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Press Release

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[Bridges & Tunnels](#)

IMMEDIATE

Looking Good! Throgs Neck Bridge Turns The Big 5-0 on Jan. 11th

The Throgs Neck Bridge, built as a key link in the interstate highway system, is turning 50 years old on Jan. 11th. The graceful suspension bridge, which connects the Bronx to Queens and Long Island, was the first major bridge of the postwar era.

"We're proud to celebrate the 50th anniversary of the Throgs Neck, which plays an integral role daily in keeping traffic moving through this vital transportation corridor linking New York City with Long Island and New York's northern counties" said MTA Bridges and Tunnels President Jim Ferrara.

A 1955 joint study by the Triborough Bridge and Tunnel Authority (now MTA Bridges and Tunnels) and the Port Authority of New York and New Jersey recommended building the Throgs Neck and Verrazano-Narrows Bridges and adding a lower level to the George Washington Bridge, as well as several new expressways, to help keep growing traffic moving in the region. The Throgs Neck was the first of those three recommendations to come to fruition. The lower level of the George Washington Bridge opened in 1962 and the Verrazano-Narrows opened in 1964.

Ground was broken for the Throgs Neck Bridge on Oct. 22, 1957 and three years, two months and 20 days later city officials, including Robert Moses, chairman of the Triborough Bridge and Tunnel Authority, New York City Mayor Robert F. Wagner, Bronx Borough President James J. Lyons and Queens Borough President John T. Clancy of Queens, gathered at the Bronx toll plaza to cut the ceremonial ribbon.

Moses had pushed to have the bridge open before the opening of the 1964 World's Fair, of which he was also the president. About 20 minutes after the ribbon cutting, the dignitaries sped across the brand new Throgs Neck Bridge for the second ceremony of the day - the dedication of the first World's Fair structure at Flushing Meadow Park.

The bridge consists of a center span that is 1,800 feet long and two side spans of 555 feet each, as well as a 4,100 foot roadway that connects the Cross Island Parkway and Clearview Expressway to Queens and Long Island and a 6,400-foot roadway which passes over the Throgs Neck peninsula and Long Island Sound, connecting to the Cross-Bronx and Throgs Neck Expressways in the Bronx. The bridge towers are 360-feet above mean high water.

Just in time for its half-century celebration, the Throgs Neck recently underwent a nearly \$100 million upgrade that included replacing more than 140,000 feet of roadway deck and a major paint job that removed _ under total environmental containment _ all lead paint on the steel superstructure. The work, which is being done by Holmdel, N.J.-based contractor E.E. Cruz, is expected to be completed shortly, within budget and ahead of schedule.

The bridge carries the name of the area in the Bronx which was named for John Throckmorton, who settled the area in 1640. The "neck" part of its name comes from the peninsula off the Bronx where the State University of New York Maritime College is located that the bridge roadway passes over. The Bronx tower of the bridge is also home to a Peregrine falcon family, which returns to the tower to nest and hatch its new chicks each spring.

The consulting engineers for the bridge were Ammann & Whitney for the suspension span, E. Lionel Pavlo for the approach roadways and Emil H. Praeger for the foundations. The consulting architects were Aymar Embury II, A. Gordon Lorimer, John B. Peterkin and Theodore J. Young.

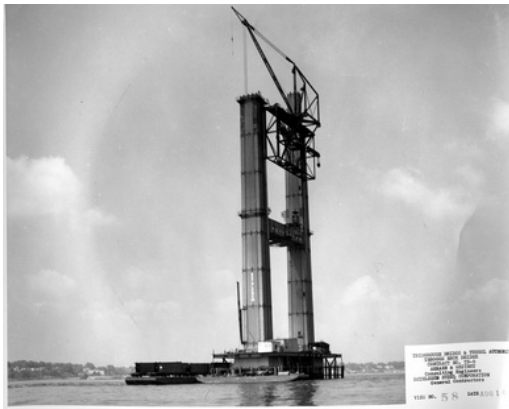
When it opened in 1961 the crossing charge was 25 cents. It now costs \$4.80 for New York Service Center E-ZPass customers and \$6.50 for cash customers. In 1962, during its first full year of operation, the Throgs Neck was used by 23 million vehicles. Preliminary figures show that 39.3 million vehicles crossed the bridge in 2010.

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

Captions: All photos courtesy of MTA Bridges and Tunnels Special Archive



Wrapping west cable on Bronx side of bridge. Nov. 21, 1960.
Mal Gurian Associates.



North side of the Bronx tower during building of 9th tier steel
on the west leg. Aug. 10, 1959. Photographer: Mal Gurian
Associates.



View of Bronx side span looking north from Bronx tower.
Spinning of the 9th set-up on the west cable is in progress.
May 16, 1960. Mal Gurian Associates.



Aerial view of the bridge just prior to opening on Jan. 11,
1961. Photographer unknown.