

## CASE STUDY: PERMANENT PAVEMENTS

### *New York State Pavements Exemplify Longevity, Innovation*



**As some pavements in New York mark their centennial, many more showcase the innovative spirit that enables concrete pavement to provide strength, reliability and cost-effectiveness for our infrastructure.**

#### KEY BENEFITS

- Provided strength, durability and resilience.
- Credited with increasing home sales.

Concrete pavements have been contributing to New York State's village and city infrastructure since the 1890s. In 1893—only two years after construction of the country's first concrete pavement in Bellefontaine, Ohio—J.Y. McClintock, engineer for Monroe County, New York, paved S. Fitzhugh Street in Rochester using a material known at the time as "portland cement grouted macadam." In 1908, when William Kissam Vanderbilt II invested in a private, limited-access auto-racing parkway on Long Island, he chose reinforced concrete, and parts of that pavement are still in place today.

Not only was concrete favored by racing enthusiasts for its strength and durability, but in 1923, developers of the exclusive subdivision Flower Hill Properties, located near Port Washington, Long Island, invested in 12 miles of concrete pavement. According to a 1925 article in Concrete Highway Magazine, the pavement was "26 feet wide... laid on a 60-foot roadway. [It was] made up of two 10-foot sections and two 3-foot valley gutters built separate from the pavement and dowelled to it." The pavement was six inches thick and had a longitudinal center joint, with expansion joints every 40 feet. In 2024—100 years after construction—the Port Washington neighborhood still boasted its concrete streets.

Residents of Lynbrook, New York, also showed a preference for concrete. In 1923, voters approved a bond issue that resulted in six miles of concrete street construction, and in 1924 the village residents voted in favor of two more bond issues, allowing another six miles to be built. Home sales in the area greatly

increased, a situation Concrete Highway Magazine attributed to the clean, smooth streets. Lynbrook's streets were 18 feet wide (with gravel shoulders left on each side to permit future underground work) and six inches thick. They were reinforced with wire mesh and included expansion joints at intervals of 30 feet. Today, the concrete pavements are still in service.

Lynbrook's neighboring villages, including East Rockway and Valley Stream, followed the lead to build with concrete. By the spring of 1928, an incorporated area of villages that extended for a diameter of approximately four miles had built 47 miles of concrete-paved streets, all of which had similar designs to Lynbrook. And as with Lynbrook, many of those concrete roads are still in service today.

Learn more at [ACPA.org](https://www.acpa.org).



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