DeFoe workers add cross member in widening a structure on the Bruckner/Cross Bronx Expressway Interchange Rehabilitation Project.

DeFoe Shatters Incentive Ceiling on Colossal NYC Thoroughfare Job

By James C. Van Horn

Due to savvy deployment of equipment and precise project sequencing, DeFoe Corp., Mount Vernon, NY, has so far maxed out on its incentive completion bonuses on a $200 million-plus highway rehab job. DeFoe is the general contractor for the Bruckner/Cross Bronx Expressway Interchange Rehabilitation Project in the Bronx, NY, for the New York State Department of Transportation (NYSDOT). This project covers major portions of the Bruckner Expressway (I-878), the Cross Bronx Expressway, the New England Thruway (I-95), the Hutchinson River Parkway and the expressways to the Whitestone and Throgs Neck bridges.

Scope of work on the job, originally let at $242 million, see BRUCKNER page 120

ARTBA Rings in 2002 By Celebrating Its Centennial Birthday

By Pete Sigmund

One hundred years ago, Horatio "By Gum" Earle, president of a bicyclists' association called the League of American Wheelmen, met with three other men in the Cadillac Hotel in New York City. They approved a constitution of an association of road builders that is today a major force in the transportation and construction industry.

The constitution provided for a president and three vice presidents and created eastern, southern, central and western divisions. The annual membership fee was $5. "This is not a cheap affair and cheap members will not be tolerated," Earle wrote.

At the time of the Feb. 13, 1902, meeting, only 14,000 cars — which farmers dubbed "the red devils" — were registered in the United States. The country included millions of bicycle riders. Both the early motorists and the cyclists were mired in mud, especially on country roads.

The meeting founded the American Road Builders Association (see ARTBA page 106)
NY Contractor Races Through $242M Rehabilitation Project

includes:
- Replacement of 1.1 million sq. ft. (102,193 sq. m) of reinforced concrete deck on 14 multi-stringer steel structures;
- Repairing and resurfacing of 4 mi. (6.5 km) of on-grade roads;
- Replacement of bridge and overpass superstructures;
- New super and sub-structures on three spans on the Cross-Bronx.

Installation of an intelligent traffic system (ITS);
- Maintenance and protection of utilities.

Providing construction coordination and management services, including inspection, to NYSDOT are HAKS Engineers PC, New York City.

The project, according to NYSDOT, was planned so that it combines several projects into one, thereby reducing costs and impact on the surrounding communities and motorists.

The contract has 16 incentive/disincentive milestones in 11 terms of completion of each work package. If we finish ahead of the scheduled milestones date, we get a bonus, depending on how much ahead we are, to a maximum of 10 percent. If we finish on time, we get the contracted amount. If we get behind, we are penalized for each late day. So far we have achieved the maximum allowable bonus for each milestone.

Completion of this job, which started in June 1999, was originally set for May 2003, but DeFoe is at least 75 percent there already. On three previous segments of the mammoth project, DeFoe completed one in 50 percent of budgeted time, a second a year early, and a third 11 months ahead. On the final, and biggest, roadway segment, the actual exchange of the Bruckner and Cross Bronx, anticipated completion has now moved up to November 2002. However, Coletta said they are aiming at finishing concrete work and having roads open by this coming winter, with final completion by May 2003.

"We are on track to finish ahead of schedule, and, even though there are extras added since the original award, there are also underruns. We will probably come in dollar-wise under the original award."

The original Bruckner interchange, according to Coletta, was completed in 1971 and, at $50 million (1970 dollars), was one of the most expensive and complex highway projects built in the United States at the time. The Bruckner Interchange was built to 1960's steel structural standards and has suffered deterioration after 30 years of pounding traffic and proximity to the salt air of Long Island Sound.

Coletta said: "We are removing and replacing the concrete decks, reinforcing bearings to meet seismic loads, and widening certain areas on the viaducts for extra lanes, requiring new foundations and new columns."

At the start of the project, DeFoe drove 1,000 new concrete-filled monotube friction piles to support new and rebuilt roadways. On the westbound Cross Bronx, they cut out 800 ft. (243 m) of steel and replaced steel cross hammers with concrete, and replaced and stiffened girder spans.

Continued Coletta: "While some steel replacement is necessary, we can use many of the existing steel structures, rehabilitation, and reinforcing them."

The basic sounds of the Bruckner, he noted, testifies to good maintenance practices.

DeFoe also replaced and repaved on-grade roads on the Hutchinson River Expressway, the Cross Bronx and the approach from the Whalsteen and Throg's Neck bridges. Caterpillar and Komatsu hydraulic excavators handle excavation — or re-excaution — where necessary.

"One of the more interesting parts of the job was on the ramp that feeds the Cross Bronx Expressway from the Cross Bronx — we couldn't shut it down for the entire time it took to rehab it, six months, so we designed and built a temporary bridge to handle all the traffic while we reedit the permanent structure. This temporary bridge had to connect two existing structures which vibrated independently of each other, so the connecting bridge actually bounced two ways."

The temporary bridge used four longitudinal steel beams topped with open steel grating, like that used on drawbridges, welded to them. DeFoe makes extensive use of staged construction to keep traffic moving and make the best use of time and resources. On one stretch of elevated roadway, for example, Caterpillar and John Deere crawler and wheel excavators with hydraulic hammers chiseled old roadway; crews then shot away old steel plates and see BROOKHILL page 154
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The biggest cranes, however, were used to handle the new steel beams - 500-ton (450 t) capacity Krupp hydraulic truck cranes with 200 ft (60 m) of boom, for precision work inside and between piers and girders.

Normally DeFoe works one shift a day, with 300 people on the job. They will work nights and weekends, straight through if necessary, for the $1 billion project, to complete 20 miles of new highway. As piers and girders are ready, DeFoe puts in steel and rebar, and uses other cranes to lift new cross-braces and steel replacement parts, while concrete crews follow, installing rebar and permanent metal concrete forms. Concrete pouring followed closely.

Coilella explained that they deploy lots of hydraulic lifting equipment. "This is a big Condor job, we have as many as 30 aerial lifts on the job. We also use cherry pickers and 35-ton hydraulic cranes."