

MARCO LUCIONI

CORRECTIONS

Figure 4-5 2031 Project Case – EES Approach volumes

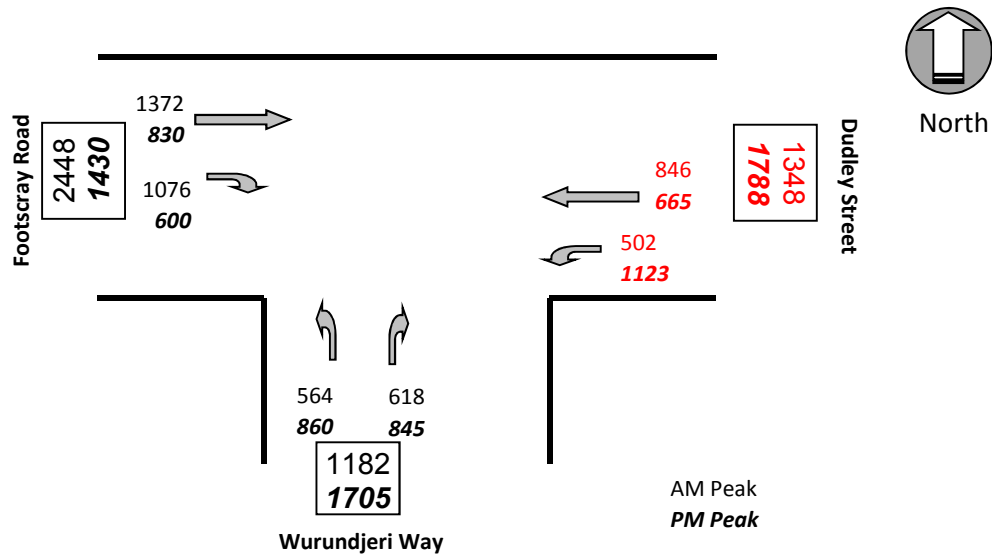
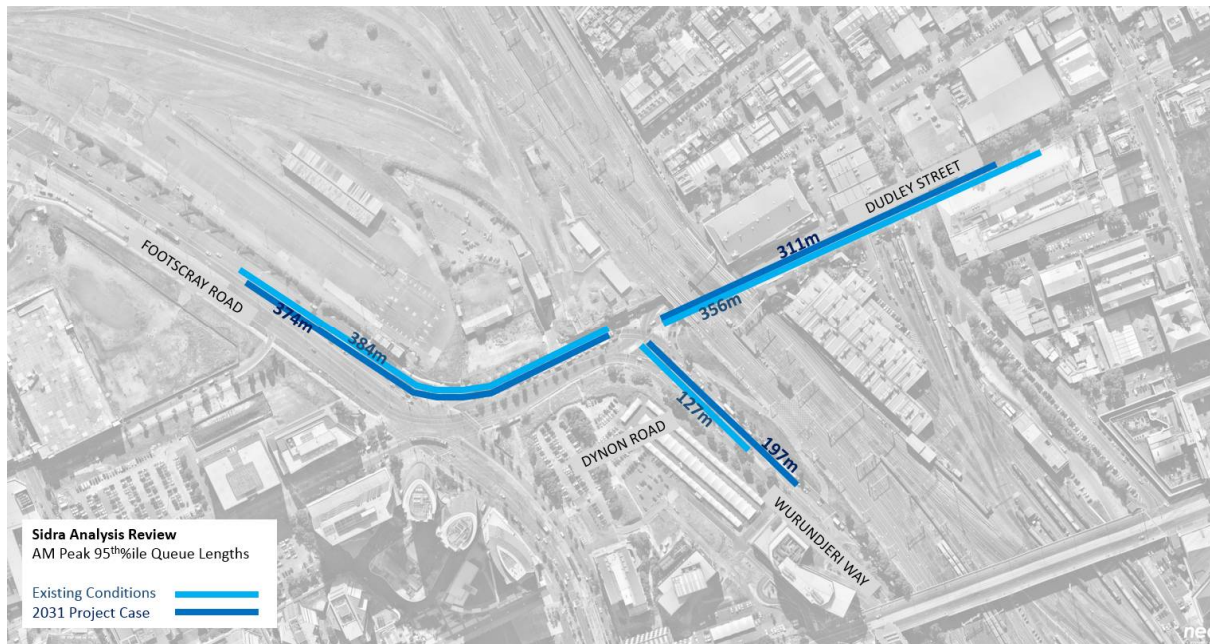


Table 4-1 Operating Conditions – Wurundjeri Way & Dudley Street

Period	Approach	Movement	Thursday 15 Jun 2017 SCATS			2031 EES Project Case Volumes		
			Degree of Saturation	95 th ile Queue (m)	Average Delay (sec)	Degree of Saturation	95 th ile Queue (m)	Average Delay (sec)
AM Peak	South	Left	0.150	2	7.1	0.28	4	7.4
		Right	0.524	127	52.6	0.91	197	85.6
	East	Left	0.899	356	42.4	0.33	95	24.4
		Through	0.509	74	53.7	0.93	311	48.9
	West	Through	0.503	12	2.1	0.54	17	1.9
		Right	0.903	384	65.3	0.92	374	74.5
PM Peak	South	Left	0.470	8	7.4	0.41	7	7.4
		Right	0.783	190	44.2	0.72	179	46.3
	East	Left	0.431	97	14.9	0.63	200	18.5
		Through	0.793	141	35.5	0.72	138	36.2
	West	Through	0.263	14	4.5	0.42	22	3.7
		Right	0.791	139	55.6	0.73	145	55.7

Figure 4-7



Section 4.1.3.2 2031 project case

Replace second paragraph with

Wurundjeri Way / Dudley Street: The results indicate that intersection operates with a Dos over 0.9 on all approaches during the morning peak under the 2031 Project case. In particular, the operation of the right turn from the western approach continues to operate with a DoS over 0.9 during the morning peak with the 95thile queue length of 374m, which would significantly impact on operating conditions of the upstream intersection of Dudley Street / Footscray Road / Docklands Drive, located 140m west of Wurundjeri Way.

As mentioned in Section 3.1.3.2, the approach volumes adopted for the 2031 project case are not the upper limit of the EES forecast range, accordingly the abovementioned results, at both intersections assessed, would deteriorate further should the upper limit of the EES range be adopted.