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BRIDGE AUTHORITY AWARDS CONSTRUCTION CONTRACT FOR EAST APPROACH WORK AT THE MID-HUDSON BRIDGE

Typical Traffic Patterns Will Be Maintained to Minimize Impact for Commuters

$34.4 Million Construction Project Will Start Fall 2025 through Summer 2027

The New York State Bridge Authority (NYSBA) today announced upcoming work on the east end of the Mid-Hudson Bridge as part of its robust maintenance program designed to keep the bridge safe and in good condition for all users. The east approach rehabilitation project will take place starting the fall of this year through summer of 2027.

"This project is a strong example of how the New York State Bridge Authority reinvests toll dollars to maintain our infrastructure in exceptional condition," **said New York State Bridge Authority Executive Director Dr. Minosca Alcantara.** "The rehabilitation of the east approach complements the paving work completed on the bridge and the west approach in 2023. As we approach the Mid-Hudson Bridge's 100th anniversary in 2030, we take pride in the ongoing care and investment that ensure this vital connection remains safe, dependable, and well-maintained for the thousands of people who rely on it every day."

This necessary work will include filling viaduct sections with lightweight concrete to enhance structural support, installing new precast deck systems on five approach spans to provide a smoother driving surface, utilizing a Class "A" containment system for lead abatement, as well as repainting the arch bridge over Metro-North Railroad tracks to preserve the structural steel.

The $34.4 million construction contract was awarded to Michels Construction, Inc. during the July 17, 2025 NYSBA Board of Commissioners meeting following a competitive bidding process.

The project area is located on the east side of the bridge, between the middle of the Route 9 on/off ramps and the former "toll house" on the Poughkeepsie side. This section of the approach consists of five mini-spans crossing over local roadways and railroad tracks, as well as viaducts and anchorages that support the suspension cables.

Motorists should expect minimal disruptions to traffic, especially during peak travel times. Most of the work scheduled for 2025 will take place beneath the bridge deck, with no changes to existing traffic patterns. The bridge's current two-lane configuration—including the reversible two/one lane configuration during morning and evening rush hour—will remain in effect throughout the duration of the project. Any surface-level work will be conducted during off-peak hours, with at least one lane open in each direction. Alternating lanes and nighttime detours may be used at certain times, but the Authority remains committed to mitigating major traffic disruptions.

The Bridge Authority encourages all motorists to stay alert, follow posted signs, and reduce speed when driving through the work zone to help ensure the safety of both workers and fellow travelers.

Project updates will be shared on the New York State Bridge Authority's social media channels @NYSBridge on Facebook and X as well as on local variable message signs (VMS) near the vicinity of the bridge. In addition, motorists are encouraged to visit www.511ny.org or download the 511NY mobile app to get traffic alerts for the bridge and other local roads.

Opened on August 25, 1930, the "Franklin D. Roosevelt" Mid-Hudson Bridge is the second-oldest of the Authority's vehicular spans and continues to serve as a vital connection for the Hudson Valley region.

About the New York State Bridge Authority
The New York State Bridge Authority operates five vehicular crossings over the Hudson River: the Bear Mountain, Newburgh-Beacon, Mid-Hudson, Kingston-Rhinecliff and Rip Van Winkle bridges. It also owns and maintains the structure of the Walkway Over the Hudson, a popular pedestrian bridge and state historic park.

The Authority receives no funding from state or federal tax dollars for its operations or maintenance. Nearly all revenue is generated through tolls, which are reinvested directly into capital improvements and ongoing maintenance of its facilities. This model ensures the long-term safety, reliability, and sustainability of these critical transportation links for the Hudson Valley and beyond.

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