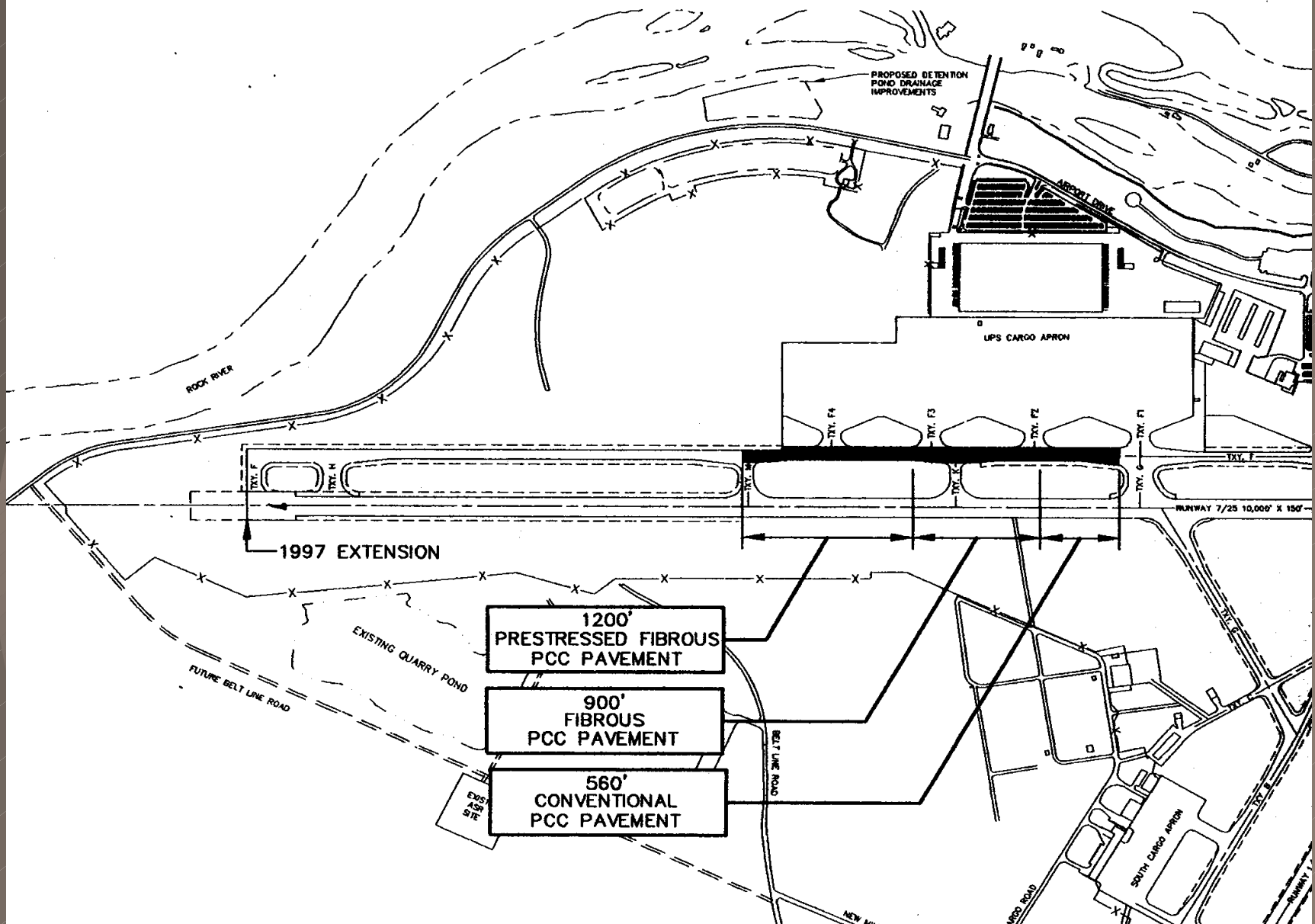


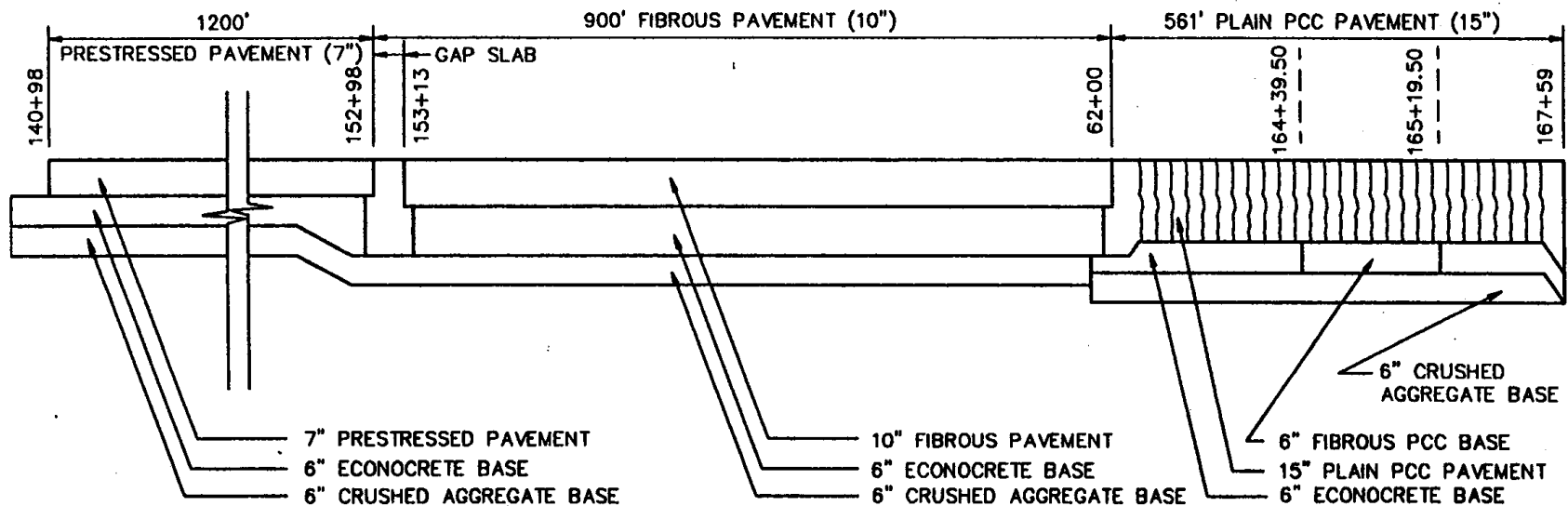
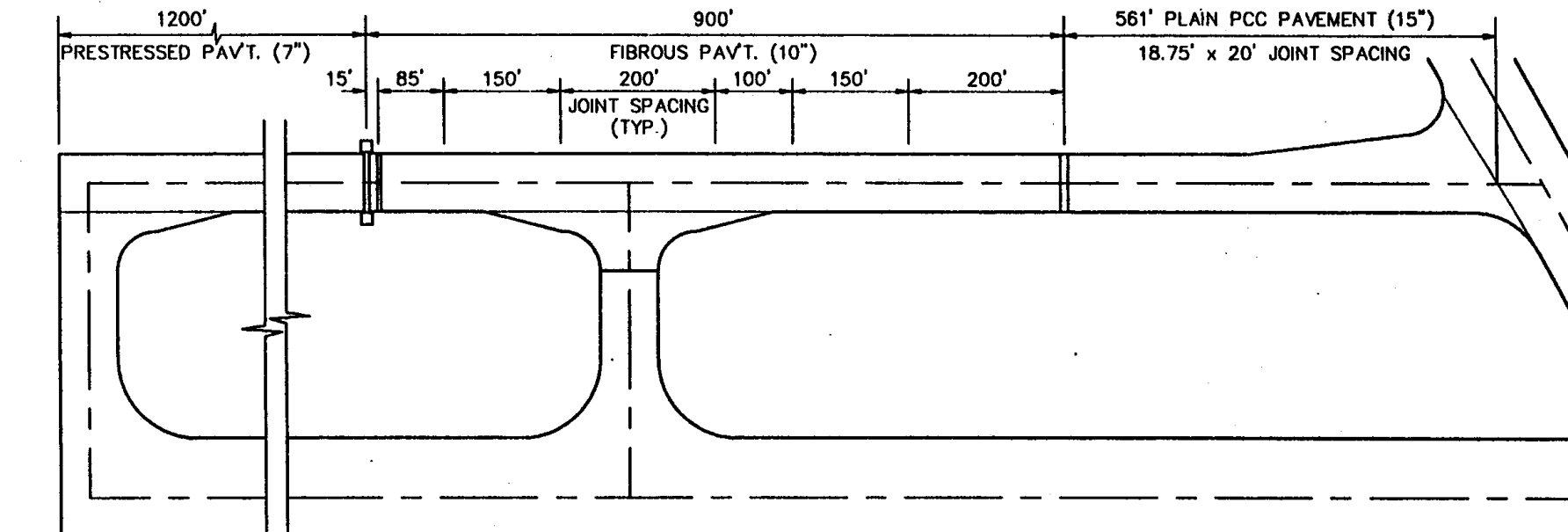
# Greater Rockford Airport, IL



















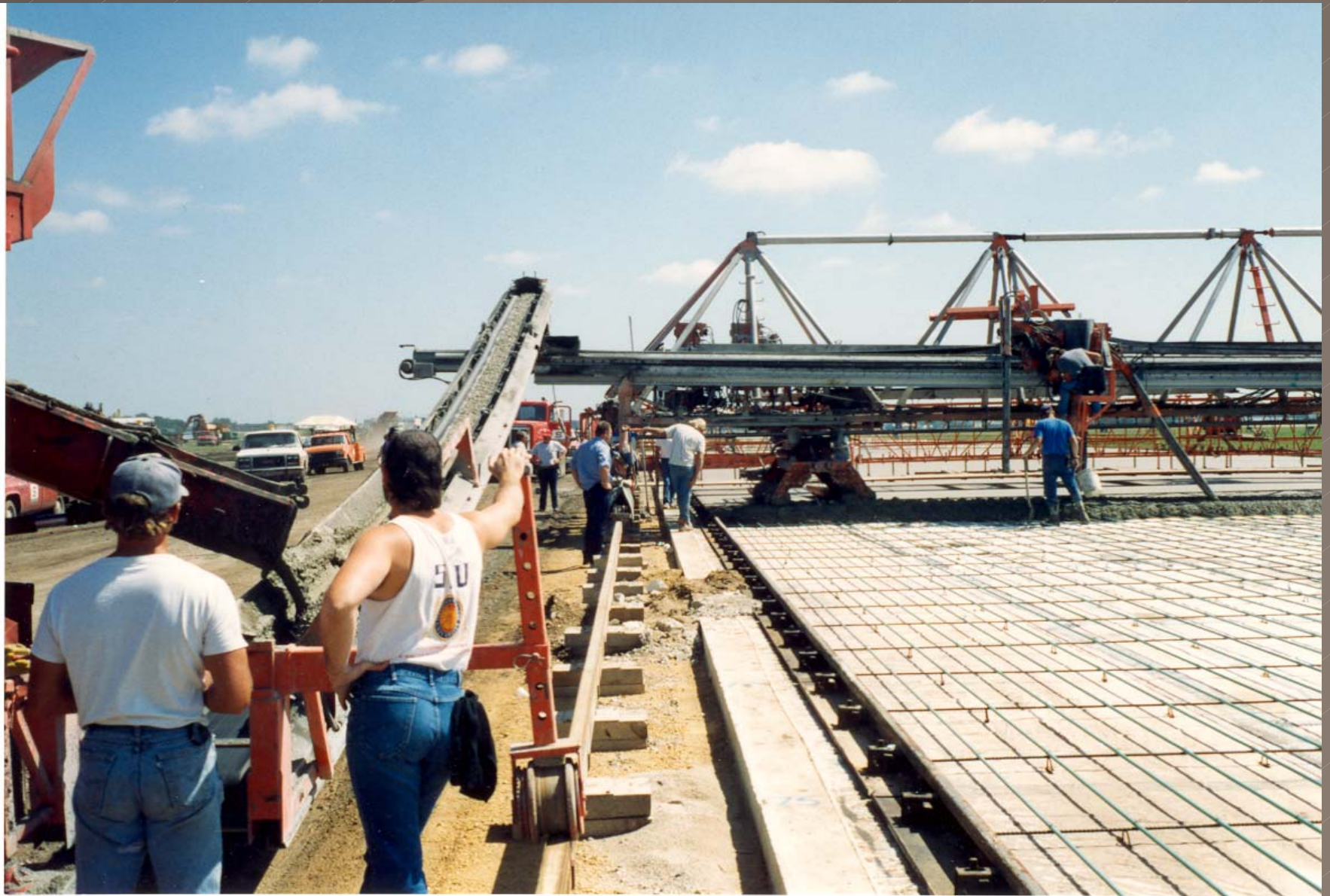


































































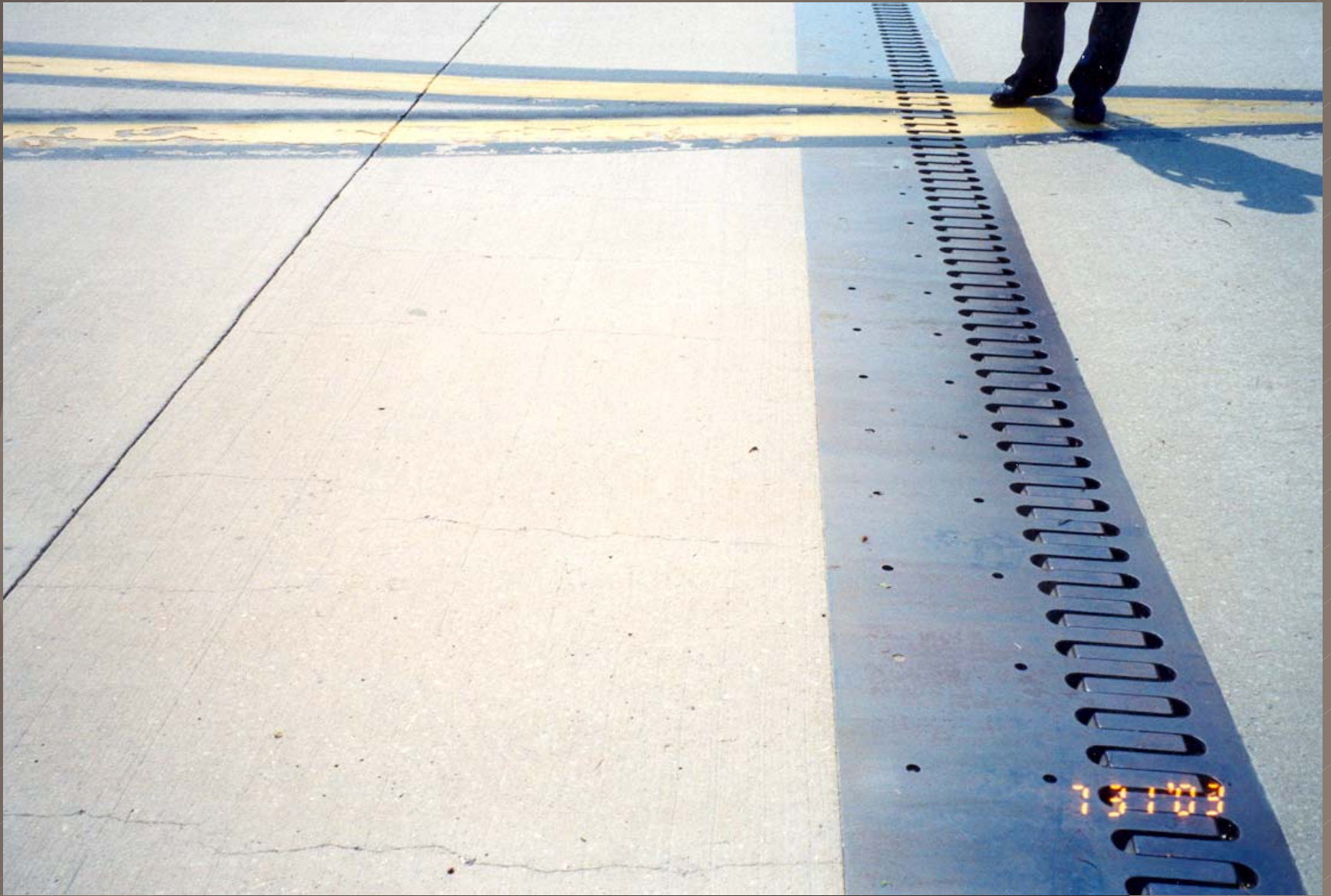






















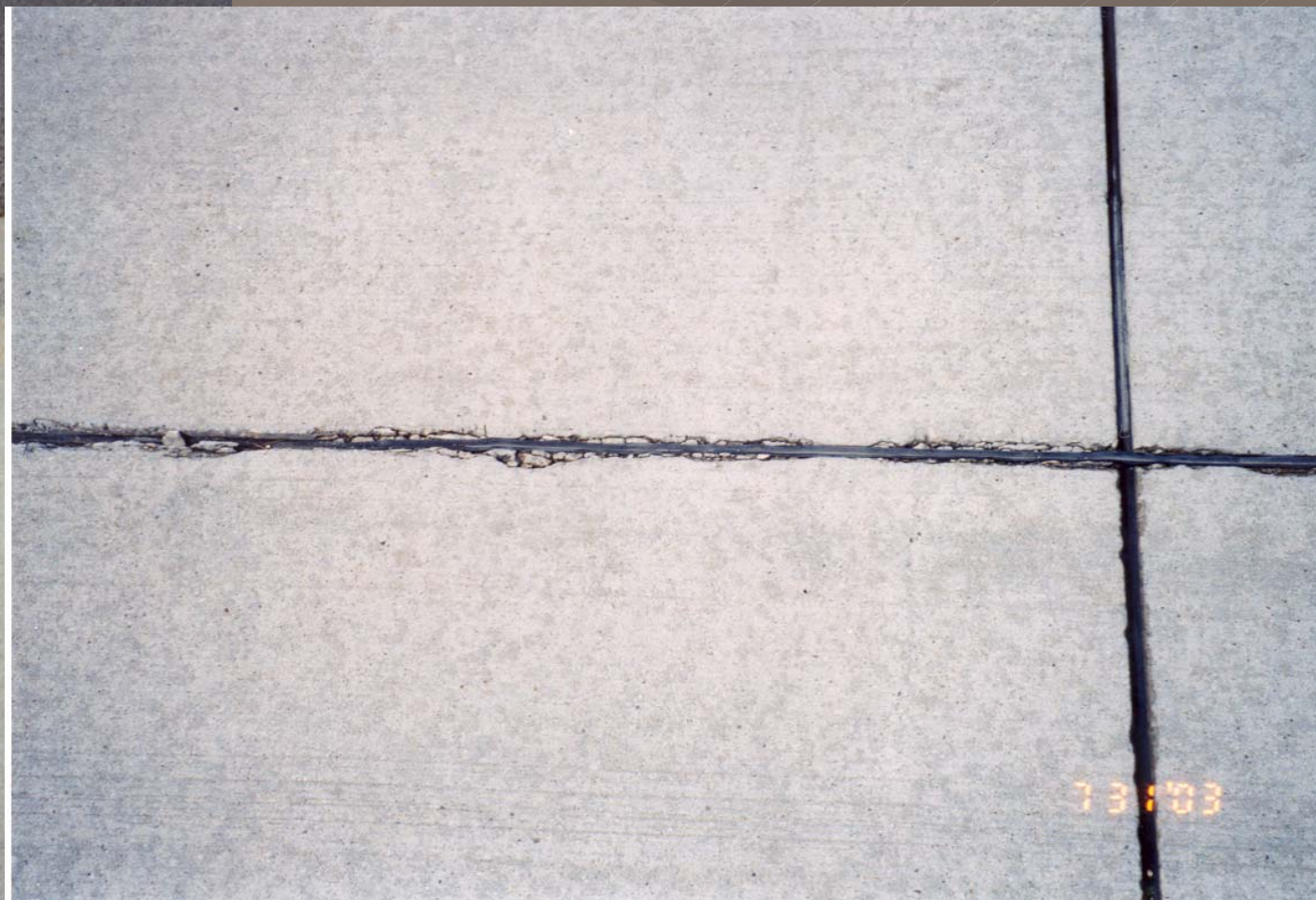
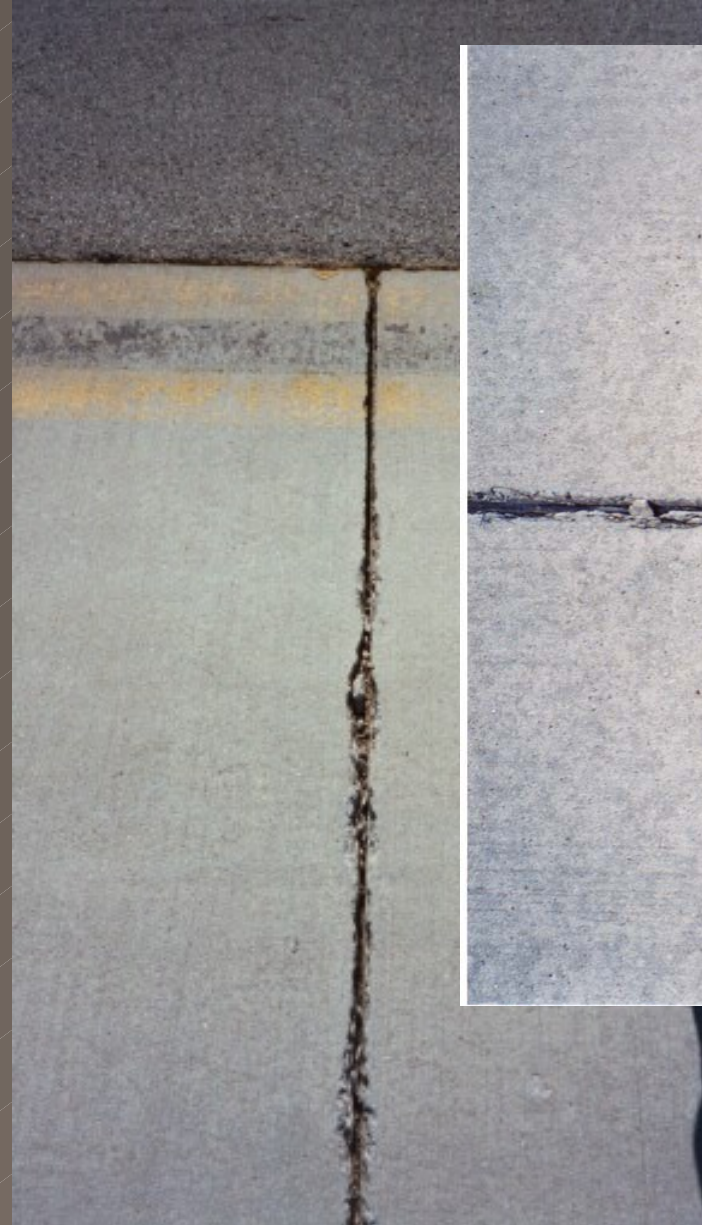
















	Quantity Unit	Original Economic Analysis		CTS Cement Analysis	
		Cont. Price	Item Cost	Estimate Price	Item Cost
<b>PCC Pavement Section</b>	<b>4675 SY</b>	<b>\$58.95</b>	<b>\$275,598.45</b>	<b>\$50.36</b>	<b>\$235,449.17</b>
Excavation	3506 CY	\$5.95	\$20,862.19	\$7.00	\$24,543.75
Subbase Trimming	5798 CT	\$1.00	\$5,798.00	\$1.00	\$5,798.00
Crushed Aggregate Base	779 CY	\$4.62	\$3,598.98	\$7.56	\$5,889.24
Econocrete Base Course	779 CY	\$76.08	\$59,266.32	\$34.02	\$26,501.58
15" PCC Pavement	1948 CY	\$95.52	\$186,072.96	\$74.95	\$146,002.60
Sawcutting Joints	3700 LF	\$0.00	\$0.00	\$2.22	\$8,214.00
Polychloroprene Joint	3700 LF	\$0.00	\$0.00	\$5.00	\$18,500.00
<b>Fibrous SCC Section</b>	<b>7500 SY</b>	<b>\$62.47</b>	<b>\$468,518.85</b>	<b>\$50.72</b>	<b>\$380,383.93</b>
Excavation	4583 CY	\$5.95	\$27,270.83	\$7.00	\$32,083.33
Subbase Trimming	9301 CT	\$1.00	\$9,301.00	\$1.00	\$9,301.00
Crushed Aggregate Base	1250 CY	\$4.62	\$5,775.00	\$7.56	\$9,450.00
Econocrete Base Course	1250 CY	\$76.08	\$95,100.00	\$34.02	\$42,525.00
10" SFRSCC Pavement	2083 CY	\$158.94	\$331,072.02	\$134.95	\$281,100.85
Sawcutting Joints	875 LF	\$0.00	\$0.00	\$1.77	\$1,548.75
Polychloroprene Joint	875 LF	\$0.00	\$0.00	\$5.00	\$4,375.00
<b>PT Fibrous SCC Section</b>	<b>10000 SY</b>	<b>\$80.17</b>	<b>\$801,688.44</b>	<b>\$46.29</b>	<b>\$462,902.10</b>
Excavation	5278 CY	\$5.95	\$31,402.78	\$7.00	\$36,944.44
Subbase Trimming	12401 CT	\$1.00	\$12,401.00	\$1.00	\$12,401.00
Crushed Aggregate Base	1667 CY	\$4.62	\$7,701.54	\$7.56	\$12,602.52
Econocrete Base Course	1667 CY	\$76.08	\$126,825.36	\$34.02	\$56,711.34
7" SFRSCC Pavement	1944 CY	\$158.94	\$308,979.36	\$134.95	\$262,342.80
PT Materials and Labor	1 EA	\$288,878.40	\$288,878.40	\$67,500.00	\$67,500.00
Poly-Film Double Layer	10000 SY	\$2.55	\$25,500.00	\$1.44	\$14,400.00
<b>Total</b>	<b>22,175.00 SY</b>		<b>\$1,545,805.74</b>		<b>\$1,078,735.21</b>

## **PRESTRESSED FIBROUS PAVEMENT**

1. Pavement is performing excellently
2. Hairline cracks are due to relaxation of the stressing tendons or friction was greater than anticipated.
3. Some of the distresses are design issues and not pavement thickness issues.

## **FIBROUS PAVEMENT**

1. Pavement is performing very well.
2. Cracking pattern is 25 ft by 40 ft.
3. Cracking pattern is not structural and thickness is sufficient.
4. Wet cure may have avoided some of the cracks.

## **CONVENTIONAL PAVEMENT**

1. Pavement is in good condition.
2. Primary distresses are spalling and slab cracking.



## **SUMMARY**

**The Objective of the innovative pavement designers was to minimize longitudinal and transverse joints in PCC pavements. Joint in PCC pavements are the “weak link” in the performance of the pavements.**

**After 10-years, the conventional pavement is severely spalled, producing undesirable FOD. This deterioration is one of the reasons the designers sought to eliminate joints.**

**The fibrous PCC pavement reduces the number of joints, but not as many as the designers had anticipated.**

**The prestressed PCC pavement is performing exceptionally, but at a substantial increase in construction cost.**