EUROPEAN INSTALLATIONS
ENGLAND A21 / PESIO BRIDGE, ITALY

REACTIVE TENSION SYSTEM
MOVEABLE BARRIER FOR CONSTRUCTION

BARRIER SYSTEMS®
BY LINDSAY

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UK CRAWLER LANE SPEEDS CONSTRUCTION, MITIGATES CONGESTION

In the United Kingdom, Quickchange® Moveable Barrier (QMB®) was officially introduced in September, 2006. The barrier was used to mitigate congestion associated with the construction of a new lane on the A21 Sevenoaks Bypass. The barrier allowed rapid lane opening and closing to maximize traffic flow during construction while providing positive barrier separation at all times to protect motorists and workers.

Brian Barton, Safety Standards and Research Group Manager for the UK Highways Agency, commented on the positive features of the QMB system, saying "The Agency sees the QMB system as an important innovation which has significantly reduced risks to road workers and at the same time reduced congestion by improving traffic flow through roadworks in other countries. We are keen to demonstrate these benefits will also be realized here in the UK on our road network. We are also keen to exploit the other benefits of QMB of reduced construction time and costs."

Over the 12 week construction period, the moveable barrier system shortened the construction schedule by one week and saved approximately 57,500 vehicle hours that would have been lost to construction delays.

MOVEABLE BARRIER ON PESIO BRIDGE REDUCES USER DELAY COSTS

The Pesio Bridge in Italy is a 1.3 mile (2km) double-span bridge that carries four lanes of traffic from the A6 motorway between Turin and the seaside town of Savona. In 2006, one of the bridge spans was scheduled for a complete redecking, and it would remain completely closed for the duration of the project.

A third lane was striped on the available bridge span, and during Phase 1 of construction the three available lanes were set in a rigid 1/2 configuration. This span was also sporadically closed for up to eight hours at a time, and the resulting traffic queues reached six miles (10km) in length.

These queues were unacceptable, so for Phase 2 of the project a moveable median barrier was installed on the bridge. This allowed the flexibility to quickly reconfigure the road layout to give two lanes to the seaside travellers on Friday and Saturday, and two lanes back towards Turin for the return journey. No more closures were necessary, and the traffic queues vanished. Motorists also enjoyed the additional safety of positive protection between opposing lanes of traffic, where before there had been only plastic delineation separating the lanes.

Lindsay Transportation Solutions Sales & Service • 180 River Road • Rio Vista, CA 94571
+1 707.374.6800, U.S. Toll free 888.800.3691 • www.barriersystemsinc.com