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Press Release

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IMMEDIATE

Henry Hudson Bridge Upper Level Lane Closure Lifted Three Months Ahead of Schedule

Roadway work on the \$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 has been completed three months ahead of schedule, lifting the permanent lane closure that has been in place since May 2011.

Miscellaneous work, including installing two new steel sign gantries, painting and removal of a work platform, is still going on and off-peak lane closures may still occur but the roadway work that resulted in the permanent lane closure was lifted July 31st.

"We thank motorists for their patience while this important work was completed on the nearly 77-year-old bridge, which will continue to serve drivers throughout the region for decades to come," said Walter Hickey, Director of Engineering at the Henry Hudson and Robert F. Kennedy Bridges.

The primary objective of the project was to replace the original 1930s-era steel box curb stringers that support the upper level roadway but it also resulted in more uniform traffic lanes, a new safety shoulder and new energy-efficient roadway lighting for drivers, Hickey said.

When the bridge was built, hollow box curb stringers were the structural support method commonly used but they were not watertight, causing the steel to deteriorate over the decades. Contractor Judlau Inc., of Queens removed the old curb stringers, replacing them with new sub-stringer steel beams and rehabilitated the roadway joints before new concrete decking was added to create the new safety shoulder.