

# Intermittent Full-Depth Pavement Repairs (Permanent)

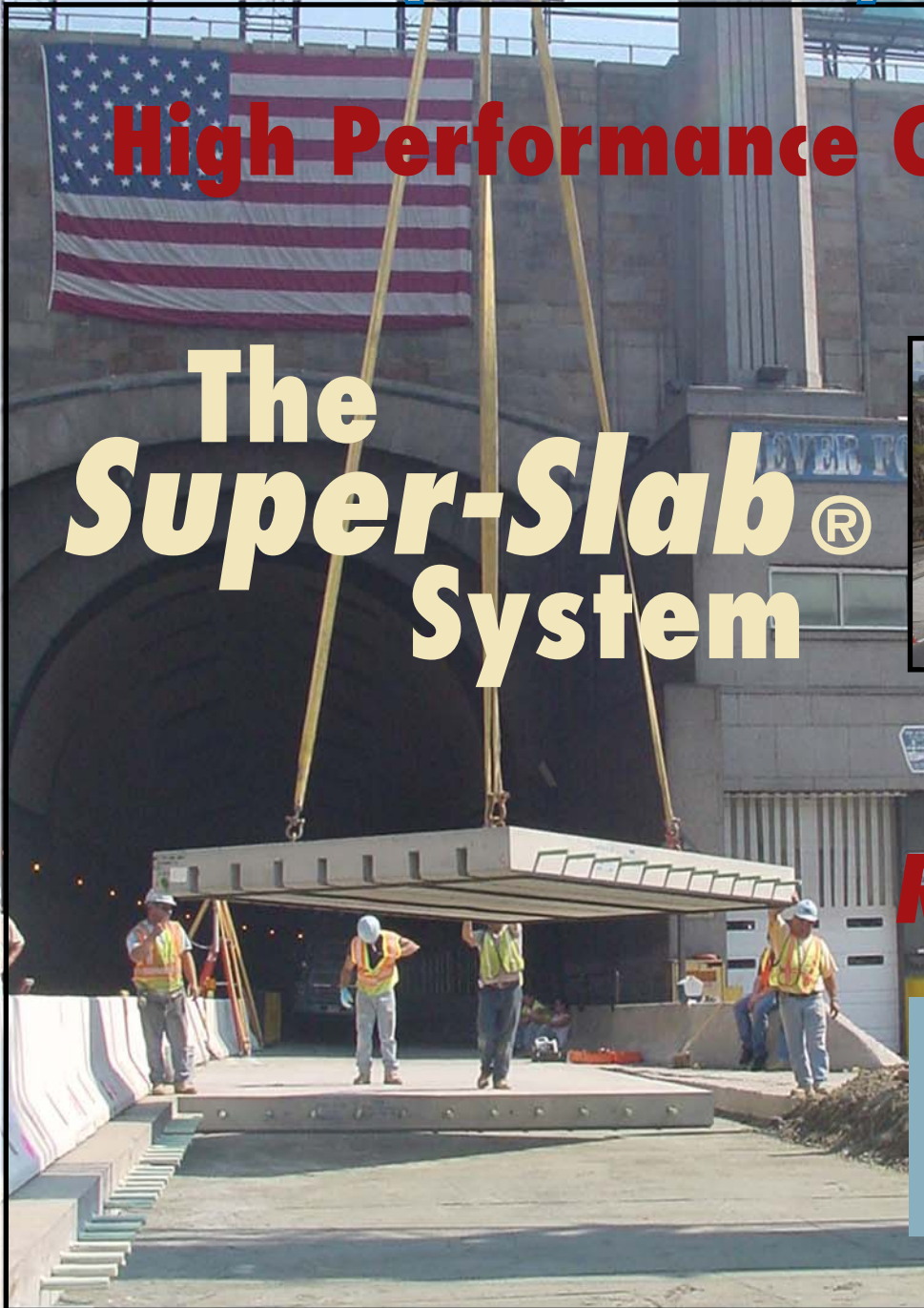
**High Performance Concrete  
Place It**

**The  
Super-Slab®  
System**



**Use It  
Right Away**

**Precast Concrete  
Pavement  
Slabs**



Super-Slab® panels were used to replace deteriorated concrete pavement, directly in front of the Lincoln Tunnel entrance in a matter of hours, during weekend work closures, as shown in photos above.

**The Fort Miller Co., Inc.**  
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\*Super-Slab® is protected under at least one of U.S. Patent numbers 6,607,329 B2; 6,663,315 and 6,709,192 and other U.S. and foreign patents pending. Super-Slab® is a registered U.S. Trademark owned by The Fort Miller Co., Inc.

# A Six Step Inst

## **Saw Cutting** **Step 1**



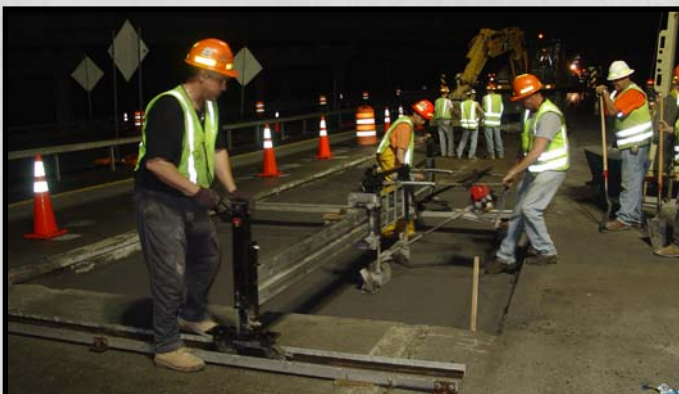
Holes are cut ahead of time. Accuracy is assured by using a rigid steel template as a guide (above left). The full-depth cut is made with a larger saw (above right). Economy and efficiency are achieved by replacing each distressed area with the closest standard size slab.

## **Dowels** **Step 3**



For fast track overnight repairs, it is important to use appropriate gang drills as shown (above left). Standard dowels are epoxy-anchored in existing pavement (above right).

## **Precision Grading** **Step 4**



*Standard inexpensive equipment is used for the entire process*

## **Removing Old Pavement** **Step 2**



The lift-out method of removal insures minimal disturbance of the existing sub-base. A small hydraulic crane is used for removing existing pavement (above) on this intermittent repair project on the Korean Veteran's Memorial Highway in Staten Island, NY.

*Subgrade surface accuracy is the key to rapid setting and complete slab support.*

Specialized grading equipment screeds the subgrade surface to an accuracy of  $\pm 3$  mm. For small areas a compact hand operated grader utilizes preset tracks for an accurate grade reference (left). For large areas, where greater productivity is required, a laser-controlled Supergrader is available. A thin layer of fine bedding material (stone sand) facilitates the grading process.

**Cut Standard Holes for Standard Slabs**

**It's Fast.....It V**

# Installation Process

## Setting Step 5



Super-Slab® units are set with a small hydraulic crane and three workers on this intermittent repair project on Route 112 in Port Jefferson, N.Y. (above left). The same equipment is used to set slabs under bridges (above right). Slabs are set to a surface tolerance of  $\pm 3$  mm (1/8").

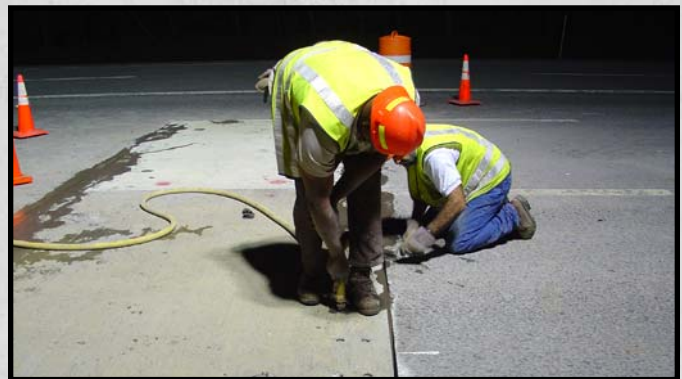
## Opening To Traffic



Slabs may be opened to traffic (above) before they are grouted allowing the contractor to use the **entire** work window for slab replacement.

*You don't have to use up closure time just to wait for grout to cure!*

## Grouting Step 6



Dowel grout is installed (above) with standard grout pumps in strict accordance with the grout manufacturer's specifications.

## Advantages

<b>Faster</b>	Install Twice The Area Per Shift Less Traffic Interruption Reduced Hazard to Workers Safer for Motorists
<b>Lower Life-Cycle Costs</b>	Plant-cast slabs are more durable and will last much longer than materials currently used for rapid pavement repairs.
<b>Versatile</b>	Can be used for intermittent or continuous repairs Can be used for single or warped planes
<b>Less Weather Dependent</b>	Can be placed in rainy or cold weather that is normally unsuitable for casting concrete in place

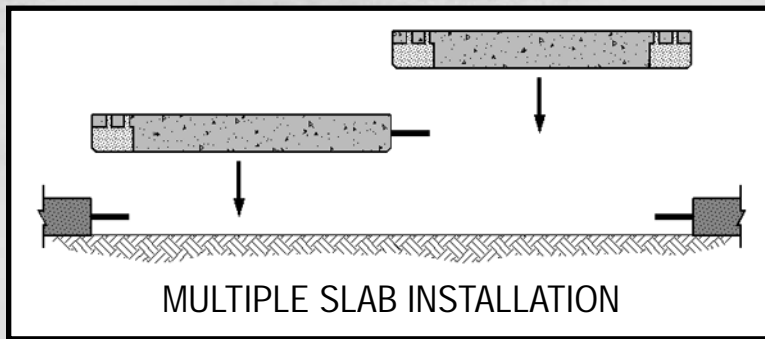
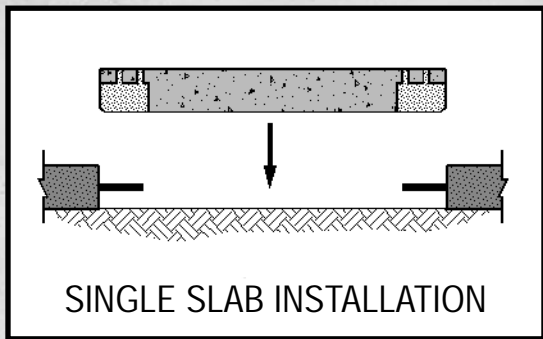
## Fort Miller Provides

- Design Assistance
- Specifications
- Preliminary Cost Estimates
- Specialized Grading Equipment
- Detailed Shop drawings
- On-site Technical Assistance

**Simple Slab-on-Grade System**

**Works.....It Lasts**

# Possibilities



Standard Super-Slab® panels are cast in 6' to 18' lengths, in increments of 2' to accommodate the existing distressed area. They may be used in single or multiple slab installations as shown above. When used in multiple lane applications, standard longitudinal joint ties are cast in the slabs, similar to the dowels shown above.

***The Super-Slab® System may also be used for continuous highway replacement, ramps, toll booths, intersections, crosswalks, weigh-in-motion stations, bridge approach slabs, and airport taxiways.***



A total of 378 slabs, (some are visible above) were placed on this I-90 project in Albany, N.Y. in 47 night closures. A value engineering proposal utilizing the Super-Slab® System, initiated by the contractor, resulted in the repairs being made in about half the time when compared to the specified rapid set concrete method. The entire six lane highway was open during the hours of heavy traffic volume — every day.



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