

## TZ Bridge Blog: Location, Location, Location

Posted November 28th, 2013

“Why did they build the bridge there?”

Then-governor Thomas E. Dewey needed its toll money to help fund the New York State Thruway. If the bridge was built farther south, on a narrower part of the river, the toll money would have gone to The Port Authority of New York and New Jersey.

Seems PANYNJ wanted to build a Hudson River crossing near Dobbs Ferry back in 1950; Dewey stepped in and said, “No way!” since he wanted a bridge that connected the NYS Thruway across Westchester to the New England Thruway.

“No, no,” countered PANYNJ, which had promised bondholders not to allow another entity to build a bridge within its jurisdiction. So the story goes, a May 10, 1950, editorial in The New York Times proposed a site in southern Dobbs Ferry or Hastings-on-Hudson, where the river is narrower, and suggested the two states make nice and work together. Something about a lower fare, too, at the southerly location.

PANYNJ nixed its plans; however, people opposed the new bridge, according to a May 1, 1950, article in The New York Times. Sound familiar?

And here we are: Crews are installing permanent piles for the new bridge’s main span and approach; machinery in the river will more than double by next summer. Activity in the river means BE EXTRA CAREFUL. The Coast Guard boating safety information — excerpted and in its entirety — is listed under Boater Safety Information on the New NY Bridge website.

Note: Double holiday today — Thanksgiving and first day of the Jewish Festival of Lights (which began last night) — means no pile driving.

Another location to heed is the 600-foot wide main, marked by a temporary navigational lighting plan that includes marking the 600-foot wide main channel by affixing four-180° steady, red navigation lights to the underside of the main span — two each on the upstream and downstream sides of the structure — 300 feet either side of the centerline of the bridge.

Each green center of channel light will have three white lights stacked vertically above it. The center 600 feet of the Main Navigation Channel — extending 300 yards north, and 200 yards south, of the Tappan Zee Bridge — will be free for the passage of marine traffic, and clear of all obstructions at all times.

Have you checked out the sunsets? Since the first of several EarthCam® construction cameras was installed last month, I’ve been watching them; additional cameras, like the one at Upper Grandview, catch sunrises.

If there’s something you’d like me to include, please let me know at [lecriver@yahoo.com](mailto:lecriver@yahoo.com) or Twitter: [nykeypad](https://twitter.com/nykeypad). This helps inform readers, and me, as the facets come together and move forward.

Reporter Janie Rosman blogs about the Tappan Zee Bridge at <http://nykeypad.wordpress.com/>.

