

THE ROAD ZIPPER SYSTEM™

FOR INTERNATIONAL CONSTRUCTION APPLICATIONS



ROAD ZIPPER™
BY LINDSAY

The Road Zipper System® is designed to create a flexible, positive traffic barrier between opposing lanes of traffic, or between motorists and construction work zones. The system uses a wall of interlocked 1-meter barriers that can be lifted and repositioned by a transfer machine to create additional work zone space for construction crews, and to

provide more lanes to the peak traffic direction to mitigate congestion.

For widening work and shoulder / median repair, the Road Zipper allows the contractor to increase the size of the work zone during off-peak traffic hours to create dedicated haul lanes and use larger, more efficient equipment to combine or eliminate stages and significantly accelerate

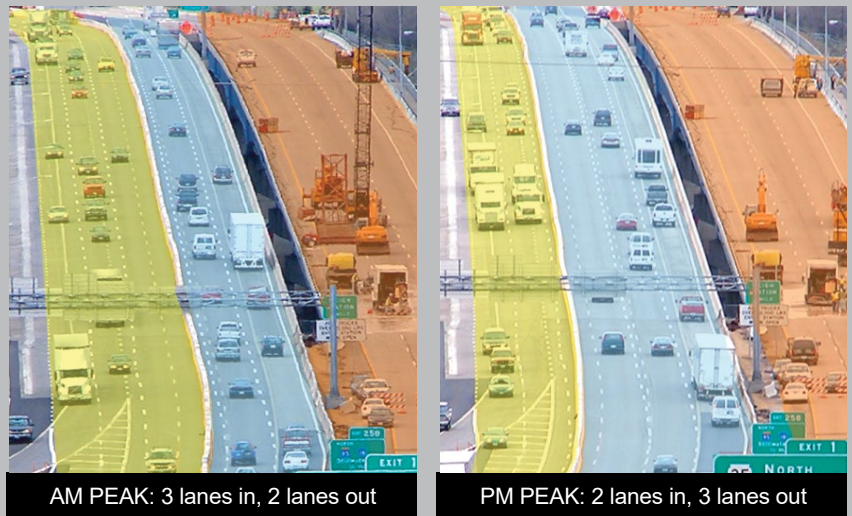
the construction process.

For partial width construction with traffic switches, the Road Zipper reduces congestion by enabling more lanes to be open during peak hour traffic. The barrier is moved several times per day to reconfigure the roadway in real time, maximizing the number of lanes available for peak traffic.

PARTIAL WIDTH CONSTRUCTION WITH TRAFFIC SWITCH

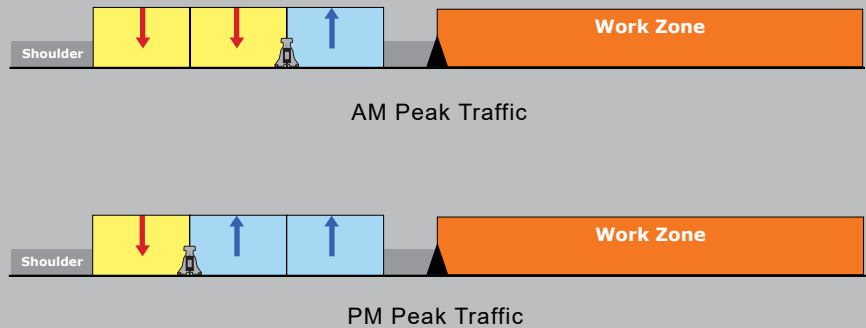
ST. CROIX RIVER BRIDGE, WISCONSIN: PARTIAL WIDTH CONSTRUCTION

During partial width construction, the Road Zipper helps keep more lanes open in the peak traffic direction at all times by reconfiguring the road in real time as a “moveable median” with no disruption to live traffic. This significantly reduces traffic queues and user delay costs, and it saves hundreds of thousands, or even millions of dollars in temporary asphalt widening to meet minimum traffic flow requirements.



Award-winning I-94 St. Croix Bridge construction project | Wisconsin, USA

TRAFFIC WITH CROSS SECTIONS



IMPROVES SAFETY

Workers and motorists have the security of high-level positive barrier separation at all times.

REDUCES CONGESTION

The Road Zipper reconfigures the road in real time to open the maximum number of lanes for peak traffic periods.

SPEEDS CONSTRUCTION

By combining or eliminating stages due to the larger work space, contractors can save months or even entire construction seasons.

CREATES EFFICIENCIES

Dedicated haul lanes create safer, more efficient deliveries and material staging.

BETTER QUALITY REPAIRS

More work zone space allows contractors to use larger, more efficient equipment, resulting in better quality repairs that last years longer.

RAPID STAGE CHANGES

The Zipper changes the road layout in minutes. It can take days to reposition miles of temporary concrete barrier.

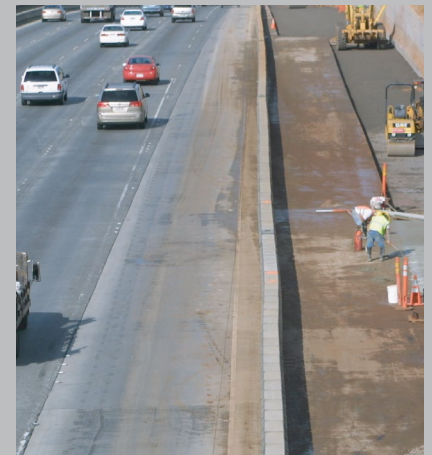
ROAD WIDENING OR SHOULDER / MEDIAN REPAIR

H-1 FREEWAY, HAWAII: ROAD WIDENING

When working in the shoulder or median, the Road Zipper allows the contractor to expand the work zone during off-peak traffic hours by taking one or more lanes from traffic. More work zone space can be used for dedicated haul lanes or allow for larger, more efficient equipment. These options help the contractor combine stages and accelerate construction for early job completion with better quality repairs.



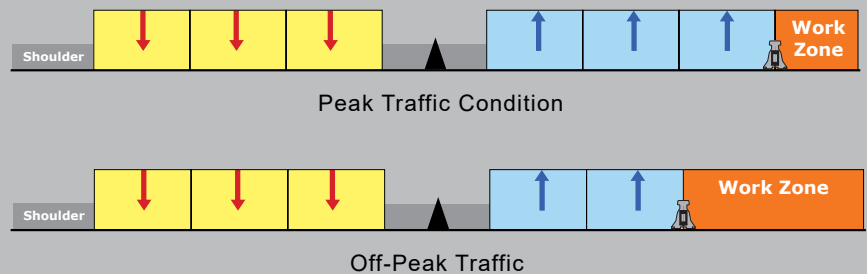
More room to work during off-peak.



More lanes for traffic during peak.

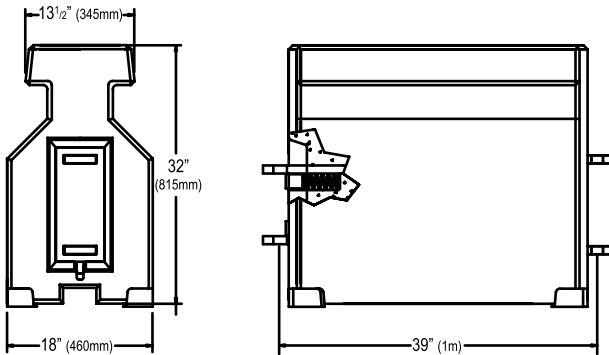
An extra lane is returned to motorists prior to the peak traffic period | Honolulu, HI

EDGE OF ROAD CROSS SECTIONS



BARRIER TRANSFER MACHINE

Transfer Speed	5 mph (7 km/h)
Roading Speed	20 mph (32 km/h)*
Max. Single Transfer	18 ft (5.5 m)
Transfer Time	1 mile in 12 minutes



PHYSICAL SPECIFICATIONS

18" Concrete Reactive Tension System (CRTS)

Heavily reinforced concrete barriers have superior deflection and vehicle stability when compared to standard Temporary Concrete Barrier.

Permanent Deflection

- NCHRP 350 TL-3: 24 in. (610mm)
- MASH TL-3: 39 in. (990mm)
- EN 1317-2 N2: 27.5 in. (700mm)
- EN 1317-2 H2: 55 in. (1.4m)

Mass of Each Barrier Element

1500 lbs (680 kg)

INTERNATIONAL ROAD ZIPPER CONSTRUCTION CASE STUDIES

A21 CRAWLER LANE, SEVEN OAKS BYPASS, UK

Type: Shoulder Reconstruction
Project Length: 2.5k

- Reduced the schedule from 11 weeks to 9 weeks
- Saved 1,169 man-hours compared to moving cones
- Reduced user delay by 37,000 hours, saving £447,000¹

¹UK Highways Agency



PESIO BRIDGE, A6 MOTORWAY, ITALY

Type: Bridge Redecking
Project Length: 1k

- Pesio Bridge carries heavy weekend tourist traffic
- Original 1/1 traffic configuration created 8-hour, 10km queues
- Moveable barrier provided 2/1, 1/2 with no queue



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