

T-48 Wears Well in Nova Scotia



Bridge left lanes with T-48 overlay, right lane awaits coating.

The Halifax-Dartmouth Bridge Commission will celebrate the 50th Anniversary of the Angus L. Macdonald suspension bridge in 2005. The \$55.3 million bridge reconstruction and expansion, completed in 1999 included replacing the deteriorating concrete deck with a new steel orthotropic deck.

A Canadian firm supplied a thin polymer overlay as "an equal" to Transpo's T-48. After installation, the first overlay exhibited problems shortly after traffic exposure, with the rate of deterioration increasing each year. Transpo was contacted by the Commission and their consulting engineers, Buckland and Taylor Ltd., to develop a specification and installation procedure for replacement of the old polymer overlay. T-48 Thin Polysulfide Epoxy Overlay became the replacement material of choice.

The original overlay material was shot-blasted off the two bridge approaches, and a 3/8 inch T-48 Slurry was applied. The Commission was reluctant to do that on the suspended span, since they had plans to replace it with a steel orthotropic deck. They decided to lightly shot-blast the surface and apply a single coat T-48 broom & seed.

Per project specifications, Transpo's field technical representatives were on site continuously while the T-48 was being applied. Inspection of the blast-cleaning, mixing of the slurry material and application were done in conjunction with the Commission's engineers. Overlay on approaches and broom & seed on the main span were done by July 2004, in one third the time allocated.

Getting Off on the Right Foot(ing)

In 1992, the Washington State DOT put out a permanent signing project which included the installation of 50 new logo signs on I-5 and I-90 in the greater Seattle-Tacoma area. Project plans and special provisions specified B525 Break-Safe® on 100 steel sign posts.

The Wespac Construction company from Redmond Washington was awarded the project. They didn't have any prior experience with permanent signing but were well-versed in DOT work involving guardrails, bridge rails and impact attenuators. The company vice president turned down the offer of field assistance on the footing pours, by stating: "Just walk me through what is important".

Wespac was told they would receive full-scale shop drawings for the steel templates, because the key element in a successful installation is simply a level footing.

The vice president then told the crew that the footings would have to be perfect because there were no shims included with the Break-Safe® system. They seemed a bit aghast, but poured one hundred footings.



When the crew opened the Break-Safe® cartons to install the brackets onto the posts, they found with the hardware, bags of shims. The crew chief ran into the vice president's office waving a bag of shims: "I thought you said there were no shims"!

The vice president feigned surprise when he said, "I wonder when they started to send those?" He had made up the story about the shims just to keep the crew on target to consistently pour each and every footing level.

Because the crew installed the posts and signs without using even one of the available shims, proves that proper Break-Safe® footings can easily be poured when care is given. This crew was unsupervised, had never installed Break-Safe® before, had never seen a training video or taken an installation class and still poured 100 perfect footings!



For more information on Break-Safe® installation training and contractor certification, Email: info@transpo.com



20 Jones St.
 New Rochelle NY 10801-6098
 914-636-1000



The Blast-Safe™ modular components may be pre-assembled, then quickly erected in place to minimize delays in operations.

Blast-Safe™ in Jordan

In June 2004, Transpo Industries shipped its Blast-Safe™ jet-blast and perimeter security fencing to Jordan. This fence will be installed by Condotte D'Acqua at the King Hussein International Airport in Aqaba.

The 14-foot-high barrier fence is a pre-engineered system designed to protect airport assets from airborne debris created by the jet-blast from an airplane engine. Transpo has been a leader in verticle jet-blast fences in the U.S. where space to install a blast fence is at a premium.

Blast-Safe™ requires a footprint of only 16" for a typical installation. This allows the fence to be installed very close to the asset or structure which it is designed to protect.

For more information on Blast-Safe™, please visit our website:

<http://www.transpo.com/blast-safe.htm>

Screen-Safe™ in South Florida

As residential developments continued to encroach on the Florida Turnpike rights of way, the FL Turnpike Authority received increased complaints about headlight glare from the residents living nearby. The FL Turnpike Authority needed a permanent headlight glare screen to solve the problem. The Clint Moore Bridge Causeway was selected as a critical need location for installation of a highway glare screen that would provide a continuous barrier from headlight glare.

The FL Turnpike Authority concluded that "paddle" systems were not suitable for continuous shielding of headlights. They also felt that the paddles would need constant maintenance due to high wind conditions present on the causeway bridge.

Transpo's Screen-Safe™ highway glare screen was the only system that provided for a continuous glare screen and met all the requirements of the Florida Turnpike Authority for durability and low-cost maintenance.

The superior powder-coated zinc-rich finish, with UV protection, were also important features that made Screen-Safe™ the best solution for Clint Moore Bridge.



Conventions/Conferences 2004

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| ■ SASHTO , Norfolk, VA | Aug. 20-24 | Booth #62 |
| ■ Bridge Conference , Sacramento, CA | Aug. 22-27 | Booth #62 |
| ■ AASHTO Annual , Philadelphia, PA | Sept. 16-21 | Booth #301 |
| ■ AREMA Conference , Nashville, TN | Sept. 19-21 | Booth #204 |