

CPAM Pavement Hall of Shame

TH 52 shows problems with full-depth asphalt pavement design

The reconstruction of TH 52 and TH 55 through Inver Grove Heights was completed in 1994. As part of these projects, Highways 3 and 52 exchanged route designations. Hwy 55 was reconstructed from the new TH 3 (Robert Trail) to Concord Boulevard. The connection of TH 55 and new TH 52 was also rebuilt.

TH 52, from north of the TH 55/52 connection to Interstate 494, was constructed as a 12-in thick full-depth asphalt pavement in 1990-1991. As is evident from these photos, this very thick asphalt pavement lasted less than 12 years before extensive maintenance was required.

Fatigue cracking on TH 52 asphalt pavement.



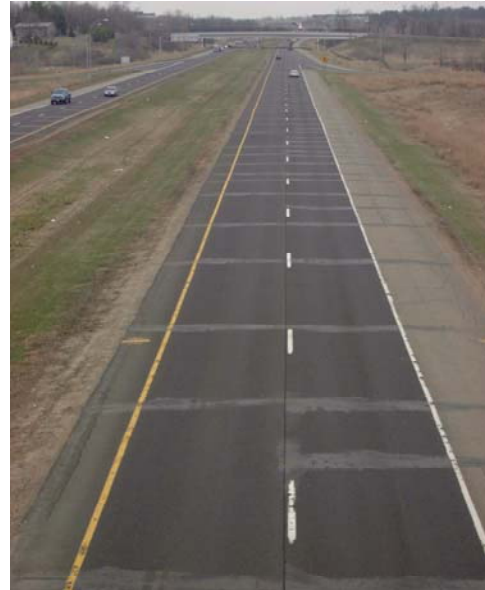
Welcome to the New CPAM Concrete Pavement "Hall of Shame" series. This series will run periodically in both the Concrete Conveyor and on our Website.

Compare this with the performance to date of TH 55 in the same area, which was rebuilt in 1993-1994 using 8 inches of doweled concrete pavement and has been subjected to the same type of traffic as the asphalt roadway described above. The concrete pavement runs a few hundred feet past the connection of TH 55 and TH 52 on Northbound 52.

To date, the common area of TH 55 and TH 52 remains a smooth, durable road and looks like it will last many years more before requiring any maintenance.

If the performance of these sections is representative, why would anyone ever consider using full-depth asphalt pavement in an area with even moderately high truck traffic?

TH 52 full-depth asphalt pavement—less than 12 years old!



TH 55 concrete pavement in good condition.

