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Press Release

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[Bridges & Tunnels](#)

IMMEDIATE

New Traffic Pattern In Place At Manhattan-bound Henry Hudson Bridge

A new traffic pattern is in place at the Manhattan-bound Henry Hudson Bridge as part of MTA Bridges and Tunnels' \$8.9 million Capital project to install overhead Open Road Tolling (ORT) steel gantries on the Manhattan-bound and Bronx-bound toll plazas.

The construction zone was recently shifted into the center lane where contractor El Sol is making full-depth, asphalt and concrete repairs and readying the roadway for the conduits needed to install roadway sensors that are used in the ORT system.

The work zone begins about 100-feet before the Manhattan-bound toll plaza. Motorists are being asked to follow signs directing them to stay left or right in order to go through the toll plaza. The work zone continues for about 500-feet south of the toll plaza before cars are funneled back into three lanes.

This pattern is expected to remain in place about a month, said MTA Bridges and Tunnels Engineer Thomas Cho, who is overseeing the year-long project that began in February. Once this work is finished, the construction zone will be shifted again to the right (river) side of the bridge where reconstruction work will begin on the far right lane.

By the end of the year, the bridge's three southbound lanes will funnel into wider toll lanes at the plaza, which will improve traffic flow for Manhattan-bound drivers, said Cho. He said drivers will also see the Open Road Tolling steel gantries being installed by year's end. The first two will be put in place on the Bronx-bound upper level, followed by two more on the Manhattan-bound lower level.

This work is the first of three Capital construction projects at the Henry Hudson Bridge that will result in the removal of the 1930s-era toll plazas beginning in 2017.

Once this work is completed, a \$4.1 million project involving the installation and in-depth testing of the ORT gantry equipment will begin and last through 2016. The third Capital project to remove the current toll islands, toll booths and existing E-ZPass and all-electronic toll equipment is expected to be awarded in late 2016 or early 2017 with work expected to begin in spring 2017 and conclude in 2020.

All-electronic tolling (AET) became the permanent toll collection method at the Henry Hudson Bridge in January 2015 after a successful pilot program showed that AET has improved traffic flow at the bridge and helped reduce emissions from idling cars.