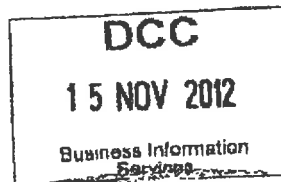




NZ TRANSPORT AGENCY
WAKA KOTAHI

14 November 2012

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Dear Graeme/Evan,

State Highway 88: Realignment Designation

Thank you for the opportunity to review the technical notes dated 23 October 2012, 1 November 2012 and the final summary of adjustments to the modelling dated 1 November 2012.

Having considered the level of service indications from the modelling that Dunedin City Council has undertaken at the SH88 bypass road/ Frederick/SH88 Anzac/Ward intersection we note the following:

1. A four-leg, five-phase intersection with volumes similar this one, would at best be expected to operate at peak at a LoS of C or D. Given the geometric constraints of this intersection a level of service of D at peak times is not unexpected, but we are concerned that it is tending towards LoS E for some legs of the intersection at peak times.
2. Notwithstanding 1. above, whilst we acknowledge that modelling has been used to provide an indication of leg volumes. To some extent the leg volumes particularly on Frederick and Ward are unknown. In the current peak period undertaking a right-turn out of either is impractical due to the existing through traffic on SH88 bypass road /SH 88 Anzac. It can be rightly assumed that the latent volumes on these legs will to some extent self-regulate.

However it is standard practice to allow any new intersection to settle in and then adjust the signal phasing to optimise the signals for the main traffic flows. In doing so the understanding should be that the priority of optimisation is to seek a have the intersection operate at a level of service of D or better for the through traffic on SH88 bypass road /SH 88 Anzac legs followed by maximising the LoS for the Frederick Street leg.

3. With regard to the mid-block intersection on the SH88 Realignment, should it be found to not achieve operate effectively, then the NZTA would expect this intersection to be signalised and co-ordinated with the SH88 bypass road /SH 88 Anzac/Frederick/Ward intersection to optimise traffic flows. There is an expectation that the substantial cost of this, if necessary in the short to medium term, would be borne by the Dunedin City Council as part of the handover agreement for the road.

Please contact me if you wish to discuss these comments further.

Yours sincerely

Ian Duncan
State Highway Manager

Our Ref: SH/13/88/8/653