Thoughts on Cracking



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U.S. Department of Transportation

Federal Highway Administration
Office of Infrastructure

Current Specifications



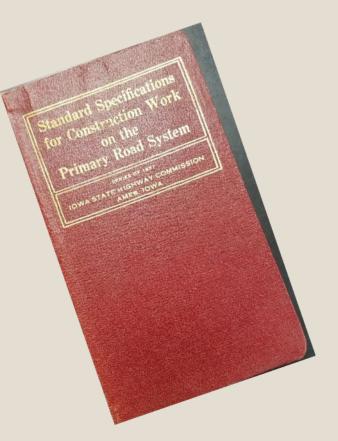
- No correlation with durability
- Doesn't assess quality

Air Content

- Poor correlation with durability
- Does not measure the air system

Strength

No correlation with durability



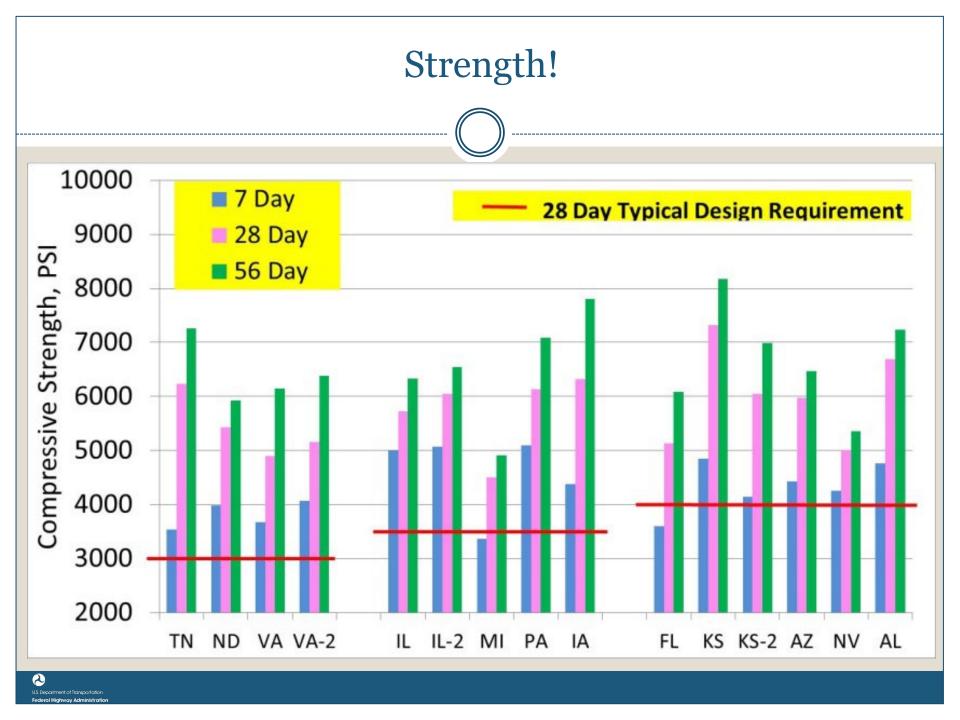
Courtesy Dr. Peter Taylor

Concrete Acceptance



- We're getting strong concrete.
- We're not getting durable concrete.





Suggested Ways to Optimize Cement Content

- Move to performance-type specification language; eliminate mandatory cement content requirements
- Optimize aggregate gradation
- Use supplementary cementitious materials
- > Use maturity to determine opening times
- Promote quality control in the plant to provide more consistent production



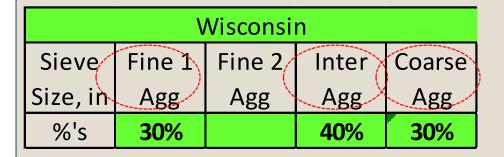
Optimized Gradation Tool

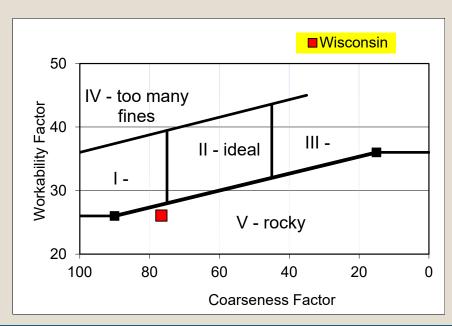
> Spreadsheets available for structural or paving applications.

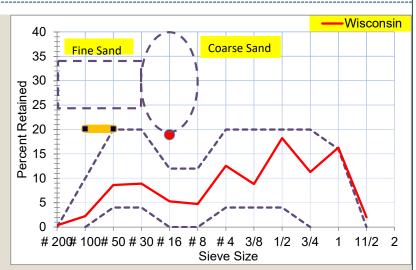


Wisconsin					
Sieve	Fine 1	Fine 2	Inter	Coarse	Combined
Size, in	Agg	Agg	Agg	Agg	% Passing
2"	100		100	100	100
1.5"	100		100	93	99
1"	100		100	39	91
3/4"	100		98	5	85
1/2"	100		55	1	67
3/8"	100		33	1	58
No. 4	98		3	0	45
No.8	85		1	0	39
No.16	68		1	0	31
No.30	38		1	0	18
No.50	9		1	0	5
No.100	2		1	0	1
No.200	1		1	0	1
Weights					
%'s	45%		40%	15%	100%

Too Coarse

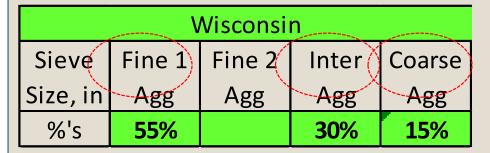


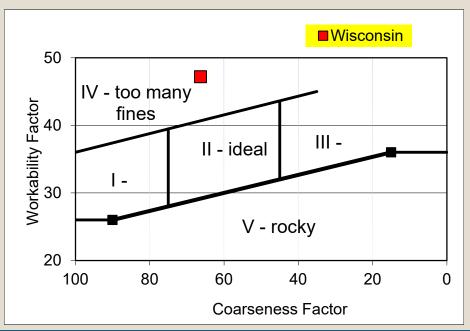


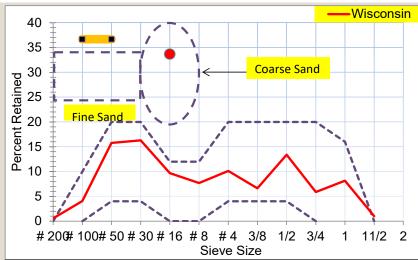


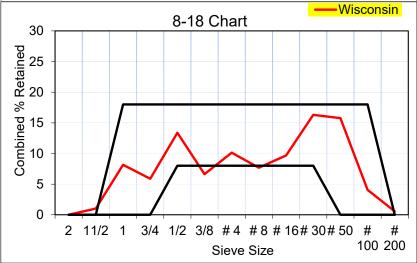


Too Fine

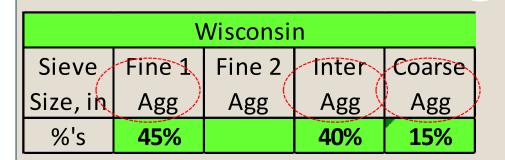


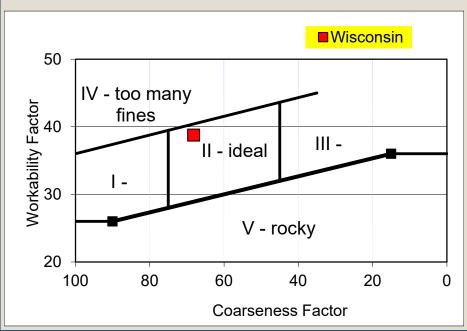


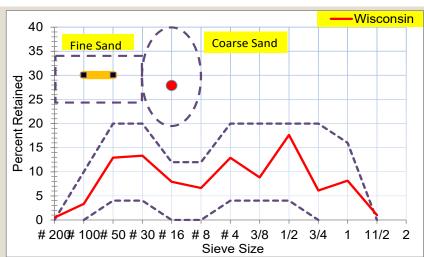




Optimized?











Are We Prioritizing Crack Reduction?



Design

Bridge deck rebar mat

> Materials

- Slump but not shrinkage testing/paste content
- 28-day strength testing

> Construction

- > 28-day testing
- Curing placement and maintenance

Food For Thought





Questions?



Image Pixabay

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