

# Mobile Barrier Systems Guidelines Bid Item 129015 & 129016 December 2023



Bridge Joint Replacement Photo Source: District 10 Mobile Barrier Systems Guidelines were prepared by the Division of Construction, for project engineers to use for determining when to use mobile barrier as positive protection within work zone closures, how to estimate the bid item cost, and provide required information in the standard contract special provision.



Any questions or comments on these Mobile Barrier Systems Guidelines should be submitted by email to:

#### Construction.Publications@dot.ca.gov

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### MOBILE BARRIER SYSTEMS Guidelines December 2023

## Introduction

Safety is Caltrans number one goal. The Department strives to provide a safe transportation system for highway workers and users of the state highway system. The implementation and uniform application of positive protection devices in work zones enhances the safety of highway workers and the traveling public and supports Caltrans safety goal. Increased use of positive protection devices was identified by Caltrans and Industry Partners at the 2020 Caltrans Safety Summit as one of the many safety strategies to improve work zone safety.

## Purpose

These guidelines were prepared by the Division of Construction to establish uniform practices for the use of mobile barrier systems as positive protection devices on California State Highways.

## Background

Work zone positive protection devices are required as part of *Work Zone Safety Management* measures and strategies identified in the Code of Federal Regulations 23 C.F.R. §630.1108. Positive protection devices must be considered in work zone situations that place workers at increased risk from motorized traffic, and where positive protection devices offer the highest potential for increased safety for workers and road users.

Evaluation of projects for work zone safety must consider the use of work zone positive protection devices to prevent injuries and deaths to highway workers and the traveling public. Work zone positive protection devices contain and/or redirect vehicles and meet the crashworthiness evaluation criteria contained in the Manual for Assessing Safety Hardware (MASH) or the NCHRP Report 350 up to December 31, 2026.

Mobile barrier systems are driven into place to provide a positive protection barrier between workers and live traffic. Mobile barrier systems may occupy the lane or shoulder in which work is to be performed or the lane adjacent to where work is being performed.



Concrete Barrier Repair Photo Source: Mobile Barriers LLC

## **Application**

Mobile barrier system provides positive protection for workers in stationary closure work zones. The barrier system is an extendable barrier that protects the flank of a work zone.

The mobile barrier trailer is an integrated, rigid wall, semi-trailer that is used in conjunction with standard semi-tractors to provide improved mobile and safe work environments. Mobile barrier trailer serves as an extended, mobile, longitudinal barrier that provides a physical and visual wall between traffic and workers.

A mobile barrier system includes:

- 1. Barrier trailer
- 2. Semi-Tractor
- 3. Impact attenuator TL-3
- 4. Portable changeable message sign or arrow board
- 5. Generator 120/240 V, 9.5 kW or larger
- 6. Work area lights

Mobile barrier systems may be used to provide worker protection on projects where work activities require a work area of 100 feet or less and may also be used on projects where the work activities can be completed in multiple segments of 100 feet.

Short-Term Work Activities:

Use a mobile barrier system to provide positive protection of workers on foot within the work area when the posted speed limit is 55 mph or greater and workers are not protected by a longitudinal positive barrier system.

Short-term work activities that may benefit from a mobile barrier use are:

- Pavement slab replacement
- Approach slab replacement
- Guard rail repair
- Concrete barrier repair
- End treatment and gore point repair
- Bridge deck and joint repair
- Loop detector installation
- Lane markings including pavement route shields
- Median work
- Ramp closures to prevent vehicles entering the closed ramp
- Full freeway closures to prevent vehicles entering the work zone

A mobile barrier system helps to reduce distraction, reduce glare, keep more lanes open, and maintain higher, uniform speeds through work zones for passing traffic affected by the construction activities. The physical and visual separation provided by the system allows performing the work activity much closer to the active traffic lanes than would otherwise be acceptable using traditional channelization or mitigation measures. Lanes that would have been closed to provide a buffer lane can remain open. When compared to traditional temporary barriers, the faster deployment and takedown of the mobile barrier system maximizes work time when closure restrictions are in effect.

#### Additional Considerations:

- Other types of longitudinal positive protection devices should be considered when there is a need for a mobile barrier to be in a stationary work area for more than 3 days.
- The geometry of the work area and surrounding roadway must be compatible with the straight geometry of the 62-100 feet trailer barrier unit, use of the mobile barrier system may not be feasible on curves, near ramps and intersections.
- When work area, such as installation of loop detectors on freeways, will occupy multiple lanes provide a stationary impact attenuator vehicle per closed lane adjacent to lane where the mobile barrier is used, when workers will be present on foot.
- Mobile barrier system transport on the state highway system requires a transportation permit. A sample transportation permit for the mobile barrier system 62-feet configuration is shown in Appendix A.

## Implementation

The following standards are used to implement mobile barrier system on Caltrans projects:

- 1. Standard Special Provision 12-3.24 MOBILE BARRIER SYSTEMS (Dated A01-22-24)
- Standard Plans
   Mobile Barrier System Standard Plan T24
   Mobile Barrier System Standard Plan T25

During the project design phase, analyze the use of mobile barrier systems to provide positive protection for workers on foot within a construction work zone. Provide a mobile barrier for each activity work area where workers will be on foot. Mobile barrier systems should be considered for work activities within short-term and intermediate-term stationary closures as defined in the CA MUTCD:

**Intermediate-term stationary** is work that occupies a location for more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.

**Short-term stationary** is daytime work that occupies a location for more than one hour within a single daylight period.

When the mobile barrier system will be in an inside lane not adjacent to a shoulder, include bid item "Stationary Impact Attenuator Vehicle" for compensation of stationary impact attenuator vehicle placed at each adjacent closed lane to protect workers on foot from errant vehicles.

Mobile barrier system is currently a sole source product and requires a price quote from the manufacturer refer to section Sole Source Product Requirements. It is a best practice to contact the mobile barrier manufacturer before the submittal date for project plans, specifications and estimates to discuss project requirements, confirm availability for mobile barrier system and receive an initial cost estimate.

The Mobile Barrier System is classified as an oversize load because the mobile barrier trailer is 62 feet in length which results in an overall vehicle length of 89 feet. The mobile barrier system must have a Transportation Permit to travel on the State highway system.

Determine a location where the mobile barrier system may be stored in the State rightof-way within the projects limits to minimize travel of the mobile barrier system for temporary storage. If a storage location is not available within the project limits a location within the State right-of-way near the project location should be considered.

The temporary mobile barrier system storage location must accommodate the 89 feet length of the mobile barrier system to be placed behind a barrier or guardrail, or in an area at least 15 feet from the edge of the traveled way. The mobile barrier system temporary storage location must be shown on the project plans.

Standard Special Provision 12-3.24 MOBILE BARRIER SYSTEMS (Dated A01-22-24) and Standard Plans T24 and T25 are used to implement mobile barrier system on projects.

For projects that meet the criteria and conditions for the use of mobile barrier systems within stationary closures, include these Bid Items for Mobile Barrier System:

#### **Bid Items**

129015 - MOBILE BARRIER SYSTEM (DAY) 129016 - MOBILE BARRIER TRAILER (MONTH)

#### **Bid Items Cost Estimates**

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY)

The daily cost to operate the mobile barrier system consist of \$935.42 for the semitractor used for placing, moving and removing the mobile barrier system from the closure location and \$770.78 for the cost of the teamster operating the semi-tractor. The estimated daily cost for the teamster and semi-tractor is based on a 9-hour day. In addition, contractor mark-up of 30 percent on labor and 10 percent on equipment must be included. A force account analysis for determining mobile barrier system estimated bid item cost is shown in Appendix B.

The calculated estimate for mobile barrier system daily cost is based on, prevailing wages for a teamster based on northern California effective August 2023 and equipment rental rates for the semi-tractor effective August 2023.

#### Daily Rate

Semi-Tractor (GVW 80,000) + Teamster + Force Account Markup (Equipment + Labor)

\$935.42+ \$770.78 + (\$231.26+\$93.54)

\$2,031.11 per day

Therefore, use \$2,000.00 as the estimated daily cost per mobile barrier system to determine the bid item engineer's estimate.

To determine the bid item cost estimate, multiply the bid item quantity based on the number of working days the mobile barrier system will be required by \$2,000.00.

#### **Quantity Estimating**

The bid item measurement is based on day of operation for each mobile barrier system. The day unit is defined as 24 consecutive hours beginning at the start of the work shift.

Start with the number of closures estimated for Traffic Control System bid item amount and identify the number of closures that will require a mobile barrier system.

#### Bid Item 129016 MOBILE BARRIER TRAILER (MONTH)

The rental cost for a mobile barrier trailer of \$25,000 per month should be used for calculating the bid item cost estimate.

Use 20 working days to determine the number of months required for the bid item quantity.

Note the minimum rental period for mobile barrier trailer is for two months.

Refer to the sole source section of these guidelines for the requirement to provide a cost quote for the mobile barrier trailer.



Barrier End Treatment Repair Photo Source: Mobile Barriers LLC

#### **Example 1: Guard Rail End Treatment**

A contract will require traffic control for 60 working days for guard rail end treatment replacement.

#### Bid Item 129016 MOBILE BARRIER TRAILER (MO)

Mobile barrier trailer quantity estimate is based on 20 working days per month.

Quantity = Number of Working Days ÷ 20 days Quantity = 60 working days ÷ 20 days Quantity = 3 months

Cost Estimate = 3 months X \$25,000 per month Cost Estimate = \$75,000

Bid Item 129016 MOBILE BARRIER TRAILER (MO) Estimate = \$75,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY)

Quantity Estimate 60 working days

Cost Estimate = 60 (DAY) X \$2,000.00 Cost Estimate = \$120,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY) Estimate = \$120,000.00

| Engineer's Estimate |                           |                 |                       |            |                     |  |  |  |  |  |  |
|---------------------|---------------------------|-----------------|-----------------------|------------|---------------------|--|--|--|--|--|--|
| Item Code           | Item Description          | Unit<br>Measure | Estimated<br>Quantity | Unit Price | Estimated<br>Amount |  |  |  |  |  |  |
| 129015              | MOBILE BARRIER<br>SYSTEM  | DAY             | 60                    | 2000.00    | 120,000.00          |  |  |  |  |  |  |
| 129016              | MOBILE BARRIER<br>TRAILER | МО              | 3                     | 25,000.00  | 75,000.00           |  |  |  |  |  |  |

#### **Example 2: Traffic Loop Detectors**

Installation of traffic loop detectors at 52 locations on a 4-lane freeway. Lane restriction charts allows for two lanes to be closed. Contractor should be able to complete two locations per work shift.

Mobile Barrier System Working Days Estimate Complete 2 locations per day 52 locations = 52/2 = 26 working days

#### Bid Item 129016 MOBILE BARRIER TRAILER (MO)

Mobile barrier trailer quantity estimate is based on 20 working days per month.

Quantity = Number of Working Days ÷ 20 days Quantity = 26 working days ÷ 20 days Quantity = 1.3 months use 2 months

Cost Estimate = 2 months X \$25,000 per month Cost Estimate = \$50,000

Bid Item 129016 MOBILE BARRIER TRAILER (MO) Estimate = \$50,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY)

Quantity Estimate = 26 working days

Cost Estimate = 26 (DAY) X \$2,000.00 Cost Estimate = \$52,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY) Estimate = \$52,000.00

#### Bid Item 120103 STATIONARY IMPACT ATTENUATOR VEHICLE

The work area will occupy two lanes, so a stationary impact attenuator vehicle is required for the closed lane adjacent to the lane where the mobile barrier is placed.

Stationary Impact Attenuator Vehicle Quantity Estimate Complete 2 locations per day 52 locations = 52/2 = 26 working days

Cost Estimate = 26 (DAY) X \$750.00 Cost Estimate = \$19,500.00

Bid Item 120103 STATIONARY IMPACT ATTENUATOR VEHICLE Estimate = \$19,500.00

| Engineer's Estimate |   |                                 |    |           |           |  |  |  |  |  |  |
|---------------------|---|---------------------------------|----|-----------|-----------|--|--|--|--|--|--|
| Item<br>Code        | Item Description                        | Item Description Unit Estimated |    |           |           |  |  |  |  |  |  |
| 129015              | MOBILE BARRIER<br>SYSTEM                | DAY                             | 26 | 2,000.00  | 52,000.00 |  |  |  |  |  |  |
| 129016              | MOBILE BARRIER<br>TRAILER               | MO                              | 2  | 25,000.00 | 50,000.00 |  |  |  |  |  |  |
| 120103              | STATIONARY IMPACT<br>ATTENUATOR VEHICLE | DAY                             | 26 | 750.00    | 19,500.00 |  |  |  |  |  |  |

#### **Example 3: Structure Approach Slabs**

A contract to replace approach slabs on 4 structures with two lanes and 2 structures with three lanes. Work will require two working days per location and both ends of structure will be replaced simultaneously, therefor, 2 approach slabs per location. Shoulder approach slabs will be constructed with adjacent lane. Mobile barrier sytems (MBS) will be required for approach slab locations.

MBS Working Days Estimate = Approach Slab Locations X Days/Location Approach Slab Locations = [number of structures X number of lanes] X 2 slabs per lane Approach Slab Locations = [(4 structures X 2 lanes) + (4 structures X 3 lanes)] X 2 approach slabs per lane

Approach Slab Locations = [8 + 12] X 2 Approach Slab Locations = 40

MBS Quantity (DAY) = 40 Approach Slab Locations X 2 Days/Location MBS Quantity (DAY) = 40 X 2 = 80 days

Bid Item 129016 MOBILE BARRIER SYSTEM TRAILER (MO)

Mobile barrier system trailer quantity estimate is based on 20 working days per month.

Quantity = Number of Working Days ÷ 20 days Quantity = 80 working days ÷ 20 days Quantity = 4 months

Cost Estimate = 4 months X \$25,000 per month Cost Estimate = \$100,000

Bid Item 129016 MOBILE BARRIER SYSTEM TRAILER (MO) Estimate = \$100,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY)

Quantity Estimate = 80 working days

Cost Estimate = 80 (DAY) X \$2,000.00 Cost Estimate = \$160,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY) Estimate = \$160,000.00

#### Bid Item 120103 STATIONARY IMPACT ATTENUATOR VEHICLE

For the three-lane structure the work area will occupy two lanes, so a stationary impact attenuator vehicle is required for the closed lane adjacent to the lane where the mobile barrier is placed. A stationary impact attenuator vehicle (SIAV) will be required for approach slabs at each end of the structure for 2 days per location.

Stationary Impact Attenuator Vehicle Quantity Estimate SIAV Quantity (DAY) = Approach Slab Locations X Days/Location

Approach Slab Locations = Number of Structures X Number of Lanes X 2 Slabs/Lane Approach Slab Locations = (4 structures X 3 lanes) X 2 slabs/lane Approach Slab Locations = 24 SIAV Quantity (DAY) = 24 locations X 2 Days/Location

SIAV Quantity (DAY) = 48 (DAY)

Cost Estimate = 48 (DAY) X \$750.00 Cost Estimate = \$36,000.00

Bid Item 120103 STATIONARY IMPACT ATTENUATOR VEHICLE Estimate = \$36,000.00

| Engineer's Estimate |   |                 |                       |            |                     |  |  |  |  |  |  |
|---------------------|---|-----------------|-----------------------|------------|---------------------|--|--|--|--|--|--|
| Item<br>Code        | Item Description                        | Unit<br>Measure | Estimated<br>Quantity | Unit Price | Estimated<br>Amount |  |  |  |  |  |  |
| 129015              | MOBILE BARRIER<br>SYSTEM                | DAY             | 40                    | 2,000.00   | 80,000.00           |  |  |  |  |  |  |
| 129016              | MOBILE BARRIER<br>TRAILER               | МО              | 4                     | 25,000.00  | 100,000.00          |  |  |  |  |  |  |
| 120103              | STATIONARY IMPACT<br>ATTENUATOR VEHICLE | DAY             | 24                    | 750.00     | 36,000.00           |  |  |  |  |  |  |

When requesting the sole source quote for the mobile barrier trailer be sure to include in the request that two mobile barrier trailers will be required for a period of two months for each trailer.



Concrete Pavement Repair Photo Source: Mobile Barriers LLC

#### **Example 4: Concrete Pavement Repair**

A contract requires the replacement of 473 spread out concrete pavement panels on a freeway with 4 lanes in each direction, and spall repairs at 60 locations. Lane restriction charts allows for two lanes to be closed. The panel and spalls within lanes are located:

| Lane Number | Panels | Spalls |
|-------------|--------|--------|
| 1           | 10     | 0      |
| 2           | 42     | 6      |
| 3           | 130    | 20     |
| 4           | 291    | 34     |

The typical concrete pavement panel replacement construction includes five separate activities (saw cutting, concrete removal, dowel bar placement, concrete placement and concrete finishing). These operations are performed by separate crews with each crew having workers on foot, therefore, positive protection is required for each activity.

#### Number of Days for Saw Cutting

The estimated work production rate for concrete pavement panel saw cutting is 20 locations per day. The number of days required for concrete panel saw cutting is:

Saw cutting days = Total number of panels ÷ panels per day Saw cutting days = 473 concrete panels ÷ 20 panels per day Saw cutting days = 23.65 day

For estimating use 24 days for saw cutting

# Number of Days for Concrete Removal, Dowel Bar Placement, Concrete Placement, and Concrete Finishing

The estimated concrete placement production rate is 150 cubic yards per shift. Cubic yards per panel are calculated based on a pavement thickness of 12 inches (1 foot) and panel size of 8' X 15' as follows:

Cubic yards per panel = (cubic feet per panel)  $\div$  cubic feet per cubic yard Cubic yards per panel = (8' X 15' X 1')  $\div$  27 cubic feet per cubic yard Cubic yards per panel = 4.45 cubic yards

The concrete placement production rate and the calculated cubic yards per panel are used to calculate the number of pavement panels replaced per shift and the number of days required to replace the total number of pavement panels as follows:

Panels per day = yards per day ÷ cubic yards per panel Panels per day = 150 yards per day ÷ 4.45 cubic yards per panel Panels per day = 34 panels

Number of working days = Total number of panels ÷ panels per day Number of working days = 473 panels on contract ÷ 34 panels per day Number of working days = 13.91 days

For estimating quantity use 14 days for Concrete Removal, Dowel Bar Placement, Concrete Placement, and Concrete Finishing.

#### Number of Days for Spall Repair

The estimated production rate for concrete spall repair is 10 locations per day. The number of days required for concrete spall repair are:

Spall repair days = Total number of spalls ÷ spalls per day Spall repair days = 60 concrete spalls ÷ 10 spalls per day Spall repair days = 6 days

#### Bid Item 129016 MOBILE BARRIER TRAILER (MO)

Mobile barrier system trailer quantity estimate is based on 20 working days per month.

Concrete panel replacement requires a minimum of two mobile barrier systems during the work period of removal and replacement to provide protection of the dowel bar placement and concrete finishing. To provide enhanced worker protection for concrete panel replacement three mobile barrier systems (MBS) are required to cover the operations of panel removal, dowel bar placement and concrete finishing. Working Days Determination for Mobile Barrier Systems (MBS) MBS<sub>1</sub> Working Days = (Saw Cutting days + Concrete Removal days) + Spall Repairs days  $MBS_1$  Working Days = (24 days + 14 days) + 6 days MBS<sub>1</sub> Working Days = 44 working days MBS<sub>2</sub> Working Days = Dowel Bar Placement days  $MBS_2$  Working Days = 14 days MBS<sub>3</sub> Working Days = Concrete Finishing days MBS<sub>3</sub> Working Days = 14 days Quantity Estimate Mobile Barrier Systems (MBS) MBS<sub>1</sub> Quantity = Number of Working Days ÷ 20 days  $MBS_1$  Quantity = 44 working days ÷ 20 days MBS<sub>1</sub> Quantity = 2.2 months use 3 months MBS<sub>2</sub> Quantity = Number of Working Days ÷ 20 days MBS<sub>2</sub> Quantity = 14 working days ÷ 20 days MBS<sub>2</sub> Quantity = 0.7 months Note the minimum rental period for mobile barrier trailer is for two months, therefor use 2 months MBS<sub>3</sub> Quantity = Number of Working Days ÷ 20 days MBS<sub>3</sub> Quantity = 14 working days ÷ 20 days MBS<sub>3</sub> Quantity = 0.7 months Note the minimum rental period for mobile barrier trailer is for two months, therefor use

2 months

<u>Bid Item Cost Estimate</u> Cost Estimate = 7 months X \$25,000 per month Cost Estimate = \$175,000

#### Bid Item 129016 MOBILE BARRIER SYSTEM TRAILER (MO) Estimate = \$175,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY)

<u>Quantity Estimate Mobile Barrier Systems (MBS)</u> Quantity Estimate = MBS<sub>1</sub> Working Days + MBS<sub>2</sub> Working Days + MBS<sub>2</sub> Working Days Quantity Estimate = 44 + 14 +14 Quantity Estimate = 58 days

Bid Item Cost Estimate Cost Estimate = 72 (DAY) X \$2,000.00 Cost Estimate = \$144,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY) Estimate = \$144,000.00

#### Bid Item 120103 STATIONARY IMPACT ATTENUATOR VEHICLE

Stationary impact attenuator vehicles are required for concrete pavement panel replacement activities (Concrete Removal and Concrete Placement). In addition, the work area will occupy two lanes, so a stationary impact attenuator vehicle is required for the closed lane adjacent to the lane where the mobile barrier is placed.

#### Adjacent Lane Stationary Impact Attenuator Vehicle

There are 42 concrete panel replacements in the #2 lane and 130 concrete panel replacements in the #3 lane. There are 6 spall repairs in the #2 lane and 20 spall repairs in the #3 lane.

#### Working Days Determination for Stationary Impact Attenuator Vehicle Number 2 Lane Working Days

Number of Days for Saw Cutting

Saw cutting days<sub>2</sub> = Total number of panels  $\div$  panels per day Saw cutting days<sub>2</sub> = 42 concrete panels  $\div$  20 panels per day Saw cutting days<sub>2</sub> = 2.1 day

For estimating use 3 days for saw cutting<sub>2</sub>

Number of Days for Concrete Removal<sub>2</sub>, Dowel Bar Placement<sub>2</sub>, Concrete Placement<sub>2</sub> and Concrete Finishing<sub>2</sub>

Panel number of working days = Total number of panels ÷ panels per day Panel number of working days = 42 panels on contract ÷ 34 panels per day Panel number of working days = 1.24 days

For estimating use 2 days for Concrete Removal<sub>2</sub>, Dowel Bar Placement<sub>2</sub>, Concrete Placement<sub>2</sub> and Concrete Finishing<sub>2</sub>.

Number of Days for Spall Repair

Spall repair working days<sub>2</sub> = Total number of spalls  $\div$  spalls per day Spall repair working days<sub>2</sub> = 6 concrete spalls  $\div$  10 spalls per day Spall repair working days<sub>2</sub> = 0.6 days

For estimating use 1 day for spall repair

Working Days Determination for Stationary Impact Attenuator Vehicle Number 3 Lane Working Days

Number of Days for Saw Cutting

Saw cutting working days<sub>3</sub> = Total number of panels  $\div$  panels per day Saw cutting working days<sub>3</sub> = 130 concrete panels  $\div$  20 panels per day Saw cutting working days<sub>3</sub> = 6.5 day

For estimating use 7 days for saw cutting

Number of Days for Concrete Removal<sub>3</sub>, Dowel Bar Placement<sub>3</sub>, Concrete Placement<sub>3</sub> and Concrete Finishing<sub>3</sub>

Panel number of working days = Total number of panels ÷ panels per day Panel number of working days = 130 panels on contract ÷ 34 panels per day Panel number of working days = 3.82 days

For estimating use 4 days for Concrete Removal<sub>3</sub>, Dowel Bar Placement<sub>3</sub>, Concrete Placement<sub>3</sub> and Concrete Finishing<sub>3</sub>.

Number of Days for Spall Repair

Spall repair working days<sub>3</sub> = total number of spalls  $\div$  spalls per day Spall repair working days<sub>3</sub> = 20 concrete spalls  $\div$  10 spalls per day Spall repair working days<sub>3</sub> = 2 days

#### Quantity Stationary Impact Attenuator Vehicle (SIAV)

SIAV Quantity (DAY) = Concrete Pavement Panel (Concrete Removal + Concrete Placement) + Adjacent Lane [(Saw Cutting<sub>2</sub> + Saw Cutting<sub>3</sub>) + (Concrete Removal<sub>2</sub> + Concrete Removal<sub>3</sub>) + (Dowel Placement<sub>2</sub> + Dowel Placement<sub>3</sub>) + (Concrete Placement<sub>2</sub> + Concrete Placement<sub>3</sub>) + (Concrete Finishing<sub>2</sub> + Concrete Finishing<sub>3</sub>)] + (Spall Repair<sub>2</sub> + Spall Repair<sub>3</sub>) SIAV Quantity (DAY) = (14 days + 14 days) + [(3 days +7 days) + (2 days + 4 days) + (2 days + 4 days) + (2 days + 4 days)] + (1 day +2 days) SIAV Quantity (DAY) = (28 days) + [(10 days) + (6 days) + (6 days) + (6 days)] + (3 days) SIAV Quantity (DAY) = 59 days

<u>Bid Item Cost Estimate</u> Cost Estimate = 59 (DAY) X \$750.00 Cost Estimate = \$44,250.00

#### Bid Item 120103 STATIONARY IMPACT ATTENUATOR VEHICLE Estimate = \$44,250.00

| Engineer's Estimate |  |     |    |           |                     |  |  |  |  |  |  |
|---------------------|--|-----|----|-----------|---------------------|--|--|--|--|--|--|
| Item<br>Code        | Item Description Unit Estimated Unit Unit Unit |     |    |           | Estimated<br>Amount |  |  |  |  |  |  |
| 129015              | MOBILE BARRIER<br>SYSTEM                       | DAY | 58 | 2,000.00  | 144,000.00          |  |  |  |  |  |  |
| 129016              | MOBILE BARRIER<br>TRAILER                      | MO  | 7  | 25,000.00 | 175,000.00          |  |  |  |  |  |  |
| 120103              | STATIONARY<br>IMPACT<br>ATTENUATOR<br>VEHICLE  | DAY | 59 | 750.00    | 44,250.00           |  |  |  |  |  |  |

When requesting the sole source quote for the mobile barrier trailer be sure to include in the request that three mobile barrier trailers will be required for the contract.



Bridge Joint Replacement Photo Source: District 10

#### Example 5: Bridge Deck and Joint Repair

Bridge repair project on a four-lane freeway includes repair of bridge joints and polyester deck overlay. There are 8 structures with two expansion joints and one viaduct structure with 6 expansion joints.

The typical concrete polyester concrete deck overlay includes two separate activities grinding deck, and polyester concrete placement and finishing. Positive protection is required for each activity.

#### Working Days Determination

Working Days for Deck Grinding

The estimated work production rate for grinding concrete is two days for each structure and 4 days viaduct structure. The number of days required for grinding decks is:

Grinding Decks Working Days = (Number of Structures X Working Days) + (Viaduct Structure X Number of Working Days) Grinding Decks Working Days = (8 X 2) + (1 X 4) Grinding Decks Working Days = (16) + (4)

Grinding Decks Working Days = 20 days

#### Working Days for Polyester Concrete Overlay

The estimated work production rate for polyester concrete overlay is four days for each structure and 8 days viaduct structure. The shoulder overlay will be placed with the adjacent lane. The number of days required for polyester concrete overlay of decks is:

Polyester Overlay Working Days = (Number of Structures X Working Days) ÷ (Viaduct Structure X Number of Working Days)
Polyester Overlay Working Days = (8 X 4) +(1 X 8)
Polyester Overlay Working Days = (32) + (8)
Polyester Overlay Working Days = 40 days

#### Working Days for Expansion Joint Repair

The estimated work production rate for expansion joint repair is three days per expansion joint. The number of days required for expansion joint repair is:

Expansion Joint Working Days = (Number of Structures X Number of Joints X Working Days) + (Viaduct Structure X Number of Joints X Number of Working Days)
Expansion Joint Working Days = (8 X 2 X 3) +(1 X 6 X 3)
Expansion Joint Working Days = (48) +(18)
Expansion Joint Working Days = 66 days

#### Bid Item 129016 MOBILE BARRIER SYSTEM TRAILER (MO)

Mobile barrier system trailer quantity estimate is based on 20 working days per month.

For grinding existing decks and expansion joint repair activities one mobile barrier system is required. Polyester concrete deck overlay requires a minimum of two mobile barrier systems to provide protection of the placement and polyester concrete finishing.

Working Days Determination for Mobile Barrier Systems (MBS)

MBS<sub>1</sub> Working Days = Deck Grinding + Polyester Concrete Overlay + Expansion Joint Repair MBS<sub>1</sub> Working Days = 20 days + 40 days+ 66 days

MBS<sub>1</sub> Working Days = 126 working days

MBS<sub>2</sub> Working Days = Polyester Concrete Overlay MBS<sub>2</sub> Working Days = 40 days

Quantity Estimate Mobile Barrier Systems (MBS) MBS<sub>1</sub> Quantity = Number of Working Days ÷ 20 days MBS<sub>1</sub> Quantity = 126 working days ÷ 20 days

MBS<sub>1</sub> Quantity = 6.3 months use 7 months

MBS<sub>2</sub> Quantity = Number of Working Days ÷ 20 days MBS<sub>2</sub> Quantity = 40 working days ÷ 20 days MBS<sup>2</sup> Quantity = 2.0 months use 2 months

<u>Bid Item Cost Estimate</u> Cost Estimate = 9 months X \$25,000 per month Cost Estimate = \$225,000

#### Bid Item 129016 MOBILE BARRIER TRAILER (MO) Estimate = \$225,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY)

<u>Quantity Estimate Mobile Barrier Systems (MBS)</u> Quantity Estimate = MBS<sub>1</sub> Working Days + MBS<sub>2</sub> Working Days Quantity Estimate = 126 + 40 Quantity Estimate = 166 days

<u>Bid Item Cost Estimate</u> Cost Estimate = 166 (DAY) X \$2,000.00 Cost Estimate = \$332,000.00

Bid Item 129015 MOBILE BARRIER SYSTEM (DAY) Estimate = \$332,000.00

#### Bid Item 120103 STATIONARY IMPACT ATTENUATOR VEHICLE

For a three-lane closure on the four-lane freeway, two stationary impact attenuator vehicles (SIAV) will be required in the two closed lanes adjacent to the mobile barrier system for each working day. Refer to standard plan T25 for where stationary impact attenuator vehicles must be placed for adjacent lanes to the mobile barrier system.

Working Days Determination Stationary Impact Attenuator Vehicle (SIAV)

SIAV Working Days = Deck Grinding + Polyester Concrete Overlay + Expansion Joint Repair SIAV Working Days = 20 days + 40 days+ 66 days

SIAV Working Days = 126 working days

<u>Quantity Stationary Impact Attenuator Vehicle (SIAV)</u> SIAV Quantity (DAY) = 2 SIAV Per Day X Number of Working Days SIAV Quantity (DAY) = 2 SIAV Per Day X 126 Working Days SIAV Quantity (DAY) = 59 days

<u>Bid Item Cost Estimate</u> Cost Estimate = 252 (DAY) X \$750.00 Cost Estimate = \$189,000.00

#### Bid Item 120103 STATIONARY IMPACT ATTENUATOR VEHICLE Estimate = \$189,000.00

| Engineer's Estimate |  |                 |                       |            |                     |  |  |  |  |  |  |  |
|---------------------|--|-----------------|-----------------------|------------|---------------------|--|--|--|--|--|--|--|
| ltem<br>Code        | Item Description                           | Unit<br>Measure | Estimated<br>Quantity | Unit Price | Estimated<br>Amount |  |  |  |  |  |  |  |
| 129015              | MOBILE BARRIER<br>SYSTEM                   | DAY             | 58                    | 2,000.00   | 332,000.00          |  |  |  |  |  |  |  |
| 129016              | MOBILE BARRIER<br>TRAILER                  | МО              | 9                     | 25,000.00  | 225,000.00          |  |  |  |  |  |  |  |
| 120103              | STATIONARY IMPACT<br>ATTENUATOR<br>VEHICLE | DAY             | 59                    | 750.00     | 189,000.00          |  |  |  |  |  |  |  |

#### Example 6: Complete Closure

Pavement rehabilitation project on 6 lane freeway. One interchange is a state highway with connector ramps. Project duration is 650 working days. Six construction stages are required. Stage 1 requires 10 days of lane closures for setting temporary barrier, including six ramp closures for 1 day each, and then 70 working days without active

traffic control. Stage 2 requires 10 days of lane closures for relocating temporary barrier from stage 1, including eight ramp closures for 1 day each and then 90 working days without active traffic control. Stages 3-6 will require median crossovers and counterflow traffic and Ten 55-hour weekend freeway complete closures are required. Complete closure of connector ramps will be required for 2 of the 55-hour weekend closures.

Mobile barrier system is used to provide positive protection for complete closures by preventing vehicles from entering the work zone.

#### Bid Item 129016 MOBILE BARRIER SYSTEM TRAILER (MO)

Two 55-Hour complete closures require two mobile barrier trailers, one for the freeway closure and one for the highway connector ramp closure. Eight 55-hour weekend closures require one mobile barrier to provide positive protection to completely close the freeway.

For weekend closures one mobile barrier system (MBS<sub>1</sub>) will have to remain on site for 10 weekend or 2.5 months assuming the closures will be on consecutive weekends. For weekend closures one mobile barrier system (MBS<sub>2</sub>) will have to remain on site for 2 weekend or 0.5 months assuming the closures will be on consecutive weekends.

<u>Quantity Estimate Mobile Barrier Systems (MBS)</u> MBS<sub>1</sub> Quantity = 2.5 months use 3 months MBS<sub>2</sub> Quantity = 0.7 months Note the minimum rental period for mobile barrier trailer is for two months, therefor use 2 months

<u>Bid Item Cost Estimate</u> Cost Estimate = 5 months X \$25,000 per month Cost Estimate = \$125,000

#### Bid Item 129016 MOBILE BARRIER SYSTEM TRAILER (MO) Estimate = \$100,000.00

#### Bid Item 129015 MOBILE BARRIER SYSTEM (DAY)

For each 55-Hour Closure the mobile barrier system (MBS) will be required for 3 working days.

<u>Quantity Estimate Mobile Barrier Systems (MBS)</u> Quantity Estimate = MBS<sub>1</sub> Working Days + MBS<sub>2</sub> Working Days Quantity Estimate = (10 closures X 3 days) + (2 closures X 3 days) Quantity Estimate = 30 + 6 Quantity Estimate = 36 days

#### Bid Item Cost Estimate

MBS daily cost estimate may be reduced for the days when the MBS is parked for the 55 Hour Closure. The daily cost for the teamster with markup is \$1,001.26. The daily rate can be reduced from \$2,000.00 to \$1,000.00 to cover the cost of the tractor.

The average cost per day based on three days is:

Average Daily Cost = (2,000 + 1,000 + 1,000) ÷ 3 Average Daily Cost = \$1,333.00 use \$1,300.00 per day

Cost Estimate = 36 (DAY) X \$1,300.00 Cost Estimate = \$46,800.00

Bid Item 129015 MOBILE BARRIER SYSTEM (DAY) Estimate = \$46,800

|              | Engineer's Estimate       |                 |                       |            |                     |  |  |  |  |  |  |  |  |
|--------------|---------------------------|-----------------|-----------------------|------------|---------------------|--|--|--|--|--|--|--|--|
| Item<br>Code | Item Description          | Unit<br>Measure | Estimated<br>Quantity | Unit Price | Estimated<br>Amount |  |  |  |  |  |  |  |  |
| 129010       | MOBILE BARRIER<br>SYSTEM  | DAY             | 36                    | 1,300.00   | 46,800.00           |  |  |  |  |  |  |  |  |
| 129016       | MOBILE BARRIER<br>TRAILER | MO              | 4                     | 25,000.00  | 125,000.00          |  |  |  |  |  |  |  |  |



Concrete Barrier Construction Using Mobile Barrier System for Positive Protection Photo Source: Mobile Barriers LLC

## **Sole Source Product Requirements**

A statewide blanket public interest finding (Appendix C) justifies the use of this sole source product on Caltrans projects. Because the Mobile Barriers MBT-1 is a sole source product the project design engineer must obtain a price quote from the manufacturer or distributor. The MBT-1 price quote must be valid during the start of project construction and must be included in Standard Special Provision 12-3.24 MOBILE BARRIER SYSTEMS to comply with Public Contract Code 3400.

It is critical for the design engineer to contact the manufacturer or distributor before the submittal date for project plans, specifications and estimates to discuss project requirements, confirm availability for mobile barrier system and receive a cost estimate. It is also important for the design or resident engineer to notify the MBT-1 manufacturer or distributor as soon as possible if the project conditions change and the mobile barrier system will not be used.

The request for quote must include:

- Project Expenditure Authorization Number ("07-1W4004") and location
- Quantity needed ("Quantity")
- When needed ("Date")
- How long needed ("Duration")

Contact for Price Quote:

| Product               | Manufacturer & Website | Email                       |
|-----------------------|------------------------|-----------------------------|
| Mobile Barriers MBT-1 | MOBILE BARRIERS LLC    | ca.sales@mobilebarriers.com |
|                       | www.mobilebarriers.com |                             |

The price quote documentation must be signed by a responsible company official and must include:

- Company name, address and phone number
- Product price
- Price quote expiration date
- Whether the price includes tax
- Delivery location
- Agreement to sell to any contractor

Contractors may rent, own or buy Mobile Barriers MBT-1. Contractor can use its own tractor and driver or separately arrange the same. The price quote does not include tractor or driver. Refer to the Implementation section of these guidelines for how to determine the unit cost price to use in the engineer's estimate for mobile barrier systems.

Insert the information provided by the MBT-1 manufacturer or distributor in Standard Special Provision 12-3.24 MOBILE BARRIER SYSTEMS.

# 10. Insert Mobile Barriers LLC distributor name, quoted price from distributor for the total days in the contract, address of the location where mobile barrier will be available to the Contractor, and distributor email address.

The price quoted by \_\_\_\_\_\_ for the rental of mobile barrier trailer(s) only is \$ \_\_\_\_\_\_ for the total days specified, not including sales taxes, F.O.B.

\_\_\_\_\_, \_\_\_\_, email address \_\_\_\_\_. Additional rental requirements are provided in the *Information Handout* 

## Work with distributor to obtain a price quote valid for at least 6 months after RTL.

#### 11. Insert month, date, and year.

The above price will be firm for orders placed on or before \_\_\_\_\_.

An example of the additional information that must be provided in the information handout is shown in Appendix D Mobile Barrier Information Handout.

#### References

- Standard Special Provision 12-3.24 MOBILE BARRIER SYSTEMS (Dated A01-22-24)
- Standard Plan
  - Mobile Barrier System Standard PlanT24
  - Mobile Barrier System Standard Plan T25
- Public Interest Finding (Dated 10-26-2023)

| STATE OF CALIFORM<br>TRANSPORT                                | NIA • DI<br><b>\TIO</b><br>15) | EPART                      |                              | OEN<br>OF TRA<br>T         | ANSPOF                        | <b>CA</b>          | N TI    | ran      | ISP<br>FR               | ON:          | ati<br>ERMIT |                | Per      | mit  |        | PERM            | TNUMB    | ER:         |   |
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| IN COMPLIANCE WITH<br>CONDITIONS AND RES<br>ACCOMPANIMENTS, P | YOUR F<br>STRICTIO<br>ERMISS   | REQUE<br>ONS WI<br>SION IS | ST AND<br>RITTEN E<br>HEREBY | SUBJEC<br>BELOW /<br>GRANT | T TO AL<br>AND IN 1<br>ED TO: | L THE TE<br>THE    | ERMS,   |          | то                      | :            |              | MENT<br>RIZED: |          | THIS PERMIT IS NOT VALID WITHOUT TH<br>FOLLOWING ACCOMPANIMENTS: |        |                 |          |             |   |
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| ADDRESS:  |                                |                            |                              |                            |                               |                    |         |          | -                       | SE           | E 24/7       |                |          |  | Ч      | <u>24/7 1</u>   | aver Con | nantions    | aport   |
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| OFFICE PHONE NUMB   | ER (Incl                       | uding A                    | Area Cod                     | e):                        |                               | OFFIC              | E FAX N | UMBER    | (Includ                 | ding Area    | Code)        | :              |          | 1 2  |        | <u>Pliot Ca</u> | Mana II  |             |   |
|   |                                | OR EQL                     |                              |                            |                               |                    | 1       |          |                         | DBIVE        |              | <b>–</b> –     | 0.4/     | 4 2  |        |                 |          | 4, 5AC, 5   | D, 3FJ  |
| MBT-1 Highway Safety  | Barrier                        |                            |                              |                            |                               | -· L               |         | -        |                         | DRIVE        |              | Ľ I            | 000      |  |        | SC Hol          | iday Con | aitions     |   |
| DIMENSIONS OF LOAD  | :                              |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          | 1 L  |        |                 |          |             |   |
| Trailer- L-62', W- 8' 4", H                                   | H - 11'                        |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          | 4 C  |        |                 |          |             |   |
| 3 Avle Tractor 2 Avle T                                       | LING EQ                        | QUIPME                     | INT:                         |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
| VEHICLE   |                                |                            | KINGPI                       | N TO                       |                               |                    |         | SEM      | I-TRAIL                 | .ER          |              |                |          | COMB V   | /EHIO  | CLE             |          |             |   |
|   |                                |                            |                              | XLE: 5                     | 56'3"                         | -                  |         |          | GTH:                    | 62"          |              |                |          | LENGTH   | 1:     | 78'4"           | 0        | · ·         | <u></u>                                       |
| AALE NUMBER   |                                | n                          | 1                            | 2                          | <u> </u>                      | 3                  |         | 4<br>2   |                         | 2            |              | 6              |          | 7  |        | +               | ö        |             | 1   |
| PER AXLE<br>DISTANCE BETWEEN                                  |                                | 2                          |                              | 4                          |                               | 4                  |         | 2        |                         |              |              | <br>           |          |  |        |                 | 1        | 1           |   |
| AXLES<br>WIDTH OF AXLES AT T                                  | IRE                            |                            | 13'9                         | "                          | 4'6"                          |                    | 50'6"   |          | 4'3'                    | "<br>        |              | I              |          |  |        |                 |          |             |   |
|   |                                | 8'                         |                              | 8'                         |                               | 8'                 |         | 8'       |                         | 8'           |              |                |          |  |        |                 |          |             |   |
| WEIGHT  |                                | All                        | Axles Le                     | gal                        |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
| OADED HEIGHT:   | LOAD                           | ED WII                     | OTH:                         |                            | LOADI                         | ED OVER            | ALL LE  | NGTH:    |                         |              |              | LOADI          | ED OVE   | RHANG: WEIGH   |        |                 |          | HT CLAS     | S:  |
| Legal   | 8'                             | 6"                         |                              |                            | 7                             | 8'4"               |         |          | 0                       |              |              |                | Lega     |  |        | egal (S         | XS)      |             |   |
| RIGIN:  |                                | -                          |                              |                            |                               | -                  |         |          | D                       | ESTINAT      | ION:         |                | -        |  |        |                 |          | 5 (         | ,   |
|   |                                |                            |                              |                            |                               |                    |         | -        |                         |              |              |                |          |  |        |                 |          |             |   |
| AUTHORIZED STAT   | E HIGH<br>HENEV                | HWAY<br>ER THE             | S - CITY                     | AND/O                      | R COUN                        | TY PERN<br>LATE RO | MITS    |          |                         |              |              |                | For of   | fice use o   | only   |                 |          |             |   |
|   |                                |                            | 15 511                       |                            |                               |                    |         | <u> </u> |                         |              |              |                |          |  |        |                 |          |             |   |
|   |                                |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
|   |                                |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
| VILOT CAR   | 1                              |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
| 1 E.S   | ,                              | NO                         |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
|   |                                |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
| ASH, CHARGE, CREDI  | T CARI                         | D OR E                     | XEMPT I                      | NFORM                      | ATION:                        |                    |         | AI       | PPLICA                  | NT SIGN      | ATURI        | E:             |          |  |        |                 |          | DATE:       |   |
| REDIT CARD EXP. DA  | TE:                            | FEE:                       |                              |                            | NUM                           | BER OF             | TRIPS:  | AU       | AUTHORIZED STATE AGENT: |              |              |                |          |  |        |                 |          | DATE:       |   |
|   |                                | \$                         |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
| EQUESTED ROUTE: (Ir   | nclude A                       | Addres                     | s of Orig                    | in and D                   | Delivery                      | Site):             |         | •        |                         |              |              |                |          |  | _      |                 |          |             |   |
|   |                                |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
|   |                                |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
|   |                                |                            |                              |                            |                               |                    |         |          |                         |              |              |                |          |  |        |                 |          |             |   |
|   |                                |                            |                              |                            |                               |                    |         |          | С                       | ONTACI       | PERS         | ON (PRI        | NT):     |  |        |                 |          |             |   |

## **Appendix A: Transportation Permit**



## **Appendix B: Force Account Analysis**

|              |                    | EXTRA W       | ORK C       | ALCULAT   | ION       | SHEE'     | Г - FO                                     | RCE ACCOUNT ANALYS             | C.C.O. NO. |         |           | REPO | ORT 1      |
|--------------|--------------------|---------------|-------------|-----------|-----------|-----------|--|--------------------------------|------------|---------|-----------|------|------------|
| PAGE # 1     |                    |               |             |           |           |           |  |                                | AMOUNT     | AUTHO   | ORIZED    |      |            |
| CONTRACT     |                    |               |             | DAT       | E PERFORM | /IED      | 9/9/2023                                   | PREVIOUS                       | EXPEN      | NDITURE |           |      |            |
| CO. RT. P.M. |                    | _             |             |           | DAT       | E OF REPO | RT   |                                | TODAY      |         |           |      |            |
|              |                    | -             |             |           |           |           |  |                                | TO DATE    |         |           |      |            |
| WORK PE      | ERFORMED BY :      | 8 hours Reg   | & 1 hour C  | ТС        |           |           |  |                                | CONTRAC    | for Jo  | OB NO.    |      |            |
| DESCRIPT     | FION OF WORK :     | Mobile Barri  | er Systen   | n         |           |           |  |                                | CONTRAC    | FOR R   | EPORT NO. |      |            |
| FOLUP        | EOUIPME            | NT            | HOURS       | HOURIN    | FX        | TENDED    | PP   | LAROR                          | HOURS      | н       |           | F    | YTENDED    |
| NO.          | LQUII              |               | noons       | RATE      | A         | MOUNTS    | NO.  |                                | noons      |         | RATE      | A    | MOUNTS     |
| 110.         | T &TT 60           |               | 8           | \$105.34  | \$        | 842.72    | REG  | Teamster (Northern California) | 8          | \$      | 75.52     | \$   | 604.16     |
|              |                    |               | 0           | \$ -      | \$        | -         | REG  |                                | 0          | \$      | -         | \$   | -          |
|              |                    |               | 0           | \$ -      | \$        | -         | REG  |                                | 0          | \$      | -         | \$   | -          |
|              |                    |               |             | \$ -      |           |           |  |                                |            |         |           | \$   | -          |
|              | T &TT 60           |               | 1           | \$ 92.70  | \$        | 92.70     | OT   | Teamster (Northern California) | 1          | \$      | 96.64     | \$   | 96.64      |
|              |                    |               | 0           | \$ -      | \$        | -         | OT   |                                | 0          | \$      | -         | \$   | -          |
|              |                    |               | 0           | \$ -      | \$        | -         | OT   |                                | 0          | \$      | -         | \$   | -          |
|              |                    |               |             |           |           |           |  |                                |            |         |           |      |            |
|              |                    |               |             |           |           |           |  | (                              | OT Sub-To  | tal     |           | \$   | 96.64      |
|              |                    |               |             | TOTAL     | \$        | 935.42    |  |                                | SUB-TOTA   | 4L      |           | \$   | 604.16     |
|              | MATERIAL and       | l/or WORK do  | one by spec | cialists  |           |           | LABOR                                      | SURCHARGE (SEE SPECIAL PR      | OVISIONS   |         | 10%       |      | \$60.42    |
|              | DESCRIPTION        |               | NO. UNIT    | UNIT COST |           | • • • •   | SUBSIS                                     | TENCENO                        | @\$        |         |           |      |            |
|              |                    |               | 0           | \$0.00    |           | \$0.00    | TRAVE                                      | L EXPENCENO                    | @\$        |         |           |      |            |
|              |                    |               | 0           | \$0.00    |           | \$0.00    | OTHER _                                    | OT LABOR SURCHARGE             |            |         | 10%       |      | \$9.66     |
|              |                    |               |             | \$ -      |           | \$0.00    |  |                                |            |         | ~         |      | <b></b>    |
|              |                    |               |             |           |           | \$0.00    |  | TOTAL COST OF LABO             | )R         |         | С         |      | \$770.88   |
|              |                    |               |             |           |           | \$0.00    |  |                                |            |         |           |      |            |
|              |                    |               |             |           |           | \$0.00    |  | TOTAL COST EQUIPME             | NT<br>La   |         | B         | \$   | 935.42     |
| TOTAL COS    | ST OF EQUIPMENT, M | IATERIALS,AND | WORK:       |           |           | \$0.00    |  | TOTAL COST MATERIA             | LS         |         | Α         |      | \$0.00     |
| CONTRACT     | FOR'S REPRESENTATI | VE            | Cal.by:     | CDS       | 1         | 30%       | 0% % MARKUP ON LABOR COST (SEE CONTRACT) C |                                |            |         |           |      |            |
|              |                    |               | Date:       |           |           | 10%       | % MAR                                      | KUP ON EQUIP.COST (SEE CON     | TRACT)     |         | В         |      | \$93.54    |
| ACCEPTED     | FOR PROGRESS PAY   | MENT          | L           |           |           | 10%       | % MARKUP ON MATERIAL & WORK COST A         |                                |            |         |           |      | \$0.00     |
| Chuck Su     | iszko              |               |             |           |           |           | -  | SUB-CONTRACTOR MARKUP          | 0%         |         |           |      | \$0.00     |
| RESI         | DENT ENGINEER      |               | _           |           |           |           |  | TOTAL THIS REPOR               | RT         |         |           |      | \$2,031.11 |

## **Appendix C: Public Interest Finding**

#### STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION REQUEST FOR APPROVAL PUBLIC INTEREST FINDING CEM-1161 (NEW 08/2023)

| PROJECT DENTFRER NUMBER         Interview         Procession  | DISTRICT<br>N/A   | EXPENDITURE AUTHORIZATION   | COUNTY<br>N/A                        | ROUTE<br>N/A                        | BEGIN POSTMILE                              | END POSTMILE                  | DATE<br>09/27/2023 |  |  |  |  |  |  |  |
|--|---|---|--------------------------------------|-------------------------------------|---|-------------------------------|--------------------|--|--|--|--|--|--|--|
| GENERAL LOCATION         DESCRIPTION OF THE WORK           Statewide Blanket Public Interest Finding         DESCRIPTION OF THE WORK           Statewide Blanket Public Interest Finding         DESCRIPTION OF THE WORK           Statewide Blanket Public Interest Finding         Public Interest Determination to Require Use of Sole Source Product, Material, Thing or Service           PRODUCT, MATERIAL, THING OR SERVICE         SETIMATED COST           Mobile Barriers Trailer MBT-1         Mobile Sarriers ILC           2416 Scensee         Tail Road, Golden Colorado, 80401           Public Contract Code 3400         Subsection (c):           (Check appropriate box)         2416 Scensee Trail Road, Golden Colorado, 80401           Determination is based on Public Contract Code 3400 Subsection (c):         (Check appropriate box)           2) In order to makeh other products in use on a particular public improvement either completed or in the course of completion.           3) in order to neapond to an emergency declared by the state, a state agency, or policial subdivision of the state, but only if the finding of the maxemon for the finding of the emergency are contained in the public records of the authority issuing the invitation for bid or request for proposals.           REASONS REQUESTED APPROVAL IS CONSIDERED IN THE PUBLIC INTEREST:           Mobile barrier systems should be used in projects where the work are is 100 feet or less in tergth. Mobile barrier systems provide protection between work can be completed in mutible barrier systems are driven inithe public intere  | PROJECT ID  | DENTIFIER NUMBER  |                                      | FEDERAL<br>N/A                      | NUMBER                                      |                               |                    |  |  |  |  |  |  |  |
| Funding Sources:       M       SB1       STIP       SHOP       FEDERAL AID       LOCAL AGENCY       OTHER         Public Interest Determination to Require Use of Sole Source Product, Material, Thing or Service         ProDUCT, MATERIAL, THING OR SERVICE         Mobile Barriers Trailer MBT-1       SOLE SERVICE       SSTIMATED COST         Public Contract Code 3400       Determination is based on Public Contract Code 3400 Subsection (c):       (Check appropriate box)       [Check appropriate box)         Image: Display the interest Determination of the experiment may be made to determine the product's suitability for future use.       [Check appropriate box)         Image: Display the interest Determination of the experiment may be made to determine the product's suitability for future use.       [Check appropriate box)         Image: Display the interest Determination of the state, a state agency, or political subdivision of the state, but only if the fract setting forth the reasons for the finding of the emergency are contained in the public records of the authonity issuing the invitation for bid or request for proposals.         REASONS REQUESTED APPROVAL IS CONSIDERED IN THE PUBLIC INTEREST:       Mobile barrier system to provide a mobile and safe work environment for workers and construction workers and live traffic. Mobile barrier systems are designed to provide a provide a positive protection between workers and live traffic. Mobile barrier systems are designed to provide a solitive protection between workers and live traffic. Mobile barrier systems for 100 feet or less in begin the indue to solitive protection betw   | GENERAL L<br>Statewide Bl   | OCATION<br>anket Public Interest Finding  |                                      | DESCRIP<br>Statewide                | TION OF THE WORK<br>Blanket Public Interes  | st Finding                    |                    |  |  |  |  |  |  |  |
| Public Interest Determination to Require Use of Sole Source Product, Material, Thing or Service           PRODUCT MATERIAL THING OR SERVICE<br>Mobile Barriers Trailer MBT-1         COLE SERVICE<br>Mobile Barriers LLC<br>24918 Genesee Trail Road, Golden Colorado, 80401         ESTIMATED COST<br>\$25,000.00           Public Contract Code 3400<br>Determination is based on Public Contract Code 3400 Subsection (c):<br>(Check appropriate box)         Image: Contract Code 3400 Subsection (c):<br>(Check appropriate box)         Image: Contract Code 3400 Subsection (c):<br>(Check appropriate box)           Image: Check State St | Funding Sou<br>(See Notes)  | Funding Sources:       HM       SB1       STIP       SHOPP       FEDERAL AID       LOCAL AGENCY       OTHER         (See Notes)       Public Interest Determination to Require Use of Sole Source Product Material Thing or Service   |                                      |                                     |   |                               |                    |  |  |  |  |  |  |  |
| PRODUCT, MATERIAL, THING OR SERVICE<br>Mobile Barriers Trailer MBT-1         SOLE SERVICE<br>24918 Genesse Trail Road, Golden Colorado, 80401         ESTIMATED COST<br>325,000.00           Public Contract Code 3400<br>Determination is based on Public Contract Code 3400 Subsection (c):<br>(Check appropriate box)         Image: Contract Code 3400 Subsection (c):<br>(Check appropriate Dox)         Image: Contract Code 3400 Subsection Contract Code 3400 Subsection (c):<br>(Check appropriate Dox)         Image: Contract Code Contract Code 3400 Subsection Contract Code 3400 Subsection Contract Code 3400 Subsection Contract Subsection Contract Code 3400 Subsection Cont                            |   | Public Interest Determination   | n to Require Us                      | e of Sole Sour                      | ce Product, Material                        | , Thing or Service            |                    |  |  |  |  |  |  |  |
| Public Contract Code 3400           Determination is based on Public Contract Code 3400 Subsection (c):           (Check appropriate box)           1) In order that a field test or experiment may be made to determine the product's suitability for future use.           2) In order to match other products in use on a particular public improvement either completed or in the course of completion.           3) In order to obtain a necessary item that is only available from one source.           4) (B) In order to respond to an emergency declared by the state, a state agency, or political subdivision of the state, but only if the facts setting forth the reasons for the finding of the emergency are contained in the public records of the authority issuing the invitation for bid or request for proposals.           REASONS REQUESTED APPROVAL IS CONSIDERED IN THE PUBLIC INTEREST:           Mobile barrier system to provide a mobile and safe work environment for workers at construction with standard semi-tractors as part of the mobile barrier systems for bid and movide a positive protection between workers and line traffic. Mobile barrier systems are designed to provide a positive protection between workers and line traffic. Mobile barrier systems is to be performed and provide a positive protection between workers and line traffic. Mobile barrier systems is build be used in projects where the work rare is 100 feet or less on the work can be completed in multiple segments of 00 feet reless or the work can be completed in multiple segments of 00 feet reless on the work as a becompleted in multiple segments of 00 feet reless on the vork can be completed in multiple segments of 00 feet reless on the out and provide particular systems should be usused in projects where is 100 feet or less or the work   | PRODUCT,<br>Mobile Barrie   | MATERIAL, THING OR SERVICE<br>Ins Trailer MBT-1   | SOLE SER<br>Mobile Ban<br>24918 Gen  | VICE<br>iers LLC<br>esee Trail Roa  | d, Golden Colorado, 8                       | ESTIMATE:<br>0401 \$25,000.00 | COST               |  |  |  |  |  |  |  |
| <ul> <li>In order that a field test or experiment may be made to determine the product's suitability for future use.</li> <li>In order to match other products in use on a particular public improvement either completed or in the course of completion.</li> <li>In order to obtain a necessary item that is only available from one source.</li> <li>In order to respond to an emergency declared by the state, a state agency, or political subdivision of the state, but only if the facts setting forth the reasons for the finding of the emergency are contained in the public records of the authority issuing the invitation for bid or request for proposals.</li> </ul> <li> <ul> <li>REASONS REQUESTED APPROVAL IS CONSIDERED IN THE PUBLIC INTEREST:</li> <li>Mobile barrier trailers are integrated, rigid-wall, semi-trailers that are used in conjunction with standard semi-tractors as part of the mobile barrier system to provide a abdie work environment for workers at construction writes. They serve as extended, mobile, longitudinal barrier systems are designed to provide a safe contenvironment for workers and onstruction writes. They serve as extended, mobile, longitudinal barrier systems are designed to provide a softic contained provide a positive protection between works can be completed in multiple segments of 100 feet or less or the work and be completed in multiple segments of 100 feet or less or the work and be completed in multiple segments of 100 feet or less or the work is to be performed and provide positive protection for workers and live traffic control devices though licensed distributors therefor, a sole source statewide public interest finding is required. Mobile barrier systems are only available from one source in the same length. Mobile barrier systems are provide positive protection for workers on short therm work activites within a stationary land cosure.</li>             L</ul></li>                     | Public Cont<br>Determinatio<br>(Check appro   | ract Code 3400<br>n is based on Public Contract Code 34<br>opriate box)   | 00 Subsection (                      | <b>;)</b> ;                         |   |                               |                    |  |  |  |  |  |  |  |
| 2) In order to match other products in use on a particular public improvement either completed or in the course of completion.         3) In order to obtain a necessary item that is only available from one source.         4) (B) In order to respond to an emergency declared by the state, a state agency, or political subdivision of the state, but only if the facts setting forth the reasons for the finding of the emergency are contained in the public records of the authority issuing the invitation for bid or request for proposals.         REASONS REQUESTED APPROVAL IS CONSIDERED IN THE PUBLIC INTEREST:         Mobile barrier trailers are integrated, rigid-wall, semi-trailers that are used in conjunction with standard semi-tractors as part of the mobile barrier systems by provide a absile wank environment. The mobile barrier systems are designed to provide a self-contained protected work environment. The mobile barrier systems are driven into place in the late in where work is to be performed and provide a positive protection between workers.         Mobile barrier systems bould be used in project where the work area is 100 feet or less or the work can be completed in multiple segments of 100 feet or less in length. Mobile barrier systems provide a positive protection for workers on short term work activities within a stationary lane closure.         Currently there is only one manufacturer of a mobile barrier system, who sells or rents these traffic control devices though licensed distributors therefor, a sole source statewide public interest finding is required. Mobile barrier trailer is available for \$25,000 per month.         This Public Interest Finding is valid for three years from approval date and must be reevaluated if any suitable alternative becomes available.         S   | 🗌 1) In   | order that a field test or experiment ma  | ay be made to de                     | etermine the pr                     | oduct's suitability for f                   | uture use.                    |                    |  |  |  |  |  |  |  |
| Sol in order to obtain a necessary item that is only available from one source.         Sol in order to respond to an emergency declared by the state, a state agency, or political subdivision of the state, but only if the facts setting forth the reasons for the finding of the emergency are contained in the public records of the authority issuing the invitation for bid or request for proposals.         REASONS REQUESTED APPROVAL IS CONSIDERED IN THE PUBLIC INTEREST:         Mobile barrier trailers are integrated, rigid-wall, semi-trailers that are used in conjunction workers.         Mobile barrier systems are designed to provide a safe work environment for workers at construction sites. They serve as extended, mobile, longitudinal barrier systems are designed to provide a positive protection between workers and live traffic. Mobile barrier trailer is designed to provide a politive in use; to facilitate rapid deployment, removal, and repositioning while on-site.         Mobile barrier systems should be used in projects where the work area is 100 feet or less in here work is to be performed and provide protection for workers on short term work activities within a stationary lane closure.         Currently there is only one manufacturer of a mobile barrier system, who sells or rents these traffic control devices though licensed distributors therefor, a sole source statewide public interest finding is required. Mobile barrier trailer is available for \$25,000 per month.         This Public Interest Finding is valid for three years from approval date and must be reevaluated if any suitable alternative becomes available.         SUBMITTED BY         Ido hereby certify that in accordance with the requirements in Public Contract Code 3400 for items that are on   | 2) In   | order to match other products in use o  | n a particular pu                    | blic improveme                      | ent either completed o                      | r in the course of cor        | npletion.          |  |  |  |  |  |  |  |
|  | 🔀 3) In   | order to obtain a necessary item that is  | s only available f                   | rom one sourc                       | e.  |                               |                    |  |  |  |  |  |  |  |
| REASONS REQUESTED APPROVAL IS CONSIDERED IN THE PUBLIC INTEREST:       Mobile barrier stailers are integrated, rigid-wall, semi-trailers that are used in conjunction with standard semi-tractors as part of the mobile barrier system to provide a nobile and safe work environment for workers at construction sites. They serve as extended, mobile, longitudinal barrier system to provide a physical and visual wall between passing traffic and construction workers.         Mobile barrier systems are designed to provide a self-contained protected work environment. The mobile barrier systems are driven into place in the lane in where work is to be performed and provide a positive protection between workers and live traffic. Mobile barrier trailer is designe to remain attached to the tractor unit while in use; to facilitate rapid deployment, removal, and repositioning while on-site.         Mobile barrier systems should be used in projects where the work area is 100 feet or less or the work can be completed in multiple segments of 100 feet or less in length. Mobile barrier systems provide positive protection for workers on short term work activities within a stationary lane closure.         Currently there is only one manufacturer of a mobile barrier system, who sells or rents these traffic control devices though licensed distributors therefor, a sole source statewide public interest finding is required. Mobile barrier trailer is available for \$25,000 per month.         This Public Interest Finding is valid for three years from approval date and must be reevaluated if any suitable alternative becomes available.         SUBMITTED BY       I do hereby certify that in accordance with the requirements in Public Contract Code 3400 for items that are only available from one source tha there are no suitable alternatives to this patented or proprietary pro   | 4) (B<br>fac<br>inv   | 4) (B) In order to respond to an emergency declared by the state, a state agency, or political subdivision of the state, but only if the facts setting forth the reasons for the finding of the emergency are contained in the public records of the authority issuing the invitation for bid or request for proposals.   |                                      |                                     |   |                               |                    |  |  |  |  |  |  |  |
| SUBMITTED BY         I do hereby certify that in accordance with the requirements in Public Contract Code 3400 for items that are only available from one source that there are no suitable alternatives to this patented or proprietary product, material, thing or service.         SIGNATURE       PRINT NAME AND TITLE       DATE         Unck       Sugges       Chuck Suszko       9/27/23         APPROVAL GY (District Director or Headquarters Division Chief)       DATE       9/27/23         SIGNATURE       PRINT NAME AND TITLE       DATE         Wores       PRINT NAME AND TITLE       DATE         Funding source abbreviations are defined as:       •       HM: Highway Maintenance         •       SB-1: Senate Bill 1 Rebuilding California, the Road Repair and Accountability Act of 2017       •         •       SHOPP: State Highway Operation and Protection Program  | REASONS REQUESTED APPROVAL IS CONSIDERED IN THE PUBLIC INTEREST:<br>Mobile barrier trailers are integrated, rigid-wall, semi-trailers that are used in conjunction with standard semi-tractors as part of the mobile<br>barrier system to provide a mobile and safe work environment for workers at construction sites. They serve as extended, mobile, longitudinal<br>barriers that provide a physical and visual wall between passing traffic and construction workers.<br>Mobile barrier systems are designed to provide a self-contained protected work environment. The mobile barrier systems are driven into place<br>in the lane in where work is to be performed and provide a positive protection between workers and live traffic. Mobile barrier trailer is designed<br>to remain attached to the tractor unit while in use; to facilitate rapid deployment, removal, and repositioning while on-site.<br>Mobile barrier systems should be used in projects where the work area is 100 feet or less or the work can be completed in multiple segments<br>of 100 feet or less in length. Mobile barrier systems provide positive protection for workers on short term work activities within a stationary lane<br>closure.<br>Currently there is only one manufacturer of a mobile barrier system, who sells or rents these traffic control devices though licensed distributors,<br>therefor, a sole source statewide public interest finding is required. Mobile barrier trailer is available for \$25,000 per month. |   |                                      |                                     |   |                               |                    |  |  |  |  |  |  |  |
| I do hereby certify that in accordance with the requirements in Public Contract Code 3400 for items that are only available from one source that there are no suitable alternatives to this patented or proprietary product, material, thing or service.         SIGNATURE       PRINT NAME AND TITLE       DATE         Chuck Susyles       Chuck Suszko       9/27/23         APPROVAL SY (District Director or Headquarters Division Chief)       DATE       DATE         SIGNATURE       PRINT NAME AND TITLE       DATE         SIGNATURE       SIGNATURE       DATE         SIGNATU  | SUBMITTED   | BY  |                                      |                                     |   |                               |                    |  |  |  |  |  |  |  |
| SIGNATURE     PRINT NAME AND TITLE     DATE       Chuck Susses     Chuck Susses     9/27/23       APPROVAL SY (District Director or Headquarters Division Chief)     DATE       SIGNATURE     PRINT NAME AND TITLE     DATE       Image: Signature of the state of the sta   | I do hereby o<br>there are no   | ertify that in accordance with the requi<br>suitable alternatives to this patented or   | rements in Publi<br>proprietary proc | c Contract Cod<br>luct, material, t | e 3400 for items that a<br>hing or service. | are only available fro        | m one source that  |  |  |  |  |  |  |  |
| Chuck Sugge     Chuck Suszko     9/27/23       APPROVAL DY (District Director or Headquarters Division Chief)     DATE       SIGNATURE     PRINT NAME AND TITLE     DATE       With an example     10/26/2023       Nores     Funding source abbreviations are defined as:     10/26/2023       • HM: Highway Maintenance     • SB-1: Senate Bill 1 Rebuilding California, the Road Repair and Accountability Act of 2017     • SHOPP: State Highway Operation and Protection Program  | SIGNATURE   |   | PRINT N                              | AME AND TITL                        | E   | DATE                          |                    |  |  |  |  |  |  |  |
| APPROVAL SY (District Director or Headquarters Division Chief)         SIGNATURE         Vision       PRINT NAME AND TITLE         Ramon Hopkins       DATE         10/26/2023         Nores         Funding source abbreviations are defined as:         •       HM: Highway Maintenance         •       SB-1: Senate Bill 1 Rebuilding California, the Road Repair and Accountability Act of 2017         •       SHOPP: State Highway Operation and Protection Program  | C.  | luck Suzzko   |                                      | Chuck S                             | uszko                                       | 9                             | /27/23             |  |  |  |  |  |  |  |
| SIGNATURE     PRINT NAME AND TITLE     DATE       Nores     Ramon Hopkins     10/26/2023       Nores     Funding source abbreviations are defined as:     10/26/2023       • HM: Highway Maintenance     • SB-1: Senate Bill 1 Rebuilding California, the Road Repair and Accountability Act of 2017     • STIP: State Highway Operation and Protection Program  | APPROVAL  | 5Y (District Director or Headquarters D   | ivision Chief)                       |                                     |   |                               |                    |  |  |  |  |  |  |  |
| Notes           Funding source abbreviations are defined as:           • HM: Highway Maintenance           • SB-1: Senate Bill 1 Rebuilding California, the Road Repair and Accountability Act of 2017           • STIP: State Transportation Improvement Program           • SHOPP: State Highway Operation and Protection Program  | SIGNATUR  | 1 And   | PRINT N                              | AME AND TITL<br>Ramon               | .e<br>Hodkins                               | DATE                          | 0/26/2023          |  |  |  |  |  |  |  |
| ADA Notice This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284  | Notes<br>Funding source<br>HM: Hig<br>SB-1: S<br>STIP: S<br>SHOPP   | Notes         Funding source abbreviations are defined as:         Hit Highway Maintenance         SB-1: Senate Bill 1 Rebuilding California, the Road Repair and Accountability Act of 2017         STIP: State Transportation Improvement Program           • SHOPP: State Highway Operation and Protection Program         • SHOPP: State Highway Operation and Protection Program |                                      |                                     |   |                               |                    |  |  |  |  |  |  |  |

## **Appendix D: Information Handout**



Mobile Barriers LLC 24918 Genesee Trail Rd, Golden, CO USA 80401 ph 1.303.526.5995 www. mobilebarriers.com

#### **Supplemental Information**

The following is provided to help contractors structure their bids appropriately.

**Mobile barrier trailers (Mobile Barriers MBT-1)** are available through various distributors (including DBEs and DVBEs), as listed on the Contact page at www.mobilebarriers.com.

**Quotes** will be based on and provided for <u>1</u> mobile barrier trailer for the <u>duration and work</u> set forth in the project specifications, unless otherwise indicated by Contractors at the time they request a quote. If more barriers or a different duration are needed, Contractors should advise at the time they request a quote.

- Contractors may wish to use multiple barriers to work multiple locations at the same time. Per Caltrans specifications, protection should be provided where applicable work is taking place.
- Contractors may also wish to increase, decrease and/or split the number of days between multiple barriers.
- A change in the number of barriers or days should be communicated to the distributor at the time the quote is requested (or re-requested).

The **Total Quoted** (*daily rate x days*) for the project is  $\_$ , **payable** 50,000 down and 25,000/month for \_\_\_\_\_ months. There is a two month minimum rental. The 50,000 ("deposit") will be due with the rental agreement and applied to the 1st and last months. Monthly payments will be due the beginning of each month after the first. Contractors are encouraged to structure their bid accordingly. If additional month-by-month rental is desired, notice must be provided 30-days prior to expiration of the rental term. Extensions are subject to availability and will be billed in full one-month increments. Rental forms and terms are available from your distributor. Mobile Barriers terms are available on-line at www.mobilebarriers.com/legal.html.

**Quotes are subject to receipt of applicable rental agreement and deposit within 30 days of contract approval.** Proof of rental (or ownership) must also be provided to Caltrans within 30 days of contract approval, as per RSS 12-3.24.

All amounts are subject to applicable sales tax.

Quotes will be for the **mobile barrier trailer only**, FOB \_\_\_\_\_\_, CA or such other location as mutually agreed.

Contractors shall be responsible for the barriers while in their possession.

**Contactors shall use their own tractor and driver, and pull their own overlength permits, unless otherwise arranged**. A standard tractor with at least 60" of swing clearance and tandem drive axles can be used. Caltrans Permits should be informed the overlength permit is for "Mobile Barriers MBT-1" and will typically be used in what is called the 62' configuration. Associated permit drawings are provided at www.mobilebarriers.com/legal.html.

All rentals are subject to availability and the timely receipt of the paperwork and deposit. Barriers can be purchased if so desired.

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