



MOBILE BARRIERS MBT-1

A HIGHLY EFFICIENT & COST EFFECTIVE SOLUTION FOR GUARDRAIL MAINTENANCE

The dangerous and tedious job of maintaining guardrail on our highway system has been made quicker and safer with less equipment, less manpower, and better (positive barrier) protection.

The industry has traditionally repaired guardrail without positive barrier - it just took too long to set up and remove. Because of the inherent danger of the work, DOT's have tried to use TMA's, blocker trucks and a host of traffic control to try to protect workers and motorists. This however adds to the size and congestion of the work zones within which the various equipment must be positioned, moved about, and all again moved to the next location (generators, trucks to haul guardrail, vehicles with traffic control, maintenance personnel, and lighting for night work etc).

The **Colorado Department of Transportation (CDOT)** has recently shared an innovative, safer, more efficient approach to guardrail maintenance using a relatively new tool - **Mobile Barriers MBT-1**. MBT-1 provides a highly mobile work zone with integral power, lighting, storage and other features. CDOT Maintenance for the Denver Metro region recently provided the following comparison of a traditional guard rail maintenance operation and a new practice using the Mobile Barriers Trailer.

Job & Location:

Guardrail repair I-70 center median, East & West bound, between mile makers 276 and 278.

Typical Practice: Guardrail Replacement - Night work

When repairing guardrail under the traditional method, up to six tandem axle trucks are used to try to protect and prevent traffic from entering the work zone. Other equipment in the work zone includes two light plants, a portable generator, truck and trailer to haul rail and post, and an air compressor for jack hammer if required to replace post. As the rails are repaired, the entire work zone must be moved to the next location. As this requires an hour or so, it typically allows for only 6 to 8 pieces of rail to be replaced in an 8 hour lane closure.

New Methodology - using Mobile Barrier MBT-1

With Mobile Barriers MBT-1, there is no need for the separate light plants, generator, truck and trailer to haul rail and post, or air compressor, as these are all provided and carried on-board. As repairs are completed, the trailer (the entire work zone) is simply driven forward, thus allowing 42 plus pieces of rail to be replaced in the same 8 hour lane closure. What would otherwise have been a week of lane closures, equipment and labor costs, safety exposure, and traffic congestion, was completed in one night.

Similar safety and cost saving efficiencies can be applied to concrete bridge deck slab replacements, concrete barrier and bridge rail repairs, bridge inspections, roadway repairs, ITS maintenance and other activities. For video, pictures and other information, see www.mobilebarriers.com