



Issues with Specifying Paving Concrete

Whilst looking for some info in the book: "Concrete Mix Design, Quality Control and Specification" by Ken W Day (2005), I came across the following summary of his regarding Specifications:

"The current methods of specifying concrete tend to be cumbersome, ineffective and deleterious to the current harmony and future progress of the concrete industry. This is in spite the fact that it is quite easy to write a simple, effective and readily enforceable specification for the concrete to be supplied (as opposed to the structure as a whole) which will promote a co-operative approach between suppliers, users (and clients), as well as encouraging future progress.

The main mental blocks inhibiting such a desirable outcome are:

1. The tendency to specify unnecessary or only partly relevant detail;
2. The tendency to specify minimum cement content in the mistaken belief that this necessarily equates to quality;
3. A reluctance to use cash penalty basis;
4. A lack of knowledge of what really matters (eg in such matters as durability, shrinkage, wet properties, batching plants, testing laboratories and control systems);
5. An unjustified faith in the veracity, accuracy and relevance of every single test result."

Isn't it also so familiar in our operations. You might wish to provide a copy of this to our Client's representatives as well.

PS For the benefit of the younger generations, Warringah Expressway is now 42 years "old" and is still going strong (AADT ~250,000)! It required 46 pages of Specification to cover the JRCP mainline pavements, AC overlays and the mostly flexible connections to the Expressway, for the concrete and asphalt. Currently our paving concrete specifications amount to 512 pages, which includes 261 pages of User Guides! Somewhere along the line "we have lost the plot"!