

# MOBILE BARRIERS: MBT-1

Called the “perfect tool” for various types of road, bridge, and tunnel work, the award-winning Mobile Barriers MBT-1 continues to receive accolades for improving worker safety and efficiency, while also improving safety and mobility for passing traffic in and around work zones.

Mobile Barriers MBT-1 has proven particularly efficient for various types of work where protection has not traditionally been practical and where setup/breakdown has sometimes taken longer than the work itself. In some instances, crews are doing in one night what had otherwise taken three to five.

The MBT-1 provides a highly mobile, self-contained, protected work environment. It drives fully setup, like a semi-truck, and can be easily positioned and relocated. Five-foot walls provide physical and visual separation from passing traffic. On-board integrated power, lights, signage, and TMA reduce the need for collateral equipment. The barrier’s internal and on-deck storage help carry up to 85,000 lbs of materials

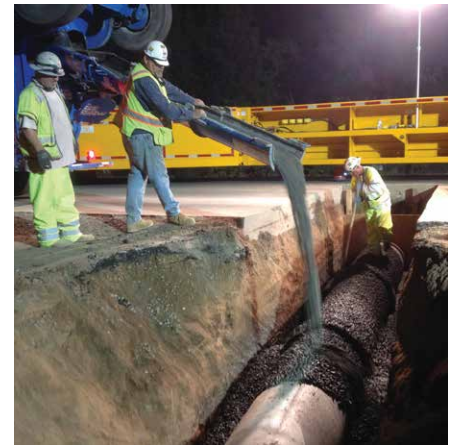
and supplies to and from the site. Onboard fans, misters, cranes, and other options make heavy work lighter.

With the barrier, contractors have been able to reduce setup and do meaningful work overnight and between rush hours, while reducing the number and duration of lane closures. Buffer lanes are rarely taken. Traffic is typically allowed to pass at speed. Public disruption is minimized and traffic flows are improved.

In the DC area, crews cut the time for certain on-going work by 66 percent and improved response times and productivity. In Colorado, they reduced the time for certain work by 80 percent. On Staten Island, crews cut the duration of a bridge rail project by 50 percent with better protection for workers and the public.

Many road, bridge, and rail projects involve discrete work areas. The barrier is particularly effective where work can be broken down into increments of 100 feet or less.

The MBT-1 is strongly built. Some have been hit seven times, and turned



*Granite Construction and subcontractors using the MBT-1 in California (above) and Washington (below). Caltrans called for barrier in its specifications and the MBT-1 proved a most efficient tool. WSDOT provided the barrier for use by the winning bidder as part of a project there.*

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JOHN BARTON, FORMER DEPUTY EXECUTIVE DIRECTOR OF TXDOT

even semis, without significant damage. Others have been used for full road closures and special security applications.

Washington State workers experienced firsthand the sheer strength of the barrier within weeks of delivery. While replacing concrete panels on I-5, a drunk driver ran into their barrier. The driver was arrested and charged with 32 counts of reckless endangerment, but everyone went home safe.

With ever increasing congestion and more work being done at night to minimize public disruption and delay, accidents and work zone intrusions are inevitable ... but the MBT-1 can help. ■

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*Photo courtesy of WSDOT.*