The Walk Bridge Program

Federal Transit Administration

www.walkbridgect.com

Advancing the Design of the Walk Bridge

In Summer 2017 the Program received a Finding of No Significant Impact (FONSI) for the Walk Bridge Replacement Project in compliance with the National Environmental Policy Act (NEPA) and a Record of Decision (ROD) in compliance with the Connecticut Environmental Policy Act (CEPA). These actions allow the design of the selected alternative to advance. The 240' Vertical Lift Span Bridge was selected for its benefits over the other movable alternatives assessed, including:

Shortest Overall Construction Schedule and Impacts– The 240' Vertical Lift Span Bridge design permits the bridge to be constructed in segments, some of which will be built off-site and float-in by barge. It offers the shortest construction schedule of the movable bridge alternatives, which results in shorter local impacts to the community.

Shortest Period of Navigation and Rail Restrictions– The selected design constructs the new bridge foundations outside the existing bridge foundations, allowing the existing bridge to remain operable for a longer period during construction. Other than short term rail closures for the float-in segment, the bridge design allows two-track rail service to be maintained throughout construction.

The rendering depicts the 240' Vertical Lift Span Bridge as of May 2018. The bridge aesthetics are being advanced in coordination with the City of Norwalk and key stakeholders.

Cost– The 240' Vertical Lift Span Bridge offers a lower cost than the other alternatives when property acquisitions, long-term maintenance and operational costs for the lifespan of the bridge are considered.

Environmental Footprint - The design requires two new piers to be constructed in the water outside of the existing navigation channel, resulting in the smallest environmental footprint of the alternatives analyzed in the conceptual engineering phase.

Additional favorable considerations for the design includes long-term reliability, resiliency, and aesthetic flexibility.

CP243 Interlocking and Danbury Branch Dockyard Projects

Since the start of construction in October 2017, work on the CP243 Interlocking and Danbury Branch Dockyard Projects has significantly progressed. The CP243 Interlocking Project completed the installation of temporary track pads, temporary relocation of the signal and power feeders, and tree-clearing work. Earth and rock excavation, caternary foundations and the installation of drainage is anticipated in 2018.

The Danbury Branch Dockyard Project has completed the removal of overhead wires and the first stage of track removal. One track remains operable through construction. New sub-ballast and catenary foundations have been installed, with new ballast, railroad drainage and catenary structures anticipated in 2018. The Ann Street Bridge superstructure and railroad tracks will be constructed in halves in 2018. The project is anticipated to complete in late 2019.

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Call us at **833-GO2-WALK (462-9255)**

Visit us in Norwalk

Stop by the Walk Bridge Welcome Center to learn about the Program, view educational displays, and submit inquiries in person. The space hosts public and stakeholder meetings and community events, and will remain open throughout construction of the Walk Bridge.

Welcome Center Hours
Tuesday 8 AM - 4 PM
Thursday 12 PM - 5 PM
Friday 8 AM - 3 PM

Welcome Center Address
20 Marshall Street
Norwalk, CT 06854

The Walk Bridge Program

Danbury Branch Dockyard Project

Construction Started: October 2017
Construction Duration: 2.5 Years

The Project is a series of rail improvements, including new track installation and the electrification of the southern portion of the Danbury Line, up to Jennings Place. Electrification of the line allows eastbound mainline trains terminating at South Norwalk Station to change direction of service for the westbound return trip to Grand Central Terminal. The project includes:

- Communication and signal systems
- Track replacement and realignment
- Additional tracks up to the Jennings Place
- New catenary structures
- Superstructure replacement of the Ann Street Railroad Bridge

Walk Bridge Replacement Project

Anticipated Construction Start: 2019
Construction Duration: 4-5 Years

This project will replace the existing bridge with a safe and reliable structure that has two independent movable spans. The project includes:

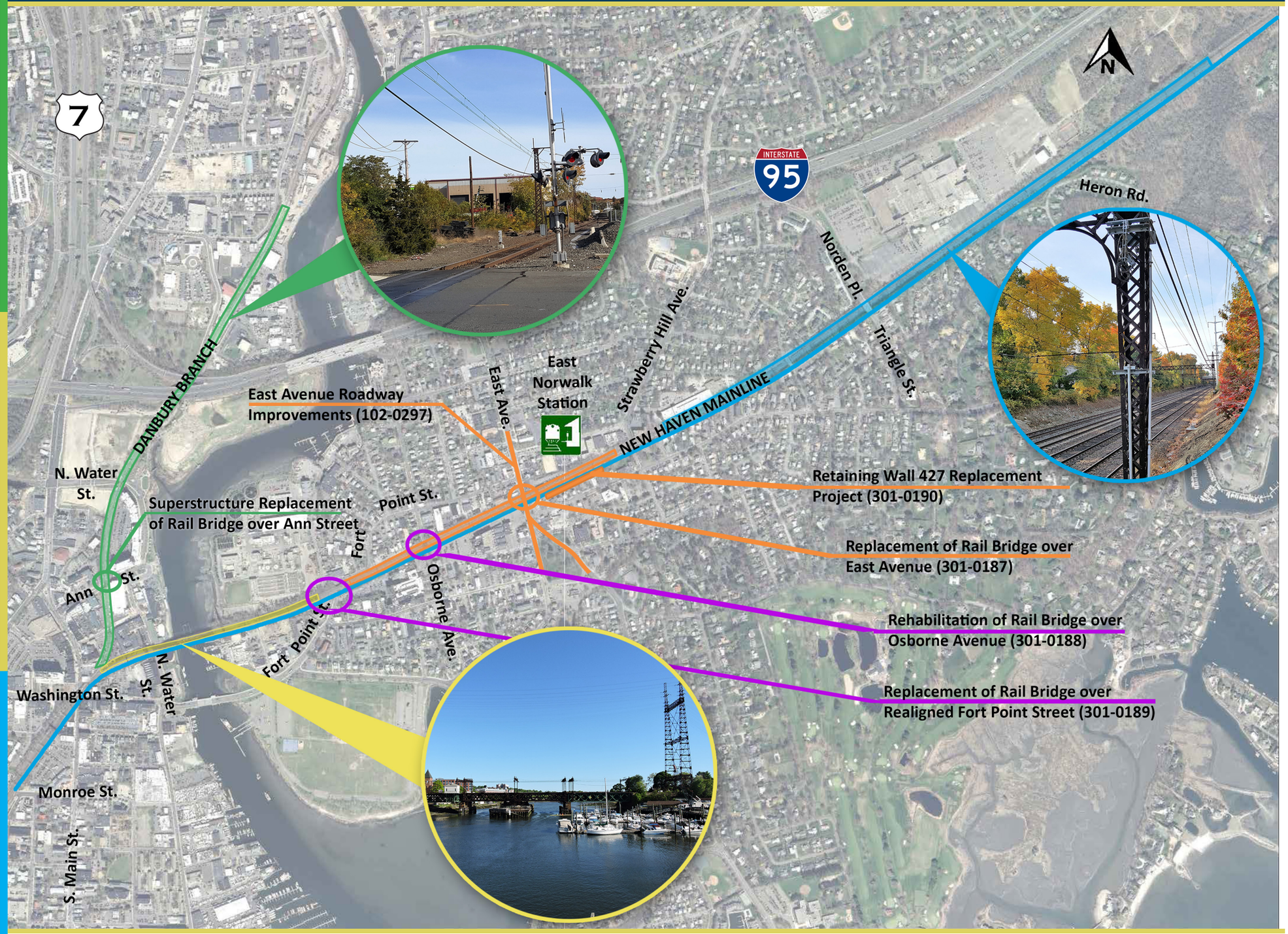
- East and west approach embankment work, retaining walls, track work, new fender system, and catenary and signal work
- Removal of the existing high towers and relocation of railroad signal and power lines
- Re-alignment and replacement of the Fort Point Street Railroad Bridge
- Replacement of the East Avenue and rehabilitation of the Osborne Avenue Railroad Bridges

CP243 Interlocking Project

Construction Started: October 2017
Construction Duration: 3 Years

The Project will install a new four-track interlocking system that improves rail service by allowing New Haven Line trains to switch from track-to-track and maintain service through the area. The Project includes:

- Track replacement and realignment
- Installation of six new track switches
- Submarine cable installation for the WALK and SAGA railroad bridges'
- Overhead catenary system modifications
- Drainage improvements



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