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Press Release

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LIRR

IMMEDIATE

MTA Replaces 78-Year-Old LIRR Bridge in Carle Place

Sixth Major Bridge Project Completed On Time and On Budget as Part of LIRR Expansion Project

See Time Lapse of the Bridge Replacement [Here](#)

Still Photographs Available [Here](#)

MTA Construction & Development (MTA C&D) today announced that it has replaced the 78-year-old bridge that carries the Long Island Rail Road over Glen Cove Road in Carle Place and anticipates restoring train service in the early morning hours.

The new bridge is the sixth to be replaced or improved through the LIRR Expansion Project, which is bringing a third track to the Main Line between Floral Park and Hicksville to dramatically improve the LIRR's systemwide capacity and flexibility and enable reverse commuting. The project is on time and on budget despite the Covid-19 pandemic. The newly installed bridge at Glen Cove Road has a third bay to allow for the new third track.

"The Third Track project is a model of the way we are delivering projects at the new MTA Construction & Development," **said Janno Lieber, President of MTA Construction & Development.** "From day one of this project we pledged to make sure that this project stayed on schedule and within budget, and we are doing everything necessary to make good on that commitment. That includes not losing time due to the Covid 19 crisis, and this weekend's successful replacement of the Glen Cove Bridge is another step forward towards on-time completion of this essential work."

"Each time we complete a component of the LIRR Expansion Project, we're one step closer to unlocking the true potential of the railroad, and Long Island," **said Phil Eng, President of MTA Long Island Rail Road.** "The new Glen Cove Road bridge will host a new third track to provide the increased capacity and flexibility – including the ability for true reverse commuting – that we need to provide the robust, reliable service our customers deserve. I'm proud of the LIRR workforce for all of their efforts in collaboration with the design build team in getting the work done expeditiously."

The new bridge is 60 feet long, 45 feet wide and weighs 285 tons. It was assembled in the Macy's parking lot adjacent to the site. The bridge was lifted and rolled into place using specialized heavy-duty equipment after first demolishing the old bridge. This method was successfully used at Cherry Lane and Nassau Boulevard last year. With the bridge now firmly set in place, LIRR crews are rebuilding the track atop the bridge, reconnecting the existing two tracks.

Prior to this weekend's bridge replacement, five other bridges were replaced or modified as part of the LIRR Expansion Project including Tyson Avenue, Plainfield Avenue and Linden Avenue in Floral Park, Nassau Boulevard in Garden City and Cherry Lane in Carle Place. Additionally, two grade crossings at Urban Avenue in New Cassel and Covert Avenue in New Hyde Park have been replaced with undergrade crossings. The undergrade crossing at New Hyde Park Road will be completed in September and work has begun to build an undergrade crossing at School Street on the Westbury/New Cassel border.

Overview: LIRR Expansion Project from Floral Park to Hicksville

The LIRR Expansion Project will add a third track from Floral Park to Hicksville, reducing train congestion and delays and enabling true bi-directional service during peak hours. This transformative work includes several related projects, including the construction of additional parking garages and improved station access, retaining and sound attenuation walls, improvements to rail bridges and the removal of the eight street-level railroad crossings in the corridor. Construction is being handled in a way to minimize the impact on daily routines, with extensive mitigation and public outreach efforts to local communities.

The LIRR Expansion Project is part of a multibillion-dollar modernization of the Long Island Rail Road totaling 100 projects, the largest investment the railroad has received in decades. Once the work is complete, the LIRR will have increased its capacity by roughly 50 percent. Together, the upgrades will help transform transportation across the region and provide a reliable, state-of-the-art rail system for Long Islanders.

About MTA Construction & Development (MTA C&D)

MTA Construction & Development is a new organization created by the MTA to combine the capital operations of New York City Transit, the Long Island Rail Road, Metro-North Railroad, MTA Bridges and Tunnels and the previous MTA Capital Construction Company into a single organization built around

the principle of delivering effective project management.