



GREENBRIER ESTATES "FAST TRACK"

Dallas County, Iowa

Project Report #1

May, 1987



On Saturday, May 16, 1987 the Greenbrier Estates Owners' Association held a ribbon cutting and road dance party to acknowledge the great job that had been done in paving their access road. Greenbrier Estates is a residential subdivision served by a Dallas County road that connects at the junction of Interstate 35 and Iowa Highway 5 in Des Moines, proceeds westerly across the Moffitt Reservoir Dam and terminates about a mile further west where a number of subdivision streets radiate in different directions. The dead-end road that serves this exclusive subdivision has no other outlet.

When County Engineer Gene Hardy was confronted with providing a pavement in minimum down-time to accommodate the average 400-vehicle-daily-traffic volume, he recognized that the "FAST TRACK" concrete option would provide him the strength, durability, texture and appearance needed for such

an improvement. The project was graded in 1986 and surfaced with crushed limestone for temporary winter surface. By constructing the embankment to accommodate the future pavement, no further time-consuming grading was needed.

On March 24, 1987 bids were received for this 1.03-mile project consisting of 13,298 SY of 6 in. thick by 22 ft. wide slipform Portland cement concrete (PCC) and 109 stations of earth shoulders. "FAST TRACK," concrete requiring the use of Type III cement, was specified. Class II durability coarse aggregate was specified and fly ash with a water-reducing admixture was required. Curing consisted of applying a white pigmented compound, followed by an insulating blanket cover of closed-cell polystyrene foam with a 0.5 R-value minimum.

Construction limitations required that the road be closed to traffic at 7:30 a.m. the day the project started, and restored to local service by 5:00 p.m. the following day. The only condition imposed was a minimum flexural strength of 350 PSI.

Central Paving Corporation of Indianola, Iowa received the contract for this project after bidding \$8.25/SY for the paving, \$30.00 per station for shoulders and \$25,000 for mobilization, totaling \$138,228.50.

After closing the road at 7:30 a.m. on Monday, May 11, paving proceeded from west to east, reaching the end of project that evening. Sawed joints were sealed during the night, and shoulders were placed the following day. After center line and no passing striping was done, the completed pavement was restored to local traffic service on Tuesday, May 12, 1987.

THE IOWA SCENE

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Through cooperation of local citizens, the innovative applications of this new paving process by County Engineer Gene Hardy and the professional work in constructing a "FAST TRACK" slab, road users have a facility that will provide essential service for many years to come. The job took only 34 hours to complete AND Central Paving Corporation received 95% payment within 4 days of the start of work!

Additional information may be obtained by contacting the Iowa Concrete Paving Association at (515) 278-0606.

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