



The Walk Bridge Program

Norwalk, CT

PROJECT FACTSHEET | 2016



Photograph courtesy of Geoff Steadman, Norwalk Harbor Management Commission

Building a Resilient Bridge

The Connecticut Department of Transportation (CTDOT) is undertaking the Walk Bridge Program to replace the deteriorating Walk Bridge over the Norwalk River in Norwalk, CT. One of the oldest movable bridges in the country, the Walk Bridge is a critical transportation link on the Northeast Corridor connecting Washington-New York-Boston and carrying four tracks of Metro-North Railroad, Amtrak and freight service. Approximately 200 trains and 125,000 passengers travel across the Walk Bridge daily and ridership is projected to double by 2065.

Constructed in 1896, the aging bridge has outlived its useful lifespan and has experienced recent failures, causing safety concerns and travel delays. The existing swing bridge opens to provide navigational access to numerous commercial and private maritime groups along the busy Norwalk River.

The Walk Bridge Program will:

- Improve operational efficiency, flexibility and ease of maintenance
- Increase bridge reliability, incorporate bridge redundancy and provide a sustainable bridge for significant weather events
- Contribute to Metro-North and Amtrak ridership and performance goals
- Enhance safe and reliable rail service with increased rail speed
- Improve navigation on the Norwalk River
- Encourage the use of public transportation to reduce environmental impacts
- Remove weight restrictions on freight service
- Expand existing bicycle/pedestrian trails



Map Legend

- Replacement of the Walk Bridge
- CP243 Interlocking Project
- Danbury Branch Dockyard Project
- Fender Repair Project





Did You Know?

There are eight moveable bridges on the northeast corridor. The existing Walk Bridge is the oldest of the eight and one of only two swing bridges on the corridor. The other swing bridge is the Mystic River Railroad Bridge.

Walk Bridge Design

At 30% design, the alternatives for replacement of the Walk Bridge include:



Through Truss Rolling Bascule



Through Truss Vertical Lift Span

The final design and aesthetics of the selected bridge option will evolve with public input.

Projects in the Walk Bridge Program

The Walk Bridge Program consists of a series of related projects needed for the replacement of the Walk Bridge. These projects include:

The **Replacement of the Walk Bridge Over the Norwalk River** is currently in design with construction expected to start in mid-2018. In addition to the replacement of the Walk Bridge, the project requires work on the railroad embankments on each side of the river and retaining walls, replacement of track, catenary, traction power and other railroad systems, the removal of the existing high towers, the construction of a new fender system in the river and rehabilitation of the Fort Point Street Bridge.

The **Fender Repair Project** is expected to start in 2016. The project will replace deteriorated portions of the existing fender system including driving new vertical timber support piles into the river bottom and placing new horizontal timber walers to protect both the Walk Bridge and boats from damage in the event of a collision. This work will be done in the water, primarily in the east channel and will not impede boat passage for a majority of the time but will occasionally limit marine traffic.

The **Danbury Branch Dockyard Project** is required to facilitate rail operations during construction of the Walk Bridge and is scheduled to start construction in early 2017. This work will consist of adding track sidings, signal work and electrification to the southern end of the Danbury Branch of the New Haven line. These improvements will be made from where the Danbury Line splits off the main line to one half mile north, in the area formerly known as the Dock Yard. The project is anticipated to last approximately two years. There will be minimal impact to the roadway network.

The **CP243 Interlocking Project**, scheduled to begin in 2017, will construct a new four-track interlocking to allow for two-track Metro-North Railroad operations during reconstruction of the Walk Bridge and to maintain satisfactory rail service. The project is located on the New Haven line approximately 1.5 miles east of the Walk Bridge in the vicinity of Norden Place. The project is anticipated to last approximately two years. There will be minimal impact to the roadway network.

The rehabilitation of the **Osborne Avenue Bridge** and the replacement of the **East Avenue Bridge** in East Norwalk are still in design and will be incorporated into the Program construction.



Contact Us

Visit the website,
www.walkbridgect.com, or
email us at info@walkbridgect.com



facebook.com/WalkBridgeCT



[@WalkBridgeCT](https://twitter.com/WalkBridgeCT)



Federal Transit
Administration

The Walk Bridge is on the National Register of Historic Places and has been a landmark in the Norwalk community for over 120 years.