



**I-65 NEAR SEYMOUR RECEIVES PORESHIELD™ TREATMENT**

Lower Application Costs and Enhanced Durability are a Win for this Roadway

**Contact the Indiana Soybean Alliance for more information.**

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web: [poreshield.com](http://poreshield.com)

email: [newuses@indianasoybean.com](mailto:newuses@indianasoybean.com)

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Details	
Location:	I-65 near Seymour, Indiana
Date:	April 2, 2020
Application Type:	Pavement Joint Application– New Pavement
Applicators:	Indiana Department of Transportation, E&B Paving



### Project Overview

A few years ago, Tony Korba, concrete operations manager at E&B Paving had the opportunity to use PoreShield on 126th Street in Fishers, Indiana. The project in Fishers was an all-around success, so when he got the chance to offer up a replacement for hot tar sealant for a project on I-65, Korba suggested PoreShield to the Indiana Department of Transportation (INDOT) as an alternative.

After receiving approval from INDOT, E&B Paving applied new PoreShield durability enhancer to joints of 14 miles of a 12-inch-thick section of new concrete pavement on I-65 near Seymour, Indiana on April 2, 2020. It was a complete reconstruction with added travel lanes. Overall, the project included approximately 960,000 square yards of new concrete pavement.

To protect the new pavement from salt and deicer, PoreShield was applied to joints on the 12-foot inside travel lane and the 10-foot end median shoulder lane. This include a center line joint and a construction joint Joints were spread out every 15 feet. In total, PoreShield was applied to 55,000 lineal feet of joint.

The process involved two applications of PoreShield. First, PoreShield was applied inside of the joint. Then, after the first application was completely dry, PoreShield was applied on top of and on each side of the longitudinal and transverse joints in one-foot wide pattern. For the application, E&B Paving used a recreational vehicle with a tank, a pump and two hoses to have two people apply PoreShield at once. “It was basically just as fast as you could walk,” said Korba. “The speed of the application was just unbelievable compared to a sealant.”

Korba believes the speed of the application is just one of many the benefits of using PoreShield. “Leaving the joints open for water to get through is a big benefit to the concrete itself, instead of trapping water with the old type of silicone or the hot tar sealant,” he said.



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Unlike sealants, PoreShield absorbs deep into the pores of concrete and fills them with a flexible, hydrophobic barrier. From the inside, PoreShield blocks salt, water and the chemicals that water carries.

So far, Korba has been impressed with PoreShield. "It [PoreShield] is holding up just like the day we applied. I'm not seeing any pavement failures," said Korba. "I think it [PoreShield] a good product. I think it's economical. I think it's beneficial to the concrete pavement itself."

Korba looks forward to using PoreShield again on various projects in the future. He hopes that more state DOTs will add PoreShield to their standard specifications. In addition to DOT projects, Korba believes PoreShield would be a good fit for municipality and commercial projects as well. "I think that everyone is going to find that there is cost savings and it is a benefit to the concrete," Korba said.



### What Is PoreShield™?

A revolutionary solution, PoreShield increases concrete longevity by filling and shielding the network of pores from damage caused by water, salt and deicers. Basically, providing protection against anything that can cause cracking. Both preventive and curative, a PoreShield application migrates to fill in any cracks, offering protection for at least 10 years, whether it's a complex cement application or a do-it-yourself repair.

PoreShield is a highly cost-effective investment, accounting for less than 1% of a project's budget. It's soy-based, low-VOC and environmentally friendly, and doesn't require any PPE or specialized training. Whether the application is on new or old cement, it's quickly applied with long-lasting results.

### Specification For Use

Soy Based Penetrating Sealer for PCC Joints

### Construction Requirements

#### Surface Preparation

The concrete surrounding the joint must be at least 28 days of age prior to surface preparation (or shown to have met strength/maturity thresholds approved by the engineer). Slurry, saw residue or other debris remaining in the sawed joint shall be flushed with water. Water may be applied under pressure in a manner to which no damage to the concrete occurs. Joints shall be cleaned and dried with compressed air followed by a minimum of 24 hours drying time. A heat lance may be used to accelerate drying, as approved by the engineer. The joint shall be completely clean and dry joints prior to application of the sealant.

#### Penetrating Sealer Application

Sealing operations shall not be conducted on a visibly wet surface, when the ambient temperature is below the dew point (dew, frost, fog formation), or when other unsuitable conditions exist, unless approved by the Engineer.

Transverse and longitudinal sawed joints shall be sealed with soy based penetrating sealer in accordance with

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the sealant manufacturer's recommendations. Sealant shall not be applied if the air or concrete temperature is below the dew point or freezing point (unless measures are taken to ensure dry concrete and approved by the engineer). When applying the sealant adjacent to asphalt, care shall be taken to avoid contact with the asphalt. If a spill occurs on asphalt, minimize exposure and allow any lightly softened asphalt a short time to re-harden.

The material shall be applied using a low-pressure sprayer. Sealant shall be applied in two passes. On the first pass, enough sealant shall be applied so as to create a small reservoir at the base of the joint that can be absorbed into that critical area over the following hours. A second pass shall be applied so as to treat the surrounding pavement surface within 12 inches of either side of the joint. After applications of the sealant are complete, the sealant shall be allowed a minimum of 3 hours of drying time, and or no tracking, allowing the sealant to be absorbed into the concrete prior to opening to unrestricted traffic. Areas including crossing county roads, public and private drives may be used after 2 hours of drying time. This would include slow moving safety vehicles and support vehicles in treated areas. If rainfall occurs within 6 hours of application, the application shall be repeated in affected after the rainfall has ended and joints shall be dried with compressed air prior to re-application of the final coat.

Treated areas shall not be opened to traffic for a minimum of 4 hours and or where no tracking occurs.