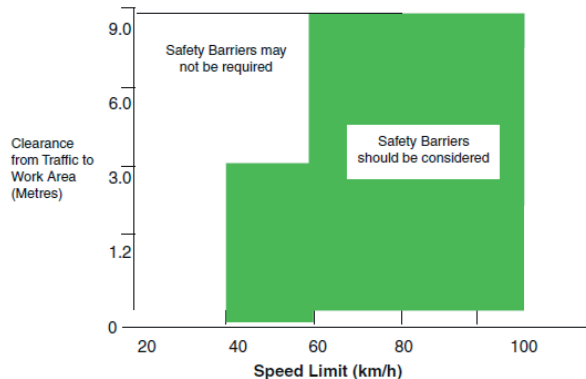


WORKSITE SAFETY - TRAFFIC MANAGEMENT SAFETY BARRIERS

This Alert has been generated to ensure that all work undertaken on roads (whether on the roadway, shoulder or roadside) in Victoria meet the requirements detailed in the Code of Practice for Worksite Safety - Traffic Management for the use of safety barriers.

Road safety barrier systems are designed to provide a physical barrier between the travelled way and the work area, which will inhibit penetration by an out-of-control vehicle and will have vehicle redirection properties. A safety barrier also provides protection for workers from passing traffic. Safety barriers come in many shapes and are made from a variety of materials including concrete, metal and plastic.



Safety barriers may be required where any of the following occur -

- there is inadequate safe clearance between workers or road works plant and equipment and moving traffic.
- there is potential for traffic conflicts (e.g. head-on collision).
- there are hazardous objects, or excavations (refer to Clause 48 of this Code) near traffic.

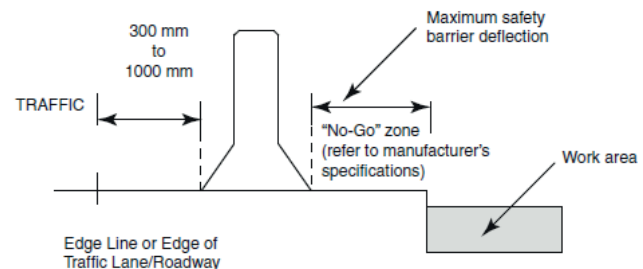
- there is inadequate safe clearance between (temporary) footpaths or bicycle paths and moving traffic.

Safety Barriers Clearance:

The following lengths of safety barrier should generally apply -

- Minimum - greater of 30 metres or minimum length specified by the safety barrier manufacturer. This minimum length generally does not include the terminal treatment. Note that a vehicle which leaves the road as it approaches the start of a safety barrier could have sufficient momentum to enter the work area by passing behind the barrier. To avoid this possibility, the barrier should be extended beyond the work area.

In determining the location and length of safety barrier to be used, consideration should be given to the manufacturer's stated performance characteristics of individual safety barrier systems.



The ends of a safety barrier system represent a safety risk to vehicle occupants. Accordingly, safety barriers should either be terminated with a crashworthy terminal treatment that complies with the appropriate test level requirements of NCHRP 350, or the safety barrier should be extended outside the clear zone at the required flare rate as specified

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in AS/NZS 3845-1999. A non-rigid retro-reflective hazard marker should be erected on the nose of the terminal to make it more visible to approaching motorists.

To comply with AS/NZS3845, a safety barrier system shall be:

- a. Supported by technical literature and assembly instructions that clearly illustrate the essential mode of operation and prominently show the test level achieved in crash testing that has been carried out in accordance with the standard
- b. Selected and located in accordance with a recognised design procedure that is professionally applied.
- c. Erected in accordance with the manufacturer's instructions
- d. Maintained in a manner that reflects the specified requirements
- e. Returned into service following a crash only after professional evaluation and execution of repairs occurs
- f. Fitted with end treatments and interface devices that are appropriate to the system being used.