



Roads and Maritime Services Austroads Guide Supplement

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Roads and Maritime Services Supplement to Austroads Guide to Road Design Part 4C: Interchanges (2015) Version 2.0

General

Austroads has released the Guide to Road Design, Part 4C: Interchanges and all road agencies across Australasia have agreed to adopt the Austroads guides to provide a level of consistency and harmonisation across all jurisdictions. This agreement means that the new Austroads guides and the Australian Standards, which are referenced in them, will become the primary technical references for use within the Agency.

This supplement is issued to clarify, add to, or modify the Austroads Guide to Road Design, Part 4C: Interchanges.

Roads and Maritime accepts the principles in the Austroads Guide to Road Design, Part 4C: Interchanges with variations documented in this supplement under the following categories:

- Roads and Maritime Enhanced Practice: Roads and Maritime practice that enhances the Austroads Guides
- Roads and Maritime Complementary Material: Roads and Maritime reference material that complements the Austroads Guides. These documents include Roads and Maritime Manuals, Technical Directions and/or other reference material and are to be read in conjunction with the Austroads Guides
- Roads and Maritime Departures: Roads and Maritime practice that departs from the Austroads Guides.

Roads and Maritime Services Supplement to Austroads Guide to Road Design Part 4C: Interchanges

Document Information

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Author:	Road Policy, Specifications and Technology
Contributors:	Manager Road Policy, Specifications and Technology, Standards and Technology Manager, Lead Standards and Technology Analyst, Manager Design Review and Special Projects, Manager Road Design, Manager Traffic Signals Operations and Principal Road Design Engineer
Endorsed by:	Principal Road Design Engineer
Approvals:	Confer with Chief Engineer
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Document History

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2.0	11/10/2016	Major review.	All	Road Policy, Specifications and Technology
1.0	04/07/2011	First issue.	All	Technology Standards (Road)

GENERAL

In the context of road design, a greenfield site is a location on which a new road is being built where there are no constraints that prevent the use of the Normal Design Domain (NDD) design values.

A brownfield site is a location where development or constraints influence the design to the extent that use of values outside the NDD may be necessary for one or more elements of the design.

The Austroads Guide to Road Design provides Normal Design Domain criteria suitable for new roads (greenfield sites). In most cases, the same criteria that is used for greenfield sites should also be used for modifications and upgrades to existing roads (brownfield sites).

The use of design parameters outside of the Normal Design Domain requires approval from an authorised person in accordance with the Roads and Maritime Services Delegations Manual.

Roads and Maritime: Complementary Material

The following documents provide additional detail of Roads and Maritime best practice. It is necessary to comply with complementary material.

- NSW Bicycle Guidelines
- Roads and Maritime Supplements to Austroads Guides
- Roads and Maritime Australian Standards Traffic Supplements
- Roads and Maritime Traffic Signal Design Guide
- Roads and Maritime Delineation Manual
- Roads and Maritime Standard Drawings
- Roads and Maritime Technical Directions
- Roads and Maritime Smart Motorway Supplement
- Roads and Maritime Motorway Design Guide (Capacity and Flow Analysis).

The documents are published and can be found on the Roads and Maritime website.

Roads and Maritime: Enhanced Practice | Departures

6 DESIGN SPEED

6.4.1 Ramp Design Speed

In Table 6.1, the minimum ramp radii should be calculated using Austroads Guide to Road Design Part 3.

7 SIGHT DISTANCE

7.3 Exit Ramp Nose

In NSW, the preferred option is for an auxiliary lane to be provided based on consistency of approach across the NSW road network.

7.5 Safe Intersection Sight Distance

Sight distances should be based on the reaction times defined in the Roads and Maritime Supplement to the Austroads Guide to Road Design Part 3.

11 RAMP TERMINALS AT THE MAJOR ROAD

11.3.2 Single-lane Entry

In NSW the use of simple merge as illustrated in Figure 11.6 is not preferred.

11.3.3 Entry with Auxiliary Lane

In NSW entry ramps incorporating a section of parallel lane are the preferred treatment and should be adopted wherever practicable.