Date: 9 April 2014

Changes to Part 3 of the Manual of Uniform Traffic Control Devices – Works on Roads

The Department of Transport and Main Roads has published an amendment to Part 3 of the Manual of Uniform Traffic Control Devices (MUTCD) – Works on Road. The document is print enabled and can be accessed from <u>http://www.tmr.qld.gov.au/business-</u> industry/Technical-standards-publications/Manual-of-<u>uniform-traffic-control-devices.aspx</u>. Hard copies are available for purchase.

While the preface to the document provides a summary of the amendments, of particular note are the changes to *Clause 2.2.3 – Risk Management*. This clause now emphasises that the MUTCD treatments are "optimal". This change seeks to address the perception that the MUTCD nominates the minimum requirements and that "more is better".

The MUTCD now requires that variations to optimal treatments only be made on the basis of a documented risk assessment. The associated Traffic Guidance Scheme shall be prepared by a competent person (as defined in **Clause 1.4.3**) and the MUTCD now requires that both the risk assessment and Traffic Guidance Scheme be certified by a Registered Professional Engineer of Queensland with at least level 3 Traffic Management competency.

Guidance on how to undertake a risk assessment is published in the **Traffic and Road Use Management Manual (TRUM) note 7.8 – "Risk Management and Exceptions Process for Traffic Control at Roadwork Sites"**, accessed from <u>http://www.tmr.qld.gov.au/business-</u> <u>industry/Technical-standards-publications/Traffic-and-</u> <u>Road-Use-Management-manual.aspx.</u>

An equally important element of the MUTCD amendment is that the department is keen to encourage innovation in the design of Traffic Management Plans and Traffic Guidance Schemes, where that innovation leads to an improvement in value for money, without compromising safety.

A summary of the major changes is listed below:

- Updating of the 'ready reckoner' flowchart at the beginning of the document to clarify 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.
- Clarification of RPEQ certification requirements in Clause 2.2.3 and a new Clause 2.2.5.
- Alignment of Clause 4.8.2 to Australian Standard AS1742.3 regarding left hand merge when work being undertaken on inside lane on multi-lane roads.
- Rearrangement of Table 4.7 to distinguish between worker safety and traffic safety.
- Addition of new Diagram 7D showing traffic management treatment to effect a right hand merge.
- Amend example diagrams to indicate the placement of four traffic cones on centreline of road in advance of the traffic control station to align with the requirements of new Table 3.7.
- Clause E1 in Appendix E now applies to longitudinal excavations only. New Clause E4 to address transverse excavations.
- New Appendix K for Traffic Management.
- New Appendix L Quick reference guides for alternative placement of signs at roadworks.



Transport and Main Roads has allowed for a transitional arrangement for implementation – while it is highly desirable that the new provisions be adopted as soon as possible, there is allowance for a transition period (to 1 July 2014) to accommodate impacts such as existing contractual commitments, training material revision, and industry training and awareness.

Should you have any questions regarding the changes to this document or wish to discuss a particular scenario, please contact the Traffic Engineering and Data Unit within Engineering and Technology via email at

TrafficEngineering.support@tmr.qld.gov.au.

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