



Walk Bridge Replacement Project

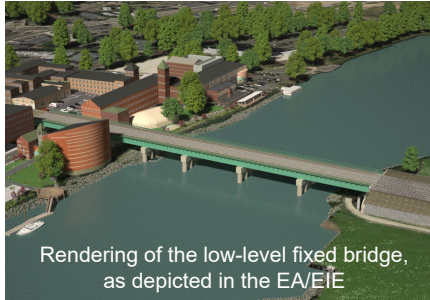
Low-level Fixed Bridge Alternative

Environmental

The low-level fixed bridge as presented in the Environmental Assessment requires a minimum of 5 piers to be constructed in the water, resulting in a larger environmental footprint than the Preferred Alternative. Like the preferred alternative, temporary work trestles are required to access certain construction areas in the water. With a greater number of piers to construct and new bridge spans to place, the resulting environmental footprint impacts are greater than the Preferred Alternative.

Construction

In addition to the impacts associated with the movable option, the areas adjacent to the project would be affected by the longer duration required to construct the bridge. To avoid working adjacent to the railroad, a temporary two-track bridge can be constructed to the north; however, the overall construction duration is not improved with this approach.



Rendering of the low-level fixed bridge, as depicted in the EA/EIE

Rail Service

Rail traffic is maintained throughout construction with two tracks being out of service for approximately 51 months total. While only two tracks are available, train operations will be affected. Post construction, enhancements to safety and reliability of rail service are provided.

Properties

Approximately 22 properties are affected including the total acquisition of the Marina at 11 Goldstein Place, the relocation of the IMAX, and temporary impacts to the Maritime Aquarium. These properties are necessary for contractor staging and access to the river in vicinity of the Bridge. State law also requires that water-dependent uses that are eliminated be re-established, resulting in additional project costs, permitting requirements and construction schedule.

River Navigation

The 20-foot vertical clearance above the waterway of the low level fixed bridge would not meet the United States Coast Guard’s requirements of accommodating the current and future reasonable needs of navigation. With the simultaneous presence of existing piers, new piers, and temporary work platforms, all navigation will be restricted for approximately 4 years during construction. Post construction, the low-level option restricts navigation to a 20-foot vertical clearance.

Resiliency

The bridge would be built to withstand extreme weather events with an approximate 100-year service life.

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The Walk Bridge Program studied three fixed bridge options: the low-level, mid-level and high-level as replacement alternatives. The mid-level option would require a reduction of rail service to only one operating track for an extended period during construction, and the high-level option’s grade raise would require complete reconstruction from west of South Norwalk Station, including a rebuild of the station, to East Norwalk Station on the mainline. Reconstruction of the Danbury Branch up to Science Road is also needed to preserve rail connections to the main line.

Navigation aside, **the low-level fixed bridge** retains the existing height of the railroad tracks over the Norwalk River while providing a “fixed” vertical clearance between the bridge and the waterway.

Estimated Construction Cost (Conceptual Design Estimate from the Environmental Assessment)

Approx. \$290 – 340 million

Construction Duration

6- 16 months longer than the movable option due primarily to construction inefficiencies while working in close proximity to the operating railroad.

Vertical Clearance

20 feet

Horizontal Clearance

Approx. 90 feet

Contact Us

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