**NYSDOT Freight Bureau:**
**Funding of Railroad Capital Projects to Improve Vertical Railroad Clearances**

**PIN 8756.68.121/221, $4.5M:**
**Metropolitan Transportation Authority-Metro North Railroad**
**Replacement of Bridge Street, Irvington over MNR Hudson Line**
This project replaced the existing 17 foot 8 inch Bridge St. bridge over MNR with a new structure at 21 feet. With this replacement, two Main Tracks of the MNR Hudson Line are now cleared to allow TOFC (Trailer-on-Flatcar) to reach the Harlem River Yard in the South Bronx.

![Bridge Street, at 17 feet 8 inches, which restricted TOFC train service](image1)

![Bridge Street, Irvington, after replacement at 21 feet above top of rail](image2)

**PIN S937.30.301, $14.9M:**
**Metropolitan Transportation Authority-Metro North Railroad**
**Vertical Clearance Improvements, MNR Hudson Line**
This project funded vertical clearance improvements to achieve 23 feet above the top of rail at Riverdale, Greystone, Glenwood, Dobbs Ferry and Ardsley for the new Station Pedestrian Bridges. PANYNJ also provided finding for clearance improvements at Hastings Station and undercutting two bridges for TOFC traffic.

![Ardsley Station Pedestrian Bridge at 18 feet & replacement bridge under construction](image3)

![Completed replacement Ardsley Station Pedestrian Bridge at 23 feet](image4)
S937.32.301, $3.4M:
Canadian Pacific Railway
Clearance Improvements, Canadian Subdivision
This project improved vertical clearances in the Fort Ticonderoga and Willsboro Tunnels on the CPR Canadian Subdivision to allow the movement of current generation double stack container traffic (20 feet 3 inches above top-of-rail). Two bridges in the Village of Whitehall, Washington County are the last obstructions to double stack container movement on the entire route. Once they are cleared in 2008, the project will have achieved double stack clearances between the Northern New Jersey terminals of the PANYNJ and the Port of Montreal.

Willsboro Tunnel, Essex County, limited to 19 foot high railcars

Willsboro Tunnel after clearance improvements for 20 foot 3 inch high double stack container railcars

Additional Projects in Progress

X935.74.301, $1.5M:
X935.74.302, $1.9M:
X935.74.303, $5.8M:
CSX Transportation
Upgrade Oak Point Yard; Improve Vertical Clearances Market Running Track; and Improve Vertical Clearances on Fremont Industrial Track
These projects will improve vertical clearances to allow movement of TOFC (Trailer-on-Flatcar) traffic in Oak Point Yard, to the Hunts Point Terminal Market and into Queens. It will also support the movement of 286k railcars into Queens and improve efficiency and rail network capacity by reconfiguring track at the east and west entrances to the Yard.

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