

Amendments to Main Roads Operational Modelling Guidelines

This document contains the proposed amendments to Main Roads Operational Modelling Guidelines Ver 1.0 (June 2018). These amendments will be reflected in the next version of the Guidelines.

This is a live document and may be updated regularly.

Item	Date	Chapter	Section No.	Page No.	Type	Amendment																																			
1	Jun-18	3 - LinSig	3.3.6.2	59	Updated reference	<ul style="list-style-type: none"> Treat as nearside lane – identification of nearside or offside lane. Modellers must refer to Section 3.3.6.5 for guidance 																																			
2	Jun-18	4 - SIDRA	4.3.3.1	103	Updated table	<p><i>Table 4-2: Recommended Movement Classes by Main Roads</i></p> <table border="1"> <thead> <tr> <th>Austrroads Vehicle Class</th> <th>Vehicle Mass (kg)</th> <th>Power (kw)¹⁴</th> <th>Length (m)¹⁵</th> <th>PCE (pcu/veh)¹⁵</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1600</td> <td>120</td> <td>4.85</td> <td>1</td> </tr> <tr> <td>2, 3, 4, and 5</td> <td>22500</td> <td>160</td> <td>12.5</td> <td>2</td> </tr> <tr> <td>6, 7, 8 and 9</td> <td>42500</td> <td>350</td> <td>19</td> <td>3</td> </tr> <tr> <td>10</td> <td>64000 – 70000¹⁶</td> <td>400</td> <td>27.5</td> <td>4</td> </tr> <tr> <td>11</td> <td>80000 – 90000¹⁷</td> <td>450</td> <td>36.5</td> <td>4</td> </tr> <tr> <td>12</td> <td>115000</td> <td>450</td> <td>53.5</td> <td>5</td> </tr> </tbody> </table> <p><i>Source: Main Roads</i></p>	Austrroads Vehicle Class	Vehicle Mass (kg)	Power (kw) ¹⁴	Length (m) ¹⁵	PCE (pcu/veh) ¹⁵	1	1600	120	4.85	1	2, 3, 4, and 5	22500	160	12.5	2	6, 7, 8 and 9	42500	350	19	3	10	64000 – 70000 ¹⁶	400	27.5	4	11	80000 – 90000 ¹⁷	450	36.5	4	12	115000	450	53.5	5
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3	Jun-18	4 - SIDRA	4.3.12	122	New information	<p>The Timing Options tab will generally be set to User-Given Cycle Time, reflecting the current cycle time which is in operation or proposed. The Timing Options tab can also be set to User-Given Phase Time, reflecting the observed average signal time for the base model. Where there is a requirement to identify the optimum cycle time for new signalised intersections, the Optimum Cycle Time check box should be used. The Cycle Time - Upper Limit and Cycle Time - Increment should be defined based on the project requirements. For existing signalised intersections, observed existing minimum and maximum cycle times should be used for lower and upper limits respectively.</p>																																			
4	Jun-18	Appendix A - Signal Data	Attachment A.5	A-55	New information	<p>Cycle length should still be obtained from IDM or history file.</p>																																			
5	Jun-18	Appendix C - ROM data	Attachment C.3	C-35	Updated information	<p>2. Calculate the difference between the 2021 and 2016 Modelled Traffic (Matrix G = Matrix C – Matrix B) and identify negative values.</p>																																			