



The LiRo Group

Client:

New York City Department of
Transportation
40 Worth Street
New York, NY 10013

Reference:

Serge Rigaud, PE
Project Engineer

Total Project Cost:

\$18,400,000

Completion Date: 2007

Project Overview:

This project involved
construction inspection for
the reconstruction of two
rigid frame arch structures
over the Grand Central
Parkway in Astoria, NY.
(NYCDOT, \$18.4M, 2007)

Replacement of Steinway Street Bridge over the Grand Central Parkway

This project for NYC DOT - Division of Roadway Bridges involved construction inspection for the reconstruction of two rigid frame arch structures over the Grand Central Parkway in Astoria, NY. The project included the demolition of the existing rigid frame arch structures; erection of new steel frame posts and arches, pouring of encasement abutments and new poured-in-place concrete deck slabs and sidewalks; bridge railing & fencing; permanent soldier pile and lagging sheeting with grouted tie-back anchors; the installation and removal of two temporary ACROW truss bridges; and extensive MPT detour scenarios. Project elements also included; drainage systems; underground and bridge supported utilities (water main, gas, telephone and NYC DEP & FDNY communications); traffic signals; and intersection and safety improvements.



LiRo was asked to assume the oversight by the original REI consultant of this project after only 30% of the work had been accomplished. Significant design revisions and additions were required throughout the project term to meet unanticipated field conditions.

The demolition of the existing structures was performed utilizing crossovers east and west of Steinway Street on the Grand Central Parkway. GCP traffic was diverted over two weekends to the opposite side and a structure was removed by dropping the bridge onto the parkway. Prior to weekend demolition operations extensive coordination with NYC DOT OCMC was required. Weekly coordination meetings were held with OCMC and numerous other City agencies to coordinate the demolition operation and its affects on the surrounding



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neighborhood and affected roadways. LiRo was responsible for the implementation of motorist advanced warning system through the use of 24 Variable Message Boards stationed along major highways throughout the five boroughs and neighboring counties.

LiRo was responsible for construction schedule monitoring, cost analysis and incorporation of the changes into the project. LiRo also compiled all project records and as-built plans and documents. An extensive community involvement program was implemented utilizing meetings and public notices. (NYCDOT, EIC: S. Rigaud, 9/05 - present, \$18.4M)

