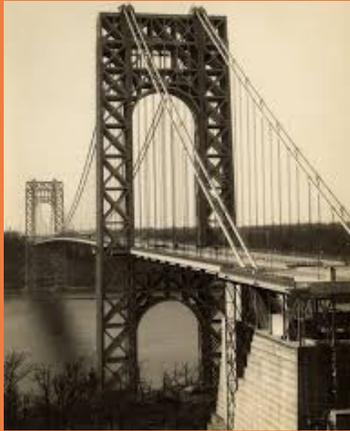


The George Washington Bridge



1931



2020

In 1927, a bridge designed to cross the Hudson River from Fort Lee, New Jersey to Manhattan, New York was commissioned by the New York Port Authority. At the time, it was called "The Hudson River Bridge." The original architectural plans included using concrete or granite facades, and decorative sculptures at each end of the bridge. It was intended to look more like the Brooklyn Bridge

As the Great Depression swept through the country, there was no money to make the bridge more visually appealing. Plans became more practical. It's by default that the bridge became famous for its stark and bare bones look.

New York Governor Franklin D. Roosevelt led the dedication ceremony in 1931. The bridge was opened for business, and it cost 50-cents to cross. With a main span of 3,500-feet, it was the longest in the world prior to the completion of the Golden Gate Bridge. Over the years, there have been several expansion projects including the addition of a lower deck. It now costs \$16 for a car to cross from New Jersey to New York. It costs a class-8 truck and trailer \$40. There are no tolls crossing from New York to New Jersey.

The GWB is the world's busiest bridge with over 100 million vehicle crossings each year. It collects \$1M a day in toll revenue. At 90-feet long and 60-feet wide, it proudly flies the largest American Flag in the world.

In 2011, the "Restore the George Program" was launched. Plans included replacing the bridge's 592 suspender ropes which run vertically between the main suspension cable and the deck. WireCo WorldGroup was awarded the contract to supply the suspenders and ancillary components for the suspension system. WireCo is respected and well-known for its history of supplying bridge cables to high profile structures throughout North America.

We are grateful for our many years of service to WireCo, and for our part in the restoration of this national treasure.