THE NEW NY BRIDGE

SUMMER 2018

IN THIS ISSUE

4 Progress At A Glance: Building the Eastbound Span
6 Eastbound Span: Nearing Completion
8 Second Act: Recycling the Old Bridge
MESSAGE FROM THE GOVERNOR

Andrew M. Cuomo
Governor of New York State

W

e are on the eve of an important milestone, one that will serve to reaffirm our state’s capacity to build big and build bold, and one that will help show the nation the way to reconstruct our critical infrastructure: the Governor Mario M. Cuomo Bridge will be fully opened to traffic, on-time and on-budget.

The new twin-span crossing is inspiring in its beauty and scale, but also in its delivery. Through the use of design/build, traffic will soon cross the eastbound span of the new bridge, less than five years after breaking ground.

Even as we look to the future, we are making good use of the old bridge. Steel and concrete from the Tappan Zee are being used to expand artificial reefs off the coast of Long Island. Other state agencies are contributing recycled materials as part of this historic expansion of New York’s network of artificial reefs to improve biodiversity, boost tourism and support the fishing industry.

Back on land, we’ve provided 135 concrete road deck panels from the Tappan Zee Bridge—valued at more than $4 million—to state and local municipalities.

These massive deck panels, each 50 feet long and some weighing as much as 110,000 pounds, were delivered across New York this summer. Some localities are already prepping to use them for bridges.

It’s the New York way to be both smart and economical.

As we prepare for the opening of the new span, let us remember how far we’ve come in such a short time. There is much to look forward to with this stunning new bridge and good reason to feel proud.

Thank you for being part of this journey.

Andrew M. Cuomo
Governor of New York State

We thank you for your patience during construction and look forward to seeing you on the eastbound span!

Matthew J. Driscoll
Acting Executive Director
New York State Thruway Authority

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The New NY Bridge is produced by the New NY Bridge team of the New York State Thruway Authority.

The publication is created in collaboration with Tappan Zee Constructors, LLC, the design-build contractor for the project.

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PROGRESS AT A GLANCE
BUILDING THE EASTBOUND SPAN

SEPTEMBER 2017
Following the opening of the Governor Mario M. Cuomo Bridge's westbound span, work on the eastbound span continues.

JUNE 2018
Concrete deck panels are placed atop the structural steel to form the base for the new roadway.

NOVEMBER 2017
The old bridge’s structural steel is removed in large sections with the assistance of the project’s largest crane, I Lift NY.

APRIL 2018
With key sections of the old bridge dismantled and removed, I Lift NY is used to install the final sections of the eastbound span's structural steel.

OCTOBER 2017
The old bridge’s concrete roadway is removed near the Westchester and Rockland shorelines.

OCTOBER 2017
The final car crosses the Tappan Zee Bridge. Eastbound traffic is temporarily transferred to the new westbound span.

AUGUST 2018
Coats of waterproofing and rosphalt pavement form the final driving surface of the eastbound span.
Construction of the eastbound span is in the home stretch.

Design-builders Tappan Zee Constructors (TZC) continue to make final preparations to the roadway, support infrastructure and lighting systems in advance of opening to traffic.

For example, the project’s floating batch plants have provided freshly-mixed concrete to create road barriers as well as permanent seals between the roadway and the span’s two dozen expansion joints. Each joint serves as a release point as the concrete roadway warms and cools under varying weather conditions. Without the expansion joints, the materials could crack under the stress.

Prior to laying the final driving surface, TZC completed the roadway’s waterproofing.

TZC has also been testing the structure’s roadway and aesthetic lighting in advance of the eastbound span’s opening. The lighting systems will allow the New York State Thruway Authority to accentuate the architectural features of the twin-span bridge, specifically its eight 419-foot towers, 192 stay cables and 41 piers. Both the roadway and aesthetic lighting will utilize energy-efficient light-emitting diodes, or LEDs. The project’s LEDs are designed with 100,000-hour lifespans, using an estimated 75 percent less energy compared to traditional lighting technology.

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DID YOU KNOW?

All of the new bridge’s major components were manufactured in the United States. The project team created many of these components in large sections before transporting them to the project site. This prefabrication method allowed for easier assembly and installation on the Hudson River.
The Tappan Zee Bridge lives on thanks to the state’s largest artificial reef expansion program. Under the leadership of Governor Andrew M. Cuomo, more than 30 barges of cleaned and recycled materials from the 62-year-old bridge is being used for six artificial reefs off of the coast of Long Island. Nearly 900 tons of material from the Tappan Zee were added to the Shinnecock Reef in late May with more deployments scheduled throughout the summer.

Announced in April, Governor Cuomo’s reef expansion initiative is poised to bolster 12 artificial reefs off the shores of Long Island over the next two years to improve New York’s diverse marine life and boost Long Island’s recreational, and sport fishing and diving industries.

In addition to the Thruway Authority, recycled materials from the New York State Department of Transportation and Canal Corporation are being used. Other parts of the Tappan Zee Bridge will be repurposed. Notably, 135 concrete deck panels were delivered this summer to state and local municipalities across the state, saving up to an estimated $4.1 million.

“The Tappan Zee Bridge will live on as part of critical bridge and infrastructure projects across this great state,” Governor Cuomo said. “Re-using materials from the bridge to support local communities is another example of smart, cost-effective governance.”

Artificial reefs are built out of hard, durable structures such as rock, concrete and steel pipes, usually in the form of surplus or scrap materials that have been cleaned of contaminants. After materials and vessels settle to the sea floor, larger fish, including blackfish, black seabass, cod, winter flounder and summer flounder, move in to build habitats within the new structures.

Encrusting organisms such as barnacles, sponges, anemones, corals and mussels cling to and cover the material. The blackfish pictured above are residing in the Hempstead Reef, which is part of the state’s artificial reef expansion initiative.
On the evening of Oct. 6, 2017, Nyack resident Seth Kestenbaum drove his 1929 Model A Ford Phaeton across the Tappan Zee Bridge, marking the final ride from Rockland to Westchester. After nearly 62 years of dedicated service, the 3.1-mile crossing was officially retired from service, and is currently being dismantled. But the Tappan Zee Bridge’s legacy lives on.

The New York State Thruway Authority has provided a robust collection of documents, photographs, drawings and field records about the bridge to repositories throughout Westchester and Rockland, including Nyack Library and Warner Library in Tarrytown.

The Tappan Zee Bridge archive is a testament to a bridge that transformed a region.

To find a repository near you, contact the project team at info@NewNYBridge.com.
Stay connected to the project and receive real-time updates by following us on Twitter and Instagram via your social media accounts and/or mobile devices.

Prefer to receive project information in your email inbox? Visit NewNYBridge.com to subscribe for email updates.

The project website provides detailed information about the design and construction of the New NY Bridge project. Check back often to see the latest progress.

Our phone hotline is open 24 hours a day, 7 days a week, ready for your questions and comments. You can reach us at 1-855-892-7434.