

TRANSPORTATION



TOUGH ENOUGH FOR ROADS . . . OR RUNWAYS.

Few types of concrete applications are subjected to the extreme demands of pavements, with continual traffic from everything from automobiles to airliners—not to mention temperature fluctuations and other stresses. Fortunately, the fiber reinforcement experts at Propex Concrete Systems offer proven steel, synthetic and blended solutions designed to perform in a wide range of pavement applications—including 10 years of proven results in heavy-duty concrete overlay and pavement applications like interstate highways, bridges and high capacity airports.

PERFORMS WHERE IT COUNTS: ALL OVER.

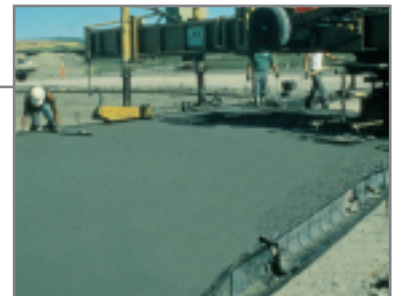
- Uniform distribution of the fibers helps create concrete composites that are tougher and much more durable.
- Inhibits crack development and provides post-crack load capacity.
- Provides superior flexural ductility and toughness, shear strength, fatigue endurance and impact resistance.
- Reduces spalling at contraction joints by keeping them tighter and more stable.
- The fibers are designed to increase the bond and interfacial friction between aggregates and cement paste.
- High tensile strength Novocon® steel fibers can be used in heavy-duty concrete overlays. For combined early-age plastic crack control and long-term drying shrinkage crack control, use our Novomesh® macro blended fiber technology as an alternative to steel.
- Service life of fiber reinforced concrete structures is increased over plain concrete or asphalt, resulting in reduced maintenance costs.

Note: AASHTO Task Force 36 Industry Report recognizes the use and practice of fiber reinforced concrete. Fibermesh® 300 is recommended at a 3 lb addition rate in comparison to section 23.5.1 requirements of a minimum average residual strength value of 80 psi. Our Novocon® steel and Novomesh® blended steel and synthetic fiber products are recommended in comparison to section 23.5.2 requirements of a minimum average residual strength value of 290 psi.



YOUR FIRST CHOICE FOR ULTRA-THIN WHITETOPPING (UTW).

- An ideal, cost-effective solution for the restoration of deteriorated asphalt pavements on highways, streets, general aviation airports and parking areas.
- Requires placing 2-4 inches of Fibermesh® reinforced concrete overlay on a deteriorated asphalt pavement.
- Can be accomplished with “fast-track” construction techniques and conventional tools and equipment.
- Fast-track UTW designs can be placed using conventional paving equipment and can handle traffic within 24 hours.
- Allows for rehabilitation with minimal inconvenience to the public such as lane closures.



AN IDEAL ADDITION TO YOUR SLIPFORMING PROJECTS.

- Fibermesh® fibers provide a cohesive mix, creating a three-dimensional reinforcement system which is always positioned properly.
- Provides impact resistance and reduces plastic and settlement crack formation.
- Saves time and the additional labor costs associated with placing traditional steel reinforcement.
- Offers less edge slump during extrusions.

APPLICATIONS INCLUDE:

- City streets and intersections
- Local or low-volume roads
- Interstate highways
- Parking areas
- Taxiways
- Airport aprons
- Overlays & toppings
- Slipformed concrete
- Ultra-thin whitetopping
- Bridge deck overlays
- Barrier walls

FOR MORE INFORMATION:

See our Product Data Sheets to learn more about the FIBERMESH®, NOVOMESH® and NOVOCON® families of products.



THE ADVANTAGE CREATORS.™

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