

Work Zone Barrier - Moveable Barrier

NAME/MANUFACTURER	ILLUSTRATION	TEST LEVEL		SECTION DETAILS	ANCHORAGE DETAILS	DISTINGUISHING CHARACTERISTICS
		NCHRP 350	MASH			
Moveable Barrier						
Quickchange Moveable Barrier (QMB) (B63, CC66B) Lindsay Transportation Solutions http://www.barriersystemsinc.com/applications		TL-3		<u>Section Dimensions</u> Height: 2.67' Length: 3.28' Width: 1' (top), 2'(base) Weight: 1,433 lbs. <u>Section Connections</u> Pin connections.	<u>Anchored Installation</u> Physical crash testing was conducted on an anchored system. Contact manufacturer for description of system. Dynamic deflection (TL-3): 4.42"; Test Length: 246'.	<u>Quickchange Moveable Barrier and Reactive Tension Systems</u> Barriers have a "T" top which acts as a lifting surface for the Barrier Transfer Machine (BTM). BTM lifts the barrier through a conveyor system, transferring the barrier laterally while keeping the system in tension. Variable Length Barrier (VLB) consist of two steel shells equipped with a hydraulic mechanism which allows it to change length when unlock by transfer machine, ensuring the barrier installation remains in tension.
RELATED SYSTEMS	Steel Reactive Tension System (B40, B69, B69A, CC66B) 	TL-3		<u>Section Dimensions</u> Height: 2.67' Length: 3.25' Width: 1' (top), 2'(base) Weight: 1,499 lbs. <u>Section Connections</u> Spring-loaded hinges with pin connections.	<u>Anchored Installation</u> Tethered to a ground anchor capable of supporting 100,000 lbs. barrier load or an additional 80 SRTS elements. Dynamic deflection (TL-3): 2.3'; Test Length: 246'.	VLB sections are always located in the transfer machine during repositing of the barrier. The end of the barrier should be protected. A system designed for use with this barrier is the ABSORB 350 crash cushion that is pinned together and consists of a "T" top so it can articulate. Contact the manufacturer for further details. <u>Steel Reactive Tension System</u>
	Concrete Reactive Tension System (B69, B69A, B69B, B69D) 	TL-3, TL-4		<u>Section Dimensions</u> Height: 2.67' Length: 3.28' Width: 13.5" (top), 18" (base) Weight: 1,433 lbs. <u>Section Connections</u> Spring loaded hinges with pin connections.	<u>Anchored Installation</u> Tethered to a ground anchor capable of supporting 100,000 lbs. barrier load or an additional 80 SRTS elements at each end. Dynamic Deflection (TL-3): 2'; Test Length: 246'. Dynamic Deflection (TL-4): 5.58'; Test Length: 325' <u>Limited Deflection</u> The addition of a steel angle iron bolted to the road surface 12 inches behind the field side of the barrier (opposite the traffic side). Dynamic Deflection (TL-3): 2'; Test Length; 243'.	Each section is made from a steel casing filled with concrete. <u>Concrete Reactive Tension System</u> Internal reinforcement has change to accommodate to achieve a higher level performance (TL-4).

The safety systems shown on this chart are eligible for reimbursement under the Federal-Aid Highway Program. This reference is for informational purposes only, and was created by KLS Engineering under FHWA Contract, DTFH61-10-D-00021, Roadside Safety Systems Installers and Designers Mentor Program. For further information on an individual systems please refer to the manufacturers' website.

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<p>Mobile Barriers MBT-1 (B178)</p> <p>Mobile Barriers, LLC</p> <p>http://www.mobilebarriers.com</p>		TL-2, TL-3	TL-2, TL-3	<p><u>Trailer Details</u></p> <p>Comprises of 2 platforms and up to 3 wall sections.</p> <p>Platform Dim: 21' (L), 100" (W), 5' (Top height) with 1' of ground clearance.</p> <p>Wall Dim: 20'(L), 24" (W), 5' (Top height) with 1' of ground clearance.</p>	<p>System is connected with a crash attenuator at the rear and a semi-tractor at the front.</p> <p>Dynamic Deflection: 2 ft.</p>	<p>Mobile Barriers MBT-1 is an integrated, rigid wall, semi-trailer that is used in conjunction with a standard semi-tractor with an integrated crash attenuator at the rear. It is an extended, mobile, longitudinal barrier that provides a physical and visual wall between passing traffic and the maintenance and construction personnel providing approximately 100' of barrier and protected work area from impacts in either direction.</p>



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Federal Highway Administration

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