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Press Release

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[Metro-North](#)

IMMEDIATE

### Replacement of Bridge Street in Irvington Requires Nighttime Closures

Replacement of the Bridge Street bridge over the Metro-North Railroad tracks in Irvington requires overnight road closures for several weekends this summer beginning July 21.

The bridge, which was built in 1913, will be demolished and rebuilt one half at a time. This \$4 million project is scheduled for completion in January 2008.

First, an overnight closure will be required to install a temporary girder in the middle of the existing roadway, which is the only vehicular access to the waterfront. Then, the following weekend, the south half of the bridge will be removed. With the bridge out of the way, the contractor will work for about three weeks to rebuild the abutments and wing walls on the south half of the bridge. Finally, the road will be closed again to allow for installation of the new, pre-cast concrete components of the new south half of the bridge. Then the process will be repeated on the north half.

The first closure will occur at 12:01 a.m. on Saturday July 21 with reopening at 7 a.m. While the crane and construction crews are installing the temporary girder, police and fire protection will be on hand and the only access to the river and riverfront businesses will be by a pedestrian underpass.

The second closure will be from 12:01 a.m. to 7 a.m. on Saturday July 28. The third closure will take place Sunday morning July 29 from 12:01 a.m. until 7 a.m. The fourth closure will begin at 11 p.m. Sunday until 7 a.m. Monday July 30.

Installation of the new south half of the bridge is scheduled for 12:01 a.m. to 7 a.m. on Saturday August 18.

Work on the north half is scheduled for October and exact closing dates will be announced.

The construction contract was awarded to Halmar International of Pearl River, NY Construction management is by Liro Engineers Inc. of Syosset, NY. The project is funded 80% by the Federal Highway Administration and 20% by New York State through the MTA Capital program.

The bridge will be raised by as much as 3 feet at its center to provide vertical clearance above the tracks of 21 feet, 6 inches. The bridge was previously raised in 1979 from 16 feet to 18 feet, 6 inches.

During construction of the south half of the bridge, a protected, 4-foot-wide sidewalk will be maintained along the north side of the bridge along with a 12-foot wide traffic lane. Pedestrians will be separated from traffic by huge timber barriers topped with a chain link fence.

When construction is complete, there will be two 16-foot-wide traffic lanes and two 7-feet, 4-inch wide sidewalks and the current 12-ton load limit will be raised to 36 tons.

Temporary traffic lights have been installed to allow for alternating one-way traffic over the bridge.

As part of the project, the two staircases that lead from the bridge to the two station platforms will be replaced. In addition, a new retaining wall will be built on village property along Bridge and Astor streets and the existing black wrought iron fence will be relocated to the top of the new wall.

Also underway at Irvington is the replacement of the inbound platform, an eight-month effort that began in April. The underpass also will be rehabilitated later this summer. The outbound platform already has been replaced and is in use. The station work is valued at about \$7 million.

Metro-North recently completed rehabilitating 235 parking spaces and adding 20 parking spaces at the south end of the station. The project included lighting, landscaping, striping, fencing, guardrails and ADA parking spaces.