

# Post WWII

## Use

- The world has just gone through the shock of the Second World War. As Europe starts to rebuild their demolished cities materials are increasingly in short supply.
- For the first time interlocking concrete blocks are used as pavement.
- The Netherlands was the first country to use interlocking concrete pavement, largely due to a lack of other available materials.



Rotterdam Before WWII



Rotterdam After WWII

# Post WWII

## Scale

- Interlocking Concrete pavement attempted to mimic the scale of brick. The size of bricks though not uniform had largely stayed the same since medieval times.



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## Construction

- After the war, materials were in short supply but there was a ready supply of labor.
- Interlocking concrete blocks at this point had to be installed by hand which required lots of labor. The extra cost of labor is generally balanced by the longevity of the material as well as with the low long term maintenance costs.
- The extra labor costs which can sometimes be seen as a negative point today, were at the time a huge advantage due to the amount of workers without jobs.

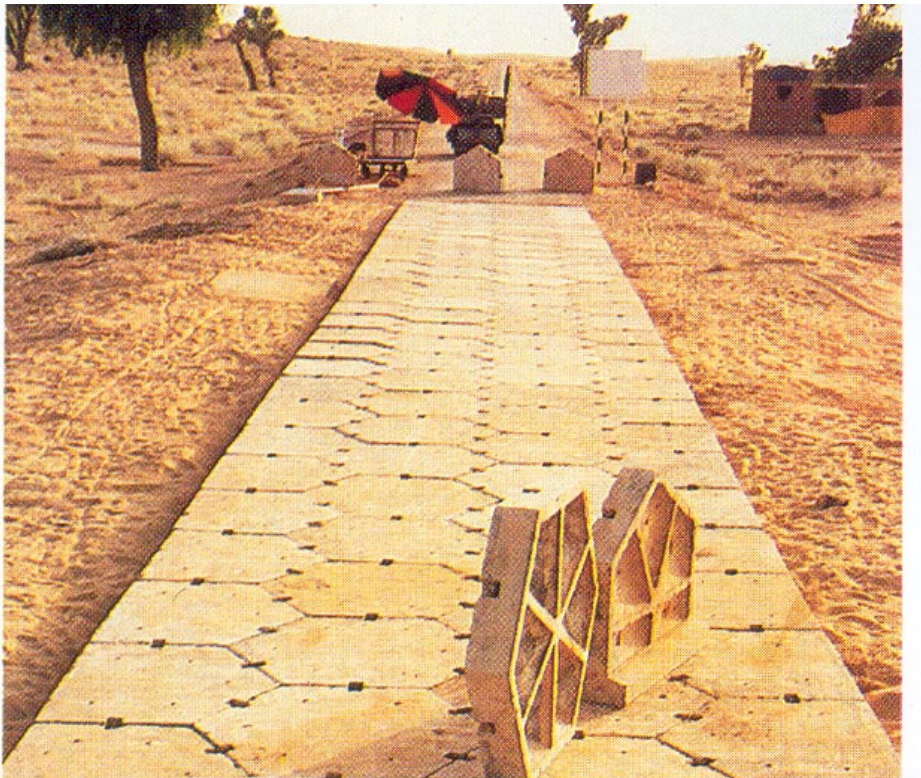




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## Materials

- Portland cement is the cheapest and most readily available material for large projects.



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## Interlocking Pavement



- After the initial development of interlocking concrete pavement in the Netherlands, other parts of the world start to follow suit.
- The Netherlands continued to extensively use interlocking concrete pavement because of their particular soil issues.
- The Netherlands is built on sinking soil. As a result it can be very difficult to keep pavement from forming sags. Interlocking pavers have the unique ability to adjust to the movements of the soil.