



Pelham Bay Bridge Replacement Project

FACT SHEET

Modernizing the Northeast Corridor

Amtrak proposes to replace the current two-track movable bridge with a new, modern crossing.

The Pelham Bay Bridge connects Amtrak trains between New York City to Connecticut, Rhode Island, and Boston along the Northeast Corridor (NEC) via Amtrak's Hell Gate Line. The bridge, which is also used by freight trains, was partially rehabilitated by Amtrak in 2009, but needs more repair and is reaching the end of its useful life.

Amtrak is working with the Federal Railroad Administration (FRA) on the Pelham Bay Bridge Project, which proposes to replace Amtrak's current two-track bridge that was built in 1907 with a new, modern crossing. In addition to bringing the crossing to a state-of-good-repair, the project will increase operating speeds and reduce the number of bridge openings required to accommodate marine traffic. The bridge will also serve future Metro-North Railroad trains into Moynihan Train Hall through Metro-North's New Haven Line as part of the Penn Station Access Project.

Project Benefits



Strengthened infrastructure



Faster passenger train travel



Improved reliability



Reduced conflicts with maritime traffic

Proposed Improvements

- Increasing the vertical clearance of 8 feet to 35 feet (reducing the number of bridge openings by **76 percent**)
- Operating speeds of **70 mph**, up from the current 45 mph speed limit
- Increase the navigation channel from 67 feet to **100 feet wide**

Project Timeline

2022

In August, the FRA awarded a \$4.5 million grant to Amtrak for the project

2023

In November 2023, U.S. DOT announced federal funding to complete final design and future funding for construction

2025

Anticipated NEPA completion

2029

Anticipated construction start

2034

Anticipated completion

For more information, visit us on Amtraknewera.com/Pelham-Bay-Bridge, contact us at PelhamBay@amtrak.com or call 1-800-402-7599.



STAY INFORMED

Sign up for the project newsletter!
bit.ly/Pelham-Bay-Bridge-Newsletter

