



Walk Bridge Replacement Project

WALK BRIDGE PROGRAM | 2018



The existing Walk Bridge (Bridge No. 04288R, MP 41.5), constructed in 1896, carries four railroad tracks and approximately 200 trains and 125,000 passengers daily, with ridership that is projected to double by 2065. 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.

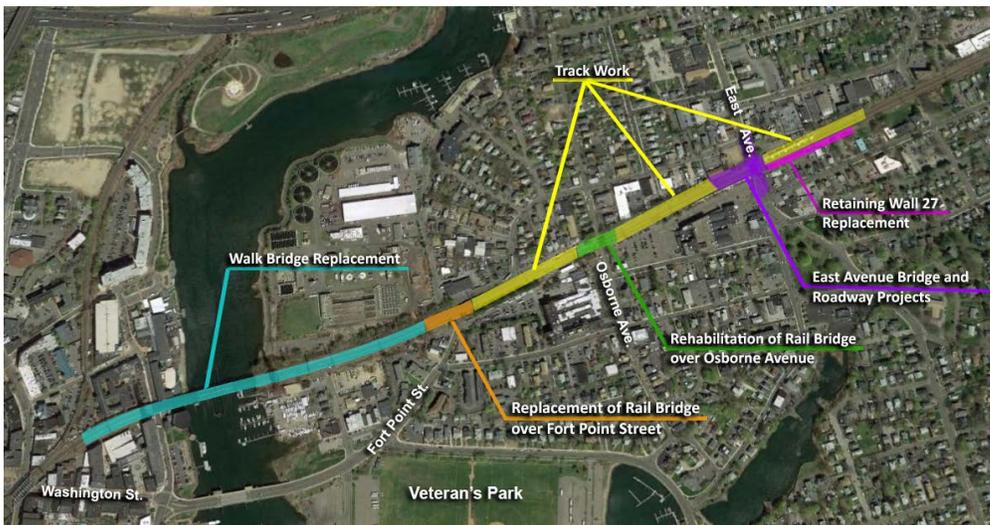
The bridge will be replaced while maintaining rail service on two tracks. To take advantage of track outages during Walk Bridge construction, the replacement of the Fort Point Street, Osborne Avenue Bridge and East Avenue Bridges will be completed under the Walk Bridge Replacement Project.

Anticipated Start Date
2019

Construction Duration
4-5 Years

Estimated Construction Cost
\$550 Million

The Walk Bridge Finding of No Significant Impact (FONSI) was issued in compliance with NEPA by the Federal Transit Administration on July 17, 2017. Under CEPA, a Record of Decision was also completed in July 2017.



- 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





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 the Finding of No Significant Impact (FONSI) issued in compliance with NEPA by the Federal Transit Administration (FTA). A Record of Decision (ROD) in compliance with CEPA was also issued, completing the NEPA/CEPA Process. The FONSI and ROD are a result of the Walk Bridge Environmental Assessment/Environmental Impact Evaluation (EA/EIE) that determined the 240' Vertical Lift Bridge was the preferred alternative in August 2016.

The 240' Vertical Lift Span Bridge was selected after extensive analysis determined that it would provide multiple design and construction benefits 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

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

Contact Us

For more information on the Walk Bridge Program, Please visit: www.walkbridgect.com



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