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Press Release

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[Bridges & Tunnels](#)

IMMEDIATE

MTA Bridges and Tunnels Receives Engineering Excellence Award for Reconstruction of the Morris Street Pedestrian Overpass

Bridge Completed in Under Six Months and Built with Design Upgrades and Modern Amenities

MTA Bridges and Tunnels is pleased to announce that the Morris Street Pedestrian Overpass Reconstruction project has been awarded the 2020 Engineering Excellence Award in the category of Special Projects from the American Council of Engineering Companies (ACEC). The Morris Street Pedestrian Overpass, which stretches across the Hugh L. Carey Tunnel's Manhattan plaza, was closed for demolition in July 2017 and replaced by a new and improved bridge structure that was reopened to the public in December of 2017.

The new modern single span bridge provides a safer, more efficient pathway for pedestrians to traverse the plaza, and allows for more flexibility in traffic management by eliminating the columns on the roadway below. The design also incorporates a series of upgrades and modern amenities, including Americans with Disabilities Act (ADA)-compliant lifts, the addition of illuminated handrails and posts with energy-efficient LED lighting, and glass panels to increase the bridge's functionality, aesthetics and ease of maintenance. The work to demolish, rebuild and reopen the bridge took less than six months, as the project was carefully managed to maximize efficiency and minimize disruptions.

"This award recognizes the outstanding work of our engineers to replace and upgrade the Morris Street Overpass with a modernized, safe and fully functional foot bridge across the Manhattan Plaza of the Hugh L. Carey Tunnel," said Daniel DeCrescenzo, MTA Bridges and Tunnels President. "Motorists also benefit from the new bridge design, as the absence of piers improves traffic flow across the Manhattan Plaza."

The Morris Street Overpass is closely linked to the Hugh Carey Tunnel structure. The overpass abutments perform the same function for the plaza as the retaining walls do, which is to support Washington Street and Greenwich Street. The Bridge also enhances pedestrian safety near the tunnel by preventing pedestrians from walking into the tunnel plaza.

The Overpass was built in 1947 by the Triborough Bridge and Tunnel Authority (now known as MTA Bridges and Tunnels), but the City retained ownership and control. In early 2017, MTA Bridges and Tunnels entered into an agreement with the City of New York to assume ownership, jurisdiction and control of the Morris Street Pedestrian Overpass.