



# S.M.A.R.T. News

Safety Materials and Research Technology News from Transpo Industries, Inc.

Issue Seven

Winter 2005



## *Art Dinitz Receives ARTBA Award*

Transpo Industries, Inc. Chairman and CEO Arthur M. Dinitz was recognized by the American Road & Transportation Builders Association (ARTBA) as being one of "America's Top 100 Private Sector Transportation Design & Construction Professionals of the 20th Century." At an awards dinner held on Thursday October 21st, 2004 in Washington D.C., Mr. Dinitz received the prestigious award.

In 1968, Arthur Dinitz founded Transpo Industries, Inc., developing roadway safety devices and products that would enhance the safety of the traveling public. His first product, a water-filled energy-absorbing bumper, was installed successfully on more than 4,000 taxicabs in New York City.

Over the course of 35 years, Transpo introduced crash cushions, omni-directional breakaways for sign and light pole supports, airport jet-blast/perimeter security fencing and a highway-rail grade crossing system. The company has also developed polymer concrete materials and pre-cast technology for rapid rehabilitation and preservation of bridges, roads, tunnels and airport runways.

Art Dinitz has been a leader at the national level in promoting the development and use of new materials and technologies in the transportation industry. In 2002, Mr. Dinitz was a recipient of the *John "Jake" Landen Memorial Highway Safety Award*, recognizing outstanding contributions to highway safety.

Founded in 1902, ARTBA advocates strong federal investment in transportation infrastructure, aggressively promoting the development of safe, efficient transportation systems. ARTBA provides regulatory advocacy services and benefits designed to help its more than 5,000 members and agencies operate more efficiently. ARTBA members include representatives from all United States transportation construction industry's business public and private sectors. The U.S. transportation construction industry generates over two hundred billion dollars in yearly activity, keeping two-and-a-half million Americans working.

## *New York City Bridge Rehabilitation*

The Williamsburg Bridge, connecting the boroughs of Manhattan and Brooklyn in New York City, turned 101 years old on December 19, 2004. When it first opened in 1903, it was the longest suspension bridge in the world. 135 feet above the East River, with a length of 7308 feet and a span of 1600 feet, it was the first bridge with all-steel towers. The 310-foot steel towers support 4 cables, each 18.75" in diameter (about 17,500 miles of wire!) The bridge, carries about 140,000 motorists, 92,000 bus and subway riders, 600 bikers and 500 pedestrians daily.

Currently, the bridge carries eight lanes of roadway for vehicles, two tracks for subway lines, and a pedestrian walkway and bikeway. Between the years 1998 and 2002, the New York City Department of Transportation (NYCDOT) replaced the original concrete and steel deck with a new steel orthotropic deck. Transpo's T-48 Thin Polysulfide Epoxy Overlay has become the material of choice by NY DOT Bridge Maintenance Engineers as well as the contractors/applicators Perini/Thunderbird J.V. and Yonkers Contracting. The new roadway deck is stronger and lighter than the original deck. With proper maintenance, the new deck will have a significantly longer life span than the original.



Over 75,000 square feet of T-48 slurry system was applied at a thickness of 1/4 to 1/2 inch, adding less than 3 to 4 pounds of deadload per square foot, an important consideration for the rehabilitation of older structures. The impervious overlay prevents ingress of moisture and salts which lead to corrosion. Specially formulated epoxy resin penetrates cracks, and with superior bonding characteristics, prevents further crack propagation.

T-48 Overlay was used on approximately 2.7 miles (north and south) of pedestrian walkways and bikeways which were opened on Dec.12, 2002. The new bike and footpaths comply with all regulations under the Americans with Disabilities Act (ADA). This marks the first time the Williamsburg Bridge is accessible to the disabled since it first opened to traffic on December 19, 1903.

### *Transpo Distributor Division Hosts Informative Training Session*



*Arthur Dinitz explains the history of Transpo Industries*

On Monday May 17th 2004, the Distributor Division was host to a group from the New York State DOT, New York City DOT and the Port Authority of NY & NJ.

Following a breakfast buffet, Vice President Joan Cornell began the training session with a presentation on roadway safety and the refurbishment of impact attenuators. After a complete overview of various systems, Construction Manager Carl Brown gave hands-on training on the Energite, Fitch, QuadGuard, React 350, Great and Hex Foam systems.

Chairman and CEO Arthur Dinitz gave a brief history of the company, followed by a lunch buffet.

Much was learned by all, and nobody left hungry!



*Joan Cornell and Carl Brown lead the session*

### *Step-Safe<sup>®</sup> ADA Compliant Tile Success Story*

The Southern Pines Train Station renovation, a project spurred by a North Carolina DOT Rail Division initiative, has provided the majority of the resources necessary for the rehabilitation of over a dozen historic train stations across the state.

The station was originally constructed in 1898 to replace an earlier, smaller station relocated to Vass, NC. The station, located in an historic downtown area, is flanked with active businesses, restaurants and a playhouse. As a station in continuous operation, the platform had become problematic with passengers loading and off-loading baggage. By raising the platform, an opportunity arose to improve safety while meeting modern codes.

As part of that scope of work, the architect from Clearscapes and owner (Town of Southern Pines) researched a variety of materials that could provide the appropriate visual and tactile requirements required by the Americans with Disabilities Act (ADA), while simultaneously fitting quietly into its historic context. Transpo's Step-Safe<sup>®</sup> precast polymer concrete detectable warning tile was selected to meet the project goals. Working within an active rail corridor for both freight and passenger trains, the contractor was unable to have prolonged, uninterrupted periods of time to do the installation. Step-Safe<sup>®</sup> standard installation methods made it considerably effective in getting the tiles in place quickly and accurately. The contractor displayed optimal care in laying the tiles and aligning them with the existing columns of the platform canopy. The Step-Safe<sup>®</sup> brick red color was chosen to blend in with the historic area, while a warm light grey integral concrete color was used to provide the optimal visual contrast needed for the visually impaired. Over the course of one week in Dec. 2004 and in four separate concrete pours, over 358 linear feet (approximately 720 individual tiles) were installed.

The product and onsite technical support was provided by Traffic Distributor Links, Inc. of Zebulon NC, the MEP engineering consultants were from Triangle Engineering Assoc., and the structural engineering consultants came from Lysaght & Associates.



*Left to right: Jon Zellweger (Project Manager for Clearscapes, PA), Billy McBride (VP General Contractor Carolina Construction Inc.), David White (Dir., Parks & Rec. Dept., Town of Southern Pines) & Rocky Lackman (VP, Traffic Distributor Links, Inc.)*