



**SUPER-SLAB<sup>®</sup>**

**THE BREAKTHROUGH  
HAS BEGUN ...**



**The Fort Miller Co., Inc.**

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# SUPER

\*Super-Slab® is protected under at least one U.S. Patent No. 6,709,192 and other U.S. and foreign U.S. Trademark owned by Super-Slab, Inc.



A laser-controlled SuperGrader planes the entire subgrade surface to within a fraction of an inch. The surface is exactly parallel to the surface of the finished pavement.



A slab on grade system is achieved by creating a subgrade that is theoretically correct to within a fraction of an inch. If any voids exist after the slab has been installed they are reliably eliminated by pumping bedding grout into a unique grout distribution system. (Shown below right)

The bedding grout distribution system consists of grout distribution channels (shown above) and special foam gaskets bonded to the bottom of the slab creating discrete grout chambers that ensure positive bedding grout distribution.



The subgrade bedding material is wetted and fully compacted before the final finishing SuperGrader pass.



FULLY BEDDED

BREAKT

# SLAB®

Patent numbers 6,607,329 B2; 6,663,315  
is pending. Super-Slab® is a registered  
trademark of Fort Miller Co., Inc.

Standard load transfer dowels and tie bars  
provide a proven interlock between slabs.



The patented Super-Slab® sys-  
tem is ready for use in hours.

ROUGH

A core (shown  
below) taken through  
an installed dowel shows how  
non-shrink, high-strength grout sur-  
rounds the dowel completing the  
load transfer connection.



Dowel grout is pumped into each  
inverted dovetail slot through one  
port until it flows out of the other.  
(Shown above)



COMPLETELY INTERLOCKED

# Super-Slab® For Overnight Replacement of Airport Taxiways and Aprons



Twelve taxiway slabs were replaced in three overnight closures in a demonstration project at Dulles International Airport in November of 2002. Slabs 25' long x 12.5' wide replaced existing 15" thick pavement. Slabs were warped to match surrounding pavement surfaces. On day three of the project ungrouted slabs were opened to aircraft traffic at 6:30 AM.

# Super-Slab® For Bridge Approach Slabs

**Sagamore Resort Hotel Bridge  
Bolton Landing, NY**



Precast approach slabs were installed on approaches to this new bridge in May, 2001. The slabs were installed and grouted over tie bars that were embedded in the bridge deck. The Super-Slab® System facilitated early opening of this bridge.



The Super-Slab® System facilitated early opening of this bridge.

***Super-Slab® can also be used for: Intersections, Ramps, Crosswalks, Joint Replacements, Weigh-in-Motion Slabs...***

# Super-Slab® For All Surfaces

(including Super-Elevation Transitions)

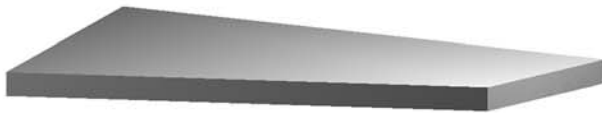


**Single Plane Slabs**



The SuperGrader shown at left, controlled by a dual slope laser transmitter (inset) produces a surface upon which multiple single plane slabs are placed.

The cross slope of warped slabs changes uniformly from one end to the other. To produce a matching warped surface the SuperGrader utilizes a robotically controlled geodimeter and a 3-D software system.



**Warped Plane Slabs**



## “Overnight” Full Depth Repairs



Saw cutting is done in previous nights. During the night of replacement, the existing slabs are removed and the subgrade is prepared.



Standard roadway dowels are drilled and epoxy-grouted in place.



New Super-Slabs® cast with inverted slots at each dowel location are placed over the protruding dowels.

***Since the subgrade is so accurate, ungrouted Super-Slabs® may be put into service and grouted during subsequent night shifts.***



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**Replacing concrete pavement  
in high volume traffic areas**

- overnight
- weekends
- off-peak hours

*From concept to completion  
the breakthrough has begun...*



# SUPER-SLAB<sup>®</sup>