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Wagga Wagga City Council

Report for Wagga Planning Studies

Traffic Management - Moorong Street

September 2008



Contents

1.	Moorong Street	1
1.1	Introduction	1
1.2	Existing Conditions	1
1.3	Proposed Development	1
1.4	Construction Cost Estimate	2

Table Index

Table 1	Proposed Improvement Works	2
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Appendices

- A Existing Conditions – Moorong Street
- B Post Development Arrangement – Moorong Street



1. Moorong Street

1.1 Introduction

The area under consideration is a triangular shape bounded by Sturt Highway in the south, Olympic Highway in the east and generally by the Wiradjuri Walking Track in the west.

1.2 Existing Conditions

1.2.1 Road and Intersection Layouts

At the northern end of the site, the intersection of Olympic Way and Kincaid Street is controlled by a two-lane roundabout. Moorong Street runs parallel to Olympic Way between the Kincaid Street roundabout and the Travers Street roundabout further to the north. Moorong Street acts as a service road providing access to industrial developments to the west of Olympic Way. Truck parking on this street is an issue that is currently being investigated by WWCC.

At the southern end of the site, Edward Street West intersects Sturt Highway. Edward Street West is a generally unsealed road except for its approach to the Sturt highway intersection.

1.2.2 Traffic fLow

The traffic volume on Olympic Highway in the vicinity of the site is about 13,000 vpd and on the Sturt Highway is about 10,000 vpd.

1.2.3 Public Transport

A bus route runs along Moorong Street and Kincaid Street via the roundabout adjacent to the site.

1.2.4 Cycling/Footpath Systems

The Wiradjuria Walking Track runs along the western edge of the site between Edward Street West and the Kincaid Street roundabout.

1.3 Proposed Development

The site has industrial development to its north and is generally low lying and flood prone. Access to development at the site is limited as the two roads along its southern and eastern edges are both highways and as such are not suitable for road accesses with full movements permitted.

There are two potential locations for developing vehicular access to the site:

The Moorong Street approach to the Kincaid Street roundabout and the associated connections to Moorong Street and the nearby industrial site could be modified. This would provide good access to the existing roundabout capable of accommodating large turning vehicles.

The second location is at Edward Street West where the existing intersection with the highway would need to be developed to provide turn lanes and channelisation sufficient to accommodate large vehicles.



The potential exists to develop one or both access locations depending on the nature of the development proposed and the extent of developable area. It is understood that drainage constraints may restrict some areas to recreational uses.

If both access points are developed, a left-in, left-out arrangement at Edward Street West may be sufficient with right turn movements occurring at Kincaid Street. If Edward Street West becomes the sole access point, then this would need to be fully developed to accommodate all movements.

1.3.1 Future Traffic Flows

General Traffic Growth

An estimate of future traffic volumes on Sturt Highway and Olympic Highway was made by applying a 1.22% compound growth rate to 2006 traffic volumes. The estimated traffic volume on these roads in 2016 are:

- » Sturt Highway 11,300 vpd
- » Olympic Highway 14,700 vpd

Traffic Generation

For the purposes of this report, it is assumed that the site will be used for a mixture of commercial, recreational and business park purposes. An estimate of traffic generation at the site was made by applying the rates provided in the RTA Guidelines to Traffic Generating Developments for business park use (1.1 vph/100m², 50% GFA). Due to likely drainage constraints, the take up of land by 2016 is assumed to be no more than 25% (3 ha). The estimated peak period traffic is 165 veh/hr.

1.3.2 Traffic Analysis

The traffic estimated to be generated by the development of the site for commercial uses could be satisfactorily accommodated at either the Kincaid Street roundabout or at Edward Street West. Both access points provide good access to high capacity roads and either location would be suitable.

The Kincaid Street roundabout offers a good access point with minimal modifications necessary to access the site.

1.4 Construction Cost Estimate

The proposed improvement works and associated indicative cost estimates are summarised in Table 1.

Table 1 Proposed Improvement Works

Location	Proposed Upgrade Works	Estimated Cost
Moorong Street leg of Olympic Way/Kincaid Street roundabout	Realignment of Moorong Street	\$100,000
Edward Street West/ Sturt Highway	Intersection improvements (all movements accommodated)	\$1,000,000



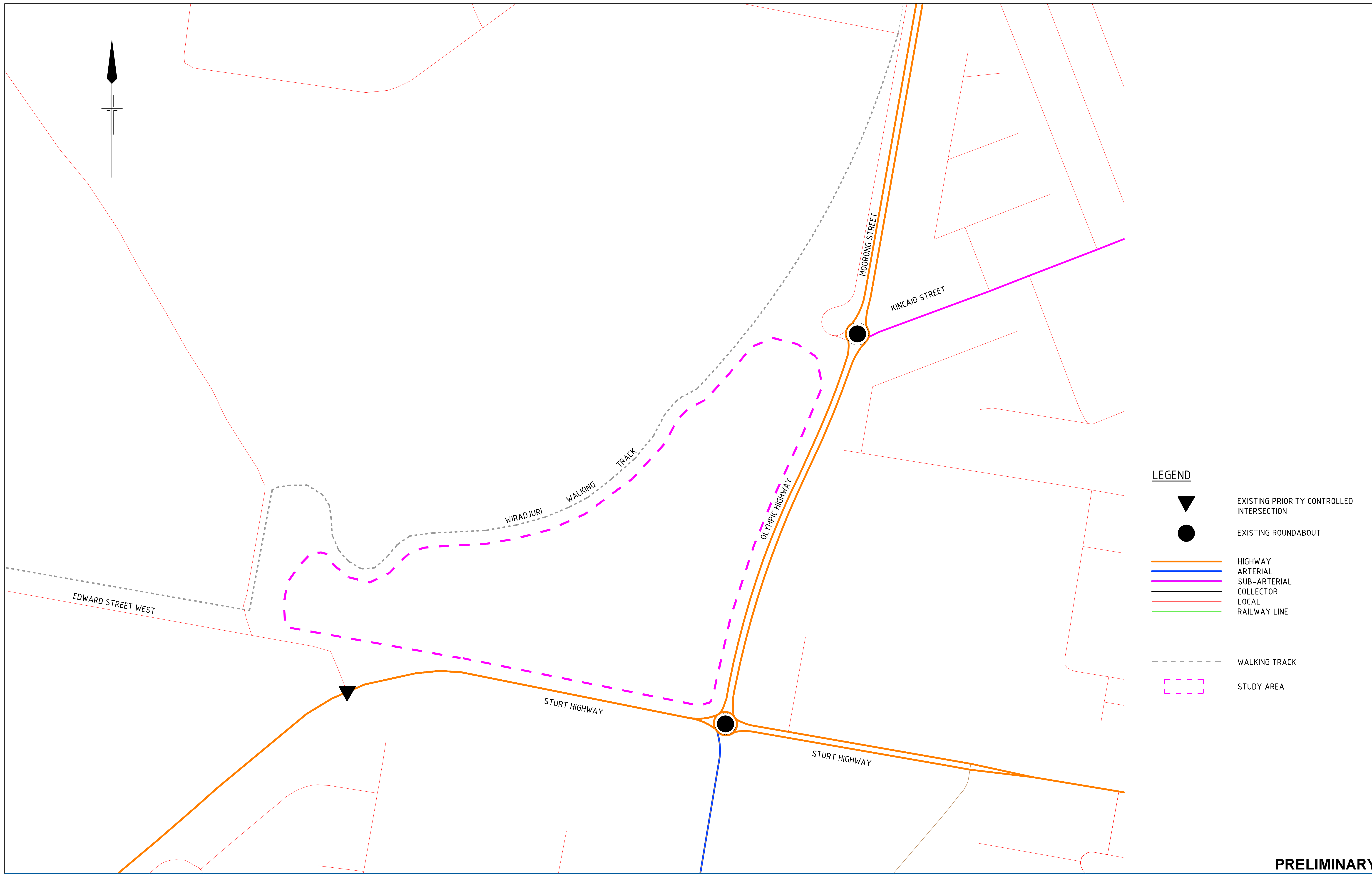
Location	Proposed Upgrade Works	Estimated Cost
Edward Street West/ Sturt Highway	Intersection improvements, (left-in, left-out movements only)	\$500,000

Note: A single access road may be sufficient for this site











The indicative cost estimates are based on typical rates for projects undertaken by WWCC in 2005 and are accurate to +/- 50%. As the estimates are based on indicative information only, they may change when preliminary and detailed design investigations are undertaken. The estimates exclude the costs of escalation to time of construction, design and construction contingency allowances, the costs of detailed investigations, survey, authority approvals, design, documentation, procurement, and project management of the works.



Appendix A
Existing Conditions – Moorong Street

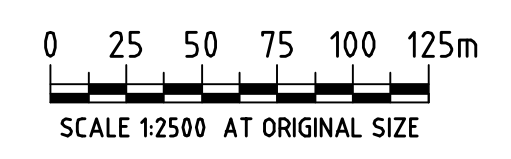


LEGEND

-  EXISTING PRIORITY CONTROLLED INTERSECTION
-  EXISTING ROUNDABOUT
-  HIGHWAY
-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR
-  LOCAL
-  RAILWAY LINE
-  WALKING TRACK
-  STUDY AREA

PRELIMINARY

No	Revision	Note: * indicates signatures on original issue of drawing or last revision of drawing	Drawn	Checked	Approved	Date
B	MINOR LINEWORK CHANGES		TM	GG*	TC*	19.3.08
A	PRELIMINARY		TM			



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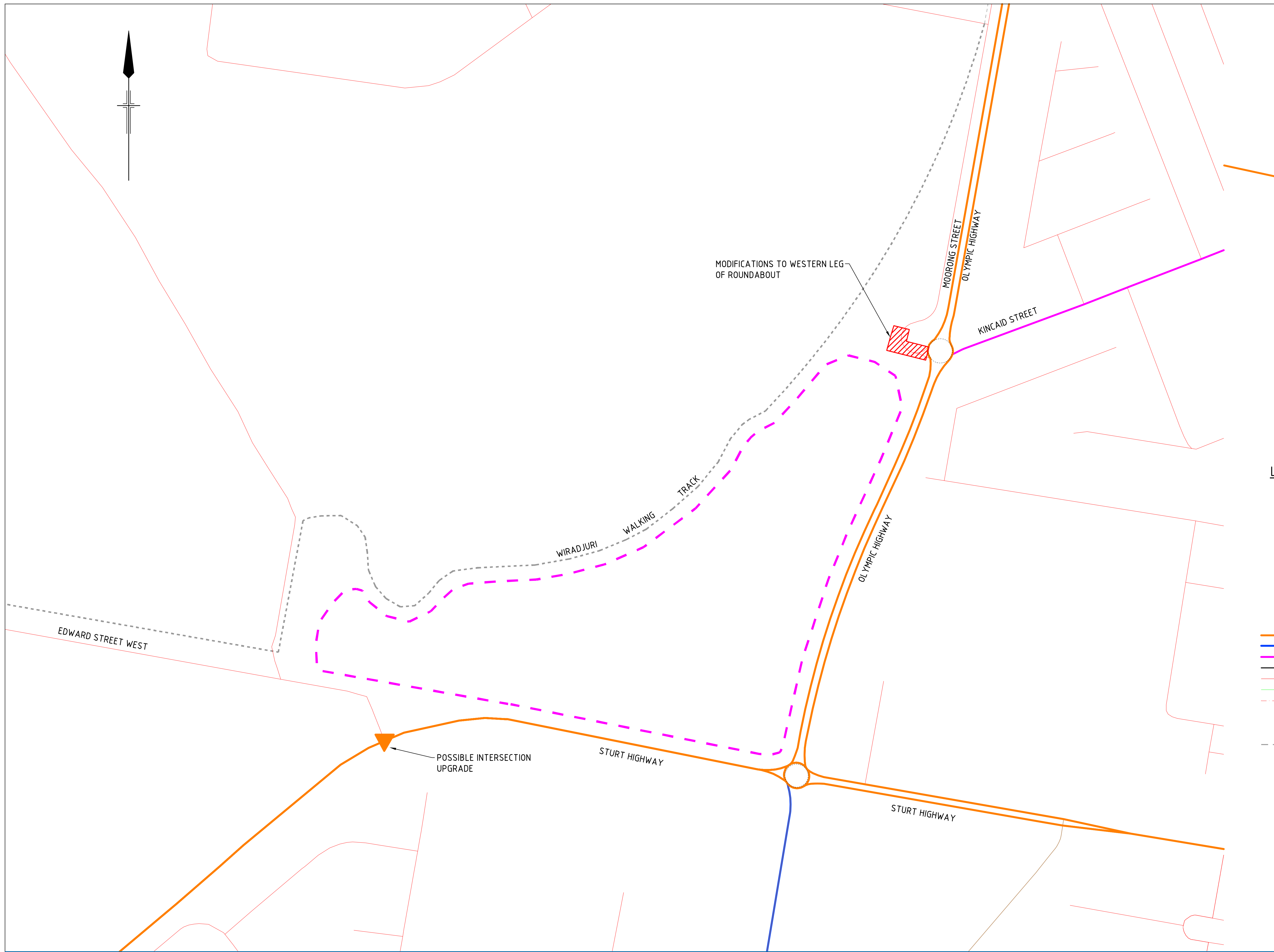
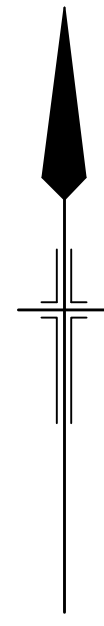
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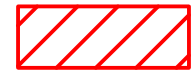








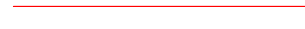



Client	WAGGA CITY COUNCIL
Project	WAGGA WAGGA DRAFT LEP STUDY 2007
Title	MOORONG EXISTING CONDITIONS
Original Size	A1
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Rev:	B



Appendix B
Post Development Arrangement – Moorong
Street

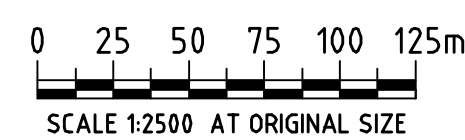


LEGEND

-  NEW/UPGRADED ROADS
-  NEW/UPGRADED INTERSECTION
-  NEW/UPGRADED ROUNDABOUT
-  NEW TRAFFIC SIGNALS
-  HIGHWAY
-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR
-  LOCAL
-  RAILWAY LINE
-  NEW ROAD
-  WALKING TRACK
-  STUDY AREA

PRELIMINARY

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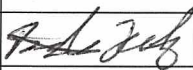

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