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Press Release

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[Bridges & Tunnels](#)

IMMEDIATE

### One Queens-bound Lane At Throgs Neck Bridge Closed Two To Three Weeks Around The Clock

The center lane of the Queens-bound Throgs Neck Bridge will be closed around the clock for approximately two to three weeks beginning **10 p.m. Monday, Oct. 22** so 3,000-feet of roadway asphalt can be replaced before the start of the holiday season.

Using the *FASTRACK* approach initiated by New York City Transit, Bridges and Tunnels will use the same concept to replace the roadway asphalt and binder. The work will be done during consecutive shifts instead of off-peak hours and on weekends, which would have prolonged the project and made it impossible to finish before the cold weather sets in.

By closing particular subway corridors overnight for five consecutive days, the successful *FASTRACK* program has allowed New York City Transit to accomplish maintenance tasks more efficiently and provided a safer work environment for employees.

"We apologize for any inconvenience this may cause but the asphalt overlay on the roadway is more than 20 years old and must be replaced," said Throgs Neck Facility Engineer Ed Knightly. "We believe the *FASTRACK* approach is the best way to get the work done so motorists will have a smoother, more even riding surface in time for the upcoming holiday season."

An adjacent lane will also be closed off-peak between **10 p.m. and 5 a.m. Monday to Friday and 10 p.m. to 7 a.m. on weekends.**

Throgs Neck General Manager Edward Wallace said the project was being closely coordinated with the Bronx-Whitestone Bridge. Motorists are urged to use the Bronx-Whitestone or the Robert F. Kennedy Bridge as an alternate route.

The work involves removing two-inches of asphalt, sand blasting the steel deck, and then applying new roadway binder and asphalt. All of the work is dependent on moderate temperatures and good weather. Each step must be done consecutively since the steel cannot be left exposed.

The bridge's orthotropic deck was installed in 1986 and the asphalt overlay and binder has reached or exceeded its useful life, which is normally about 15 to 20 years. The roadway has been maintained by doing localized repairs but the asphalt overlay has started shoving or rippling and must be replaced.