No Forms
No Joints
No Finishing
No Motorized Equipment
No Skilled Labor Required
Prior to Construction

ALDOT - Slope Paved Abutment CR-68 over I-65
Prior to Construction

ALDOT - Slope Paved Abutment CR-68 over I-65
Prior to Construction

ALDOT - Slope Paved Abutment CR-68 over I-65
Concrete Placed & Finished in 3.0 Hours
1,800 ft²
24 yd³

Slope Shaped

ALDOT - Slope Paved Abutment CR-68 over I-65
ALDOT - Slope Paved Abutment CR-68 over I-65

Concrete Placed & Finished in 3.0 Hours

LDP Placed
Steel Placed

Concrete Placed & Finished in 3.0 Hours

ALDOT - Slope Paved Abutment CR-68 over I-65
Concrete Placed & Finished in 3.0 Hours

Steel Anchoring

ALDOT - Slope Paved Abutment CR-68 over I-65
Concrete Placed & Finished in 3.0 Hours

ALDOT - Slope Paved Abutment CR-68 over I-65
Concrete Pump

ALDOT - Slope Paved Abutment CR-68 over I-65
Concrete Placed & Finished in 3.0 Hours

Concrete Placed

ALDOT - Slope Paved Abutment CR-68 over I-65
Concrete Placed & Finished in 3.0 Hours

ALDOT - Slope Paved Abutment CR-68 over I-65
Concrete Placed & Finished in 3.0 Hours

Autauga County - Slope Paved Abutment CR-68 over I-65
Concrete Placed & Finished in 3.0 Hours

Concrete Placed

ALDOT - Slope Paved Abutment CR-68 over I-65
ALDOT - Slope Paved Abutment CR-68 over I-65

Concrete Placed & Finished in 3.0 Hours

Complete
ALDOT - Slope Paved Abutment CR-68 over I-65
Concrete Placed & Finished in 2.0 Hours

Autauga County - County Road 59
Autauga County - County Road 59

Concrete Placed & Finished in 2.0 Hours

Steel Anchored
Autauga County - County Road 59

Concrete Placed & Finished in 2.0 Hours

Steel Anchored
Autauga County - County Road 59
Autauga County - County Road 59
Concrete Placed & Finished in 2.0 Hours

Prepped

Autauga County - County Road 59
Autauga County - County Road 59
Autauga County - County Road 59

Concrete Placed & Finished in 2.0 Hours

Concrete Placement
Concrete Placed & Finished in 2.0 Hours

Concrete Placement

Autauga County - County Road 59
Concrete Placed & Finished in 2.0 Hours

Concrete Placement

Autauga County - County Road 59
Concrete Placed & Finished in 2.0 Hours

Complete

05/16/2019 13:09

Autauga County - County Road 59
Project Profile

Elmore County - County Road 2995 (Deatsville Highway)

Concrete Placed & Finished in 1.50 Hours
20 yd³
1,280 ft²
Elmore County - County Road 2995 (Deatsville Highway)
Concrete Placed & Finished in 1.50 Hours

Elmore County - County Road 2995 (Deatsville Highway)

Rake Finish
Elmore County - County Road 2995 (Deatsville Highway)

Project Complete

Concrete Placed & Finished in 1.50 Hours
Weeks Later

Elmore County - County Road 2995 (Deatsville Highway)
ALDOT - Kilby Ditch Repair (Montgomery, AL)

Prepped
Steel Placement

ALDOT - Kilby Ditch Repair (Montgomery, AL)
ALDOT - Kilby Ditch Repair (Montgomery, AL)

Steel Placement
Concrete Placement

ALDOT - Kilby Ditch Repair (Montgomery, AL)
ALDOT - Kilby Ditch Repair (Montgomery, AL)
Completed
ALDOT - Kilby Ditch Repair (Montgomery, AL)

Completed
Concrete Placed & Finished in 1 Day
325’ Flume
28 yd³

Steel Placement

ALDOT - US-43 (Grove Hill, AL)
Concrete Placed & Finished in 1 Day

Concrete Placement

ALDOT - US-43 Slide Project (Grove Hill, AL)
Concrete Placed & Finished in 1 Day

Complete

ALDOT - US-43 (Grove Hill, AL)
Technical Instructions for Land Stabilization in Ditches and Canals Using Retem 3-D Steel Grid

1. Specifications:

The Retem 3-D Steel Grid is a three-dimensional web made of galvanized steel deployed on two levels of parallel steel strips linked by oblique ribs without welding points. (fig. 1 and 2)

1.1 3-D Steel Grid panel specifications:

<table>
<thead>
<tr>
<th>Metric</th>
<th>English</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>2.15 m</td>
</tr>
<tr>
<td>Width</td>
<td>1.30 m</td>
</tr>
<tr>
<td>Surface</td>
<td>5 m²</td>
</tr>
<tr>
<td>Weight</td>
<td>5 kg per panel</td>
</tr>
<tr>
<td>Distance between panel levels</td>
<td>40, 60 or 80 mm</td>
</tr>
<tr>
<td>Width of ribs</td>
<td>5 mm</td>
</tr>
<tr>
<td>Distance between longitudinal ribs</td>
<td>110 mm</td>
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</tbody>
</table>

1.2 Steel specifications:

<table>
<thead>
<tr>
<th>Galvanized steel</th>
<th>S350 – Z80</th>
</tr>
</thead>
<tbody>
<tr>
<td>S350 = steel qualification related to chemical compound of material</td>
<td></td>
</tr>
<tr>
<td>Z80 = thickness of the zinc 80 grams/sqm (2.36 oz/square yard)</td>
<td></td>
</tr>
<tr>
<td>Yield Strength nominal</td>
<td>350 N/mm²</td>
</tr>
<tr>
<td>Tensile strength</td>
<td>450 N/mm²</td>
</tr>
<tr>
<td>Elongation</td>
<td>17%</td>
</tr>
<tr>
<td>Steel thickness</td>
<td>1.4 mm</td>
</tr>
</tbody>
</table>
Rigid lining of ditches & canals
Constructing flume channels
Culverts & “dip” areas
Stabilizing slopes & river banks
Protecting soil erosion in culvert areas – before & after

Erosion damages in “dip” areas – irish water passages

Irish passage after installation – fully functional, no erosion
- Optional – using seeds & fertilizes mixture as a final vegetalisation layer
- This system is also used to reclaim and repair eroded river banks (illustrated in the following pictures)
IDF air force base – lining drainage channels

Austria, Lienz – stabilizing and vegetalising slope in a public park

Spain, La Coruna – Soil stabilization in a road tunnel project