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Press Release

June 22, 2010

[Bridges & Tunnels](#)

IMMEDIATE

### Just in Time for Summer: MTA Bridges and Tunnels Completes Three Major Construction Projects

Summer driving will become a little easier beginning this weekend thanks to completion of three MTA Bridges and Tunnels construction projects, including new roadway decking on the Queens bound Cross Island Parkway ramp at the Throgs Neck Bridge, replacement of the original 1936 lower level roadway at the Henry Hudson Bridge and the removal of eight unused toll booths at the Brooklyn-bound Verrazano-Narrows Bridge toll plaza.

"All three projects were necessary to ensure the continued longevity of these structures for many decades to come," said Bridges and Tunnels President Jim Ferrara. "We know that construction work can be disruptive and we greatly appreciate our customers' patience."

Work on the (south bound) Cross Island Parkway ramp to Queens was recently completed after a new concrete deck was poured and cured. Both lanes of the Queens bound CIP ramp, and the right hand lane leading from the toll plaza to the ramp— closed since April — will fully reopen to traffic on **Saturday, June 26**.

"This has been a challenging project for everyone involved, especially for our customers," said Throgs Neck Facility Engineer Mike Prigge. "We're glad that we were able to exceed our target date and have the southbound ramp fully reopened in time for the July 4th holiday weekend."

New roadway decking on both Cross Island Parkway ramps is now complete. The ramps are part of a nearly \$100 million, 3-year project to replace 140,000 square feet of roadway deck on 11 spans of the 49-year-old bridge.

The remaining piece of the project, which is expected to be completed in 2011, is new decking on the Clearview Expressway approach. This work will not require any long term roadway closures. Two lanes in each direction on the Clearview Expressway ramp will be maintained by using the roadway shoulder. The contractor on the project is E.E. Cruz and Company, of Holmdel, N.J.

A 43-month, \$86 million project at the nearly 74-year-old Henry Hudson Bridge was also recently completed. The work, done by contractor Judlau Contracting Inc., of Queens, included replacement of the original Depression-era lower level roadway of the bridge and the entire North approach structure at the Bronx end of the bridge, as well as seismic retrofitting, new energy efficient lighting, and a refurbished pedestrian walkway leading from the Riverdale section of the Bronx to Inwood Park in Manhattan. The roadway and pedestrian walkway is expected to fully reopen to motorists and the public on **Friday, June 25th**.

During the work one Manhattan bound lane was permanently closed while new roadway decking was installed. In addition, the foundation at the North approach was completely rebuilt from the ground up and old concrete columns were replaced with new steel columns.

"This was a very complicated and rewarding project," said Henry Hudson Facility Engineer Walter Hickey. "All of this detailed structural, mechanical, and electrical work was done while maintaining operations and minimizing the impact to customers."

At the Verrazano-Narrows Bridge, work to remove eight unused toll booths at the Brooklyn-bound toll plaza was completed months ahead of the original fall/winter completion date by contractor Paul J. Scariano Inc., of Brooklyn. A new traffic pattern for vehicles traveling through the Brooklyn-bound plaza was implemented on **June 16th**.

The \$2.5 million project is part of a larger toll plaza rehabilitation program, which will include the removal of three more unused toll booths, realignment of the toll plaza roadways from the Staten Island Expressway, refurbished and improved ramps leading onto and off the bridge, as well as a new ramp from the SIE to the lower level of the bridge. The work is being done in coordination with the State Department of Transportation's SIE Access Improvement project. The next phase of the toll plaza rehabilitation work is scheduled to begin in 2011 and be completed in 2014.

"We are very pleased with the work that was accomplished by our contractor in a few short months," said Verrazano-Narrows Facility Engineer David Riggs. "With the removal of the toll booths, traffic flow from the expressway and the eastbound ramps will now flow in a more organized and efficient manner, resulting in smoother travel for motorists."

MTA Bridges and Tunnels' facilities, which connect the five boroughs of New York City, are the Robert F. Kennedy, 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.



**(Before)** Concrete slab is removed from roadway during construction work at Henry Hudson Bridge.



**(After)** Brand new deck replaced the bridge's original 1930's-era roadway.



**(Before)** One of the first toll booths being removed from the Brooklyn-bound Verrazano-Narrows toll plaza in April



**(After) The Brooklyn-bound Verrazano-Narrows toll plaza as it looks with all eight toll booths removed.**