MOVING PEOPLE SAFER. FASTER. SMARTER . . . BETTER

THE ROAD ZIPPER SYSTEM®

PRESS KIT BY

LINDSAY™
TRANSPORTATION SOLUTIONS

BARRIER SYSTEMS®
BY LINDSAY
MOVE PEOPLE BETTER WITH THE ROAD ZIPPER SYSTEM®

The Road Zipper System®
A cost-effective way to solve traffic congestion.

- Traffic congestion relief
- Quick alternative to costly road construction
- Safer roadways
- Helps eliminate crossover fatalities
- Flexibility
- Improved air quality
- Decreased fuel consumption

WWW.THEROADZIPPERSYSTEM.COM
BIO

CHRIS SANDERS – LINSDAY TRANSPORTATION SOLUTIONS

Chris Sanders is Sr. Vice President, General Manager, QMB Business, at Lindsay Transportation Solutions.

Mr. Sanders has been associated with moveable barrier and road safety for nearly 30 years, promoting and servicing The Road Zipper System® worldwide.

In his current position, Mr. Sanders is responsible for sales and marketing, engineering, production, and customer support for The Road Zipper System, which features the Quickchange® Moveable Barrier (QMB®). He has been instrumental in educating transportation and government officials around the world about the benefits of the QMB and The Road Zipper System.

Lindsay Transportation Solutions is a division of Lindsay Corporation (NYSE: LNN), a global leader in providing water management and road infrastructure products and services.

For more information, contact:

Mr. Chris Sanders
Sr. Vice President

Lindsay Transportation Solutions
180 River Road
Rio Vista, CA 94571
707-374-6800
chris.sanders@lindsay.com
PROFILE

LINDSAY TRANSPORTATION SOLUTIONS

In 2006, Lindsay Corporation acquired Barrier Systems, a company founded in 1984 with a single vision: creating a quick-moveable concrete barrier that would reduce traffic congestion and improve roadway safety.

Today, The Road Zipper System® by Lindsay is used to move people “safer, faster, smarter . . . better” on congested roadways around the world.

Lindsay Transportation Solutions is a division of Lindsay Corporation (NYSE: LNN), a global leader in providing water management and road infrastructure products and services. Lindsay Transportation Solutions products include:

- The Road Zipper System
  - Quickchange® Moveable Barriers (QMB®)
  - The Road Zipper transfer machine
- Energy-absorbing crash cushions and end terminals
- Specialty barriers for construction zones
- Road marking materials
- Road safety equipment
- Truck mounted attenuators

THE ROAD ZIPPER SYSTEM®

Lindsay Transportation Solutions’ flagship product is The Road Zipper System®, which includes the QuickChange Moveable Barrier (QMB®) and the Road Zipper transfer machine.

These are T-shaped concrete barriers that connect to form a continuous wall. A transfer machine is used to move the concrete barriers laterally across the pavement, creating a moveable “zipper lane.”

BRIDGES AND MANAGED LANES

The Road Zipper System is used around the world to increase vehicle capacity and reduce traffic gridlock by varying the number of traffic lanes, or to create HOV or HOT lanes, to match traffic demand.

INSTALLATIONS AROUND THE WORLD

The Road Zipper System is used on busy roadways in the United States and around the world, including:

- Boston
- Dallas
- Honolulu
- New York
- San Diego
- Golden Gate Bridge (Planned)
- Philadelphia
- Auckland, New Zealand
- Washington, D.C.
- San Juan, Puerto Rico
- Sydney, Australia

Lindsay Transportation Solutions
Contact Information
Chris Sanders, Sr. Vice President
Lindsay Transportation Solutions
+1 707-374-6800
chris.sanders@lindsay.com

MOVING PEOPLE SAFER. FASTER. SMARTER . . . BETTER
VIDEO:

MOVING PEOPLE . . . BETTER

“Moving People . . . Better” is an award-winning video that shows The Road Zipper System® in action on some of America’s busiest roadways.

Shot on location, the video includes original high-definition footage of The Road Zipper System in use in Philadelphia and Dallas.

Throughout the 5:30 minute video, the ease of operation and reliability of the product is illustrated through compelling video, juxtaposed with shots of commuter life without The Road Zipper System. Data from case studies emphasizes real, tested results.

The video can be viewed at www.barriersystemsinc.com/videos-1.

Copies of the video are available for editing and broadcast in custom formats and resolution up to 1080p. File delivery can be made through FTP, Dropbox and other filesharing formats. To recieve a copy of the video, please contact Paul Grant in the Marketing Department at +1 707-378-4296.

Also available from the Road Zipper video library:

San Francisco’s Doyle Drive
After decades of heavy commuter use, Doyle Drive in San Francisco was torn down to make room for the new Presidio Parkway. During construction, The Road Zipper System is being used to mitigate traffic congestion on the temporary bypass road. Available in 720p.

State Route 17
This twisting mountain highway would have been reduced to one lane in each direction for multiple construction seasons in order to replace the median asphalt, resulting in unacceptable traffic congestion and user delay costs. Moveable barrier allowed the contractor to expand the work zone during off-peak periods to accelerate construction and keep peak hour traffic flowing smoothly. Available in 1080p.
The Road Zipper System is designed to cost effectively increase capacity and reduce congestion by making more efficient use of new or existing roadways. This technology is used for managed lanes and construction applications to create safe, dynamic highways that offer real-time roadway reconfiguration while maintaining positive barrier protection between lanes.

The Road Zipper System offers road authorities and contractors a practical strategy for making congested highway systems more efficient, safe and functional. These benefits can be realized in less than one year and at a fraction of the cost of new construction.

Applications include bridges, tunnels, managed lanes and high volume highways where additional right-of-way may not be available, the cost of construction is too high, environmental concerns may exist, or when the lack of funding may slow or prohibit support for new construction. The Road Zipper System provides Bus Rapid Transit (BRT) and commuter buses opportunities to increase ridership and generate toll revenue while connecting corridors and avoiding constriction points.

### COST PER LANE MILE

<table>
<thead>
<tr>
<th>Application</th>
<th>Cost Per Lane Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tunnel</td>
<td>$188 MILLION¹</td>
</tr>
<tr>
<td>Bridge</td>
<td></td>
</tr>
<tr>
<td>Urban Freeway</td>
<td></td>
</tr>
<tr>
<td>Rural Freeway</td>
<td></td>
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</tbody>
</table>


**THE CROSSROAD:**
**WHERE LOW COST MEETS SAFETY**

What is the cost of adding capacity - and at what price? The Road Zipper System is the only solution that’s moveable, safe and stretches transportation dollars.

MOVING PEOPLE SAFER. FASTER. SMARTER... BETTER
Q & A

THE ROAD ZIPPER SYSTEM® BY LINDSAY TRANSPORTATION SOLUTIONS

Q: What is The Road Zipper System?

A: Lindsay Transportation Solutions’ flagship products are the QuickChange® Moveable Barrier (QMB®) and the Road Zipper transfer machine, together known as The Road Zipper System. The Road Zipper System consists of T-shaped moveable concrete road barriers that are connected to form a continuous wall and the transfer machine that “zips” the barriers laterally across roadways.

The moveable concrete barriers are approximately 32 inches high, 13-24 inches wide, 3 feet long and weigh 1,500 pounds. The barrier elements are interconnected by very heavy duty steel hinges to form a continuous but moveable barrier. The Road Zipper transfer machine uses an inverted S-shaped conveyor that lifts the barrier, moving it laterally before setting it back on the road surface.

Q: How is the Road Zipper System used?

A: Both the moveable barriers and the transfer machine are used in tandem to create a “moveable” median on congested, gridlocked roadways around the world. The Road Zipper System uses existing space by moving the median on a regular basis to meet peak traffic flow.

Q: Can you provide an example of how exactly The Road Zipper System works?

A: Assume that there are eight total lanes of traffic on a busy roadway going into and out of a city’s downtown area. Four lanes in each direction. During morning rush, the four lanes leading into the city’s downtown area are gridlocked with traffic. Now look across the road where the four lanes going out of the downtown area are virtually traffic free and underutilized.

With The Road Zipper System, a moveable median is used to create an extra lane going into the downtown area. Now, there are five lanes leading into the downtown and three lanes going out of the downtown area. An extra lane of traffic has been created in the direction it is needed most. The system is simply reversed during the evening rush. Similarly, contra-flow lanes can be created to exploit unused lane capacity in the off-peak direction. The contra-flow lanes can accommodate HOV or HOT traffic.

Q: How fast can you move the moveable lane?

A: The Road Zipper System can move the concrete barriers at a speed of up to 10 mph. The system can move one mile of barrier in six minutes.

Q: How much does it cost?

A: Costs depend on many variables, such as length and topography of the roadway, but a typical urban Road Zipper System project using dynamic lane technology with moveable barriers is a fraction of the cost of adding new lanes.

continued

MOVING PEOPLE SAFER. FASTER. SMARTER . . . BETTER
Q & A continued

Q: How long does it take to implement The Road Zipper System?
A: Unlike the enormous costs and lengthy time of adding more lanes, The Road Zipper System can be implemented in months rather than years. It’s an immediate, affordable solution to today’s traffic gridlock. The Road Zipper System is simply more economical and faster than building additional lanes or roads. As a reference, bridges and tunnels can cost US$40 to $180 million per lane mile.

Q: How much commuter traffic time will it save?
A: Traffic congestion represents an economic burden that costs Americans billions of dollars in lost productivity and other costs. Time saved sitting in traffic gridlock will vary by individual situations and circumstances. In Dallas, for instance, 14 minutes per person are saved per day by a Road Zipper System. In Honolulu, 25 minutes are saved per person, per day. The Road Zipper System has saved millions of commuter hours per year.

Q: Where is the system used?
A: The Road Zipper System is used to alleviate traffic congestion at hundreds of locations around the world, including Boston, Honolulu, New York, Philadelphia, San Diego, and Washington, D.C. in the United States; Auckland, New Zealand; San Juan, Puerto Rico; and Sydney, Australia.

Q: What are typical applications for The Road Zipper System?
A: Applications include high volume highways and bridges, where additional right-of-way may not be available, where environmental concerns may exist, or where there is insufficient funding to build new lanes today. The system is a cost-effective interim solution when considering expensive freeway expansion.

Q: Can The Road Zipper System be moved or used on different roadways?
A: Yes, when it is no longer needed, The Road Zipper System can be moved to other congested roadways and locations. It is a reusable asset.

Q: Besides cost and commute time, what are the other benefits of The Road Zipper System?
A: There are many other benefits. The Road Zipper System provides positive protection to oncoming traffic, reduces accidents, provides faster incident management response times, operates in all weather conditions, is environmentally friendly, and is easily adaptable to changing traffic patterns and changing commuter needs. In summary, The Road Zipper System helps move people around the world safer, faster, smarter . . . better.

Q: Can The Road Zipper System be used for construction?
A: The Road Zipper System is used around the world for construction and road works. By allowing contractors to reconfigure the roadway in real time, The Road Zipper System mitigates congestion, improves work zone safety and accelerates the construction schedule.