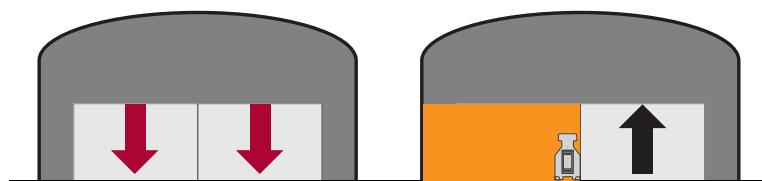
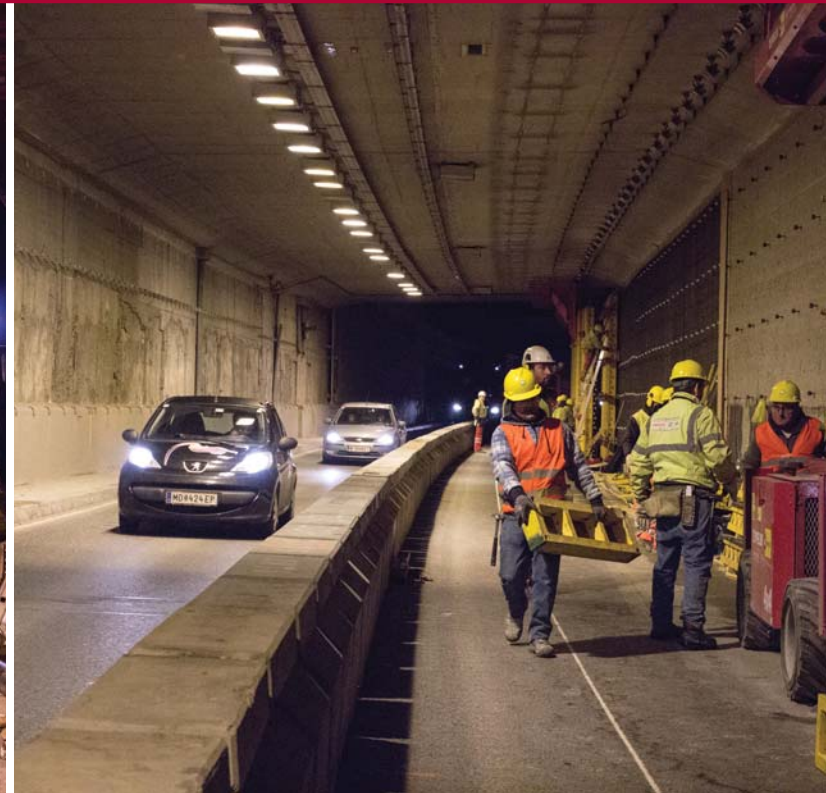
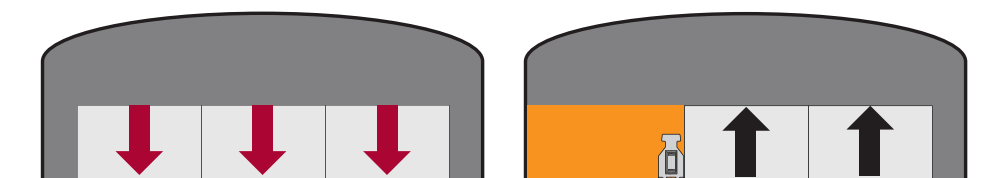


HIRSCHSTETTEN AND STADLAU TUNNELS VIENNA, AUSTRIA

ROAD ZIPPER FOR CONSTRUCTION
TUNNEL REHABILITATION



HIRSCHSTETTEN TUNNEL



STADLAU TUNNEL

HIRSCHSTETTEN AND STADLAU TUNNELS VIENNA, AUSTRIA

THE ROAD ZIPPER KEEPS TUNNELS SAFE & IMPROVES TRAFFIC FLOW

In Vienna, Austria, work is underway to rehabilitate two aging tunnels and the asphalt highway sections that connect them. This work zone runs for 3km in the southbound direction of the A23, and it includes structural repairs to the Hirschstetten Tunnel and the Stadlau Tunnel. The Hirschstetten Tunnel at the north end of the work zone is two lanes per tunnel direction, and the Stadlau Tunnel to the south provides three lanes in each direction.

Tunnels, like bridges, offer additional challenges for road works. Typically, there is very little additional space, and the work zone must be created from active traffic lanes. As a major thoroughfare in and out of Vienna, the A23 would suffer massive traffic queues if all lanes were not available for the peak traffic commute. To create a work zone where lanes could be quickly opened and closed while still providing positive barrier separation between workers and motorists, Austrian public works agency ASFiNAG chose the Road Zipper System from Lindsay Transportation Solutions. The Barrier Transfer Machine, or

BTM, was imported by Alpina and is operated on a nightly basis by subcontractor Sitec.

Each night, the barrier wall is moved out and the work zone is expanded to make room for larger, more efficient equipment than would be possible without the extra work zone space. Construction crews work efficiently knowing that they are protected from vehicle encroachments into the work zone by the concrete barrier.

After the first three months, the work zone was shortened and 1km of barrier was removed from the south end of the project. In July, the barrier will be removed completely, and then installed again early next year on the northbound side of the highway to complete all repairs to the two tunnels by July of 2017. The Austria tunnels project is the most recent European road works to use the Road Zipper System, which has been used successfully for road works in Italy, Holland and the UK.

Project Highlights:

- Managing Agency: ASFiNAG
- BTM Operators: Sitec
- Barrier Wall Length: 1.8 miles (3 km)
- Barrier wall runs through two tunnels
- Barrier wall deployed at night, stored during the day
- One Barrier Transfer Machine makes all moves
- Two year project to rehabilitate both tunnels and the asphalt roadway connecting them

