
Rehabilitation of the Brooklyn-Queens Expressway (I-278), Park Avenue Viaduct

GPI

Construction Engineering & Inspection



Client: New York State Department of Transportation

Project Location: New York, NY

GPI is providing resident engineering and inspection services for the \$138-million reconstruction project. This project's major construction goals are to re-deck the viaduct while maintaining six lanes of traffic, and perform a major steel rehabilitation or replacement and re-painting at street level along the length of the viaduct in the proximity of the Fort Greene neighborhood and business districts. Included in the deck work will be replacement of all expansion joints, replacement of steel railing with single slope concrete barrier, and drainage improvements for both viaduct structures. The Park Avenue viaduct is to be widened by about 0.6 m on each side, and will require seismic improvements, fatigue upgrades and bearing replacements. In addition, work will be done on approaches and ramps, new lighting, lead abatement/painting of the steel structures and ITS work.

The maintenance and protection of traffic (MPT) operations for this project are complex and include issues such as construction phasing, lane closure restrictions, lane rentals, night work, and weekend work. MPT needs must be addressed both at the viaduct level and at street (Park Avenue) level, as well as complex traffic shifts at the entrance and exit ramps. There are provisions for Critical Path Method (CPM) scheduling, and a project schedule that must integrate a "block-by-block" street level substructure construction effort with that of a linear "slice-by-slice" effort at deck level. Extensive involvement with local communities and their representatives will be required on a constant basis, and there will be continual coordination with many New York City agencies.