CONES

Dangers to workers:

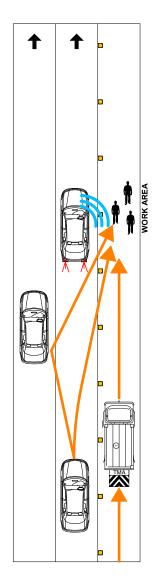
- * Lateral exposed to trucks drifting in, cars pulling in and/or coming across into the wz
- * Longitudinal issue positioning blocker (TMA) truck
 - 30M too short for trucks push into wz
 - 100M too long for cars increased risk of pull-ins

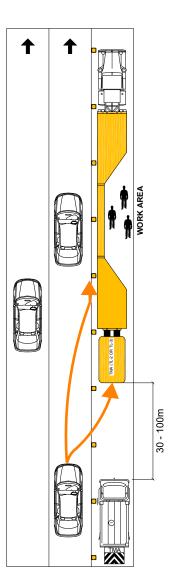
Dangers to public:

* Distractions, rubbernecking, speed variances & accidents

Other considerations:

- * Exposure during setup and breakdown
- * Longer and more cluttered work zones
- * Increased amount and duration of lane closures





MBT-1

Better for workers:

- * Lateral easily turns cars, and has even turned large trucks
- * Longitudinal
 - > If only cars use MBT-1 alone or w/ blocker (TMA)
 - > If trucks use MBT-1 w/ blocker (TMA) 100m back[‡]
 - + MBT-1 protects from risk of cars pulling in
 - + MBT-1 has good chance of turning even trucks if off center or on wall (as it twice has)
- * Reduced exposure for setup and breakdown some of the most dangerous times for everyone
- * Well lit, open work area, fewer trip hazards, quieter environment. The work area can be moderated to reduce ambient temperatures. Reduce fatigue and help workers do their jobs more safely and efficiently.
- * Reduced amount and duration of lane closures "There's no better way to reduce work zone accidents and improve conditions for everyone than to safely complete the work as quickly as possible and reopen the roadway to normal traffic flow."

Better for public:

- * Turn mistakes into non-events
- * Most errant vehicles are redirected and drive on
- * Attenuation cushions rear impact if necessary
- * Reduced distractions, rubbernecking, speed variances and accidents
- * Better mobility in and around work zones

Accidents happen, but they do not have to be catastrophic for workers or the public.

See heavy blockers strategy at www.mobilebarriers.com/resources-heavyblockers.html



	MOBILE	
NB	ARRIER	SZ

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TITLE:

COMPARISON: CONES vs. MBT-1

DWG NO.

DO NOT SCALE DRAWING Sheet No 1 of 1