



Concrete Pavements – Problems in US

Ref. National Conference on Preservation, Repair and Rehabilitation of Concrete Pavements. St Louis, Missouri April 2009.

Most concrete pavements on the US Interstate system were designed for 20 – 25 year initial service life and are now significantly older. Generally their maintenance efforts and quality is a lot poorer than in Australia. Because of the chronic shortage of maintenance funds (what's new!) and the astronomic cost of reconstruction, the current push is for sustainability, with the underlying message being:

“If it can be repaired, do not remove and reconstruct.”

The following photograph illustrates the worst of their concrete pavements still in use. I am sure this condition would not be tolerated in Australia.



An example of concrete pavement condition in US

They are now looking at and preaching sound preventative and corrective measures to be performed in a timely manner to extend the service life of existing pavements. The formula is:

- **Timely preservation activities will delay the need for repairs, and**
- **Timely repairs will delay the need for rehabilitation.**

The acronym **PRR** (prevention, repair and rehabilitation) has been coined and is generally the core theme on all conferences relating to concrete paving and its upkeep.