

Henry Hudson Bridge Upper/Lower Levels

Manhattan to Bronx, New York



The Henry Hudson Bridge is a steel arch toll bridge in New York City across the Spuyten Duyvil Creek. It connects Spuyten Duyvil in the Bronx with Inwood in Manhattan to the south. It was considered the longest plate girder arch and fixed arch bridge in the world when it opened in 1936. The bridge has two roadway levels carrying an aggregate of seven traffic lanes and a pedestrian walkway and spans Spuyten Duyvil Creek just east of where the tidal strait meets the Hudson River. Currently the Bridge is undergoing a rehabilitation of its upper and lower levels.

Naik Consulting Group, P.C. (**NAIK**) is currently performing structural repair design as well as survey. Structural design services include the development of the existing structural framing members and concrete support foundations for the South Approach spans, both upper and lower levels. The development of the existing plans will be used as temporary support structures for the installation of the new framing plans and foundations. Existing and proposed utilities, such as electrical conduits, roadway lighting, telephone and communication wiring, stormsewer and sanitary lines are also shown for clearances.

Survey work includes complete topographic, utility, and ROW surveys from the toll plazas south to Dyckman Street, as well as topographic and utility surveys of the administration building, parking lots, and under the bridge to the river. Additionally, we are performing a 3D scan of the entire administration building (exterior and interior) including all structural components and utilities.

Agency/Owner:
MTA Bridges and Tunnels/TBTA

Client:
WSP

Project Duration:
2012 - Ongoing