

# Buffalo

## Gains Two Lanes

*I-90 through the City of Buffalo is being rebuilt incorporating concrete pavement and adding a lane in both directions.*

■ *By Fred Fanning*

**O**akgrove construction, Inc. workers get ready to pave another bridge. The bridge decks and pavement are made from concrete for wearability and longevity.

As traffic volume increases five percent a year, I-90 through Buffalo was getting more and more congested. Lanes needed rebuilding and the New York State Thruway Authority decided to replace a two-mile stretch through the city and to add a lane on each side of the Interstate. Concrete pavement was chosen for the project as a way to inconvenience the NYSTA's customers the least.

The two year, \$60-million project was undertaken by Oakgrove Construction, Inc. Doug May vice president of the company was at the job site recently and explained why it is more than just pavement and traffic involved. "It will relieve a congestion problem that has kind of impacted industrial development and growth in western New York," he said.



This Gomaco PS2600 placer-spreader part of the paving train can handle up to 2,000 yards a day.

The Thruway Authority wanted minimum interruption to its 'customers' and has put the project on the fast track. Paving will be done in four phases with some paving to be done at night. Fourteen bridges will be rehabilitated or replaced in the two year time period along with the lane additions. Some changes will be made to the road, all in the interest of conveying motorists safer and without delays. "They have done a number of vertical and horizontal alignment changes," May said. "Underneath the piles of the bridges,



Part of the finished product is almost ready for traffic. This is the first of four phases that will be completed in two years. The slip formed concrete pavement is designed for 50-year usage.

they did lower it considerably, got us into some rock that caused us some headaches."

With a project of this scope and of this size Oakgrove is also extensively using rental equipment. "We do a lot (of rentals) with Anderson, Syracuse Supply and L.B Smith," May said. The slip formed concrete is one of the newest methods of laying roadway in New York State. "There is 12 feet of sub-base, four inches of (cement treated) permeable base and 12 inches of concrete pavement," May said. "Everything is done to the highest standards." No rebar was used in the pours in order to make the concrete more conducive to rehabilitation 20 or 30 years down the road. "The Thruway is putting a lot of effort into a final product that will last over a long period of time," May commented.

The paving of the project has been subcontracted to a partnership between Leone Construction, Inc. and Surianello General Concrete Contractors, Inc. called L & S Construction LLC.

Able to pour 2,000 yards a day of the 12-inch product one lane at a time the concrete goes in fast. In the paving train a Gomaco placer spreader is ahead of the slip form paver. Part of L & S success is the permeable sub base that is supporting the final paving product. "If you were to pour a barrel of water on there, it goes right out underneath," said John Leone, execu-



This sub-base material is cement coated aggregate. Extremely water permeable and strong, the material is place with an asphalt paver.

tive supervisor of Leone Construction, Inc. This sub-base, by its ability to shed water is expected to help the concrete roadway to last well into this century. And with Buffalo's cold winters severe frost heaving of the roadway will be eliminated.

The concrete is slip-formed paved in 15-foot long segments. This narrow spacing of panels minimizes panel movement.

The next phase of the project will consist of working as traffic flows along each side of the work site. "It's a big pour. We will swap into an interior phase, May said. "We will have traffic on both sides of us. We have to complete that by Thanksgiving." "The following year it will be a very similar situation. This was an extremely confined area, extremely confined," May said. "We've got traffic very close to the work." The Thruway Authority is very motorist aware and takes customer safety and traveling convenience seriously. "At some point in time everyone realizes there are going to be some delays. But we are doing everything we can to minimize those delays," May said. "The Thruway has been working with us and we have been working with the Thruway to expedite traffic through the job." □



John Leone, Leone Construction, Inc.; Frank Surianello, Surianello Concrete Contractors, Inc.; Mike Leone, Leone Construction Inc.; and Doug May, vice president of prime contractor Oakgrove Construction Inc. inspect the I-90 job site.