



Mobile Barriers Trailer... MBT-1

ATSSA 2009 – Booth 1733

Mobile Barriers LLC is pleased to introduce an exciting new portable work zone safety trailer, the Mobile Barriers Trailer (MBT-1). MBT-1 was specially designed for highway and interstate construction, providing front, rear and lateral protection for work crews, as well as various benefits and improved safety for both work crews and passing traffic. It is significantly larger, up to 3 times longer, and about half the cost of any previous design. It is the first and only trailer to be independently crash-tested and Accepted by the Federal Highway Administration (FHWA) for use on the National Highway System. It was Accepted under both NCHRP 350 and the new, more challenging MASH criteria at both TL-2 & TL-3 levels.

The Mobile Barriers Trailer was introduced to ATSSA members and others at the TASK FORCE 13 meeting in Savannah, Georgia, September 29, 2008. Mobile Barriers is a proud member of both and a proud sponsor of ATSSA '09.

The trailer was conceived in 2004 after 2 employees of the Colorado Department of Transportation (CDOT) were tragically killed when a car drove through a work zone. MBT-1 is the product of over 4 years of development and refinement. Great effort was expended to keep the design simple, yet long and strong. CDOT and FHWA provided funding and support to acquire the first trailer which was delivered to CDOT mid-2008. One of CDOT's night crews on I-25 have reported *"It worked great, the guys felt safe and secure, it lit up the work zone like day light, the VMS board we had in the radar mode and it slowed people down even more...it is a great piece of equipment, money being well spent."*

The Mobile Barriers Trailer pulls like a regular semi truck. Depending on the number of wall sections installed, the trailer can be run in lengths from 42-102'. It opens right or left depending on the end to which the tractor is attached (the tractor can attach at either end – the rear axel assembly or "caboose" moves to the other). No special tractor modifications are required. Any standard tractor can be used – just hook up and go. Simply set the tractor/trailer brakes when in position. There are no elaborate locking mechanisms, procedures or hydraulics. It is completely modular. If a section of wall is damaged, it can be quickly and easily replaced at less than the cost of a new TMA and substantially less than the cost of repairing a snowplow or blocker truck.



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For work crews, MBT-1 is designed to:

1. Reduce work zone incursions (front, back and lateral protection),
2. Reduce the number of collateral vehicles and equipment needed at and within the work zone (which reduces congestion within the work zone, and reduces the amount of people and equipment put at risk outside the protected area), and
3. Improve lighting, reduce fatigue and improve alertness.

For the traveling public, MBT-1 is designed to:

1. Improve traffic flows and gridlock in and around cone zones,
2. Reduce the time and lanes that need be closed,
3. Reduce both upstream and downstream glare from construction lighting,
4. Provide improved visual barriers to reduce rubbernecking, and
5. Generally reduce secondary incidents.

Each of these areas has been shown in applicable research to be significant contributors to work zone fatalities and other injuries.

Crash video, crash report, FHWA Acceptance letter, video of the trailer in use during night construction, and other video, pictures and information are available at the Mobile Barriers web site...

www.mobilebarriers.com

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National Work Zone Safety Awareness Week – April 6-10, 2009

http://www.atssa.com/cs/root/news_pr/nwzaw

http://ops.fhwa.dot.gov/wz/outreach/wz_awareness.htm