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Press Release

June 21, 2013

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IMMEDIATE

Henry Hudson Bridge Upper Level Project Switches To Next Phase

The nearly \$32 million rehabilitation project to replace the original 1930's-era steel curb stringers on the Bronx-bound upper level of the Henry Hudson Bridge is moving to the next phase of work in the center lane starting week.

Beginning **Wed., June 26**, the center, northbound lane will be closed around-the-clock from the toll plaza to the Bronx tower. Drivers will use either the right or left lanes as they cross into the Bronx. In order to put a new work zone in place, *two of three lanes* will be closed overnight from **Tues., June 25 at 9 p.m. until 5 a.m. on Wed., June 26**.

Contractor Judlau Inc., of Queens, will be rehabilitating bridge joints in the center lane. The work is expected to be completed by the end of July. Once finished, permanent lane closures during morning and afternoon peak drive times will be lifted. Off-peak lane closures will continue through the end of the project, which is on time and expected to be finished this fall.

"When the project is completed motorists will have wider, more uniform traffic lanes, a new safety shoulder and brand new energy-efficient roadway lighting that will replicate the bridge's original 1930s-style lights," said Acting Facility Engineer Thomas Cho. "We thank motorists for their patience while we complete this important work."

The three year project replaced the original Depression-era steel curb stringers, which support the upper level roadway, with new sub-stringer steel beams. Hollow box curb stringers were the structural support method used when the bridge was built in the 1930s but they are not watertight. Through the years water has seeped in causing some of the steel to deteriorate. With new sub-stringer steel beams in place, the roadway joints are being rehabilitated and new concrete decking added.

The Henry Hudson Bridge, which connects Riverdale in the Bronx and Inwood in Manhattan, opened Dec. 12, 1936.