



THE NEW NY BRIDGE

Image courtesy of New York Thruway Authority

AMERICAN WORKERS, USING AMERICAN STEEL, TO REBUILD AMERICA.

Steel that fits, on time

High's role in the iconic \$3.98 billion infrastructure investment



PRESS KIT | 2017

HIGH AND THE NEW NY BRIDGE

At a Glance




\$3.98 BILLION

At \$3.98 billion, the 3-mile long New NY Bridge in New York is the largest design-build transportation infrastructure project in the history of the United States.

High Steel fabricated more than 32,000 individual pieces totalling more than 50,000 tons of steel for the New NY Bridge in our Williamsport and Lancaster, PA facilities in the biggest project since High's founding in 1931.

50,000 TONS

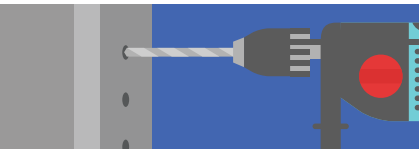


12 FEET DEEP

The massive girders used on the new New NY Bridge are 12' deep and weigh as much as 100 tons or more.

High Steel precision-drilled 1.4 million holes to allow each girder, crossframe, and sub-stringer to be safely secured in place, earning praise from contractor Tappan Zee Constructors for outstanding fit and finish.

1.4 MILLION



297

Number of High Transit heavy haul "Superloads" using jeep and steerable dolly trailer and requiring a police escort, in loads weighing up to 130 tons and half a football field long

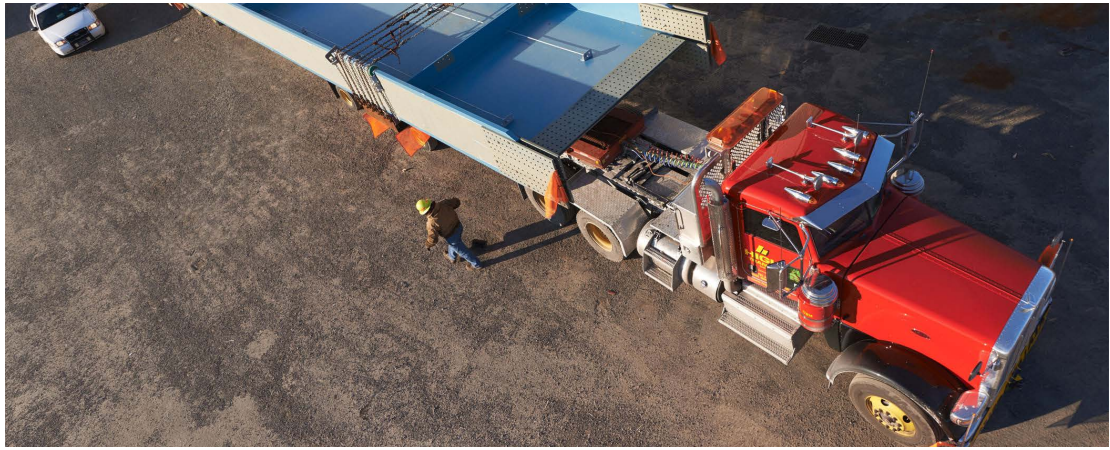
If laid end-to-end, all the welds High Steel applied to the steel for the new New NY Bridge would stretch from High's plant in Williamsport, PA to the site of the bridge in Tarrytown, NY.

200 MILES



\$11 MILLION

High invested \$11 million to expand our Williamsport facility and added more than 200 jobs to support the historic New NY Bridge project.



THE NEW NY BRIDGE

Approach Spans

High Steel Structures fabricated more than 50,000 tons of structural steel for the approach spans of New York's new Tappan Zee Bridge. The New NY Bridge project, renamed the Governor Mario B. Cuomo Bridge, is the largest transportation infrastructure design-build project to date in the United States, and one of the largest construction contracts in New York State history.

After design-build proposals were submitted in mid-2012, the New York State Thruway Authority awarded a contract to design and build the project to Tappan Zee Constructors (TZC), a consortium including Fluor Enterprises, Inc., American Bridge Company, Granite Construction Northeast, Inc., and Traylor Bros., Inc. The design team working with Tappan Zee Constructors is HDR, Buckland & Taylor, URS, and GZA.

A partnership between High Steel and Hirschfeld Industries, LP successfully landed the contract package for structural steel fabrication for the approach spans. Shortly after the project was advertised, the two fabricators teamed together to bid the project due to the massive size and scope of the steel production.

Fluor Enterprises is TZC's lead contractor for sourcing the structural steel. The project was divided into two steel packages: one for the approach steel, totaling nearly 100,000 tons; and another for the main span cable stay steel, totaling approximately 10,000 tons.

The approach steel package bid was submitted September 24, 2013, and contract awards were made to the fabricators on November 11, 2013. Each fabricator is producing approximately half of the steel under separate contracts and will provide portions of both the eastbound and westbound approach spans.

High Transit LLC began delivering steel in October of 2014, including 297 "superloads" requiring police escort. The heavy-haul loads utilized a jeep and steerable dolly system, controlled by an escort driver from behind the load.

The majority of the girders weigh more than 100,000 pounds, and crossframes are up to 5,000 pounds each. Most of the girders are approaching 12 feet in depth, which require that they be shipped in the horizontal position.

Located north of New York City, the New NY Bridge will carry the Thruway, Interstate 87, and Interstate 287 over the Hudson River between South Nyack, Rockland County, N.Y. and Tarrytown, Westchester County, New York. According to the Thruway Authority, the first span of the new twin-span bridge is scheduled to open in 2016, and the new bridge should be complete in 2018. The bridge will be designed and constructed to last 100 years without major structural maintenance.

High Steel Project Specs

Bridge Type: Plate Girder / Cable Stay

Steel Tonnage: 50,000 Tons (Half of the Approach Spans)

Steel Type: Grade 50 and Grade 70

Coating: Three-Coat Paint System

Project Team

Project Owner: New York State Thruway Authority

Contractor: Tappan Zee Constructors

Design Consultant: HDR, Buckland & Taylor, URS, and GZA.

Detailer: High Steel Structures LLC





All jobsite photos courtesy of New York Thruway Authority