3.2 Fishkill Creek Crossing

The Tioronda Bridge was decommissioned in the 1980s, and demolished in 2006. Before it deteriorated, it accommodated two-lanes of vehicular traffic. Recently, this location was used as a crossing for utility pipes, but they are not designed to support any additional load. A new self-supporting bridge deck would need to be constructed above the utilities to make use of this crossing for the trail and/or vehicles. Getting to the Tioronda Ave Bridge crossing from the Brickyards Parlkand (Route Segment 3.1B) would, however, require aligning the trail along the entire length of the utility easement that parallels the creek, and would require additional negotiations with private property owners on whose land this easement exists. Several of these homeowners commented on this proposed trail alignment expressing serious concerns.

3.2A - Metro-North Causeway: There are two causeway bridges crossing the mouth of the Fishkill Creek, however both active tracks use only the western bridge. The remaining bridge may be available for the use of the trail, with a physical barrier separating the trail from maintenance vehicles, which occasionally use the causeway to access portions of the tracks south of the Fishkill Creek. Metro-North is reviewing this request with respect to safety concerns and operational requirements.

3.2B - Bridge Across Wetlands: In order to avoid using private property, a short section of the utility easement would be used to go as far east as possible on publicly owned land. This land does not extend far enough to reach the point at which the creek narrows, so the bridge would have to cross along the edge of the wetland area. Supports would be placed where there is some stable ground for landings as shown to the right. This bridge would provide visual access to a very unique habitat.



Metro-North Causeway bridges over the mouth of Fishkill Creek with two parallel bridges side by side

3.2C - Bridge Across Fishkill Creek Mouth: To minimize shading and wetland impacts to the creek, a shorter span could be used to cross at the mouth where the creek narrows. This would require an easement across one of the privately owned parcels along the creek, but would not extend beyond the first private parcel. A shorter span in this location would reduce the environmental impacts.



Fishkill Creek crossing options. Property lines shown in purple are approximate and not to scale.



3.2D - Tioronda Bridge via Utility Easement: This graded land is an old railroad bed and runs through what today is private property. It is currently used as a utility easement for Central Hudson's power lines, and is cleared wide enough for a trail. This would provide an off-road alternative to the 2 mile climb to the Mount Beacon trailhead to cross Fishkill Creek over the Route 9D/Wolcott Ave Bridge, which does not connect directly to the existing trail in Madam Brett Park. Negotiations with private property owners would have to take place in order to align the trail through the easement.

Utility easement runs directly behind this house -



Private property on the south side of Fishkill Creek, Tioronda Bridge (left)



Tioronda Bridge looking north



Old railroad bed/current utility easement facing east



Approximate centerline of utility easement shown in red, yellow shading indicates conservation easement which is unrelated to utility easement

Summary Evaluation

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Map 3.2 - Fishkill Creek Crossing

Legend

- ---- Preferred Route
- Change in route segment
- --- Alternate Route
- Proposed Route 9D Corridor safety improvements
- State Parks

