



mainroads
WESTERN AUSTRALIA

Guideline Portable Temporary Boom Barrier

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Revision Number	Revision Date	Description of Key Changes	Section / Page No.
0	July 2018	Guideline Issued	All

1 PURPOSE

The purpose of this document is to detail Main Road requirements for the use of portable temporary boom barriers.

Main Roads primary objective of these guidelines is to allow practitioners to determine how portable temporary boom barriers may be used to improve the safety of road workers and traffic controllers.

2 APPLICATION GUIDELINES

2.1 General

Portable temporary boom barriers (boom barriers), as well as other portable traffic control devices, allow traffic controllers to perform their roles at a safe distance from traffic in high risk environments.

2.1.1 Selection

To determine whether the boom barrier will be an acceptable treatment at the traffic management site the project manager and traffic management designer should consider the following:

- Road user types - (e.g. may not be appropriate if there is a high number of heavy/wide vehicles)
- Is the site suitable - The road verge / shoulder needs to be suitable and there needs to be sufficient space to safely install and setup the boom barrier to ensure stability (e.g. road surface, road/lane width, etc.).
- Traffic volume – (e.g. will there be adequate gaps in traffic to allow the boom barrier to come down).
- Work duration and location – (e.g. will the device be easily transported to and from site)

2.2 Operation

The following shall be considered when using a boom barrier:

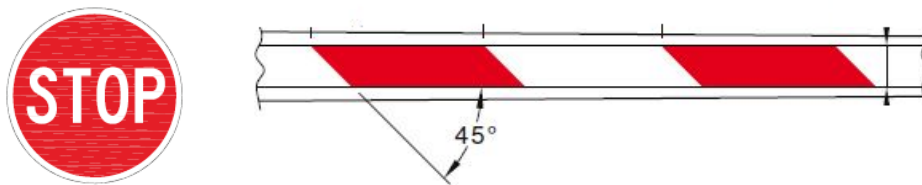
- Operators shall hold Traffic Controller accreditation.
- Traffic controllers should have undertaken manufacturer training and be proficient in operating the device.
- Impacts of equipment failure on road works and road users. Employ back up traffic controllers in case of failure.
- Traffic controllers shall stand off the roadway safely out of the path of traffic with an escape route but still be visible to approaching traffic.
- Traffic controllers shall stand a safe distance from the work area and ensure they stay out of the path of work plant or vehicles.
- It is recommended that there is one traffic controller used per boom barrier. In cases where one traffic controller is operating more than one boom barrier this needs to be adequately justified and a thorough risk assessment conducted by a person with AWTM accreditation. The traffic controllers shall be within 75 m of the boom barrier and have an unobstructed line of sight to oncoming traffic and the boom barriers being operated.
- Clear visibility and available sight distance. Install boom barriers on the left-hand side of each approach. If they are not readily visible in that location they should be placed in a more visible position.
- Hazard markers or a KEEP LEFT sign with cones should be installed on the centre line on the approach to the traffic control position.
- All requirements for Traffic Controllers within AS1742.3 and the Traffic Management for Works on Roads Code of Practice shall to be met (e.g. maximum speed of traffic is 60

km/h, minimum sight distance of 1.5 D between the device and oncoming traffic, traffic controller period of duty, etc.).

- Boom Barriers shall be positioned within a maximum of 200 m of each other.

2.2.1 Signage Requirements

A STOP sign (R6-8B) shall be mounted on the boom barrier and the boom barrier stripes shall have alternative red and white stripes in accordance with Australian Standard 1742.7.



Where boom barriers are installed at temporary traffic management sites, position the PREPARE TO STOP (MMS-ADV-27) and boom barrier warning signs (MMS-ADV-79) in advance of the boom barrier to warn motorists in the same manner as PREPARE TO STOP and Traffic Controller (symbolic) signs (i.e. minimum of 2D or 30m in advance, whichever is greater).



2.2.2 Approval

Only boom barrier devices approved by Main Roads WA shall be used and installed in accordance with manufacturer's requirements. The relevant Road Authority approval is required whenever boom barriers are used. This shall be shown in a Traffic Guidance Scheme that forms part of a Traffic Management Plan.

3 REFERENCES AND RELATED DOCUMENTS

AS1742.3: Manual of Uniform Traffic Control Devices Part 3: Traffic Control Works on Roads.

AS1742.7: Manual of Uniform Traffic Control Devices Part 7: Railway Crossings.

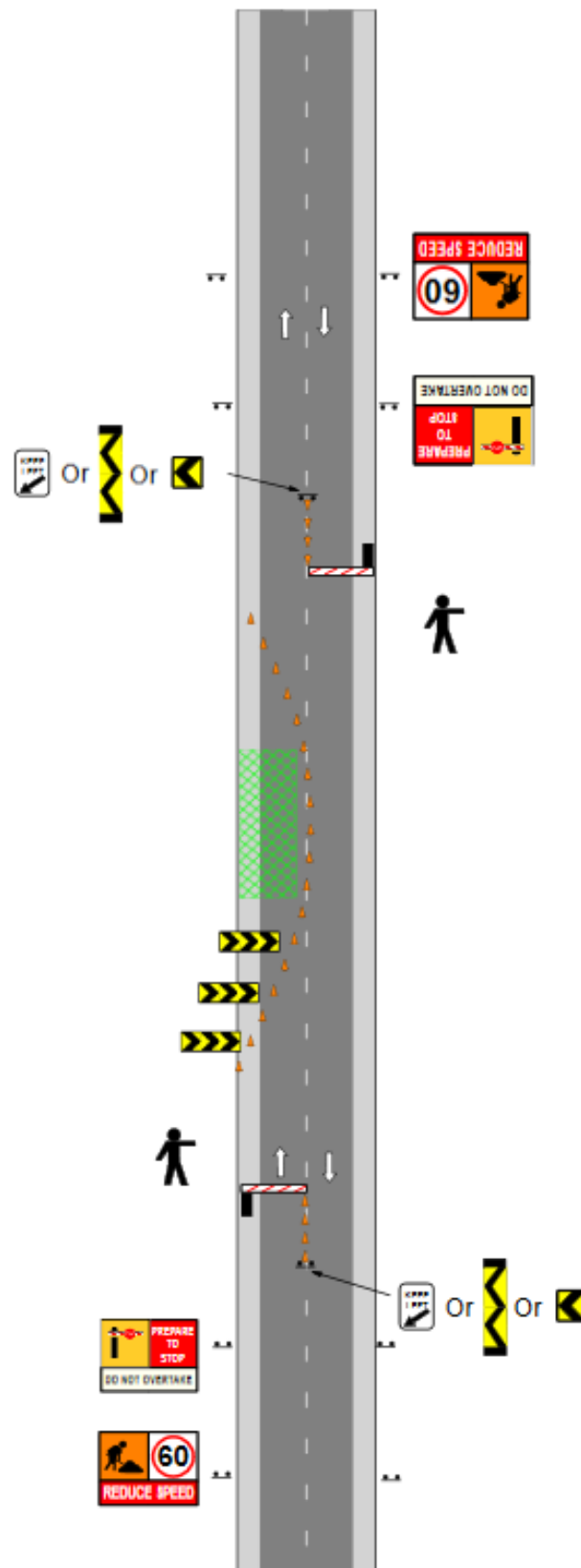
Traffic Management for Works on Roads Code of Practice.

4 APPENDICES

Appendix	Title
Appendix 1	Example Diagram

Appendix 1: Example Diagrams

Example 1:



Notes:

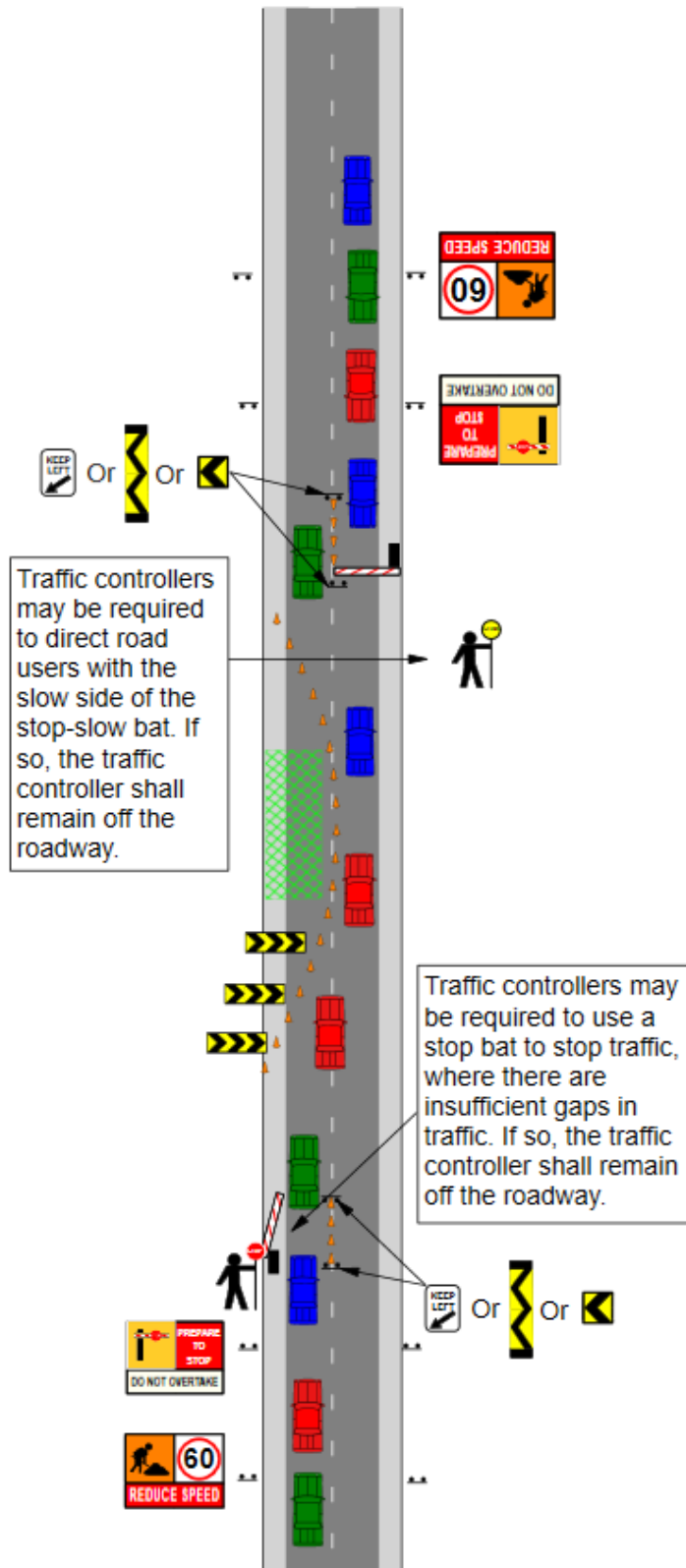
Maximum speed of traffic 60 km/h

Sight distance to boom minimum 1.5 D

To be in accordance with requirements for traffic controllers

Diagram not to be used as a TGS

Example 2:



Notes:
 Maximum speed of traffic 60 km/h
 Sight distance to boom minimum 1.5 D
 To be in accordance with requirements for traffic controllers
 Diagram not to be used as a TGS