Walk Bridge Replacement Project

WALK BRIDGE PROGRAM | 2018

The existing Norwalk River Railroad Bridge (Walk Bridge), constructed in 1896, carries four railroad tracks and approximately 175 trains and 125,000 passengers daily. One of the oldest movable bridges on the Northeast Corridor, the 564-foot long, four span swing bridge has outlived its lifespan. The Walk Bridge has been subject to continued operational failures and vulnerable to damage from harsh weather conditions and requires replacement.

The new Walk Bridge will have two independent movable spans that allow one span, or two tracks, to remain in use at times when the other span or its tracks require servicing. The new resilient and sustainable structure will be able to withstand extreme weather events such as storm surges and high winds.

In addition to replacing the existing bridge, the project includes the construction of retaining walls and railroad track as well as new catenary and signal systems on the east and west approaches.

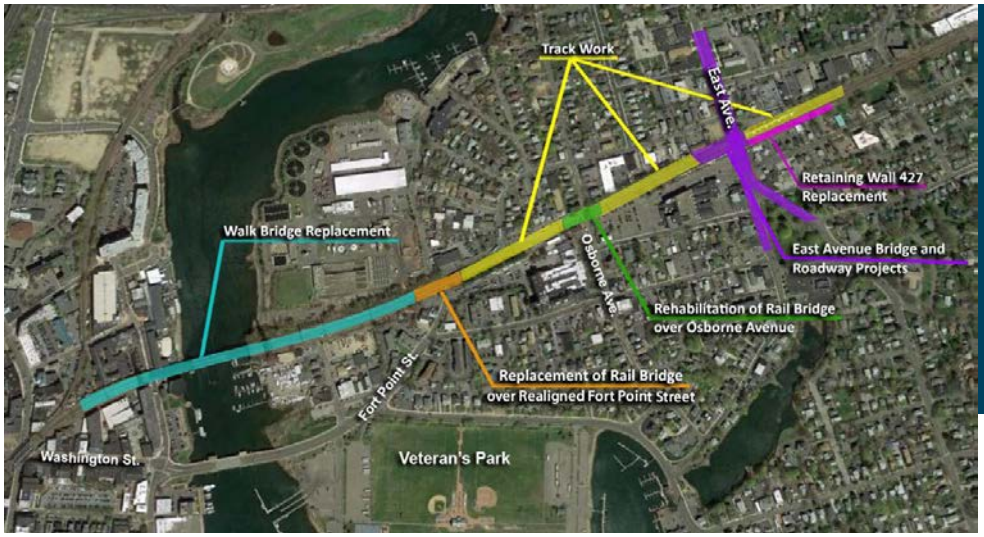
The bridge will be replaced while maintaining rail service on two tracks. To take advantage of track outages during Walk Bridge construction, the rehabilitation of the Osborne Avenue Railroad Bridge and the replacement of the Fort Point Street and East Avenue Bridges will be completed under the Walk Bridge Replacement Project.

Anticipated Start Date
Late 2019

Construction Duration
4-5 Years

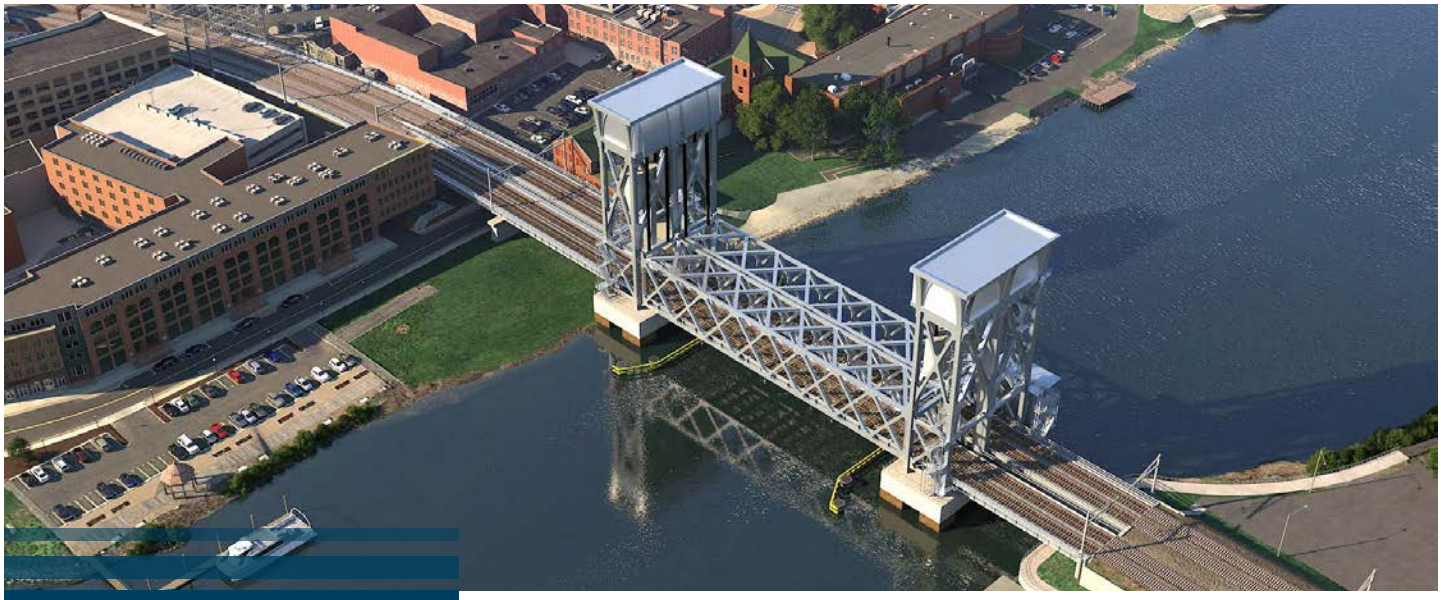
Estimated Project Cost
$736 Million
(includes Fort Point St. Bridge)

The Walk Bridge Finding of No Significant Impact (FONSI) was issued in compliance with NEPA by the Federal Transit Administration and a Record of Decision under CEPA completed in Summer 2017. These actions allow the design of the selected alternative to advance.



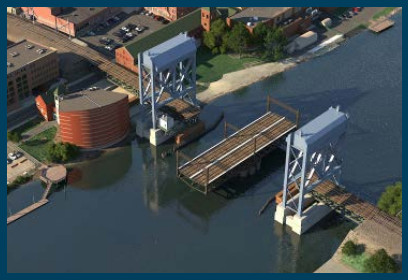
- Walk Bridge Replacement and Approach Construction
- Fort Point St. Bridge Replacement
- Osborne Ave. Superstructure Replacement
- East Ave. Bridge Replacement
- Retaining Wall 27 Replacement
- Track Work

Federal Transit Administration



240’ Vertical Lift Bridge

The selected bridge design reduces construction risk by allowing the existing swing span to remain operational while the new bridge towers and foundations are constructed. The length of the 240’ Vertical Lift Span maximizes work that can be accomplished without disrupting rail and river traffic, and shortens the overall schedule.

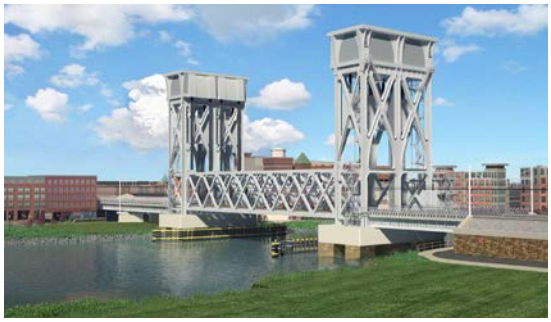


Design of the Walk Bridge

The 240’ Vertical Lift Bridge is the selected bridge design for the Walk Bridge replacement, as determined in FONSI and ROD documents. The 240’ Vertical Lift Span Bridge was selected after extensive analysis determined that it would provide multiple design and construction benefits over the other movable bridge alternatives including:

- Shortest construction schedule
- Lowest risk during construction
- Improved river channel alignment with the Stroffolino Bridge
- Prevention of extended navigational restrictions
- Greater architectural and aesthetic flexibility

The 60% Walk Bridge design was submitted in July 2018. The Project is working closely with City of Norwalk officials and key stakeholders to refine aesthetic design details of the bridge and approaches.



Construction Coordination

Through the facilitation of the environmental process, the Walk Bridge Program identified mitigation plans and commitments to be implemented during construction. These mitigation plans will be developed during design in coordination with the City of Norwalk and local stakeholders. Amongst the plans are air quality and dust control, business coordination, communications management, construction site safety and security, dredged and impacted materials management, historic building protection, marine transportation, noise and vibration control, traffic management, stormwater pollution control, and water quality control.

Contact Us

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