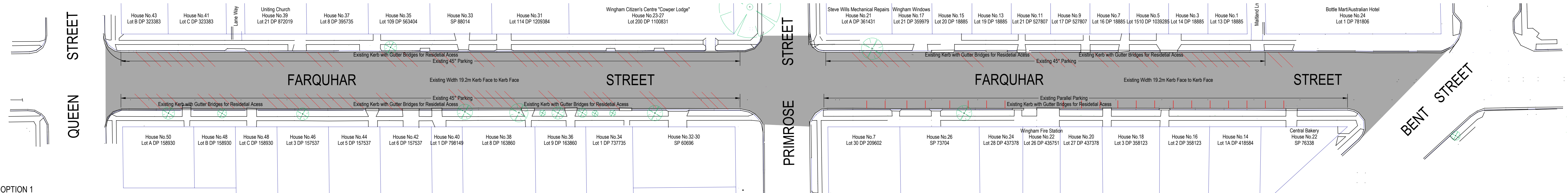
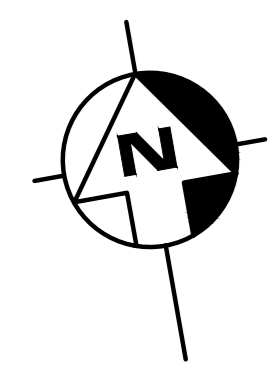


Draft Design Plan 1

FARQUHAR STREET, WINGHAM REHABILITATION EXISTING LAYOUT



- OPTION 1**
- NOT PREFERRED - EXCESSIVE STREET WIDTH
 - SIGNIFICANT COST IN REFURBISHING STREET AND CONTINUING MAINTENANCE (RESEALS EVERY 10yrs)
 - LIMITED LANDSCAPING AREA
 - ACCESS ISSUES WITH GUTTER BRIDGES
 - NO IMPROVEMENT FOR PEDESTRIANS

EXISTING CONDITION (AREA OF EXISTING PAVEMENT TO BE RENOVATED) ≈ 8175m²

RECONSTRUCTION \$80m²
RESEAL (10 YEARS) ≈ \$5m²

Car Parking Spaces

Angle	66
Parallel	17
Total	83

OPTION 1

Benefits of Design	Limitations of Design
Community identity	Considerable cost in road maintenance & rehab <i>Annual estimated costs \$20,450</i>
Retention of parking spaces	Retention of gutter bridges <i>Stormwater maintenance cost</i>
	Pedestrian access & safety <i>No improvement to pedestrian access & safety</i>
	Significant pavement areas <i>Considerable heat generation during warmer months</i>
	Green space <i>Limited landscaping area</i>
	Non standardised carriage width <i>Existing carriage width 19.2m (kerb to kerb)</i>

PRELIMINARY
NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Auth

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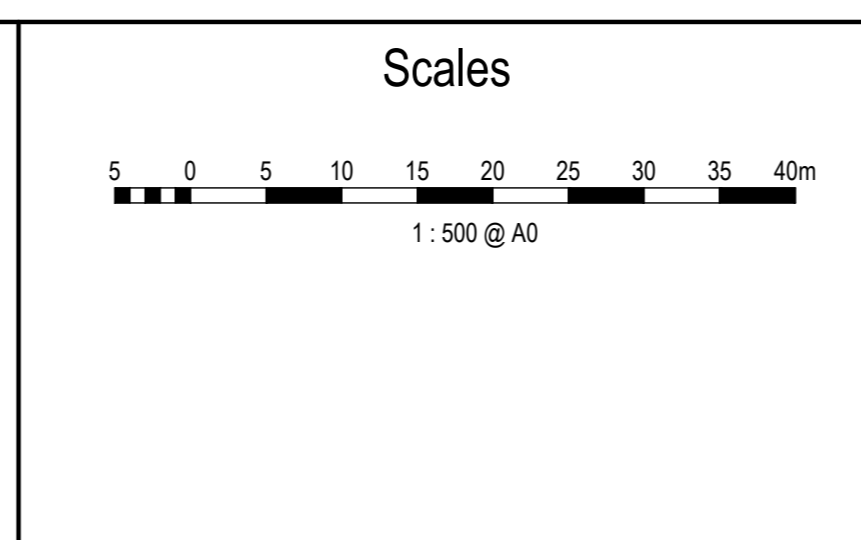
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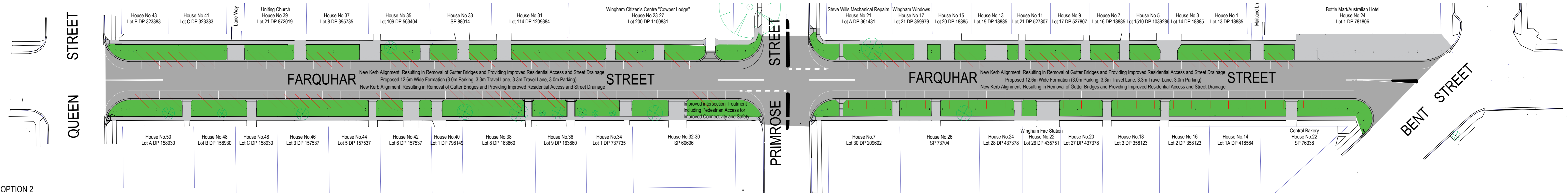
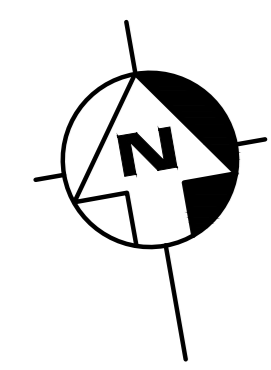


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Designed M.H. FEB 2019	Checked G.C. FEB 2019
Approved on Behalf of Midcoast Council	

Project Details	OPTION DIAGRAM FARQUHAR STREET WINGHAM	Revision A
Plan Details	PROPOSED OPTION FOR FARQUHAR STREET, WINGHAM FOR PUBLIC EXHIBITION	Sheet No. 1
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Draft Design Plan 2

FARQUHAR STREET, WINGHAM REHABILITATION PARALLEL PARKING



- OPTION 2**
- SIGNIFICANTLY LESS ROAD PAVEMENT
 - CORRESPONDING SAVINGS IN CONSTRUCTION AND MAINTENANCE
 - LOSS OF 45° CARPARKING
 - INCREASED LANDSCAPING AREA
 - IMPROVED RESIDENTIAL ACCESS
 - IMPROVEMENTS TO PEDESTRIAN ACCESS

PARALLEL PARKING (AREA OF PAVEMENT TO BE RENOVATED) ≈ 5735m²

Car Parking Spaces	
Angle	51
Parallel	17
Total	68
Lost Car Parking	15 Spaces

OPTION 2	
Benefits of Design	Limitations of Design
Considerable savings in road maintenance & rehab <i>Annual savings \$6,100</i>	Loss of 15 parking spaces <i>Loss of all 45° car parking spaces</i>
Removal of gutter bridges <i>Improvement to residential access</i> <i>Removal of maintenance hazard</i> <i>Standard laybacks (as per MCC standard)</i>	
Increased green space <i>Significant reduction in pavement</i> <i>Less heat generation from pavement area</i>	
Standard Lane Width <i>Standard travel lane width of 3.3m</i>	

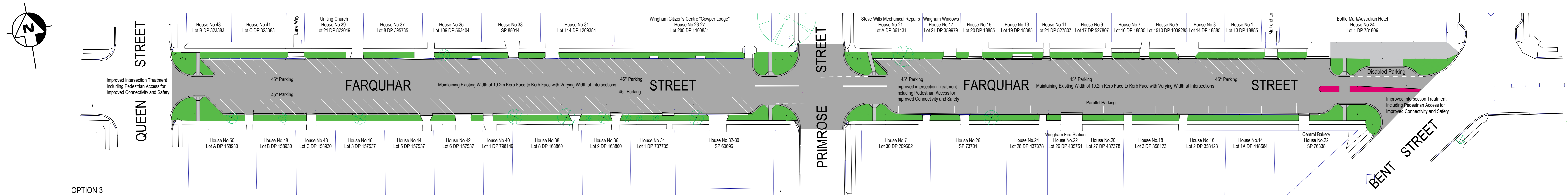
Option 2 - Savings
 Rehab (Every 40 Years)
 2440m² x \$80m² = \$ 195 200 (\$ 4880/Year)
 Reseal (Every 10 Years)
 2440m² x \$5m² = \$ 12 200 (\$ 1220/Year)
 Total Savings = \$ 6100/Year

PRELIMINARY
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Records Project File: Z:\RECORDS FILENAME								No. of Sheets 1
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Draft Design Plan 3

FARQUHAR STREET, WINGHAM REHABILITATION 45° PARKING WITH KERB BLISTERS AT INTERSECTIONS



- OPTION 3**
- SLIGHT REDUCTION IN ROAD PAVEMENT
 - NO REAL SAVINGS IN CONSTRUCTION AND MAINTENANCE
 - RETENTION OF CURRENT CARPARKING
 - SLIGHT INCREASE IN LANDSCAPING AREA
 - NO IMPROVEMENT TO RESIDENTIAL ACCESS
 - IMPROVED PEDESTRIAN ACCESS AND CONNECTIVITY

MAINTAIN 45° PARKING WITH KERB PROTRUBENCES AND IMPROVED PEDESTRIAN ACCESS ≈ 7495m²

Car Parking Spaces

Angle	66
Parallel	17
Total	83

OPTION 3	
Benefits of Design	Limitations of Design
No loss of parking spaces	Retention of gutter bridges <i>Creates additional maintenance</i>
Improved pedestrian access at intersections <i>Protruded island will improve safety & access</i>	Less savings from road maintenance & rehab <i>Annual savings only \$1,700</i>
	Slight increment to green space
	Slight reduction in pavement <i>Slight reduction of heat generation from pavement area</i>
	Non standardised carriage width <i>Existing carriage width 19.2m (kerb to kerb)</i>

Option 3 - Savings

Rehab
680m² x \$80m² = \$ 54 400 (\$ 1360/Year)

Reseal
680m² x \$5m² = \$ 3400 (\$ 340/Year)

Total Savings = \$ 1700/Year

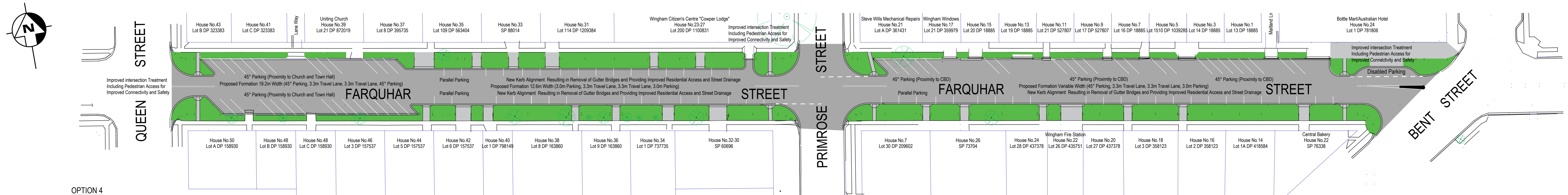
PRELIMINARY
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Draft Design Plan 4

FARQUHAR STREET, WINGHAM REHABILITATION COMPOSITE PARKING



- OPTION 4**
- SIGNIFICANTLY LESS ROAD PAVEMENT
 - CORRESPONDING SAVINGS IN CONSTRUCTION AND MAINTENANCE
 - SOME LOSS OF 45° CARPARKING
 - INCREASED LANDSCAPING AREA
 - IMPROVED RESIDENTIAL ACCESS AND DRAINAGE
 - IMPROVED PEDESTRIAN ACCESS AND CONNECTIVITY

PARTIAL SHIFT TO PARALLEL PARKING ≈ 6145m²

Car Parking Spaces	
Angle	61
Parallel	17
Total	78
Lost Car Parking	5 Spaces

OPTION 4

Benefits of Design	Limitations of Design
Considerable savings in road maintenance & rehab <i>Annual savings \$5,075</i>	Loss of 5 parking spaces
Improved pedestrian access at intersections <i>Protruded island will improve safety & access</i>	
Increased green space	
Maintaining 45° parking in the vicinity of church	
Significant reduction in pavement <i>Less heat generation from pavement area</i>	
Standard Lane Width <i>Standard travel lane width of 3.3m</i>	
Removal of gutter bridges <i>Improvement to residential access</i> <i>Removal of maintenance hazard</i> <i>Standard laybacks (as per MCC standard)</i>	

Option 4 Savings

Rehab
2030m² x \$80m² = \$ 162 400 (\$ 4160/Year)

Reseal
2030m² x \$5m² = \$ 10 150 (\$ 1015/Year)

Total Savings = \$ 5075/Year

PRELIMINARY
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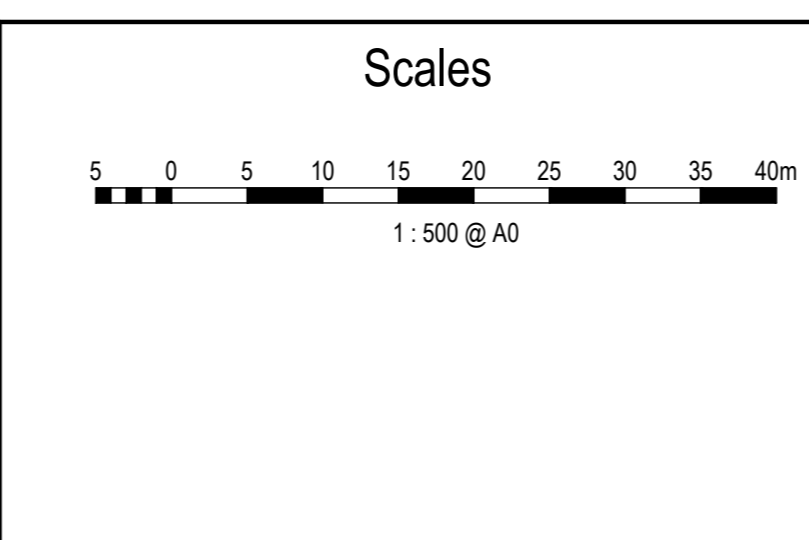
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