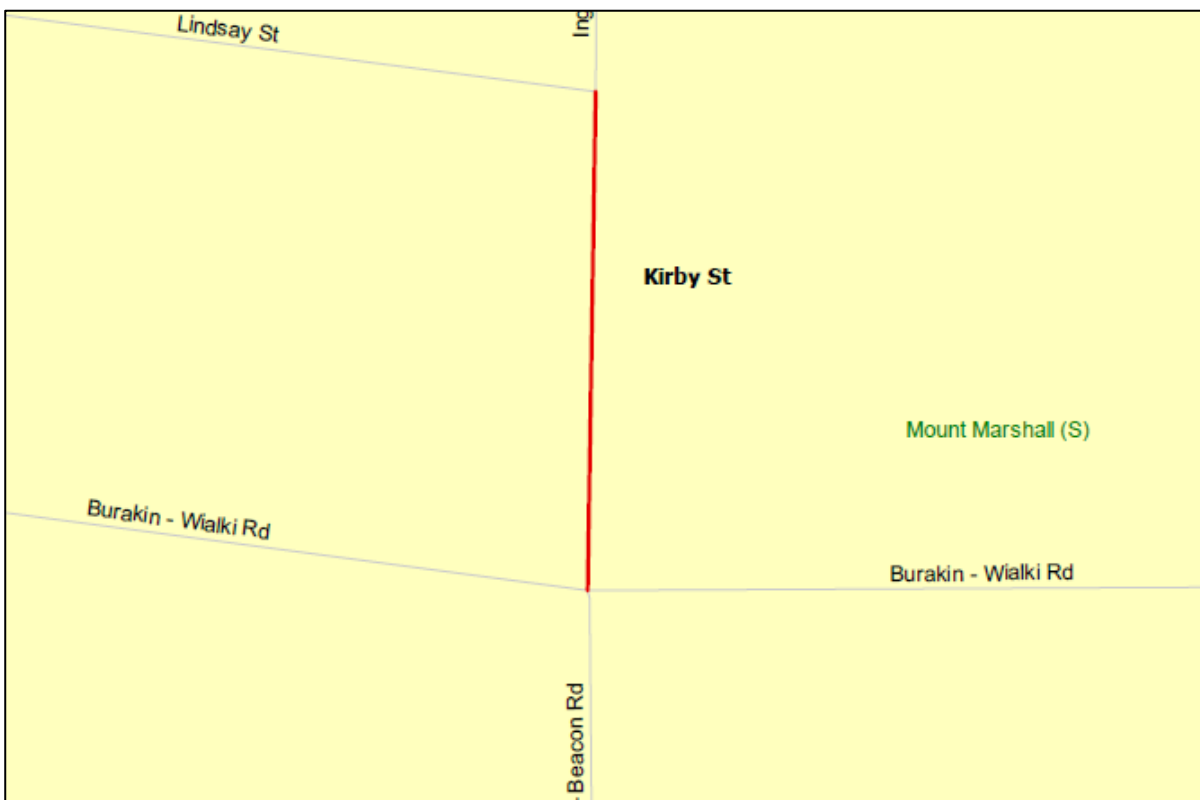
It is used to carry agricultural produce, fertiliser, livestock, and general freight.

### DEVELOPMENT NEED

The existing street is a sealed pavement with carriageway width of 10m and seal width 7m. The road comes under pressure from bin-to-bin road carting from the nearby Beacon Primary CBH receival facility. This street has been upgraded in the recent past to a suitable standard to satisfy its FUNCTION and will continue to be utilised for the FUNCTION into the future.

### DEVELOPMENT STRATEGY

This street has an SLK of 0.26km and starts at the intersection of Burakin-Wialki Road and Bencubbin-Beacon Rd. Retain its Category B rating. Although recently upgraded to the required standard to suit its FUNCTION, this street will require its final seal before the 2020 year utilizing RRG funding



## KNOTTS ROAD

**Road No. 4330028**  
**Access Road**

**York Shire**

**Last Reviewed: March 2021**

### FUNCTION

Knotts Road is the only entry to the CBH primary Receiving Point (208,000 tonnes) for import and export of grain. It also provides an access route for the Talbot area and is a Permit Vehicle Route.

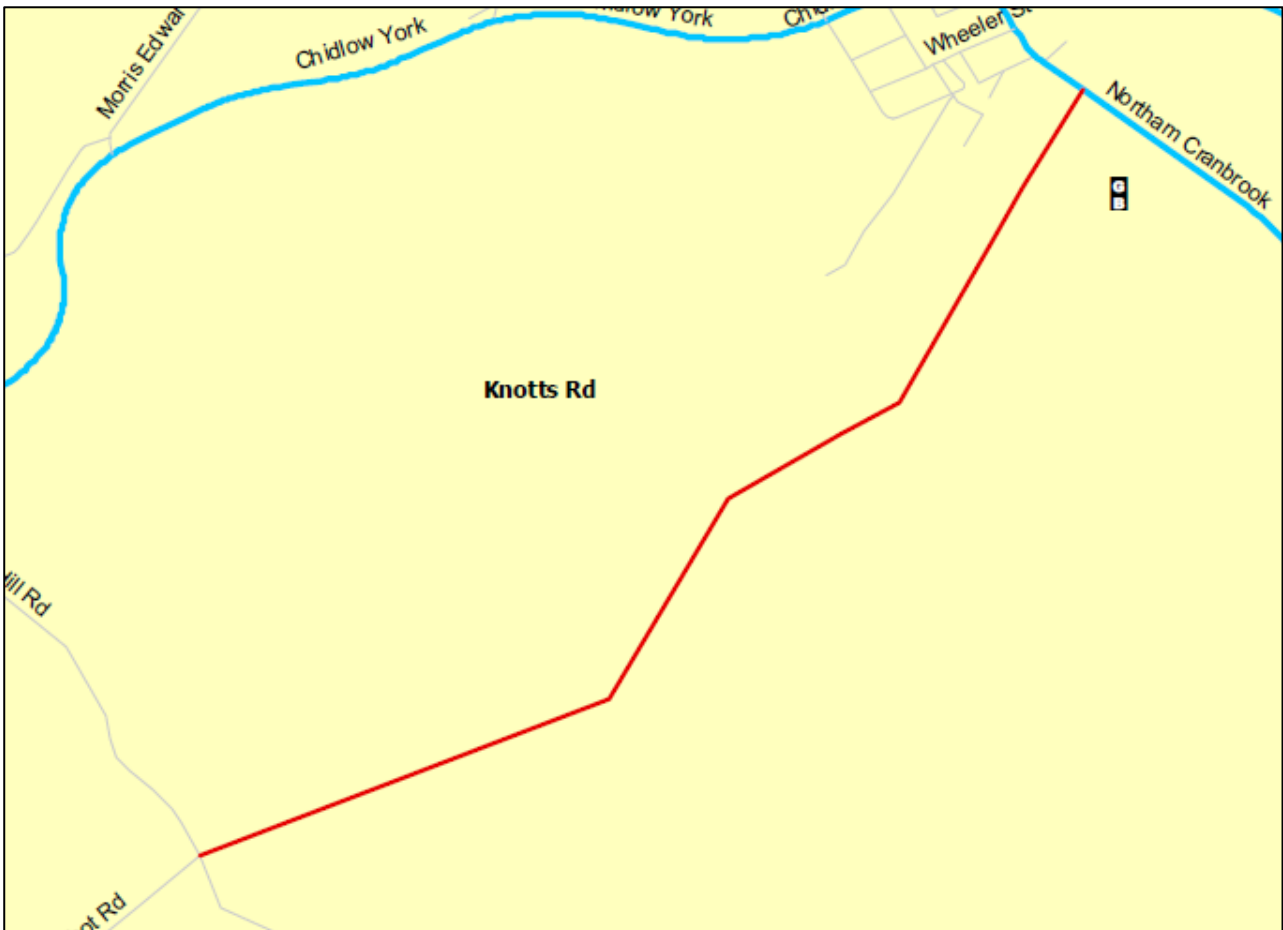
### DEVELOPMENT NEED

Until a southern bypass is constructed there is no alternative access to the CBH site. The grain receiving facility in York has doubled in capacity to 208,000 tonnes and land has been purchased to expand capacity to 400,000 tonnes in the 2-to-7-year timeframe.

The proposed closure of Tier 3 rail will result in increased grain transport to the York grain receiving centre from the West Quairading and Beverly/Mawson areas

### DEVELOPMENT STRATEGY

Widen seal to 7.0 metres – gravel shoulders as stacking areas for trucks, drainage improvements as a Regional Road Project Grant.



## KONNONGORRING WEST ROAD

**Road No. 5170014 and 4080005  
Regional Distributor**

**Goomalling and Victoria Plains Shires**

**Last Reviewed: March 2021**

### FUNCTION

Konnongorring West Road is a major connector to Agricultural Lime Route 2 (Lancelin – Goomalling Route).

It provides an important link between Northam-Pithara Road and Calingiri-Wongan Hills Road for CBH's Primary Grain Facilities at Konnongorring and Calingiri.

It is also used to carry agricultural produce, fertiliser, livestock, and general freight, including passenger vehicles.

Konnongorring West Road in Goomalling Shire is a RAV Network 4 road (conditional). In Victoria Plains Shire, it is a RAV Network 5 road (conditional).

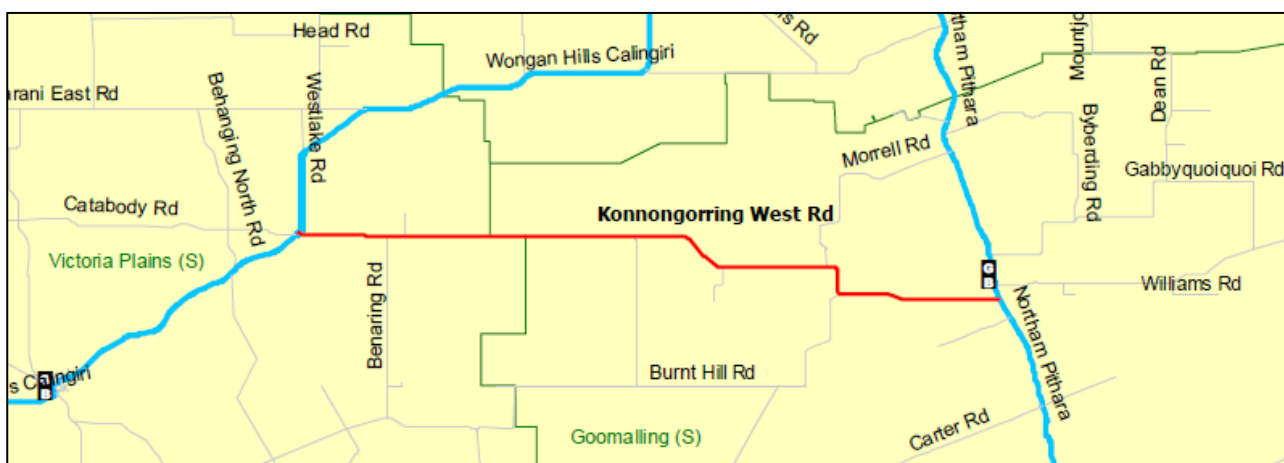
### DEVELOPMENT NEED

Traffic growth is expected on this road due to its regional significance as a link between the major routes. The mix of large grain haulage vehicles and passenger vehicles gives rise to hazardous situations with passing movements, aggravated by reduced poor visibility due to dust.

There is an urgent need to develop this road from a narrow seal and gravel road (Type 3) to Road Type 5 (7m seal) to accommodate the increasing number of heavy vehicles associated with grain cartage and other heavy vehicles. It will also improve the road drainage, reduce scouring, and assist future staged road development to take place with a minimum impact on the surrounding landscape.

### DEVELOPMENT STRATEGY

Upgrade the road to a uniform Type 5 road standard to cater for agricultural and general freight transport requirements.



## KOORDA - DOWERIN ROAD

**Road No. 4110003**  
**Regional Distributor**

**Koorda Shire**

**Last Reviewed: March 2021**

### FUNCTION

Koorda-Dowerin Roads is a major inter regional freight route that provides alternate access to the North Eastern Wheatbelt Region, through to Southern Cross and Great Eastern Highway. Is also a major link to the coast from the North Eastern Wheatbelt areas.

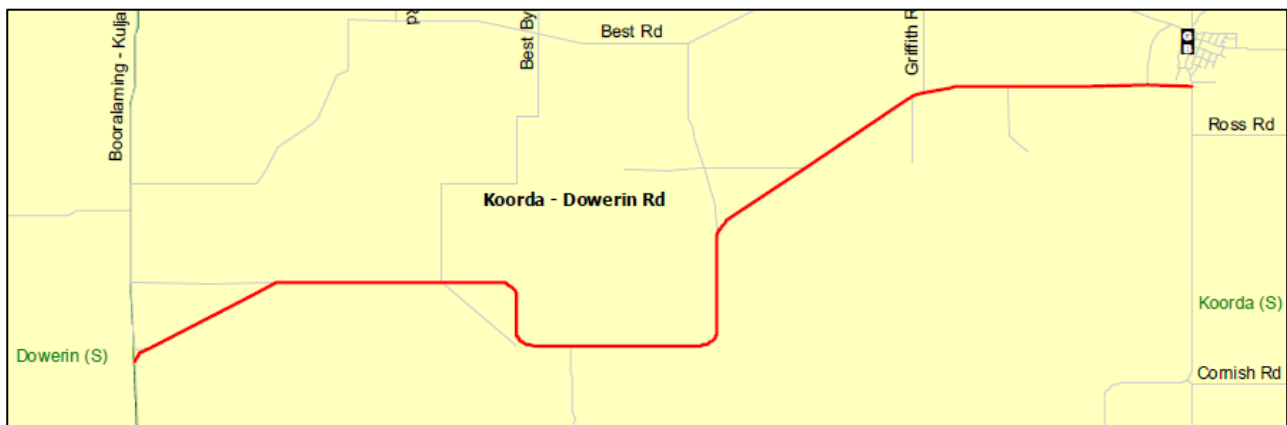
Agricultural produce, fertilizer, livestock, and general freight are carried along the route. It also services increasing tourist traffic and is a major social route, being the shortest route to the Perth Metropolitan area and Northam, from Koorda.

### DEVELOPMENT NEED

The road caters for both heavy vehicles (it is a designated road train route), lighter tourist traffic (vehicles and caravans), and general and social traffic. Whilst the road has been widened, it will require ongoing maintenance.

### DEVELOPMENT STRATEGY

This entire road is presently a type 4 standard road with the seal width being 7.5m and 8.0m. Upgrade the road to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding.



## KOORDA - KULJA ROAD

Road No. 4110004

Local Distributor

Koorda Shire

Last Reviewed: March 2021

### FUNCTION

Koorda Kulja Road is part of the Northern link route from Koorda and portion of the North Eastern Wheatbelt, to the Kalannie and Dalwallinu areas and Great Northern Highway and Wubin – Mullewa Road. It is an important local link route to the Kalannie Grain Receiving Site (will increase in importance as 'Bins' are closed on the Burakin –Beacon Rail Line).

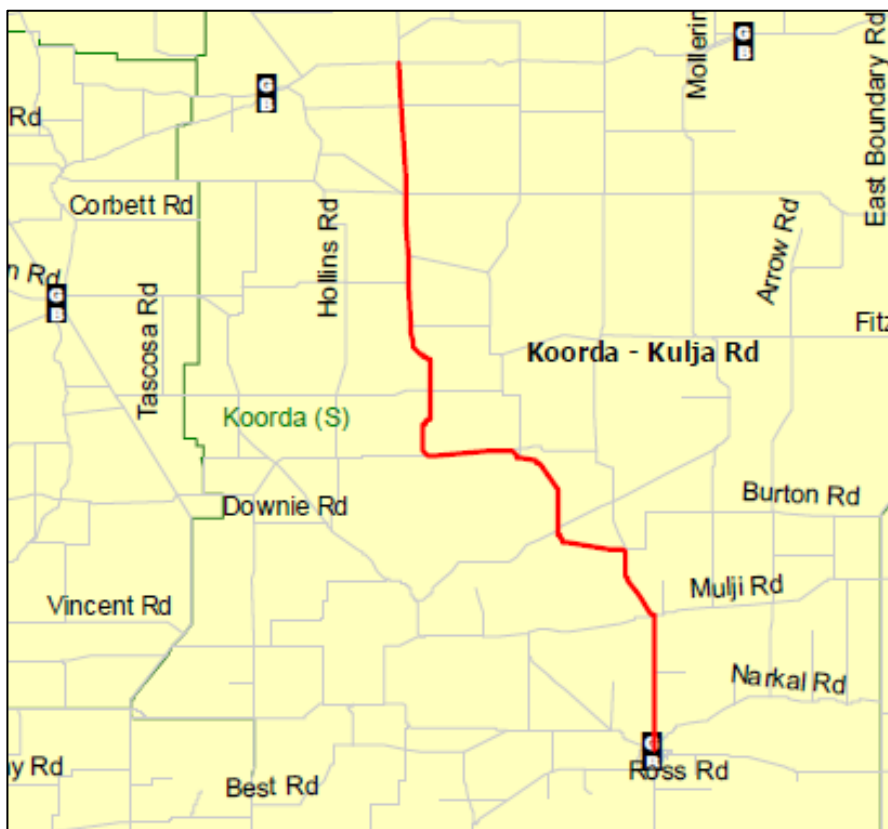
The road is a permit vehicle, school bus, tourist, and general traffic route. Although it duplicates the Kalannie – Burakin route, it caters for different intra and inter regional and local traffic. It is also utilised for the transportation of agricultural requirements.

### DEVELOPMENT NEED

Sections of this route have been widened to 6.2m. However, it will require resealing to reduce maintenance costs and to ensure continuing traffic safety as it is being used by an increasing number of 'Permit Vehicles'.

### DEVELOPMENT STRATEGY

This entire road is a type 4 standard with most of the seal width being under 3.7m. Upgrade the road to a uniform Type 5 standard to cater for heavy vehicle use for agricultural and general freight transport requirements using Road Project Funding.



## KOORDA - MOLLERIN ROAD

**Road No. 4110001**  
**Local Distributor**

**Koorda Shire**

**Last Reviewed: March 2021**

### FUNCTION

Koorda Mollerin Road links Koorda Townsite and Wyalkatchem-Bullfinch Road to Burakin-Wialki Road and allows access to grain receival facilities, stockyards, and town businesses. It is also used by travellers and tourists during wildflower season heading north and beyond to the Murchison Region; and is part of a 'shortcut' from the Murchison Region to 'Wave Rock' area.

This road has been previously been used for CBH bin to bin grain transfer.

### DEVELOPMENT NEED

Increasing volume of heavy freight, tourist and general traffic requires road improvements for safe and efficient travel with Koorda a primary grain receival site; heavy freight vehicle movements will only increase.

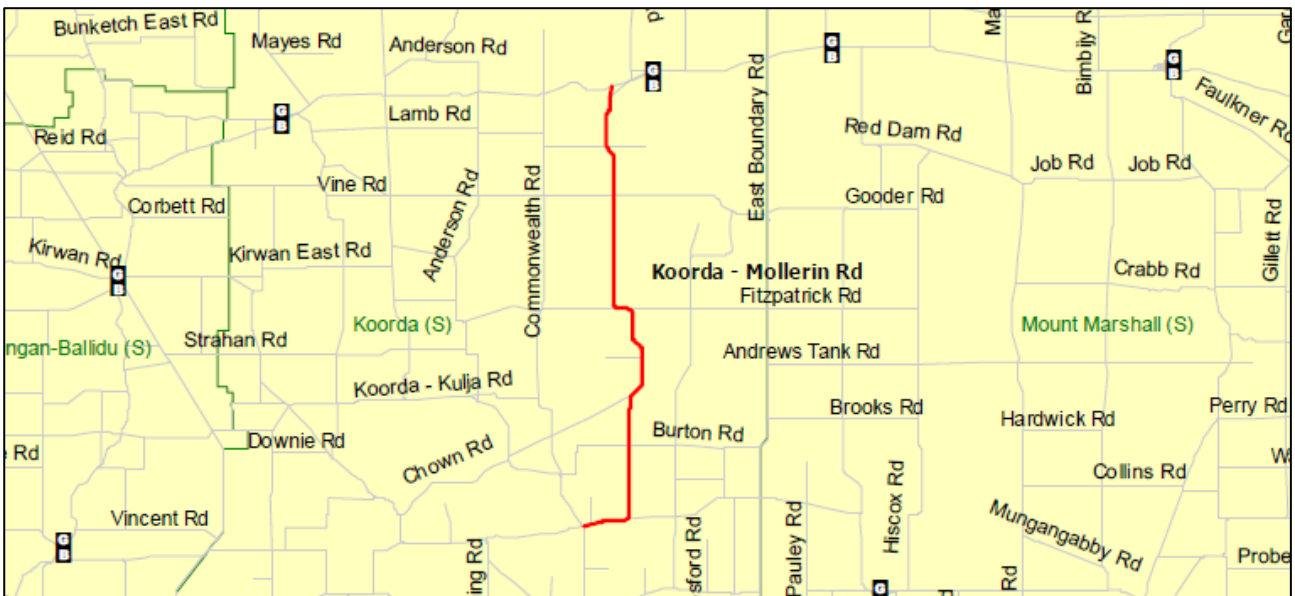
### DEVELOPMENT STRATEGY

Finish upgrading 40% of this road to Type 5 standard, the remaining 60% has previously been upgraded to Type 5 standard.

Maintain the road to a uniform type 5 standard to cater for heavy haulage for agriculture and general freight.

The road is suffering major damage due to previous bin to bin transfer. Sections will need reconstruction due to damage caused by heavy haulage during winter months.

Widen narrow sections of seal to accommodate increased traffic numbers and heavy vehicles such as road trains.



## KUNUNOPPIN - MUKINBUDIN ROAD

**Road No. 4130102 and 4160108**  
**Regional Distributor**

**Mukinbudin and Trayning Shires**

**Last Reviewed: March 2021**

### FUNCTION

Kununoppin - Mukinbudin Road is an interlinking route from Mukinbudin to Perth and Great Eastern Highway and regions south for agricultural and residential users. It is also used as a tourist route to Billyacatting Rock and Yarragin Rock.

### DEVELOPMENT NEED

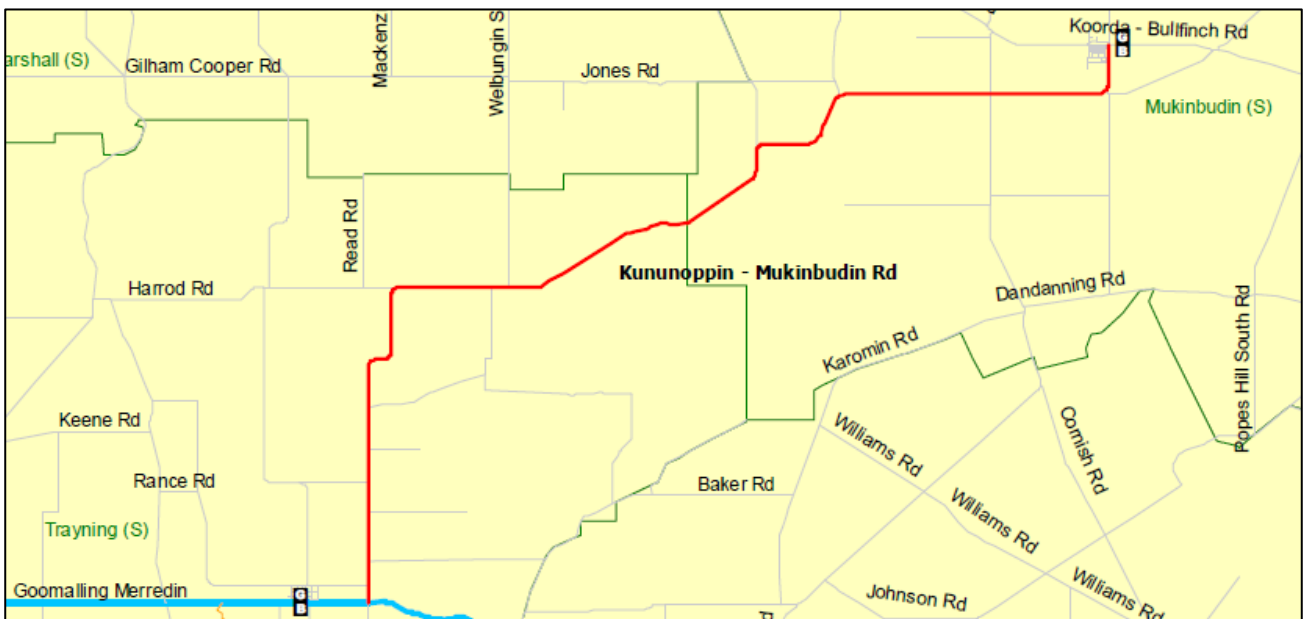
Increasing volumes of agricultural produce and fertiliser being transported on this road due to the reduction in use of the Tier 2 and 3 grain rail system, signal the need for the road to be upgraded to a 7.0m wide sealed road (Type 5 standard). Tourist traffic is increasing, and improvements are required for safe and efficient travel.

Many sections not presently at Type 5 standard require reconstruction due to pavement failures and severe surface deformations.

### DEVELOPMENT STRATEGY

Only 4km of this road in Trayning Shire has been upgraded to a Type 5 standard. The remainder is at a Type 4 standard (6.0m seal width).

Widen and seal to a uniform Type 5 standard to accommodate increased traffic and heavy freight vehicles using Road Project funding.



## KWOLYIN WEST ROAD

**Road No. 4090003**  
**Local Distributor**

**Kellerberrin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Kwolyin West Road provides increased economic efficiencies of a major and direct heavy vehicle transport route to grain receival point facilities at Kellerberrin. It connects the key and strategic transport Kellerberrin-Shackleton Route south of Kellerberrin to Kwolyin and to York-Merredin Road. It is also a major access to regional seed cleaning facilities in Kellerberrin for improved grain quality and certified seeds selling outlet.

It provides a major access route to Kellerberrin and from further south for local and visitor traffic to access Kellerberrin and Great Eastern Highway. In addition, it is a major transport route for agricultural commodities such as fertiliser, grain, livestock, gypsum, lime, etc and is an access route from Great Eastern Highway to the tourist attraction site - Kokerbin Rock.

### DEVELOPMENT NEED

It is necessary to widen the entire length of road to an acceptable construction standard for heavy vehicle access route, for local traffic use and for the school bus route.

### DEVELOPMENT STRATEGY

Reconstruction and widening of shoulders – entire section required.

Widen seal to 7.0m to provide constant width and improve safety standards along the entire route for heavy vehicle movements and the mix with local and visiting traffic.

Improve substandard crests, curves, culverts and to improve visual safety standards at the designated points.





## LAIRD ROAD

Road No. 4130086

Local Distributor

Trayning Shire

Last Reviewed: March 2021

### FUNCTION

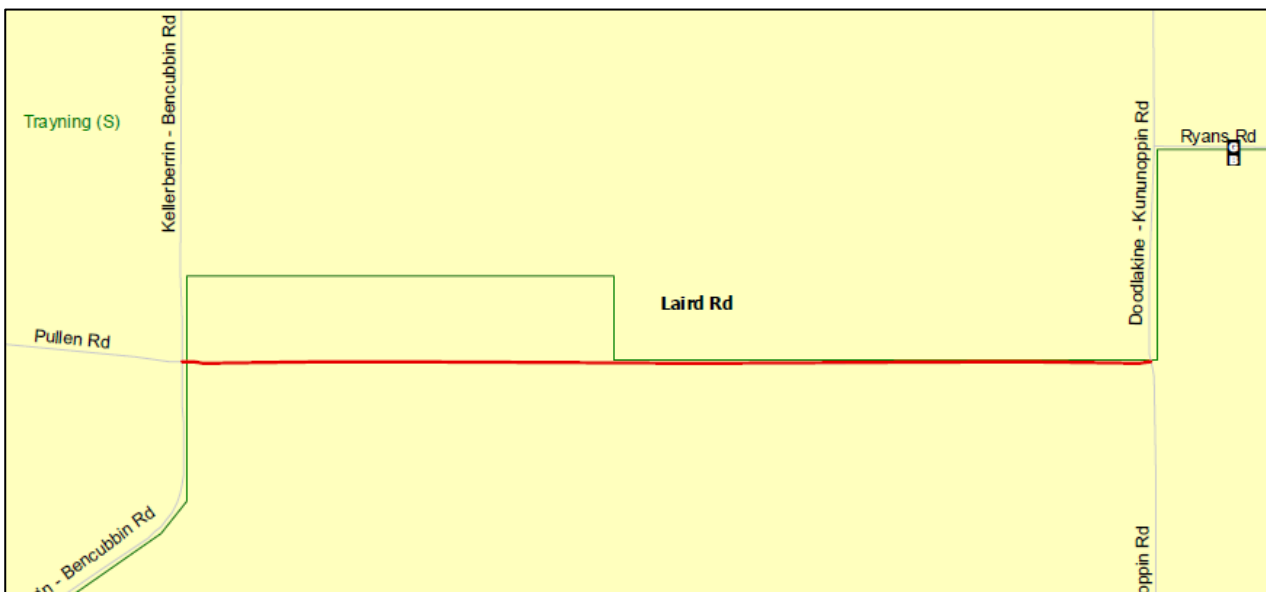
This road is likely to soon become part of the Strategic Grain Freight route linking the Kodji Kodjin CBH facility to Kellerberrin - Bencubbin Rd via a 1.14km section of Doodlakine – Kununoppin Road.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

This road is presently all a Type 3 unsealed road. Upgrade it to a uniform Type 5 standard to cater for CBH bin to bin grain transfer, and other agricultural and general freight transport requirements using Road Project Funding.



## LOTON ROAD

**Road No. 4060047**  
**Access Road**

**Cunderdin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Loton Road provides the sole access to the grain storage facility in Meckering from Dunlop Street in the east and from Great Eastern Highway to the west. It is also an alternative route from the north of Meckering to the Great Eastern Highway, then to Northam and Perth.

The road handles primarily heavy haulage, but other mixes of vehicles including school bus also utilise this road.

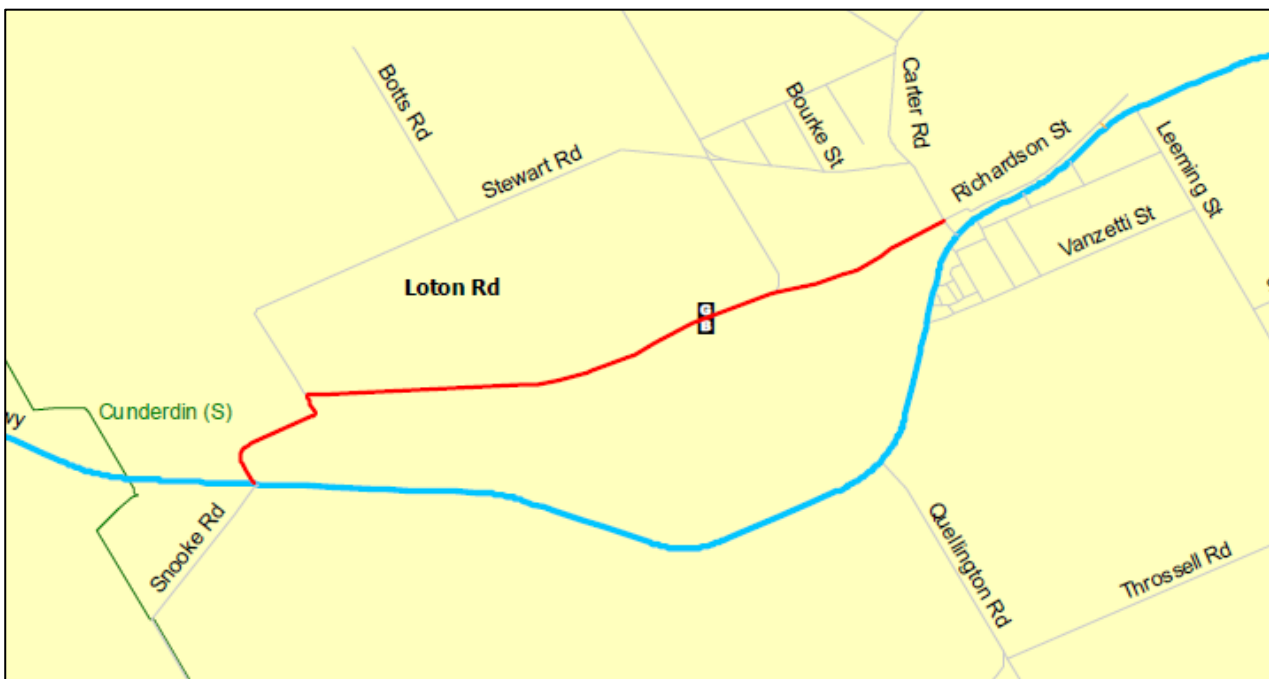
Loton Road is a RAV Network 6 road (conditional).

### DEVELOPMENT NEED

The road is gravel to Great Eastern Highway in the west and does not meet the standards required for heavy haulage and requires upgrading.

### DEVELOPMENT STRATEGY

Widening and re-sheet the gravel section of the road to Great Eastern Highway in the west, then progressively seal to provide for heavy haulage transport needs.



## MANMANNING ROAD

Road No. 5180006 and 4070164  
Local Distributor

Dowerin and Wongan-Ballidu Shires

Last Reviewed: March 2021

### FUNCTION

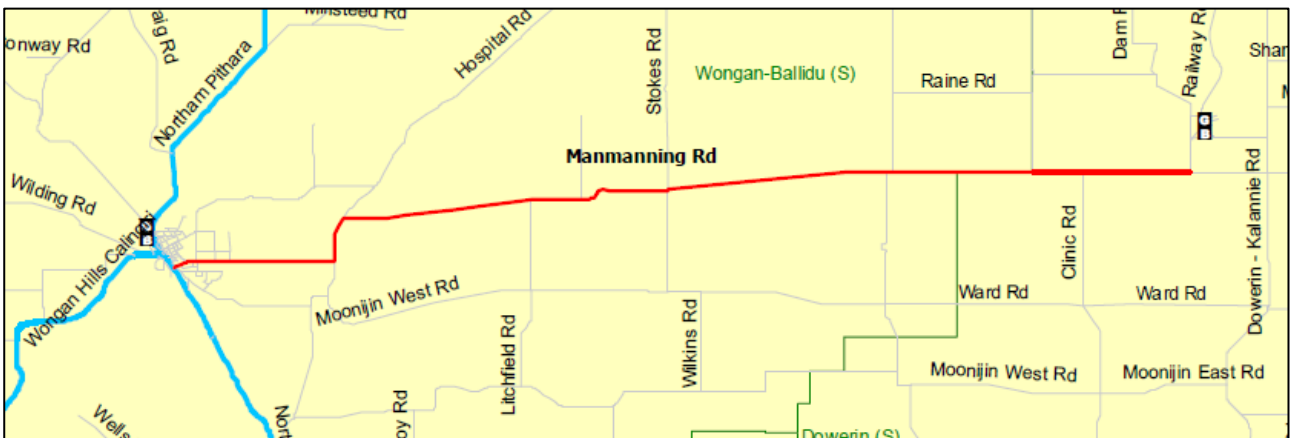
Manmanning Road services the surrounding agricultural areas by providing access to Goomalling and Perth and the north-eastern areas of the Wheatbelt. It also provides a link to Calingiri, Wongan Hills and Great Northern Highway and carries agricultural produce such as grain, fertiliser, and stock

### DEVELOPMENT NEED

Increasing volume of heavy freight traffic requires road improvements for safe and efficient travel. The seal width is insufficient in places to cater for the volume and type of vehicles using the road. Maintenance costs are increasing due to edge wear.

### DEVELOPMENT STRATEGY

Widen formation, construct base course, prime and seal to 7 metres (Type 5) between SLK 0.00 and SLK 32.20 to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of local



## MARWICK ROAD

**Road No. 4330069**  
**Local Distributor**

**York Shire**

**Last Reviewed: March 2021**

### FUNCTION

Marwick Road is a designated permit vehicle route connecting the York-Tammin Road to the York-Merredin Road as an access route for hay cartage to Gilmac Hay Treatment Plant

### DEVELOPMENT NEED

This road will remain a designated permit vehicle route into the future.

The road acts as a bypass route for York townsite for permit vehicle use accessing the York hay and grain receival facilities. It is also a link for communities east of York to access Northam.

### DEVELOPMENT STRATEGY

The road will be upgraded to a minimum 9 metres pavement with a 7-metre seal with white lining for traffic safety.



## MATHER ROAD

**Road No. 4090082**  
**Access Road**

**Kellerberrin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Mather Road is a strategic grain freight access for property owners south or east of the CBH Grain Facility. It is also a strategic grain freight route for grain from bins south to Kellerberrin on a bin-to-bin transport also from paddock to bin.

Mather Roads is a major and key heavy vehicle access route endorsed for vehicles heading North of Kellerberrin, seed cleaning operations and vehicle and trailer repairs.

The road is experiencing changing and increasing heavy vehicles, including various agricultural commodities now being transported via Kellerberrin.

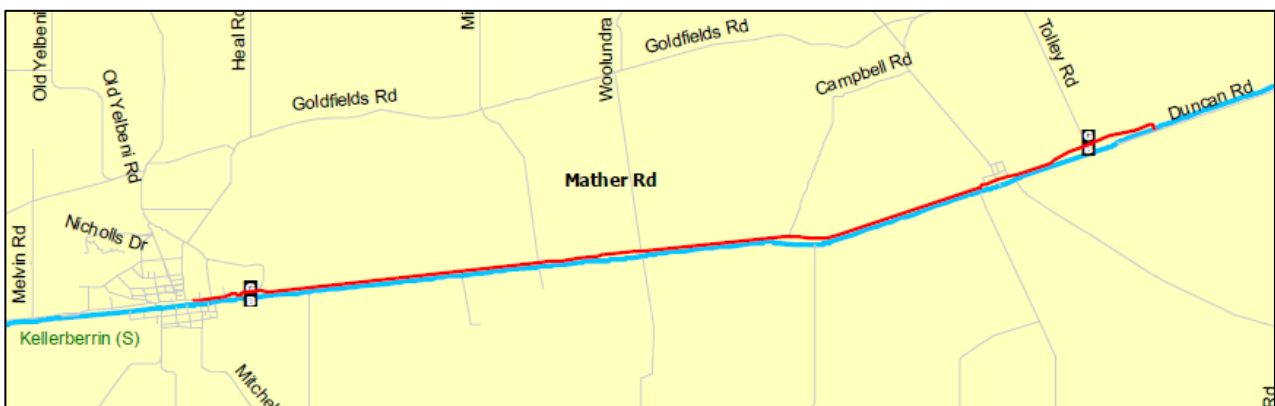
### DEVELOPMENT NEED

The increasing volume and type of heavy vehicle traffic and general and tourist traffic using this route requires that a sealed road of adequate and increased width be provided.

A wider seal will improve safety and dramatically reduce maintenance costs. Increasing economic benefits are expected by the continual upgrade and seal widening to meet traffic requirements of today, including tourism opportunities and reduced commercial travel time. It will also introduce economic advantages by a more direct and economical transport route from the northern agricultural area.

### DEVELOPMENT STRATEGY

Reconstruct and widen shoulders. Widen single lane width to Type 5 standard i.e. 7.0m seal width.



## MERANDA NORTH ROAD

Road No. 6110078

Access Road

Yilgarn Shire

Last Reviewed: March 2021

### FUNCTION

Meranda North Road links the Holleton grain receival facility with Sothern Cross South Road to access grain routes in the Shire of Narembreen in Wheatbelt South.

Regional Functional Road Hierarchy class for Meranda North Road is Access Road.

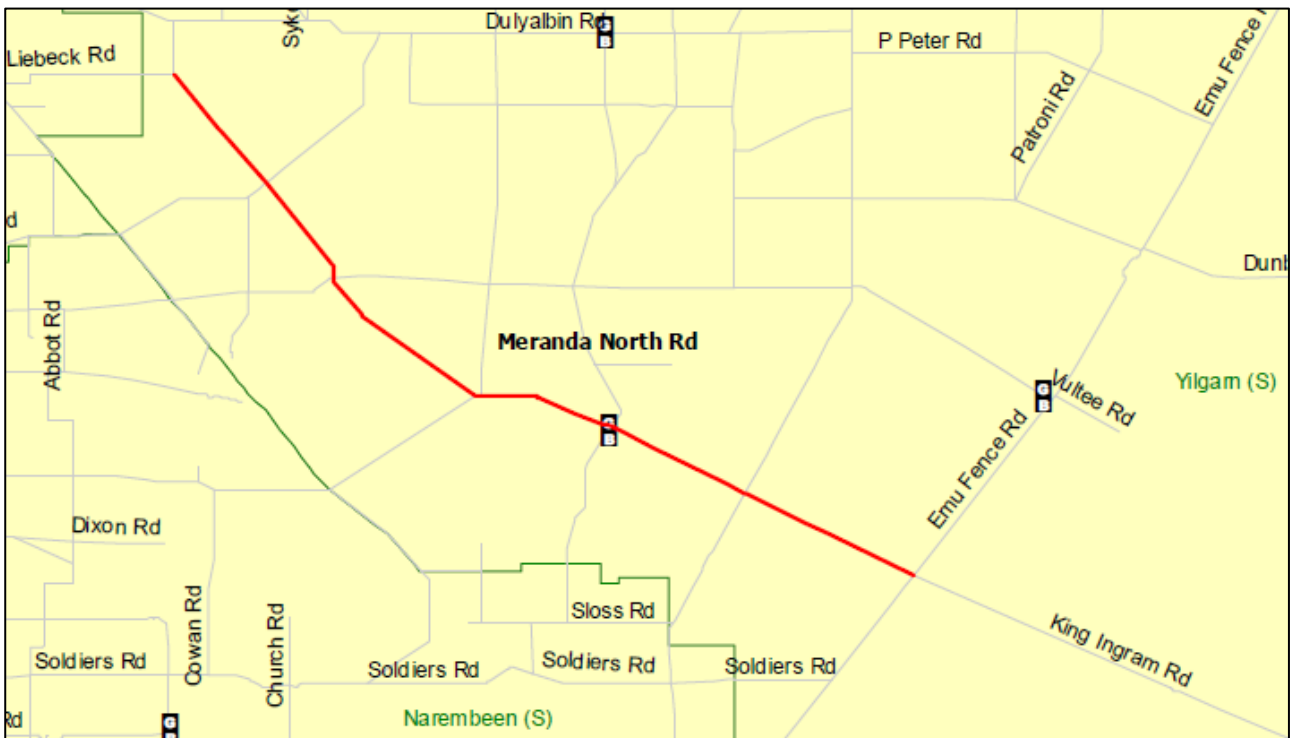
Meranda North Road is a RAV Network 7 road (conditional).

### DEVELOPMENT NEED

There is a need to widen this road to accommodate the increasing number of heavy vehicles associated with grain cartage and reduce maintenance costs.

### DEVELOPMENT STRATEGY

Widen the single-lane sections to a uniform Type 3 road standard formation. Retain its Category C rating.



## MERREDIN – MUKINBUDIN ROUTE

**Knungajin-Merredin Road (4140008, 4220013) Local Distributor**  
**McGregor Road (4160022) Local Distributor**  
**Nungarin North Road (4160007, 4220001) Local Distributor**  
**Cornish Road (4220011) Local Distributor**

**Merredin, Mukinbudin, and Nungarin Shires**

**Last Reviewed: March 2021**

### FUNCTION

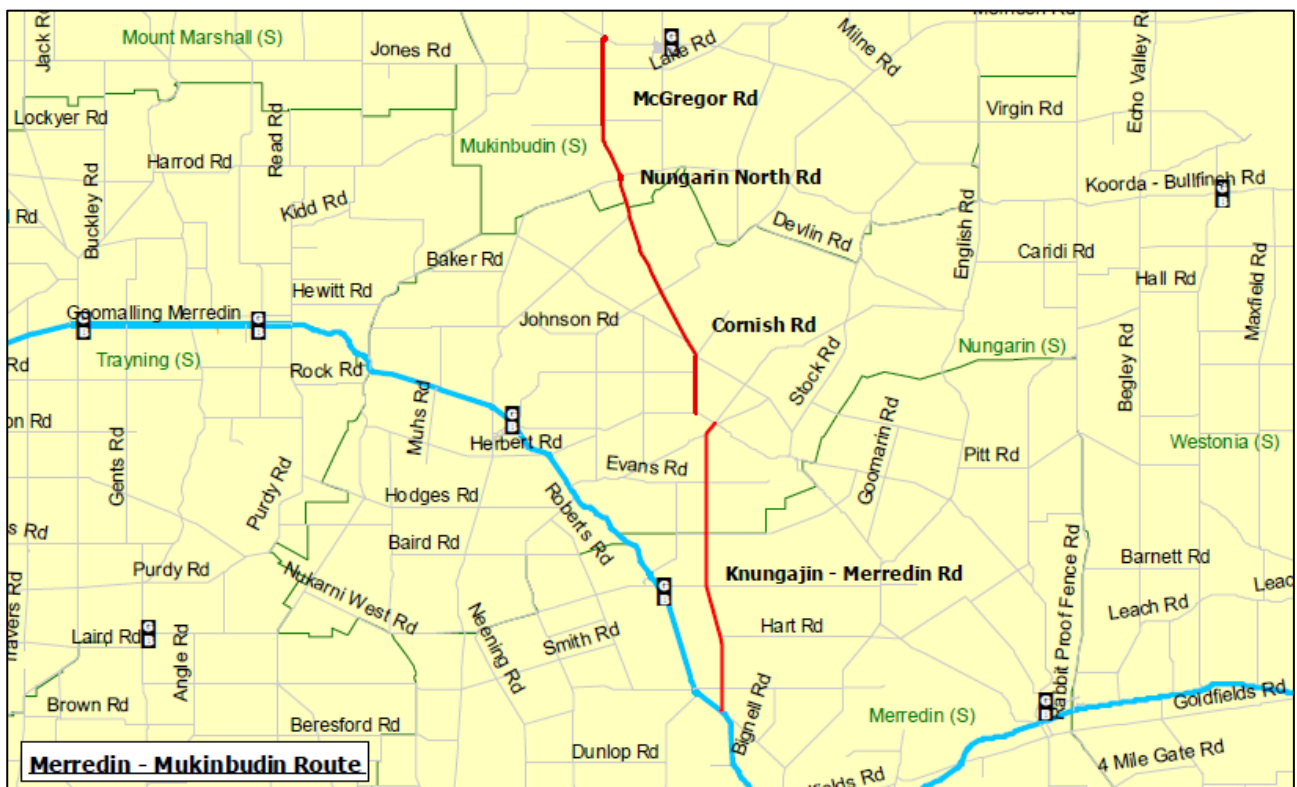
This road is part of the direct route from Merredin to Mukinbudin and conveys agricultural produce, fertiliser, livestock, and tourist traffic. It also provides access from Nungarin and Mukinbudin in the north to the Merredin CBH receival point.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 6.0m width (Type 4 standard) be provided and preserved into the future.

### DEVELOPMENT STRATEGY

This road has been upgraded to a uniform Type 4 (6.0m seal width) standard to cater for agricultural and general freight transport requirements. At some time in the future this road may require further upgrading and re-sealing. In the interim, it will require some preservation work using Road Project Funding.



## MERREDIN - NAREMBEEN ROAD

Road No. 4140239  
Regional Distributor

Merredin Shire

Last Reviewed: March 2021

### FUNCTION

Merredin-Narembeen Road is one of the main Grain Freight Routes from the south to the Merredin CBH receival point and transport route through to Perth and Fremantle Port for stock and freight.

### DEVELOPMENT NEED

Merredin-Narembeen Road will become the main grain freight route to the Merredin CBH receival point if the tier 3 rail is closed.

The road caters for increasing volume of heavy vehicles and lighter tourist traffic, creating a potential safety problem. The volume and type of heavy traffic using this route requires that a sealed road of adequate width be provided and maintained.

### DEVELOPMENT STRATEGY

The future development of Merredin-Narembeen Road will include upgrades and re-seals as required, with funding through RRG (GFN).





## MOORA – CARO ROUTE

**Cataby Road (5040001) - Regional Distributor**  
**Dandaragan Road (5040002, 5100192) - Regional Distributor**  
**Moora-Caro Road (5100193) - Regional Distributor**  
**Rowes Road (5040007) - Local Distributor**

**Dandaragan Shire**

**Last Reviewed: March 2021**

### FUNCTION

The Moora-Caro Route links Moora to Brand Highway and the coastal area, and forms part of the recognised tourist route "Dandaragan Way". It complements Dandaragan-Jurien Route and forms part of the Regans Ford-Carnamah Route.

As a part of Ag Lime Route 3 it is an important north-south link for the agricultural industry, giving access to the grain receival sites at Regans Ford and Metro Grains Centre, the Midland Saleyards, the new Muchea Saleyards, and to horticultural markets.

The route provides a significant link between Moora and Jurien Bay and connects these centres to Dandaragan and Cervantes, offering substantial distance and travel time savings.

Rowes Road links to Dandaragan Road and will provide access from Brand Highway to a major cattle feed lot on Prices Road within Moora Shire.

- Cataby and Dandaragan Roads are RAV Network 6 roads.
- Moora-Caro Road is a RAV Network 7 road.
- Rowes Road is a RAV Network 6 road.

### DEVELOPMENT NEED

To cater for the increasing growth and mix in traffic, particularly tourist and heavy haulage vehicles road roughness in some areas will need to be resolved.

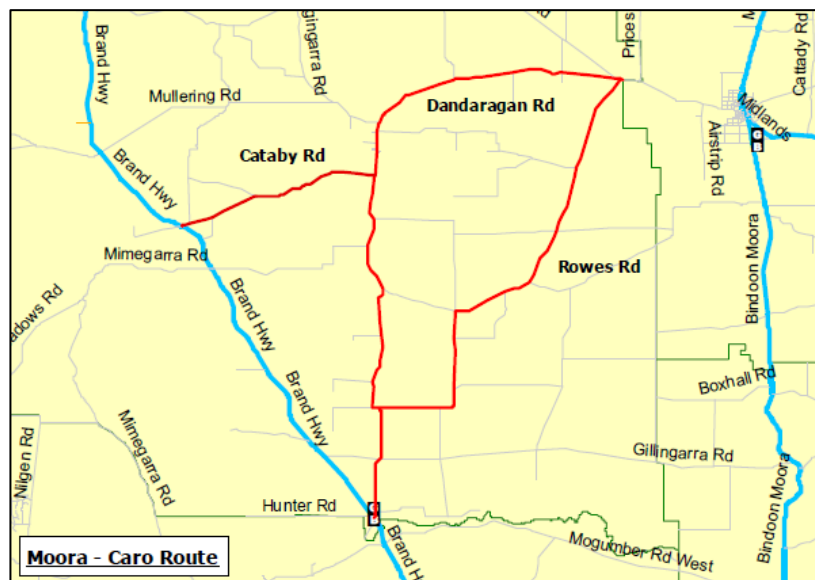
The full length of the route needs to be upgraded to a uniform Type 5 road standard.

### DEVELOPMENT STRATEGY

Reconstruct deformed sections of Dandaragan Road and Cataby Road.

Widen to a uniform Type 5 road standard along the full length of the route. To accommodate traffic volumes, it is proposed that Road Project Grant, Black Spot funds and Council's own funds will be sourced to finance the white lining and periodic preservation of the roads surface.

Reform and widen various sections of Rowes road as required to provide a uniform Type 5 road standard formation along the full length of the road.



## MOORA - MILING ROAD

**Road No. 5100195**  
**Regional Distributor**

**Moora Shire**

**Last Reviewed: March 2021**

### FUNCTION

Moora-Miling Road is a major link between the two towns. It also performs as a regional distributor, linking the Midlands Road to the Great Northern Highway just south of Miling.

Regional Functional Road Hierarchy class for Moora-Miling Road is Category A. Moora-Miling Road is a RAV Network 4 road.

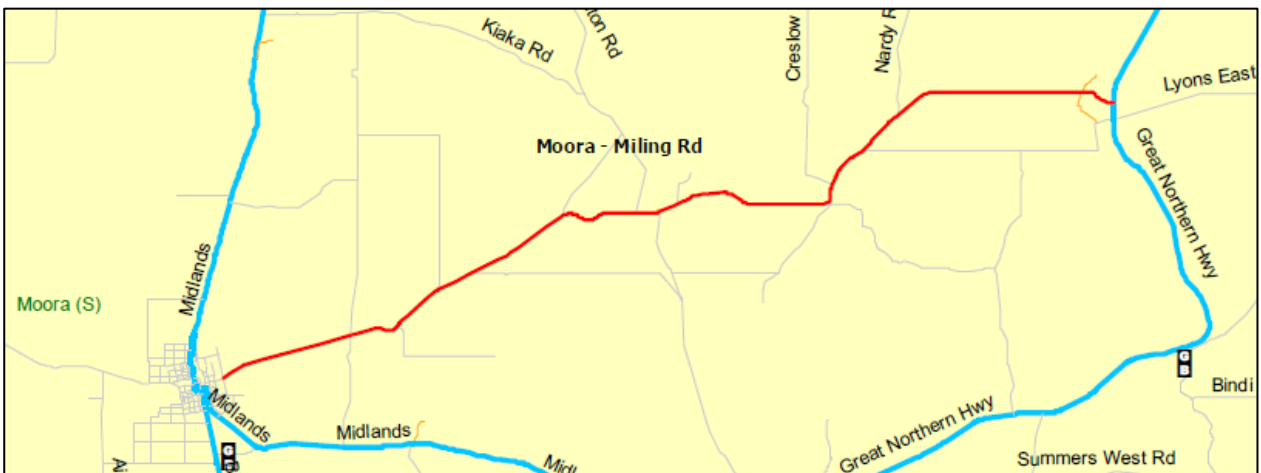
### DEVELOPMENT NEED

The Moora-Miling is a Type 5 road in constant need of upgrades to pavement failures and reseals being required due to the large volume of heavy traffic using this road.

Two major bridge upgrades have been undertaken to cater for this type of traffic.

### DEVELOPMENT STRATEGY

Continue to upgrade the road to current standards by carrying out pavement repairs and reseals when necessary.



## MOORA NORTH - SOUTH BYPASS ROUTE

### Gardiner Street (510085) Regional Distributor / Access Road Tootra Street (5100103) Access Road

Moora Shire

Last Reviewed: March 2021

#### FUNCTION

Tootra Street forms an integral part of the heavy haulage movements through the Moora townsite. All heavy north-south bound traffic and vice versa use Tootra Street to bypass the major CBD of Moora, taking this type of traffic away from the Moora Primary School as well.

Tootra Street is a RAV Network 4 road.

#### DEVELOPMENT NEED

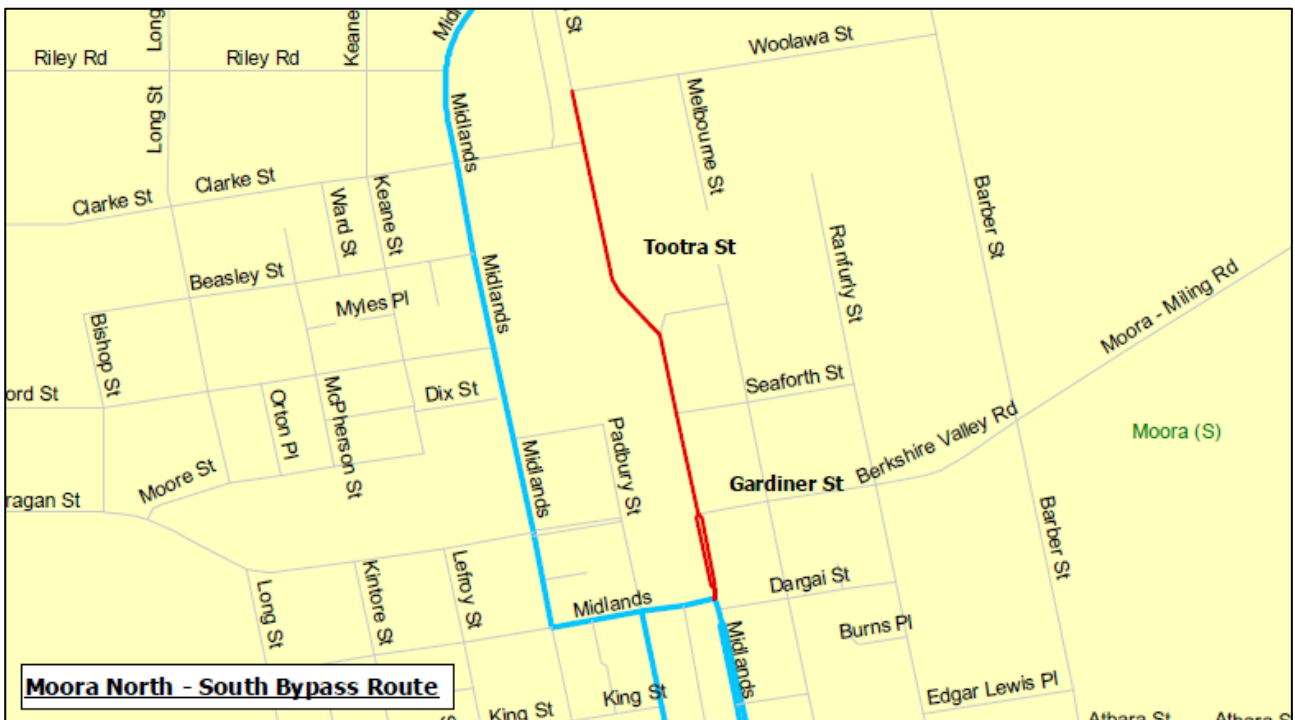
Tootra Street needs to be recognised for the important role it plays. The road needs to be upgraded for the volume and type of traffic it carries.

#### DEVELOPMENT STRATEGY

Existing river crossing is currently being upgraded with improved culverts to lessen road closure due to seasonal high-water levels.

Upgrade the existing Type 4 road to a Type 5 road standard formation.

Continue to upgrade the road to current standards by carrying out pavement repairs and reseals when necessary.



## MOORA WESTERN BYPASS ROUTE

**Long Street (5100094)  
Brown Street (5100127)  
Access Roads**

**Moora Shire**

**Last Reviewed: March 2021**

### FUNCTION

Long and Brown Streets provide an important south-west link around the Moora townsite. They are regionally important as they link a primary road with a regional distributor road.

These streets are extensively used in harvest time, providing access to a strategic grain receival point on Wheatbin Road. The streets are preferred by stock carriers in bypassing the town on the way to the sheep selling facilities on Wheatbin Road. They are also used by the operators of these facilities and by producers who are located mostly west of Moora.

Long Street is a RAV Network 4 road (conditional) route.

### DEVELOPMENT NEED

As traffic volumes increase both streets need to be upgraded to a Type 5-6 road standard formation. Alignments will need to be upgraded where streets intersect.

### DEVELOPMENT STRATEGY

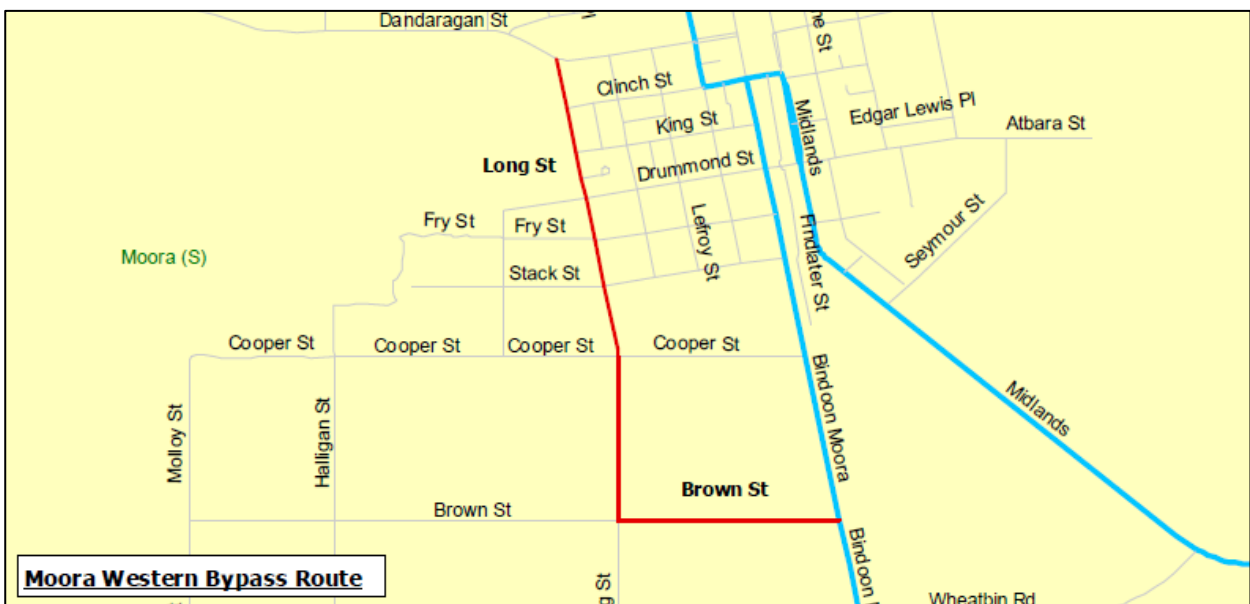
Retain Brown Street as Type 5 from SLK 0.00 to SLK 0.96.

Retain Long Street as a Type 5 road standard from SLK 0.82 to SLK 3.20. Realign intersection at Brown Street and Long Streets. Modify intersection of Brown Street

Reinstate existing failures through effected areas, improve drainage.

Improve traffic safety by increasing seal and shoulder widths at curves and bends, and selectively improving road geometry.

Improve ride comfort level by upgrading the road surfaces that have a high pavement roughness.



## MOORE ROAD

**Road No. 4330063, 4060012**  
**Access Road**

**Cunderdin and York Shires**

**Last Reviewed: August 2021**

### FUNCTION

Moore Road links Great Eastern Highway (1km west of Cunderdin) to Goldfields Road (York – Tammin) in the Shire of York. Moore Road provides access to the strategic CBH grain receival facility at Meckering, as well as being a vital link for farmers carrying grain and fertiliser and tourists accessing Meckering earthquake sites. It also provides access to the kaolin mines south of Meckering.

The York Shire section of Moore Road is an extension of Moore Road in Cunderdin Shire which is a connector between the York-Tammin Road and Great Eastern Highway.

### DEVELOPMENT NEED

Moore Road caters for a mixture of heavy vehicle and lighter tourist traffic creating a potential safety problem. The unsealed section of this road is inadequate for the volume and type of traffic using this route and needs upgrading to a type 5 standard. This road will continue to be a link between Great Eastern Highway and the York-Tammin Road into the future.

### DEVELOPMENT STRATEGY

Upgrade the road to a minimum pavement of 9 metres with a 7-metre seal.



## MOORINE SOUTH ROAD

Road No. 6110001  
Local Distributor

Yilgarn Shire

Last Reviewed: March 2021

### FUNCTION

Moorine South Road provides access to Dulyalbin and Holleton grain receival facility. As well as being a vital link for farmers carrying grain and fertiliser and tourists accessing Mount Hampton Rock, it is also used for off rail grain haulage to the Strategic Receival Bin located at Bodallin.

Moorine South Road is a RAV Network 5 road (conditional).

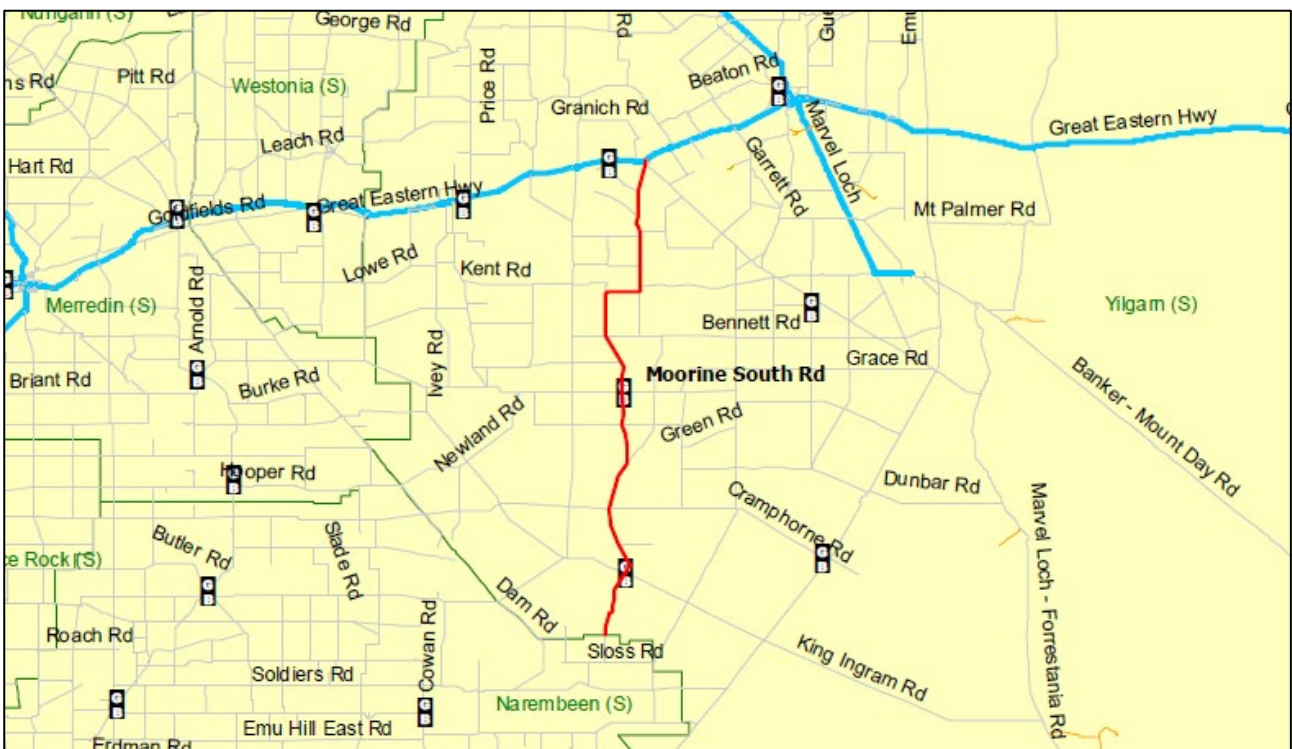
### DEVELOPMENT NEED

Moorine South Road caters for a mixture of heavy vehicle and lighter tourist traffic creating a potential safety problem. The unsealed section of this road is inadequate for the volume and type of traffic using this route and needs upgrading to a type 5 standard.

### DEVELOPMENT STRATEGY

Fifty-nine kilometres of Moorine South Road have been upgraded to a uniform Type 5 standard, leaving ten kilometres to be completed to the same standard, to provide for the increase in heavy vehicles and other traffic growth to reduce ongoing maintenance costs.

Asset preservation funding (reseals) is required to ensure this route continues to perform its regional functions.



## MORANGUP ROAD

**Road No. 4260021**  
**Access Road**

**Toodyay Shire**

**Last Reviewed: March 2021**

### FUNCTION

Morangup Road is a popular tourist route with a heritage value, and services three subdivisions, several farms, and the Avon Valley National Park entrance. It provides access for extractive industry (clay) and at peak times is extensively used by oversized vehicles.

### DEVELOPMENT NEED

Increasing volumes of tourist and freight traffic combined with residential subdivision traffic will require improvements to the road. Gravelled sections of the road require improved alignment (both horizontal and vertical) to provide a safe route for tourist and residential traffic.

### DEVELOPMENT STRATEGY

Realign, white line, and widen dangerous earth formed sections. Improve drainage over waterways. Reseal surface and improve shoulders on sealed section.



## MUCHEA EAST ROAD

**Road No. 5020004**  
**Regional Distributor**

**Chittering Shire**

**Last Reviewed: March 2021**

### FUNCTION

Muchea East Road caters for tourist and agricultural produce traffic, as well as gravel and brick clay cartage. It forms part of the Chittering Valley Tourist Way between the metropolitan area and Bindoon.

It allows for stock trucks travelling from the Wheatbelt to access the Muchea Stock sale yards and provides commuter access to special rural subdivisions to and from the metropolitan area.

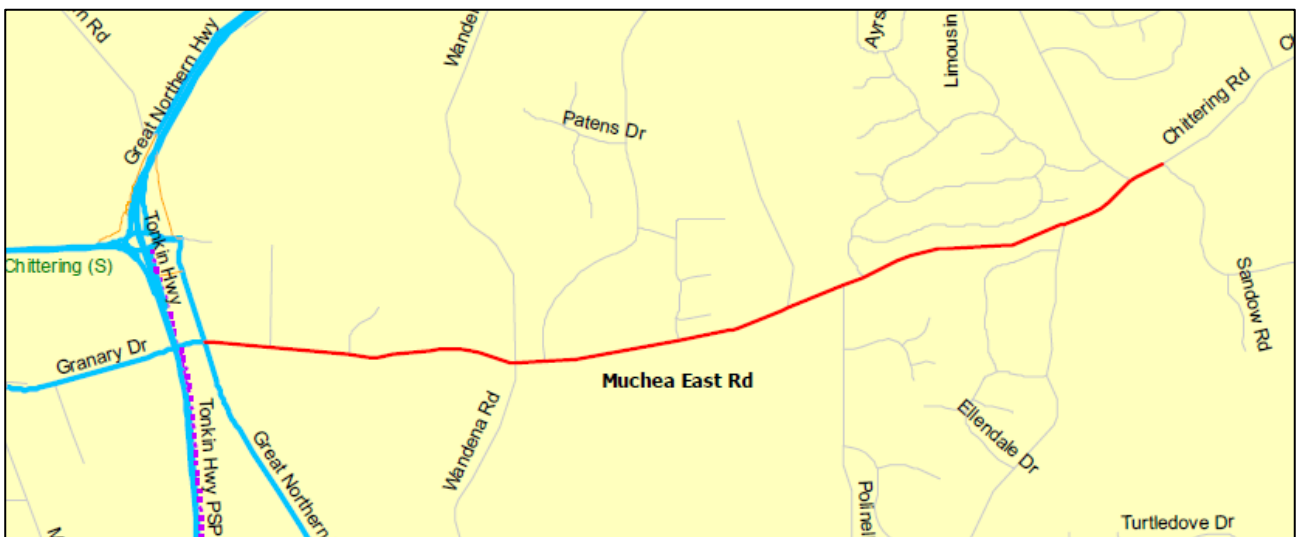
### DEVELOPMENT NEED

With steady traffic volume increases with the development of tourism, special rural lots in the area, the Muchea sale yards and brick clay cartage the road requires widening and an upgrade of the seal condition from the Muchea saleyards to Chittering Road.

### DEVELOPMENT STRATEGY

The seal width is to be widened to a minimum of 8 metres due to the increased traffic volumes. Upgrades of local drainage and shoulders will be done in conjunction with the construction as required.

It is proposed that Road Project Grant, Black Spot funds and Councils own funds will be sourced to finance the road works.





## MUCHEA SOUTH ROAD

**Road No. 5020036**  
**Regional Distributor**

**Chittering Shire**

**Last Reviewed: March 2021**

### FUNCTION

Muchea South Road is a part of the link from Brand Highway to the metropolitan area. As evident from the pattern of the traffic, it is mainly used for traffic from north of the State to the Metropolitan area.

The road is also a route for the cartage of gravel and sand from the quarries in the Darling Range. It is used as a detour for heavy vehicles when the Northern Highway has been closed in the Bullsbrook area due to emergencies.

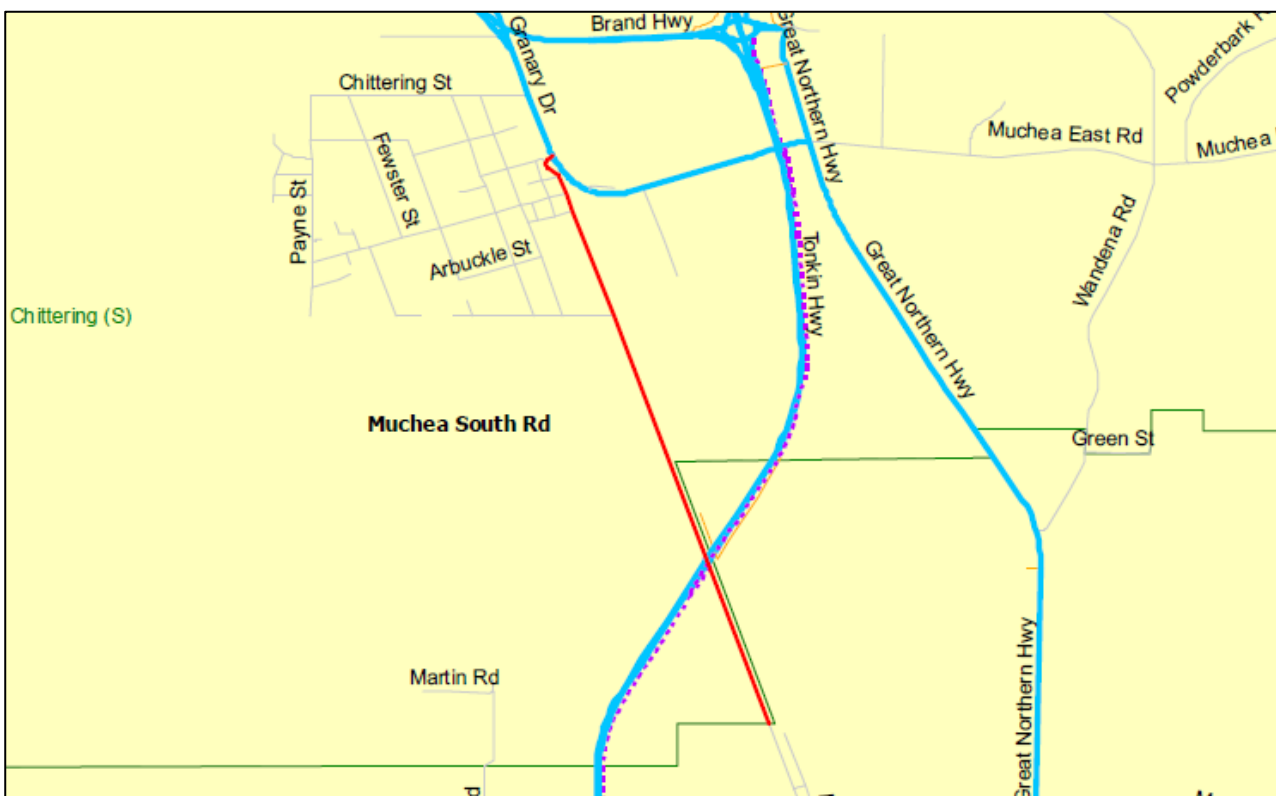
### DEVELOPMENT NEED

Increasing volumes of tourist, commuter and freight traffic will require improvements to the road. The volume and type of traffic using this route will require that a sealed road of adequate width and properly drained be provided.

### DEVELOPMENT STRATEGY

The seal width will to be widened to a minimum of 8 metres due to the increased traffic volumes. Upgrades of local drainage and shoulders will be done in conjunction with the construction work. It is proposed that Road Project Grant, Black Spot funds and Councils own funds will be sourced to finance the road works.

Widen to a uniform Type 6 road standard.



## MUKINBUDIN – BONNIE ROCK ROAD

**Road No. 4160109**  
**Regional Distributor**

**Mukinbudin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Mukinbudin-Bonnie Rock Road is a strategic heavy vehicle route for CBH grain network carting in Mukinbudin, the Major Grain Receival point for the area.

It also part of the important Wheatbelt Way Tourist link connecting Mukinbudin to Beringbooding Rock and Elachbutting Rock tourist attractions, via Beringbooding Road.

### DEVELOPMENT NEED

Increasing volumes of tourist, commuter and freight traffic will require improvements to the road. The volume and type of traffic using this route will require improvements to existing road surface and widening to a type 5 sealed road.

### DEVELOPMENT STRATEGY

Upgrade the road to a uniform Type 5, preferably to 8.0m seal standard to cater for agricultural and general freight transport requirements using Road Project Funding.

Upgrades of local drainage, including culverts and shoulders should be done in conjunction with the construction work.



## MUKINBUDIN - WIALKI ROAD

Road No. 4150152 and 4160110  
Regional Distributor

Mt Marshall Shire

Last Reviewed: March 2021

### FUNCTION

Mukinbudin-Wialki Road is an important link to the regional centre of Merredin from north-eastern areas of the Wheatbelt. It is used primarily to cart agricultural produce, livestock, and general freight. The road is also important for the social interaction of communities in the eastern Wheatbelt.

### DEVELOPMENT NEED

The seal width is insufficient in places to cater for the volume and type of vehicles using the road. Maintenance costs are increasing due to edge wear. There are safety concerns with heavy vehicles and passenger vehicles travelling on the narrow seal which needs widening.

### DEVELOPMENT STRATEGY

Widen to provide consistent seal width along the entire route for heavy movements and the mix of local traffic.



## NADJI MIA ROAD

**Road No. 5100057 and 503021**  
**Access Road**

**Dalwallinu and Moora Shires**

**Last Reviewed: March 2021**

### FUNCTION

Nadjimia Road is connecting a primary and a regional distributor road. It is a link between Ag Lime Route 3 (Ballidu-Bindi Bindi Road) and Great Northern Highway. It also links Miling and Ballidu via Miling East Road. It is extensively used during harvest time for movement of segregated grains between the two towns and to the seed cleaning business at Miling.

### DEVELOPMENT NEED

As the school buses conflict with heavy vehicles during harvest time, there is a need to upgrade this road from Type 3 to a Type 4 road standard formation.

### DEVELOPMENT STRATEGY

Upgrade the road from SLK 0.00 to SLK 9.79 from a Type 3 to a Type 4 road standard formation.

Continue to upgrade the road to current standards by carrying out pavement repairs and reseals when necessary.

Council will be utilising Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## NEMBUDDING – BUNGULLA ROUTE

**Bungulla North Road (4250003)  
Nembudding South Road (4310008)  
Local Distributors**

**Tammin and Wyalkatchem Shires**

**Last Reviewed: March 2021**

### FUNCTION

Nembudding South Road connects Goomalling Merredin Road to Great Eastern Highway. It also serves as a grain freight route from the Nembudding CBH Facility to the Standard Gauge Railway line alongside Great Eastern Highway. It is used to convey agricultural produce, fertiliser, livestock, and general freight.

Bungulla Road North provides the Wyalkatchem -Tammin service link, the northern areas of Tammin Shire and the southern areas of Wyalkatchem Shire with access to the on-rail CBH Bungulla Road North is a RAV Network 5.1 road. It is also carries livestock and hay to the grain terminal at Tammin.

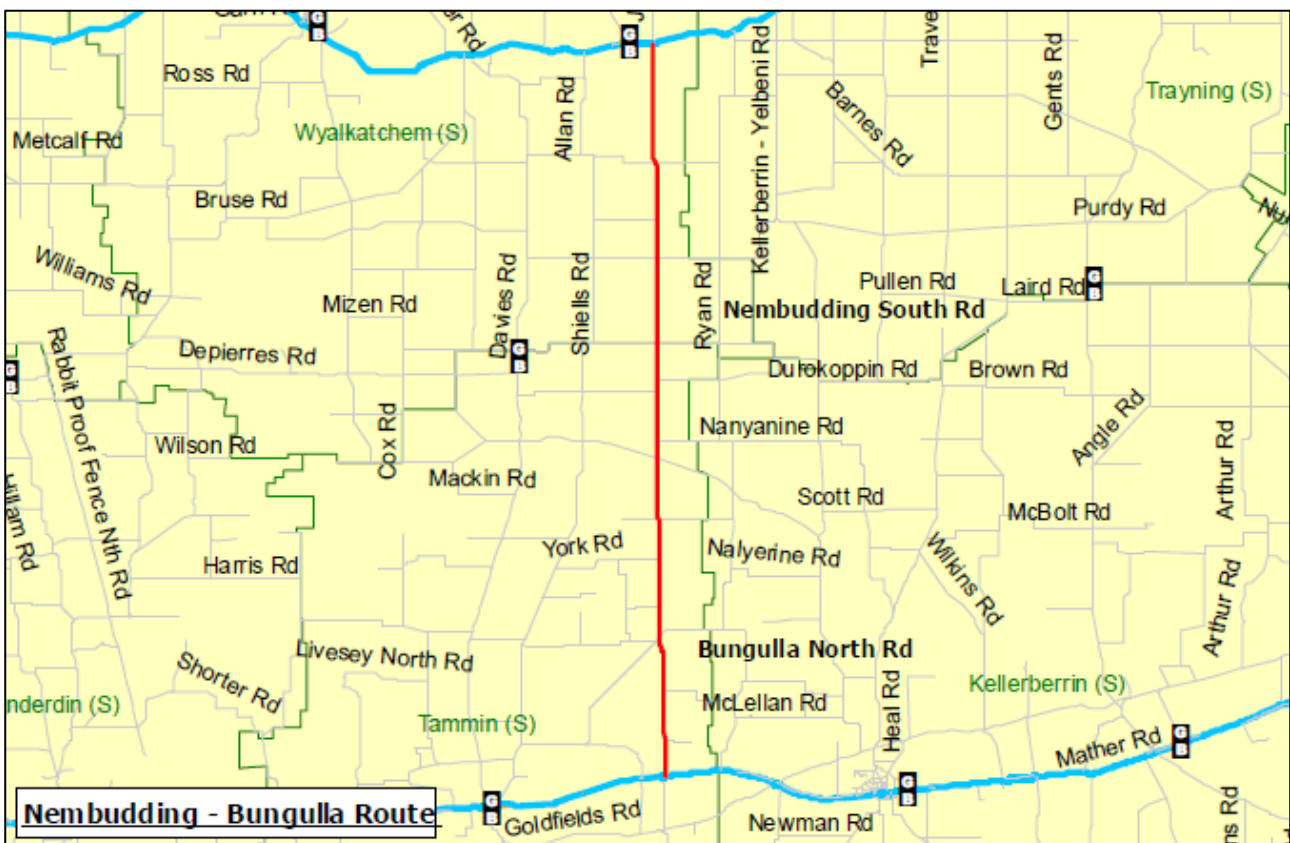
### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

75% of Nembudding South Road is a Type 4 standard with seal width between 6.0 to 6.2m. 5% of the road is a Type 4 standard road with seal width between 3.8 to 4.0m width. The remaining 20% has been widened to a 7.0m wide seal width (type 5 standard). Bungulla North Road is in a similar condition.

Upgrade the roads to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding.



## **NORTHAM – BEJOORDING ROUTE**

**Bejoording Road (4080003, 4260001) Regional Distributor**  
**Irishtown Road (4211025) Regional Distributor**

**Goomalling, Northam, and Toodyay Shires**

**Last Reviewed: March 2021**

### **FUNCTION**

The Northam – Bejoording Route is an important north-south heavy haulage road linking Toodyay – Bindi Bindi Road to Great Eastern Highway at Northam providing access for carting grain, fertiliser, stock, clay deposits and general freight. It is also an important link between Northam and Victoria Plains Shire, supporting the towns of Bolgart, Calingiri, Yerecoin, Piawaning, and Bindi Bindi. Bejoording Road carries agricultural produce, fertiliser, livestock, and general freight traffic, including passenger vehicles. In Toodyay Shire Bejoording Road is an important east-west heavy haulage route linking Toodyay – Bindi Bindi Road to Goomalling Merredin Road. Irishtown Road is a Grain Carting Route servicing the region from Beejording through to Northam Wheat bins. Residents, businesses, and tourists from adjoining shires use this road as a direct route to Northam. Irishtown Road is a RAV 4 Route with heavy truck usage and a school bus route.

### **DEVELOPMENT NEED**

Traffic using Irishtown this road consists of 13% trucks (Northam section) with over 500 vpd. Deteriorated sections will require a reseal within the next 5 years. Drainage improvements are also required. Irishtown Road requires section to be widened to a 7m type 5 road and sections of poor vertical and horizontal geometry require re-alignment to improve safety.

### **DEVELOPMENT STRATEGY**

Reseal deteriorated sections. Improve drainage.

Upgrade the road to a minimum Type 5 standard to cater for agricultural and general freight transport requirements using Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## NORTHAM – SPENCERS BROOK ROUTE

**Spencers Brook Road (4211020) Regional Distributor**  
**Wellington Street (4212001) Local Distributor**

**Northam Shire**

**Last Reviewed: March 2021**

### FUNCTION

Wellington Street is a main urban route in the Northam Central Business District serving the towns two shopping centres. The road also services accommodation, petrol stations, schools, and residential properties. Wellington Street is a school bus route and a section is on the RAV 4 network.

Spencers Brook Road Provides a links Clackline, Spencers Brook and Mokine to Northam town and Great Eastern Highway. The road is also a haulage route for adjacent farms and extractive industries. The road is on the RAV 4 network and is a school bus route.

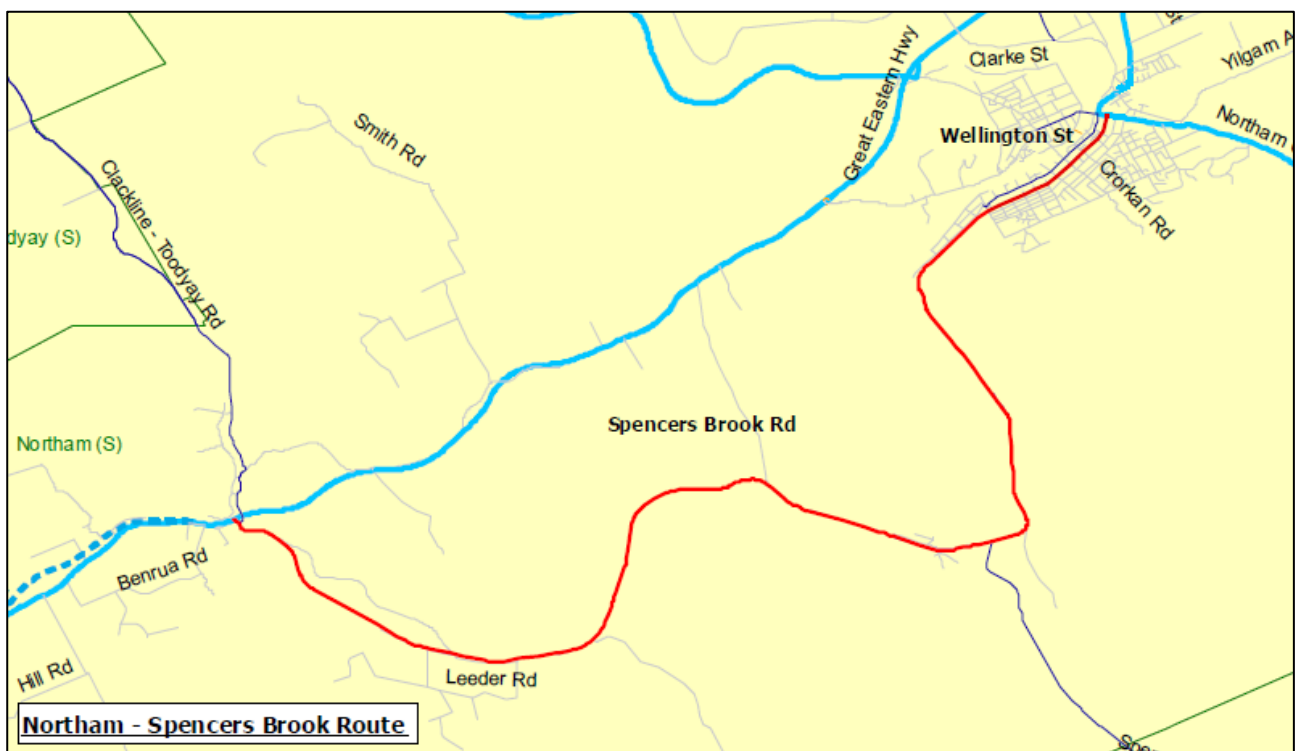
### DEVELOPMENT NEED

Wellington Street requires drainage and surface improvements for increased safety. Spencers Brook Road requires drainage improvements and a redesign of the Spencers Brook/Trimmer intersection to improve safety.

### DEVELOPMENT STRATEGY

Improve drainage and surface of Wellington Street.  
Redesign Spencers Brook/Trimmer intersection and improve drainage.

Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## NORTH ROAD

**Road No. 5020012**  
**Access Road**

**Chittering Shire**

**Last Reviewed: March 2021**

### FUNCTION

North Road is a part of the link from Great Northern Highway to West point Road and then to Bindoon-Moora Road. It is used predominantly to cart farm produce such as grain and livestock to the metropolitan area. Hay from northern and southern areas is also carted to a hay storage facility situated on North Road.

The latest traffic count for North Road is 78 ADV.

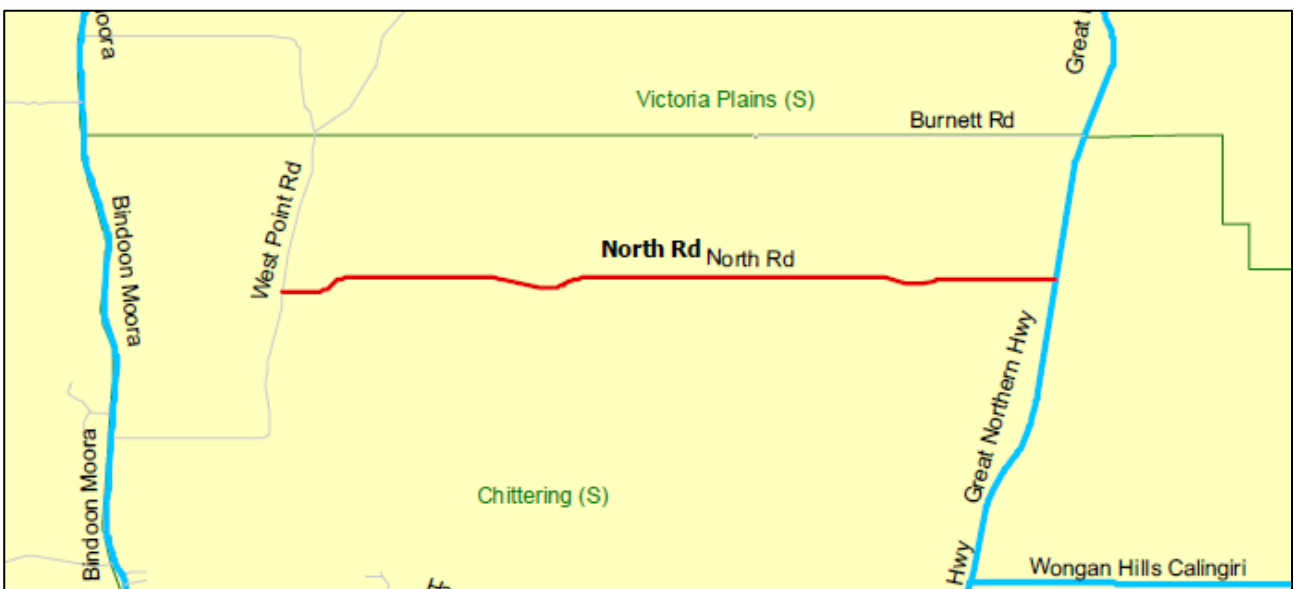
### DEVELOPMENT NEED

As the road is largely gravel, it needs to be upgraded to a 7.0 metre seal road to cater for road trains, as farms and the Hay Storage facility are being restricted in what vehicles they can use to cart their produce, which in turn increases their operating costs.

### DEVELOPMENT STRATEGY

Upgrade the road to a 7.0 metre seal road to cater for heavy vehicles, so the road can be included into a Restricted Access Vehicle route to reduce transport costs for farm produce in the area.

It is proposed that Road Project Grant, Black Spot funds and Councils own funds will be sourced to finance the road works.





## OLD GERALDTON ROAD ROUTE

**Old Geraldton Road (5100003)  
Old Geraldton South Road (5100160)  
Local Distributors**

**Moora Shire**

**Last Reviewed: March 2021**

### FUNCTION

Old Geraldton Road forms part of a very important north-south route through Moora Shire. It links Great Northern Highway, just north of Walebing to Watheroo-Miling road, which in turn links into Midlands road at Watheroo.

The road section south between Moora-Miling road and Great Northern Highway is bituminised at 3.7 m wide and the section north is sealed to 15.04 SLK and gravelled to Watheroo-Miling Road.

A tourist route exists from New Norcia to the historic settlement of Berkshire Valley via Old Geraldton Road and onto the wildflower farm at Coomberdale. Tourist coaches and individual motorists use this road extensively to access popular tourist destinations.

Old Geraldton is a RAV Network 3 road (conditional).

### DEVELOPMENT NEED

Due to grain segregations and the development of strategic grain receival facilities, the road is now subject to even heavier traffic than it has been in the past. Because of the heavy seasonal traffic of tourists, daily use by school buses and extensive use by heavy haulage, the road is in urgent need of continued upgrades. Council has recognised these needs and has sealed 15.04 kms, northwards, from the Moora Miling Road in recent times.

### DEVELOPMENT STRATEGY

Widen narrow sections from 3.7 m to 6.2 m between SLK 0.00 and SLK 13.00 to the south. Upgrade gravel Type 3 to a uniform Type 5 road standard from SLK 15.04 to SLK 28.20 to the north.

Continue to upgrade the road to current standards by carrying out pavement repairs and reseals when necessary.

Council will be utilising Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## OLD PLAINS ROAD

**Road No. 4260006 and 5170027**  
**Local Distributor**

**Toodyay and Victoria Plains Shires**

**Last Reviewed: March 2021**

### FUNCTION

Old Plains Road forms part of the WATC's "The Everlastings Trail" and has the reputation as one of the most picturesque and pleasant rural drives in the State. It is an important tourist trail linking the major tourist destinations of New Norcia and Toodyay by a significant wildflower drive.

The Roadside Conservation Committee has assessed the road as having a high road conservation value. Increasingly, the road is being used by heavy haulage carting lime sand from coast, as a local distributor giving time and distance savings to the recognised heavy haulage routes.

Old Plains Road in Toodyay Shire is a RAV Network 4 road (conditional). In Victoria Plains Shire it is a RAV Network 3 road (conditional).

### DEVELOPMENT NEED

As a significant tourist drive with an increasing volume of heavy haulage traffic, the road (currently Type 3) requires an upgrade to a uniform Type 5 road standard for its full length.

### DEVELOPMENT STRATEGY

Construct to provide a uniform Type 5 road standard along the full length of the road.  
Progressively re-sheet and improve drainage.



## PARKER RANGE ROAD

Road No. 6110038  
Local Distributor / Access Road

Yilgarn Shire

Last Reviewed: March 2021

### FUNCTION

Parkers Range Road carries a significant amount of both light and heavy traffic. It provides access for grain cartage, mining heavy haulage, pastoral leases and to a lesser extent, tourist traffic.

### DEVELOPMENT NEED

Due to increasing volumes of heavy freight associated with mining activities, along with agricultural and tourist vehicular movement means that Parkers Range Road requires road improvements to provide for safe and efficient travel.

### DEVELOPMENT STRATEGY

Thirty kilometres of the Parker Range Road has been upgraded to a uniform type 5 standard road leaving twenty kilometres to be completed to the same type 5 standard to provide for the increase in heavy vehicles and other traffic growth to reduce ongoing maintenance costs – utilizing RRG funding.

Asset preservation funding (reseals) is required via RRG funding in the future to ensure this route continues to perform its regional functions.

Retain its Category B rating.



## PITHARA – KALANNIE ROUTE

**Dodd Street (5030258) Local Distributor**  
**Pithara East Road (5030001) Regional Distributor**

**Dalwallinu Shire**

**Last Reviewed: March 2021**

### FUNCTION

Pithara East Road is an integral link in the chain for the transportation of agricultural products to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land.

Pithara East Road is an integral link between CBH bins and links Great Northern Highway to the eastern agricultural areas of Pithara and Dalwallinu.

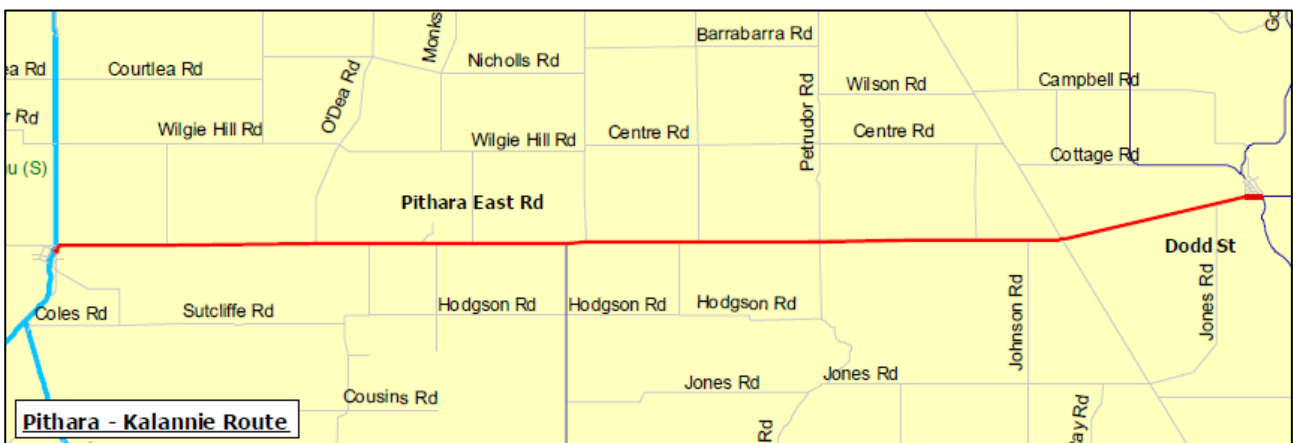
### DEVELOPMENT NEED

Pithara East Road is expected to remain an integral link for the transportation of agricultural products due to the expected long-term viability of the use of agricultural lime (and other products) for enhancing farming production in the Central Wheatbelt region and the long-term feasibility of the agricultural lime production areas. Pithara East Road will be used for the transportation of agricultural produce and gypsum between regions long into the future. The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided

### DEVELOPMENT STRATEGY

Pithara East Road is sealed to 6.2m wide. The long-term strategy is to bring this road up to a minimum standard of 7m wide seal and formation of 10m wide.

Funding sources for this upgrade will come from Project Grants.



## POLINELLI ROAD

Road No. 5020028

Access Road

Chittering Shire

Last Reviewed: March 2021

### FUNCTION

Polinelli Road forms part of the access to the Chittering Valley Tourist Way. It is a service road connecting minor local roads to Muchea East Road and a heavy vehicle route for gravel and sand supplies. It is also used to carry farm produce to and from markets in the metropolitan area. Polinelli Road also provides commuter access from special rural subdivisions to the Swan Valley and metropolitan regions.

### DEVELOPMENT NEED

The road has been upgraded to a 7-metre sealed road. Some curves need to be improved to improve road safety.

Due to the roads upgrade to a 7-metre seal, traffic volumes have increased. Polinelli Road will require periodic preservation activities to cope with increased traffic volumes.

### DEVELOPMENT STRATEGY

Polinelli Road is complete to width requirements of 7 metres and will need periodic preservation of the roads surface to improve the road to accommodate for the increase in traffic volumes.

Upgrades such as applying the final seal and shoulder reconditioning to increase the seal width are also required.

Realignment of some curves and installation of safety barriers to improve road safety.

Maintain to a uniform Type 5 road standard.

Road is identified in the Shire's ten-year capital road works program. It is proposed that Road Project Grant, Black spot Grants and Council's own funds will be sourced to finance future works.



## QUELLINGTON ROAD

**Road No. 4060004 and 4330006**  
**Local Distributor**

**Cunderdin and York Shires**

**Last Reviewed: March 2021**

### FUNCTION

Quellington Road is a strategic transport link and connector road between towns and routes. It provides access to York and the Great Southern Region from Great Eastern Highway and connects to York-Northam Road. The road is used by heavy haulage vehicles carrying grain to the Meckering CBH receival facility, carting hay from areas north of the Great Eastern Highway, and for transporting livestock. It also serves as a tourist route to Meckering earthquake and to York. Quellington Road in Cunderdin Shire is a RAV Network 5 road.

### DEVELOPMENT NEED

Asset preservation is required to ensure Quellington Road performs its regional functions to cater for the volume, safety and diversity of heavy haulage vehicles, tourists, commuters, and general produce carriers.

### DEVELOPMENT STRATEGY

Upgrade the road to a minimum 9 metre pavement with 7 metre seal and white lining for traffic safety.

Widen on 2.5km back from Cunderdin Shire boundary with York Shire. Shoulder formation on corners is needed. Reseal sections where required. Clearing is needed, together with improved road signage.



## RALSTON ROAD

Road No. 4250004  
Local Distributor

Tammin Shire

Last Reviewed: March 2021

### FUNCTION

Ralston Road provides the major feeder route between Tammin and the southern areas of the Shire of Tammin and the northern areas of the Shire of Quairading.

Regional Functional Road Hierarchy class for Ralston Road is Regional Distributor between SLK 0.0 and SLK 13.50 and Access Road for the rest of its length to SLK 18.35

Ralston Road is a RAV Network 4.1 road.

### DEVELOPMENT NEED

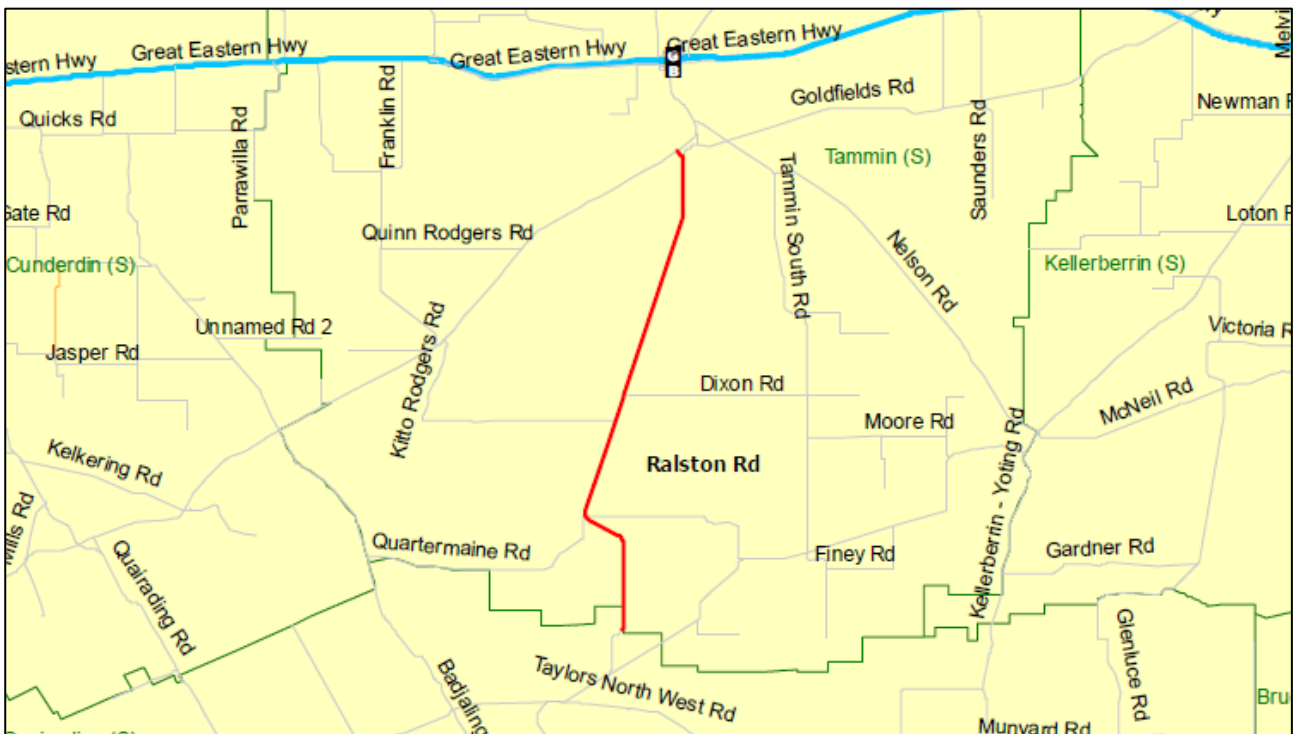
All sections need formation widening to a 7m sealed width, while some sections require formation reconstruction.

### DEVELOPMENT STRATEGY

Widen narrow sections of seal to provide a consistent seal width along the entire road.

Widen to a uniform Type 5 road standard formation. Approximately 6 kms have been completed during the last 10 years.

The mid-section of the road requires attention and should be considered next.



## REDDING ROAD

**Road No. 4070002**  
**Access Road**

**Dowerin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Redding Road is the heavy haulage access road through the town site of Dowerin. This road is also the access road for the CBH Receival Site. Should be a Category A Road due to its very high heavy haulage road counts and that it connects the Goomalling Merredin Road and the Dowerin Kalannie Road for heavy haulage access.

Redding Road is an integral link in the chain for the transportation of agricultural products to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land.

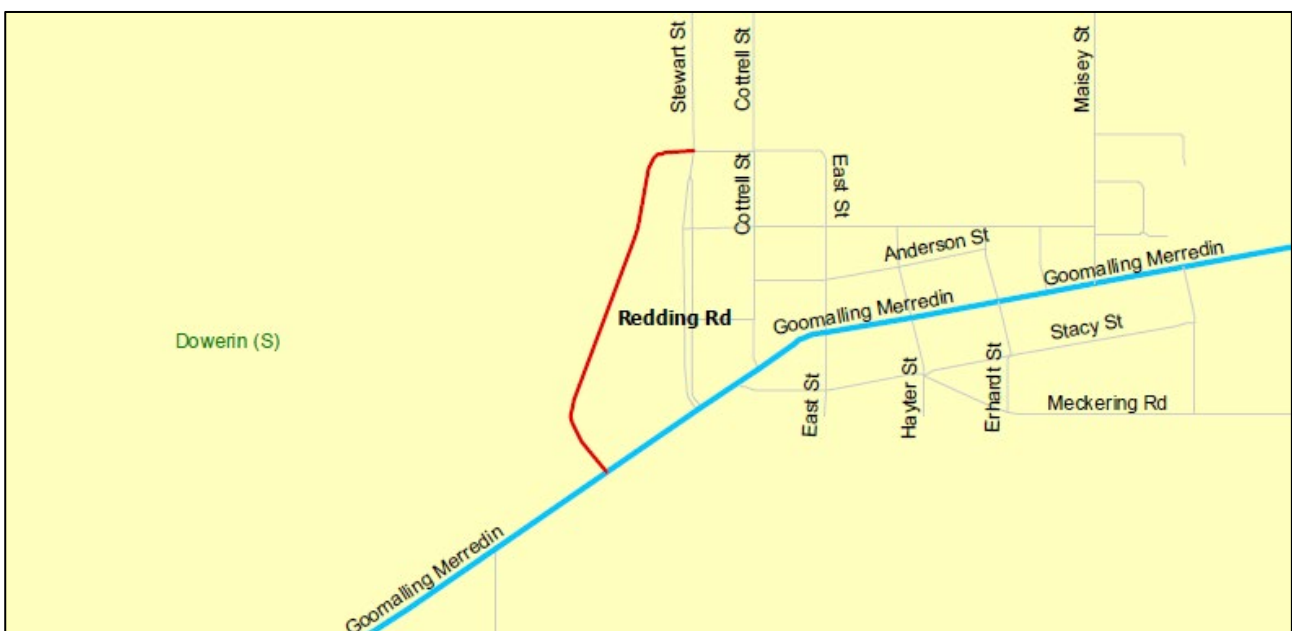
### DEVELOPMENT NEED

Increasing volumes of heavy freight traffic requires road improvements for safe and efficient travel. The seal condition is insufficient for the type and volume of traffic it carries. Maintenance costs through edge wear and section failures are a concern.

Redding Road is expected to remain an integral link for the transportation of agricultural products due to the use of agricultural products for enhancing farming production in the Central Wheatbelt region.

### DEVELOPMENT STRATEGY

Redding Road will require to be reconstructed in the next five years. Funding sources for this upgrade will come from Project Grants.





## REGANS FORD - CARNAMAH ROUTE

**Coalara Road (5040019) - Local Distributor**  
**Dandaragan Road (5040002, 5040006) – Regional Distributor**  
**Muthawandery Road (5040030) - Access Road**

**Dandaragan Shire**

**Last Reviewed: March 2021**

### FUNCTION

Regans Ford-Carnamah Route is an inter-regional route connecting Brand Highway to the Midlands Road in the Midwest Region. It is more direct route for north-south traffic and offers time and distance savings for the agricultural, mining and tourist industries.

The section within the Shire of Dandaragan is an important north-south link for heavy haulage, access to the grain receival sites at Regans Ford and Metro Grains Centre and transport of livestock to the Midland and the new Muchea Saleyards. The access to a major stone fruit orchard established on Muthawandery Road is via this route.

The route offers access to the Watheroo National Park and Dandaragan Road forms part of the recognised tourist route "Dandaragan Way".

Coalara Road and Muthawandery Road are RAV Network 6 roads (conditional).

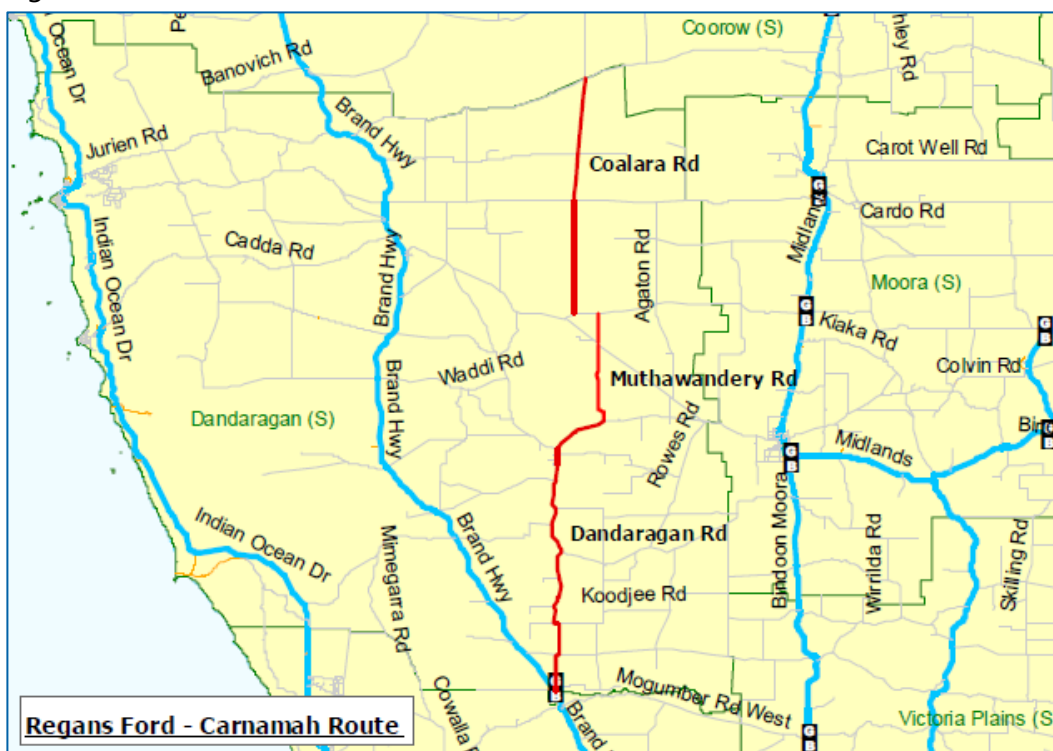
Dandaragan Road is a RAV Network 6 road.

### DEVELOPMENT NEED

To cater for the increasing growth in traffic, notably heavy haulage vehicles, the full length of the road needs to be upgraded to a uniform Type 5 road standard.

### DEVELOPMENT STRATEGY

Reform and widen various sections as required to provide a uniform Type 5 road standard along the full length of the road.



## RIVER ROAD

**Road No. 4260010**  
**Access Road**

**Toodyay Shire**

**Last Reviewed: March 2021**

### FUNCTION

River Road services various subdivisions, farms, Avon Valley National Park and is a popular tourist route. The road provides a route from Julimar Road through to Toodyay Road and on to Perth. A school bus route was also approved along this road in May 2012.

### DEVELOPMENT NEED

Due to increased vehicle movements and the road being of a substandard condition, there is the urgent need to make the necessary improvements to provide a safe route of travel for tourist and residential traffic.

### DEVELOPMENT STRATEGY

Upgrade sections of the road from a Type 3 to a Type 4 road standard, reconstruct and realign poorly designed and built curves, reinstate existing failures, and improve drainage and shoulders.



## ROBARTSON ROAD

Road No. 4140056  
Access Road

Merredin Shire

Last Reviewed: March 2021

### FUNCTION

Robartson Road gives access to the Merredin CBH receival point from Bruce Rock Road through to Great Eastern Highway, as well as fuel deliveries to the newly installed Merredin Energy power station.

### DEVELOPMENT NEED

The road caters for increasing volume of heavy vehicles and lighter tourist traffic, creating a potential safety problem. The volume and type of heavy traffic using this route requires that a sealed road of adequate width be provided and maintained.

### DEVELOPMENT STRATEGY

The future development of Robartson Road will include upgrades and re-seals as required, with funding through RRG (GFN).



## SALT VALLEY ROAD

**Road No. 4260014**

**Local Distributor**

**Toodyay Shire**

**Last Reviewed: March 2021**

### FUNCTION

Salt Valley Road serves as a road network distributor giving access between the Gidgegannup-Goomalling route and Great Eastern Highway. This road provides access for extractive industries (clay removal) and agriculture as well as community access between the Northam and Toodyay Shires from Clackline, Bakers Hill, and surrounds.

### DEVELOPMENT NEED

Construct and seal to 6.2m and vegetation removal is required to make the road safer for the mixture of heavy vehicle combinations, agriculture, school buses and residential traffic. There is a need to reconstruct failed sections, improve clear zones as well as roadside drainage.

### DEVELOPMENT STRATEGY

Progressive improvements to construct and seal the remaining section of road to a 6.2m wide standard. Improve the alignment and surface treatment to reduce the dust factor caused by the high volume of heavy vehicles.

Works to be staged based upon traffic volume increases and future extractive and agricultural industry haulage standards requirements.



## SOUTHERN BROOK ROAD

**Road No. 4060016 and 4211021**  
**Local Distributor and Access Road**

**Cunderdin and Northam Shires**

**Last Reviewed: March 2021**

### FUNCTION

Southern Brook Road provides access east-west throughout Cunderdin Shire's rural west ward and surrounds. It connects to Northam-Pithara road at its western end, thus providing direct access to the regional centre of Northam.

It provides access for farm produce and extractive industries (gravel and sand), agricultural and local community to facilities at Meckering, Southern Brook and Northam. It is also a grain carting route and a bus route.

Southern Brook Road is a RAV Network 4 road (conditional) and a school bus route.

### DEVELOPMENT NEED

The section of road within Cunderdin Shire varies between a narrow seal width of 5.0 m over distance of 3.39km, and a gravel surface. Farm break-up and increasing traffic warrants further development of this road.

There is a need to reconstruct failed sections, widen seal widths to 7m to achieve a type 5 road where applicable, construct and improve road shoulders, improve clear zones and roadside drainage.

The Northam Shire section requires realignment, widening, reconstruction and drainage works.

### DEVELOPMENT STRATEGY

Works to be staged based upon current pavement condition and needs basis and as funding is available.

Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## SOUTHERN CROSS BYPASS ROUTE

**Three Boys Road (6110201)**  
**Southern Cross CBH Grain Bin Road (6110086)**  
**Local Distributors**

**Yilgarn Shire**

**Last Reviewed: March 2021**

### FUNCTION

The Southern Cross Bypass Route bypasses the town centre and serves as a link to major mines, railhead, and wheat bin. It provides access to grain cartage, gypsum, Kemerton Lithium by-product and iron ore and to rural properties.

The Southern Cross Bypass Route comprises RAV Network 7 roads.

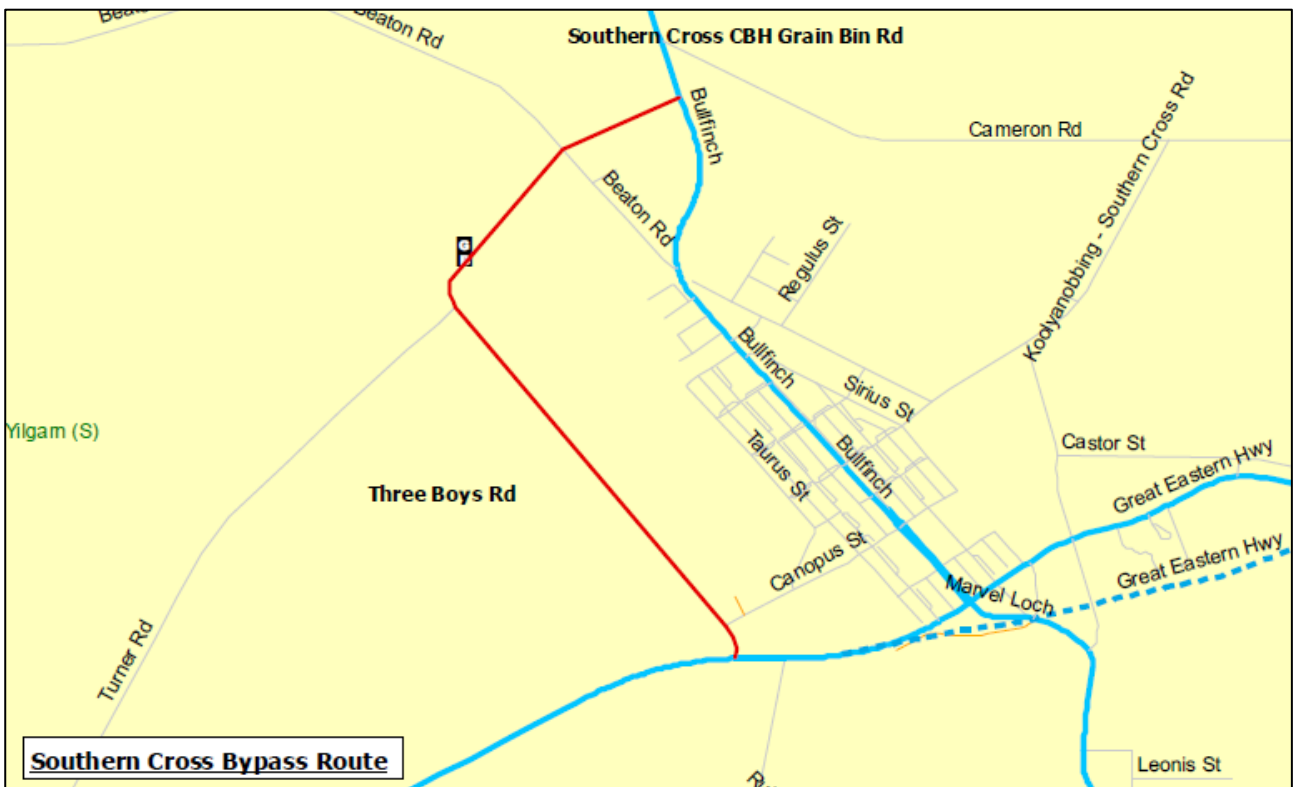
### DEVELOPMENT NEED

The mix of heavy vehicle and rural traffic using this road requires an upgrade to a suitable sealed road standard.

### DEVELOPMENT STRATEGY

Upgrade to a uniform Type 5 road standard formation to cater for agricultural and general freight transport requirements and reduce maintenance costs.

Asset preservation funding (reseals) is required to ensure that this route continues its regional functions.



## SOUTHERN CROSS – KOOLYANOBING ROAD

**Road No. 6110225**  
**Regional Distributor**

**Yilgarn Shire**

**Last Reviewed: March 2021**

### FUNCTION

Southern Cross – Koolyanobbing Road is a direct service and transport route between Koolyanobbing, Southern Cross and Great Eastern Highway. It carries a significant amount of both light and heavy traffic associated with construction, mining, and agriculture. It also provides the agriculture and mining industries with a direct link to community services such as hospital and medical services located in Southern Cross. It also services tourism traffic.

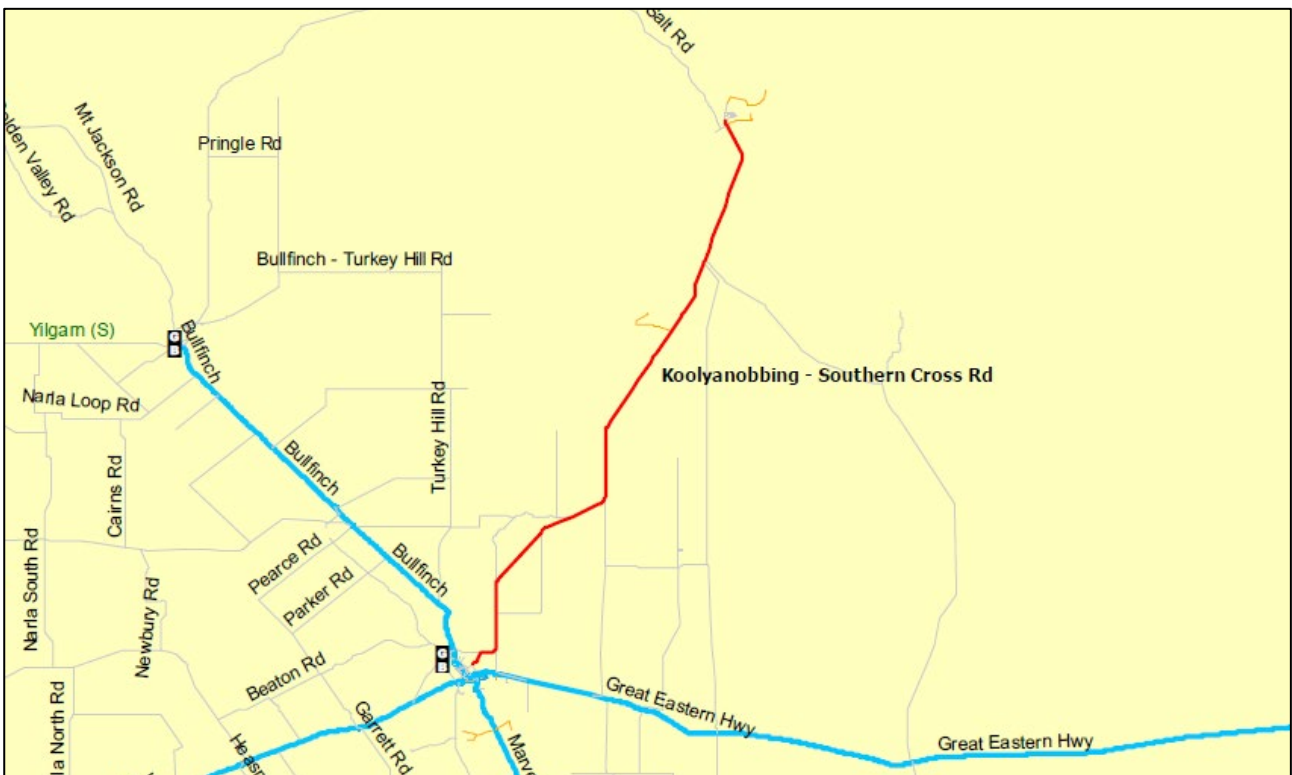
Southern Cross – Koolyanobbing Road is a RAV 5 Network and an important link to Great Eastern Highway for the movement of freight, salt, gypsum, and iron ore associated with the mining activity located north of Southern Cross. It also links the northern agriculture community with grain receival bins located in Southern Cross, Bodallin and Merredin

### DEVELOPMENT NEED

Due to the increasing volumes of traffic, this road requires improvements of the existing pavement to a standard of road sufficient to cater for heavy oversize and combination vehicles, agricultural, commuter and local traffic as well as tourist vehicles.

### DEVELOPMENT STRATEGY

Improvements are required to the forty-year-old road pavement and seal. Widen to a uniform Type 5 road standard to provide a consistent seal width along the entire route for all types of vehicular movement. 17km of the 52km has already been upgraded to a Standard Type 5 road. Asset preservation funding (reseals) is required to ensure that this route continues its regional functions.



## SOUTHERN CROSS SOUTH ROAD

Road No. 6110006  
Local Distributor

Yilgarn Shire

Last Reviewed: March 2021

### FUNCTION

Southern Cross South Road links with Parkers Range Road and is used for transport of grain from South Yilgarn grain receival facility to the railhead at Moorine Rock. It also provides access to grain routes in Narembeen Shire in Wheatbelt South Region.

Southern Cross South Road is a RAV Network 7 road (conditional).

### DEVELOPMENT NEED

There is a need to widen this road to accommodate the increasing number of heavy vehicles associated with grain cartage and reduce maintenance costs.

### DEVELOPMENT STRATEGY

Widen the single-lane sections to a uniform Type 3 road standard formation.





## SPENCERS BROOK - YORK ROAD

**Road No. 4211046 and 4330004**  
**Regional Distributor**

**Northam and York Shires**

**Last Reviewed: March 2021**

### FUNCTION

Spencers Brook Road is a connector road between York and Northam which also provides access to Muresk Agricultural College and a link to Great Eastern Highway, as well for general commuting, tourism, commercial and social activities

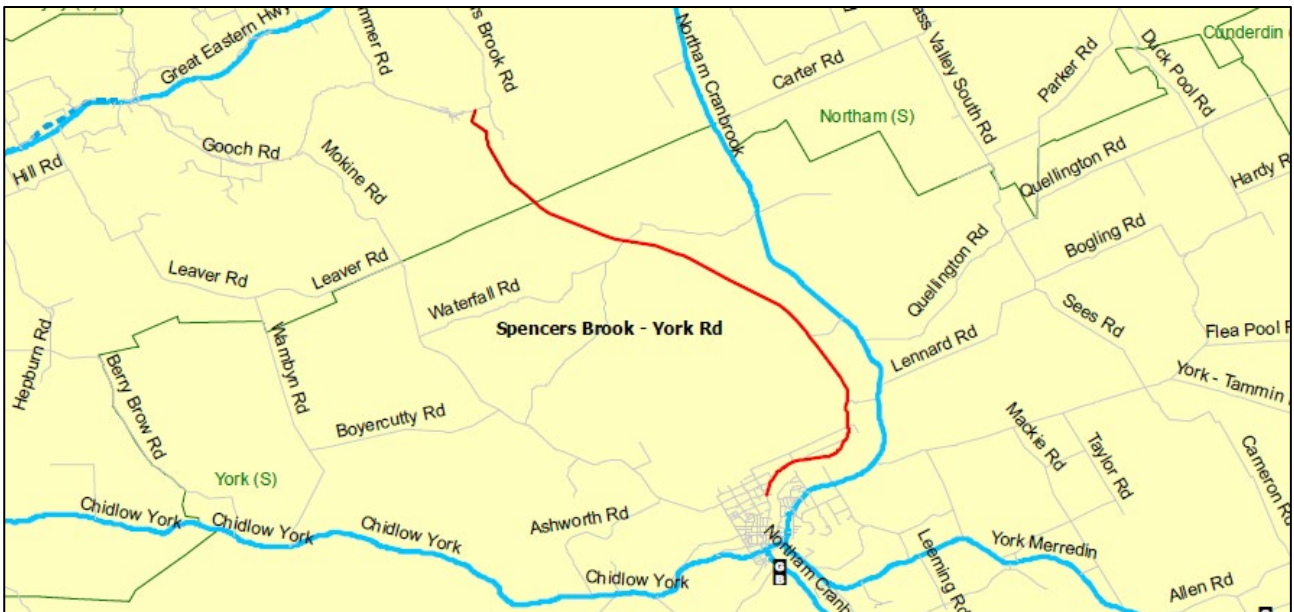
The road provides access to a large tourist activity, Skydive Express, and it is an access road to York Racecourse, a fertiliser facility, and the York Waste Transfer Station.

### DEVELOPMENT NEED

The road is to be upgraded to a minimum pavement width of 9 metres with a 7-metre seal, crests will be widened, road to be white lined for traffic safety and drainage improvements are required.

### DEVELOPMENT STRATEGY

Further drainage improvements to be implemented when funding becomes available.  
Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## STONEMAN ROAD

**Road No. 4280009**  
**Access Road**

**Westonia Shire**

**Last Reviewed: March 2021**

### FUNCTION

Stoneman Road is a mine heavy haulage, grain freight and tourist route. It connects several regional communities and links to local distributor roads. It gets major use from the “Edna May Mine” as water bores are located on this road.

### DEVELOPMENT NEED

Will continue to remain a mine heavy haulage, grain freight and tourist route, with increased traffic numbers expected.

This road has been upgraded in the recent past to a uniform Type 5 standard road to reflect the function. The pavement is in good condition but will require a reseal at some stage in the next ten years to preserve the pavement and maintain its function.

### DEVELOPMENT STRATEGY

The road is currently in very good condition with no major works required in the short to medium term to be funded under the RRG structure.



## SUTHERLAND STREET

**Road No. 4130072**  
**Access Road**

**Trayning Shire**

**Last Reviewed: March 2021**

### FUNCTION

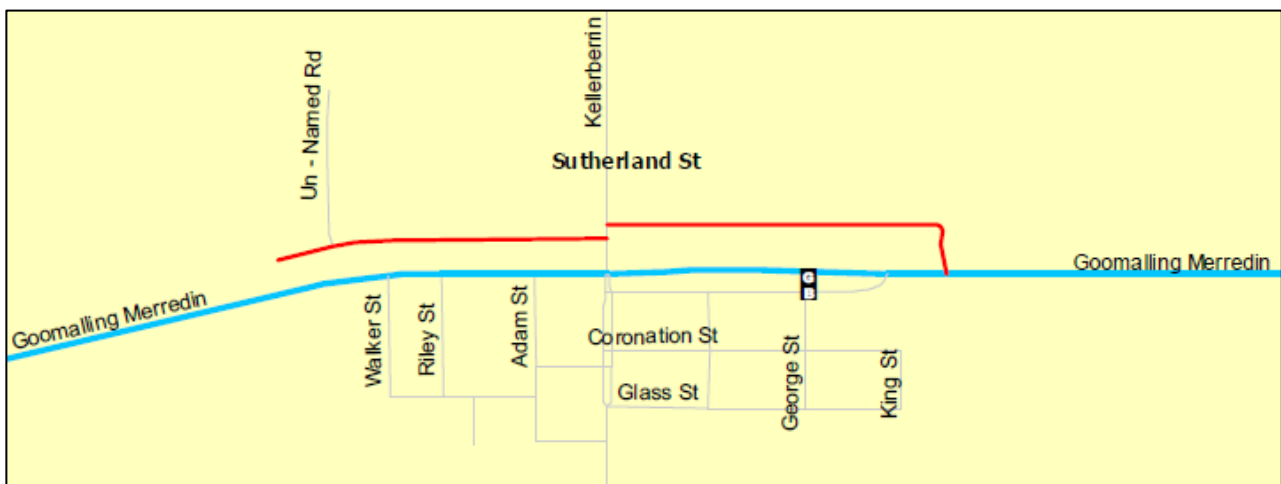
This street links the old and new Trayning Primary CBH Facility areas and links these areas to both Goomalling-Merredin Road and Kellerberrin-Bencubbin Road. More importantly, it links the Trayning CBH Facility to the southern section of Kellerberrin-Bencubbin Road and Twine Street which are both part of the Strategic Grain Freight route to the Kellerberrin CBH Facility.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

This street has been upgraded to a uniform Type 5 standard to cater for grain freight transport requirements. It will require preservation works in the future using Road Project Funding.



## TALBOT WEST ROAD

**Road No. 4211087 and 4330012**  
**Local Distributor**

**Northam and York Shires**

**Last Reviewed: March 2021**

### FUNCTION

This road is a distributor road linking Northam-Cranbrook Road and Chidlow-York Road as an alternative access to the metropolitan region for Beverley and Talbot residents. It is also a transit route from Talbot Road to Great Eastern Highway

School buses operate on sections of the road.

### DEVELOPMENT NEED

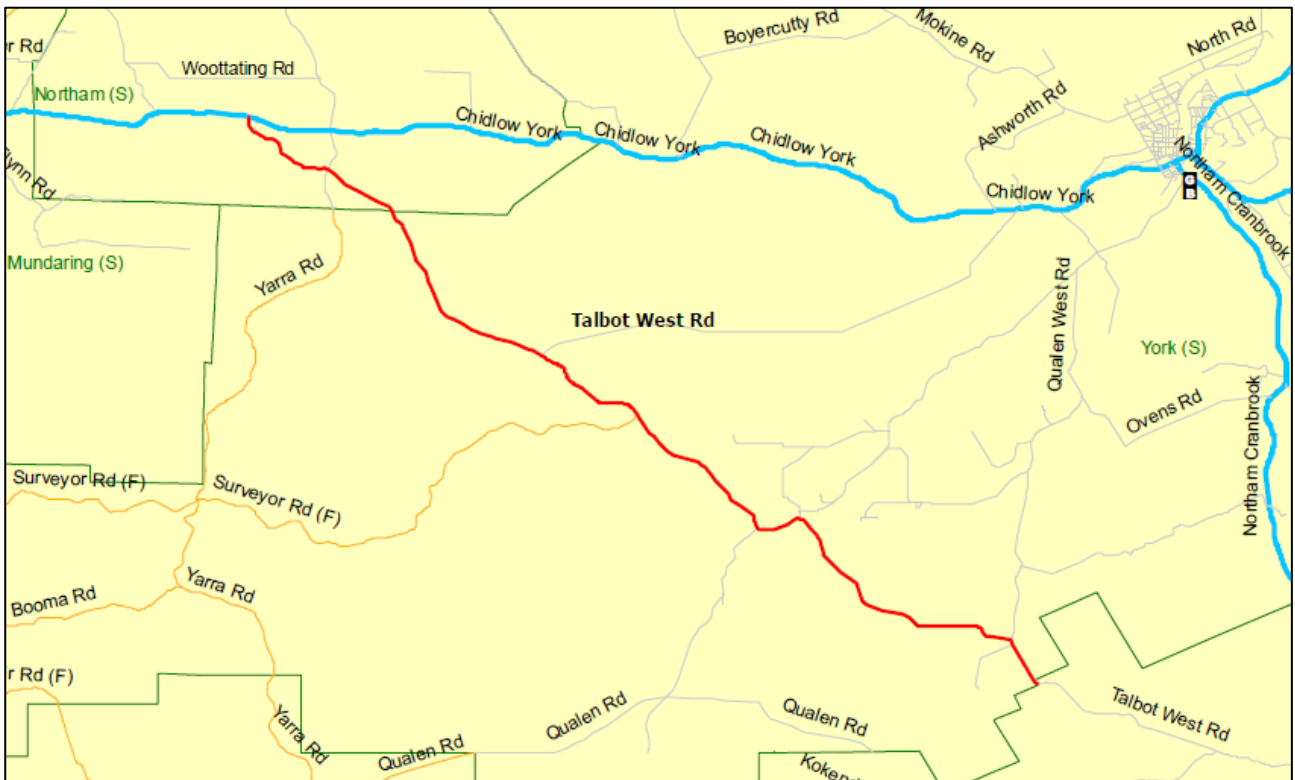
This road will continue to be a primary connector between Beverley and Perth into the future.

Unsealed sections need to be sealed and drainage improvements are required.

### DEVELOPMENT STRATEGY

Asset preservation through the re-sealing of sections is required as they reach set intervention levels. White lining is required for the sealed section.

The gravel section needs to be sealed and drainage improved when funding becomes available. Shire to utilise Road Project Grants, Black Spot and/or Roads to Recovery Funding.



## TAMMIN SOUTHERN ACCESS ROUTE

**Little Underwood Road (4250084)**  
**McLaren Street (4250082)**  
**Station Road (4250001)**  
**Underwood Road (4250033)**  
**Walston Street (4250040)**  
**Regional Distributors**

**Tammin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Roads in this route provide the major link between York and Great Eastern Hwy between Northam and Merredin. It provides a popular alternative route from Tammin through York to The Lakes on Great Eastern Hwy for both light and heavy traffic.

Little Underwood Road is a RAV Network 5 road, Walston Road, Station Road and McLaren Road are RAV Network 4.1 roads, and Underwood Road is a RAV Network 4.1 road (conditional).

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that sealed road of adequate width be provided. Safety and maintenance costs through edge wear are a concern.

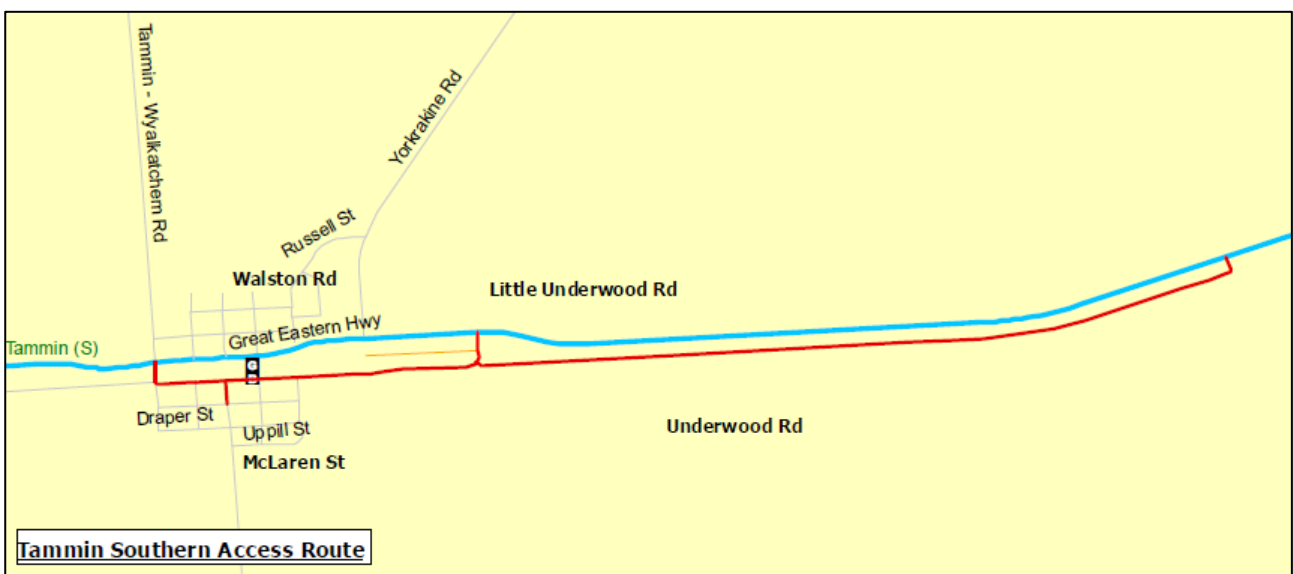
McLaren Street, Underwood Road and Station Road need to be developed to a Type 5 road standard.

Walston Street and Little Underwood Road need to be maintained to a Type 5 road standard.

### DEVELOPMENT STRATEGY

McLaren Street and Underwood Road – Formation reconstruction and widening for all sections.

Station Road - Formation widening for all sections.



## **TAMMIN SOUTHERN LINK**

### **York – Tammin Road (4250081) Proposed Road**

#### **Tammin Shire**

**Last Reviewed: December 2021**

#### **FUNCTION**

The existing York-Tammin Rd is a Regional Distributors rated RAV 4.1. The section of route going through the Shire of Tammin is currently made of multiple roads and streets, these are York Tammin Rd (4250081), Hunt Rd (4250085) McLaren St (4250082), Walston Street (4250040), Underwood Rd (4250033) and Little Underwood Rd (4250084). The future Tammin Southern Link will take all the heavy traffic outside the town precinct and bring them straight to the entrance of the Tammin CBH grain storage. This new alignment will also be a direct access to the Tammin abattoir located on the East side of the town. This will remove all heavy vehicles currently going through the town and provide a safer environment for the residents and the school children as the post office and the bus stop are at the intersection where heavy haulage vehicles are turning to enter Walston Rd.

The new road will also facilitate and provide a safer direct access to CBH for all heavy Haulage vehicles coming from the southern part of the Shire of Tammin.

The Shire of Tammin has been granted some funding through the HVSP program round 7 by the Federal Government for the construction of the new Tammin Southern Link. The objective of this application is to add the new section of road that will be constructed to the Significant Local Government Roads List and once approved, an application will be made to remove the roads currently going through town off the list.

The current route going through town is made of type 4 and 5 sealed roads; the new link will be constructed to a type 6 road, which will be a more appropriate pavement surface for the heavy haulage vehicles.

#### **DEVELOPMENT NEED**

The York-Tammin Rd is an integral part of the regional road network providing a route for the grain, hay and livestock transport in addition to be a regional link for tourism, business and general travel from East to West and vice versa.

#### **DEVELOPMENT STRATEGY**

The new section of road will be of Type 6, comprising of a 40m wide road reserve, 10m formation width with an 8 m wide seal on a 400mm thick road base. The length of the new section is 2.2km (see map)

Funding of 100% is as follow:

47% HVSP (federal)

28% Regional Road Group

11% Roads to Recovery

14% Shire of Tammin

## TAMMIN SOUTH ROAD

Road No. 4250005  
Local Distributor

Tammin Shire

Last Reviewed: March 2021

### FUNCTION

Tammin South Road provides a Quairading-Tammin service link to the southern areas of Tammin Shire, and the northern areas of Quairading Shire with access to the on-rail CBH grain terminal at Tammin.

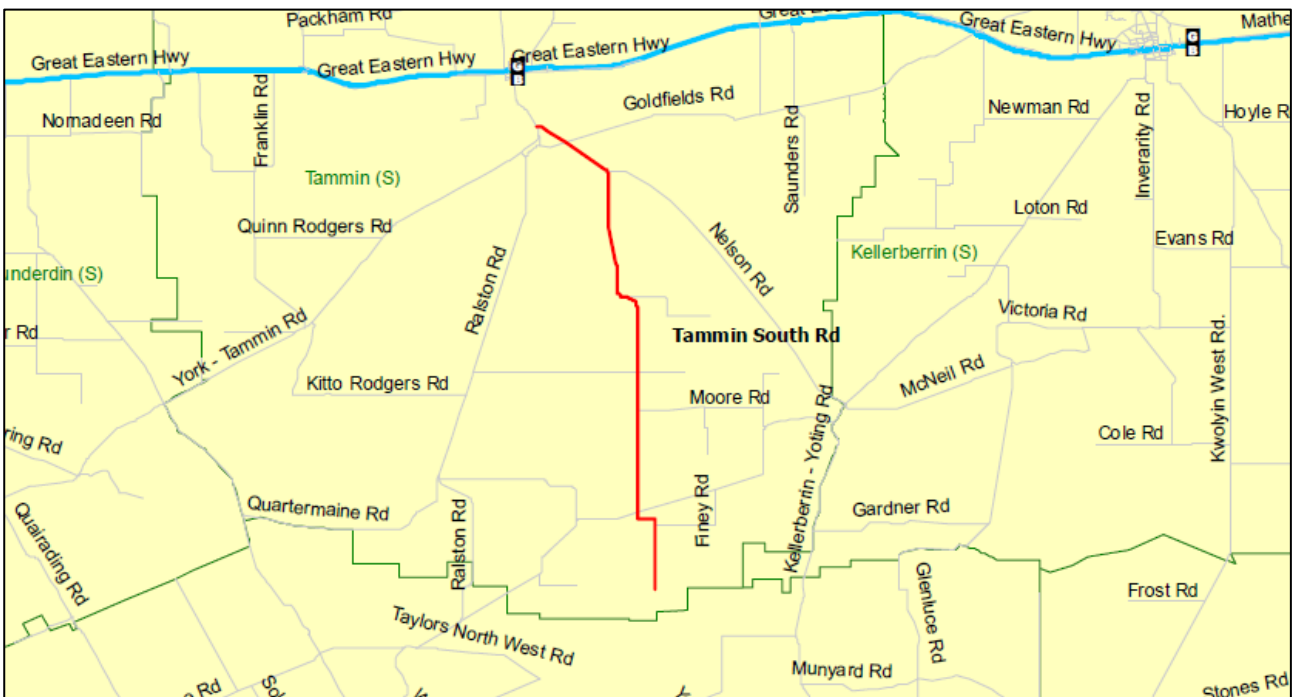
Tammin South Road is a RAV Network 4.1 road.

### DEVELOPMENT NEED

Northern section is 7 m seal up to SLK 11.53, southern section is gravel. All sections need formation widening to a 7 m sealed width, while some sections require formation reconstruction.

### DEVELOPMENT STRATEGY

Widen narrow sections of seal to provide a consistent Type 5 sealed road width along the entire road north of Cubbine Road.



## TAMMIN - WYALKATCHEM ROAD

Road No. 4250080 and 4310132  
Regional Distributor

Tammin and Wyalkatchem Shires

Last Reviewed: March 2021

### FUNCTION

Tammin-Wyalkatchem Road provides primary access to Tammin from Wyalkatchem and onwards to Koorda. It also provides a linkage from Great Eastern Highway to Goomalling Merredin Road. It is used to convey agricultural produce, fertiliser, gypsum, livestock, and general freight.

The southern 30 km of the road provide access for the Yorkrakine off-rail grain receival facility to the railhead at Tammin.

Tammin-Wyalkatchem Road is a RAV Network 4.1 road in Tammin Shire in Wyalkatchem Shire it is a RAV Network 4.1 road.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road

The volume and type of traffic using this route require that a sealed road of minimum 7.0m width (Type 5 standard) be provided. The existing narrow seal sections are inadequate for the mix of heavy vehicles hauling wheat and passenger and recreation vehicles. The southern section from the Yorkrakine grain receival facility to Great Eastern Highway should be widened to cater for grain carting road trains.

Maintenance costs through edge wear are a concern.

### DEVELOPMENT STRATEGY

This entire road within Wyalkatchem Shire is a Type 4 standard road with the seal width being between 6.0 to 6.2m width for 70% of the road and 3.8 to 4.0m width for the remaining 30% of the road.

Upgrade the road to a uniform Type 5 standard to cater for agricultural and general freight transport requirements using Road Project Funding.

Widen narrow sections of seal and seal gravel sections from Wyalkatchem Townsite to the Shire boundary to a Type 4 road standard formation.

Widen to a uniform Type 5 road standard formation from Tammin to the Yorkrakine grain receival facility.





## TELEGRAPH ROAD

**Road No. 4260005**  
**Local Distributor and Access Road**

**Toodyay Shire**

**Last Reviewed: March 2021**

### FUNCTION

Telegraph Road forms part of the “The Everlastings Trail” and has the reputation as one of the most picturesque and pleasant rural drives in the State. It is part of a regional network that joins Toodyay with Great Northern Highway and is an important north-south heavy haulage route linking Gidgegannup-Goomalling Road to Great Northern Highway. It provides access for agricultural produce and is a heavy haulage route for a strategic grain receipt point at Calingiri. Due to the roughness of Great Northern Highway between Bindi Bindi and Walebing, the road is extensively used by stock carriers in preference to the highway to minimise bruising and stress on stock.

Telegraph Road is a connector route to four towns with the municipality, as well as a part of tourist route between Toodyay, Calingiri, and New Norcia.

### DEVELOPMENT NEED

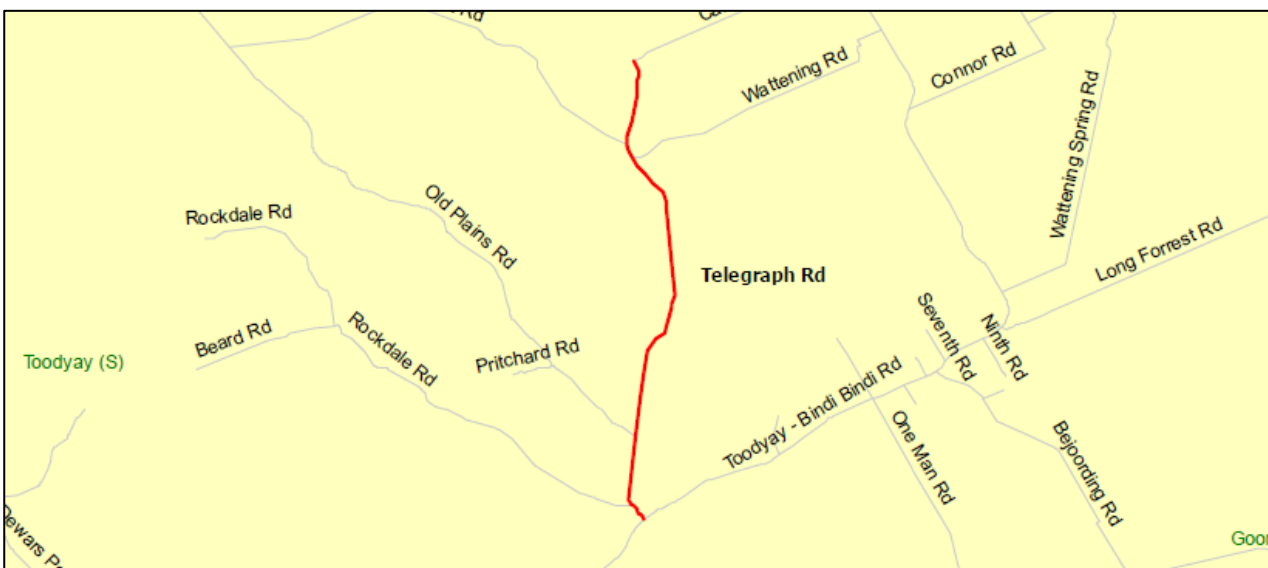
Increasing volumes of heavy vehicle combinations require improvements to the standard of this road along its full length, sufficient to handle long vehicles and the balance of heavy and tourist vehicles.

Pavement repairs and resealing also need to be addressed.

### DEVELOPMENT STRATEGY

Reinstate existing failures, improve drainage and asphalt overlay the road where necessary and as required.

Construct and seal in stages to a uniform Type 5 road standard along the full length of the road.



## TOODYAY – BINDI BINDI ROAD

Road No. 5100196, 4260197, 5170124, 5170125  
Regional Distributor

Moora, Toodyay, and Victoria Plains Shires

Last Reviewed: April 2021

### FUNCTION

Toodyay – Bindi Bindi Road is a part of a regional network that joins Toodyay with Great Northern Highway at Bindi Bindi and is an important north-south heavy haulage route.

It provides access for agricultural produce and mining requirements and is also a heavy haulage route for a strategic grain receival point at Calingiri.

The road is extensively used by stock carriers in preference to the highway to minimise bruising and stress on stock.

This road is a connector route to four towns within the municipality as well as a part of a tourist route from Toodyay, Calingiri, and New Norcia.

Toodyay - Bindi Bindi Road in Toodyay Shire is a RAV 4 (conditional), while in Moora and Victoria Plains Shires it is a RAV 5 road.

### DEVELOPMENT NEED

Increasing volumes of heavy vehicle combinations require improvements to the standard of this road, sufficient to handle long vehicles and the balance of heavy and tourist vehicles along the straight sections of the road. Curves and bends need widening.

Weak pavement, high pavement roughness and poor drainage have been identified in sections of this road and in-situ repairs to the failures are necessary.

### DEVELOPMENT STRATEGY

Upgrade this road through both town sites to Type 6 sealed road (8-9m seal width).

Reinstate existing failures through effected areas, improve drainage.

Improve traffic safety by increasing seal and shoulder widths at curves and bends, and selectively improve road geometry.

Improve ride comfort level by upgrading the road surfaces with a high pavement roughness.



## TOP BEVERLEY - YORK ROAD

Road No. 4330009  
Local Distributor

York Shire

Last Reviewed: March 2021

### FUNCTION

Top Beverley-York Road is a distributor between York and Beverley that serves the Cold Harbour rural residential area and export sheep facilities.

The road is a school bus route and a high-volume grain cartage route from the south east.

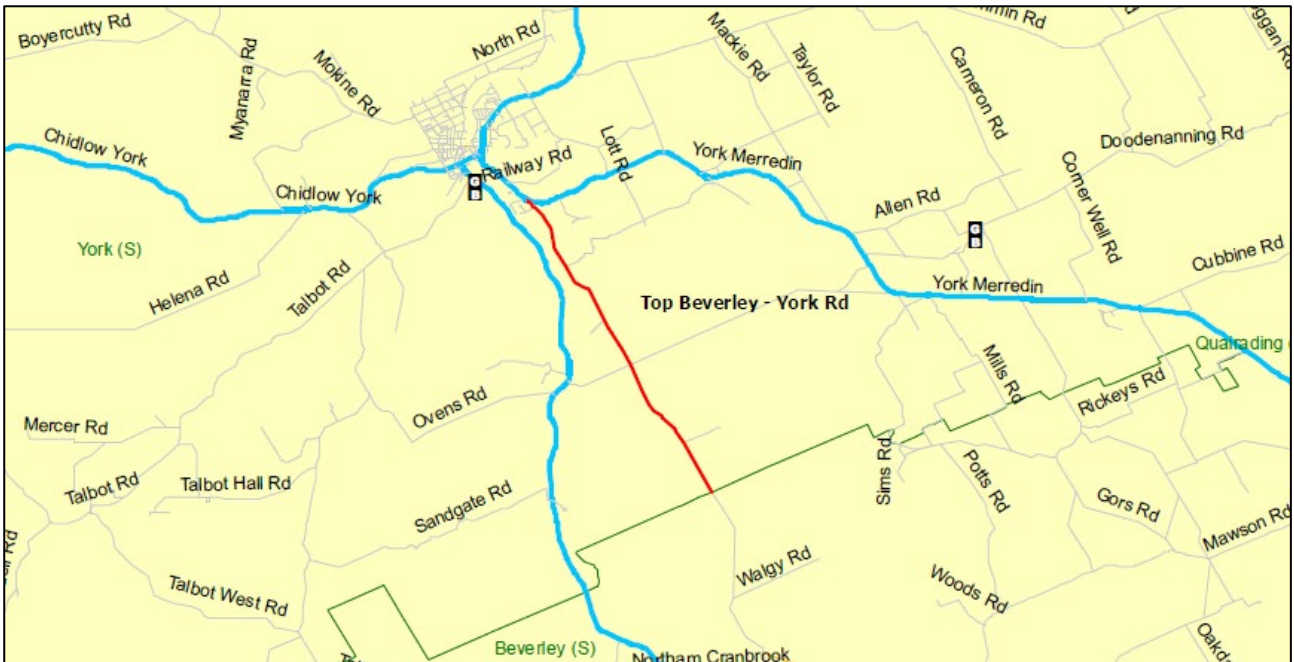
### DEVELOPMENT NEED

The road will continue to be a regional and local distributor for the purposes detailed under the function.

It will continue to be a school bus route for an extended period.

### DEVELOPMENT STRATEGY

Upgrade Top Beverley Road to a minimum 9 metre pavement with 7 metre seal and white lining for traffic safety.



## **WANDENA ROAD**

**Road No. 5020030**

**Local Distributor**

**Chittering Shire**

**Last Reviewed: March 2021**

### **FUNCTION**

Wandena (North) Road links Great Northern Highway with Muchea East Road. This section of Wandena Road services the Muchea Recycling Centre (landfill site) and various brick clay quarries. With the increase of population in the surrounding areas, an increase in traffic volumes is occurring at the Muchea Recycling Centre due to the recent acquisition of a disused clay quarry bordering the current recycling centre. There is potential for neighbouring Councils from the north and south to use the services of the Muchea Recycling Centre in future years.

Wandena (south) Road links Great Northern Highway with Muchea East Road to Bullsbrook and caters for tourist, agricultural produce traffic as well as gravel and brick clay cartage. It forms part of the Chittering Valley Tourist Way between the metropolitan area and Bindoon and provides commuter access from special rural subdivisions to the Swan Valley and Midland region.

### **DEVELOPMENT NEED**

Wandena (North) Road is currently a gravel road that accommodates both trucks and cars that access the Recycling Centre and clay brick quarries. There is a need to upgrade into a sealed bitumen road to improve road safety and reduce road maintenance costs.

Wandena (south) Road is currently 7 metre seal road. Seal width will require increasing from 7 metres to 8 metres and require periodic preservation activities to cope with traffic volumes.

### **DEVELOPMENT STRATEGY**

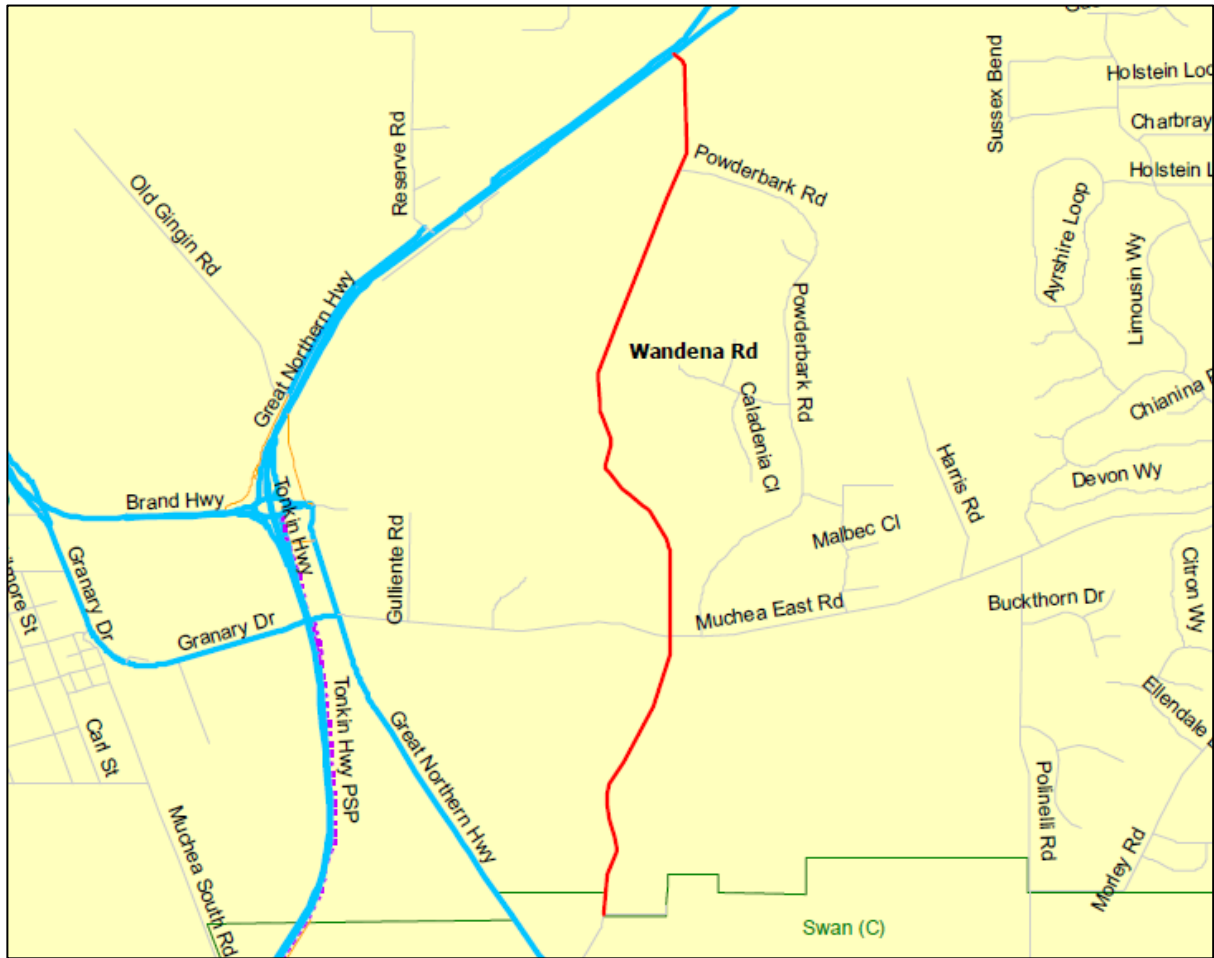
Wandena (North) Road is identified in the Shire's ten-year capital road works program. It is proposed that Road Project Grant, Black Spot funds and Council's own funds will be sourced to finance the road works.

Reconstruct and widen to a uniform Type 4 road standard road with a 7-metre bitumen seal road to cater for the heavy and light vehicles.

Wandena (south) Road is complete to width requirements of 7 metres and will need periodic preservation of the road's surface to improve the road to accommodate the increase in traffic volumes. Upgrades such as applying the final seal and shoulder reconditioning to increase the seal width are still required to upgrade the road to a uniform Type 6 road standard. As traffic volumes increase, seal width will need to be increased to 8 metres.

Wandena (south) Road is identified in the Shire's ten-year capital road works program to be upgraded to a uniform Type 6 road standard.

It is proposed that Road Project Grant and Councils own funds will be sourced to finance future works.



## WARRALAKIN ROAD

Road No. 4280084  
Regional Distributor

Westonia Shire

Last Reviewed: March 2021

### FUNCTION

Warralakin Road from Great Eastern Highway to Leach Road is a major heavy haulage, grain freight and tourist route.

It connects the Warralakin Bin to Burracoppin Bin at the rail head. It also connects several regional Communities and links to local distributor roads.

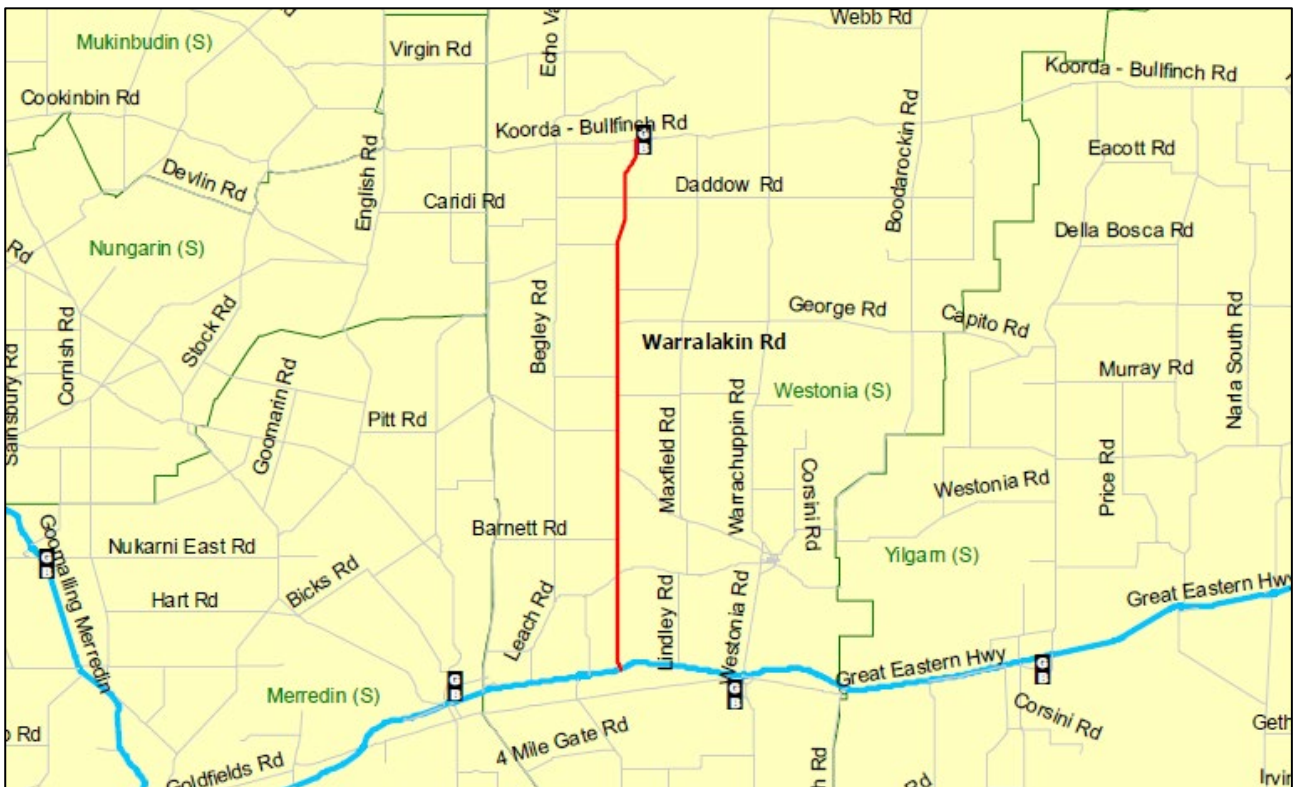
### DEVELOPMENT NEED

Warralakin Road will continue to remain a heavy haulage, grain freight and tourist route, with increased traffic numbers expected.

### DEVELOPMENT STRATEGY

From Great Eastern Highway to Leach Road, the road is currently in very good condition with limited works required in short to medium term, to be funded under the RRG structure.

The section from the Warralakin Bin to the Burracoppin bin at the rail head is currently in average condition from Stoneman Road 13.44 SLK to Koorda-Bullfinch Road 40.02 SLK. Reconstruction works are required in the short to medium term, to be funded under the RRG structure.



## WATHEROO - MILING ROUTE

**Marah Street (5100140)**  
**Miling West Road (5100002)**  
**Watheroo-Miling Road (5100007)**  
**Local Distributors**

**Moora Shire**

**Last Reviewed: March 2021**

### FUNCTION

The Watheroo-Miling Route is a major link between the two towns and together with Miling West Road, performs a heavy haulage function for the movement of lime, gypsum, stock, and grain.

Marah Street is a RAV Network 7 Road.

Watheroo-Miling Road is a RAV Network 7 road.

Miling West Road is a RAV Network 7 road (conditional).

### DEVELOPMENT NEED

The Watheroo-Miling Route is of varying widths from 3.7m 6.2 and needs widening out to Type 6 for its entire length. The route is sealed completely, but various sections require reseal and pavement repairs. Any upgrades are to Type 6.

Marah Street will require periodic attention and a reseal.

### DEVELOPMENT STRATEGY

Over next five years, upgrade Watheroo-Miling Route to a uniform Type 5 road standard.

Reinstate existing failures through effected areas, improve drainage. Improve traffic safety by increasing seal and shoulder widths at curves and bends, and selectively improving road geometry. Improve ride comfort level by upgrading the road surfaces that have a high pavement roughness.

These improvements will be funded via Road Project Grants, Blackspot and Roads to Recovery funding.



## WELLS GLOVER ROAD

**Road No. 5020009**  
**Local Distributor**

**Chittering Shire**

**Last Reviewed: March 2021**

### FUNCTION

Wells Glover Road provides access to farming properties and a connection between Mooliabeenee Road, Bindoon-Moora Road and Great Northern Highway north of the Bindoon Range. The road has also had a tourism use in recent times.

### DEVELOPMENT NEED

This road has been fully constructed to a Type 5 standard formation and will require periodic preservation activities to cope with heavy vehicle traffic.

### DEVELOPMENT STRATEGY

Wells Glover Road is complete to width requirements of 7 metres and will need periodic preservation of the roads surface to improve the road to accommodate the increase in traffic volumes. Upgrades such as applying the final seal and shoulder reconditioning to increase the seal width are still required.

The road is identified in the Shire's ten-year capital road works program. It is proposed that Road Project Grant, Black Spot funds and Council's own funds will be sourced to finance future works.





## WESTONIA ROAD

**Road No. 4280085**

**Local Distributor**

**Westonia Shire**

**Last Reviewed: March 2021**

### FUNCTION

The Westonia Road is the major connector road to the Westonia townsite and connects Great Eastern Highway to the townsite and connects other significant routes including Leach Road, Stoneman Road and Boodarockin Road.

It also connects all of these roads to the Carrabin CBH facility. It is part of an important north-south link with Koorda-Bullfinch Road from the north-eastern areas of the Wheatbelt to the Great Eastern Highway and the Standard Gauge Railway. It is used to carry agricultural produce, fertiliser, livestock and general freight and an increasing tourist route. But more importantly, it is the only route for mining equipment, services, and general traffic to the re-opened Edna May Gold mining operations plus the transportation of ore in triple road train configurations (142GCM) from other mine sites.

### DEVELOPMENT NEED

Westonia Road will continue to remain a heavy haulage, grain freight and tourist route, with increased traffic numbers expected. The existing route (Westonia-Carrabin Rd) is 9.28km in length, sealed at 6.2m from the Great Eastern Highway to Boondarockin Road (Galena Street) in Westonia. The extension entails an additional 2.2km from this point to the mine entrance which is currently sealed to 6.2m.

Long term gold mining operations are active, placing considerable strain on the existing road network. Traffic counts indicate the large volume in traffic movements on this section of road for mining purposes, not to mention the existing agriculture movements to the CBH facility in Carrabin. The development of the entire route to a 7.0m seal in time will decrease the strain on the network.

### DEVELOPMENT STRATEGY

Road is currently in average condition with reconstruction works required in short to medium term, to be funded under the RRG structure.



## WEST POINT ROAD

**Road No. 5020049**  
**Access Road**

**Chittering Shire**

**Last Reviewed: March 2021**

### **FUNCTION**

Westpoint Road is a Type 5 sealed road that links Bindoon-Moora Road to Gully Road and Murphy Road in Victoria Plains Shire. It is a road train transport route and used mostly for agricultural produce and lime carting.

### **DEVELOPMENT NEED**

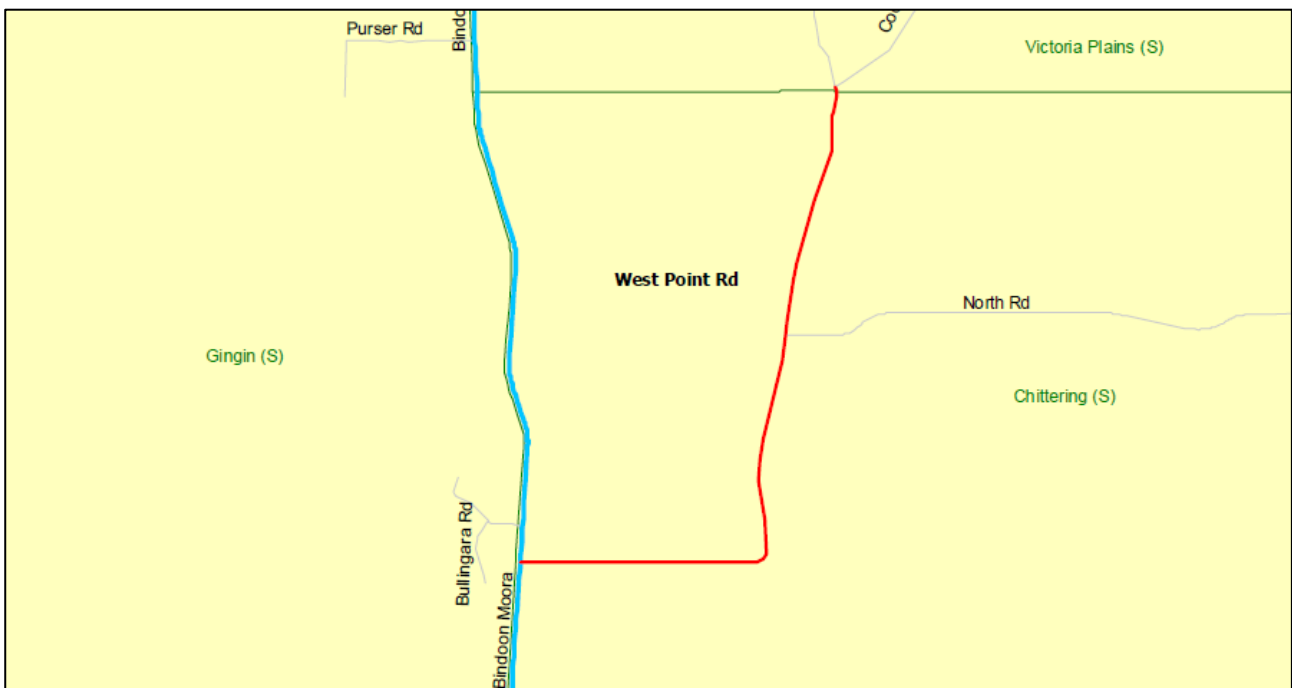
This road has been fully constructed to a Type 5 standard formation and will require periodic preservation activities to cope with heavy vehicle traffic.

### **DEVELOPMENT STRATEGY**

Westpoint Road is complete to width requirements of 7 metres and will need periodic preservation of the roads surface to improve the road to accommodate heavy vehicles.

Upgrades such as applying the final seal and shoulder reconditioning to increase the seal width are required.

The road is identified in the Shire’s ten-year capital road works program. It is proposed that Road Project Grant and Council’s own funds will be sourced to finance future works.



## WHEATBIN ROAD

**Road No. 5100183**  
**Access Road**

**Moora Shire**

**Last Reviewed: March 2021**

### FUNCTION

Wheatbin Road is a heavy haulage link south of the Moora town site, between Midlands Road and Moora-Bindoon Road. It services the strategic grain receival facility and the sheep selling facilities, as well as the Central Midlands Speedway Association.

Wheatbin Road is currently rated as a Network 7.

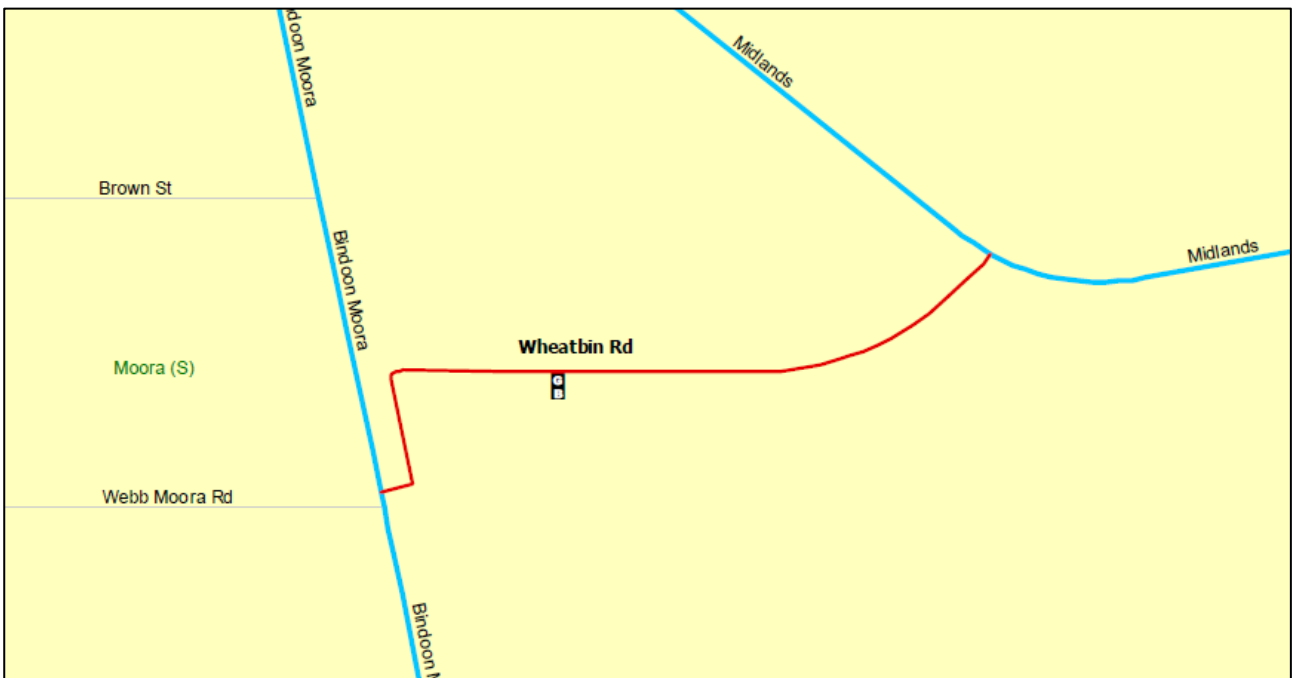
### DEVELOPMENT NEED

As a major road serving a CBH facility and providing a link between two major primary distributors, the road needs to be retained as a Type 5 road standard formation.

### DEVELOPMENT STRATEGY

Road geometry and alignment works with at Moora-Bindoon Road is required.

Continue to upgrade the road to current standards by carrying out pavement repairs and reseals when necessary.



## WILGOYNE ROAD

**Road No. 4160004**  
**Access Road**

**Mukinbudin Shire**

**Last Reviewed: March 2021**

### FUNCTION

Wilgoyne Road provides connection route for grain cartage from the northeast part of the shire to Mukinbudin receival.

It also part of the important Wheatbelt Way Tourist link connecting Mukinbudin to Beringbooding Rock and Elachbutting Rock tourist attractions, via Beringbooding Road.

Regional Functional Road Hierarchy class for Wilgoyne Road is Access Road.  
Wilgoyne Road is a RAV Network 5 road.

### DEVELOPMENT NEED

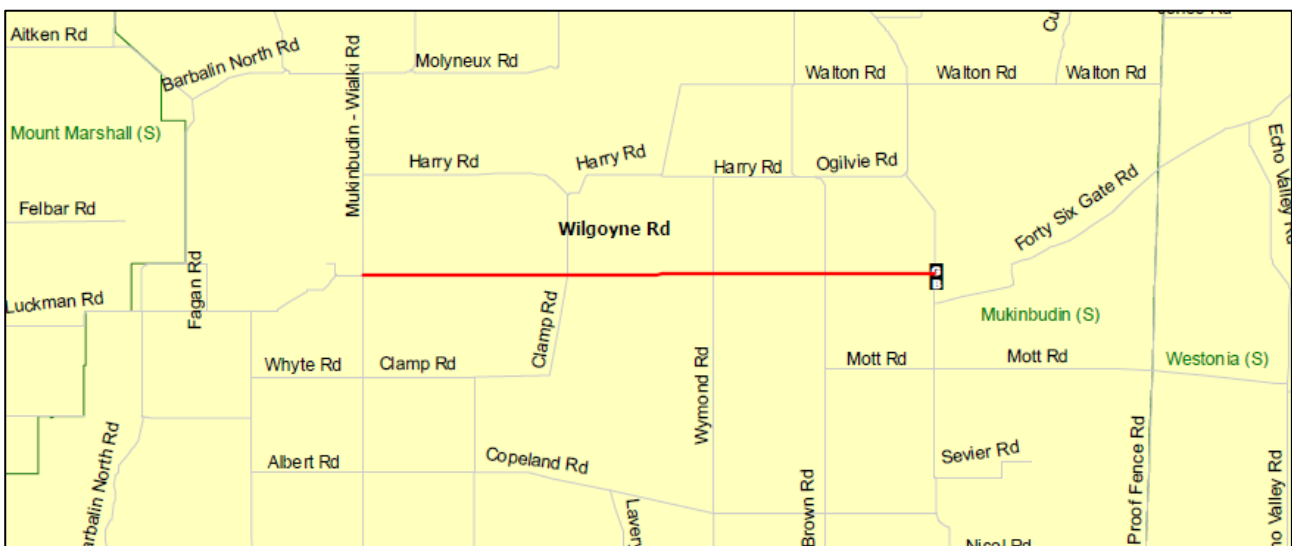
Wilgoyne Road connects the Wilgoyne Bin to the Mukinbudin – Wialki Road.

Part of Wilgoyne Road is a school bus route.

### DEVELOPMENT STRATEGY

Upgrade the road from the Bonnie Rock-Mukinbudin Road to the Wilgoyne grain receival facility to a uniform sealed standard.

The road has been widened to a uniform Type 5 road standard formation. Retain the Category C rating.



## WILSON STREET

**Road No. 4130076**  
**Access Road**

**Trayning Shire**

**Last Reviewed: March 2021**

### FUNCTION

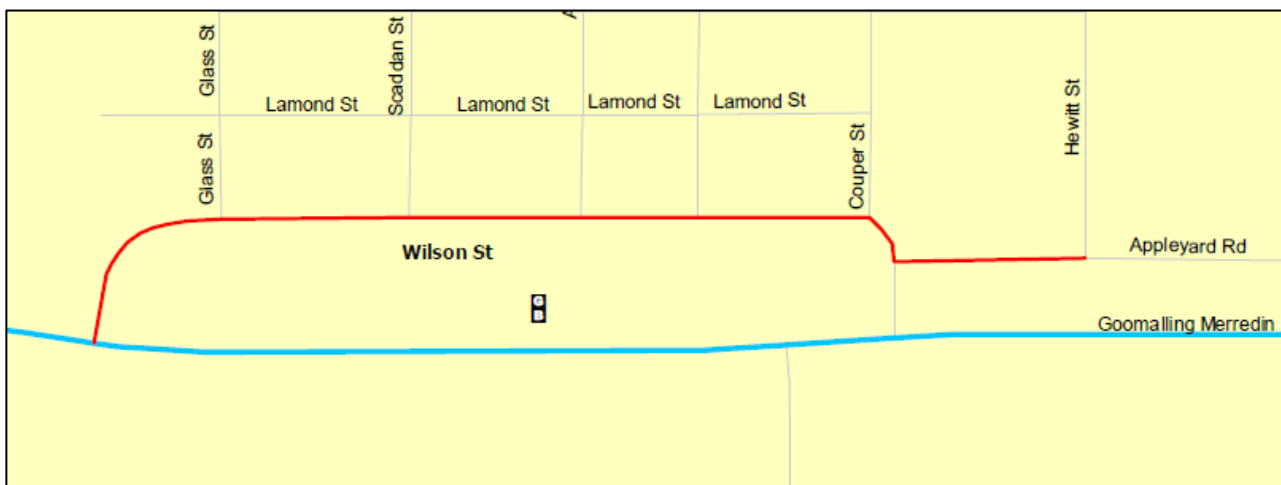
Wilson Street in Kununoppin links Leake Street and Kununoppin - Bencubbin Road to Goomalling - Merredin Road. It links the Kununoppin Hospital situated on Leake street to all approaches to Kununoppin from the south and is used to convey agricultural produce, fertiliser, livestock, and general freight.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

The street has been upgraded to a uniform Type 5 standard to cater for grain freight transport requirements and access to the Kununoppin Hospital. Future preservation works will be required using Road Project Funding.



## WIRRILDA ROAD

**Road No. 510055 and 517066  
Access Road**

**Moora and Victoria Plains Shires**

**Last Reviewed: March 2021**

### FUNCTION

Wirrilda Road provides an important access for heavy haulage exporting hay/pellet at Glentromie. The road links to the Wongan Hills – Gillingarra Route which will provide the easterly access to a bio-solids facility, proposed by the Water Corporation.

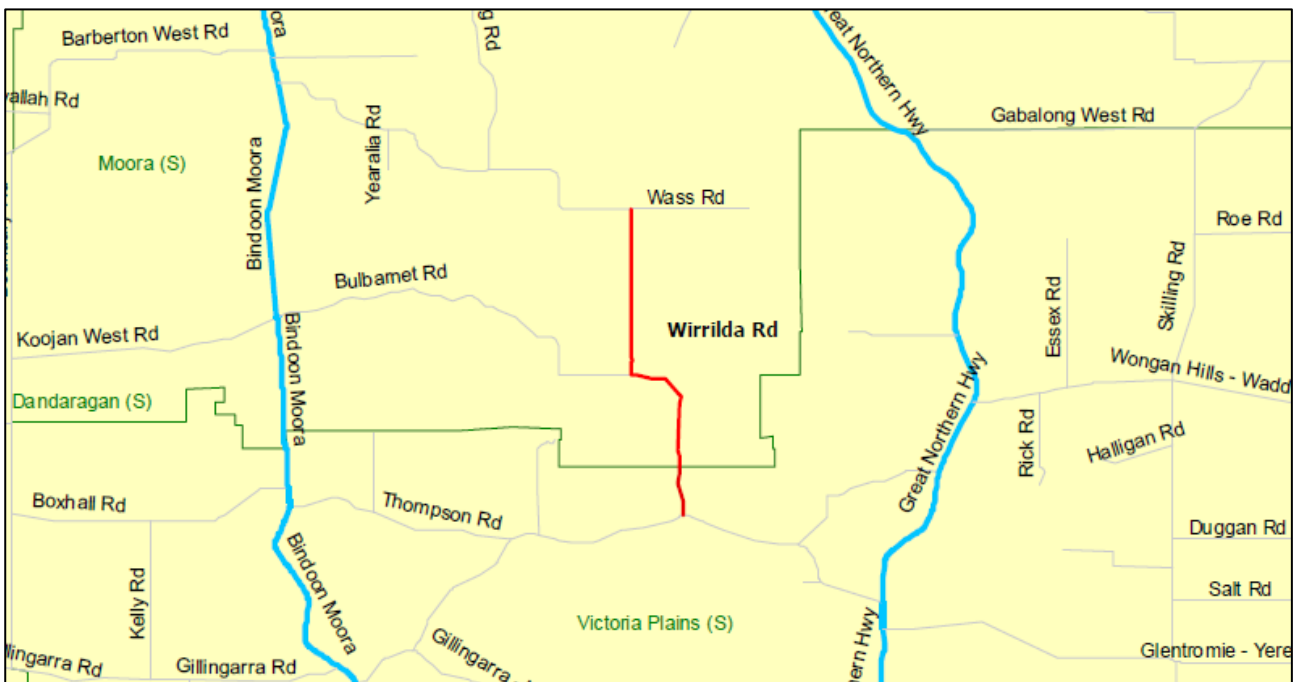
Wirrilda Road is a RAV Network 3 road in Moora Shire and a RAV Network 3 road (conditional) in Victoria Plains Shire.

### DEVELOPMENT NEED

The importance of Wirrilda Road is increasing with the extensive amount of hay being produced and delivered to the export hay/pellet plant, and the development of the bio-solids facility. The current Type 3 road standard is insufficient to cater for heavy haulage using it. The full length of the road needs to be upgraded to a uniform Type 5 road standard.

### DEVELOPMENT STRATEGY

Construct to provide a uniform Type 5 road standard along the full length of the road. In the interim, continue to upgrade the road to current standards by carrying out pavement repairs and reseals when necessary.



## WONGAN HILLS - GILLINGARRA ROUTE

**Yerecoin South-East Road (5170005 and 5180008)  
Glentromie-Yerecoin Road (5170004)  
Gillingarra-Glentromie Road (5170019)  
Local Distributors**

**Victoria Plains and Wongan-Ballidu Shires**

**Last Reviewed: March 2021**

### FUNCTION

This route serves as an important east-west link between Wongan Hills, Yerecoin, Great Northern Highway and Bindoon-Moora Road. It provides access to health and medical facilities, District High School, and government agencies at Wongan Hills, servicing the region.

Tourist traffic uses this route to access New Norcia from Wongan Hills and areas to the East.

The route provides heavy haulage access to the major export hay/pellet plant at Glentromie and the pellet plant at Wongan Hills. It is also used to cart grain, fertiliser, and livestock.

The route links with Toodyay – Bindi Bindi Road to provide areas north and south of Yerecoin with access to the hay/pellet plant at Glentromie and the CBH primary receival sites at Piawaning and Calingiri.

The route will provide the easterly access to the bio-solids facility, proposed by the Water Corporation to be located on Bullbarnet Road within the Shire of Moora.

Yerecoin South-East Road is a RAV Network 2 road in Wongan-Ballidu Shire. In Victoria Plains Shire it is a RAV Network 4 road (conditional).

Glentromie-Yerecoin and Gillingarra-Glentromie Roads are RAV Network 3 roads (conditional).

### DEVELOPMENT NEED

The increasing volume of heavy haulage traffic requires upgrade of the route for a safe and efficient travel. The road standard is insufficient, in places, to cater for the volume and type of vehicles using this road.

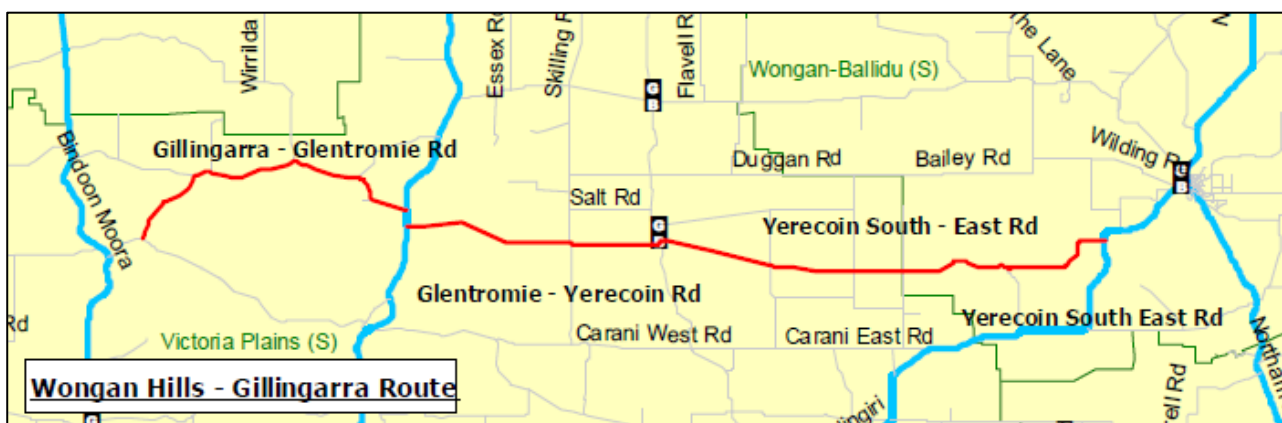
The full length of the route needs to be upgraded to a uniform Type 5 road standard.

### DEVELOPMENT STRATEGY

Construct reform and widen various sections as required to provide a uniform Type 5 standard formation along the full length of the route using Road Project Grant funds.

Gillingarra - Glentromie Road - Construct to a uniform Type 5 road standard formation.

Yerecoin South East Road - Widen formation to a uniform Type 5 road standard, construct base course, prime and seal to 6 metres (Type 4) between SLK0.00 and SLK 13.50 to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of local traffic.



## WONGAN HILLS - KOORDA ROUTE

**Koorda Wongan Hills Road (4070023) Regional Distributor**  
**Cadoux Koorda Road (4110002, 5180198) Regional Distributor**  
**Hospital Road (5180195) Regional Distributor**  
**Quinlan Street (5180196) Regional Distributor**  
**Wongan Hills Cadoux Road (5180197) Regional Distributor**

**Dowerin, Koorda, and Wongan-Ballidu Shires**

**Last Reviewed: March 2021**

### FUNCTION

The Wongan-Koorda Route provides access for the north-eastern Wheatbelt Region to markets through Calingiri and Great Northern Highway to Perth, or through Goomalling and Northam to Perth. It is used by road trains. It also provides access for emergency treatment at the Wongan Hills Regional Hospital and it part of a route from Great Northern Highway to Great Eastern Highway; particularly for mining equipment/supplies.

### DEVELOPMENT NEED

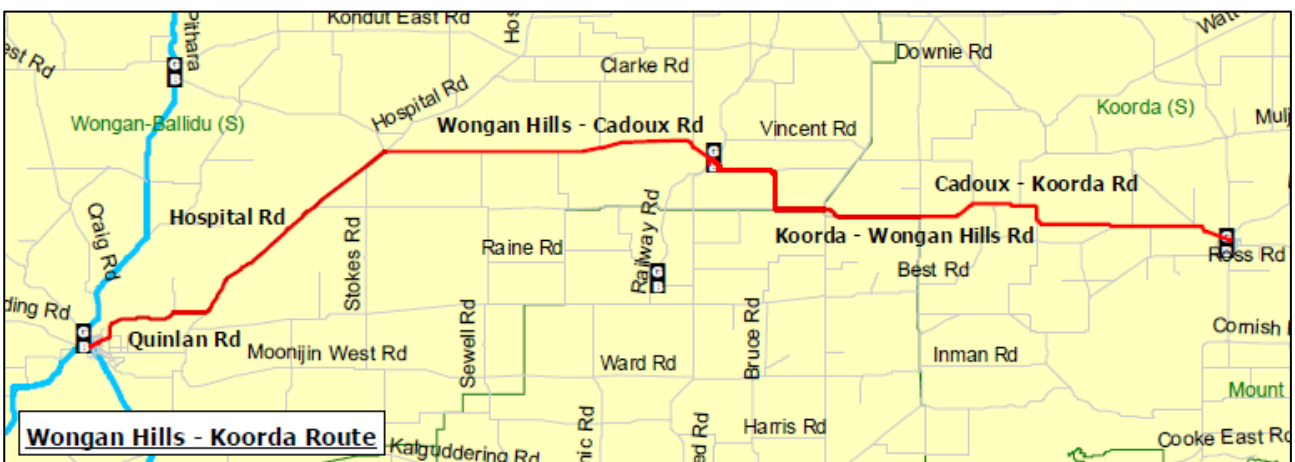
With the Wongan Hills-Waddington section, Cadoux-Koorda Road forms part of an east-west link to the coast which could become more important as the need for cartage of lime sand from the coast to the inland Wheatbelt increases. The narrow seal sections within Koorda Shire have been widened to type 4 and the road maintenance, patching costs are a concern with most of the centre section of pavement nearing the 'end of life' and seal joins deteriorating.

Within Wongan-Ballidu Shire, the narrow seal is inadequate for the type and volume of traffic it carries. Maintenance costs through edge wear are a concern.

### DEVELOPMENT STRATEGY

Cadoux-Koorda Road is presently a type 4 standard road with the seal width being 6.2m.

Upgrade the entire route to a uniform Type 5 standard to cater for heavy haulage for agricultural and general freight transport requirements using Road Project Funding.





## WONGAN HILLS - WADDINGTON ROAD

**Road No. 5170126, 5170127 and 5180199**  
**Regional Distributor**

**Victoria Plains and Wongan-Ballidu Shires**

**Last Reviewed: March 2021**

### FUNCTION

Wongan Hills-Waddington Road is an important east-west connector between the major north-south routes of Great Northern Highway and Northam-Pithara Road. It is used to cart grain, fertiliser, livestock, and general freight.

It provides coastal access through Moora and Badgingarra as a major tourist route. The road complements the Dandaragan–Jurien Route by linking Wongan Hills and areas to the East to this route, via Moora.

Wongan Hills-Waddington Road is a RAV Network 5 road.

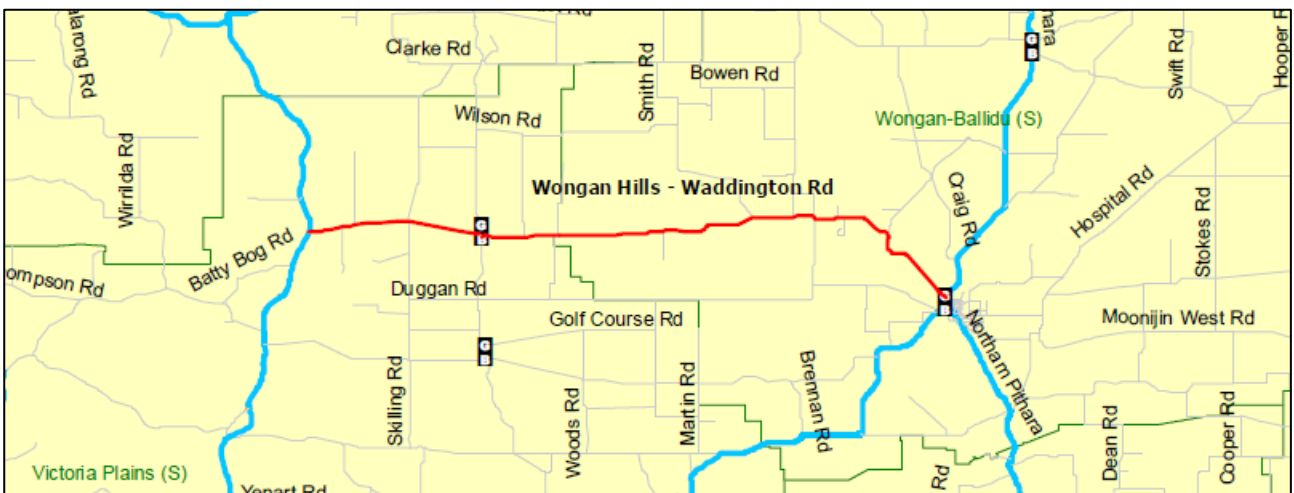
### DEVELOPMENT NEED

The mix of large vehicles hauling grain and tourist and commuter vehicles gives rise to hazardous overtaking, so there is a need for improvements to this road.

### DEVELOPMENT STRATEGY

Improve traffic safety by repairing bitumen failures increase seal and shoulder widths at curves and bends, and selectively improve road geometry to suit heavy vehicle movements and the mix of tourist and commuter traffic.

Improve ride comfort level by upgrading the road surfaces that have a high pavement roughness.



## WUBIN - GUNYIDI ROAD

**Road No. 5030243**  
**Regional Distributor**

**Dalwallinu Shire**

**Last Reviewed: March 2021**

### FUNCTION

Wubin-Gunyidi Road is an integral link in the chain for the transportation of agricultural products to agricultural properties in the Central Wheatbelt and transporting agricultural produce. These agricultural products are used for increasing the commodities produced from agricultural land.

Wubin-Gunyidi Road is a through road to Coorow Shire.

### DEVELOPMENT NEED

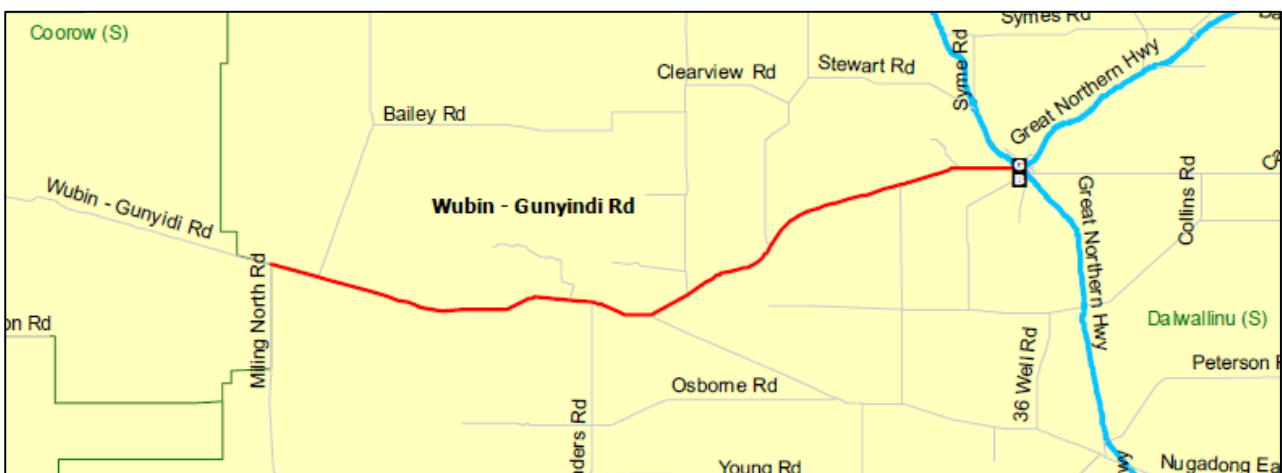
Wubin-Gunyidi Road is expected to remain an integral link for the transportation of agricultural products due to the expected long term viability of the use of agricultural lime (and other products) for enhancing farming production in the Central Wheatbelt region and the long term feasibility of the agricultural lime production areas. Wubin-Gunyidi Road will be used for the transportation of agricultural produce between regions long into the future.

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided

### DEVELOPMENT STRATEGY

Wubin-Gunyidi Road is currently sealed to 6.2m wide.

The long-term strategy is to bring this road up to a minimum standard of 7m wide seal on a 10m formation. Funding for this upgrade will need to come from road Project Grants.



## WYALKATCHEM – BULLFINCH ROUTE

**Aitken Road (4110136)**

**Haig Street (4110138)**

**Koorda Bullfinch Road (4110139, 4150145, 4160107, 4220064, 2480083, 6110226)**

**Railway Street (4110137)**

**Wyalkatchem Koorda Road (4110135, 4310130)**

**Honour Avenue (4310129)**

**Mitchell Street (4310103)**

**Railway Terrace (4310103)**

**Town Access Road (4310119)**

**Regional Distributors**

**Koorda, Mt Marshall, Mukinbudin, Nungarin, Westonia, Wyalkatchem, and Yilgarn Shires**

**Last Reviewed: March 2021**

### FUNCTION

The Wyalkatchem – Bullfinch Route is a regional distributor linking the Yilgarn region with the North Eastern Wheatbelt region. It is also an important link to the coast from the eastern Wheatbelt areas. It conveys agricultural produce, fertiliser, livestock, general freight, and mining equipment from the Goldfields region to points west and north.

Wyalkatchem-Koorda Road is a RAV Network 6 (conditional) road in Koorda Shire, and a RAV Network 5 road (conditional) in Wyalkatchem Shire.

Koorda-Bullfinch Road is a RAV Network 5 road Nungarin Shires, a RAV Network 6 road (conditional) in Mt Marshall and Koorda Shires, and a RAV Network 7 road in Mukinbudin, Westonia, and Yilgarn Shires.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided and preserved into the future.

### DEVELOPMENT STRATEGY

Upgrade the route to cater for heavy haulage for agricultural and general freight transport requirements using Road Project Funding.

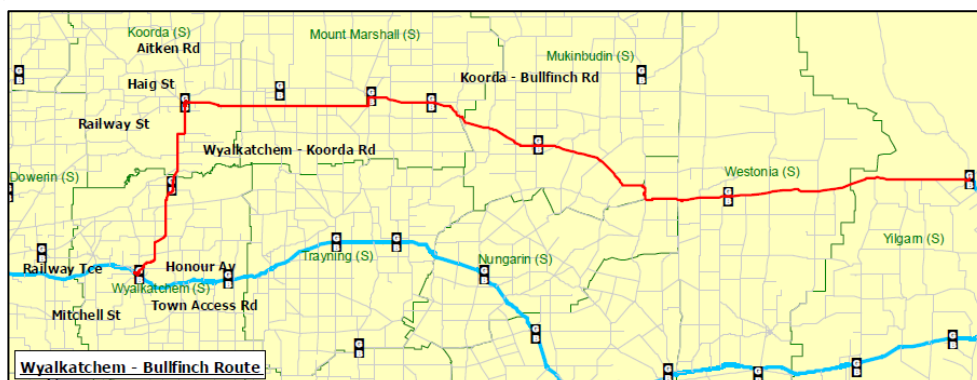
Reconstruction works have been completed on the western end of Koorda-Bullfinch Road, from western Westonia Boundary to Warralakin townsite which included 10m formation and 7.5m seal, funded under the RRG structure.

The Nungarrin section of Koorda-Bullfinch Road has been upgraded to a uniform Type 5 standard. At some time in the future it will require some preservation work using Road Project Funding.

Upgrade the Yilgarn section to a uniform Type 5 road standard between Warralakin and Bullfinch.

Widen the single-lane sections to a uniform Type 4 road standard between Wyalkatchem and Warralakin.

Upgrade the substandard Wyalkatchem Shire section to a uniform Type 5 standard to cater for agricultural and general freight transport requirements. Maintain the roads to a uniform type 5 standard to cater for access to the Wyalkatchem Hospital, High School from Koorda, agriculture, and general freight.



## WYALKATCHEM NORTH ROAD

**Gamble Street (4310104) Local Distributor**

**Slocum Street (4310111) Local Distributor**

**Wyalkatchem North Road (4110080, 4310002) Access Road / Local Distributor**

**Koorda and Wyalkatchem Shires**

**Last Reviewed: March 2021**

### FUNCTION

Wyalkatchem North Road is the designated heavy vehicle route to haul gypsum from the Gypsum mine located at the north end of this road, to the Wyalkatchem and Koorda townsites and beyond (approx. 30,000 Tonnes per annum of Gypsum is hauled along this road). It is also used to convey agricultural produce, fertiliser, livestock, and general freight and is the main access to the recreation facilities located at Cowcowing Lakes.

### DEVELOPMENT NEED

The volume and type of traffic using this route requires that a sealed road of minimum 7.0m width (Type 5 standard) be provided.

### DEVELOPMENT STRATEGY

5% of this road is presently a Type 4 standard road with seal width between 6.0 to 6.2m. 20% of this road is presently a Type 4 standard road with seal width between 3.8 to 4.0m width. The remaining 75% of this road is a gravel sheeted unsealed pavement (Type 3 standard).

Upgrade the road to a uniform Type 5 standard to cater for the gypsum, and agricultural and general freight transport requirements using Road Project Funding.



## YORKRAKINE ROAD

Road No. 4250006  
Access Road

Tammin Shire

Last Reviewed: March 2021

### FUNCTION

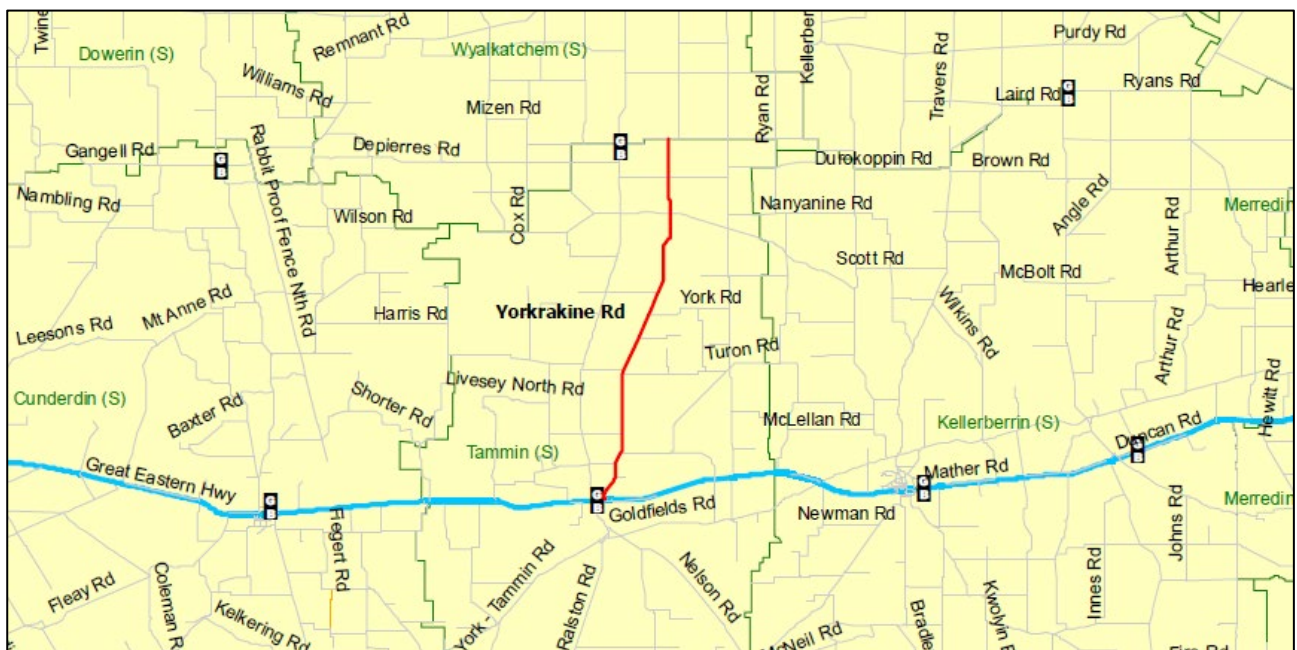
Council has recently approved the gravel extraction and tyre burial on lot 12967 Yorkrakine Road which will commence in July 2013. It is anticipated that the volume of trucks and semis that will utilise this road will increase over a period of 25 to 25 years, which is the anticipated life of the lot in question. Currently RAV 4.1 road.

### DEVELOPMENT NEED

Widening of the current bituminised length and continuous widening of existing gravel road beyond to an 8-meter width.

### DEVELOPMENT STRATEGY

Widening of the current bituminised length from SLK 4.28 to SLK 10.70 and continuous widening of existing gravel road beyond to an 8-metre width.



## **YORK - TAMMIN ROUTE**

**Goldfields Road (4060170, 4240167)**  
**York-Tammin Road (4330001, 4250081)**  
**Regional Distributors**

**Tammin, Cunderdin, Quairading, and York Shires**

**Last Reviewed: March 2021**

### **FUNCTION**

The York-Tammin Road is a regional link between York, Cunderdin and Tammin linking the Northam-Cranbrook Road to Great Eastern Highway. The road is a designated permit vehicle route.

The section of route going through the Shire of Tammin is currently made out of multiple roads and streets, these are York Tammin Rd (4250081), Hunt Rd (4250085) McLaren St (4250082), Walston Street (4250040), Underwood Rd (4250033) and Little Underwood Rd (4250084). The future Tammin Southern Link will take all the heavy traffic outside the town precinct and bring them straight to the entrance of the Tammin CBH grain storage. This new alignment will also be a direct access to the Tammin abattoir located on the East side of the town. This will remove all heavy vehicles currently going through the town and provide a safer environment for the residents and the school children as the post office and the bus stop are at the intersection where heavy haulage vehicles are turning to enter Walston Rd.

The new road will also facilitate and provide a safer direct access to CBH for all heavy Haulage vehicles coming from the southern part of the Shire of Tammin.

The Shire of Tammin has been granted some funding through the HVSP program round 7 by the Federal Government for the construction of the new Tammin Southern Link. The objective of this application is to add the new section of road that will be constructed to the Significant Local Government Roads List and once approved, an application will be made to remove the roads currently going through town off the list.

The current route going through town is made of type 4 and 5 sealed roads; the new link will be constructed to a type 6 road, which will be a more appropriate pavement surface for the heavy haulage vehicles.

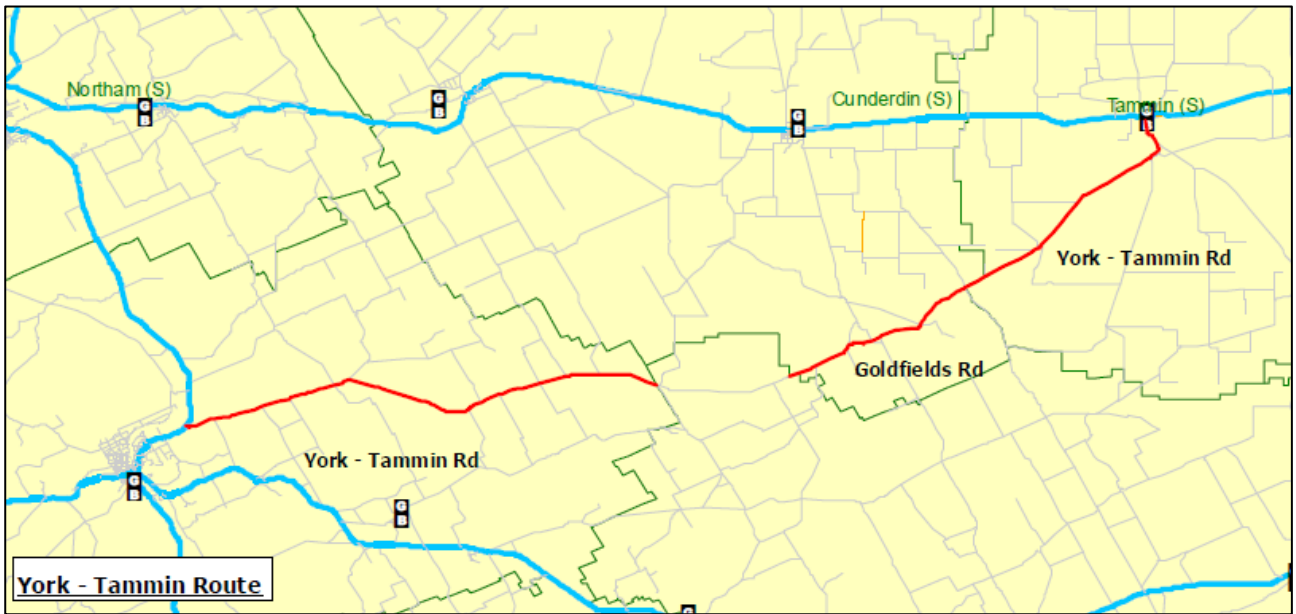
### **DEVELOPMENT NEED**

The road is an integral part of the regional road network providing a route for grain, hay, and livestock transport in addition to being a regional link for tourism, sport, business, and general travel from east to west

### **DEVELOPMENT STRATEGY**

Upgrade the road to a minimum 9m pavement with a 7m seal including safety improvements such as white lines, floodway's, and edge markings

The new section of road will be of Type 6, comprising of a 40m wide road reserve, 10m formation width with an 8 m wide seal on a 400mm thick road base. The length of the new section is 2.2km



## ROAD NUMBERING SYSTEM

The road numbering system used throughout this Strategy document is explained as follows.

Local Roads, managed by Local Government Authorities (LGAs), have seven-digit road numbers. The first three digits indicate the LGA that manages the Local Road, the final four digits denote the number, or label, assigned to that road by the LGA. The following table summarises the LGA codes for the Great Southern Region.

Local Government Authority	Code
CHITTERING	502
CUNDERDIN	406
DALWALLINU	503
DANDARAGAN	504
DOWERIN	407
GINGIN	507
GOOMALLING	408
KELLERBERRIN	409
KOORDA	411
MERREDIN	414
MOORA	510
MOUNT MARSHALL	415
MUKINBUDIN	416
NORTHAM	421
NUNGARIN	422
TAMMIN	425
TOODYAY	426
TRAYNING	413
VICTORIA PLAINS	517
WESTONIA	428
YILGARN	611
WONGAN-BALLIDU	518
WYALKATCHEM	431
YORK	433

As an example, consider Wyalkatchem North Road. The portion Wyalkatchem North Road (4110080) managed by Koorda Shire has been numbered "0080" by that shire. Wyalkatchem Shire has numbered its portion of Wyalkatchem North Road (4310002) as "0002".

## RESTRICTED ACCESS VEHICLE (RAV) NETWORKS

Main Roads Western Australia has granted certain Restricted Access Vehicles (RAVs) conditional access to specified Western Australian roads, through the gazettal of a Class 2 and 3 Notice under the provisions of the Road Traffic (Vehicle Standards) Regulations 2002.

Refer to the Heavy Vehicle website:

<https://www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/>



### APPENDIX 1: TABLE OF ROUTES WITH SLKS

<b>WHEATBELT NORTH RRG ROADS</b>										
Route Name	Road Name	Road Number	Road hierarchy	Local Government	SLKS & LENGTH			ROAD SURFACE SLK		
					SLK FROM	SLK TO	Road Length	TOTAL KMS	SEALED	UNSEALED
AGLIME ROUTE 1 - LANCELIN TO NORTHAM (Local roads - Woodridge To Toodyay)	Dewars Pool-Bindoon Road	5020003	Regional Distributor	Chittering	0.00	9.40	9.40	96.28	9.40	
	Mooliabeenie Road	5020001	Regional Distributor	Chittering	0.00	6.73	6.73		6.73	
	Gingin Brook Road	5070002	Regional Distributor	Gingin	0.00	29.15	29.15		29.15	
	Honeycomb Road	5070214	Regional Distributor	Gingin	0.00	2.12	2.12		2.12	
	Mooliabeenie Road	5070001	Regional Distributor	Gingin	0.00	11.42	11.42		11.42	
	Anzac Avenue	4260061	Access Road	Toodyay	0.00	0.40	0.40		0.40	
	Clinton Street	4260063	Access Road	Toodyay	0.33	0.42	0.09		0.09	
	Dewars Pool-Bindoon Road	4260194	Regional Distributor	Toodyay	0.00	24.65	24.65		24.65	
	Fiennes Street	4260064	Access Road	Toodyay	0.17	0.36	0.19		0.19	
	Hamersley Street	4260126	Access Road	Toodyay	0.00	0.68	0.68		0.68	
	Harper Road	4260058	Regional Distributor	Toodyay	0.00	0.25	0.25		0.25	
	Telegraph Road	4260196	Regional Distributor	Toodyay	0.00	2.15	2.15		2.15	
	Toodyay-Bindi Bindi Road	4260197	Regional Distributor	Toodyay	0.00	9.05	9.05		9.05	
AGLIME ROUTE 2 - LANCELIN TO GOOMALLING (Local Roads - Ledge Point To Goomalling)	Cowalla Road	5070003	Regional Distributor / Access Road	Gingin	29.99	36.49	6.50	217.99	6.50	
	Mogumber West Road	5070011	Regional Distributor	Gingin	0.00	24.95	24.95		24.95	
	K.W. Road	5070008	Regional Distributor	Gingin	0.00	6.75	6.75		6.75	
	Orange Springs Road	5070006	Regional Distributor	Gingin	0.00	17.86	17.86		17.86	
	Sappers Road	5070007	Regional Distributor / Access Road	Gingin	0.00	11.83	11.83		11.83	
	Goomalling Meckering Road	4060002	Local Distributor	Cunderdin	0.00	20.09	20.09		20.09	
	Goomalling Meckering Road	4080001	Local Distributor	Goomalling	0.00	21.90	21.90		21.90	
	Goomalling-Callingiri Road	4080107	Regional Distributor	Goomalling	0.00	30.04	30.04		30.04	
	Calingiri-New Norcia Road	5170008	Regional Distributor	Victoria Plains	0.00	27.55	27.55		27.55	
	Goomalling-Callingiri Road	5170123	Regional Distributor	Victoria Plains	0.00	21.02	21.02		21.02	
	Mogumber West Road	5170015	Regional Distributor	Victoria Plains	0.00	9.56	9.56		9.56	
	Mogumber-Yarawindah Road	5170006	Regional Distributor	Victoria Plains	0.00	18.04	18.04		18.04	
	Tooyay - Bindi Bindi Road	5170124	Regional Distributor	Victoria Plains	23.23	24.58	1.35		1.35	
Tooyay - Bindi Bindi Road	5170125	Regional Distributor	Victoria Plains	0.00	0.55	0.55	0.55			
AGLIME ROUTE 3 - CERVANTES TO BUREKIN (Local Roads - Cervantes To Burakin)	Cadda Road	5040009	Regional Distributor	Dandaragan	0.00	26.37	26.37	195.71		26.37
	Cervantes Road	5040332	Regional Distributor	Dandaragan	30.23	49.63	19.40		19.40	
	Cervantes Road	5040333	Regional Distributor	Dandaragan	0.00	2.09	2.09		2.09	
	North West Road	5040005	Regional Distributor	Dandaragan	0.00	49.16	49.16		49.16	
	Bindi-Ballidu Road	5100008	Regional Distributor	Moora	0.00	16.63	16.63		16.63	
	Dandaragan Street	5100192	Regional Distributor	Moora	0.00	1.63	1.63		1.63	
	Moora-Caro Road	5100196	Regional Distributor	Moora	0.00	8.50	8.50		8.50	
	Ballidu-Bindi Bindi Road	5180004	Regional Distributor	Wongan-Ballidu	0.00	26.83	26.83		26.83	
	Ballidu East Road	5180003	Access Road	Wongan-Ballidu	0.36	25.57	25.21		25.21	
	Federation Street	5180096	Regional Distributor	Wongan-Ballidu	0.00	1.16	1.16		1.16	
	Hospital Road	5180195	Regional Distributor	Wongan-Ballidu	49.26	67.48	18.22		18.22	
Townsend Road	5180170	Regional Distributor	Wongan-Ballidu	0.00	0.51	0.51	0.51			
Bell Road	5030027	Regional Distributor	Dalwallinu	6.32	27.81	21.49	159.62	21.49		
	Carot Well Road	5030231	Local Distributor	Dalwallinu	0.00	3.02		3.02	3.02	

AGLIME ROUTE 4 JURIEN TO DALWALLINU ROUTE (Local Roads - Jurien To Dalwallinu)	Dalwallinu West Road	5030005	Regional Distributor / Local Distributor	Dalwallinu	1.34	5.40	4.06		4.06	
	Locke Road	5030026	Access Road	Dalwallinu	3.02	10.03	7.01		7.01	
	Miling North Road	5030085	Local Distributor	Dalwallinu	0.00	1.32	1.32		1.32	
	Jurien Road	5040331	Regional Distributor	Dandaragan	0.00	35.52	35.52		35.52	
	Watheroo Road	5040008	Regional Distributor	Dandaragan	0.00	39.26	39.26		39.26	
	Carot Well Road	5100021	Local Distributor	Moora	0.00	27.33	27.33		27.33	
	Railway Road	5100026	Local Distributor	Moora	0.00	2.46	2.46		2.46	
	Watheroo West Road	5100005	Regional Distributor	Moora	0.00	18.15	18.15		18.15	
AVON TERRACE	Avon Terrace	4330089	Regional Distributor	York	0.00	2.32	2.32	2.32	2.32	
BAANDEE NORTH ROAD	Bandee North Road	4090006	Local Distributor	Kellerberrin	0.00	29.33	29.33	29.33	29.33	
BARBERTON WEST ROAD	Barberton West Road	5040020	Local Distributor	Dandaragan	0.00	11.53	11.53	23.17		11.53
	Barberton West Road	5100035	Local Distributor	Moora	0.00	11.64	11.64		3.60	8.04
BELKA - WOLGARL ROUTE	Belka East Road	4140089	Local Distributor	Merredin	0.00	1.72	1.72	24.21		1.72
	Brissenden Road	4140004	Local Distributor	Merredin	0.00	18.94	18.94		18.94	
	Crossland Street	4140230	Local Distributor	Merredin	0.00	1.20	1.20		1.20	
	Wogarl Muntadgin Road	4140043	Local Distributor	Merredin	0.00	2.35	2.35		2.35	
BENCUBBIN - KUNUNOPPIN ROUTE	Bencubbin Kununoppin Road	4150017	Access Road	Mt Marshall	0.00	14.24	14.24	35.26		14.24
	Bencubbin Kununoppin Road	4130001	Access Road	Trayning	0.00	20.48	20.48		13.51	6.97
	Leake Street	4130077	Access Road	Trayning	0.00	0.54	0.54		0.54	
BERINGBOODING ROAD	Beringbooding Road	4160008	Access Road	Mukinbudin	0.00	13.25	13.25	13.25		13.25
BIMBIJY ROAD	Bimbijy Road	4150009	Access Road	Mt Marshall	0.00	96.71	96.71	96.71	28.87	67.84
BODALLIN NORTH ROAD	Bodallin North Road	6110002	Local Distributor	Yilgarn	0.00	43.61	43.61	43.61	43.61	
BODALLIN BIN AND BODALLIN SOUTH ROUTE	Bodallin South Road	6110088	Local Distributor / Access Road	Yilgarn	0.00	4.20	4.20	33.30	4.20	
	Bodallin South Road	6110005	Local Distributor	Yilgarn	0.00	28.99	28.99		7.00	21.99
	Ivey Road	6110064	Local Distributor	Yilgarn	0.00	0.11	0.11		0.11	
BOLGART EAST ROAD	Bolgart East Road	4080008	Access Road	Goomalling	0.00	14.38	14.38	26.93	5.88	8.50
	Bolgart East Road	5170007	Local Distributor	Victoria Plains	0.00	12.55	12.55		12.55	
BONNIE ROCK - MERREDIN ROUTE	Bonnie Rock Lake Brown Road	4160006	Local Distributor	Mukinbudin	36.57	49.04	12.47	53.69		12.47
	Ogilvie Road	4160019	Local Distributor	Mukinbudin	3.44	13.66	10.22			10.22
	Quanta Cutting North Road	4160010	Local Distributor	Mukinbudin	0.00	14.71	14.71			14.71
	Quanta Cuttin Weira Road	4160093	Local Distributor	Mukinbudin	0.00	9.14	9.14			9.14
	Quanta Cuttin Weira Road	4220040	Local Distributor	Nungarin	0.00	7.15	7.15			7.15
BULBARNET ROAD	Bulbarnet Road	5100013	Access Road	Moora	0.00	13.91	13.91	13.91	13.91	
BULLS HEAD ROAD	Bulls Head Road	4140003	Local Distributor	Merredin	0.00	25.35	25.35	25.35	25.35	
BUNTINE - COOROW ROUTE	Buntine Marchagee Road	5030008	Regional Distributor	Dalwallinu	0.00	20.70	20.70	22.13	20.70	
	Dermer Street	5030227	Local Distributor	Dalwallinu	0.00	1.43	1.43		1.43	
BURAKIN WIALKI ROAD	Burakin Wialki Road	4110140	Regional Distributor	Koorda	0.00	36.63	36.63	94.61	36.63	
	Burakin Wialki Road	4150150	Regional Distributor	Mt Marshall	0.00	51.15	51.15		51.15	
	Burakin Wialki Road	5180192	Regional Distributor	Wongan-Ballidu	0.00	6.83	6.83		6.83	
BURRACOPPIN CAMPION ROAD	Buracoppin Campion Road	4140005	Access Road	Merredin	0.00	32.15	32.15	45.40	20.99	11.16
	Buracoppin Campion Road	4220006	Access Road	Nungarin	0.00	13.25	13.25			13.25
BURRACOPPIN - WESTONIA ROUTE	Buracoppin Siding Road	4140215	Access Road	Merredin	0.00	2.45	2.45	25.59	2.45	
	Leach Road	4280016	Regional Distributor and Access Road	Westonia	0.00	21.04	21.04		21.04	
	Rabbit Proof Fence Road	4280025	Regional Distributor	Westonia	1.80	3.90	2.10		2.10	
BURRACOPPIN SOUTH ROAD	Buracoppin South Road	4140015	Local Distributor	Merredin	0.00	49.17	49.17	49.17	27.14	22.03
CARTER DOODENANNING ROAD	Carter Doodenanning Road	4060011	Local Distributor	Cunderdin	0.00	19.78	19.78	19.78	11.23	8.55

CHANDLER MERREDIN ROAD	Chandler Merredin Road	4140001	Local Distributor	Merredin	0.00	40.03	40.03	45.20	40.03	
	Chandler Merredin Road	4220005	Local Distributor	Nungarin	0.00	5.17	5.17			5.17
CHANDLER NUNGARRIN ROAD	Chandler Nungarin Road	4220003	Local Distributor	Nungarin	0.00	35.45	35.45	35.45	14.40	21.05
CHITTERING ROAD	Chittering Road	5020002	Regional Distributor	Chittering	0.00	26.72	26.72	26.72	26.72	
CHITTERING VALLEY ROAD	Chittering Valley Road	5020007	Regional Distributor	Chittering	0.00	8.78	8.78	8.78	8.78	
CHITTY ROAD	Chitty Road	4211051	Local Distributor	Northam	0.00	4.82	4.82	11.57	4.82	
	Chitty Road	4260016	Local Distributor	Toodyay	0.00	6.75	6.75		2.42	4.33
CLACKLINE TOODYAY ROAD	Clackline Toodyay Road	4211209	Regional Distributor	Northam	0.00	3.05	3.05	14.79	3.05	
	Eadine Road	4211074	Regional Distributor	Northam	0.00	1.18	1.18		1.18	
	Clackline Toodyay Road	4260193	Regional Distributor	Toodyay	0.00	10.56	10.56		10.56	
COCKATOO TANK ROAD	Cockatoo Tank Road	6110185	Local Distributor	Yilgarn	0.00	14.19	14.19	14.19		14.19
COOMBERDALE EAST AND WEST ROADS ROUTE	Coomberdale East Road	5100027	Access Road / Local Distributor	Moora	0.00	8.68	8.68	39.48	3.80	4.88
	Coomberdale West Road	5100011	Local Distributor	Moora	0.00	12.56	12.56		5.20	7.36
	Coomberdale West Road	5040032	Local Distributor	Dandaragan	0.00	18.24	18.24			18.24
CRAIG ROAD ROUTE	Sheoak Road	5030038	Local Distributor	Dalwallinu	0.00	4.29	4.29	47.80		4.29
	Craig Road	5180033	Local Distributor	Wongan-Ballidu	0.00	18.24	18.24			18.24
	Kondut West Road	5180010	Local Distributor	Wongan-Ballidu	9.20	10.36	1.16			1.16
	Sheok Road	5180020	Local Distributor	Wongan-Ballidu	0.00	12.57	12.57			12.57
	White Well Road	5180019	Local Distributor	Wongan-Ballidu	0.00	11.54	11.54			11.54
CRAMPHORNE ROAD	Cramphorne Road	6110041	Regional Distributor / Access Road	Yilgarn	0.00	24.27	24.27	24.27	11.20	13.07
CROOKS ROAD	Crooks Road	4140072	Local Distributor / Access Road	Merredin	0.00	1.50	1.50	1.5	1.50	
CUNDERDIN GRAIN ACCESS ROUTE	Baxter Road	4060165	Regional Distributor	Cunderdin	0.00	0.73	0.73	1.98	0.73	
	Carter Drive	4060148	Access Road	Cunderdin	0.00	0.77	0.77		0.77	
	Olympic Avenue	4060082	Access Road	Cunderdin	0.00	0.48	0.48		0.48	
CUNDERDIN - QUAIRADING ROUTE	Cubbine Street	4060163	Regional Distributor	Cunderdin	0.00	1.38	1.38	23.26	1.38	
	Quairading Road	4060164	Regional Distributor	Cunderdin	0.00	21.88	21.88		21.88	
CUNDERDIN MINNIVALE ROAD	Cunderdin Minnivale Road	4060003	Local Distributor	Cunderdin	0.00	18.71	18.71	46.04	18.71	
	Cunderdin Minnivale Road	4070001	Local Distributor	Dowerin	0.00	27.33	27.33		27.33	
CUNDERDIN WYALKATCHEM ROAD	Cunderdin Wyalkatchem Road	4060166	Regional Distributor	Cunderdin	0.00	30.68	30.68	61.91	30.68	
	Cunderdin Wyalkatchem Road	4310131	Regional Distributor	Wyalkatchem	0.00	31.23	31.23		31.23	
DANDARAGAN - JURIEN ROUTE	Badgingarra Road	5040006	Regional Distributor	Dandaragan	0.00	32.40	32.40	95.03	32.40	
	Bibby Road	5040334	Regional Distributor	Dandaragan	0.00	22.97	22.97		22.97	
	Koonah Road	5040026	Local Distributor	Dandaragan	0.00	14.60	14.60		14.60	
	Munbinea Road	5040004	Regional Distributor	Dandaragan	0.00	17.11	17.11		17.11	
	North West Road	5040005	Regional Distributor	Dandaragan	41.21	49.16	7.95		7.95	
DALWALLINU KALANNIE ROAD	Dalwallinu Kalannie Road	5030241	Regional Distributor	Dalwallinu	0.00	51.70	51.70	51.70	51.70	
DOODLAKINE BRUCE ROCK ROAD	Doodlakine Bruce Rock Road	4090149	Regional Distributor	Kellerberrin	0.00	9.68	9.68	18.32	9.68	
	Doodlakine Bruce Rock Road	4140238	Regional Distributor	Merredin	0.00	8.64	8.64		8.64	
DOODLAKINE KUNUNOPPIN ROAD	Doodlakine Kununoppin Road	4090005	Local Distributor / Access Road	Kellerberrin	0.00	30.35	30.35	57.83	30.35	
	Doodlakine Kununoppin Road	4130007	Local Distributor / Access Road	Trayning	0.00	27.48	27.48			27.47
DOODLAKINE SOUTH ROAD	Doodlakine South Road	4090007	Access Road	Kellerberrin	0.00	18.47	18.47	18.47	12.20	6.27
DOWERIN KALANNIE ROAD	Dowerin Kalannie Road	5030242	Regional Distributor	Dalwallinu	0.00	10.07	10.07	103.73	10.07	
	Dowerin Kalannie Road	4070182	Regional Distributor	Dowerin	0.00	48.77	48.77		48.77	
	Stewart Street	4070181	Regional Distributor	Dowerin	0.00	1.44	1.44		1.44	
	Dowerin Kalannie Road	5180193	Regional Distributor	Wongan-Ballidu	0.00	43.45	43.45		43.45	
DOWERIN KONNONGORRING ROUTE	Dowerin Konnongorring Road	4070064	Local Distributor	Dowerin	0.00	4.35	4.35	55.13		4.35
	Koombekine North Road	4070003	Access Road	Dowerin	0.00	18.85	18.85		6.83	12.02

	Uberin Road	4070019	Access Road	Dowerin	0.00	15.72	15.72			15.72
	Dowerin Konnongorring Road	4080006	Local Distributor	Goomalling	0.00	16.21	16.21		8.48	7.73
DOWERIN MECKERING ROUTE	Carter Road	4060168	Regional Distributor	Cunderdin	0.00	1.11	1.11	58.26	1.11	
	Dowerin Meckering Road	4060169	Regional Distributor	Cunderdin	0.00	30.76	30.76		30.76	
	Dunlop Street	4060167	Regional Distributor	Cunderdin	0.00	0.75	0.75		0.75	
	Dowerin Meckering Road	4070183	Regional Distributor	Dowerin	0.00	25.64	25.64		25.64	
DULYALBIN ROUTE	Hackling Road	4140052	Local Distributor	Merredin	0.00	10.37	10.37	58.89	10.37	
	Dulyalbin Road	6110083	Local Distributor / Access Road	Yilgarn	0.00	48.52	48.52			48.52
EMU FENCE ROAD	Emu Fence Road	6110046	Local Distributor / Access Road	Yilgarn	39.21	147.55	108.34	108.34	37.50	70.84
FERNIE ROAD	Fernie Road	4260013	Local Distributor / Access Road	Toodyay	0.00	2.89	2.89	2.89	0.22	2.67
FITZGERALD STREET	Fitzgerald Street	4212003	Local Distributor	Northam	0.00	2.75	2.75	2.75	2.75	
FORREST STREET PEEL TERRACE BYPASS	Forrest Street	4212002	Local Distributor	Northam	0.21	1.03	0.82	1.12	0.82	
	Peel Terrace	4212128	Local Distributor	Northam	0.00	0.30	0.30		0.30	
FORRESTANIA MARVEL LOCH ROUTE	Marvel Loch Forrestania Road	6110004	Access Road	Yilgarn	0.00	91.90	91.90	95.60	13.90	78.00
	Burbidge Road	6110070	Access Road	Yilgarn	0.00	3.70	3.70			3.70
FROG ROCK MARVEL LOCH ROAD	Frog Rock Marvel Loch Road	6110059	Local Distributor / Access Road	Yilgarn	0.00	31.17	31.17	31.17	13.18	17.99
GABO ROAD	Gabo Road	4140202	Local Distributor	Merredin	0.00	1.71	1.71	1.71	1.71	
GILLINGARA-NEW NORCIA ROAD	Gillingara-New Norcia Road	5170009	Local Distributor	Victoria Plains	0.00	18.01	18.01	18.01	18.01	
GOLDFIELDS ROAD AND BOORAN NORTH ROAD	Booran North Road	4140084	Access Road	Merredin	1.30	1.86	0.56	21.13		0.56
	Goldfields Road	4140090	Local Distributor / Access Road	Merredin	0.00	20.57	20.57		6.65	13.92
GOODLANDS ROAD	Goodlands Road	5030003	Regional Distributor	Dalwallinu	0.00	70.92	70.92	70.92	48.99	21.93
GOOMALLING - BEJOORDING ROUTE	Beecroft Road	4080015	Local Distributor	Goomalling	0.00	12.11	12.11	30.70	1.44	10.67
	Long Forrest Road	4080013	Local Distributor	Goomalling	0.00	11.86	11.86			11.86
	Long Forrest Road	4260036	Local Distributor	Toodyay	0.00	6.73	6.73			6.73
HARROD ROAD	Harrod Road	4130090	Local Distributor	Trayning	0.00	10.69	10.69	10.69	10.69	
HAY FLAT ROAD	Hay Flat Road	5020008	Local Distributor	Chittering	0.00	13.08	13.08	13.08	13.08	
HINES HILL NUNGARIN ROUTE	Hines Hill North Road	4140009	Local Distributor	Merredin	0.00	23.09	23.09	40.49	23.09	
	Danberrin Road	4220002	Local Distributor	Nungarin	0.00	17.40	17.40		17.40	
HINES HILL ROAD	Hines Hill Road	4140002	Local Distributor	Merredin	0.00	19.86	19.86	19.86	19.86	
HOSPITAL ROAD BYPASS (Wongan Eastern Bypass)	Kalguddering East Road	5180011	Local Distributor	Wongan-Ballidu	0.00	1.33	1.33	34.21		1.33
	Kalguddering North Road	5180036	Local Distributor	Wongan-Ballidu	0.00	5.75	5.75			5.75
	Manmanning Road	5180006	Local Distributor	Wongan-Ballidu	5.78	7.59	1.81		1.81	
	Moonjin West Road	5180007	Local Distributor	Wongan-Ballidu	0.00	23.65	23.65		9.55	14.10
	Oliver Road	5180139	Local Distributor	Wongan-Ballidu	0.00	1.67	1.67		1.67	
HOURIGAN ROAD	Hourigan Road	5030024	Local Distributor	Dalwallinu	0.00	12.72	12.72	22.54	6.00	6.72
	Hourigan Road	5180038	Local Distributor	Wongan-Ballidu	0.00	9.82	9.82			9.82
INKPEN ROAD	Inkpen Road	4211017	Local Distributor	Northam	0.00	15.09	15.09	15.09	15.09	
JENNAPULLIN ROAD	Jennapullin Road	4211026	Local Distributor	Northam	0.00	15.77	15.77	15.77	15.77	
JULIMAR ROUTE	Julimar Road	5020010	Regional Distributor	Chittering	0.00	26.72	26.72	58.08	26.72	
	Julimar Road	4260058	Regional Distributor	Toodyay	0.00	30.54	30.54		30.54	
	Harper Road	4260059	Regional Distributor	Toodyay	0.00	0.82	0.82		0.82	
JURIEN ROAD	Jurien Road	5040331	Regional Distributor	Dandaragan	0.00	35.52	35.52	35.52	35.52	
KALANNIE KULJA ROAD	Kalannie Kulja Road	5030045	Local Distributor	Dalwallinu	0.00	12.68	12.68	27.01	12.68	
	Kalannie Kulja Road	4110006	Local Distributor	Koorda	0.00	14.33	14.33		14.33	
KELLERBERRIN BEACON ROUTE	Dowding Street	4090119	Access Road	Kellerberrin	0.00	14.33	14.33	137.45	14.33	
	Kellerberrin Bencubbin Road	4090152	Regional Distributor	Kellerberrin	0.00	27.635	27.64		27.64	

	Kellerberrin Bencubbin Road	4130099	Regional Distributor	Trayning	0.00	31.34	31.34		31.34	
	Kellerberrin Bencubbin Road	4130101	Regional Distributor	Trayning	0.00	20.29	20.29		20.29	
	Twine Street	4130100	Regional Distributor	Trayning	0.00	0.49	0.49		0.49	
	Bencubbin Beacon Road	4150149	Regional Distributor	Mt Marshall	0.00	42.22	42.22		42.22	
	Monger Street	4150146	Regional Distributor	Mt Marshall	0.00	1.14	1.14		1.14	
KELLERBERRIN SHACKLETON ROAD	Kellerberrin Shackleton Road	4090001	Local Distributor	Kellerberrin	0.00	25.52	25.52	25.52	25.52	
KELLERBERRIN YELBINI ROAD	Kellerberrin Yelbini Road	4090004	Access Road	Kellerberrin	0.00	22.54	22.54	47.61	1.50	21.04
		4130008	Access Road	Trayning	0.00	25.07	25.07		2.27	22.80
KELLERBERRIN - YOTING ROUTE	Kellerberrin Yoting Road	4090154	Regional Distributor	Kellerberrin	0.00	25.07	25.07	25.47	25.07	
	Scott Street	4090153	Regional Distributor	Kellerberrin	0.00	0.40	0.40		0.40	
KIRBY STREET	Kirby Street	4150157	Access Road	Mt Marshall	0.00	0.26	0.26	0.26	0.26	
KNOTTS ROAD	Knotts Road	4330028	Access Road	York	0.00	4.68	4.68	4.68	4.68	
KONNONGORRING WEST ROAD	Konnongorring West Road	4080005	Regional Distributor	Goomalling	0.00	17.80	17.80	25.40	11.63	6.17
	Konnongorring West Road	5170014	Regional Distributor	Victoria Plains	0.00	7.60	7.60		7.60	
KOORDA DOWERIN ROAD	Koorda Dowerin Road	4110003	Regional Distributor	Koorda	0.00	24.78	24.78	24.78	24.78	
KOORDA KULJA ROAD	Koorda Kulja Road	4110004	Local Distributor	Koorda	0.00	48.30	48.30	48.30	48.30	
KOORDA MOLLERIN ROAD	Koorda Mollerin Road	4110001	Local Distributor	Koorda	0.00	36.25	36.25	36.25	36.25	
KUNUNOPPIN MUKINBUDIN ROAD	Kununoppin Mukinbudin Road	4160108	Regional Distributor	Mukinbudin	0.00	18.96	18.96	42.79	18.96	
	Kununoppin Mukinbudin Road	4130102	Regional Distributor	Trayning	0.00	23.83	23.83		23.83	
KWOLYIN WEST ROAD	Kwolyin West Road	4090003	Local Distributor	Kellerberrin	0.00	15.87	15.87	15.87	12.50	3.37
LAIRD ROAD	Laird Road	4130086	Local Distributor	Trayning	0.00	4.43	4.43	4.43		4.43
LOTON ROAD	Loton Road	4060047	Access Road	Cunderdin	0.00	6.28	6.28	6.28		6.28
MANMANNING ROAD	Manmanning Road	4070164	Local Distributor	Dowerin	0.00	5.67	5.67	37.78		5.67
	Manmanning Road	5180006	Local Distributor	Wongan-Ballidu	0.00	32.11	32.11		19.40	12.71
MARWICK ROAD	Marwick Road	4330069	Local Distributor	York	0.00	4.04	4.04	4.04	4.04	
MATHER ROAD	Mather Road	4090082	Access Road	Kellerberrin	0.00	18.29	18.29	18.29	2.00	16.29
MERANDA NORTH ROAD	Meranda North Road	6110078	Access Road	Yilgarn	0.00	58.20	58.20	58.20		58.20
MERREDIN- MUKINBUDIN ROUTE	Knungajin Merredin Road	4140008	Local Distributor	Merredin	0	14.08	14.08	53.85	14.08	
	McGregor Road	4160022	Local Distributor	Mukinbudin	0.00	2.51	2.51		2.51	
	Nungarin North Road	4160007	Local Distributor	Mukinbudin	0.00	10.70	10.70		10.70	
	Nungarin North Road	4220001	Local Distributor	Nungarin	21.55	22.73	1.18		1.18	
	Knungajin Merredin Road	4220013	Local Distributor	Nungarin	0.00	8.91	8.91		8.91	
	Cornish Road	4220011	Local Distributor	Nungarin	0.00	16.47	16.47		16.47	
MERREDIN NAREMBEEN ROAD	Merredin Narembeen Road	4140239	Regional Distributor	Merredin	0.00	30.92	30.92	30.92	30.92	
MOORA CARO ROUTE	Cataby Road	5040001	Regional Distributor	Dandaragan	0.00	16.83	16.83	117.33	16.83	
	Dandaragan Road	5040002	Regional Distributor	Dandaragan	0.00	58.96	58.96		58.96	
	Rowes Road	5040007	Local Distributor	Dandaragan	0.00	41.54	41.54		41.54	
MOORA MILING ROAD	Moora Miling Road	5100195	Regional Distributor	Moora	0.00	35.95	35.95	35.95	35.95	
MOORA NORTH SOUTH BYPASS ROUTE	Gardiner Street	5100085	Regional Distributor / Access Road	Moora	0.00	0.64	0.64	1.44	0.64	
	Tootra Street	5100103	Access Road	Moora	0.00	0.80	0.80		0.80	
MOORA WESTERN BYPASS ROUTE	Brown Street	5100127	Access Road	Moora	0.00	0.95	0.95	3.24	0.95	
	Long Street	5100094	Access Road	Moora	0.77	3.06	2.29		2.29	
MOORE ROAD	Moore Road	4060012	Access Road	Cunderdin	0.08	18.56	18.48	21.01		18.48
	Moore Road	4330063	Access Road	York	0.00	2.53	2.53		0.02	2.51
MOORINE SOUTH ROAD	Moorine South Road	6110001	Local Distributor	Yilgarn	0.00	79.11	79.11	79.11	64.11	15.00
MORANGUP ROAD	Morangup Road	4260021	Access Road	Toodyay	0.00	14.27	14.27	14.27	10.18	4.09

MUCHEA EAST ROAD	Muchea East Road	5020004	Regional Distributor	Chittering	0.00	8.69	8.69	8.69	8.69	
MUCHEA SOUTH ROAD	Muchea South Road	5020036	Regional Distributor	Chittering	0.00	5.29	5.29	5.29	5.29	
MUKINBUDIN BONNIE ROCK ROAD	Mukinbudin Bonnie Rock Road	4160109	Regional Distributor	Mukinbudin	0.00	28.86	28.86	28.86	28.86	
MUKINBUDIN WIALKI ROAD	Mukinbudin Wialki Road	4150152	Regional Distributor	Mt Marshall	0.00	10.50	10.50	53.42	10.50	
	Mukinbudin Wialki Road	4160110	Regional Distributor	Mukinbudin	0.00	42.92	42.92		42.92	
NADJI MIA ROAD	Nadji Mia Road	5030021	Access Road	Dalwallinu	0.00	2.80	2.80	14.38		2.80
	Nadji Mia Road	5100057	Access Road	Moora	0.00	11.58	11.58			11.58
NEMBUDDING - BUNGULLA ROUTE	Bungulla North Road	4250003	Local Distributor	Tammin	0.00	28.22	28.22	47.86	28.22	
	Nembudding South Road	4310008	Local Distributor	Wyalkatchem	0.00	19.64	19.64		19.64	
NORTHAM - BEJOORDING ROUTE	Bejoording Road	4080003	Regional Distributor	Goomalling	0.00	3.83	3.83	34.69	3.83	
	Irishtown Road	4211025	Regional Distributor	Northam	0.00	16.53	16.53		16.53	
	Bejoording Road	4260001	Regional Distributor	Toodyay	0.00	14.33	14.33		14.33	
NORTHAM - SPENCER BROOK ROUTE	Spencers Brook Road	4211020	Regional Distributor	Northam	0.00	23.87	23.87	26.70	23.87	
	Wellington Street	4212001	Local Distributor	Northam	0.00	2.83	2.83		2.83	
NORTH ROAD	North Road	5020012	Access Road	Chittering	0.00	11.31	11.31	11.31	2.25	9.06
OLD GERALDTON ROAD ROUTE	Old Geraldton Road	5100003	Local Distributor	Moora	0.00	27.14	27.14	40.07	15.04	12.10
	Old Geraldton South Road	5100160	Local Distributor	Moora	0.00	12.93	12.93		12.93	
OLD PLAINS ROAD	Old Plains Road	4260006	Local Distributor	Toodyay	0.00	17.16	17.16	53.11		17.16
	Old Plains Road	5170027	Local Distributor	Victoria Plains	0.00	35.95	35.95		0.46	35.49
PARKER RANGE ROAD	Parker Range Road	6110038	Local Distributor / Access Road	Yilgarn	0.00	57.04	57.04	57.04	30.20	26.84
PITHARA KALANNIE ROUTE	Dodd Street	5030258	Local Distributor	Dalwallinu	0	0.6	0.6	43.86	0.60	
	Pithara East Road	5030001	Regional Distributor	Dalwallinu	0.00	43.26	43.26		43.26	
POLINELLI ROAD	Polinelli Road	5020028	Local Distributor	Chittering	0.00	3.17	3.17	3.17	3.17	
QUELLINGTON ROAD	Quellington Road	4060004	Local Distributor	Cunderdin	0.00	11.51	11.51	30.87	11.51	
	Quellington Road	4330006	Local Distributor	York	0.00	19.36	19.36		19.36	
RALSTON ROAD	Ralston Road	4250004	Local Distributor	Tammin	0.00	18.37	18.37	18.37	18.37	
REDDING ROAD	Redding Road	4070002	Access Road	Dowerin	0.00	0.90	0.90	0.90	0.90	
REGANS FORD - CARNAMAH ROUTE	Coalara Road	5040019	Local Distributor	Dandaragan	1.46	37.03	35.57	97.46	35.57	
	Dandaragan Road	5040019	Regional Distributor	Dandaragan	13.83	58.96	45.13		45.13	
	Muthawandery Road	5040030	Access Road	Dandaragan	0.00	16.76	16.76			16.76
RIVER ROAD	River Road	4260010	Access Road	Toodyay	0.00	9.89	9.89	9.89	9.89	
ROBARTSON ROAD	Robartson Road	4140056	Access Road	Merredin	0.00	8.66	8.66	8.66	6.56	2.10
SALT VALLEY ROAD	Salt Valley Road	4260014	Local Distributor	Toodyay	0.00	12.14	12.14	12.14	12.14	
SOUTHERN BROOK ROAD	Southern Brook Road	4060016	Regional Distributor / Access Road	Cunderdin	0.00	9.06	9.06	29.42	5.70	3.36
	Southern Brook Road	4211021	Regional Distributor / Access Road	Northam	0.00	20.36	20.36		20.36	
SOUTHERN CROSS BYPASS ROUTE	Southern Cross CBH Grain Bin Road	6110086	Local Distributor	Yilgarn	0.00	0.53	0.53	3.44	0.53	
	Three Boys Road	6110201	Local Distributor	Yilgarn	0.00	2.91	2.91		2.91	
SOUTHERN CROSS KOOLYANOBING ROAD	Southern Cross Koolyanobbing Road	6110225	Regional Distributor	Yilgarn	0.00	52.28	52.28	52.28	52.28	
SOUTHERN CROSS SOUTH ROAD	Southern Cross South Road	6110006	Local Distributor	Yilgarn	0.00	89.96	89.96	89.96	6.30	83.66
SPENCERS BROOK YORK ROAD	Spencers Brook York Road	4211046	Regional Distributor	Northam	0.00	4.81	4.81	25.64	4.81	
	Spencers Brook York Road	4330004	Regional Distributor	York	0.00	20.83	20.83		20.83	
STONEMAN ROAD	Stoneman Road	4280009	Access Road	Westonia	0.00	11.53	11.53	11.53	11.53	
SUTHERLAND STREET	Sutherland Street	4130072	Access Road	Trayning	0.00	1.37	1.37	1.37	1.37	
TALBOT WEST ROAD	Talbot West Road	4211087	Local Distributor	Northam	0.00	6.81	6.81	39.50	3.13	3.68
	Talbot West Road	4330012	Local Distributor	York	0.00	32.69	32.69		32.69	
TAMMIN SOUTHERN ACCESS ROUTE	Little Underwood Road	4250084	Regional Distributor	Tammin	0.00	0.16	0.16	5.51	0.16	

	McLaren Street	4250082	Regional Distributor	Tammin	0.00	0.34	0.34		0.34	
	Station Street	4250001	Regional Distributor	Tammin	0.25	0.35	0.10		0.10	
	Underwood Road	4250033	Regional Distributor	Tammin	0.00	4.29	4.29		0.80	3.49
	Walston Street	4250040	Regional Distributor	Tammin	0.00	0.62	0.62		0.62	
TAMMIN SOUTHERN LINK	York - Tammin Road	4250081	Proposed Road	Tammin	17.68	TBC	TBC	TBC		
TAMMIN SOUTH ROAD	Tammin South Road	4250005	Local Distributor / Access Road	Tammin	0.00	20.87	20.87	20.87	11.56	9.31
TAMMIN WYALKATCHEM ROAD	Tammin Wyalkatchem Road	4250080	Regional Distributor	Tammin	0.00	32.10	32.10	60.54	32.10	
	Tammin Wyalkatchem Road	4310132	Regional Distributor	Wyalkatchem	0.00	28.44	28.44		28.44	
TELEGRAPH ROAD	Telegraph Road	4260005	Local Distributor / Access Road	Toodyay	0.00	9.71	9.71	9.71	0.55	9.16
TOODYAY - BINDI BINDI ROAD	Toodyay Bindi Bindi Road	5100196	Regional Distributor	Moora	0.00	14.44	14.44		14.44	
	Toodyay Bindi Bindi Road	4260197	Regional Distributor	Toodyay	0.00	33.40	33.40		33.40	
	Toodyay Bindi Bindi Road	5170124	Regional Distributor	Victoria Plains	0.00	23.23	23.23		23.23	
	Toodyay Bindi Bindi Road	5170125	Regional Distributor	Victoria Plains	9.05	24.58	15.53	86.60	15.53	
TOP BEVERLEY YORK ROAD	Top Beverley York Road	4330009	Local Distributor	York	0.00	14.08	14.08	14.08	14.08	
WANDENA ROAD	Wandena Road	5020030	Local Distributor	Chittering	0.00	8.69	8.69	8.69	3.12	5.57
WARRALAKIN ROAD	Warralakin Road	4280084	Regional Distributor	Westonia	0.00	40.02	40.02	40.02	40.02	
WATHEROO MILING ROUTE	Marah Street	5100140	Local Distributor	Moora	0.00	0.34	0.34	43.96	0.34	
	Miling West Road	5100007	Local Distributor	Moora	0.00	2.73	2.73		2.73	
	Watheroo Miling Road	5100002	Local Distributor	Moora	0.00	40.89	40.89		40.89	
WELLS GLOVER ROAD	Wells Glover Road	5020009	Local Distributor	Chittering	0.00	10.51	10.51	10.51	10.51	
WESTONIA ROAD	Westonia Road	4280085	Local Distributor	Westonia	0.00	9.28	9.28	9.28	9.28	
WEST POINT ROAD	West Point Road	5020049	Access Road	Chittering	0.00	7.39	7.39	7.39	7.39	
WHEATBIN ROAD	Wheatbin Road	5100183	Access Road	Moora	0.00	1.83	1.83	1.83	1.83	
WILGOYNE ROAD	Wilgoyne Road	4160004	Access Road	Mukinbudin	0.00	20.97	20.97	20.97	20.97	
WILSON STREET	Wilson Street	4130076	Access Road	Trayning	0.00	1.17	1.17	1.17	1.17	
WIRRILDA ROAD	Wirrilda Road	5100055	Access Road	Moora	0.00	10.99	10.99	12.90	10.99	
	Wirrilda Road	5170066	Access Road	Victoria Plains	0.00	1.91	1.91		1.91	
WONGAN HILLS GILLINGARRA ROUTE	Gillingarra Glentromie Road	5170019	Local Distributor	Victoria Plains	0.00	19.59	19.59	63.22	19.59	
	Glentromie Yerecoin Road	5170004	Local Distributor	Victoria Plains	0.00	15.61	15.61		15.61	
	Yerecoin South East Road	5170005	Local Distributor	Victoria Plains	0.00	14.52	14.52		14.52	
	Yerecoin South East Road	5180008	Local Distributor	Wongan-Ballidu	0.00	13.50	13.50		13.50	
WONGAN HILLS - KOORDA ROUTE	Koorda Wongan Hills Road	4070023	Regional Distributor	Dowerin	13.92	23.43	9.51	85.79	9.51	
	Cadoux Koorda Road	4110002	Regional Distributor	Koorda	0.00	21.73	21.73		21.73	
	Cadoux Koorda Road	5180198	Regional Distributor	Wongan-Ballidu	0.00	7.20	7.20			7.20
	Hospital Road	5180195	Regional Distributor	Wongan-Ballidu	0.00	24.16	24.16		24.16	
	Quinlan Street	5180196	Regional Distributor	Wongan-Ballidu	0.00	0.72	0.72			0.72
	Wongan Hills Cadoux Road	5180197	Regional Distributor	Wongan-Ballidu	0.00	22.47	22.47		22.47	
WONGAN HILLS WADDINGTON ROAD	Wongan Hills Waddington Road	5170126	Regional Distributor	Victoria Plains	0.00	5.30	5.30	47.13	5.30	
	Wongan Hills Waddington Road	5170127	Regional Distributor	Victoria Plains	0.00	11.62	11.62		11.62	
	Wongan Hills Waddington Road	5180199	Regional Distributor	Wongan-Ballidu	0.00	30.21	30.21		30.21	
WUBIN GUNYIDI ROAD	Wubin Gunyindi Road	5030243	Regional Distributor	Dalwallinu	0.00	27.16	27.16	27.16	27.16	
WYALKATCHEM - BULLFINCH ROUTE	Aitken Road	4110136	Regional Distributor	Koorda	0.00	0.42	0.42	216.08	0.42	
	Haig Street	4110138	Regional Distributor	Koorda	0.00	0.96	0.96		0.96	
	Koorda Bullfinch Road	4110139	Regional Distributor	Koorda	0.00	10.47	10.47		10.47	
	Railway Street	4110137	Regional Distributor	Koorda	0.00	0.74	0.74		0.74	
	Wyalkatchem Koorda Road	4110135	Regional Distributor	Koorda	0.00	17.30	17.30		17.30	





## **APPENDIX 2: GUIDELINES AND CRITERIA FOR THE IDENTIFICATION OF SIGNIFICANT LOCAL GOVERNMENT ROADS WITH REGIONAL IMPORTANCE**



mainroads  
WESTERN AUSTRALIA

# ROADS 2040

*We're working for  
Western Australia.*

**GUIDELINES AND CRITERIA  
for the Identification of  
Significant Local  
Government Roads with  
Regional Importance**

# Document Control

<b>Owner</b>	ROAD CLASSIFICATION WORKING GROUP
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# Amendments

<b>Revision Number</b>	<b>Revision Date</b>	<b>Description of Key Changes</b>	<b>Section / Page No.</b>

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# Background

The *Regional Strategies for Significant Local Government Roads with Regional Importance* short title *ROADS 2040* are documented lists of regionally significant Local Government roads for each Regional Road Group (RRG) and the development strategies for them.

The first editions, , were released during 1997 and 1998 and were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association (WALGA), then known as the Western Australian Municipal Association (WAMA). This document will inform the compilation of the latest version, which will supersede *Roads 2030* published in 2013.

Local Governments (via RRGs) work collaboratively to review and update the current list of Significant Local Roads to produce this next strategy. This provides an agreed, strategic approach to the allocation of limited funding across the extensive road network within the state of Western Australia. Only projects on local roads included in *ROADS 2040* will be eligible for *Road Project Grant* funding under the latest *State Roads Funds to Local Government Agreement*. These Guidelines will be included in the annexure of each document.

*ROADS 2040* documents for each RRG are available on the [WALGA website](#).

Note - A separate Main Roads process is required to amend any Road Hierarchy classification. Enquiries regarding *ROADS 2040*, Road Hierarchy or other road classification process should be addressed to the Road Classification Manager at [RoadClassification@mainroads.wa.gov.au](mailto:RoadClassification@mainroads.wa.gov.au)

## Intent of these Guidelines

The intent of these guidelines and criteria is to assist Regional Road Groups to identify Significant Local Government Roads. Ideally, a consistent set of criteria will ensure equity for all Local Governments throughout the state when selecting roads to be added to *ROADS 2040*. However, a flexible arrangement is required to address the many geographical and other variations across the State, especially in the more remote and sparsely populated areas. To that end, the Regional Road Groups have autonomy to identify those circumstances where it is felt a road should be added, even if only one of the Criteria is met.

## Strategy Principles

*ROADS 2040* are an investment-planning tool to assist with allocating funding in a systematic fashion to achieve long-term significant planning goals for the Region and State through improvement of road infrastructure. These documents are created for each Regional Road Group from the lists of *Significant Local Government Roads with Regional Importance*.

## Roads Maintenance

Funds to implement the *ROADS 2040* improvement strategy are sourced from the Road Project Grants (Category 1) of the State Road Funds to Local Government Agreement (SRFLGA). State funding to assist with general maintenance needs of the local road network are typically allocated as Direct Grants.

The Office of the Auditor General (OAG) defines maintenance under two main types:

**Reactive maintenance** includes sealing cracks and fixing potholes, cleaning up verges, road markings and signs. It is short term and needs to be done on a day-to-day basis to keep roads safe and serviceable,

**Planned maintenance** is more costly but has long-term benefits. It includes:

- Resurfacing of roads in response to aging, traffic wear and to prevent water damage, bridge repairs and replacing road markings;
- Rebuilding to restore the structure of roads and bridges. That may include strengthening the roads and bridges, correcting the shape of the road or minor changes in road width.

## Routine Maintenance

Reactive maintenance is often referred to as Routine Maintenance. Routine maintenance work is not to be included in strategies for individual roads within *ROADS 2040* as it is assumed such activities will always be undertaken on roads and thus do not need to be referred to in improvement strategies. Furthermore, by its nature, routine maintenance does not improve the road.

## Periodic Maintenance

Planned maintenance is more often referred to as Periodic Maintenance.

The need for major periodic maintenance works can be included in strategies for individual roads in *ROADS 2040*. This includes works such as reseals and re-sheeting, rehabilitation, shoulder reconditioning and other heavy maintenance type works.

The potential need for inclusion of any periodic heavy maintenance work on a road must be documented as part of the overall strategy for the road.

## Reconstruction

Reconstruction of roads is not maintenance as it replaces the existing asset with a new one, typically with a design life of 40 years. Where appropriate, the need to undertake reconstruction of all or part of a road is to be included in strategies for individual roads within *ROADS 2040*.

## Roads Forming Routes

The terms “road” and “road/route” are used throughout this document. In some instances, a number of roads may be combined to create a route that is given an appropriate name for the purposes of identification. In the context of this document, “road” may include routes which have more than one individual road and an identifying route name.

# ROADS 2040 Amendments

Should a RRG agree to seek an amendment to the endorsed *ROADS 2040* this must be documented on the attached *Road Justification and Development Strategy Submission Form*. After approval by the RRG, the application must be sent to the Road Classification Manager (RCM) at Main Roads ([RoadClassification@mainroads.wa.gov.au](mailto:RoadClassification@mainroads.wa.gov.au)) who will assess the application and provide advice to SAC concerning alignment of the road/route with the criteria. If the RCM determines that the road does not meet the criteria, the RCM will refer the application back to the RRG requesting further investigation. The RCM will then submit the application to the *State Road Funds to Local Government Advisory Committee* (SAC) for endorsement. If endorsed, the Road Classification Manager shall update the relevant *ROADS 2040* documents (including on-line documents).

If an affected road/route crosses into an adjoining Region, then agreement should be reached with the adjoining RRG on the proposed change and both RRGs must apply for the amendments submitting copies of the approved forms from the adjoining RRG with the application.

Roads forming part of a larger Route should be shown as forming part of the Route and should be listed under the Route details on the *Road Justification and Development Strategy Submission Form*.

# Criteria

For any road/route proposed for inclusion in ROADS 2040, it shall meet **two (2)** of these criteria (from at least two of the five sections) unless motivated under section 5: **REGIONAL ROAD GROUP CRITERIA**

## CRITERIA FOR SIGNIFICANT LOCAL ROADS/ROUTES

### SECTION 1: NETWORK / SIGNIFICANT

- Roads/routes connecting areas or towns of significance to the Region
- A road/route that is a **Regional or Inter Regional Route** providing the main connection between this region and other regions, in the State and interstate. Note – “region” does not refer specifically to Main Roads or RRG Regions in this instance refers to a generic region of significance i.e. tourist region, mining region, major town or centre etc.
- A road/route that connects **major transport terminals** or connects a **major transport terminal** to a major route. Examples of a **Major Transport Terminal include** Bulk Storage facilities, Container yards, Rail or Air terminals and other terminals that generate a significant freight movement.
- A road/route that serves a **major resource or industrial site**. Such as mine sites, abattoirs, stock yards etc.
- A road/route providing access to **significant institutions or regional community service centres**. Such as schools, hospitals etc.
- A road/route that provides access to a remote community (including Aboriginal communities), OR a road that is the only land access between a remote community (including Aboriginal communities) and at least one town centre.
- **URBAN ROADS** – A road (or section of a road) which is the main connector to a significant hub e.g. industrial area, port facility, airport, major shopping centre or activity centre. A road (or section of a road) which connects two rural routes/roads qualifying as Significant Local Government Roads through a townsite via the most direct and/or suitable route (e.g. a heavy vehicle bypass). This is only for roads that do not form part of another significant route/road.

### SECTION 2: ROAD FUNCTION/FREIGHT

- **RURAL ROADS ONLY** - A **Major Route** that performs a Regional Distributor function as shown in the Road Hierarchy.
- **URBAN ROADS ONLY** – A road that is a Local Distributor or higher category in the Road Hierarchy.
- **RURAL ROADS ONLY** - A road that forms part of the **Restricted Access Vehicle notice** network 2 or above.
- **URBAN ROADS ONLY** A road that forms part of the **Restricted Access Vehicle notice** network 4 or above.
- A road used for hauling grain from an off rail bin to a railhead OR is included in a network such as the [Secondary Road Freight Network Map](#). (Follow link and see page 24).



### **SECTION 3: TRAFFIC VOLUME**

- Has a PCU adjusted traffic seasonal ADT count (see the attached table) of greater than 200. To ensure the traffic figures represent seasonal demand, traffic counts should show the high demand during the peak season. This should be taken over 6 to 8 weeks during the peak activity period  
(PCU = Passenger Car Unit. ADT = Average Daily Traffic)
- URBAN ROADS ONLY- has a PCU adjusted traffic count (see the attached table) of over 10% of the town or city's current population OR a minimum 200 PCU.

### **SECTION 4: TOURISM**

- Roads that provide access to tourist attractions or recreation areas of State or regional significance, OR Roads that form part of a State tourist drive or way. The Regional Road Group can also determine that a road is a significant Tourist Route.

### **SECTION 5: REGIONAL ROAD GROUP CRITERIA**

- The Regional Road Group (RRG) may allow the submission of a road/route only meeting one criteria if it feels that the road/route in their opinion has merit for consideration as a Significant Local Government Road. The RRG must show why they consider the road/route as being significant.

### **OTHER CONSIDERATIONS**

Parallel routes should be avoided. However, this is not to be a determining factor to reject an application if the Local Government and RRG approve the proximity of a parallel route being appropriately warranted.

## DEFINITIONS

**Regional Route** – Shall be defined as a road that provides a connection between inter – regional routes (State Roads) or between inter – regional routes (State Roads) and areas or towns of significant population.

**Major Route** – A road that provides both regional and inter-regional access and is a Regional Distributor in the Western Australian Road Hierarchy.

**Urban Road** – A road mainly located within a built up area of a town or city.

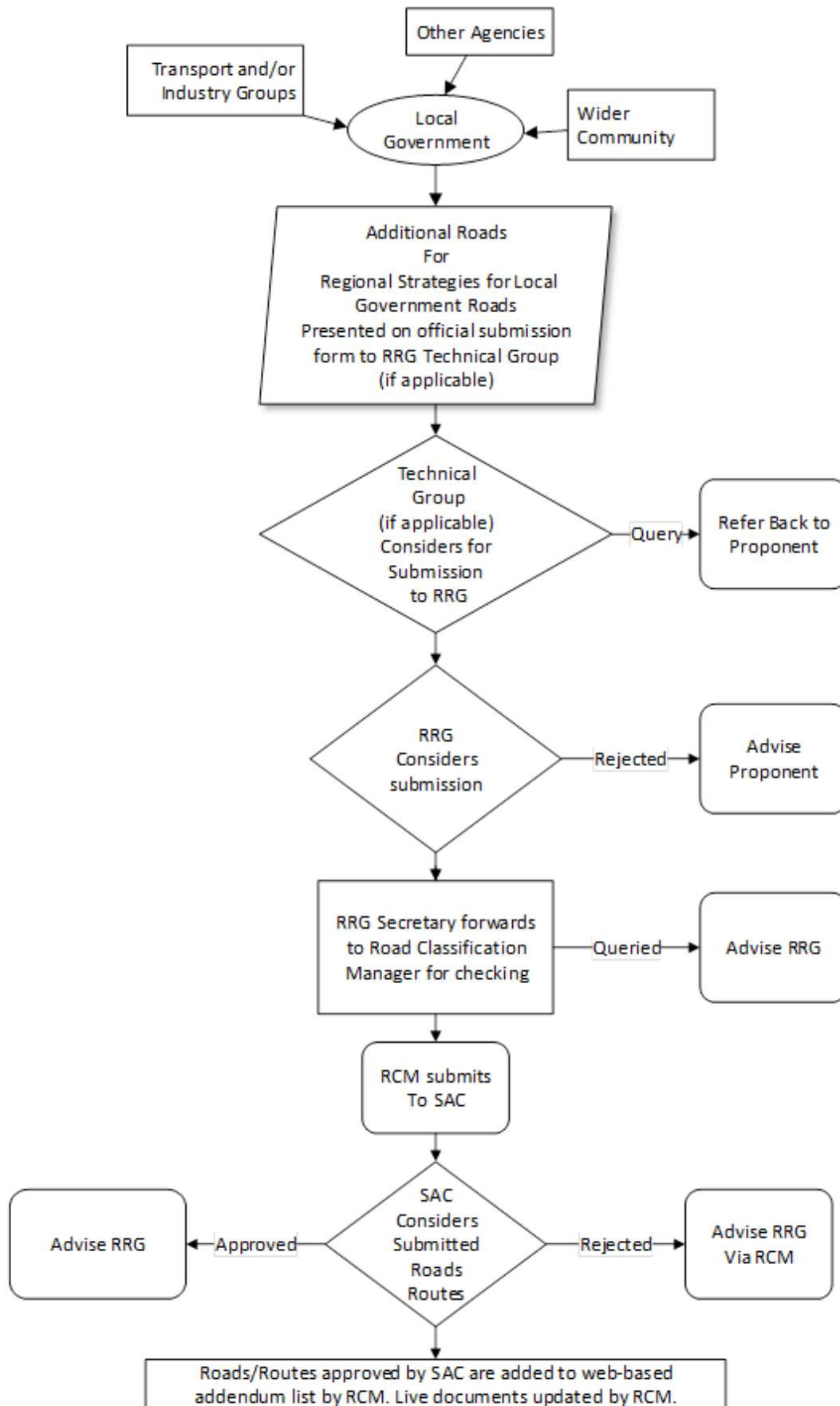
## PCU CONVERSION

The table below adjusts the AADT count to show approximate equivalent volumes of Passenger Car Units on the roads within Western Australia.

Austrroads Class	Max Length in WA.	Passenger Car Unit
1 (1:1)	12.0m	1
2 to 5	14.5m	2.0
6 to 9	20.0m	3.0
10	27.5m	4.0
11	36.5m	6.0
12	53.5m	8.0
Motor cycle	-	0.4
Pedal cycle	-	0.2

Note – this conversion table is for traffic counts of mixed class vehicle types to approximate the counts to equivalent Passenger Car Units and may not be applicable to road design applications

## ONGOING REVIEW AND UPDATE PROCESS



N.B. Local Government includes Council Approval

## USEFUL LINKS

Town and City populations WA <https://www.citypopulation.de/php/australia-westernaustralia.php>

[ABS population data by region](#)

[Aboriginal Community Maps](#)

[Dept. Mines, Industry Regulation and Safety Mineral and Petroleum deposits.](#)

[Tourist Spot Map WA](#)

[Census quick stats data 2016 - Link Here](#)

[Secondary Road Freight Network Map](#)

[MRWA Traffic Map](#)

[RAV Map](#)

[Main Roads Portal Mapping](#)

### CONTACT AT MAIN ROADS:

ROAD Classification Manager – [RoadClassification@mainroads.wa.gov.au](mailto:RoadClassification@mainroads.wa.gov.au)

Other Enquiries - [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au)

**SUBMISSION FORM ROADS 2040**

**Significant Local Roads with Regional Importance – Route/Road Justification and Development Strategy**

**Submission/Assessment Form..... Regional Road Group**

<p><b>RRG Determination</b> Office Use Only</p>	Accepted <input type="checkbox"/> Rejected <input type="checkbox"/>
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<p><b>Local Government:</b></p>
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<p><b>MRWA Road Classification Manager – does the route meet the criteria</b></p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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<p><b>Endorsed by SAC. Date.....</b></p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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**Road Description and Location**

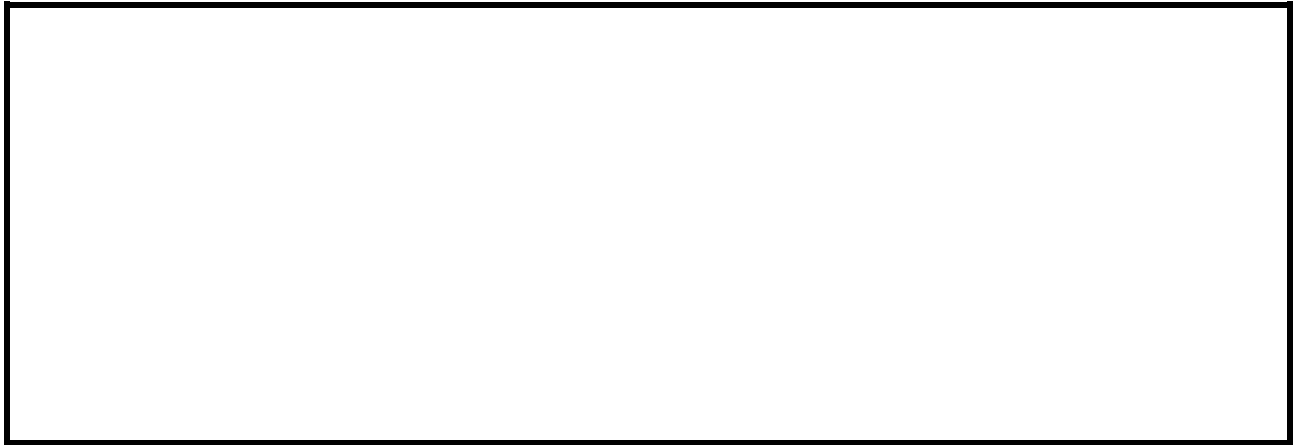
Road/Route Name: .....

Road Name	Road Number	Road Type (LoS)	Start SLK	Finish SLK	Length (kms)	Un sealed (kms)	Sealed (kms)

If Route Name nominated provide details of all roads forming the route otherwise enter details of above road on the first line below  
Note – **Location map MUST be attached**

## Road Justification

<b>Road Function</b>
Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole
<b>Road Development Need</b>
Provide details of the road's future use
<b>Road Development Strategy</b>
Provide a brief high level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)
<b>Criteria Met</b>
List the Criteria items consider to be met against the <i>CRITERIA FOR SIGNIFICANT LOCAL ROADS</i>



## SERVICE LEVELS

### **Type 1 – Unformed Road**

(Cleared-flat bladed. Minimum construction. Formation consists of adjacent material)

This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed from materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

### **Type 2 – Formed Road**

(Formed (raised) and drained road without imported material or a constructed pavement)

To avoid possible further relocation of the road and the resultant impact on the landscape environment, Type 2 earthworks are constructed using local road-making material and improved drainage control.

### **Type 3 – Gravel Road**

(Road construction from imported material of adequate thickness, shaped and drained)

When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

### **Type 4 – Sealed Road (6 m Seal Width)**

(Sealed with no kerbing)

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 road. A Type 3 road is upgraded to Type 4 by building up the residual gravel pavement to full thickness. This is then compacted and sealed.

### **Type 5 – Sealed Road (7 m Seal Width)**

This is further development of the Type 4 road with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

### **Type 6 – Sealed Road (8 – 9 m Seal Width)**

This stage represents further development of a Type 4 or Type 5 road with additional seal width being provided as traffic volumes increase to improve safety; reduce maintenance

costs; provide space for a stationary vehicle to stand clear of traffic lanes; and to assist cyclists.

### **Type 7 – Sealed Road with Overtaking Lane**

An additional lane is provided on two-laned sealed roads when the traffic volume; proportion of heavy vehicles; and overtaking opportunities on adjoining sections of road cause traffic bunching to occur.

### **Type 8 – Dual Carriageway**

An additional carriageway is provided to improve safety and increase the capacity on high volume roads.