

2012 CONTRACTOR'S CHOICE AWARD WINNERS

Each year, the Contractor's Choice Awards honor manufacturers for the products they put out on the jobsite. In 2012, 113 different products were recognized in 40 categories. The program works as follows: Manufacturers submit product updates and a ballot is delivered to ROADS & BRIDGES' contractor readership. The top vote-getters receive gold, silver and bronze awards.



Featured Gold Medal Winners

- | | | |
|----------------------------|-----------------------------|--------------------------|
| 24 Concrete Curb & Gutter | 29 Asphalt Milling Machines | 34 Excavators |
| 26 Bridge Pavers/Finishers | 30 Concrete Saws | 35 Concrete Pavers |
| 28 Asphalt Pavers | 32 Skid-Steer Loaders | 36 Aerial Work Platforms |

AERIAL WORK PLATFORMS

- GOLD** JLG 1350SJ boom lift with Skywelder
SILVER Terex Genie S-60 XC
BRONZE Skyjack SJ 45T

ASPHALT MILLING MACHINES

- GOLD** Wirtgen W 2200-12
SILVER Caterpillar PM200
BRONZE Roadtec RX-900

ASPHALT PAVERS

- GOLD** Caterpillar AP1055D
SILVER Volvo PF6110
BRONZE Roadtec RP-195

ASPHALT PAVERS (SMALL)

- GOLD** Caterpillar AP555E
SILVER VT LeeBoy 8500
BRONZE Terex CR 300L

ASPHALT PLANTS

- GOLD** Astec Six Pack Series
SILVER Gencor Ultraplant 400
BRONZE Terex E275P

ASPHALT SCREEDS

- GOLD** Caterpillar Extend-A-Mat 10-20B
SILVER Carlson Easy Screed IV
SILVER Terex Stretch Screed

BRIDGE PAVERS/ FINISHERS

- GOLD** Terex Bid-Well 3600
SILVER GOMACO C-450

COMPACTION (ASPHALT)

- GOLD** Caterpillar CB64
SILVER Bomag BW 284 AD
BRONZE Dynapac CC 624

COMPACTION (PLATE)

- GOLD** Bomag Economiser

COMPACTION (SOIL)

- GOLD** Caterpillar 825H
SILVER Bomag BW 211 D-40
BRONZE Hamm 3412

COMPRESSORS

- GOLD** Atlas Copco XAS
SILVER Doosan P185
BRONZE Kaeser's Mobilair M100

CONCRETE BREAKERS

- GOLD** Caterpillar H90C
SILVER Atlas Copco HB2200
BRONZE Bobcat HB880

CONCRETE CURB & GUTTER MACHINES

- GOLD** GOMACO Commander III Three-Track
SILVER Power Curber 5700-C
BRONZE Miller Formless M-1000

CONCRETE PAVERS

- GOLD** GOMACO Commander III Four-Track
SILVER Allen Engineering TRTP 255CD
BRONZE Wirtgen SP 15

CONCRETE SAWS

- GOLD** Husqvarna FS 8400 D
SILVER EDCO DS-18
BRONZE Multiquip SP706036

CRUSHING PLANTS

- GOLD** Eagle Crusher Portable UltraMax 1400-45
SILVER Terex Pegson 1165 HR
BRONZE Metso Minerals Lokotrack Mobile Crushing Plant

DOZERS

- GOLD** Caterpillar D6T
SILVER John Deere 700J
BRONZE Case 850L

EXCAVATORS

- GOLD** Caterpillar 320D L
SILVER Komatsu PC300
BRONZE John Deere 200D LC

GPS/LASER-GUIDED EQUIPMENT

- GOLD** Topcon 3D GPS+ Machine Control
SILVER Caterpillar AccuGrade GPS & Laser
BRONZE Trimble 3D Grade and Compaction Control Systems

LOADER BACKHOES

- GOLD** Caterpillar 420E
SILVER Case 580SN
BRONZE John Deere 310SJ TC

MINI EXCAVATORS

- GOLD** Caterpillar 308D CR SB
SILVER Bobcat M Series
BRONZE Kubota KX057-4

MOTOR GRADERS

- GOLD** Caterpillar 140M
SILVER John Deere 872 GP G Series
BRONZE Volvo G930

PAVEMENT MARKING

- GOLD** EZ-Liner Model 1300
SILVER Graco RoadLazer
BRONZE Thermomark II Featherlite Double Drop

PAVEMENT-MARKING REMOVAL

- GOLD** Stripe Hog SH8000
SILVER EDCO CPM8
BRONZE MRL Equipment 3-210-D

RECYCLERS/RECLAIMING MACHINES/SOIL STABILIZERS

- GOLD** Caterpillar RM500
SILVER Bomag MPH 122-2
BRONZE Wirtgen WR 2500S

ROAD PATCHING

- GOLD** DuraMaxx by DuraPatcher
SILVER Crafcro EZ Series II 1500
BRONZE Patch Management Pothole Killer PK 2000

SKID-STEER LOADERS

- GOLD** Bobcat M Series S850
SILVER Caterpillar 262C
BRONZE Case 440 Series 3

SOFTWARE (ACCOUNTING)

- GOLD** Viewpoint V6 Accounting Software
SILVER Dexter + Chaney Spectrum Construction Software

SOFTWARE (BIDDING)

- GOLD** HCSS HeavyBid
SILVER Bid2Win Estimating & Bidding

SOFTWARE (FLEET MANAGEMENT)

- GOLD** Caterpillar Equipment Management
SILVER HCSS The Dispatcher
BRONZE Dexter + Chaney Spectrum Construction Software

SOFTWARE (PROJECT MANAGEMENT)

- GOLD** HCSS HeavyJob
SILVER Viewpoint V6 project Management Software

- BRONZE** Dexter + Chaney Spectrum Construction Software

SPECIALTY EXCAVATORS

- GOLD** Caterpillar 328D LCR
SILVER Gradall XL 4100 III

STREET SWEEPERS

- GOLD** Elgin Eagle
SILVER Sweepster CS
BRONZE VacAll Sweeper/Cleaner

TELEHANDLERS

- GOLD** Caterpillar TH514
SILVER JCB 512-56
BRONZE Case TX 842
BRONZE Skyjack CareLift ZoomBoom ZB 32032

TRUCKS (OFF-HIGHWAY)

- GOLD** Volvo A40E
SILVER Caterpillar 740 Ejector
BRONZE Case 335B

TRUCKS (ON-HIGHWAY)

- GOLD** Mack Granite Axle Back
SILVER Peterbilt 335
BRONZE International 7700

WHEEL LOADERS

- GOLD** Caterpillar 930H
SILVER Volvo L90F
BRONZE John Deere 744K

WORKER SAFETY VESTS

- GOLD** Dickies VE205 High Visibility ANSI Class 2 Mesh Vest

WORK-ZONE SAFETY (ATTENUATORS)

- GOLD** Energy Absorptions's SST Truck-Mounted Attenuator
SILVER Traffix Devices Scorpion Trailer Attenuator
BRONZE Trinity Highway Products MPS-350 Truck-Mounted Attenuator

WORK-ZONE SAFETY (LIGHTS)

- GOLD** Genie TML-4000
SILVER Doosan Portable Power LSC
BRONZE Terex RL4



Mold crowning

Contractor finds key ingredient for barrier-wall job

JBI Construction faced a barrier challenge on I-65 in Louisville, Ky.

They were a subcontractor to Hall Contracting of Kentucky Inc. on the project, which required the removal and replacement of approximately 12,000 linear feet of barrier in just nine days. The project took place on a 4.2-mile section of I-65 that stretched from downtown Louisville to the I-264 Watterson Expressway interchange.

JB I, based out of Evansville, Ind., used three GOMACO slipform pavers—including a Commander III three-track, a Commander III four-track

and a GT-6300—to create three barrier walls for crews to work on I-65. Going into the start of the project, JBI knew it had to average 1,800 ft of wall per day to complete on time.

“To make a project of this size a success, you need a good concrete supplier, good equipment, good people and a lot of patience,” said Tim Sigler, vice president and general manager of JBI Construction.

The Commander III three-track was paving on the north end of the project and featured a new GOMACO-built barrier mold. The profile of the wall was 52 in. tall, with a 12-in. top width and 30 in. wide across the bottom. No steel reinforcing was used in the new concrete barrier.

The only reinforcing was in areas requiring drainage inlets. In those areas, the mold had a hinged door on the front of it that could be hydraulically raised to allow slipforming over the steel. Once the mold had cleared the steel, the operator simply hydraulically lowered

the door again, never having to stop the forward progress of the paver.

The barrier was slipformed over a trench that was left from the removal of the pre-existing 32-in.-tall wall. The interstate remained open during the entire project.

JB I was only given the two left lanes in each direction to work in. It was challenging working conditions to say the least, with minimal space to get ready-mix trucks in and out as thousands of vehicles passed by the JBI slipforming crews.

JB I was allowed seven of the nine days to slipform all of the 52-in.-tall, single-slope barrier wall. Failure to complete on time could have incurred hourly penalties up to \$690,000. The penalties were not a factor at all, though.

JB I did not just complete the barrier wall on time; they finished their portion of the project one day early.

It was an impressive project accomplished with multiple machines with matching barrier molds. **R&B**

Concrete Curb & Gutter

GOMACO
Commander III

The barrier was slipformed over a trench that was left from the removal of the pre-existing 32-in.-tall wall.



Proud veteran

Experienced contractor finishes difficult job right before Memorial Day

At 10:30 a.m. on Sunday, May 20, Hall Contracting finished paving the deck of the Eggner's Ferry Bridge.

With beating the Memorial Day deadline in sight, Randy Downey, project manager for Hall Contracting—Louisville, Ky., could reflect on the incredible amount of work completed in a short period of time.

On Jan. 26, 2012, a cargo ship struck a 322-ft-long span of the U.S. 68/KY 80 Eggner's Ferry Bridge, setting off a chain of events. The bridge is a vital link to the Land Between the Lakes National Recreation Area, and the closure resulted in a 42-mile detour; the missing span had to be replaced.

For the next six weeks, the Kentucky Transportation Cabinet (KTC) worked feverishly to inspect the bridge's piers for damage, reviewed hand-drawn blueprints for the 81-year-old bridge, published a request for bid to replace

the missing section of the truss bridge and wanted the bridge open in time for Memorial Day.

"The contract deadline was midnight Sunday, May 27, with a \$50,000-per-day disincentive" said Keith Todd, public information officer for districts 1 and 2 of the KTC.

Hall received the \$7 million contract on March 8. In less than 12 weeks, he sourced more than 300 tons of steel, selected a construction site, built the span's truss frame with the aid of Terex rough-terrain cranes and loaded the 320-ton span on a barge with the aid of a Terex CC2800-2 crawler crane. On May 15, the 322-ft span was lifted onto the piers. "If the mill had not shut down for over a week, we would have had this done sooner," recalled Downey.

One final hurdle was left to complete: deck paving. In less than four days, crews finished placing the metal decking, installed rebar and shot 6,000 sheer

connectors. The bridge's deck width measured only 21 ft, but the steel truss design posed a challenge. "On the rail, we had 1-in. clearance from the axle to the diagonal supports," said Downey.

The versatile Terex Bid-Well 3600 paver offers a number of options designed to meet virtually any paving challenge. Hall's crew equipped the 3600 paver with its swing leg option to adapt to the confined space. The swing legs offer zero-clearance paving and the variable position, offset legs provide an additional 2 ft length for variable-width paving.

The 3600 offers standard paving widths from 8 to 86 ft, and its sturdy 36-in. truss depth helps prevent deflection at extended widths. "We recently paved a 75-ft-wide bridge deck with a 45° skew angle," recalled Downey. "We paved at the skew, which made our paver much longer, and equipped the paving carriage with its skew bar kit."

At 5:30 a.m. on May 20, crews began

Bridge Pavers/Finishers

Terex Bid-Well
3600

pumping the Class AA 4,000-psi concrete mix onto the new span; a galenium accelerator served to achieve compressive strength within 24 hours.

“We needed to quickly get equipment on the slab, so we could pour the curb and finish the deck,” said Downey.

Within five hours, 160 cu yd of concrete was paved with the 3600. The paver’s patented Rota-Vibe system helped to improve slab quality by reconsolidating the top 2.5in. of the concrete.

The Eggner’s Ferry Bridge was open to traffic on May 25, two days ahead of schedule.

“I have a lot of respect and appreciation for Hall Contracting,” said Todd. “It’s great to live in a country where an impossible bid is let and companies put their reputations on the line to get it done.” **R&B**



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Adjusting nicely

Work on Utah's I-15 requires versatility

At first glance, the reconstruction of I-15 near Provo, Utah, looks like a high-production, mainline paving job.

It runs for 25 miles and is typically 10 lanes wide. By the time the paving portion of the three-year job is completed in September, Staker Parson Cos.—the only paving contractor on the job—will have placed nearly 800,000 tons of warm mix and stone-matrix asphalt (SMA).

But there is more to this job than straight-line production. The ability of a paving crew to adjust to varied mixes and widths is every bit as important as quickly placing tons behind the screed.

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“In many ways, this job is about versatility as much as anything else,” said Tyler Shepherd, project manager for Staker Parson. The work includes tie-ins to 55 bridges and 4,000 drainage boxes.

“The drainage boxes are a challenge,” Shepherd said. “The paver has to accept the mix, adjust the screed without any disruption, move around the box, stay steady as the screed is adjusted again and never miss a beat.”

Even mainline passes require adjustment.

“We can go as narrow as 10 ft 6 in. and as wide as 20 ft in a matter of minutes,” Shepherd said. “It’s rare that we’re just moving down the road at the same width. We have to make those adjustments and still hit the specs.” Specs allow a deviation of 0.03 in. from the design finish elevation.

The project utilizes two very different types of mixes. The interstate mainline consists of a 3-in. lift of mix with ¾-in. stone. That lift is later covered with concrete. The exit ramps and roads

receive a 4.5-in. lift of warm mix, topped off by a 1.5-in. surface lift of SMA. Both types of mixes were placed with Cat AP1055D pavers.

“Crews and pavers have to be able to adjust to the mixes,” Shepherd said. “We meet the challenge by having well-trained, flexible crews and paving equipment that can adjust quickly and still perform quality work.”

Being part of a bigger team also requires some flexibility.

“We didn’t anticipate how many times we would have to move from one area to the next because of scheduling needs,” Shepherd said. “That was another adjustment.”

“It’s the largest volume job we’ve ever been on,” said Shepherd. “It’s the largest highway project in Utah’s history and has an extremely demanding and complex schedule to meet. The high production level required to meet these demands is being accomplished by the ability of our crew and the pavers to quickly adjust to many variables.” **R&B**

Asphalt Pavers

Caterpillar
AP1055D



Fine piece of work

Reagan milling requires precise effort

Late last year—working nights under very tight time constraints—a Wirtgen W 2200-12 cold mill with 12-ft 6-in.-wide drum worked with smaller Wirtgen mills to remove asphalt from a main runway at Ronald Reagan Washington National Airport (DCA).

There the W 2200-12, Wirtgen's then-largest mill, expedited milling of Runway 1-19 plus tie-backs into all adjoining taxiways, a total of nearly 300,000 sq yd. When visited, milling contractor Mark-Lang Inc. was removing the intersection of runways 1-19 and 15/33.

"It's got to be open to air traffic by 6 a.m., so we really only have until 4:30 a.m. to do any construction."

"The intersection work requires a hard closure," said Charles Boswell, secretary/treasurer of Mark-Lang Inc., Millersville, Md. "We typically will have from 1 a.m. to 6 a.m. to do the work. It's got to be open to air traffic by 6 a.m. so we really only have until 4:30 a.m. to do any construction. After that we have to be cleaning up the area and getting off the airfield."

Every night is different, Boswell said. "This job is not as straight a cut as a 'shave-and-pave' project," he said. "We're basically profile-milling, or fine-grading, the runways. Survey teams check elevations and determine what needs to be cut to place 3 in. of asphalt back on top. As a result we will remove anywhere from 1 in. to as much as 7 in. in some areas, but the majority is 3 to 4.5 in."

For this work, Mark-Lang was using a W 2200 with a 12-ft 6-in. fine-texture

Asphalt Milling Machines

Wirtgen
W 2200-12

drum and a W 210 with a fine-texture drum. Cutting tools were spaced at $\frac{5}{16}$ in. Wirtgen's exclusive Level Pro system was making the critical adjustments in runway milling easier for Mark-Lang.

"[The system] allows us to control both sides of the machine at the same time from one controller," said Boswell. "The controllers talk to each other, too. If you change entries on one monitor it will show up on the other."

"Not only that: When we're cutting shoulder edges we tend to run slope for that, and you can see your slope in the center screen, or your depth," Boswell said. "You are able to monitor your depth while still seeing the slope, and it allows a lot of functionality for the guys running ground controls."

In 2011 the W 2200 was replaced with the new Wirtgen W 250, which features many improvements over the W 2200. **R&B**



Concrete Saws

Husqvarna
FS 8400 D

Moon-lit challenge

Crews stay flexible during nighttime construction

Slab rehab on its own is an intense operation for equipment and users, but performing with a tropical storm, working at night and with limited hours complicates matters.

Workers have to be able to handle equipment in an efficient manner to ensure they can work a full shift and keep the equipment running at top performance.

Currently, Costello Industries—South-east Division, based out of Stockbridge, Ga., is tackling 50,000 sq yd of slab replacements and joint sealing on I-95, just south of Jacksonville, Fla. In addition to the slab rehab and joint sealing, the project entails 3,000 lineal ft of sound-barrier wall and upgrades to

multiple overhead signs and lighting.

I-95 is a major artery throughout Florida; due to the heavy traffic on the interstate, Costello Industries has to perform all rehab work at night, when there is less traffic to disrupt. This means a very limited amount of time lanes of the interstate can be closed for work. In addition to working at night, Tropical Storm Beryl tightened Costello's window to complete the job. Jason St. Peter, president of Costello Industries, took all these constraints into consideration when planning the equipment and operators that will be on-site to ensure the project stays on track.

St. Peter knows that different saws work well for different operators. Knowing which operator works best with a certain flat saw is key to maximizing efficiency and accomplishing the night's cutting goal. If an operator is paired with a saw that has more or less horsepower than he/she can handle, the operator can get frustrated and the machine will underperform, causing the

project to fall behind.

For the I-95 project, Costello brought four flat saws for two saw men. The additional saws enable the operators to switch between saws if needed. Three of the saws on-site are Husqvarna FS 8400 D flat saws. St. Peter chose to pair the FS 8400 D with his operators because it is easy to maneuver and dependable. He noted that the project called for a flat saw that was flexible enough to easily switch between 28-in., 36-in. and 42-in. blades quickly and the FS 8400 D's blade guard was designed for quick blade changes. The operators are able to maximize the saw's efficiency and meet their nightly cutting goals thanks to being paired with the proper equipment.

It is important to note that when operators are matched to the correct equipment, contractors get more than just optimum efficiency: They also are protecting their investment. St. Peter said, "Matching the operator correctly with the equipment protects our investment in our people and our equipment." **R&B**

In addition to working at night, Tropical Storm Beryl tightened Costello's window to complete the job.



At the end of the day

Equipment provides a strong finish to the job

In the extremely competitive business of asphalt paving, where bids of several hundred thousand dollars can be won or lost by less than a thousand dollars, something as common as end-of-the-day cleanup can make a huge difference.

For Christ Brothers Asphalt Inc., Lebanon, Ill., a large assortment of compact equipment, including a Bobcat M-Series S850 skid-steer loader and attachments, gives them a competitive advantage.

"We bid every job knowing we will have the Bobcat S850 equipment working at the site," said Aaron Christ, a project superintendent for the company started 28 years ago by his uncle, Mark Christ, and father, John Christ. "We know it will

The Christ Brothers' equipment lineup is diverse, including compact track loaders, skid-steer loaders and a compact excavator.

help us make or save money."

The Christ Brothers' equipment lineup is diverse, including compact track loaders, skid-steer loaders and a compact excavator. In addition, the company operates several attachments:

- Angle brooms;
- Dozer blades;
- Hydraulic breakers;
- Planers;
- Root grapples;
- Soil conditioners;
- Sweepers; and
- Wheel saws.

All of the company's loaders are equipped with high-flow auxiliary hydraulics because the company wants maximum production from every attachment and loader.

Originally the company focused on commercial work, but when that slowed down the past few years, Christ Brothers had the expertise and equipment to transition to government projects. Today

Skid-Steer Loaders

Bobcat
M-Series S850

85% to 95% of its jobs come from the Illinois Department of Transportation.

"Typically we will bring a loader, bucket, planer and an angle broom or sweeper," he said. "We have this equipment available where we start to work on the side of the road throughout the day and where we end for the day. That's because this equipment combination saves us an unbelievable amount of time. For example, if our paver operator dumps a little too much asphalt, say a 2-ton pile, we can clean it up in five minutes with the S850 and our other Bobcat machines. Without it, two guys with shovels would be piling up the overtime hours."

Another example: "When milling a road, there will be asphalt left between the concrete curbs on each side," Christ said. "The best way to clean it up is for two loaders with angle brooms to wind-row it to the middle and use the sweeper attachment to pick it up. We can keep the cleanup crew close to the milling crew, because the equipment can work just as fast as our bigger machines. **R&B**



Texas two-step

Excavator aids widening, extension of highway near Dallas-Fort Worth

Ed Bell Construction of Dallas is nearing completion on two years of work along Farm-to-Market Road 1938 in Tarrant County. The project has two parts to it: One involves widening existing portions of FM 1938, also known as Davis Boulevard and Randall Mill Avenue, to provide more lanes to accommodate increasing traffic.

In addition, crews are building a connecting portion between Randall Mill and Precinct Line Road. This would extend FM 1938 from I-820 in North Richland Hills to Highway 114 in Westlake, a total of approximately 15 miles.

Initial construction on FM 1938 began in June 2010, starting at Highway 114 on the northern end.

Initial construction began in June 2010, starting at Highway 114 on the northern end of FM 1938. When building the new portions, crews were able to work on the northbound and southbound lanes simultaneously. As they worked their way south, they could only widen one side at a time in order to keep traffic flowing.

When it came time for structural work, such as putting in retaining walls, the contractor turned to the Caterpillar 320D L hydraulic excavator. Smaller than many of its counterparts, the 320 was perfectly suited for making the shallower cuts of 15 ft or less, according to Ken Brookshire, excavation superintendent and equipment manager for Ed Bell Construction.

The smaller excavator also was useful for laying reinforced concrete pipe for new storm sewer lines, according to Brookshire.

While excavating the footings for the retaining walls, crews hit several pockets

of both sugar sand and groundwater, creating muddy conditions that could have been a real setback. Brookshire reported, though, that the 320 performed admirably, allowing them to push through and complete the work with minimal delays.

Brookshire also pointed to the wide availability of replacement parts as another reason Caterpillar was chosen for the job. "Some of the other brands we've used in the past, we've had to overnight parts or it takes two weeks to get here," he said. "With Caterpillar, worst-case scenario, we wait overnight for a part through UPS or FedEx."

In the end, it all comes down to dependability, said Brookshire. "We've bought other brands in the past that are good machines for a couple of years, but we've got a couple of Caterpillar excavators in our house right now that are over 10 years old and they're still running."

Brookshire expected the entire project to be completed sometime in July. **R&B**

Excavators
Caterpillar
320D L



Limited engagement

Tight paving conditions adds difficulty to I-70 job

Rieth-Riley Construction Co. Inc., based in Goshen, Ind., is at work on I-70 on the east side of Indianapolis.

The existing roadway had deteriorated and was in need of replacement. The project involves the complete reconstruction of 6 miles of two-lane interstate, with the addition of a third lane in each direction. Current traffic volumes average 66,000 vehicles per day;

Trucks can only back into the RTP-500 one at a time because of the limited working area and no room for a haul road.

that count is expected to reach 91,500 vehicles per day by 2030.

Rieth-Riley Construction is using a GOMACO four-track Commander III on the east end of the project. The Commander III is slipforming 12-ft-wide lanes of interstate, 12 in. thick.

Concrete is supplied by a mobile batch plant set up on the project. It is producing a portland cement concrete pavement (PCCP) using the Indiana Department of Transportation's quality control/quality assurance (QA/QC) specifications. Concrete slump averages 1.5 to 2 in.

Trucks haul the concrete to the paving site, where they dump into the hopper of Rieth-Riley's GOMACO RTP-500 rubber-tracked placer. The RTP-500 places the concrete on grade over dowel baskets placed on 16-ft centers in front of the

four-track Commander III.

Production is limited because of the project's tight paving conditions. Trucks can only back into the RTP-500 one at a time because of the limited working area and no available room for a haul road. The Commander III's paving speed is kept to 160 to 170 cu yd of production per hour to accommodate the slow delivery. The slow paving speed eliminates any unnecessary stops and allows for a smooth finished product.

Finishing work behind the Commander III is kept to a minimum. A burlap drag is attached behind the paver, followed by workers with bull floats.

Rieth-Riley Construction is happy with the performance of their four-track Commander III paver. It is producing a new, smooth concrete road that is earning the company bonus pay. **R&B**

Concrete Pavers
GOMACO
Commander III



Inner workings

Cleveland bridge job continues to make progress

Walsh Construction—a Chicago-based general contracting, construction management and design-build firm consistently ranked among the top 15 construction firms in the country—recently rented a number of JLG 1350SJP telescoping boom lifts from ALL Aerials of Richfield, Ohio, to meet their overhead access needs on the \$287 million I-90 Innerbelt Bridge project in Cleveland.

The bridge site is owned by the Ohio Department of Transportation (ODOT), and work began in spring 2011. Part of the project currently under way includes construction of a new westbound bridge over the Cuyahoga River. The new bridge will be 4,247 ft long and will stand

The new bridge will be 4,247 ft long and will stand about 120 ft over the Cuyahoga River Valley at its highest point.

about 120 ft over the Cuyahoga River Valley at its highest point.

The 135-ft platform height JLG 1350SJP ultra boom lifts rented by Walsh were needed to access the many overhead areas that most boom lifts could not reach. In addition to their greater working height, the 1350SJP machines featured an 80-ft horizontal reach with 1,000-lb restricted/500-lb unrestricted platform capacity. The 80-ft reach played an important role when ground-level obstacles prevented workers from positioning the machines close to the bridge piers.

The JLG 1350SJP machines also featured 360° continuous turntable rotation, 180° platform rotation and JLG's exclusive 8-ft JibPLUS jib boom with 180° horizontal motion and 130° vertical motion. This allowed workers to reach up and over to access overhead areas.

Another important feature of the 1350SJP that increased productivity and created a safer work environment, was the standard SkyPower Package on the machines. This unique feature

incorporates a 7,500-watt generator in the base of the machine with a power cable and air lines running alongside the boom to outlets in the platform. It allowed workers to use hand tools and other electric-powered devices in the platform and powered optional features like the JLG SkyWelder package, which consists of a 280-amp Miller CST 280 welder tucked into the boom platform. This conserves space in the platform and provides convenient stick and TIG capability; it also eliminates the cost of renting a stand-alone welder and power supply.

When the new westbound bridge is complete, it will be used to carry both directions of traffic while the old I-90 bridge is demolished and a new eastbound bridge is designed and built. Once the new eastbound bridge is complete in 2016, each bridge will carry five lanes of traffic. By constructing two bridges, ODOT is able to maintain traffic on I-90, a vital link that carries upwards of 140,000 vehicles per day into downtown Cleveland. **R&B**

Aerial Work Platforms

JLG
1350SJP boom lift with
Skywelder