

A road on the lake

Flexible material used to repair 30-year-old pavement

A 10-mile stretch of highway by the Great Salt Lake in Utah experiences a lot of movement which creates severe spalling and cracking. The condition exists on this 30-year-old pavement because the highway was placed on top of lake sediment that remained after the lake receded. Numerous repair methods have been tried over the years, including epoxies, quick-setting concrete, as well as others, in an effort to repair the recurring cracks and spalls; all have failed.

In April of this year, in conjunction with joint re-sealing, Utah DOT chose to use Crafcro TechCrete to repair the wide cracks and spalls in the pavement. The choice of TechCrete was due in part to TechCrete's unique "flexible" characteristic that allows it to expand and contract with the pavement movement. Another deciding



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factor was the fact that traffic control had to be removed each day so that all lanes would be open for rush-hour traffic. If the repairs were made with standard concrete, the lanes would have been closed for seven days to allow the cement to cure, whereas TechCrete repairs can be opened up to traffic almost immediately.

Wide cracks and spalls were sawed and chipped out to a depth of up to 6½ in., primed, filled with two lifts of TechCrete and then coated with a Bauxite dressing to provide surface texture and blending. Once the material had been placed, the short cure time allowed the lanes to be opened for rush-hour traffic. The project, which consisted of 600,000 linear ft of joint sealant and 172,106 lb of TechCrete, was completed in just 30 days.