

**Road Planning and Design Manual  
Edition 2: Volume 3**

**Supplement to Austroads Guide to Road Design  
Part 7: New and Emerging Treatments**

**June 2022**

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## Relationship with Austroads Guide to Road Design – Part 7 (2021)

The Department of Transport and Main Roads has, in principle, agreed to adopt the standards published in the *Austroads Guide to Road Design (2021) Part 7: New and Emerging Treatments*.

When reference is made to other parts of the *Austroads Guide to Road Design*, *Austroads Guide to Traffic Management* or the *Austroads Guide to Road Safety*, the reader should also refer to Transport and Main Roads related manuals:

- *Road Planning and Design Manual (RPDM)*
- *Queensland Guide to Traffic Management (QGTM)*
- *Queensland Manual of Uniform Traffic Control Devices (Queensland MUTCD)*
- *Traffic and Road Use Management Manual (TRUM)*.

Where a section does not appear in the body of this supplement, the *Austroads Guide to Road Design – Part 7* criteria is accepted unamended.

This supplement:

- has precedence over the *Austroads Guide to Road Design – Part 7* when applied in Queensland
- details additional requirements, including *accepted with amendments* (additions or differences), *new* or *not accepted*.
- has the same structure (section numbering, headings and contents) as *Austroads Guide to Road Design – Part 7*.

The following table summarises the relationship between the *Austroads Guide to Road Design – Part 7* and this supplement using the following criteria:

Accepted	Where a section does not appear in the body of this supplement, the <i>Austroads Guide to Road Design - Part 7</i> is accepted.
Accepted with Amendments	Part or all of the section has been accepted with additions and or differences.
New	There is no equivalent section in the Austroads Guide.
Not accepted	The section of the Austroads Guide is not accepted.

Austroads Guide to Road Design – Part 7	RPDM relationship
<b>1 Introduction</b>	
1.1 Background	Accepted with amendments
1.2 Contents	Accepted
1.3 Objectives	Accepted
1.4 Innovation Framework	Accepted
1.5 Trial Process	Accepted with amendments
<b>2 Intersection Treatments</b>	
2.1 Raised Intersection Platforms	Accepted
2.2 Turbo Roundabouts	Accepted

2.3	Mini-roundabouts	Accepted
2.4	Double Roundabouts	Accepted
2.5	Roundabouts with Raised Platforms on Approach	Accepted with amendments
2.6	Displaced Right Turn	Accepted with amendments
2.7	Cycle and Pedestrian Friendly Roundabouts	Accepted
2.8	Diverging Diamond Interchange	New

### **3 Midblock Treatments**

3.1	2-1 Roads	Accepted
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### **4 Motorway Treatments**

4	Motorway Treatments	Accepted
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### **5 Pedestrian and Cyclist Treatments**

5	Pedestrian and Cyclist Treatments	Accepted
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### **6 Other Treatments**

6.1	Road Diets	Accepted
6.2	Gateway Treatments	Accepted with amendments
6.3	Reduction in Excessive Sight Distance	Accepted

### **References**

References	Accepted with amendments
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**Contents**

- 1 Introduction ..... 1**
- 1.1 Background..... 1
- 1.5 Trial process ..... 1
- 2 Intersection treatments ..... 1**
- 2.5 Roundabouts with raised platforms on approach ..... 1
- 2.6 Displaced right turn..... 1
- 2.8 Diverging diamond interchange ..... 1
- 6 Other treatments ..... 1**
- 6.2 Gateway treatments..... 1
- References ..... 2**

## **1 Introduction**

### **1.1 Background**

#### Difference

The information in the Austroads *Guide to Road Design – Part 7* is accepted as being for information only.

### **1.5 Trial process**

#### Difference

All trials of new and emerging treatments in Queensland are considered as Design Exceptions – Pilot Projects. The process and documentation to be applied in Queensland is outlined in Appendix A of Transport and Main Roads *Road Planning and Design Manual* (RPDM), Volume 3, Part 1.

## **2 Intersection treatments**

### **2.5 Roundabouts with raised platforms on approach**

#### Difference

For design guidance regarding roundabouts with raised platforms on approach in Queensland refer to Transport and Main Roads RPDM, Volume 3, Part 4B.

### **2.6 Displaced right turn**

#### Difference

For design guidance regarding Displaced Right Turns in Queensland refer to Transport and Main Roads Technical Note 188 *Geometric Design of Innovative Intersections 'Displaced Right Turn'*.

### **2.8 Diverging diamond interchange**

#### New

For design guidance regarding Diverging Diamond Interchanges in Queensland refer to Transport and Main Roads Technical Note 181 *Guidelines for Design of Innovative Intersections 'Diverging Diamond Interchange'*.

## **6 Other treatments**

### **6.2 Gateway treatments**

#### Difference

For design guidance regarding Township Entry Treatments in Queensland refer to Transport and Main Roads Technical Note 170 *Township Entry Treatment (TETs)*.

## References

Transport and Main Roads publication references refer to the latest published document on the departmental website ([www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)).

### Addition

*Austroads Guide to Road Design – Part 1 – Objectives of Road Design*, Sydney, NSW

*Austroads Guide to Road Design – Part 4B – Roundabouts*, Sydney, NSW

*Austroads Guide to Road Design – Part 7 – New and Emerging Treatments*, Sydney, NSW

Transport and Main Roads *Road Planning and Design Manual (RPDM) – Edition 2: Volume 3, Supplement to Austroads Guide to Road Design Part 1: Objectives of Road Design*, Brisbane, QLD

Transport and Main Roads *Road Planning and Design Manual (RPDM) – Edition 2: Volume 3, Supplement to Austroads Guide to Road Design Part 4B: Roundabouts*, Brisbane, QLD

Transport and Main Roads Technical Note 170 *Township Entry Treatment (TETs)*, Brisbane, QLD

Transport and Main Roads Technical Note 181 *Guidelines for Design of Innovative Intersections 'Diverging Diamond Interchange'*, Brisbane, QLD

Transport and Main Roads Technical Note 188 *Geometric Design of Innovative Intersections 'Displaced Right Turn'*, Brisbane, QLD

