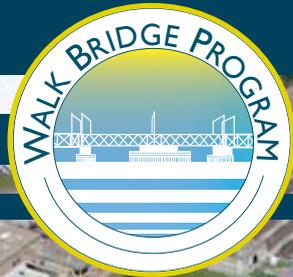


# The Walk Bridge Program

Norwalk, CT



## Building a Resilient Bridge

The Connecticut Department of Transportation (CTDOT) is undertaking the Walk Bridge Program to restore or replace the deteriorating railroad bridge over the Norwalk River in Norwalk, CT. One of the oldest movable bridges in the country, the Walk Bridge is a critical transportation link on the Northeast Corridor between Washington, D.C., New York City and Boston carrying four tracks of Metro-North Railroad, Amtrak and freight service.

The existing 120-year old swing bridge opens to provide navigational access to numerous commercial and private maritime users along the busy river.



The new bridge will be a redundant structure with two independent movable spans and will be resilient and sustainable in extreme weather events. When complete, the new Walk Bridge will provide a vital link in the regional passenger and freight rail system improving performance, reliability and safety.

To facilitate railroad operations and minimize impacts to rail service during construction of the Walk Bridge, two advance projects will be completed prior to the bridge replacement: the CP243 Interlocking project on the mainline between South Norwalk and Westport and the Danbury Branch Dockyard project on the lower Danbury Branch Line. Repairs to the existing fender system, required by the US Coast Guard, will be completed by the Program to prevent damage to the structure and maritime traffic in the event of a collision. Fender repairs will be completed in Fall 2016.

### How to Get Involved

CTDOT is coordinating closely with the City of Norwalk, Metro-North Railroad, stakeholders, neighbors, and rail and maritime users to reduce impacts in this highly developed area.



Visit our website to sign up for email alerts or submit comments at:  
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New Haven, CT 06511



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### Project Updates

**Construction Manager/General Contractor (CMGC) Selection** – CTDOT selected the innovative CM/GC project delivery method, where the contractor acts as Construction Manager during design and advises CTDOT on schedule, phasing, constructability, materials availability, risk and cost. The contractor was selected in July 2015.

**Section 106 Process for Historic Resources** – A preliminary historic assessment was conducted to identify potential impacts to historic resources. Design charrettes were held in August 2015 and March 2016. A third charrette will be held with historic stakeholders in late 2016.

**Rights-of-Way** – CTDOT is proceeding to identify necessary acquisitions and construction easements and working directly with impacted property owners.

**CP243 Interlocking and Danbury Dockyard 90% Design** – September 2016

**Draft EA/EIE Publication** – September 2016

**Public Hearing on EA/EIE** – October 2016

**Fender Repair Completion** – October 2016



[www.walkbridgect.com](http://www.walkbridgect.com)



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## Danbury Branch Dockyard Project

Anticipated Start: Early 2017 Anticipated Construction Duration: 2-3 Years

The Danbury Dockyard Project is required to turn trains during construction of the Walk Bridge. The project will include:

- Additional track sidings, signal work and electrification to the southern end of the Danbury Branch
- Reconstruction of the Ann Street Bridge

## CP243 Interlocking Project

Anticipated Start: Early 2017 Anticipated Construction Duration: 2-3 Years

This project will allow for two-track Metro-North Railroad operations during replacement of the Walk Bridge. The project will include:

- A new four-track interlocking with track realignment, installation of switches and turnouts with crossover tracks, new signals and signal houses
- Overhead catenary modifications, including a new crossover wiring

## Replacement of the Walk Bridge

Anticipated Start: Mid-2018 Anticipated Construction Duration: 4-5 Years

This project will replace the existing structure with a safe and reliable bridge that has two independent movable spans designed and constructed to sustain extreme weather events. The project will include:

- East and west approach embankment work and retaining walls, track work, catenary and signal work
- Removal of the existing high towers and relocation of high voltage transmission lines
- Repairs to the existing fender system
- Rehabilitation of the MNR Bridge over Fort Point Street

The previously programmed work on Osborne Avenue and East Avenue will also be completed as part of the Walk Bridge Program to take advantage of railroad operations and outages.

