

## Transcript

# MRTS02 Video Update

### Slide 1: **Changes to Technical specification 02 and Manual of Uniform Traffic Control Devices**

TMR has introduced some significant changes to technical specification *MRTS02 – Provision for Traffic* and to the *Manual of Uniform Traffic Control Devices*, supporting the Department's desired changes in the traffic management industry. This presentation will walk you through those changes to assist in developing awareness and understanding of what the changes mean to the traffic management, engineering and construction industries.

### Slide 2: **Traffic Management Improvement at Roadworks**

The Department is currently progressing the Traffic Management Improvement at Roadworks project, aimed at improving safety, road-user experience and cost effectiveness.

The changes to the MRTS02 and MUTCD are the first steps in delivering the necessary tools to drive these project outcomes. As we progress through the changes you will see the Department is now looking to drive innovation that can lead to positive outcomes in safety, driver experience, voluntary compliance and cost efficiencies.

### Slide 3: **Main Road Technical Specification 02**

First we will look at the MRTS02.

The technical specification 02 – Provision for Traffic (commonly referred to as MTRS02) has been modified to encourage innovation and cost effective traffic management solutions for roadwork operations around the state. These solutions need to be developed with sound engineering judgement and traffic management experience, ensuring they deliver safe and legally defensible outcomes.

### Slide 4: **Changes**

The most significant changes to MRTS02 include the following:

#### **Level of service**

Level of service considerations in the updated specification allow contractors to submit alternative traffic management treatments that have greater traffic impacts where there are substantial cost benefits.

#### **Approvals**

The need for TMR to approve Traffic Guidance Schemes (TGS) has been removed. TMR will now only approve Traffic Management Plans and the placement of speed limit signs within TGS that are submitted to the Queensland Police Service (QPS) for enforcement. Guidance on the referral arrangements is currently being developed in conjunction with QPS.

#### **Varying MUTCD treatments**

Variations to the standard MUTCD treatments are permitted through the use of innovative treatments that result in a safer working environment without impacting on traffic flow through the worksite.

Variations include treatments that are either in excess of, or less than, those required by the MUTCD. MUTCD practice exceptions must be supported with a documented risk assessment prepared in consultation with affected parties and certified by a Registered Professional Engineer of Queensland (RPEQ) with at least level 3 or traffic management design competency.

### **Combining TMP & TGS**

TMR now allows for a combined TMP and TGS to be submitted for simpler works.

### **Financial penalties**

MRTS02 now emphasises that speed limits are to be strictly applied in accordance with MUTCD Part 3, allowing for financial penalties for non-conformance

### **MUTCD role**

The updated spec reinforces the fact that the requirements of the MUTCD are designed to provide **optimal outcomes**. In the past, there has been confusion that the MUTCD nominates minimum requirements and that providing traffic control devices in excess of the MUTCD requirements would result in safer outcomes for road workers. This is not always the case.

### **Drive through video recording**

Record keeping can now be conducted through a drive-through video recording rather than a paper based checklist. TMR's expectation is that video will be able to achieve exactly the same result as we do with the current manual record keeping approach - signs will need to be legible, be able to be located (the recording system will need to include GPS data) and the data file be indelibly time stamped.

### **Slide 5: Manual of Uniform Traffic Control Devices (MUTCD)**

Now we will move on to the MUTCD. Similar to the MRTS02, the changes to the MUTCD have been made to encourage innovation.

The most significant change to the MUTCD is that the treatments included in the manual describe optimum treatments, not minimum. Feedback received by the Department has indicated that a common misconception in industry is that the MUTCD treatments are a minimum requirement and that more is better. Essentially, this change now means that any variation from the treatments outlined in the MUTCD must be justified in a documented risk assessment that is certified (along with the relevant TGS) by a RPEQ, who has completed the department's traffic management design training.

### **Slide 6: Other changes to MUTCD**

A number of other changes have been made to the MUTCD, these include:

- An update to the 'ready reckoner' flowchart at the beginning of the document clarifying levels of responsibility for traffic managers and RPEQs and to assist practitioners with the preparation of Traffic Management Plans and Traffic Guidance Schemes. The flowchart is designed to provide a means of identifying the relevant Clauses of the MUTCD that apply, based upon the nature of the work activity.
- RPEQ certification requirements have been clarified in Clause 2.2.3 and within a new Clause 2.2.5.
- Clause 4.8.2, which deals with left hand merges when work is being undertaken on the inside lane on multi-lane roads, has been aligned to Australian Standard AS1742.3

- Table 4.7 has been rearranged to distinguish between worker safety and traffic safety.
- Diagram 7D has been added, showing traffic management treatment to effect a right hand merge.
- Example diagrams indicating the placement of four traffic cones on the centreline of a road in advance of the traffic control station have been amended to align with the requirements of the new Table 3.7.
- Clause E1 in Appendix E will now apply to longitudinal excavations only, while the new Clause E4 will address transverse excavations.
- A new Appendix K for Traffic Management has been added, as well as
- A new Appendix L – containing quick reference guides for alternative placement of signs at roadworks.

Slide 7: **What the changes mean to industry**

Essentially these changes mean ...

- The department is focussing on the accuracy of signage as a means to improve credibility with road users
- An emphasis on innovation in traffic management devices, identifying opportunities to remove traffic controllers from high risk road environments
- Delivering traffic guidance schemes that minimise impacts to road users wherever possible through appropriate speed choices (when worker are present and when they are not) and reduced speed zone length
- A greater focus on the success of traffic guidance schemes in achieving driver compliance
- Penalties can now be applied for incorrect signage

Slide 8: **Thank you**

Thank you for taking the time to review the changes to the MRTS02 and the MUTCD. If you have any questions please email [trafficengineering.support@tmr.qld.gov.au](mailto:trafficengineering.support@tmr.qld.gov.au)

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