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Press Release

July 31, 2008

[Bridges & Tunnels](#)

IMMEDIATE

\$96.7 Million Contract Awarded for Throgs Neck Bridge Queens Approach Reconstruction

MTA Bridges and Tunnels has awarded a \$96.7 million contract to E. E. Cruz & Company, Inc. of Holmdel, New Jersey for roadway deck reconstruction of the Queens approach to the Throgs Neck Bridge, which links the Bronx to Queens and Long Island. The work will take place over the next two-and-a-half years.

"This major and timely work is part of our program to keep the 47-year-old Throgs Neck Bridge in a state of good repair for decades to come," said David Moretti, Acting President of the agency, noting that the current deck is nearing the end of its useful life. Under this project, more than 140,000 square feet of the roadway deck on 11 spans of the bridge will be replaced.

"The project is designed so that our customers will always have three lanes open in each direction during peak traffic periods," Moretti added, "but in order to accommodate the work, the ramps from the Cross Island Parkway must be closed for a five-week period—first one, then the other."

Edward Wallace, General Manager of the bridge, said that traffic agents will be posted as needed at key intersections along the Clearview Expressway—the alternative route—during the ramp closures, and signs will be placed at critical locations to alert and direct drivers.

The Throgs Neck Bridge Queens approach work has been carefully scheduled to avoid any conflict with construction on the neighboring Bronx-Whitestone Bridge. In addition, the Throgs Neck job will not affect access to the Little Neck Park playing fields, construction lighting will be positioned to avoid residential disruption, and New York City noise code will be observed. Local elected officials and communities have been briefed by the agency regarding the project.

Other features of the project include cleaning and painting of the structural steel on the Queens approach, including the Cross Island Parkway ramps, and rehabilitation of the concrete walls of the abutment in Queens. The paint job, done under total environmental containment, will result in the elimination of all lead paint on steel structures in Queens.

The closure of the Cross Island Parkway ramps in either direction, which will begin in spring 2009, is necessary because of the deck replacement work adjacent to each ramp.

The successful traffic control measures, signage and safety plans from past projects on the Throgs Neck Bridge will be implemented during the new project. In the mid-1990s the Cross Island Parkway ramps were closed to all traffic for five months without significant delays or customer problems. At that time, the Clearview Expressway was the alternate route for traffic to and from the Throgs Neck Bridge.

When the work is complete the new steel-reinforced concrete roadway deck will furnish customers with an improved riding surface, with a useful life of more than 50 years.

The Throgs Neck Bridge, which opened to motorists on January 11, 1961, carries an average of 118,000 vehicles every day.

MTA Bridges and Tunnels' facilities, which connect the five boroughs of New York City, are the Triborough, Throgs Neck, Bronx-Whitestone, Henry Hudson, Verrazano-Narrows, Cross Bay Veterans Memorial and Marine Parkway-Gil Hodges Bridges, and the Queens Midtown and Brooklyn-Battery Tunnels.

Photo captions:

#1: Throgs Neck Bridge Queens approach project highlights.

#2: Throgs Neck Bridge, view from Bronx to Queens.



#1: Throgs Neck Bridge Queens approach project highlights.



#2: Throgs Neck Bridge, view from Bronx to Queens.