Walk Bridge Replacement Project

The Norwalk River Railroad Bridge (Walk Bridge) was built in 1896 and has outlived its intended lifespan. The bridge is replaced with a 240' Vertical Lift Span bridge. The structure has two spans carrying two tracks each and lift independently to accommodate rail and marine traffic.

2019
Construction Start

4-5 YEARS
Construction Duration

$511 MILLION
Construction Cost

60 FEET (OPEN) **26 FEET (CLOSED)**
Vertical Clearance

170 FEET (APPROX.)
Horizontal Clearance

The Vertical Lift Bridge

- Shortest construction of the movable options
- Fewest environmental impacts
- Rail service impacts are minimized during construction
- Fewest disruptions to Norwalk River navigation
- Improves service dependability on the Northeast Corridor
- Built to withstand extreme weather events
- Allows rail traffic to be maintained on two-tracks in the event of a planned or unplanned track outage

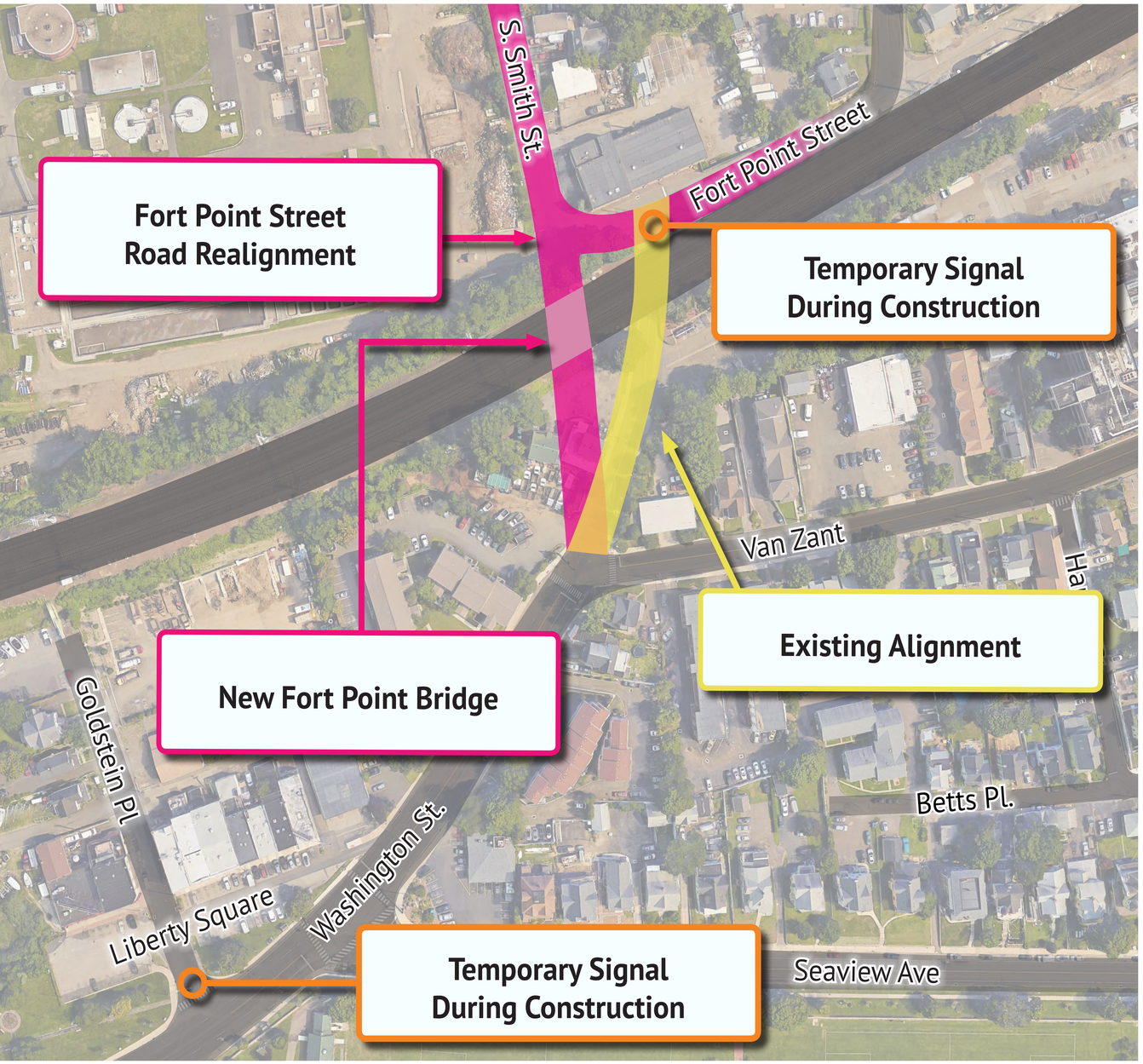
The Vertical Lift Bridge design allows the existing swing span to remain operable during approach, pier and tower construction. The lift span will be built off site and brought in by barge.

www.WalkBridgeCT.com

WALK BRIDGE PROGRAM

Fort Point Street Bridge Replacement and Realignment

During the construction of the Walk Bridge, the Fort Point Street Bridge is replaced with a new four-track bridge built to the west of the existing alignment. Relocating the bridge to the west allows Fort Point Street to remain open during construction, alleviating traffic impacts in East Norwalk.



Roadway Realignment

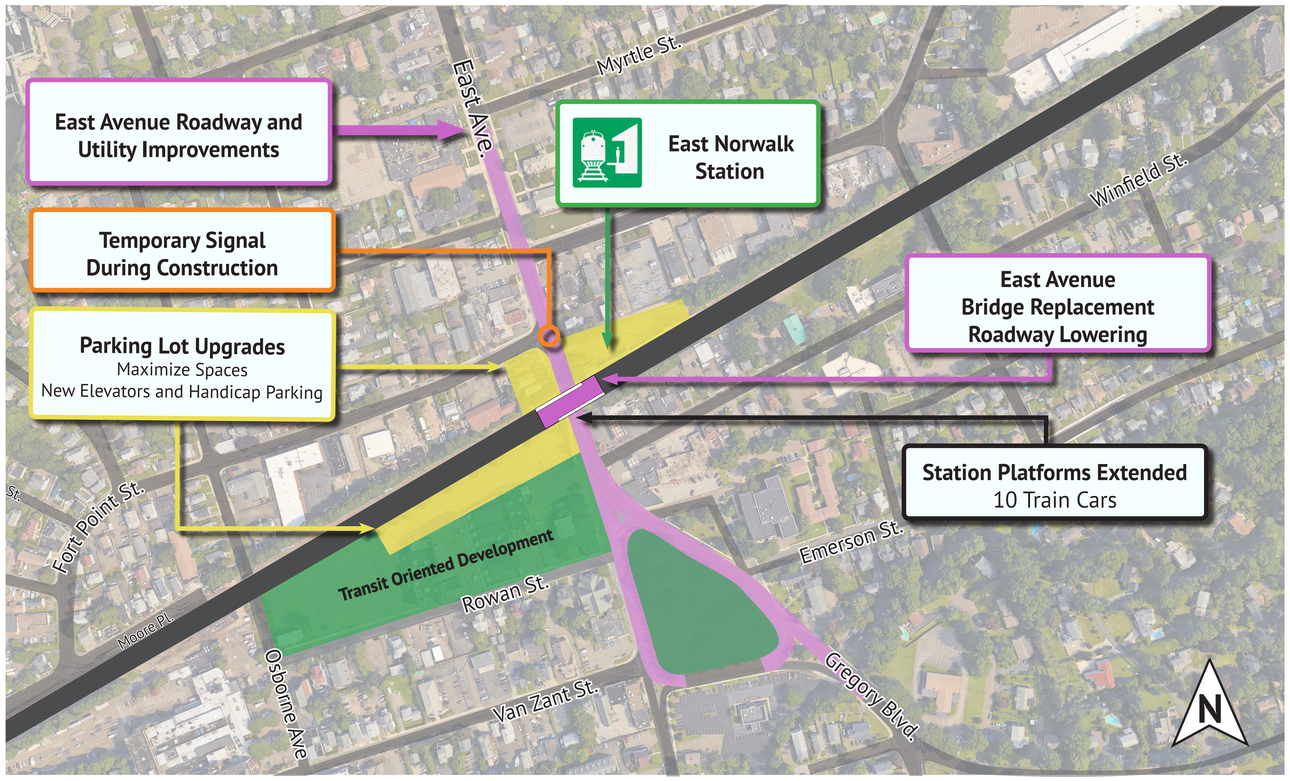
- Fort Point Street realigns with S. Smith Street
- Realignment improves safety and reliability due to improved sightlines
- Travel lanes and sidewalks are widened to improve pedestrian safety
- Adds new bike lanes

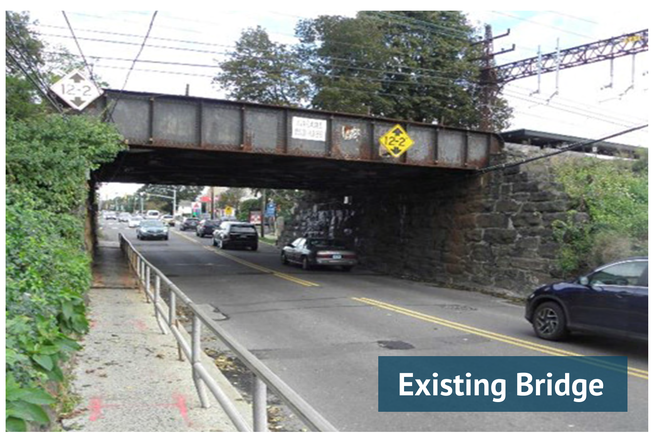
Railroad Bridge Replacement

- Maintains existing vertical clearance
- The span widens from 27.5 feet to approximately 42 feet
- Built in two halves with a two track closure for part of construction
- Work is concurrent with Walk Bridge construction
- Maintains daily commuter service
- Existing bridge and roadway remain open during construction

East Avenue Bridge Replacement and Roadway Improvements

Built in 1905, the East Avenue Railroad Bridge is over 100-years-old and needs to be replaced. Construction begins approximately 1.5 years into construction of the Walk Bridge to take advantage of planned track outages and minimize disruptions to rail service.




Existing Bridge


Proposed Upgrade

East Avenue Bridge Replacement

- Existing bridge removed in two stages
- Horizontal clearance widens to approximately 58 feet
- New concrete abutments
- Deck drainage and erosion control added
- Vertical clearance increases from 12 feet 2 inches to 14 feet 3 inches
- New retaining walls

East Norwalk Station Upgrades

- Increased parking
- New ADA elevators and handicap parking on both sides of the tracks
- Extended platforms to accommodate ten train cars

Roadway Improvements

- Widening approximately 1,600 feet of East Ave.
- New, wider sidewalks on both sides
- Drainage improvements
- Temporary signal installed at Fort Point Street during construction
- Two 10-foot travel lanes in each direction under the bridge

Preliminary Construction Staging

Walk Bridge / Fort Point Street

Osborne Avenue / East Avenue

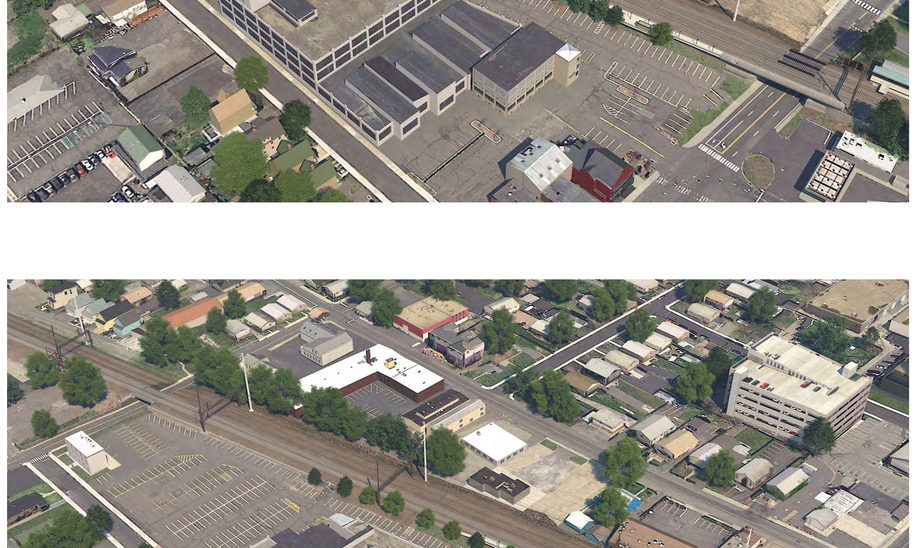
Year 1

Year 2

Year 3

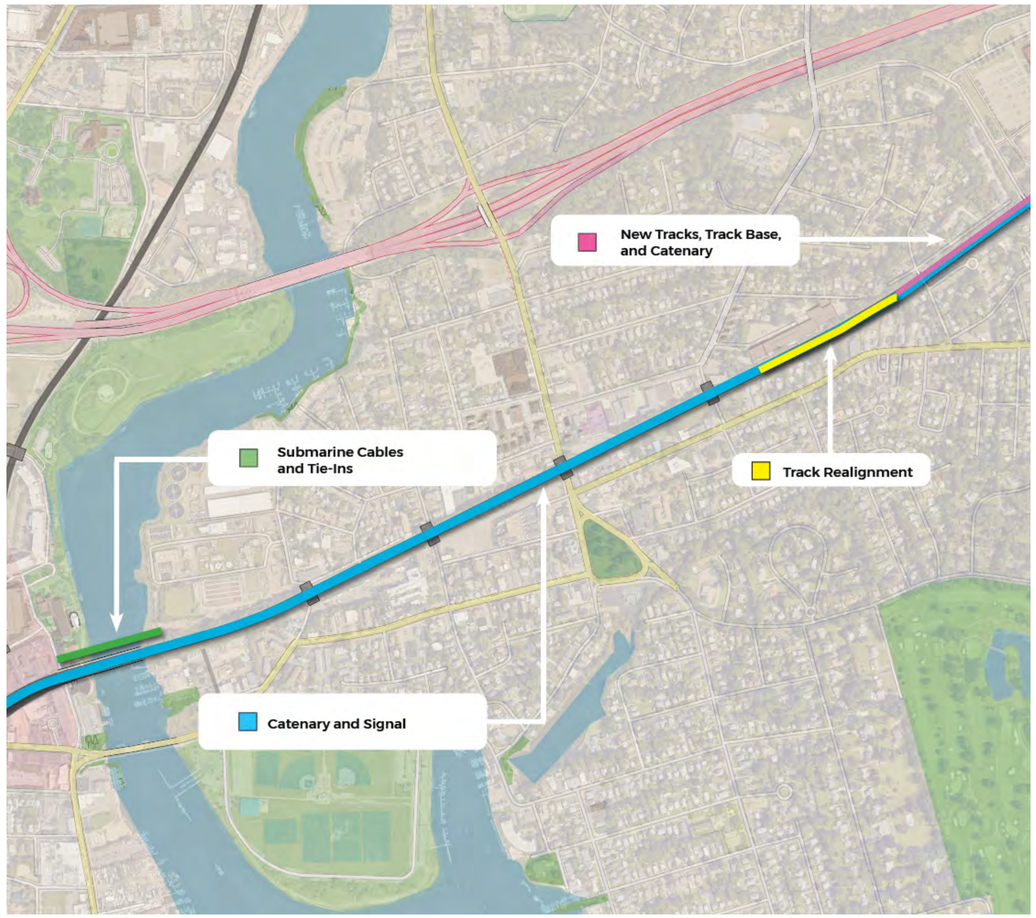
Year 4

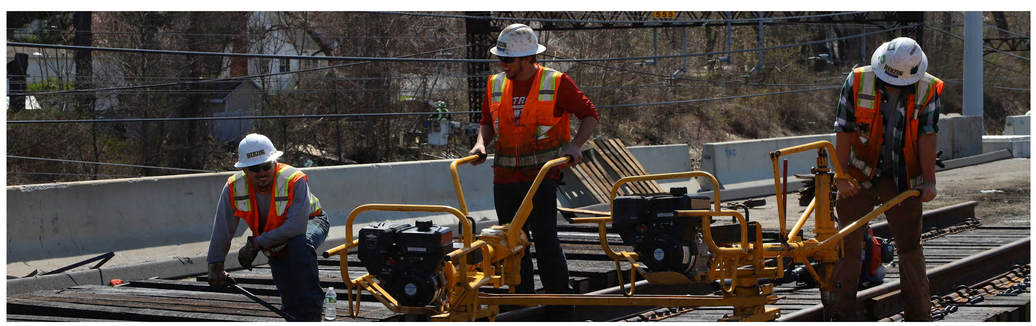
Year 5



CP243 Interlocking Project

The Project constructs a new four-track interlocking system on the New Haven Line between South Norwalk and Westport. An interlocking system incorporates the use of a powered switch and signal system allowing trains to move from one track to another.





Construction Progress

- Initial surveying & track monitoring
- Tree-trimming & clearing
- Temporary track access pads installed
- Temporary relocation of signal & power feeders
- Foundation work for catenary structures
- Slope & rock excavation
- Track 4 removal

Upcoming Construction Activities

- Foundation work for signal equipment & stairs
- Foundation work for catenary structures
- Start of drainage installation
- Sub-ballast & ballast excavation
- Slope & rock excavation

Rail Improvements

- Six new switches
- Track realignment & replacement
- New catenary structures
- Communications & signal systems upgrades
- Overhead catenary system modifications
- Drainage improvements

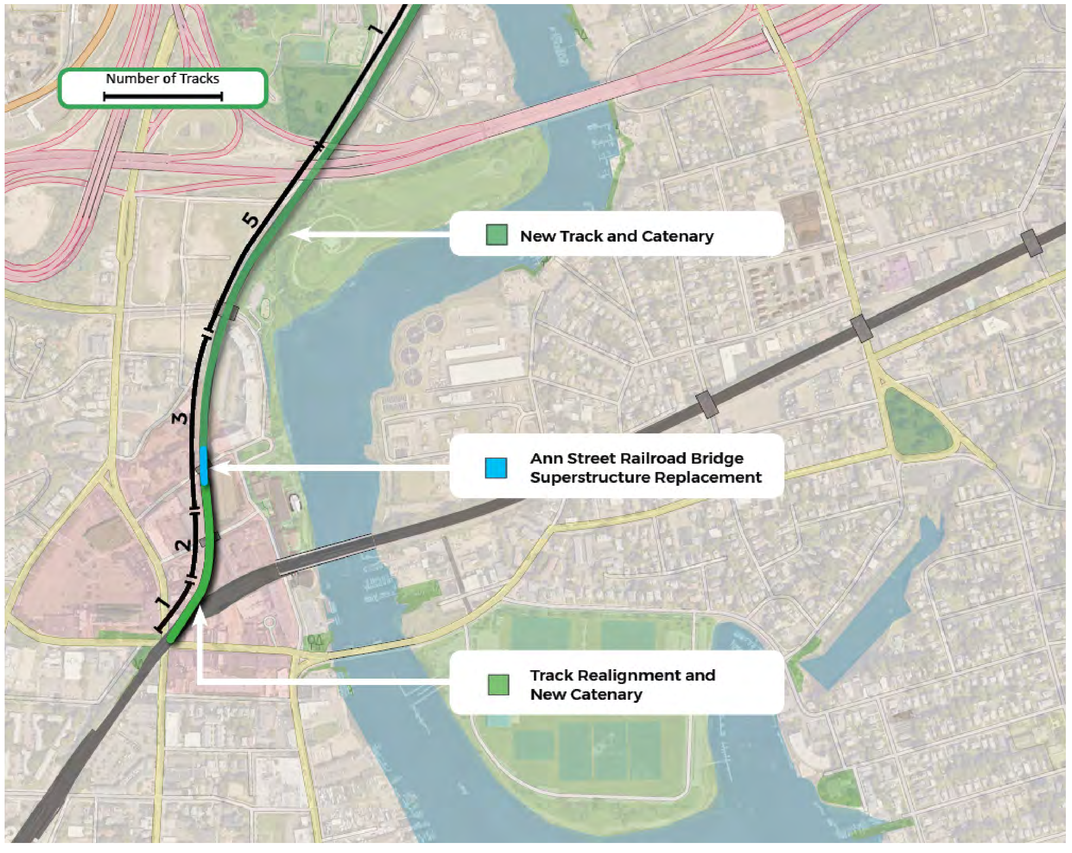
OCTOBER 2017
Construction Start

3.5 YEARS
Construction Duration

$242 MILLION
Construction Cost

Danbury Branch Dockyard Project

The Project installs a new communications and signal system, and cleans up debris and landscaping alongside the rail line. The Project electrifies approximately one-mile of tracks on the Danbury Branch between Washington Street and Jennings Place. Improvements allow trains ending in South Norwalk to redirect themselves for the return trip to Grand Central Terminal, creating operational flexibility and reliable service schedules.



Construction Progress

- Overhead wires removed
- Replacement of tracks 2, 4 & 6
- Sub-ballast & ballast excavation & replacement
- Tree-trimming & clearing
- New catenary foundations (East & West)
- Science Road railroad crossing replacement

Rail Improvements

- Two new tracks between Marshall St & Science Rd
- Track realignment & replacement
- New catenary structures
- Communications & signal systems upgrades
- Ann Street railroad bridge superstructure replacement

Upcoming Construction Activities

- New catenary structures
- Additional ballast installation
- Railroad drainage installation

OCTOBER 2017
Construction Start

2.5 YEARS
Construction Duration

$98 MILLION
Construction Cost

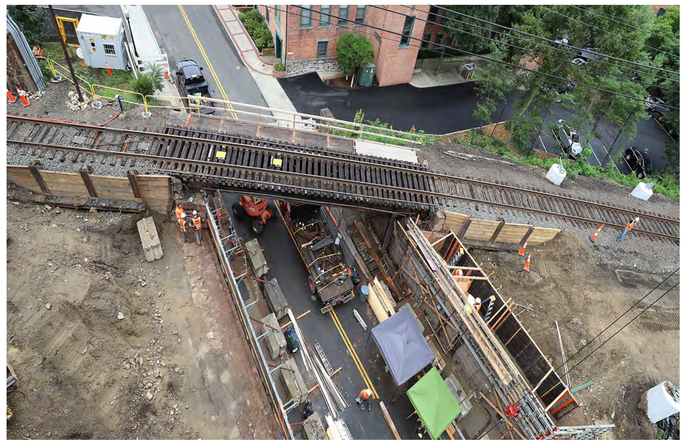
Ann Street Railroad Bridge

The new bridge maintains the 19th century character of the existing bridge with a new weathering steel deck and beams. Abutment wall improvements include resetting the existing stone and installing stained concrete caps.

New Ann Street Bridge

Phase I: Completed

- Track removal (east)
- Steel demolition & replacement (east)
- New track installation (east)
- Abutment wall demolition reconstruction (east)



Phase II: Late Fall 2018

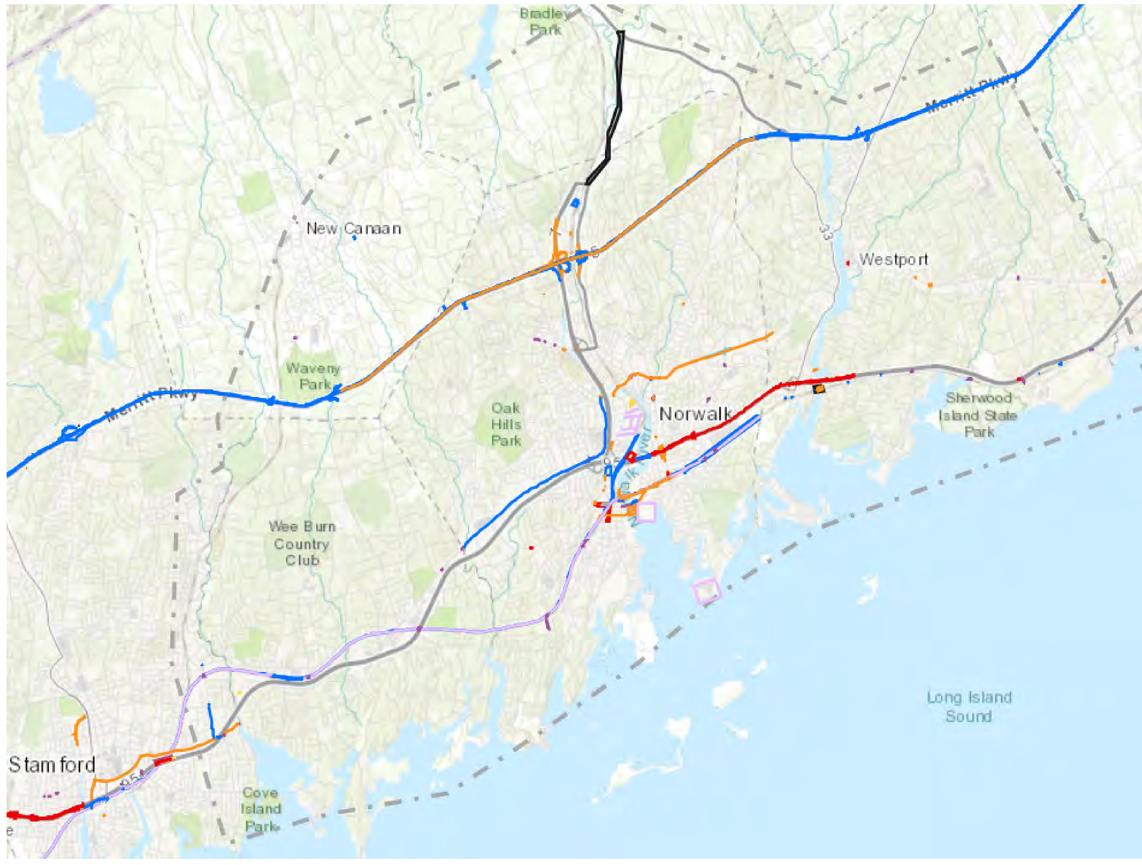
- Track removal (west)
- Steel demolition & replacement (west)
- New track installation (west)
- Abutment wall demolition reconstruction (west)

Regional Transportation Management Plan (Regional TMP)

The Regional TMP addresses local Norwalk concerns about the potential cumulative mobility impacts of the **multiple local, private and state** projects that are ongoing and proposed in Norwalk and the surrounding communities.

The Regional TMP is developed, implemented, and assessed to **minimize impacts** to the community in consultation with the City of Norwalk and all other stakeholders, including neighbors, residents, commuters, businesses, and emergency responders.

The Regional TMP is a **living document** that will be updated throughout the design and into construction to monitor and address transportation impacts.



Purpose of the Regional TMP

Address potential traffic impacts of the multiple projects and assess and implement mitigation strategies

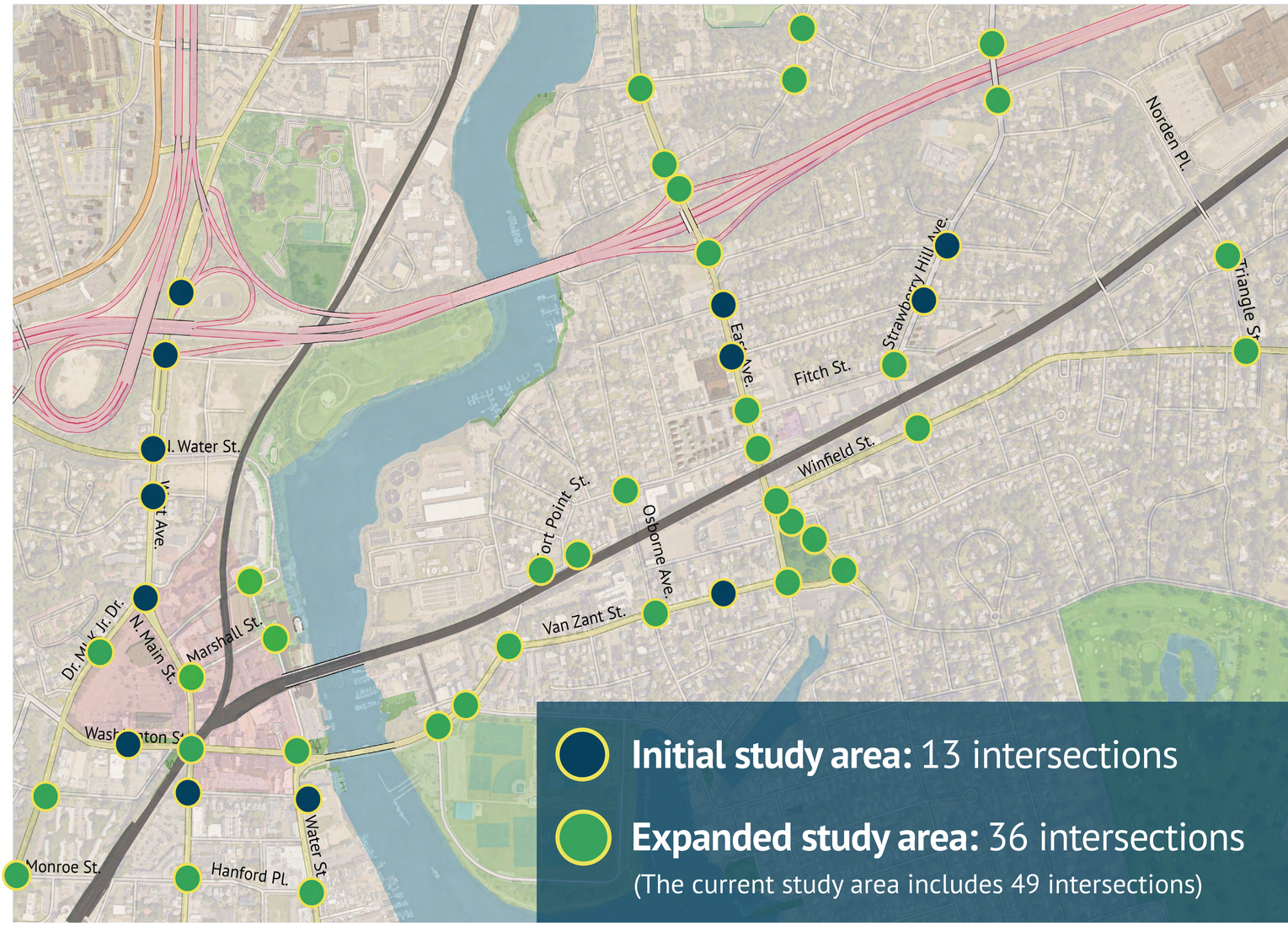
Facilitate comprehensive public outreach efforts

Promote ongoing coordination with stakeholders in and around the work zones

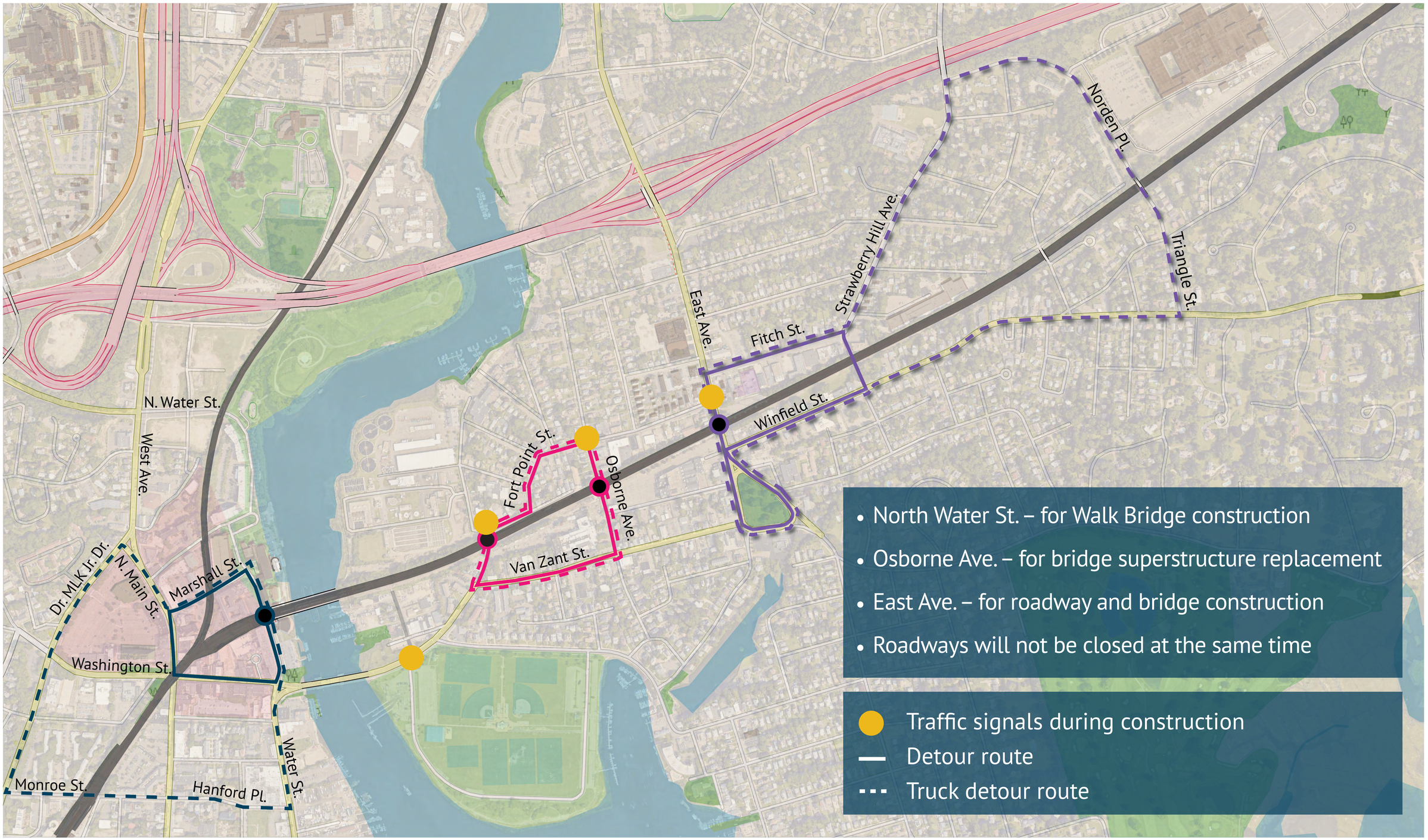
Transportation Engineering Studies

- Traffic studies/analysis for roadway impact scenarios
- Traffic mitigation and improvements
- Traffic signals and signage
- Detour routes
- Contractor haul routes
- Bicycle & pedestrian mobility
- Parking
- Wayfinding signage

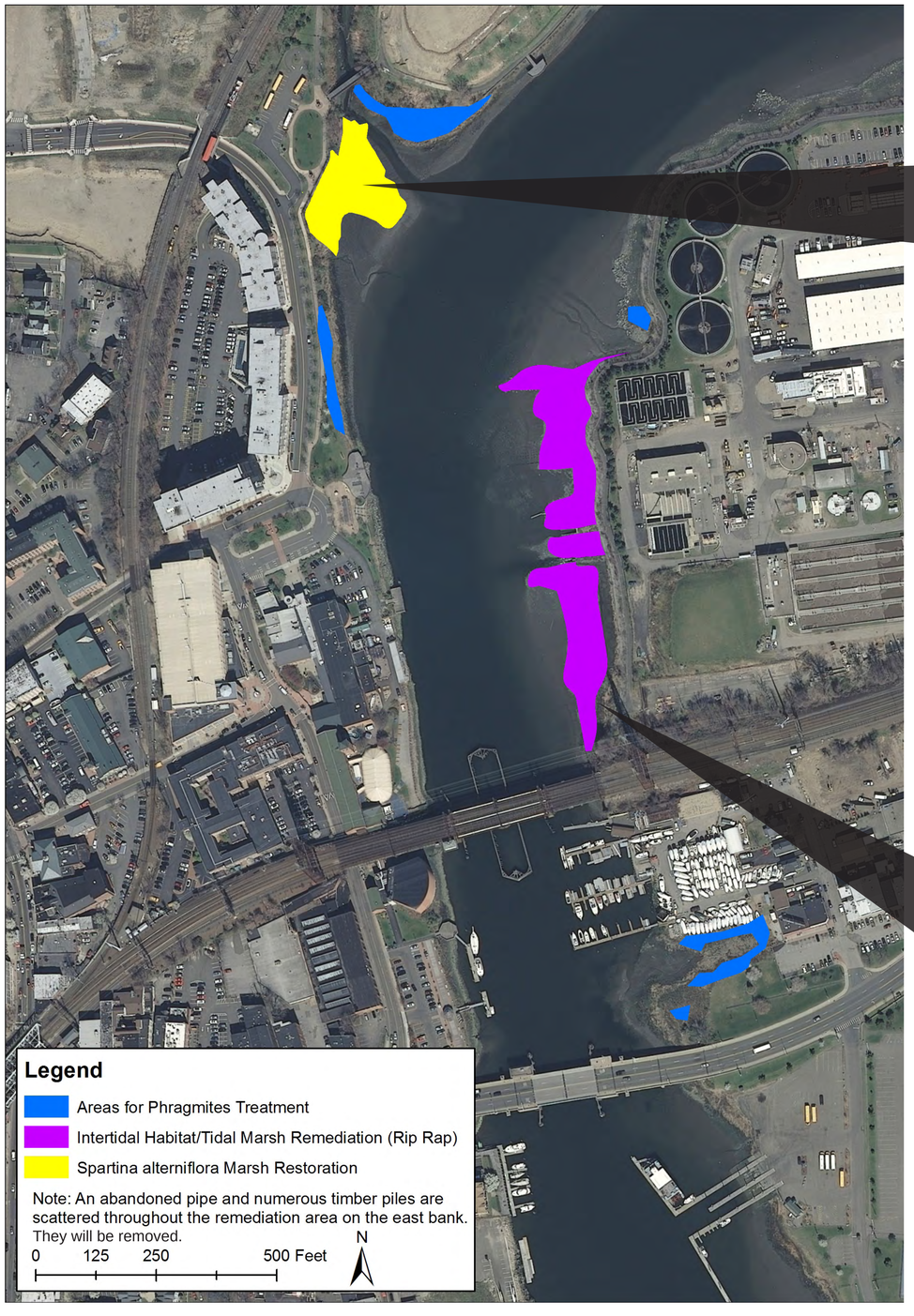
Transportation Management Plan Study Area



Anticipated Local Road Impacts



Tidal Wetland Restoration



Removal of invasive species and replanting of native plant life

Existing

Proposed

Restoration of native marsh grass and tidal marsh remediation

Existing

Proposed

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Environmental Coordination

Regulatory Agencies & Commissions

- Federal Transit Administration
- CT Office of Policy and Management
- NOAA National Marine Fisheries Service
- U.S. Fish and Wildlife Service Federal Listed Species
- CT DEEP NDDB and Wildlife Division & Fisheries Division
- U.S. Coast Guard
- U.S. Army Corps of Engineers
- CT Department of Agriculture/Bureau of Aquaculture
- Norwalk Harbor Management Commission
- Norwalk Shellfish Commission
- Norwalk Harbor Master
- City of Norwalk and Local Stakeholders

Approvals & Permits

- FTA Finding of No Significant Impact
- CT Office of Policy and Management Record of Decision
- NOAA/NMFS Section 7
- NOAA/NMFS Essential Fish Habitat Assessment
- U.S. Army Corps of Engineers Section 408 Permit
- U.S. Army Corps of Engineers Section 10/Section 404 Permit
- CTDEEP Structures, Dredge, and Fill Permit, Tidal Wetlands Permit, Section 401 Water Quality Certification, Coastal Consistency Review (CZM)
- CTDEEP Flood Management Certification
- CTDEEP Construction Stormwater General Permit
- CTDEEP General Permit for Contaminated Soil/Sediment Management
- FAA Notice of Proposed Construction
- U.S. Coast Guard Bridge Permit
- CTDEEP Natural Diversity Data Base Review

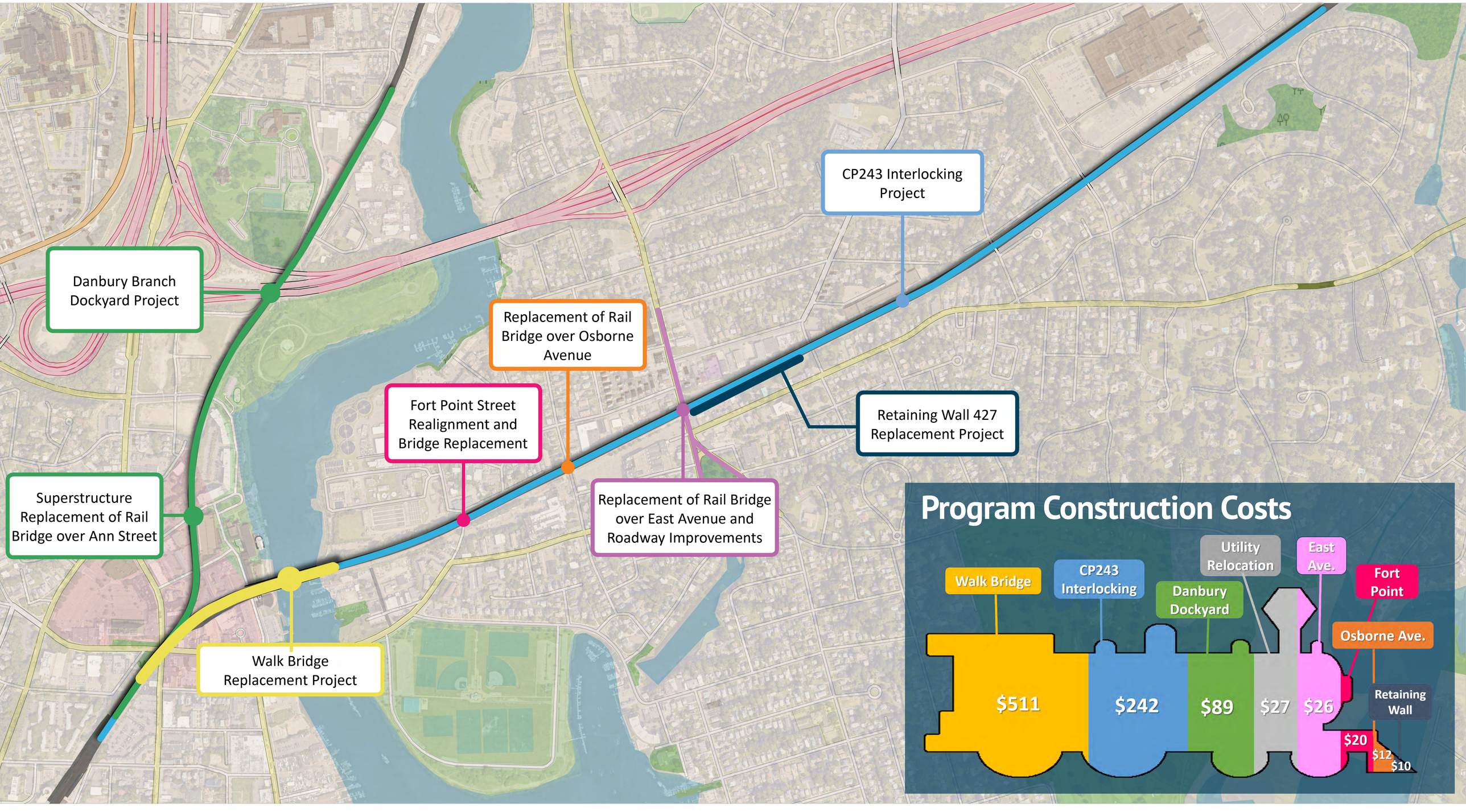
Section 106 National Historic Preservation Act

- Memorandum of Agreement among FTA, CTDOT and Connecticut State Historic Preservation Officer
- NEPA Umbrella/Section 106
- Concurring Parties
  - Norwalk Historical Commission
  - Norwalk Preservation Trust
  - Norwalk Historical Society
  - SONO Switch Tower Museum
  - Mashantucket Pequot Tribal Nation
  - Mohegan Tribe of Indians of Connecticut
- Public Meetings, Design Charrettes, Stakeholder Meetings

Section 106 Memorandum of Agreement Stipulations

- Historic American Engineering Record
- Catenary System and Historic Structure Documentation
- Material Salvage for Reuse or Public Education
- Bridge Engineering and Railroad History Public Exhibits/Education Programs
- Restoration of Mathews Park Fencing
- Permanent Outdoor Interpretive Panels (10)
- Historic Building Protection Plan
- Archaeological Treatment Plan
- Documentation for National Register Listing of Liberty Square Historic District

Walk Bridge Program



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Follow us on social media:
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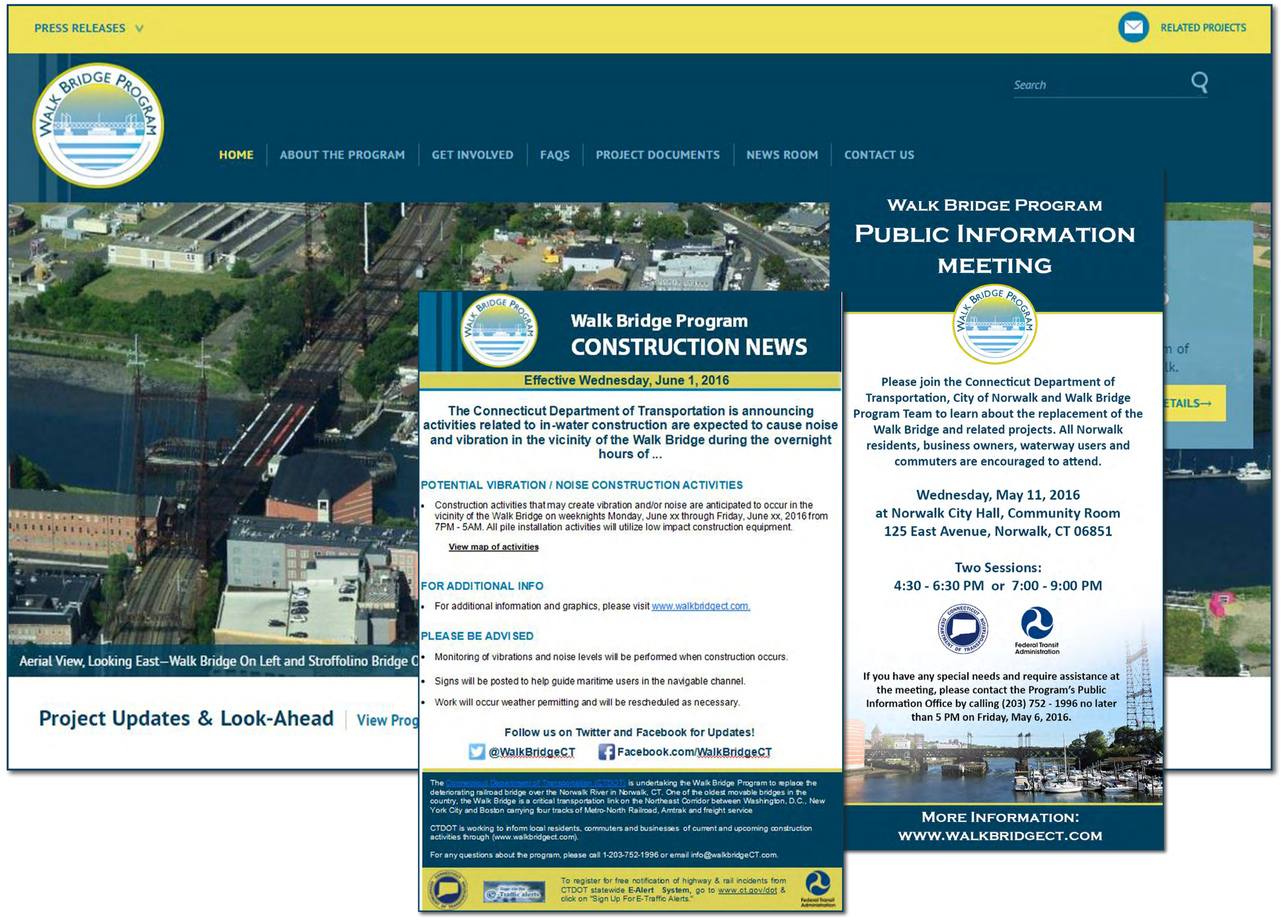
Email us with questions or comments:
info@walkbridgect.com

Submit a comment online at:
WalkBridgeCT.com/get_involved

Call the program hotline:
1 (833) 462-9255

Send a letter with questions or comments:
Walk Bridge Program, Public Info
CTDOT District 3A
424 Chapel Street
New Haven, CT 06511



Visit the Welcome Center:
20 Marshall Street
Norwalk, CT 06854

Tuesday 8:00 A.M. - 4:00 P.M.
Wednesday 8:00 A.M. - 4:00 P.M.
Thursday 12:30 P.M. - 4:30 P.M.