

Innovative flood barrier designs for urban rivers

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Research article Page: 01-17

Innovative flood barrier designs for urban rivers incorporate self-closing, ultra-high-performance fiber-reinforced concrete (UHPFRC) elements that automatically float and deploy during floods, providing robust protection without power dependency. Modular systems like AquaFence use interlocking panels for rapid deployment along riverbanks, reducing setup time to minutes while handling water pressures up to 1m depth. Nature-based solutions integrate vegetated permeable barriers with traditional walls to attenuate wave energy and filter sediments, enhancing biodiversity in constrained city spaces. Sensor-equipped smart barriers predict overflows via real-time river level monitoring, automatically adjusting heights for dynamic flood scenarios. These designs balance functionality, aesthetics, and cost, supporting resilient urban planning in flood-prone regions.

Sustainable Design and Performance Evaluation of Recycled Aggregate Concrete in High-Rise Structures

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Research article Page: 18-38

Sustainable design of recycled aggregate concrete (RAC) in high-rise structures promotes environmental benefits by reducing landfill waste and virgin resource extraction through the reuse of construction and demolition debris. Performance evaluations reveal that RAC maintains adequate compressive strength and durability for structural applications when replacement levels stay below 30-50%, though it often shows slightly lower modulus of elasticity compared to natural aggregate concrete. High-rise implementations, such as twin tower studies, demonstrate comparable carbon footprints and seismic performance with optimized mixes incorporating supplementary cementitious materials. [\[For more click here\]](#)

Hybrid Fiber Reinforcement Strategies for Improving Ductility in High-Strength Concrete

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Research article Page: 39-57

Hybrid fiber reinforcement strategies combine macro-fibers like steel (for bridging large cracks) with micro-fibers such as polypropylene or natural fibers (for controlling microcracks), synergistically boosting ductility in high-strength concrete. In ultra-high-performance concrete (UHPC), hybrid systems achieve strain-hardening behavior with post-crack ductility indices exceeding 3-5 times that of plain mixes, alongside compressive strengths over 100 MPa. Optimal volumetric fractions—typically 0.5-1.5% steel and 0.1-0.5% synthetic fibers—enhance flexural toughness by 40-60% and shear capacity by up to 8 times, as validated in beam tests. These improvements stem from multi-scale reinforcement that distributes stresses, delays brittle failure, and improves energy absorption for seismic-resistant structures..... [\[For more click here\]](#).

Life Cycle Assessment of Green Roofs for Urban Heat Island Mitigation

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Research article Page: 58-72

Life cycle assessment of green roofs reveals substantial environmental benefits over conventional roofs, with reductions in global warming potential by 1-5% and energy savings up to 6% for cooling over a 50-year lifespan. These systems mitigate urban heat islands by lowering roof surface temperatures by 30-56°F through evapotranspiration and shading, while reducing peak ambient air temperatures by up to 20°F. LCA studies account for material production, installation, maintenance, and disposal, showing green roofs offset initial higher costs via extended durability and stormwater management gains. Additional advantages include GHG sequestration, pollutant filtration, and biodiversity enhancement, making them ideal for heat-vulnerable urban areas. [\[For more click here\]](#)

Fracture Mechanics Analysis of Cracked Asphalt Pavements under Heavy Traffic Loads

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Research article Page: 73-89

Fracture mechanics analysis of cracked asphalt pavements under heavy traffic loads employs 3D finite element models to predict crack initiation, propagation, and fatigue life, focusing on top-down cracking mechanisms. Linear elastic fracture mechanics (LEFM) and viscoelastic cohesive zone models characterize stress intensity factors and energy release rates at crack tips, revealing tensile strains from radial tire pressures as primary drivers of surface cracking. Heavy axle loads accelerate damage accumulation, with simulations showing crack growth rates increasing 3-5 times in wheel paths compared to non-trafficked areas, exacerbated by aging and poor interlayer bonding. Mitigation strategies, such as polymer-modified binders (e.g., PG76-22) and thicker asphalt layers (>18 cm), can extend fatigue life by 34-41% by enhancing fracture energy thresholds..... [\[For more click here\]](#).

Reliability-Based Design of Retaining Walls Subject to Pseudo-Static Seismic Forces

Albert A. Groenwold & L. F. P. Etman
Research article Page: 90-102

Reliability-based design of retaining walls under pseudo-static seismic forces integrates probabilistic methods like First Order Reliability Method (FORM) to calibrate load and resistance factors, targeting a target reliability index ($\beta \approx 3.0$ for 50-year service life). Pseudo-static analysis applies horizontal (k_h) and vertical (k_v) seismic coefficients based on Mononobe-Okabe theory, where $k_h = 0.5 \times \text{PGA}/g \times \gamma_I / r$, with reduction factor r (1.0-2.0) depending on allowable wall displacements. For external stability (sliding, overturning, bearing), FORM optimizes factors such as $\phi_s = 0.8-1.0$ for soil friction and $\gamma_{eq} = 1.3-1.5$ for earthquake loads, ensuring failure probabilities below 10^{-3} . This approach outperforms deterministic methods by accounting for soil variability, wall geometry, and seismic intensity uncertainties, particularly for reinforced soil and gravity walls..... [\[For more click here\]](#).