

### Summary:

#### Our Innovation is . . .

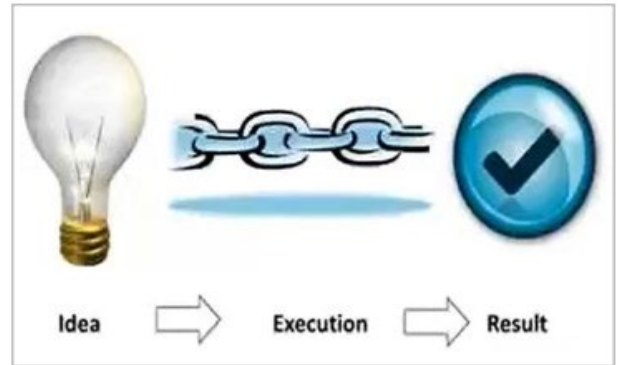
- Testing to determine if it is feasible to place movable barrier and place equipment on newly placed hot mix asphalt (HMA).

#### Testing / Evaluation to include:

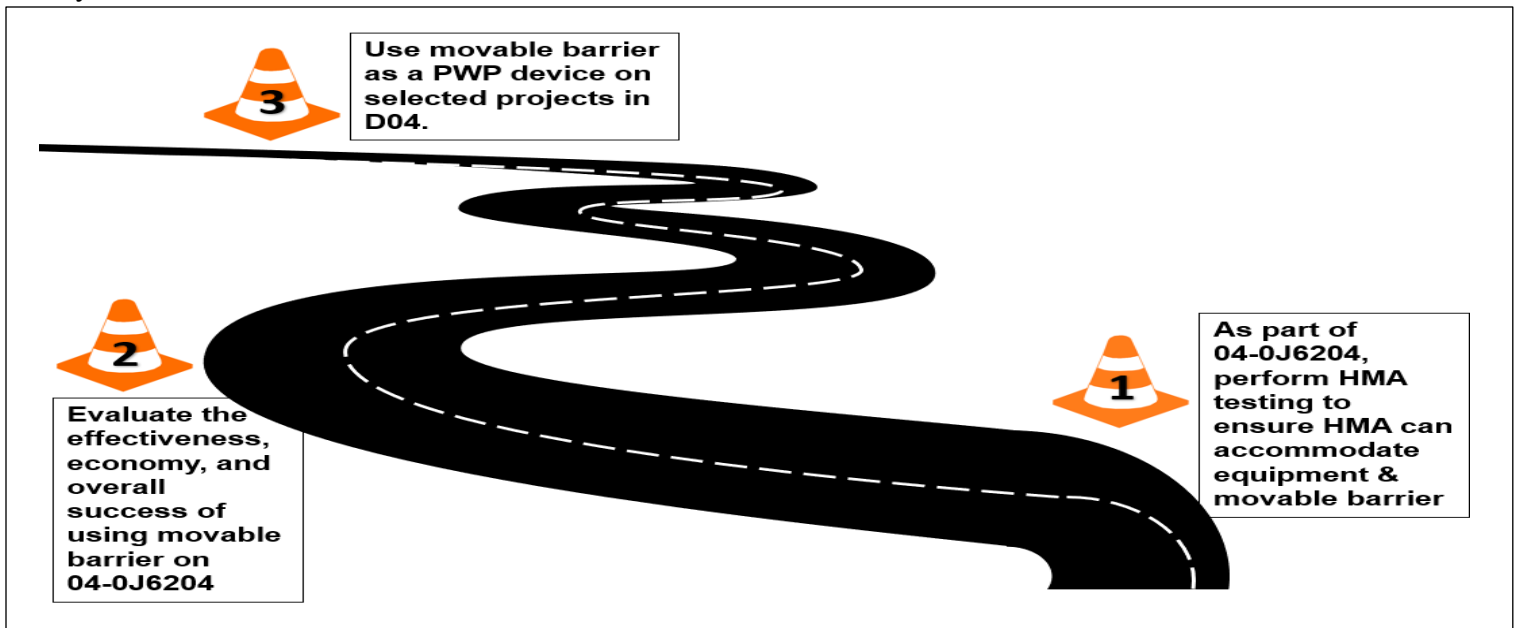
- The production rate of the HMA – given that the HMA needs to be sufficiently cured to support the weight of the movable barrier and associated HMA paving equipment, a working timetable for HMA placement will be established.
- Quality of the asphalt – along with the production rate, performance and other testing to take place to ensure the HMA is satisfactory.

#### Movable Barrier use on Future Projects:


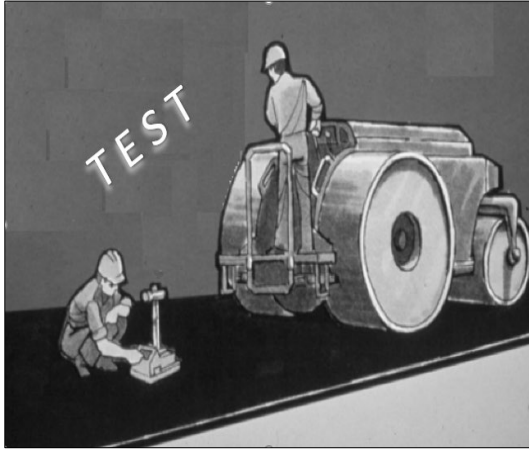




- This [map](#) shows HMA resurfacing projects where D04 is implementing / plans to implement Positive Workzone Protection (PWP) devices such as movable barrier.
- If our Innovative effort to test and evaluate the use of HMA on a resurfacing project proves successful, the hope is that movable barrier could be used as a PWP device on upcoming D04 large scale paving projects!



### Steps:



### Details:

 <p><b>1</b> <i>Test</i></p>		<ul style="list-style-type: none"> <li>✓ Project EA 04-0J6204 will resurface a nine mile stretch of I-680 in Alameda Co. near Pleasanton.</li> <li>✓ The contract for this project includes a non-standard special provision (NSSP) to include a 500 ft long, 12-wide, 4-inch thick asphalt test strip.</li> <li>✓ Standard asphalt tests, as prescribed by Caltrans will be performed on the test strip to determine optimal timing after drying for placement of movable barrier and use of equipment.</li> <li>✓ Testing results will hopefully provide a basis for the best use of movable barrier on other projects.</li> </ul>
 <p><b>2</b> <i>Evaluate</i></p>		<ul style="list-style-type: none"> <li>✓ Evaluation will consist of a number of items including time to set up the movable barrier.</li> <li>✓ Safety to workers and the travelling public will also be evaluated. Safety is the number one goal of Caltrans.</li> <li>✓ The number of nights worked will be recorded as well. Hopefully, use of the movable barrier will not increase the number of work nights.</li> <li>✓ Cost to use the movable barrier will be tabulated and compared to the known costs of cone set up and lane closure.</li> </ul>
 <p><b>3</b> <i>Use on D04 CAPM &amp; Pavement Rehab projects if testing &amp; Evaluation successful</i></p>		<ul style="list-style-type: none"> <li>✓ As part of the PS&amp;E bid package, D04 is either implementing or plans to implement PWP on nine projects in the District as shown on this <a href="#">map</a>.</li> <li>✓ Our hope and goal is to understand how to best use movable barrier on the 04-0J6204 project, beginning with the asphalt test strip, and next with evaluation of the efficiency and overall success of using the movable barrier.</li> <li>✓ If testing and evaluation suggest that movable barrier is feasible on the 04-0J6424 project, D04 plans to use it on large scale CAPM and pavement rehab projects in the district!</li> </ul>