

- 3.2.2 Additional information on daily volumes modelled to use the on and off ramps at Wurundjeri Way and Footscray Road is also provided in Section 7.1.8 and 7.1.9 of Technical Report A.
- 3.2.3 The following daily volume ranges are modelled using the elevated carriageway at the eastern end of the Project and the various connections / interchanges proposed:
- Daily volumes of between **18,000** and **22,000** vehicles per day using the Dynon Road connection immediately south west of Dynon Road, **8,000** to **10,000** ~~vd~~ in an eastbound direction and **10,000** to **12,000** westbound.
 - Volumes of between **15,000** and **18,000** vehicles per day on the connecting ramps between the West Gate Tunnel Elevated Roadway and **CityLink** north.
 - ~~Volumes of between **10,000** and **12,000** vehicles per day on the connecting ramps between the West Gate Tunnel Elevated Roadway and CityLink south.~~
 - ~~Total movements between the elevated carriageways and Footscray Road at Appleton Dock Road and at the proposed link south from the Dynon Road connection of between **14,000** and **18,000** vehicles per day.~~
 - Volumes of between **4,000** and **6,000** vehicles per day between the elevated carriageways and Appleton Dock Road.
 - Volumes of between **10,000** and **12,000** vehicles per day between the elevated carriageways and **Footscray** Road east.
 - Volumes of between **2000** and **3000** vehicles per day between the elevated carriageways and the Wurundjeri Way extension.
 - Total two-way volumes on the elevated carriageway of between **49,000** and **61,000** vehicles per day.
- 3.2.4 The modelling shows that approximately ~~24~~**36**% of all traffic expected to use the eastern end of the Project is estimated to use the Dynon Road connection, compared with ~~30%**28**~~**28**% to **CityLink** north, ~~18% to CityLink south and **25%**20****~~**20**% to Footscray Road and Wurundjeri Way combined.
- 3.2.5 Comparable modelled daily volumes for the North Melbourne and West Melbourne Areas are subsequently provided in Figure 161 of Technical Report A.