



Visi-Barrier™ Rehab Project

Severe corrosion of reinforcing steel in the concrete barriers on several bridges in the Rochester NY area forced NY DOT engineers to look for cost-effective long-term solutions for rehabilitating these aging structures. The first project to address this deterioration was a 2000 ft. long twin bridge on I-390. Removal and replacement of the concrete barrier was not considered a viable option, and spot repairs would have a questionable life-span.

Transpo's Visi-Barrier™ precast polymer concrete panels were specified by the DOT to retrofit the existing barrier. Because Visi-Barrier™ panels are impervious to liquids and salt, they will eliminate future deterioration due to reinforcing corrosion.

This project required 8100 linear feet of custom-made panels, manufactured in several lengths to match existing construction joints. The 2" thick 14,000 psi compressive strength panels were placed in front of existing barrier and secured with bolts through the panel face. Later, a flowable grout was poured between the panels and the concrete barrier.

Sealand Contractors Corporation successfully installed up to 500 linear feet of Visi-Barrier™ per day. Russ Guelli of Sealand said that Visi-Barrier™ "allowed them to correct large variances in the height and alignment of the old barrier structure." The result not only increases the esthetics of the bridge, but also increases night-time visibility. In addition, the bright-white surface of each new panel enhances driver visibility under inclement weather conditions.



Rehab in Rochester

Step-Safe® in Hilton Head, SC- a context sensitive application

Town of Hilton Head Island officials realized that ongoing efforts to upgrade existing pedestrian crossings to ensure compliance with the Americans with Disabilities Act (ADA) left something to be desired. The Town maintains a 50 mile multi-use pathway system that is heavily used by the island's residents and visitors. The bright yellow flexible surfaces being applied to the asphalt pathway approaches to road crossings were considered incompatible with the Town's efforts to emphasize natural earth-tone hues in its design practices. Since citizens and public officials complained about the intrusive "bath mats" that were being installed, the Town decided to investigate alternatives.

Traffic Distributor Links (representing Transpo Industries) suggested Step-Safe® Detectable Warning Tiles. The Town was impressed with the variety of colors, ease of installation, and durability afforded. The Town's design professionals worked with a number of citizen committees to identify the chocolate brown color as preferred. In order to accommodate the ADA-required level of contrast and simplify the logistical problems associated with attempting to retrofit existing pedestrian crossings, the Town hired a contractor to replace existing asphalt on pathway approaches with pre-formed portland cement concrete to accept the inlaid Step-Safe® tiles and grouting material.

Coligny Circle, in the Town's most popular beach area for visitors, was identified as a suitable pilot project. Three of the arterial streets had existing pathway crossings marked just outside the outer edge of the circle. The Town had recently designed and constructed raised median islands to serve as pedestrian refuges at the crossings, and offset the crossings by installing railings within the refuge areas in order to afford improved sight distance. The refuge islands were constructed with a light-colored oyster-shell aggregate concrete. Subsequently, existing concrete within the islands was removed and re-poured to accommodate the preferred Step-Safe® tiles inlaid flush into the concrete surface. The contractor successfully accomplished a total of twelve 4' x 8' installations in a single day to fully treat each of the three major arterial pathway crossings in both the medians and shoulders. Further, the installations were accomplished in a manner that avoided any obvious indication that the tiles had been retrofitted into previously existing concrete. Over a year later, all of the installations continue to provide the desired service, and have yet to require any maintenance. The Town is delighted with the finished product, with the ease with which the installations were made, and with the relatively low cost of the work. It subsequently decided to identify the chocolate brown Step-Safe® tiles as the preferred treatment method at pathway crossings, both for new projects and for retrofitting existing crossings.

Numerous projects in upcoming months will incorporate Step-Safe®. One project will widen and construct separate pathways along both sides of a portion of Matthews Drive, a heavily-traveled two-lane major collector route. The project includes the construction of a new roundabout intersection that will afford the opportunity to construct median islands similar to those employed at Coligny Circle. Another project will be the construction of separated multi-use pathways on both sides of Pope Avenue, a multi-lane divided arterial that currently employs on-street contiguous bike lanes. The Town will install Step-Safe® at each location where the new pathways will cross side streets, and for the existing arterial crossings within the project area. *-Darin A. Shoemaker, P.E.*

Finding the Way in “Hot ‘Lanta”

This past Spring, the Central Atlanta Progress and the Midtown Alliance partnered with the City of Atlanta to implement a comprehensive wayfinding signage system for downtown and midtown Atlanta. The “user friendly” project will help Georgia visitors find area attractions, parks, historic sites and venues.

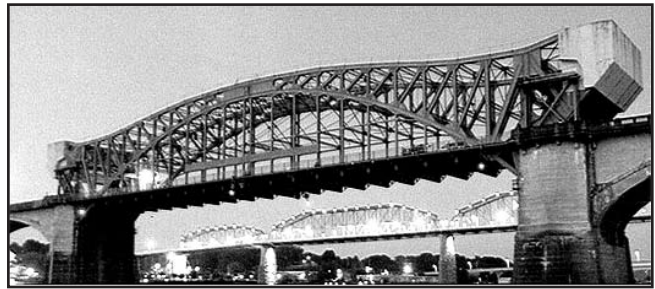
Transpo’s Pole-Safe® was the support system of choice for this three million dollar project. Pole-Safe’s unique symmetrical coupling design allows the system to break-away with consistent behavior, regardless of a vehicle’s angle of impact. This means the sign can be reused, once broken couplings are replaced.

Atlanta’s proposed signs create a “seamless system” with enhanced vehicular and pedestrian signage to and from transit stations, museums, hospitals and colleges. The project benefits not just tourism, but also local residents, workers and students. The area borders Brookwood Station on the north to Turner Field on the south and from Boulevard on the east to Northside Drive on the west.

This project was sold through Transpo distributor Jim Chandler & Associates to the Pattison Sign Group. It was supported by State bond funding coordinated with the Georgia DOT and the Georgia Regional Transportation Authority, with local matches by the Downtown Atlanta Community Improvement District and the Midtown Improvement District.



Bridge Rehab Project in Chattanooga



Market Street bridge rehab is scheduled to be completed in the Fall of 2007

The Market Street Bridge is a well known landmark in downtown Chattanooga Tennessee. Because this bascule-type drawbridge was constructed between 1914 and 1917, renovations must be carried out according to historic standards.

This \$13 million rehabilitation began in the fall of 2005. A major portion of the project involved the removal and placement of beams and other supporting structures. Repairs need to be made to the structural steel portion of the drawbridge, as well as the crossing surface. Other improvements include widening pedestrian sidewalks and increasing the number of lights. This project requires a total closure of the bridge for an estimated two years.

Transpo’s T-70 Sealate® was chosen by Mountain States Contactors of Durham, NC as the material for sealing cracks in the deteriorating surface. Sealate is a specially formulated high molecular weight methacrylate resin system that is highly effective for sealing and filling cracks in older structures. It bonds well to inner walls of cracks, restoring some of the original strength and preventing crack propagation. Sealate is easy to handle in all working conditions, requires no special equipment, and the rapid cure time assures a quick return to service.

“We will do everything in our power to keep this project on schedule,” said Tennessee Department of Transportation (TDOT) Director Bob Brown. “Although this will be an inconvenience to those who normally use the bridge, the city of Chattanooga will have a totally refurbished bridge that will be a great source of pride when the project is complete.”

Chattanooga’s Mayor Ron Littlefield added: “Though the temporary closure of the Market Street Bridge will be painful, the renovation project is absolutely necessary to maintain this important and historic thoroughfare for generations to come. We are working closely with north shore merchants, residents and TDOT to ensure that the closure creates the least amount of inconvenience possible to our citizens.”