WHEREAS, the first concrete pavement in the United States of America was constructed along Main Street in the City of Bellefontaine in 1891, and

WHEREAS, the oldest concrete pavement, constructed in 1893, is still in service along Court Avenue in the City of Bellefontaine, and

WHEREAS, on April 25, 2016, concrete pavement technologists and concrete industry representatives from throughout the United States will be visiting the City of Bellefontaine to celebrate the 125th anniversary of the first concrete pavement, and

WHEREAS, the Mayor welcomes the visitors to the City of Bellefontaine and Historic Logan County, and

WHEREAS, it is with great pride and civic satisfaction that the City of Bellefontaine has continued to preserve the historic nature of Court Avenue,

NOW, THEREFORE, BE IT RESOLVED, that the Mayor does hereby declare April 25, 2016 Historic Concrete Pavement Day in the City of Bellefontaine
Some of the design and construction characteristics of that 1893 pavement include:

- **Subgrade:** The street was excavated to a depth of 6 inches and then carefully rolled and compacted.

- **Cross section:** The slab is 6 inches thick and was constructed as a two-lift pavement, featuring a 6-inch bottom lift followed by a 2-inch top lift.

- **Joint/panel layout:** The concrete was placed in 5-ft by 5-ft blocks and tar paper was used to separate the panels.

- **Mix design, bottom lift:** The bottom lift used 1 part cement to 5 parts clean, unwashed gravel (containing about one-third sand), with a 1½-inch maximum aggregate size.

- **Mix design, top lift:** The top lift used 3 parts cement to 5 parts sand, with a 1½-inch maximum aggregate size.

- **Surface:** V-shaped indentations were imported in the pavement surface at 4-inch intervals to provide footing for horses.

- **Curing:** The pavement was cured using a 2-inch layer of wet sand for a period of one week.

The general mix and design characteristics for the pavement placed on Opera, Columbus, and Main are similar to what was done on Court Street; although some reports suggest that the later mixes were richer in cement.

The costs to construct the 1890s-era concrete pavements in Bellefontaine was $2.15 per square yard, and over their initial 45-year period required very minimal maintenance. At the time of their construction, these streets received considerable publicity and attracted engineers from all over the country for a firsthand examination of this new paving material. A slab from the 1891 concrete was exhibited at the 1893 Chicago World’s Fair, where it was awarded a first prize for Engineering Technology Advancement in Paving Materials. In large part because of the success of these pavements, the City of Bellefontaine went on to construct much of the City’s early street network with concrete.