

# Road Advocacy Upgrade Plan

Growing a safer road  
network together



Shire of  
Serpentine  
Jarrahdale

## SHIRE OF SERPENTINE JARRAHDALE

Located in Perth's expanding growth corridor, the Shire of Serpentine Jarrahdale has become the fastest-growing local government area in Western Australia and the third fastest in the country. This explosive population growth has revealed a pressing concern: the existing road infrastructure is insufficient to cope with this rapid expansion.

From 2021 to 2036, the Shire of Serpentine Jarrahdale anticipates a substantial population surge, with a projected increase of 31,996 individuals, marking a growth rate of 96%. This translates to an average annual growth of 3.42%. Examining the period from 2021 to 2026 reveals notable demographic shifts within the Shire, including a 24.6% rise in the population under working age, a 35.9% increase among retirees, and a 32.7% boost in the working-age population. Forecasts for residential development suggest a consistent addition of 780 new dwellings per year, resulting in a total of 22,921 dwellings by 2036. Furthermore, the age group experiencing the most significant net migration between 2031 and 2036 is the 25 to 29-year-olds.

Given this substantial population growth, it becomes imperative to enhance the current road network infrastructure to accommodate the anticipated increase in commuters who will rely on these roads in the coming years.

### PROJECT SUMMARY

As such the Shire requires the partnership of the State and Federal Governments to deliver the infrastructure required for the growing community. Through the analysis of the Shire's Road network and Main Roads WA crash data, 28 road sections that require urgent upgrade and improvement have been identified. To implement this strategic plan, the Shire is requesting financial support amounting to \$170 million to revamp around 158 kilometres of our local road network.

### SITUATIONAL ANALYSIS

Enhancing the road network is of paramount importance to support the Shire's expansion and the concurrent agricultural and industrial development. The region's industrial growth underscores the necessity for upgrading the existing narrow roads, which were originally designed and built to handle low traffic loads.

The substantial risks associated with not upgrading these roads include heightened safety concerns for both heavy haulage and passenger vehicles in these regions. Additionally, there is a lack of infrastructure to facilitate new industrial ventures, thereby hindering job creation. Moreover, there will be persistent strain on existing road networks, including local roads ill-suited for both regular cars and heavy vehicle access, leading to increased maintenance costs. The road upgrade plan aims to achieve several key objectives: enhance the safety of our local road network, reduce road accidents and fatalities, and promote tourism and investment opportunities within the Shire.

Currently, there is a lack of available State or Federal Government grant funding to facilitate the implementation of these essential road upgrades. This advocacy plan for road upgrades involves the redesign and treatment of the specified road sections, with the primary aim of enhancing safety for the growing population of the Shire.

### RISK OF DELAY



Considerable safety risks associated with heavy haulage vehicles and passenger vehicles continuing to travel through these areas.



Lack of infrastructure to support new industrial developments, and creation of employment opportunities.



Continued pressure on existing road networks, including local roads that are unsuitable for both cars and heavy vehicle access, resulting in more money spent on maintenance.

### OUTCOMES



Improve the safety of our local road network.



Reduce road crashes and fatalities.



Support tourism and investment within the Shire.



PRIORITY	ROAD NAME	ANNUAL AVERAGE DAILY TRAFFIC	CRASH STATISTICS	PROJECT DETAILS	COST	REASONS FOR UPGRADE	TREATMENT	GRANT AVAILABILITY
1	Kargotich Road-Abernethy Road Roundabout	3,643 vehicles/day	31 crashes along all of Kargotich Road from 2018-2022. This includes one fatal, eight hospital, and four medical severity crashes.	The transformation of the intersection of Kargotich Road and Abernethy Road to a roundabout.	<b>\$4.7 Million</b>	The intersections each have significant pavement deterioration and are a safety concern as highlighted by the crash data. Upgrading them to Roundabouts will deal with both of these concerns.	<ul style="list-style-type: none"> <li>Pavement Rehabilitation <ul style="list-style-type: none"> <li>Foamed Bitumen Stabilisation, 350 mm deep, 3.5% Bitumen and 0.7% Cement</li> <li>Overlay with 40mm 14/75 DGA with S45R</li> </ul> </li> <li>Roadside hazard removal</li> <li>Line marking and signage installation</li> </ul>	While these sections may meet the criteria for MRRG and Blackspot funding, their construction costs significantly exceed the funding caps associated with these programs. These sections were initially included in a segment approved for hypergrowth funding. However, they couldn't be executed as planned due to budget constraints.
2	Kargotich Road-Orton Road Roundabout	3,643 vehicles/day	31 crashes along all of Kargotich Road from 2018-2022. This includes one fatal, eight hospital, and four medical severity crashes.	The transformation of the intersection of Kargotich Road and Orton Road to a roundabout.	<b>\$5.8 Million</b>	The intersections each have significant pavement deterioration and are a safety concern as highlighted by the crash data. Upgrading them to Roundabouts will deal with both of these concerns.	<ul style="list-style-type: none"> <li>Pavement Rehabilitation <ul style="list-style-type: none"> <li>Foamed Bitumen Stabilisation, 350 mm deep, 3.5% Bitumen and 0.7% Cement</li> <li>Overlay with 40mm 14/75 DGA with S45R</li> </ul> </li> <li>Roadside hazard removal</li> <li>Line marking and signage installation</li> </ul>	While these sections may meet the criteria for MRRG and Blackspot funding, their construction costs significantly exceed the funding caps associated with these programs. These sections were initially included in a segment approved for hypergrowth funding. However, they couldn't be executed as planned due to budget constraints.
3	Kargotich Road-Gossage Road Roundabout	3,643 vehicles/day	31 crashes along all of Kargotich Road from 2018-2022. This includes one fatal, eight hospital, and four medical severity crashes.	The transformation of the intersection of Kargotich Road and Goss Road to a roundabout.	<b>\$3.5 Million</b>	The intersections each have significant pavement deterioration and are a safety concern as highlighted by the crash data. Upgrading them to Roundabouts will deal with both of these concerns.	<ul style="list-style-type: none"> <li>Pavement Rehabilitation <ul style="list-style-type: none"> <li>Foamed Bitumen Stabilisation, 200 mm deep, 3.5% Bitumen and 0.7% Cement</li> <li>Overlay with 40mm 14/75 DGA with S45R</li> </ul> </li> <li>Roadside hazard removal</li> <li>Line marking and signage installation</li> </ul>	While these sections may meet the criteria for MRRG and Blackspot funding, their construction costs significantly exceed the funding caps associated with these programs. These sections were initially included in a segment approved for hypergrowth funding. However, they couldn't be executed as planned due to budget constraints.
4	Kargotich Road-North of Mundijong Road	3,643 vehicles/day	31 crashes along all of Kargotich Road from 2018-2022. This includes one fatal, eight hospital, and four medical severity crashes.	From Orton Road to Mundijong Road- excluding sections involved in Tonkin Highway extension. SLK 6.44 to 7.96 and 8.46 to 13.01.	<b>\$7.0 Million</b>	Multiple pavement failures have occurred at various locations on this road, raising significant safety concerns due to a higher frequency of road crashes.	<ul style="list-style-type: none"> <li>Pavement Rehabilitation <ul style="list-style-type: none"> <li>Foamed Bitumen Stabilisation, 250 mm deep, 3.5% Bitumen and 0.7% Cement</li> <li>Overlay with 40mm 14/75 DGA with S45R</li> </ul> </li> <li>Roadside hazard removal</li> <li>Line marking and signage installation</li> </ul>	While this section may meet the criteria for MRRG and Blackspot funding, its construction costs significantly exceed the funding caps associated with these programs. This section was initially approved for hypergrowth funding. However, it couldn't be executed as planned due to budget constraints.
5	Hopkinson Road	8,188 vehicles/day	48 crashes along all of Hopkinson Road from 2018-2022. This includes two fatal, four hospital, and nine medical severity crashes.	From 400m North of Orton Road to Shire boundary (200m North of Gloaming Way) SLK 4.05 to 5.45, 5.75 to 6.32 and 6.92 to 8.42.	<b>\$2.6 Million</b>	The existing pavement contains a high degree of cracking. The road is relatively narrow considering the number of heavy vehicles that utilise this road. The road is associated with a large number of car crashes	<ul style="list-style-type: none"> <li>Shoulder Repairs on both sides</li> <li>Resurfacing</li> <li>Mill 40mm</li> <li>2-coat primer seal</li> <li>Lay 40mm thick DGA 14/75 with A15E</li> <li>Roadside hazard removal</li> <li>Line marking and signage installation</li> </ul>	The section of Hopkinson Road qualifies for MRRG rehabilitation grant. However, it's important to note that the construction of the entire section through the grant will take more than 10 years due to the annual funding cap.

<b>6</b>	Karnup Road	3,582 vehicles/day	36 crashes along all of Karnup Road from 2018-2022. This includes one fatal, three hospital, and six medical severity crashes.	From 80m East of Punrak Road to 750m West of Punrak Road and from O'Neil Road to River Road. SLK 5.81 to 6.64 and 12.68 to 13.65	<b>\$1.7 Million</b>	Safety concerns arise from a higher frequency of road crashes.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is eligible for MRRG (Main Roads Rehabilitation Grant) and Blackspot grant funding. The Shire has received grants through the Black Spot program and Commodity Routed fund over the last two years. However, additional funds are required to address all the safety issues along this road section.
<b>7</b>	Nicholson Road	10,478 vehicles/day	36 crashes along all of Nicholson Road from 2018-2022. This includes one hospital and 13 medical severity crashes.	From Thomas Road to Abernethy Road. SLK 2.78 to 4.87.	<b>\$1.9 Million</b>	The existing section of the road is narrow and cannot adequately accommodate two-way traffic.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for grant funding due to its road classification.
<b>8</b>	Abernethy Road	8,012 vehicles/day	36 crashes along all of Abernethy Road from 2018-2022. This includes three hospital and five medical severity crashes.	From Hopkinson Road to Nicholson Road. SLK 3.43 to 8.09.	<b>\$5.8 Million</b>	The existing section of the road is narrow and cannot adequately accommodate two-way traffic, with the pavement containing a high degree of cracking and ravelling	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for grant funding due to its road classification
<b>9</b>	Orton Road	1,076 vehicles/day	15 crashes along all of Orton Road from 2018-2022. This includes three hospital severity crashes.	From Casuarina Road to 1.80km East of King Road. SLK 0.00 to 3.70.	<b>\$4.7 Million</b>	The existing pavement is deteriorating with cracks, rutting, and an aging seal. Additionally, the current seal is narrow posing safety concerns as evidenced by the number of crashes on this road.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	While this section may meet the criteria for MRRG and Blackspot funding, its construction costs significantly exceed the funding caps associated with these programs. This section was initially approved for hypergrowth funding. However, it couldn't be executed as planned due to budget constraints.
<b>10</b>	Gossage Road	522 vehicles/day	One crash reported along Gossage Road from 2018-2022.	From Hopkinson Road to 270m West of Bournbrook Avenue and 350m West of Kargotich Road to King Road. SLK 0.00 to 1.51 and 2.39 to 6.28.	<b>\$5.1 Million</b>	The existing pavement is deteriorating, characterized by cracks and an aging seal.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for any grant funding due to its low traffic volume, which is less than 2000 vehicles.
<b>11</b>	Kargotich Road-South of Mundijong Road	3,643 vehicles/day	31 crashes along all of Kargotich Road from 2018-2022. This includes one fatal, eight hospital, and four medical severity crashes.	From Mundijong Road to Lowlands Road. SLK 13.01 to 17.39.	<b>\$6.3 Million</b>	Multiple pavement failures have occurred at various locations on this road, raising significant safety concerns due to a higher frequency of road crashes.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>• Foamed Bitumen Stabilisation, 250 mm deep, 3.5% Bitumen and 0.7% Cement</li> <li>• Overlay with 40mm 14/75 DGA with S45R</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	While this section may meet the criteria for MRRG and Blackspot funding, its construction costs significantly exceed the funding caps associated with these programs. This section was initially approved for hypergrowth funding. However, it couldn't be executed as planned due to budget constraints.

<b>12</b>	Nettleton Road	1,568 vehicles/day	11 crashes along all of Orton Road from 2018-2022. This includes two hospital, and three medical severity crashes.	From South Western Highway to Jarrahdale Road – excluding already funded sections. SLK 0.00 to 10.68, 11.0 to 15.15 and 16.97 to 17.87.	<b>\$17.6 Million</b>	Blackspot road	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road qualifies for the MRRG (Main Roads Rehabilitation Grant) rehabilitation grant. However, it's worth noting that it will take more than 10 years to complete the entire section using this grant program due to the annual funding cap.
<b>13</b>	Kingsbury Dr	486 vehicles/day	11 crashes along all of Orton Road from 2018-2022. This includes three fatal, and three hospital severity crashes.	From South Western Highway to Jarrahdale Road – excluding already funded section. SLK 0.00 to 7.00 and 9.10 to 25.11.	<b>\$24.8 Million</b>	Blackspot road	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is eligible for the MRRG (Main Roads Rehabilitation Grant) but would take more than 15 years to complete the entire section through this grant program due to the annual funding cap.
<b>14</b>	Turner Road	320 vehicles/day	One crash reported along Turner Road from 2018-2022.	From Warrington Road to Soldiers Road. SLK 0.00 to 1.11.	<b>\$1.4 Million</b>	The existing pavement is deteriorating, characterized by cracks and an aging seal. Moreover, the existing seal is narrow and insufficient for accommodating two-way traffic, posing safety concerns in this high-speed environment.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for any grant funding due to its low traffic volume, which is less than 2000 vehicles.
<b>15</b>	Utley Road	222 vehicles/day	No crashes reported from 2018-2022.	From Hall Road to Punrak Road. SLK 0.00 to 6.56.	<b>\$6.4 Million</b>	The existing pavement is deteriorating, characterized by cracks, rutting, and an aging seal. Moreover, the existing seal is narrow and insufficient for accommodating two-way traffic, posing safety concerns in this high-speed environment.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for grant funding due to its road classification.
<b>16</b>	Norman Road	458 vehicles/day	Two crashes along all of Norman Road from 2018-2022. This includes one hospital severity crash.	From South Western Highway to Soldiers Road. SLK 0.00 to 1.79.	<b>\$1.5 Million</b>	The existing section of the road is narrow with the pavement containing a high degree of cracking and ravelling	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	low traffic volume, which is less than 2000 vehicles.
<b>17</b>	Hopeland Road	1,137 vehicles/day	Six crashes reported along Hopeland Road from 2018-2022.	From Rowe Road to Shire boundary (2.4km south of Elliott Road) – excluding already funded section. SLK 0.05 to 2.50 and 4.80 to 12.50.	<b>\$10.6 Million</b>	The existing pavement is deteriorating, displaying issues such as cracks, rutting, and an aging seal.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>• Remix base to 150mmm</li> <li>• Granular Overlay</li> <li>• Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	The section of Hopeland Road south of Karnup Road qualifies for MRRG (Main Roads Rehabilitation Grant) rehabilitation grant. However, it's important to note that the construction of the entire section through the grant will take more than 10 years due to the annual funding cap.

18	Lowlands Road	1,122 vehicles/day	No crashes reported from 2018-2022.	From Wright Road to Rapids Road. SLK 0.00 to 3.42.	<b>\$4.2 Million</b>	The existing section of the road is narrow with the pavement containing a high degree of cracking and ravelling	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	low traffic volume, which is less than 2000 vehicles.
19	Wright Road	1841 vehicles/day	Seven crashes along all of Wright Road from 2018-2022. This includes one fatal, and three hospital severity crashes.	From Watkins Road to Summerfield Road. SLK 0.00 to 5.46.	<b>\$5.1 Million</b>	Safety concerns are heightened due to the high-speed nature of the environment and the presence of roadside hazards, including steep slopes and trees located within the clear zone.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is eligible for MRRG (Main Roads Rehabilitation Grant) and Blackspot grant funding. The Shire has received grants through the Black Spot program and Commodity Routed fund over the last two years. However, additional funds are needed to address all the safety issues along this road section.
20	Rapids Road	159 vehicles/day	Three crashes reported on Rapids Road from 2018-2022.	From Karnup Road to Utley Road. SLK 3.07 to 6.17	<b>\$4.4 Million</b>	The existing road surface is deteriorating, with cracks, rutting, and an aging seal. The seal is too narrow for two-way traffic, posing safety concerns in a high-speed environment.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for grant funding due to its road classification.
21	Beenyup Road	907 vehicles/day	Two crashes reported on Beenyup Road from 2018-2022.	From South Western Highway to cul-de-sac. SLK 0.00 to 1.12	<b>\$0.5 Million</b>	The section contains a high degree of cracking throughout the section with patching also present.	<ul style="list-style-type: none"> <li>• Resurfacing</li> <li>• Mill 50mm</li> <li>• Lay 20mm thick 7mm high binder SMA</li> <li>• Lay 30mm thick 10/75 DGA</li> </ul>	This road is not eligible for any grant funding due to its low traffic volume, which is less than 2000 vehicles.
22	Summerfield Road	311 vehicles/day	No crashes reported from 2018-2022.	From Richardson Street to South Western Highway. SLK 0.00 to 4.54.	<b>\$4.5 Million</b>	The existing section of the road is narrow and cannot adequately accommodate two-way traffic, with the pavement containing a high degree of cracking and ravelling	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for any grant funding due to its low traffic volume, which is less than 2000 vehicles.
23	Fisher Road	169 vehicles/day	No crashes reported from 2018-2022.	From Kentish Road to South Western Highway. SLK 0.00 to 1.36	<b>\$2.2 Million</b>	The existing pavement is deteriorating, characterized by cracks and an aging seal. Moreover, the existing seal is narrow and insufficient for accommodating two-way traffic, posing safety concerns in this high-speed environment.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for any grant funding due to its low traffic volume, which is less than 2000 vehicles.
24	Walters Road	-	Two crashes reported on Walters Road from 2018-2022.	From South Western Highway to Dalley Street. SLK 0.00 to 0.91	<b>\$0.5 Million</b>	The section contains a high degree of cracking throughout with patching present in the majority of the section	<ul style="list-style-type: none"> <li>• Resurfacing</li> <li>• Mill 50mm</li> <li>• Lay 20mm thick 7mm high binder SMA</li> <li>• Lay 30mm thick 10/75 DGA</li> </ul>	low traffic volume, which is less than 2000 vehicles.

25	Yangedi Road South	39 vehicles/day	No crashes reported from 2018-2022.	From Punrak Road to Shire boundary (1.6km South of Elliott Road). SLK 0.00 to 4.04.	<b>\$4.9 Million</b>	The existing pavement is deteriorating, with visible cracks, rutting, and an aging seal. The current seal is narrow and insufficient to accommodate two-way traffic, resulting in safety concerns, particularly in a high-speed environment.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for grant funding due to its road classification.
26	Castle Road	-	No crashes reported from 2018-2022.	From South Western Highway to Summerfield Road. SLK 0.00 to 0.79.	<b>\$0.7 Million</b>	The existing section of the road is narrow with the pavement containing a high degree of cracking and ravelling	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for any grant funding due to its low traffic volume, which is less than 2000 vehicles.
27	Punrak Road	81 vehicles/day	No crashes reported from 2018-2022.	From Karnup Road to Yangedi South Road. SLK 0.00 to 8.50.	<b>\$8.9 Million</b>	The existing pavement is deteriorating, characterized by cracks, rutting, and an aging seal. Moreover, the existing seal is narrow and insufficient for accommodating two-way traffic, posing safety concerns in this high-speed environment.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for any grant funding due to its low traffic volume, which is less than 2000 vehicles.
28	Elliot Road	34 vehicles/day	No crashes reported from 2018-2022.	From Wescott Road to Yangedi South Road. SLK 3.38 to 10.65.	<b>\$6.8 Million</b>	The current pavement is deteriorating, displaying cracks, rutting, and an aging seal. Moreover, the existing seal is insufficiently wide to accommodate two-way traffic, raising safety concerns, particularly in high-speed environments.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for grant funding due to its road classification.
29	Yangedi Road North	42 vehicles/day	No crashes reported from 2018-2022.	Karnup Road to Henderson Road. SLK 0.00 to 4.48.	<b>\$4.9 Million</b>	The existing pavement is deteriorating with cracks, rutting, and an aging seal. Additionally, the current seal is too narrow to accommodate two-way traffic, posing safety concerns, particularly in high-speed environments.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for grant funding due to its road classification.
30	Henderson Road	81 vehicles/day	No crashes reported from 2018-2022.	From Westcott Road to River Road. SLK 0.00 to 9.70.	<b>\$10.7 Million</b>	The existing pavement is deteriorating, displaying cracks, rutting, and an aging seal. Moreover, the current seal is narrow and inadequately wide for accommodating two-way traffic, which raises safety concerns, particularly in a high-speed environment.	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation <ul style="list-style-type: none"> <li>○ Remix base to 150mmm</li> <li>○ Granular Overlay</li> <li>○ 2-coat primer seal</li> <li>○ Overlay with 40mm 14/75 DGA</li> </ul> </li> <li>• Roadside hazard removal</li> <li>• Line marking and signage installation</li> </ul>	This road is not eligible for grant funding due to its road classification.





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