



## Kosciuszko Bridge replacement - the first of its type in New York City

Construction is underway to replace the Kosciuszko Bridge, (Brooklyn-Queens Expressway—BQE), with a new nine-lane bridge which will consist of two eastbound spans, one westbound span, a bike path, and a walkway. Two new cable-stayed suspension bridges will replace the existing, aging steel-truss span. The 104-metres cable-stayed bridge design makes the new bridge the first of its type in New York City. The New York State Department of Transportation will build a six-lane highway next to the current bridge to connect the Brooklyn-Queens Expressway to the new bridge before the old bridge is torn down. The old bridge will remain in use until its demolition in 2017.

On May 23, 2014, a \$554,770,000 design-build contract for the first phase was awarded to a team consisting of Skanska, which will be managing partner, Ecco III of Yonkers; Kiewit Corporation of Nebraska; and HNTB of Kansas as the lead design firm. It is the largest single contract ever awarded by the New York State Department of Transportation. The first new bridge will be erected adjacent to the south side of the existing bridge and is scheduled to open in late 2016. Once the first new span is complete, all BQE traffic will be shifted onto it, and crews will begin demolishing the old bridge. The second cable-stayed span to be completed in 2019 will rise in the original bridge's footprint. The extra lanes were required because the Kosciuszko Bridge has become a traffic bottleneck.

The Fort Miller Co., Inc. contracted Salit specialty Rebar to supply rebar for the precast and Brooklyn Rebar contracted SSR for the cast-in-place reinforcement. For both contracts, SSR supplied approximately 2,500 tons of XM-28 UNS #S24100 N32, a high manganese low nickel austenitic stainless steel for saltwater marine environments where reinforced concrete may be exposed to chlorides and other de-icing salts.



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### Project Quick Notes

- New York City
- New York State DOT
- Bridge replacement
- 2,500 tons of XM-28 UNS #S24100 N32
- Contract Team:  
Skanska; Ecco III of Yonkers; Kiewit Corporation of Nebraska; HNTB of Kansas.



As of June 28, Brooklyn Rebar, LLC had taken delivery of approximately 60 tons for pier caps, 20 tons for an abutment wall and 1,000 tons of deck bars (#4,5,6) for the Brooklyn side of the structure.

See a time lapse video of the design simulation at:  
[https://www.youtube.com/watch?v=TT\\_4Fbzys\\_w](https://www.youtube.com/watch?v=TT_4Fbzys_w)



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