ENVIRONMENTAL ASSESSMENT/ SECTION 4(f) EVALUATION
ENVIRONMENTAL IMPACT EVALUATION

WALK BRIDGE REPLACEMENT PROJECT
Bridge No. 04288R Norwalk, Connecticut
Volume 2

Federal Transit Administration
U.S. Department of Transportation

Connecticut Department of Transportation

August 2016

Walk Bridge Replacement Project
Environmental Assessment/Section 4(f) Evaluation
Environmental Impact Evaluation

The Walk Bridge Replacement Project Environmental Assessment/Section 4(f) Evaluation and Environmental Impact Evaluation (EA/EIE) consists of two volumes:

Volume 1 Environmental Assessment/Environmental Impact Evaluation and Appendix 1

Environmental Assessment/Environmental Impact Evaluation includes:

- Executive Summary
- Chapter 1 Project Purpose and Need
- Chapter 2 Project Alternatives
- Chapter 3 Environmental Resources, Potential Impacts, and Mitigation
- Chapter 4 Resiliency and Sustainable Design
- Chapter 5 Construction Period Impacts
- Chapter 6 Summary of Resource Commitments
- Chapter 7 Permits, Approvals, and Certifications
- Chapter 8 Public Involvement and Agency Coordination
- Chapter 9 Section 4(f) Evaluation
- Chapter 10 EA/EIE Circulation List
- Chapter 11 Acronyms and Glossary of Terms
- Chapter 12 References

Appendix 1 – Memorandum of Agreement, Draft

Volume 2 Appendix 2 and Appendix 3 (available upon request from www.walkbridgect.com).

Appendix 2 - Public Involvement and Agency Coordination includes:

- Appendix 2-1 CEPA Public Scoping
- Appendix 2-2 Agency Scoping
- Appendix 2-3 Cooperating and Participating Agencies
- Appendix 2-4 Agency Reviews
- Appendix 2-5 Project Partnering
- Appendix 2-6 Section 106 Consultation

Appendix 3 – Transportation Improvement Program Listings includes:

- Appendix 3-1 South Western Region TIP
- Appendix 3-2 Connecticut Statewide TIP

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Appendix 2 – Public Involvement and Agency Coordination

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Appendix 2 – Public Involvement and Agency Coordination

Appendix 2-1 CEPA Public Scoping

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ENVIRONMENTAL MONITOR

- Current Issue
- Monitor Archives
- Publication Dates
- What is CEPA?
- CEPA Statutes
- CEPA Regulations
- What is Scoping?
- What to Expect at a Scoping Meeting
- How to Request a Public Scoping Meeting
- Guide to the State Lands Transfer Process

CEQ HOME

February 3, 2015

Scoping Notices

1. I-84 Project, Hartford
2. East Side Water Storage Tank and Pump Station, Southington
3. **NEW!** Hawleyville Low Pressure Sewer Extension, Newtown
4. **NEW!** Norwalk River Railroad Bridge Replacement, Norwalk

Post-Scoping Notices: Environmental Impact Evaluation (EIE) Not Required

1. Deep River Water Treatment Plant and Transmission Main Replacement Meter and Microturbine, Lebanon and Bozrah
2. Mohegan Park Water Tank, Norwich

Environmental Impact Evaluations

No Environmental Impact Evaluations were submitted for publication in this edition.

State Land Transfers

1. **NEW!** Hartland

The next edition of the Environmental Monitor will be published on February 17, 2015.

Subscribe to e-alerts to receive an e-mail when the Environmental Monitor is published.

Scoping Notices

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

The following Scoping Notices have been submitted for review and comment.

1. Notice of Scoping for: I-84 Hartford Project

Municipality where proposed project might be located: Hartford, CT

Address of Project Location: I-84 from approximately Hamilton Street to I-91 interchange in downtown Hartford.

Project Description: The I-84 Hartford Project was initiated by the Connecticut Department of Transportation (CTDOT) to address structural deficiencies, improve traffic operations and safety, and reduce congestion on I-84 mainline and its interchanges from approximately Hamilton Street to I-91 in the City of Hartford. At the same time, the I-84 Hartford Project will strive to reduce the highway's adverse impact and footprint on the City, while integrating it more closely into the regional multimodal and interstate transportation system, both existing and planned.

Project Map: Click here to view a map of the project area.

There will be a Public Scoping Meeting for this project at:

DATE: **January 21, 2015** (**snow date January 28, 2015**; same time and location)

TIME: Open House from 3:00 p.m. to 7:30 p.m. Presentation at 5:30 p.m.

PLACE: Hartford Public Library, 500 Main Street, Hartford, CT 06103

Purpose of Meeting: The Scoping Meeting will present information about the project and solicit public comments on the project's purpose and need, preliminary alternatives, and areas of key environmental concern.

The study team will be available from 3:00 p.m.-5:30 p.m. and after the presentation until 7:30 p.m. to discuss the proposed project. The presentation will begin at 5:30 p.m.

Written comments from the public are welcomed. Public comments may be submitted verbally at the meeting, either in front of an audience, one-on-one with a stenographer, or in writing. The meeting facility is ADA accessible. Language assistance may be requested by contacting the Department of Transportation's Office of Communications (voice only) at (860) 594-3062 at least five (5) working days prior to the meeting. Language assistance is provided at no cost to the public, and efforts will be made to respond to requests for assistance. The Scoping Initiation Packet and other scoping materials are available online at www.i84hartford.com.

While comments may be submitted at any time throughout the course of this project, **comments must be postmarked by February 20, 2015 to be part of the scoping record.**

Written comments should be sent to:

Name: Mr. Richard Armstrong, Transportation Principal Engineer

Agency: Connecticut Department of Transportation, Bureau of Engineering and Construction

Address: P.O. Box 317546, Newington, CT 06131-7546

E-Mail: richard.armstrong@ct.gov (Please use the subject heading "I-84 HARTFORD Project")

Phone: (860) 594-3187

Other Information: I-84 Hartford Project Website, www.i84hartford.com

If you have questions about the public meeting, or other questions about the scoping for this project please contact Mr. Armstrong as directed above.

¿Habla español? Visite www.i84hartford.com y use la función "Google Translate."

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2. Notice of Scoping for East Side Water Storage Tank and Pump Station

Municipality where proposed project might be located: Southington

Addresses of Possible Project Locations: Flanders Street on the Southington High School Property, Smith Street ROW, and Chesterwood Terrace

Project Description: In order to address pressure deficiencies in the existing distribution system, the Southington Water Department (SWD) has proposed to install a 1.0 million gallon pre-stressed concrete tank, approximately 1,500 lineal feet of transmission main, approximately 550 lineal feet of twin distribution mains, a new pump station, and associated components. The tank is proposed to be located in wooded area to the east of the Smith Street right-of-way. A new gravel access road will be constructed from the end of Smith Street to the tank site and a small parking area will be provided in front of the tank. Twin 8-inch water pipes will be installed to connect the pump station proposed to be constructed on the Southington High School Property to the existing water mains on Flanders Street.

Project Maps: Click here for a map of the project area. Click here for a more detailed view of the proposed East Side Water Storage tank. Click here for a more detailed view of the proposed pump station.

Written comments from the public are welcomed and will be accepted until the close of business on: Friday, February 20, 2015.

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a

Public Scoping Meeting. Such requests must be made by Friday, January 30, 2015.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mr. Eric McPhee
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS # 51WAT
PO Box 340308
Hartford, CT 06134-0308
Fax: 860-509-7359
E-Mail: DPH.SourceProtection@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Patricia Bisacky
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS # 51WAT
PO Box 340308
Hartford, CT 06134-0308
Phone: 860-509-7333
Fax: 860-509-7359
E-Mail: Patricia.Bisacky@ct.gov

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3. Notice of Scoping for Hawleyville Low-Pressure Sewer Extension

Municipality where proposed project would be located: Newtown

Project Location: Residential and commercial/industrial properties along Route 6 (Mount Pleasant Road), Route 25 (Hawleyville Road), Covered Bridge Road and Hillcrest Drive.

Project Description: As part of an economic development project, the Town of Newtown desires to provide developed and undeveloped parcels with access to public sewers as depicted in Figure 1. The purpose of the project is to incentivize development within the Hawleyville Area pursuant to the goals established by the Town's Economic Development Commission and in accordance with Housatonic Valley Council of Elected Officials (HVCEO) Guidance Bulletin #94.

Utilizing a Small Town Economic Assistance Program (STEAP) Grant and benefit assessments not exceeding the appraised value of each property that connects to the system, the town intends to provide a low-pressure sanitary sewer system servicing the properties abutting the above listed roadways. Properties that are currently developed will be provided with a semi-positive displacement grinder pump and a service lateral extending from the grinder pump discharge to the low-pressure sewer main in the street. For commercial/industrial properties that are currently undeveloped, the intent of the project is to provide an adequately sized, low-pressure sewer connection stub to the property line to serve the property in the future. In addition, the Town intends to purchase and stockpile pumps capable of pumping the design flowrate based upon existing zoning for the undeveloped properties.

In order to convey the complete buildout scenario presented in the 1998 Hawleyville Area Facility Plan and based on the land use mix presented in the HVCEO Bulletin #94, a 6-inch dry forcemain will be installed in the same trench as the low pressure sewer, providing sufficient project budget exists. The 6-inch forcemain will extend from the proposed manhole directly in front of the Midway Home Estates to the intersection of Route 6 and Route 25 and be capped there. The purpose of this forcemain will be to convey future wastewater, which can drain via gravity along Mount Pleasant Road to the intersection with Route 25. The developers of the two large vacant properties would be responsible for siting and providing the pump station to serve their properties.

Wastewater collected from the proposed collection system will flow westward and discharge into an existing manhole directly upstream of the existing Toll Brothers Pump Station at 164 Mount Pleasant Road. From there, the wastewater flow is pumped along Route 6 to Bethel's collection system and ultimately discharged for treatment at the Danbury Wastewater Treatment Facility. In all, it is estimated that approximately 7,350 linear feet of low pressure sewer and approximately 500 linear feet of gravity sewer will be provided as part of this project.

Project Maps: Click here to view a map of the proposed sewer infrastructure.
Click here to view a map of the sewer service area.

Written comments from the public are welcomed and will be accepted until the close of business on: March 6, 2015

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a

request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by February 13, 2015.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name:	Carlos Esguerra
Agency:	Department of Energy & Environmental Protection Bureau of Water Protection & Land Reuse
Address:	79 Elm Street Hartford, CT 06106-5127
Phone:	860-424-3756
Fax:	860-424-4067
E-Mail:	carlos.esguerra@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact Mr. Esguerra, as directed above.

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Any person with a disability who may need a communication aid or service may contact the agency's ADA Coordinator at 860-424-3194 or at deep.hrmed@ct.gov. Any person with limited proficiency in English, who may need information in another language, may contact the agency's Title VI Coordinator at 860-424-3035 or at deep.aaoffice@ct.gov. ADA or Title VI discrimination complaints may be filed with DEEP's EEO Manager at (860) 424-3035 or at deep.aaoffice@ct.gov.

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4. Notice of Scoping for the Norwalk River Railroad Bridge, Norwalk

Project Title: Replacement of the Norwalk River Railroad Bridge (WALK Bridge)

Municipality where proposed project might be located: Norwalk, Connecticut

Project Description: The Connecticut Department of Transportation (CTDOT) proposes to replace the Norwalk River Railroad Bridge, which carries the New Haven Line Railroad over the Norwalk River in the city of Norwalk. The bridge was built in 1896 and is a truss swing bridge with three fixed spans and one movable span. Total length is 565 feet. The activities associated with total replacement of the existing bridge include the following:

- Complete replacement of the entire bridge
- Complete replacement of the fender system
- Complete replacement of the high towers
- Replacement of the track rails and ties
- Signal and communications replacements which will include the installation of a new cable spanning the river either via submarine or aerial path

The purpose of this project is to replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of commuter and intercity passenger rail service, offer operational flexibility and ease of maintenance, as well as provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor.

Project Maps: Click here to view a map and an aerial photograph of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: Tuesday, March 10, 2015

There will be a Public Scoping Meeting for this project at:

DATE: Tuesday, **February 24, 2015** (In case of inclement weather: Thursday, February 26, 2015 same time and place)

TIME: 7:00 pm

PLACE: City Hall Community Room, 125 East Avenue, Norwalk, Connecticut 06851

NOTES: The meeting location is accessible to persons with disabilities (ADA accessible). Deaf and hearing impaired persons and those with limited English proficiency wishing to attend this meeting and requiring an interpreter may make arrangements by contacting the CTDOT's Office of Communications at 860-594-3062 (voice only) at least five working days prior to the meeting. Language assistance is provided at no cost to the public.

Additional information about the project can be viewed in person at CTDOT's Office of Engineering, 2800 Berlin Turnpike, Newington, Connecticut, during regular office hours, Monday

through Friday, 8:30 a.m. to 4:30 p.m.

Written comments should be sent to:

Name: Mr. Mark Alexander, Transportation Assistant Planning Director
Agency: Connecticut Department of Transportation, Bureau of Policy and Planning
Address: 2800 Berlin Turnpike, Newington, Connecticut, 06131
E-Mail: dot.environmentalplanning@ct.gov

If you have questions about the public meeting, or other questions about this project, contact:
Name: Mr. John Hanifin, Transportation Supervising Engineer
Agency: Connecticut Department of Transportation, Bureau of Engineering and Construction
Address: 2800 Berlin Turnpike, Newington, Connecticut, 06131
Phone: (860) 594-2899
E-Mail: John.Hanifin@ct.gov

Post-Scoping Notices: Environmental Impact Evaluation Not Required

This category is required by the October 2010 revision of the Generic Environmental Classification Document for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

The Following Post-Scoping Notices have been submitted for publication in this edition.

1. Post-Scoping Notice for: Deep River Water Treatment Plant and Transmission Main Replacement, Meter and Microturbine

Municipalities where project will be located: Lebanon and Bozrah

CEPA Determination: On June 7, 2011 the Department of Public Health (DPH) published a Notice of Scoping to solicit public comments for this project in the *Environmental Monitor*.

Based on the comments provided by the Department of Energy and Environmental Protection (DEEP) dated July 8, 2011, it has been determined that the project does not require the preparation of Environmental Impact Evaluation (EIE) under CEPA. The DPH will coordinate with Norwich Public Utilities to ensure that the recommendations by the DEEP will be implemented.

The agency's conclusion is documented in a Memorandum of Findings and Determination and an Environmental Assessment Summary.

If you have questions about the project, you can contact the agency at:

Name: Mr. Eric McPhee
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308
Hartford, CT 06134-0308
Phone: 860-509-7333
Fax: 860-509-7359
E-Mail: DPH.SourceProtection@ct.gov

What happens next: The DPH expects the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

2. Post-Scoping Notice for: Mohegan Park Water Tank

Municipality where project will be located: Norwich

CEPA Determination: On August 7, 2012, the Department of Public Health (DPH) published a Notice of Scoping to solicit public comments for this project in the *Environmental Monitor*.

Based on the comments provided by the Department of Energy and Environmental Protection (DEEP) dated September 5, 2012, it has been determined that the project does not require the preparation of Environmental Impact Evaluation (EIE) under CEPA. The DPH will coordinate with Norwich Public Utilities to

The Walk Bridge Project

Project Number: 0301-0176

Date

FirstName LastName
Address 1
Address 2
City, State Zip

Subject: Walk Bridge Project – CTDOT Project No. 0301-0176

Dear Walk Bridge Stakeholder:

The Connecticut Department of Transportation (CTDOT) invites you to attend its public scoping and public information meeting regarding the Walk Bridge Project on Tuesday, February 24, 2015, at 7:00 P.M. in the Community Room at City Hall, 125 East Ave., Norwalk, Conn. The snow date for this meeting is Thursday, February 26, 2015 at the same time and location.

We hope you can be at this meeting, which will present material about the project and solicit public comments on the bridge replacement alternatives and areas of environmental concern. A presentation will begin at 7:00 pm. The study team will be available before and after the presentation to discuss the proposed project and to address any questions.

It's the CTDOT policy to accommodate all state residents at public meetings. The site is ADA-compliant. If you are disabled or hearing impaired, or speak a language other than English, and you wish to attend and require accommodation to do so, contact the Department of Transportation's Office of Communications at (860) 594-3062 (VOICE ONLY), at least five working days prior to the scoping meeting.

If you can't be at the meeting, you can learn about the project alternatives, project schedule and additional public input opportunities at www.walkbridgect.com. Materials from the Feb. 24 meeting will be posted to the website after the meeting. You also can post questions and comments to the website as well as view periodic project updates there.

Thank you for your interest in this project. We hope to see you at the Feb. 24 Walk Bridge Public Scoping/Public Information Meeting.

Sincerely,

John D. Hanifin

John D. Hanifin
Transportation Supervising Engineer
Telephone: (860) 594-2899
Email: John.Hanifin@ct.gov

John D. Hanifin
Connecticut Department of Transportation
Project Manager, Facilities and Transit
P.O. Box 317546
Newington, CT 06131-7546

CONNECTICUT DEPARTMENT OF TRANSPORTATION
Public Scoping/Public Information Meeting

Report of Meeting

Project No.: 0301-0176
Route/Town: Norwalk, CT
Date of Meeting: Tuesday, February 24, 2015, 7:00 p.m.
Location of Meeting: City Hall Community Room, Norwalk, CT
Subject of Meeting: The Walk Bridge Project – Public Scoping/Public Information Meeting

IN ATTENDANCE

Andy Davis	CTDOT OEP	andrew.h.davis@ct.gov	860-594-2657
Ed Majcherek	CTDOT Facilities & Transit	edward.majcherek@ct.gov	860-594-2795
Eric Feldblum	CTDOT Facilities & Transit	eric.feldblum@ct.gov	860-594-3356
Gregory Dorosh	CTDOT Facilities & Transit	gregory.dorosh@ct.gov	860-594-3298
Haresh Dholakia	CTDOT Rails	hareshkumar.dholakia@ct.gov	860-594-3173
J. Mather	CTDOT Rails	jayantha.mather@ct.gov	816-594-2885
James Fallon	CTDOT Facilities & Transit	james.fallon@po.state.ct.gov	860-594-2975
Jay Young	CTDOT Rails	d.jay.young@ct.gov	860-254-2881
John Hanifin	CTDOT Facilities & Transit	john.hanifin@ct.gov	860-594-2899
Kevin Carifa	CTDOT OEP	kevin.carifa@ct.gov	860-594-2946
Mark Alexander	CTDOT	mark.w.alexander@ct.gov	860-594-2931
Michael Grywinski	CT DEEP	Michael.grzywinski@ct.gov	860-424-3674
Sowatei K Lomotey	CTDOT Consultant Bridge	sowatei.lomotey@ct.gov	860-594-3394
Stephen Delpape	CTDOT Env. Planning	Stephen.delpape@ct.gov	
Ben Dyarte	USCG Sector LIS	benjamin.j.dyarte@uscg.mil	203-468-4596
Chris Bisignano	USCG Bridges	christopher.j.bisignano@uscg.mil	212-668-7021
Jason Gunning	USCG Sector LIS	jason.gunning@uscg.mil	203-468-4504
Jim Moore*	USCG Bridges		
Dave Willard	MNR Capitol Engr	willard@mnr.org	203-337-3606
Glen Hayden*	MNR	hayden@mnr.org	212-499-4530
Tim Young	CME Assoc.	tyoung@cmeengineering.com	860-290-4100
Christian Brown	HNTB	cbrown@hntb.com	913-221-3327
Kenneth Dodson	HNTB	kdodson@hntb.com	860-257-7377
Kyle Turschman	HNTB	kturschman@hntb.com	860-462-3603
Kevin Slattery	HNTB	kslattery@hntb.com	617-816-1861
Michael DeMent	HNTB	mdement@hntb.com	816-527-2523
Robyn Arthur	HNTB	rarthur@hntb.com	816-527-2457
Kelsey Heavin	HNTB	kheavin@hntb.com	816-527-2468

Meeting Purpose

The purpose of the public scoping/information meeting was to introduce the Walk Bridge Project to the public and solicit input regarding the project, progress to date and community needs and preferences in relation to the project.

Attendance

There were 159 attendees who signed in. Based on the number of handouts distributed, perhaps an additional 20 individuals attended but did not sign in (likely spouses, children, etc.).

Meeting Content

Attendees received a scoping meeting handout (*see attached handout*) upon entry to the meeting. They also had the opportunity prior to the official start of the meeting to review a set of exhibits (*see attached boards*) about the project, alternatives development, environmental screening, schedule and other topics while informally talking with project team members.

At 7 p.m., CTDOT representatives welcomed attendees to the meeting, explained the meeting's purpose and described the different ways people could be heard on the project, including signing up to speak or pose questions during the formal comment period (*see attached speakers sign-in sheet*). HNTB Chris Brown then made a formal presentation about the project (*see attached presentation*).

Stakeholder Feedback

After the Chris Brown presentation, state and local elected and appointed officials were given an opportunity to speak, followed by attendees who had signed up to speak (*see attached sign-in sheets*) and then attendees who provided input when the meeting floor was opened for additional questions and comments.

Key questions and comments made during the meeting can be summarized as follows (*see attached informal meeting notes taken by multiple project members*):

1. CTDOT was frequently commended by attendees for the project outreach efforts it had been conducting, including the public scoping meeting.
2. Harbor users asked CTDOT to take into account all water uses in and around the bridge – barge traffic, boating and rowing – and to balance those interests.
3. Surrounding business interests commented on the need to avoid negatively affecting local business owners by taking properties or affecting access to them.
4. Interest was expressed in preserving or echoing, to the extent possible, the iconic look and historical features of the bridge while acknowledging the need to improve the bridge's operations.
5. Interest also was expressed in making sure that the bridge project accomplished other needs and uses, such as completing missing bike path/trail links under the bridge on both sides of the river and other local road network connections.
6. Many individuals noted that bridge operation is critical to maritime use and that design and construction should take into account needs and timing of barge traffic, bridge openings and coordination with the Stroffolino Bridge.
7. About 40 rowers attended the meeting, and many spoke of the importance of the river and access to it for their commercial and recreational use.

Submitted by _____ 03.3.15
Christian J. Brown, PE — Date

Reviewed by _____ 3/4/15
John D. Hanifin — Date

Place
Stamp
Here

John D. Hanifin
Project Manager
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

State Project NO. 0301-0176

Public Scoping/Public Information Meeting

STATE PROJECT NO. 0301-0176

The Walk Bridge Project

Feb. 24, 2015

Norwalk City Hall - Community Room
125 East Ave., Norwalk, Connecticut 06851

CONNECTICUT DEPARTMENT OF TRANSPORTATION

James A. Fallon, 860-594-2975
Manager of Facilities and Transit

Gregory M. Dorosh, 860-594-3298
Transportation Principal Engineer, Facilities Design

John D. Hanifin, 860-594-2899
Project Manager, Facilities Design

HNTB Corp.

Christian Brown
Project Manager

If you have questions about the meeting or the project, contact:

Mr. John D. Hanifin
Transportation Supervising Engineer
Connecticut Dept of Transportation
Bureau of Engineering & Construction
2800 Berlin Turnpike, Newington, CT 06131
Telephone: (860) 594-2899
Email: John.Hanifin@ct.gov

Walk Bridge Project Location

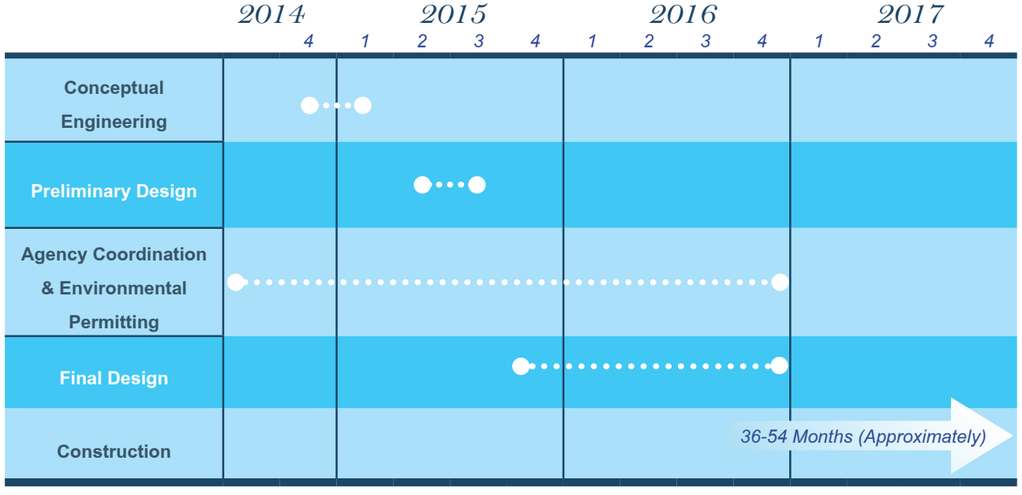
GENERAL INFORMATION

PROJECT DESCRIPTION: In cooperation with the Federal Transit Administration (FTA), the Connecticut Department of Transportation (CTDOT) proposes to rehabilitate or replace the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. The purpose of the Walk Bridge Project is to replace or rehabilitate the existing, deteriorated Walk Bridge so that a resilient bridge structure will enhance performance and reliability of commuter and intercity passenger rail service, offer operational flexibility and ease of maintenance, as well as provide for increased capacity and efficiencies of rail transportation along the New Haven Line/Northeast Corridor.

PROJECT NEED: The Walk Bridge, built in 1896, is growing more costly to operate and maintain. The bridge has had a history of getting stuck at times when opened. As it ages, it grows more vulnerable to irreparable damage from extreme temperature fluctuations, storm surge, high wind event or earthquake activity. It is likely that continuing making only emergency and scheduled maintenance repairs will not stop the bridge's anticipated increases in chronic failures and operational expense.

ESTIMATED CONSTRUCTION COSTS: Walk Bridge improvements are expected to cost $300-$600 million to build, depending upon the selected alternative. The State of Connecticut and federal government will share in the cost.

SCHEDULE:



MORE INFORMATION: More detailed information is available at **www.walkbridgect.com** or at the Department's Office of Engineering, 2800 Berlin Turnpike, Newington, Connecticut, during regular office hours, Monday through Friday, 8:30 a.m. to 4:00 p.m., excluding holidays. Anyone wishing to review the documents may do so at the place and during the hours shown above. To do so, call Mr. John Hanifin at (860) 594-2899 or email him at John.Hanifin@ct.gov.

Public Scoping / Public Information Meeting

State Project No. 0301–0176

The Walk Bridge Project

Please provide your written comments below:

Name:_____

Address:_____

Telephone:_____ E-mail:_____

☐ Check here if you would like a response via telephone

Please share your questions or comments with us by:

- Placing your completed comment form in the collection box at the comment table.
- Mailing your completed comment form to the address shown on the reverse side of this page; for your convenience, you can fold this form where shown, put a first class stamp on it and mail it without an envelope.
- Scan the completed form and e-mail it to: info@walkbridgect.com

Please submit any comments that you may have by **MARCH 10, 2015** to help us maintain our schedule.

WELCOME

The Walk Bridge Project

CTDOT Project No. 0301-0176

U.S. Department of Transportation
Federal Transit Administration

The Walk Bridge Project

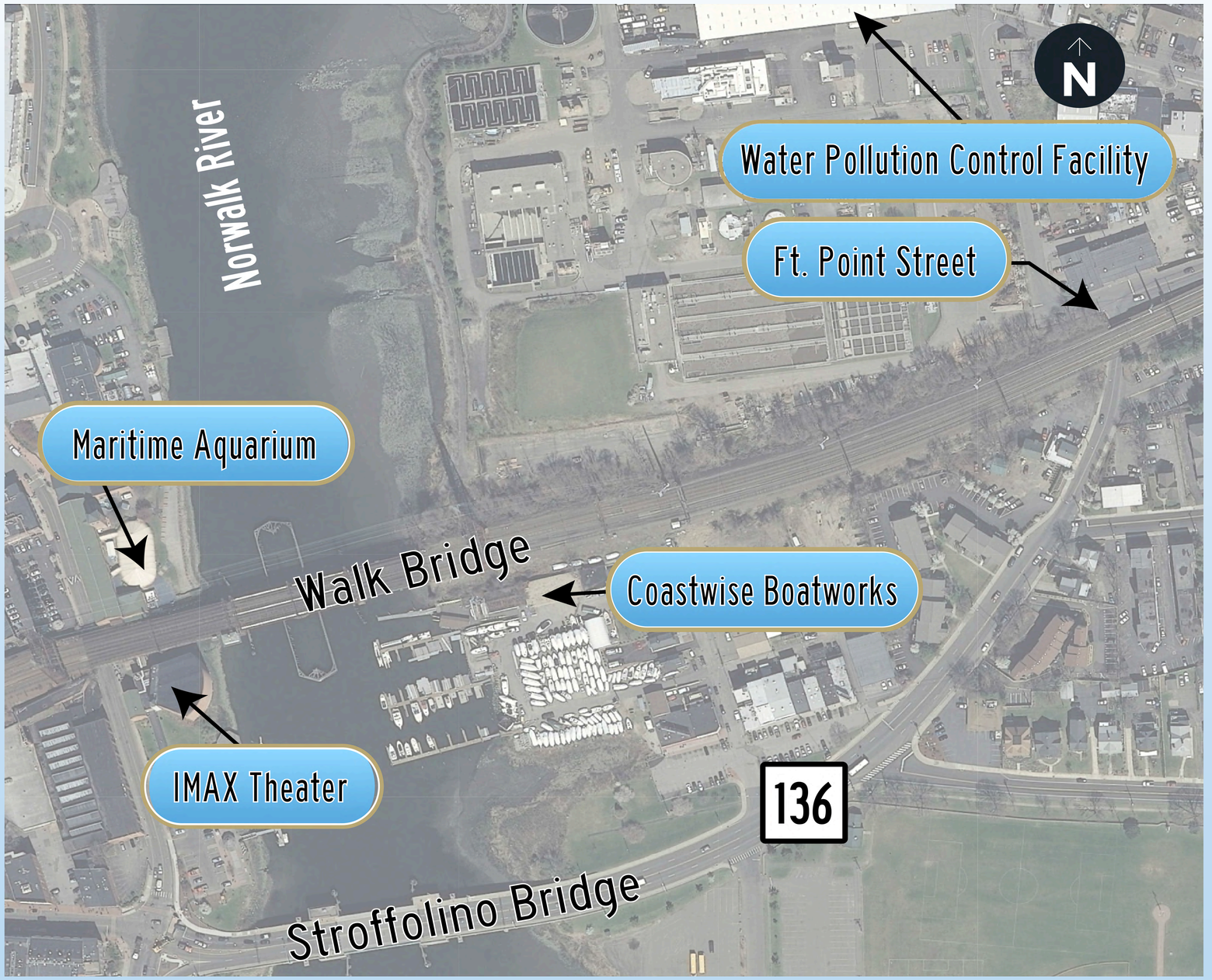
The Walk Bridge, built in 1896, is growing more costly and difficult to operate. As it ages, it grows more vulnerable to irreparable damage from extreme temperature fluctuations, storm surge, high wind event or earthquake activity. It is likely that continuing on the current path of making only emergency and scheduled maintenance repairs will not stop the bridge's anticipated increases in chronic failures and operational expense.

As a result, the Connecticut Department of Transportation is designing Walk Bridge improvements that are expected to cost $300-$600 million to build. The State of Connecticut and federal government will share in the cost.

When completed, the new Walk Bridge will improve maritime navigation on the Norwalk River. It also will strengthen commuter safety, enhance commuting reliability and increase operational efficiency along the New Haven Line and Northeast Corridor. The New Haven Line, which is America's busiest commuter rail service, serves approximately 125,000 passengers daily and is projected to double its ridership by 2065.

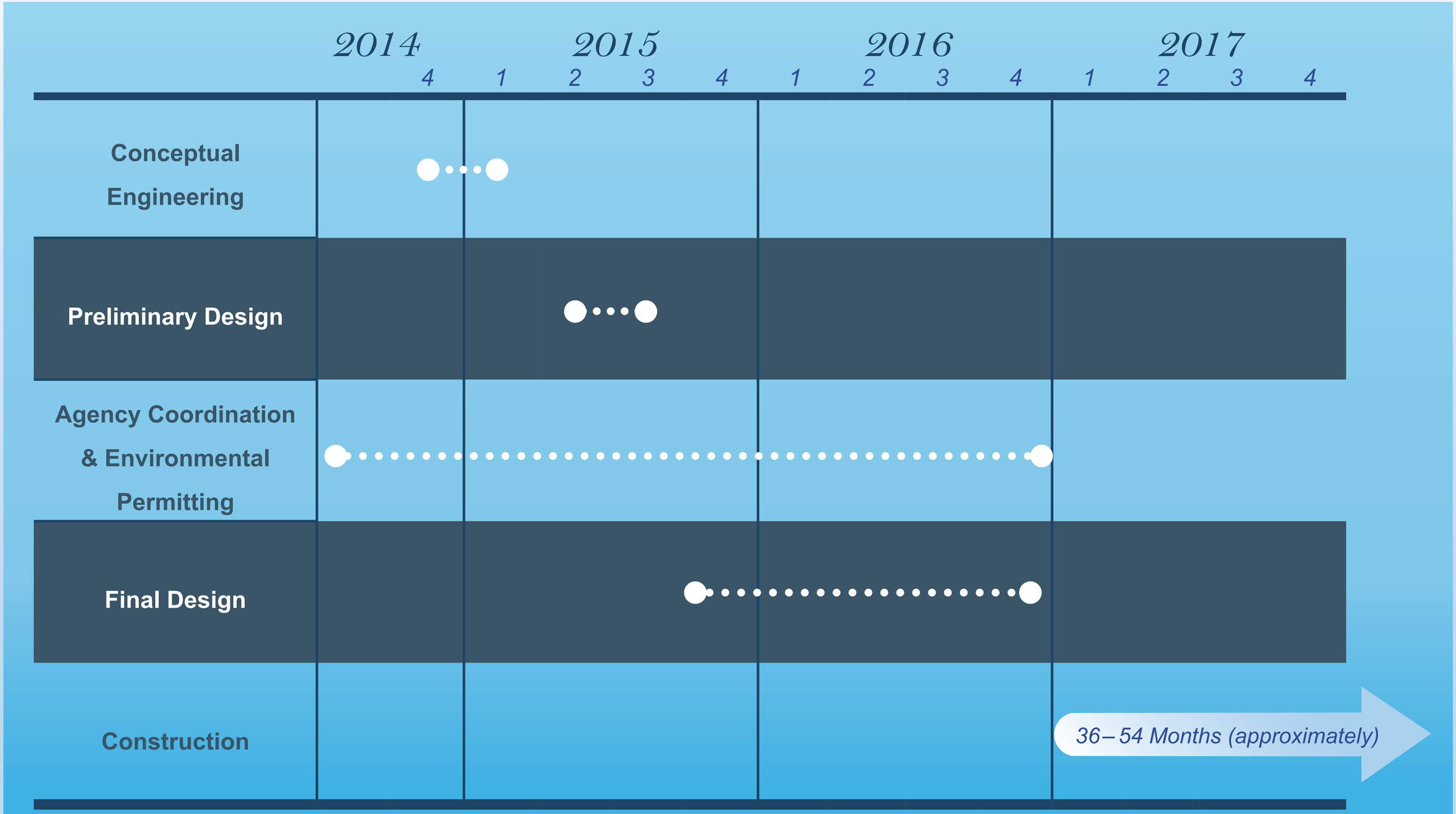
U.S. Department of Transportation
Federal Transit Administration

Project Location



The Walk Bridge is located at the northwest end of Norwalk Harbor in Norwalk, CT. The need to find a cost-effective solution that maintains rail and maritime operations while minimizing local and environmental impacts means a new or rehabilitated bridge will be in substantially the same location as the bridge today.

Project Schedule



This summary schedule shows the broad range of Walk Bridge Project planning and design activities that began in 2014 and will continue through 2016. The schedule will become more detailed once a preferred alternative is selected. At that time, the project team can determine key requirements and milestones related to final design, permitting, construction start date, needed construction time and schedule requirements related to minimizing commuter and community inconvenience.

U.S. Department of Transportation
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Trunnion Bascule Girder

Option 2G – 130’ Trunnion Bascule

About This Option:

Estimated Cost	$350 - $400 million
Construction Time	36 - 42 months (estimated)
Vertical Clearance	Span Open: 60 feet (minimum) Span Closed: 26 feet (approximately)
Horizontal Clearance	80 - 100 feet
Channel Alignment	Alignment with Stroffolino Bridge improved

U.S. Department of Transportation
Federal Transit Administration

The Walk Bridge Project | CTDOT *Project No. 0301-0176*

Rolling Bascule Girder

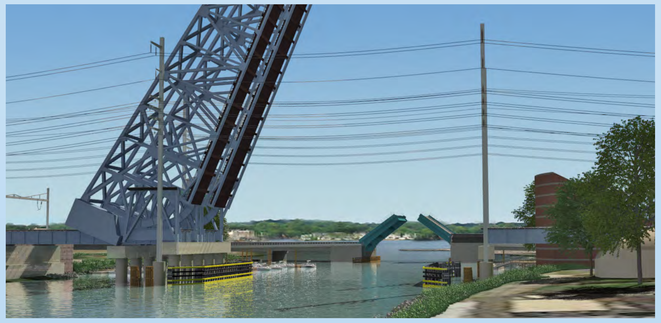
Option 3A – 130’ Rolling Bascule

About This Option:

Estimated Cost	$300 - $350 million
Construction Time	36 - 40 months (estimated)
Vertical Clearance	Span Open: 60 feet (minimum) Span Closed: 20 feet (approximately)
Horizontal Clearance	80 - 100 feet
Channel Alignment	Alignment with Stroffolino Bridge improved

Rolling Bascule Truss

Option 4S – 200’ Rolling Bascule



About This Option:

Estimated Cost	$350 - $400 million
Construction Time	36 - 40 months (estimated)
Vertical Clearance	Span Open: 60 feet (minimum) Span Closed: 27 feet (approximately)
Horizontal Clearance	120 - 170 feet
Channel Alignment	Alignment with Stroffolino Bridge improved

Vertical Lift Truss

Option 8A – 180’ Vertical Lift

About This Option:

Estimated Cost	$500 - $550 million
Construction Time	36 - 42 months (estimated)
Vertical Clearance	Span Open: 60 feet Span Closed: 27 feet (approximately)
Horizontal Clearance	125 - 140 feet
Channel Alignment	Alignment with Stroffolino Bridge improved

U.S. Department of Transportation
Federal Transit Administration

Vertical Lift Truss

Option 11C – 250’ Vertical Lift

About This Option:

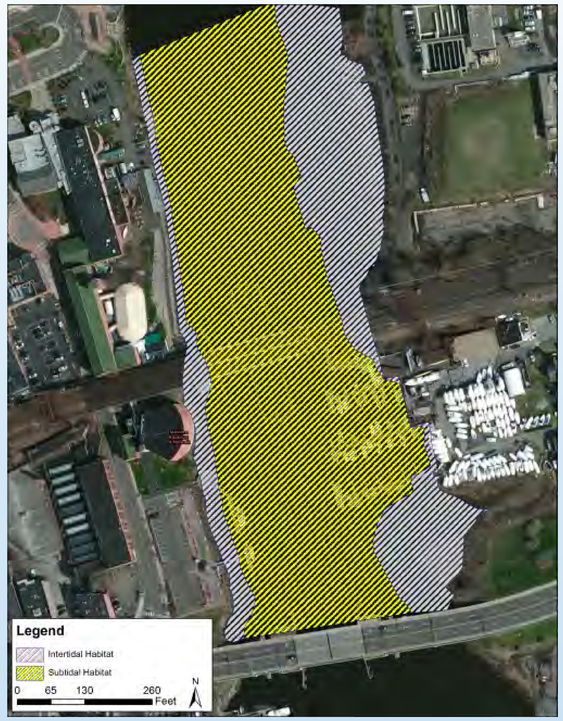
Estimated Cost	$550 - $600 million
Construction Time	42 - 48 months (estimated)
Vertical Clearance	Span Open: 60 feet Span Closed: 27 feet (approximately)
Horizontal Clearance	200 feet
Channel Alignment	Alignment with Stroffolino Bridge improved

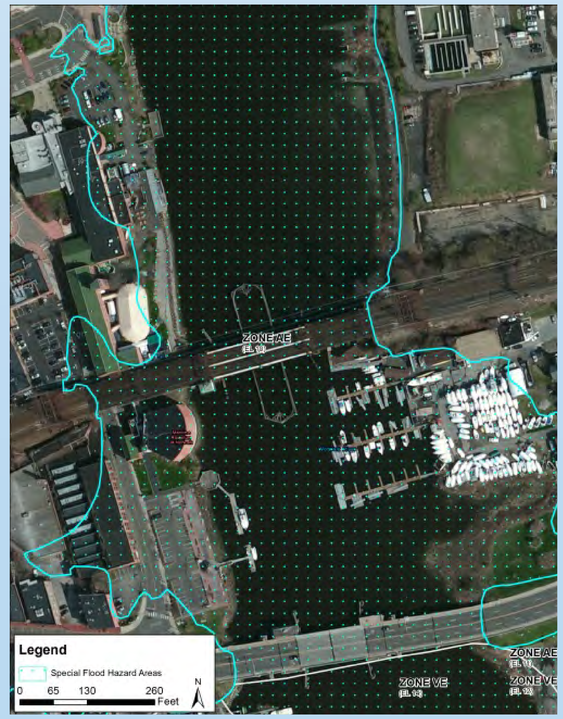
U.S. Department of Transportation
Federal Transit Administration

Environmental Resources to be Evaluated

- Purpose and need
- Alternatives analysis
- Traffic, including bicycles and pedestrians
- Air quality
- Noise receptors
- Water resources (floodway, floodplain)
- Wetlands (tidal, inland)
- Water quality
- Groundwater
- Coastal resources (including shellfish)
- Endangered/threatened species
- Fish and wildlife
- Historic sites and archaeologically sensitive areas
- Visual resources
- Hazardous materials
- Energy
- Health and safety
- Environmental justice
- Municipal and regional plans
- State plan of conservation and development
- Construction-related impacts
- Mitigation measures

The Environmental Impact Evaluation will catalog resources, quantify potential impacts to resources, identify measures to avoid or minimize impacts and propose mitigation for impacts that cannot be avoided.





U.S. Department of Transportation
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Environmental Permits, Reviews and Authorizations

Federal

- National Environmental Policy Act (NEPA) Review
  - *Federal Transit Administration (lead federal agency)*
- U. S. Coast Guard Bridge Permit
- U. S. Army Corps of Engineers Permits
  - *Section 404/Section 10*
  - *Section 408*
- Section 106/State Historic Preservation Office (SHPO)
- Individual Review, Section 4(f) - U.S. Dept. of Transportation Act
- Project/Site Reviews
  - *Section 7 of the Endangered Species Act*
  - *Magnuson-Stevens Fishery Conservation and Management Act*
- Federal Aviation Administration, Notice of Proposed Construction or Alteration

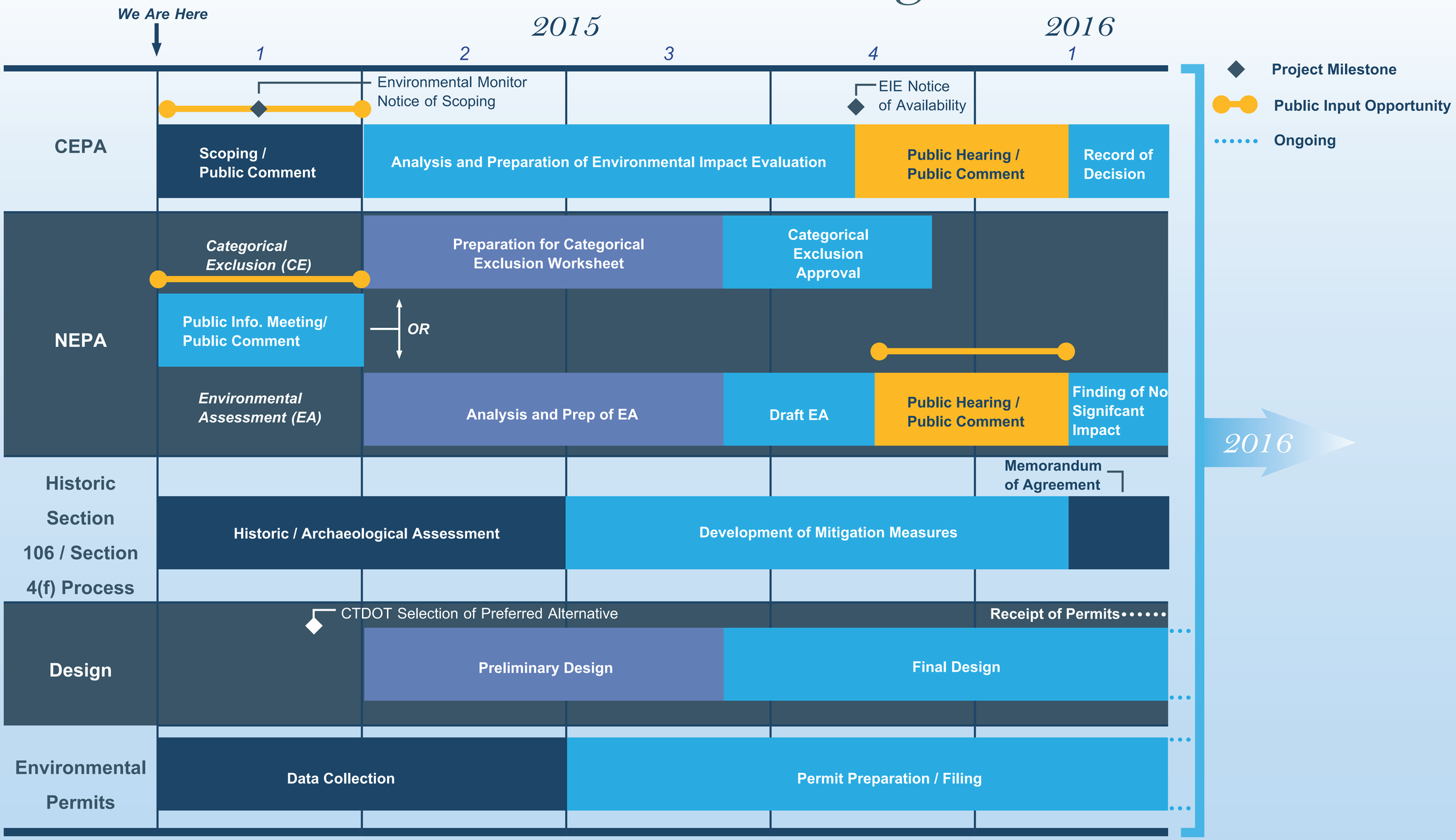
State

- Connecticut Environmental Policy Act (CEPA) Review
- Structures, Dredge and Fill and Tidal Wetlands Permit
- Section 401 Water Quality Certificate
- DEEP Flood Management Certification
- DEEP Natural Diversity Database Review Request
- General Permit for Discharge of Stormwater and Dewatering Wastewaters from Construction Activities

Local

- City of Norwalk

Environmental Review and Permitting Timeline



Complex undertakings like the Walk Bridge Project undergo many layers of state and federal review to identify and mitigate potential impacts. These review and permitting processes are designed to make sure that project decision makers understand, document and respond to possible effects on cultural, historical and environmental resources in the project area. Throughout these processes, extensive agency and stakeholder coordination take place, ranging from informal dialog to more formal consultative opportunities like a public scoping meeting.

In the case of Walk Bridge, this began in 2014 with the start of conceptual engineering work and consultation with the State Historic Preservation Office. Ongoing agency and stakeholder coordination will take place from now through construction.

U.S. Department of Transportation
Federal Transit Administration

Stay Involved

Additional information about the project can be viewed at

www.walkbridgect.com

It also can be viewed in person at the

Connecticut Dept. of Transportation - Office of Engineering

2800 Berlin Turnpike, Newington, CT 06131

during regular office hours, Monday through Friday, 8:30 a.m. to 4:30 p.m.

If you have questions about the meeting or the project, contact:

Mr. John D. Hanifin

Transportation Supervising Engineer

Connecticut Deptartment of Transportation

Bureau of Engineering & Construction

2800 Berlin Turnpike, Newington, CT 06131

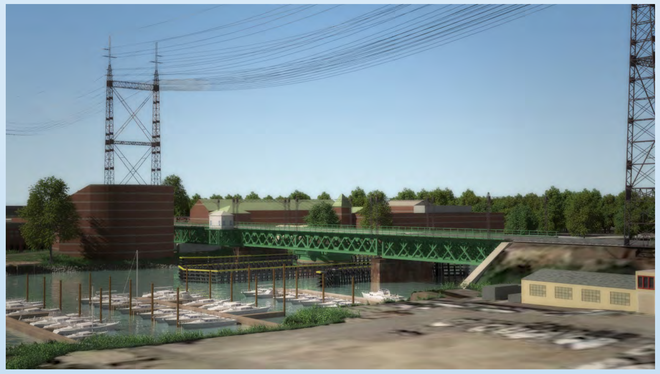
Telephone: (860) 594-2899

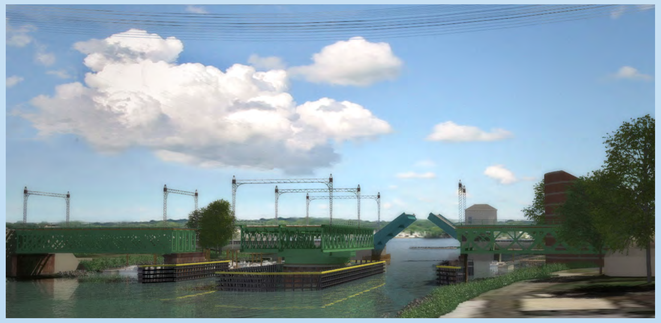
Email: John.Hanifin@ct.gov

Written comments are due by March 10, 2015.

U.S. Department of Transportation
Federal Transit Administration

Bridge Rehabilitation





About This Option:

Estimated Cost	$400 - $450 million
Construction Time	48 - 54 months (estimated)
Vertical Clearance	Span Open: 203 feet (unchanged) Span Closed: 16 feet (unchanged)
Horizontal Clearance	Channel clearances unchanged
Channel Alignment	Unchanged

Refining Bridge Designs

Bridge rehabilitation and replacement options shown at this meeting are intended to provide a general idea of what a bridge type may look like. The final design and actual look of a selected bridge rehabilitation or replacement option evolve over time, influenced by a number of factors. These factors (not in rank order) include but are not limited to: cost; visual appeal; ease of construction; mitigation of local and environmental impacts; and maintenance of rail and maritime operations during construction. As these factors are evaluated, bridge designers examine variations on bridge types, appearance, function and constructability.

	Option	Variation	Bridge Type	Superstructure Type	Span Length			Counterweight		Counterweight		Pier Location					Minimum Center Track Spacing			Horizontal Clearance		Vertical Clearance
					120'	180'	250'	Under	Over	West	East	A	B	C	D	E	16'	25'	33'	80'	125'	60' Und.
1	1	A	Trunnion Bascule	Deck Girder	x			x		x		x		x			x			x		x
2		B	Trunnion Bascule	Deck Girder	x			x		x			x		x		x			x		x
3		C	Trunnion Bascule	Deck Girder	x			x		x				x		x	x			x		x
4	1	D	Trunnion Bascule	Deck Girder	x			x			x	x		x			x			x		x
5		E	Trunnion Bascule	Deck Girder	x			x			x		x		x		x			x		x
6		F	Trunnion Bascule	Deck Girder	x			x			x			x		x	x			x		x
7	2	A	Trunnion Bascule	Through Girder	x			x		x		x		x				x	x			x
8		B	Trunnion Bascule	Through Girder	x			x		x			x		x			x	x			x
9		C	Trunnion Bascule	Through Girder	x			x		x				x		x		x	x			x
10		D	Trunnion Bascule	Through Girder	x				x	x		x		x				x	x			x
11		E	Trunnion Bascule	Through Girder	x				x	x			x		x			x	x			x
12		F	Trunnion Bascule	Through Girder	x				x	x				x		x		x	x			x
13	2	G	Trunnion Bascule	Through Girder	x			x			x	x		x				x	x			x
14		H	Trunnion Bascule	Through Girder	x			x			x		x		x			x	x			x
15		I	Trunnion Bascule	Through Girder	x			x			x			x		x		x	x			x
16		J	Trunnion Bascule	Through Girder	x				x		x	x		x				x	x			x
17		K	Trunnion Bascule	Through Girder	x				x		x		x		x			x	x			x
18		L	Trunnion Bascule	Through Girder	x				x		x			x		x		x	x			x
19	3	A	Rolling Bascule	Deck Girder	x			x		x		x		x			x			x		x
20		B	Rolling Bascule	Deck Girder	x			x		x			x		x		x			x		x
21		C	Rolling Bascule	Deck Girder	x			x		x				x		x	x			x		x
22		D	Rolling Bascule	Deck Truss		x		x		x		x			x		x				x	x
23		E	Rolling Bascule	Deck Truss		x		x		x			x			x	x				x	x
24	3	F	Rolling Bascule	Deck Girder	x			x			x	x		x			x			x		x
25		G	Rolling Bascule	Deck Girder	x			x			x		x		x		x			x		x
26		H	Rolling Bascule	Deck Girder	x			x			x			x		x	x			x		x
27		I	Rolling Bascule	Deck Truss		x		x			x	x			x		x				x	x
28		J	Rolling Bascule	Deck Truss		x		x			x		x			x	x				x	x
29	4	A	Rolling Bascule	Through Girder	x			x		x		x		x						x	x	x
30		B	Rolling Bascule	Through Girder	x			x		x			x		x					x	x	x
31		C	Rolling Bascule	Through Girder	x			x		x				x		x				x	x	x
32		D	Rolling Bascule	Through Girder	x				x	x		x		x						x	x	x
33		E	Rolling Bascule	Through Girder	x				x	x			x		x					x	x	x
34		F	Rolling Bascule	Through Girder	x				x	x				x		x				x	x	x
35		G	Rolling Bascule	Through Truss		x		x		x		x				x				x		x	x
36		H	Rolling Bascule	Through Truss		x		x		x			x			x				x		x	x
37		I	Rolling Bascule	Through Truss		x			x	x		x				x				x		x	
38		J	Rolling Bascule	Through Truss		x			x	x			x			x				x		x	
39	4	K	Rolling Bascule	Through Girder	x			x			x	x		x						x	x	x
40		L	Rolling Bascule	Through Girder	x			x			x		x		x					x	x	x
41		M	Rolling Bascule	Through Girder	x			x			x			x		x				x	x	x
42		N	Rolling Bascule	Through Girder	x				x		x	x		x						x	x	x
43		O	Rolling Bascule	Through Girder	x				x		x		x		x					x	x	x
44		P	Rolling Bascule	Through Girder	x				x		x			x		x				x	x	x
45		Q	Rolling Bascule	Through Truss		x		x			x	x			x					x		x	x
46		R	Rolling Bascule	Through Truss		x		x			x		x			x				x		x	x
47		S	Rolling Bascule	Through Truss		x			x		x	x				x				x		x	
48		T	Rolling Bascule	Through Truss		x			x		x		x			x				x		x	
49	5	A	Towerless Vertical Lift	Deck Girder	x			x				x		x			x			x		< 60	
50		B	Towerless Vertical Lift	Deck Girder	x			x					x		x		x			x		< 60	
51		C	Towerless Vertical Lift	Deck Girder	x			x						x		x	x				x	< 60	
52		D	Towerless Vertical Lift	Deck Girder		x		x				x			x		x				x	< 60	
53		E	Towerless Vertical Lift	Deck Girder		x		x					x			x	x				x	< 60	
54	6	A	Span Drive Vertical Lift	Deck Girder		x			x	x	x	x				x			x		x	x	
55		B	Span Drive Vertical Lift	Deck Girder		x			x	x	x		x				x		x		x	x	
56		C	Span Drive Vertical Lift	Deck Truss			x		x	x	x	x				x			x		x	x	
57	7	A	Span Drive Vertical Lift	Through Girder		x			x	x	x	x				x			x		x	x	
58		B	Span Drive Vertical Lift	Through Girder		x			x	x	x		x				x		x		x	x	
59	8	A	Span Drive Vertical Lift	Through Truss		x			x	x	x	x				x		x			x	x	
60		B	Span Drive Vertical Lift	Through Truss		x			x	x	x		x				x	x			x	x	
61		C	Span Drive Vertical Lift	Through Truss			x		x	x	x	x					x	x			x	x	
62	9	A	Tower Drive Vertical Lift	Deck Girder		x			x	x	x	x				x			x	∎		x	
63		B	Tower Drive Vertical Lift	Deck Girder		x			x	x	x		x				x		x	∎		x	
64		C	Tower Drive Vertical Lift	Deck Truss			x		x	x	x	x				x			x	∎		x	
65	10	A	Tower Drive Vertical Lift	Through Truss		x			x	x	x	x				x			x	∎		x	
66		B	Tower Drive Vertical Lift	Through Girder		x			x	x	x		x				x		x	∎		x	
67	11	A	Tower Drive Vertical Lift	Through Truss		x			x	x	x	x				x			x			x	
68		B	Tower Drive Vertical Lift	Through Truss		x			x	x	x		x				x		x			x	
69		C	Tower Drive Vertical Lift	Through Truss			x		x	x	x	x				x			x			x	
70	12		Existing -- Do Nothing																				
71	13		Existing -- Rehab																				
72	14		High-level Fixed Bridge																				

More than 70 bridge types have been examined by the Walk Bridge Project Team to identify options that may make sense in terms of cost, operations, maintenance and constructability.

U.S. Department of Transportation
Federal Transit Administration

The Walk Bridge Project | CTDOT *Project No. 0301-0176*

WELCOME

The Walk Bridge Project

CTDOT Project No. 0301-0176

U.S. Department of Transportation
Federal Transit Administration

Walk Bridge Public Scoping/Public Information Meeting

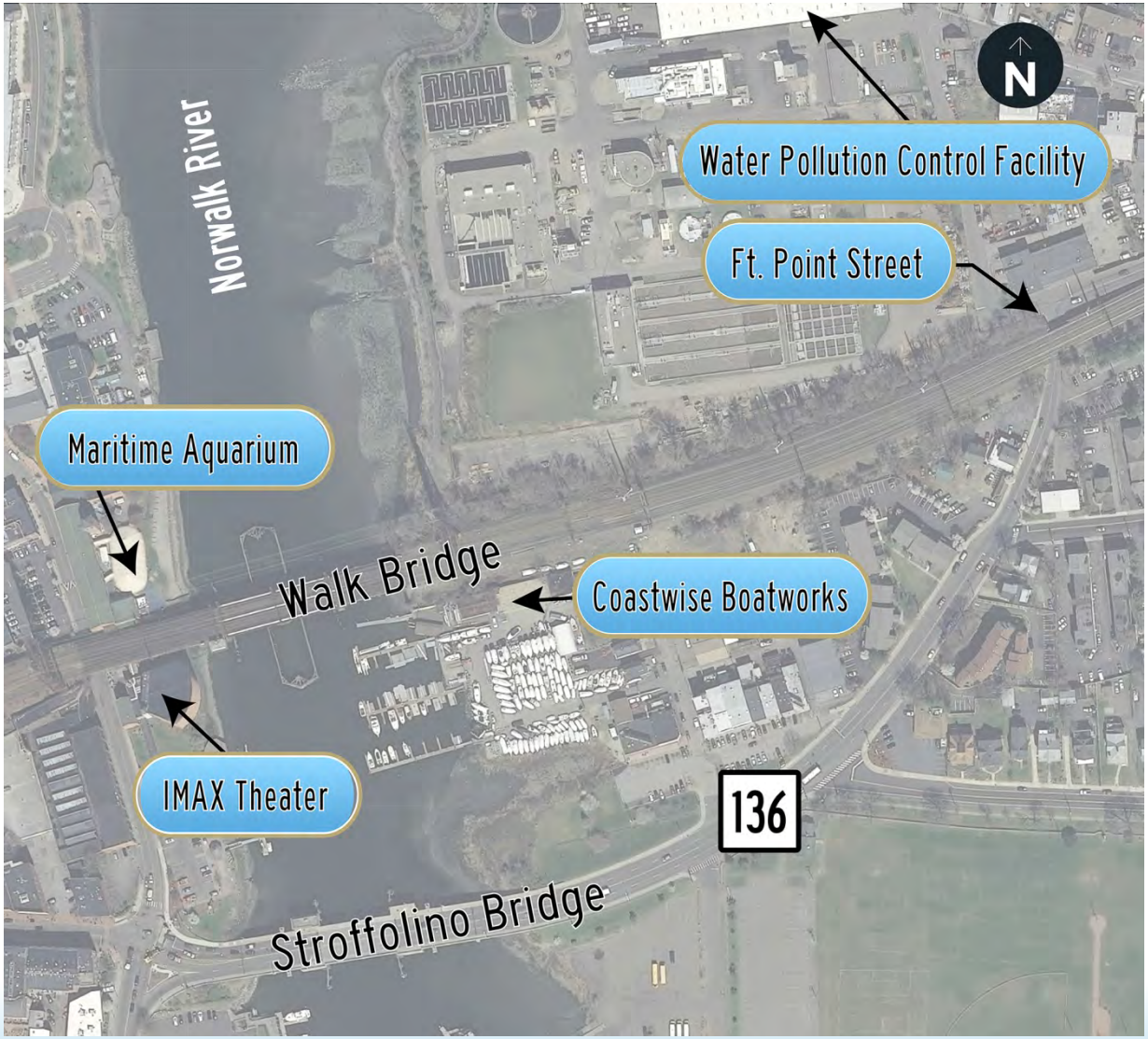
1. Project description
2. Study process
3. Findings
4. Potential solutions
5. Next steps
6. Ways to be involved
7. Questions and comments

The Public Scoping/Public Information Meeting …

... enables you to help shape this project and its outcomes through input regarding:

- Purpose & Need
- Goals & Objectives
- Impacts and Mitigation
- Alternatives

The Walk Bridge Project Location



U.S. Department of Transportation
Federal Transit Administration

The Walk Bridge Project

Bridge Issues Prompted the Project

- Recent history of span opening and closing difficulties.
- Open bridge shuts down the Northeast rail corridor.
- Hurricane Sandy shows need for bridge to withstand significant weather events.
- Rail use requires bridge to withstand substantial storm, maritime accident or earthquake damage.
- Making only emergency and scheduled maintenance repairs will not stop failures and unexpected expense.

Purpose and Need

The purpose of this project is to rehabilitate or replace the existing, deteriorated bridge resulting in a resilient bridge structure which will enhance the safety and reliability of commuter and intercity passenger rail service, offer operational flexibility and ease of maintenance, as well as provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor. The needs of the Walk Bridge are to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge design for significant weather events.

Purpose and Need

*The purpose of this project is to rehabilitate or replace the existing, deteriorated bridge resulting in a **resilient** bridge structure which will enhance the **safety** and **reliability** of commuter and intercity passenger rail service, offer operational flexibility and ease of maintenance, as well as provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor. The needs of the Walk Bridge are to increase bridge reliability, incorporate bridge **redundancy**, and provide a sustainable bridge design for significant weather events.*

Agency Stakeholder Coordination

- City of Norwalk Historical Commission
- Connecticut Department of Energy & Environmental Protection, Office of Long Island Sound Program
- Connecticut Office of Policy Management
- Connecticut State Historic Preservation Office
- Federal Transit Administration
- National Marine Fisheries Service
- Norwalk Harbor Management Commission
- Norwalk Preservation Trust
- US Army Corps of Engineers
- US Coast Guard
- US Fish and Wildlife Service

Our “To-Do” List

Improve Reliability
Redundancy
Resiliency

REHABILITATION

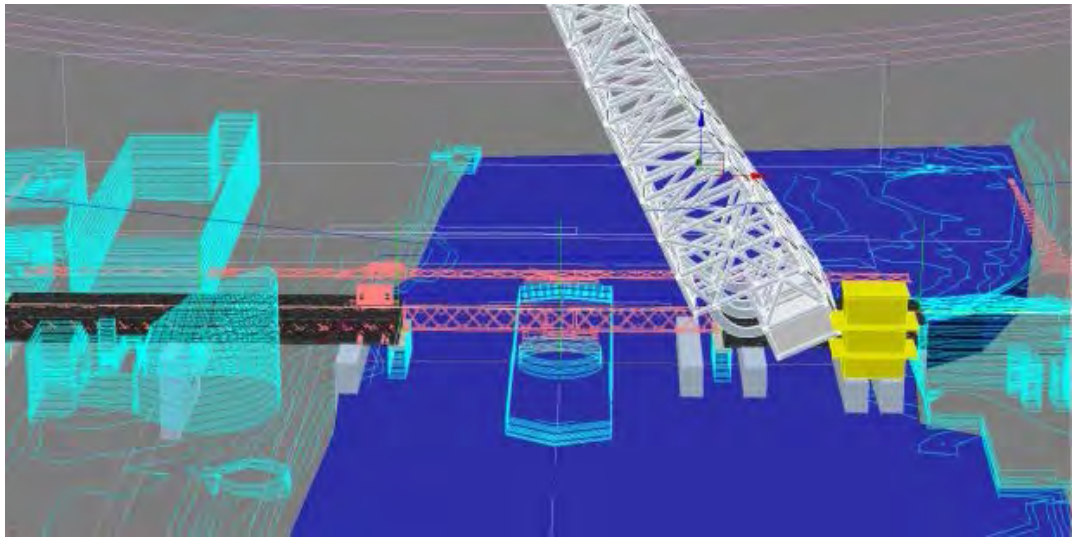
- Strengthen and Repair Truss Members
- Strengthen Bridge Piers
- Modernize Mechanical and Electrical systems
- Strengthen High Towers

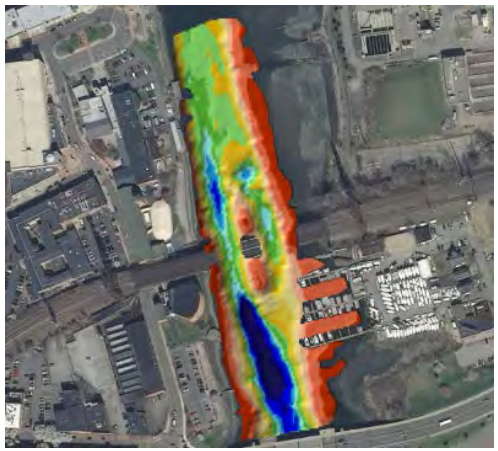
REPLACEMENT

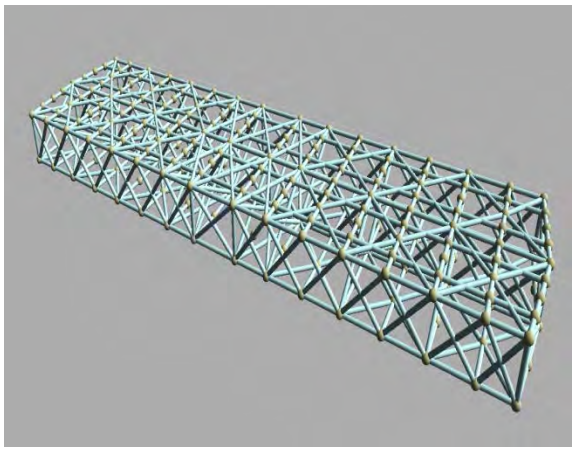
- Removal of Existing Bridge
- 2 Movable Spans
- New Bridge Spans and Piers
- Modern Mechanical and Electrical Systems
- New Rail Systems

What We Examined - Bridge and Rail

- Rehabilitation needs
- Movable span types
- Track alignments
- High tower needs
- Geotechnical screening
- Traffic impacts
- Right-of-way
- Utility impacts
- Construction staging





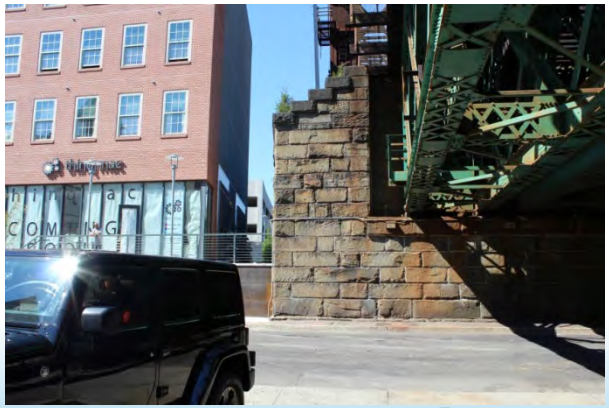


What We Examined - Navigation

- Navigation needs
  - Vertical clearance
  - Horizontal clearance
  - Channel Alignment
- Opening requirements
- Vessel collision data
- Maritime user needs
  - Norwalk Harbor Management Commission
  - Marinas
  - Other interests
- Channel hydraulics

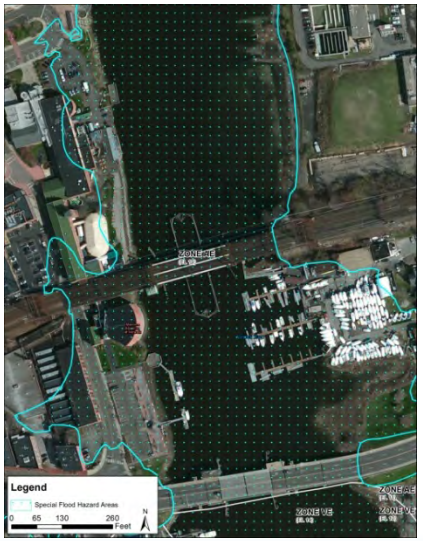
What We Examined – Construction

- Overall construction staging to limit impacts to railroad and maritime operations
- Identified access and staging area needs
- Construction adjacent to operating tracks
- Construction adjacent to existing bridge piers
- Construction adjacent to buildings/properties
- Seasonal limitations on in-water construction



Environmental Resources to be Evaluated

- Catalog resources, quantify potential impacts to resources, identify measures to avoid or minimize impacts and propose mitigation for impacts that cannot be avoided.
- Resources include:
  - Traffic
  - Air and Noise
  - Water resources
  - Wetlands
  - Water quality
  - Coastal resources
  - T&E species
  - Fish and Wildlife
  - Historic/archaeologically sites
  - Hazardous materials
  - Energy
  - Health and safety
  - Environmental justice
  - Municipal, regional plans
  - State plan of conservation and development



More than 70 Options Were Considered

	Option	Variation	Bridge Type	Superstructure Type	Span Length			Counterweight		Counterweight		Pier Location					Minimum Center Track Spacing			Horizontal Clearance		Vertical Clearance	
					120'	180'	250'	Under	Over	West	East	A	B	C	D	E	16'	25'	33'	80'	125'	60'	Unl.
1	1	A	Trunnion Bascule	Deck Girder	x			x		x		x		x			x			x			x
2		B	Trunnion Bascule	Deck Girder	x			x		x			x		x		x			x			x
3		C	Trunnion Bascule	Deck Girder	x			x		x				x		x	x			x			x
4	1	D	Trunnion Bascule	Deck Girder	x			x			x	x		x			x			x			x
5		E	Trunnion Bascule	Deck Girder	x			x			x		x		x		x			x			x
6		F	Trunnion Bascule	Deck Girder	x			x			x			x		x	x			x			x
7	2	A	Trunnion Bascule	Through Girder	x			x		x		x		x					x	x			x
8		B	Trunnion Bascule	Through Girder	x			x		x			x		x				x	x			x
9		C	Trunnion Bascule	Through Girder	x			x		x				x		x			x	x			x
10		D	Trunnion Bascule	Through Girder	x				x	x		x		x					x	x			x
11		E	Trunnion Bascule	Through Girder	x				x	x			x		x				x	x			x
12		F	Trunnion Bascule	Through Girder	x				x	x				x		x			x	x			x
13	2	G	Trunnion Bascule	Through Girder	x			x			x	x		x					x	x			x
14		H	Trunnion Bascule	Through Girder	x			x			x		x		x				x	x			x
15		I	Trunnion Bascule	Through Girder	x			x			x			x		x			x	x			x
16		J	Trunnion Bascule	Through Girder	x				x		x	x		x					x	x			x
17		K	Trunnion Bascule	Through Girder	x				x		x		x		x				x	x			x
18		L	Trunnion Bascule	Through Girder	x				x		x			x		x			x	x			x
19	3	A	Rolling Bascule	Deck Girder	x			x		x		x		x			x			x			x
20		B	Rolling Bascule	Deck Girder	x			x		x			x		x		x			x			x
21		C	Rolling Bascule	Deck Girder	x			x		x				x		x	x			x			x
22		D	Rolling Bascule	Deck Truss		x		x		x		x			x		x				x		x
23		E	Rolling Bascule	Deck Truss		x		x		x			x			x	x				x		x
24	3	F	Rolling Bascule	Deck Girder	x			x			x	x		x			x			x			x
25		G	Rolling Bascule	Deck Girder	x			x			x		x		x		x			x			x
26		H	Rolling Bascule	Deck Girder	x			x			x			x		x	x			x			x
27		I	Rolling Bascule	Deck Truss		x		x			x	x			x		x				x		x
28		J	Rolling Bascule	Deck Truss		x		x			x		x			x	x				x		x
29	4	A	Rolling Bascule	Through Grider	x			x		x		x		x					x	x			x
30		B	Rolling Bascule	Through Girder	x			x		x			x		x				x	x			x
31		C	Rolling Bascule	Through Girder	x			x		x				x		x			x	x			x
32		D	Rolling Bascule	Through Girder	x				x	x		x		x					x	x			x
33		E	Rolling Bascule	Through Girder	x				x	x			x		x				x	x			
34		F	Rolling Bascule	Through Girder	x				x	x				x		x			x	x			x
35		G	Rolling Bascule	Through Truss		x		x		x		x			x				x		x		x
36		H	Rolling Bascule	Through Truss		x		x		x			x			x			x		x		x
37		I	Rolling Bascule	Through Truss		x			x	x		x			x				x		x		
38		J	Rolling Bascule	Through Truss		x			x	x			x			x			x		x		x
39	4	K	Rolling Bascule	Through Grider	x			x			x	x		x					x	x			x
40		L	Rolling Bascule	Through Girder	x			x			x		x		x				x	x			x
41		M	Rolling Bascule	Through Girder	x			x			x			x		x			x	x			x
42		N	Rolling Bascule	Through Girder	x				x		x	x		x					x	x			x
43		O	Rolling Bascule	Through Girder	x				x		x		x		x				x	x			
44		P	Rolling Bascule	Through Girder	x				x		x			x		x			x	x			x
45		Q	Rolling Bascule	Through Truss		x		x			x	x			x				x		x		x
46		R	Rolling Bascule	Through Truss		x		x			x		x			x			x		x		x
47		S	Rolling Bascule	Through Truss		x			x		x	x			x				x		x		
48		T	Rolling Bascule	Through Truss		x			x		x		x			x			x		x		x
49	5	A	Towerless Vertical Lift	Deck Girder	x			x				x		x			x			x		< 60	
50		B	Towerless Vertical Lift	Deck Girder	x			x					x		x		x			x		< 60	
51		C	Towerless Vertical Lift	Deck Girder	x			x						x		x	x				x	< 60	
52		D	Towerless Vertical Lift	Deck Girder		x		x				x			x		x				x	< 60	
53		E	Towerless Vertical Lift	Deck Girder		x		x					x			x	x				x	< 60	
54	6	A	Span Drive Vertical Lift	Deck Girder		x			x	x	x	x			x					x		x	x	
55		B	Span Drive Vertical Lift	Deck Girder		x			x	x	x		x				x			x		x	x	
56		C	Span Drive Vertical Lift	Deck Truss			x		x	x	x	x					x			x		x	x	
57	7	A	Span Drive Vertical Lift	Through Girder		x			x	x	x	x			x					x		x	x	
58		B	Span Drive Vertical Lift	Through Girder		x			x	x	x		x				x			x		x	x	
59	8	A	Span Drive Vertical Lift	Through Truss		x			x	x	x	x			x			x				x	x	
60		B	Span Drive Vertical Lift	Through Truss		x			x	x	x		x				x	x				x	x	
61		C	Span Drive Vertical Lift	Through Truss			x		x	x	x	x					x	x				x	x	
62	9	A	Tower Drive Vertical Lift	Deck Girder		x			x	x	x	x				x		x	x			x	x	
63		B	Tower Drive Vertical Lift	Deck Girder		x			x	x	x		x				x		x	x			x	
64		C	Tower Drive Vertical Lift	Deck Truss			x		x	x	x	x					x			x			x	
65	10	A	Tower Drive Vertical Lift	Through Girder		x			x	x	x	x				x			x	x			x	
66		B	Tower Drive Vertical Lift	Through Girder		x			x	x	x		x				x		x	x			x	
67	11	A	Tower Drive Vertical Lift	Through Truss		x			x	x	x	x				x			x				x	
68		B	Tower Drive Vertical Lift	Through Truss		x			x	x	x		x				x		x				x	
69		C	Tower Drive Vertical Lift	Through Truss			x		x	x	x	x					x		x				x	
70	12		Exisitng - - Do Nothing																					
71	13		Exisitng - - Rehab																					
72	14		High-level fixed bridge																					

Option 14 - Rehabilitation of Existing Bridge

Estimated Cost	$400 - $450 million
Construction Time	48-54 months (estimated)
Vertical Clearance	Span Open: 203 feet (unchanged) Span Closed: 16 feet (unchanged)
Horizontal Clearance	Channel clearances unchanged
Channel Alignment	Unchanged

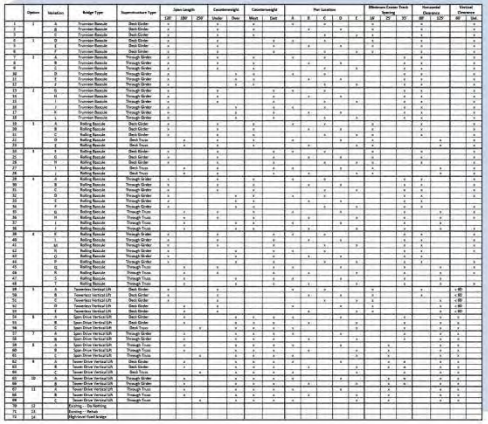
Factors to Narrowing Bridge Replacement Options

- **Movable Span Types**
  - Navigation Clearances
  - Counterweight Configuration
  - Approach Span Types
  - Substructure Types
  - Mechanical Systems
  - Electrical Systems
  - Architectural Requirements
  - Resiliency
  - Redundancy
- **Track Alignment**

Evaluation Criteria	
Project Development	Initial Capital Cost
	Environmental Impacts and Permitting
	Stakeholder Coordination
	Engineering Challenges
Construction, Maintenance and Inspection	Construction Impacts
	Maintenance of Rail Traffic
	Maintenance of Navigation Traffic
	Maintenance of Roadway Traffic
	Maintenance of Pedestrian Traffic
	East Approach and Embankment
	West Approach and Embankment
	Construction Schedule
	Construction Impacts to Property Owners
	Marina
	Maritime Museum
	IMAX/Maritime Center
	Condos
	Construction Risks and Challenges
	Bridge Maintenance Costs
	Bridge Inspection Costs
End User Experience	Infrastructure Resiliency
	Track Alignment and Railroad Operations
	Navigation Clearances
	Horiztonal - Closed
	Vertical - Closed
	Horizontal - Open
	Vertical - Open
	Bridge Aesthetics and Overall Site Context
	Safety and Security

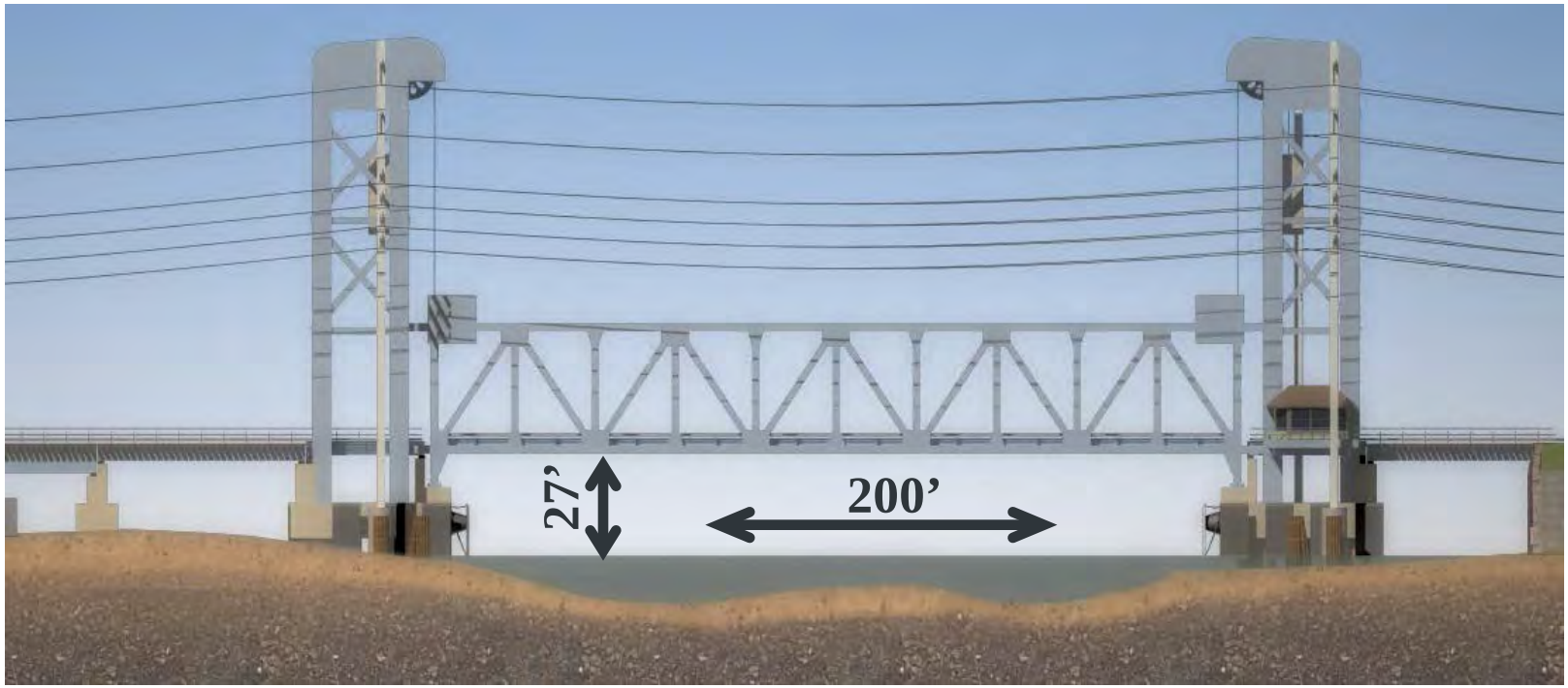
Bridge Replacement - Structure Type Study

The final design and actual look of a selected bridge rehabilitation or replacement option will evolve over time.



Navigation Clearances

- All options increase the horizontal clearance
- All options increase the span-down vertical clearance
- All options improve channel alignment



Existing Horizontal - 58’

Existing Vertical - 16’ (span closed)

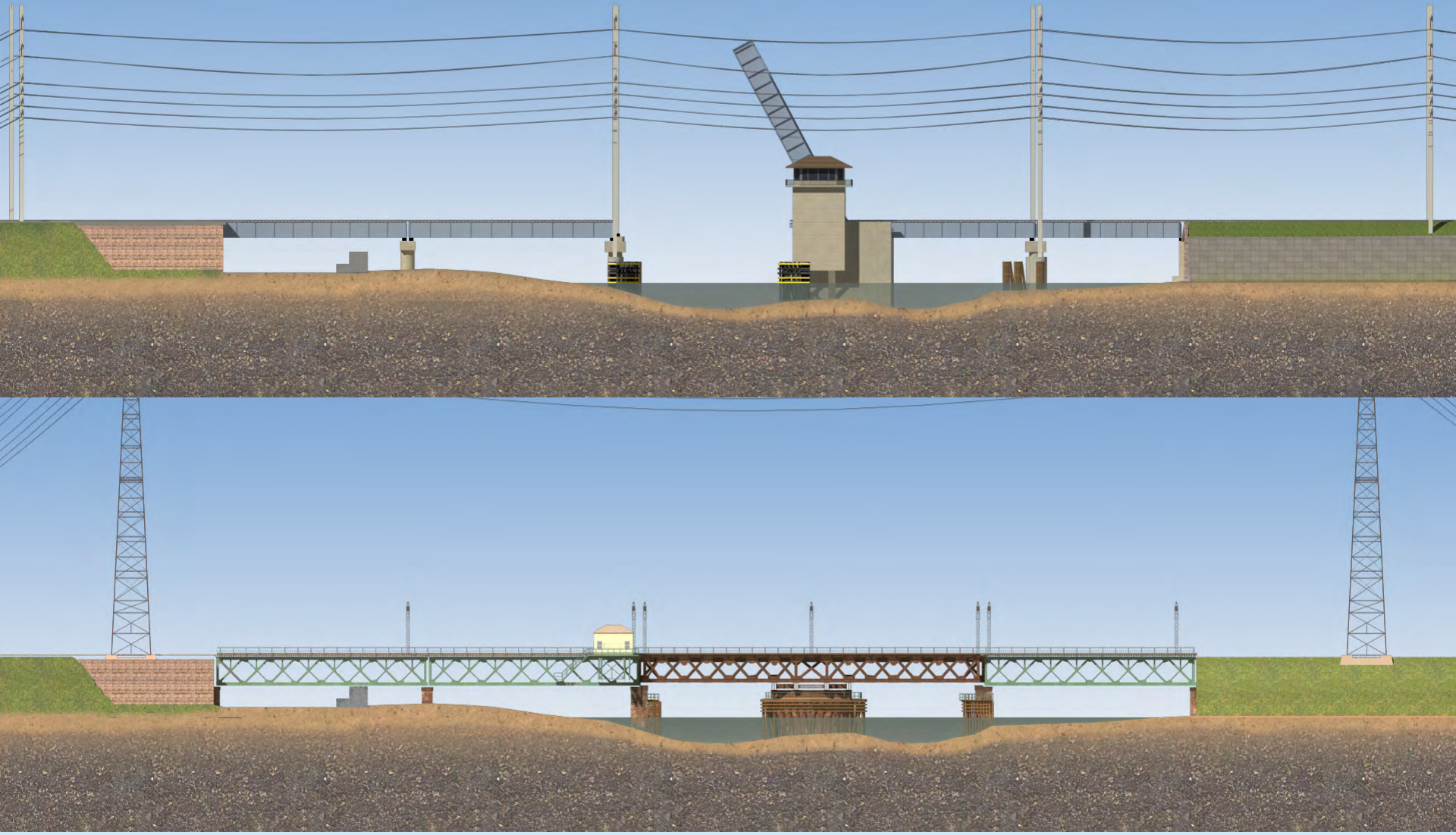
Option 2G - - 130’ Trunnion Bascule Span

Option 2G - - 130’ Trunnion Bascule Span

Estimated Cost	$350 - $400 million
Construction Time	36 – 42 months (estimated)
Vertical Clearance	Span Open: 60 feet (minimum) Span Closed: 26 feet (approximately)
Horizontal Clearance	80 – 100 feet
Channel Alignment	Alignment improved

Option 2G - - 130’ Trunnion Bascule Span

Option 2G - - 130’ Trunnion Bascule Span



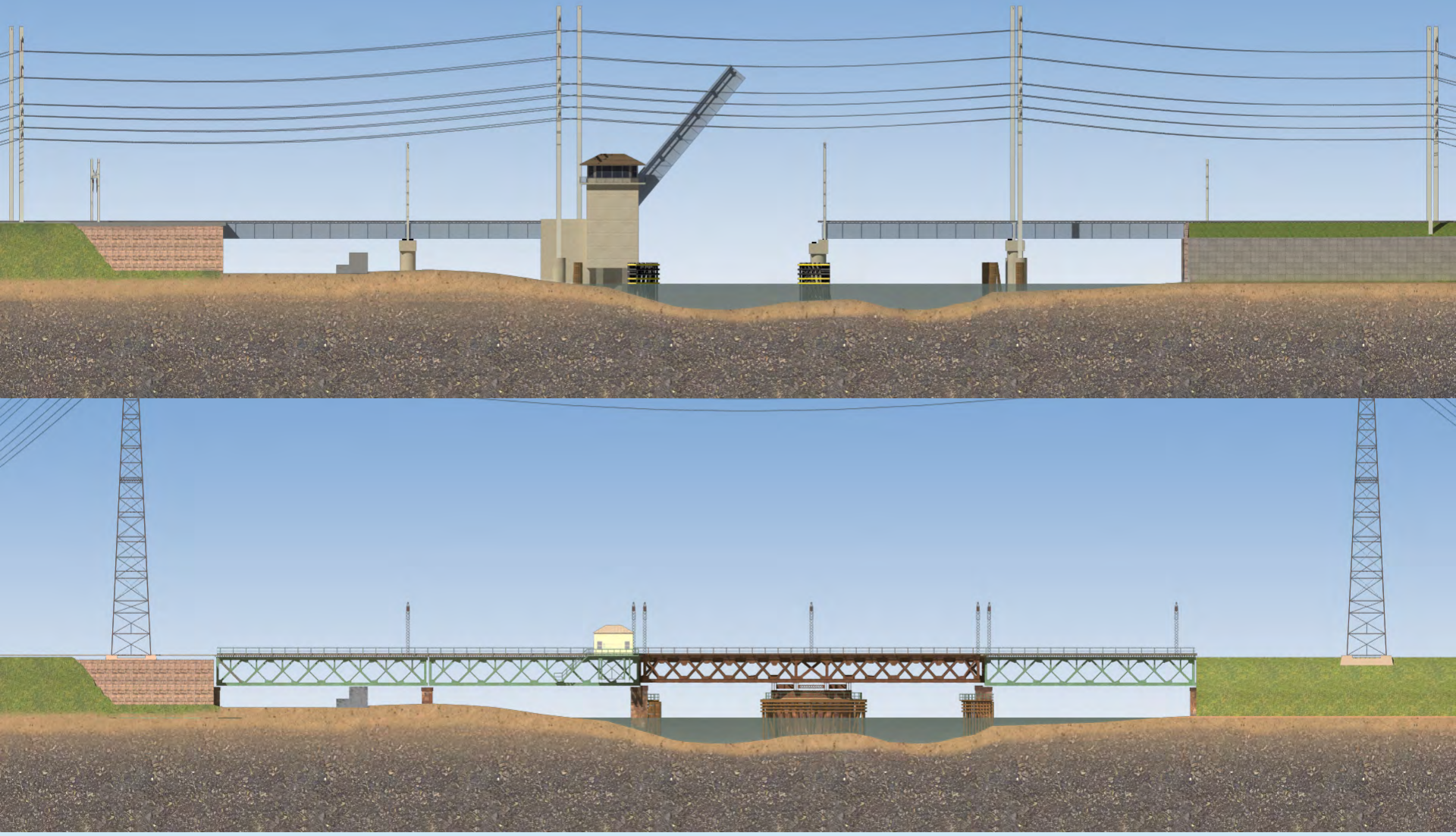
Option 3A - - 130’ Rolling Bascule Span

Option 3A - - 130’ Rolling Bascule Span

Estimated Cost	$300 - $350 million
Construction Time	30 – 36 months (estimated)
Vertical Clearance	Span Open: 60 feet (minimum) Span Closed: 20 feet (approximately)
Horizontal Clearance	80 – 100 feet
Channel Alignment	Alignment improved

Option 3A - - 130’ Rolling Bascule Span

Option 3A - - 130’ Rolling Bascule Span



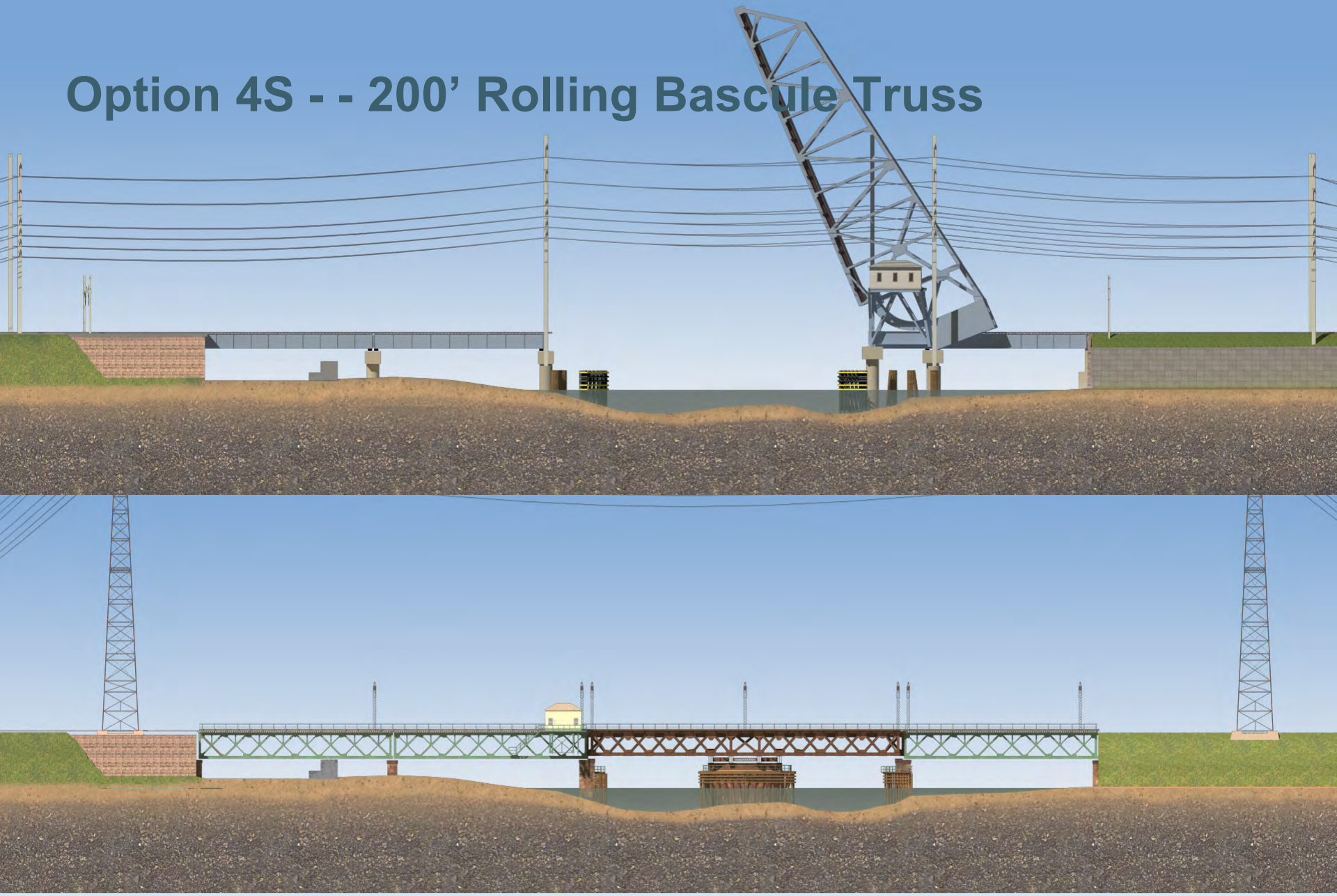
Option 4S - - 200’ Rolling Bascule Truss

Option 4S - - 200’ Rolling Bascule Truss

Estimated Cost	$350 - $400 million
Construction Time	30 – 36 months (estimated)
Vertical Clearance	Span Open: 60 feet (minimum) Span Closed: 27 feet (approximately)
Horizontal Clearance	150 – 170 feet
Channel Alignment	Alignment improved

Option 4S - - 200’ Rolling Bascule Truss

Option 4S - - 200’ Rolling Bascule Truss



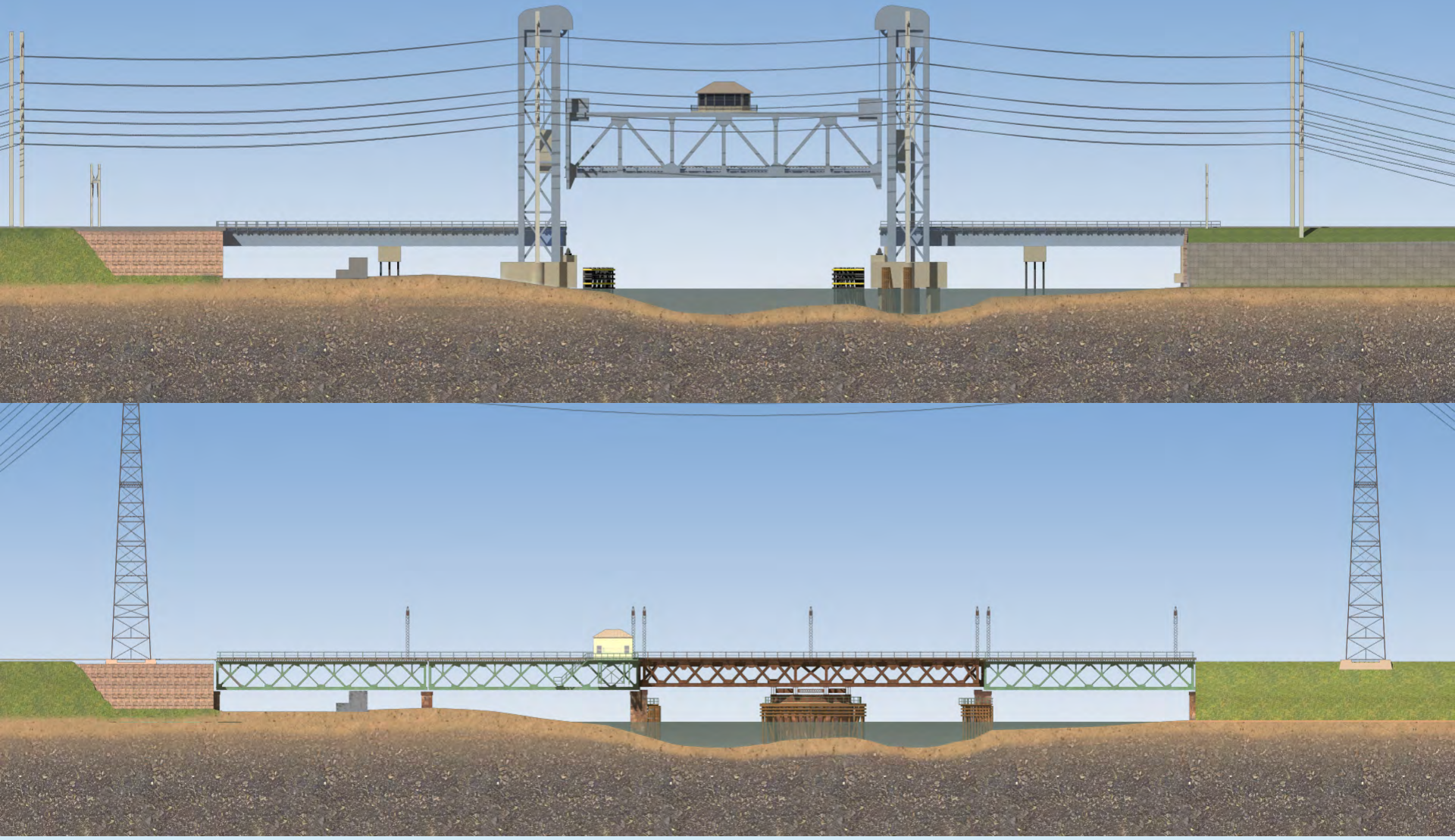
Option 8A - - 180’ Vertical Lift Span

Option 8A - - 180’ Vertical Lift Span

Estimated Cost	$500 - $550 million
Construction Time	36 – 42 months (estimated)
Vertical Clearance	Span Open: 60 feet (minimum) Span Closed: 27 feet (approximately)
Horizontal Clearance	125 – 140 feet
Channel Alignment	Alignment improved

Option 8A - - 180’ Vertical Lift Span

Option 8A - - 180’ Vertical Lift Span



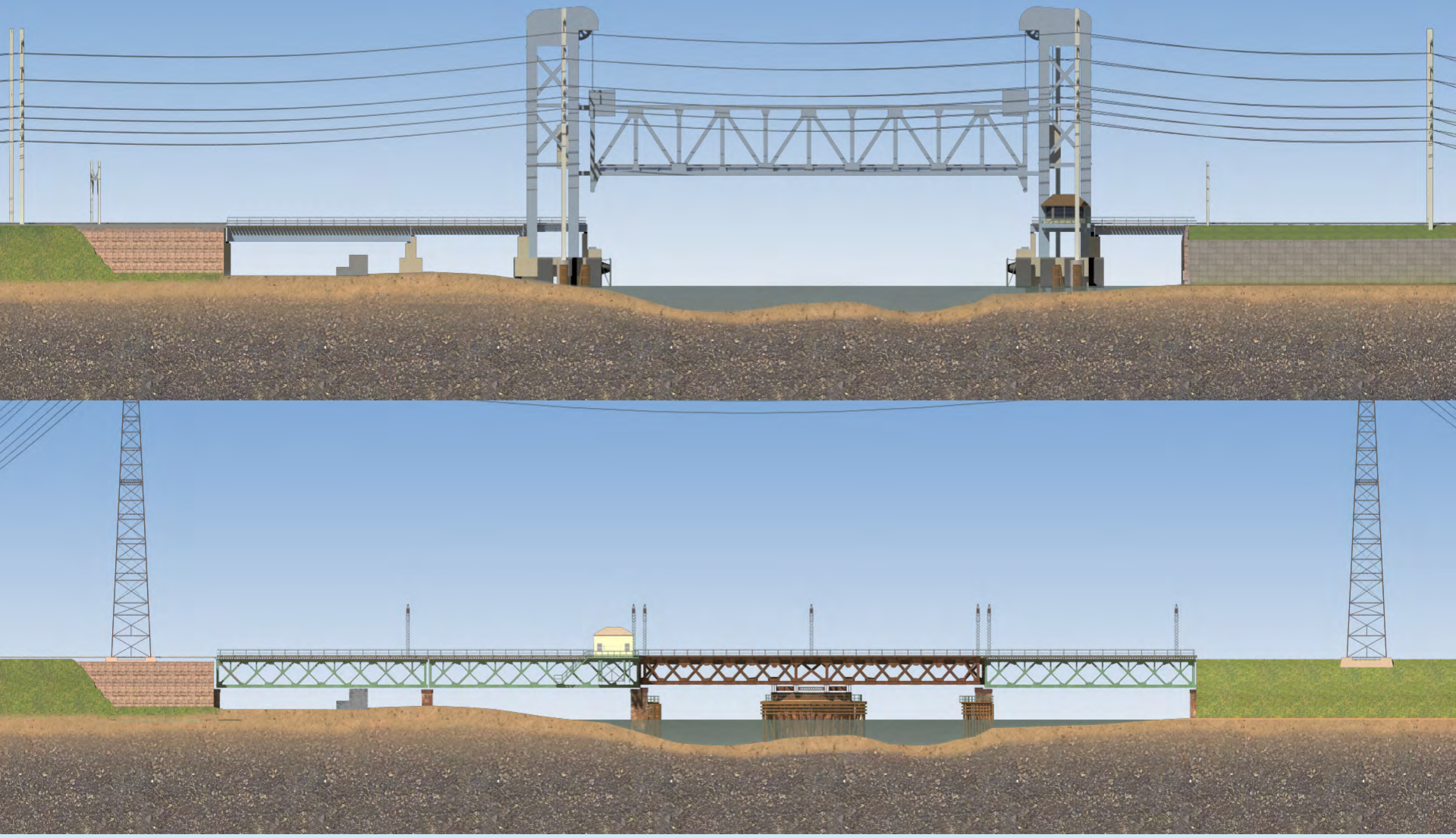
Option 11C - - 250’ Vertical Lift Truss

Option 11C - - 250’ Vertical Lift Truss

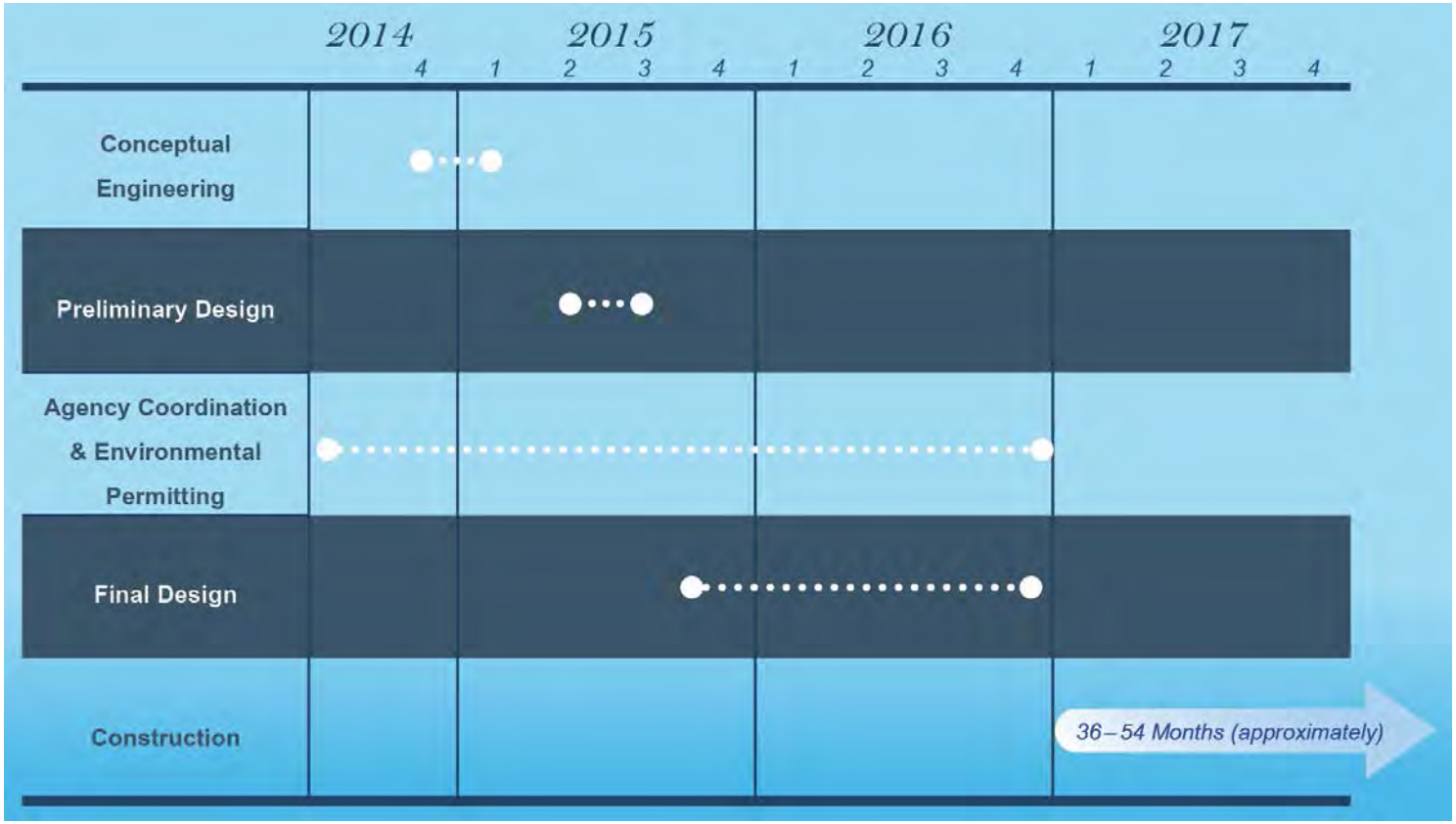
Estimated Cost	$550 - $600 million
Construction Time	42 – 48 months (estimated)
Vertical Clearance	Span Open: 60 feet (minimum) Span Closed: 27 feet (approximately)
Horizontal Clearance	200 feet
Channel Alignment	Alignment improved

Option 11C - - 250’ Vertical Lift Truss

Option 11C - - 250’ Vertical Lift Truss



Next Steps



This summary schedule shows the broad range of The Walk Bridge Project activities that began in 2014 and will continue through 2017. The schedule will become more detailed once a preferred alternative is selected.

Ways to Stay Involved

www.walkbridgect.com

or visit CTDOT's Office of Engineering,

2800 Berlin Turnpike, Newington, CT, 06131

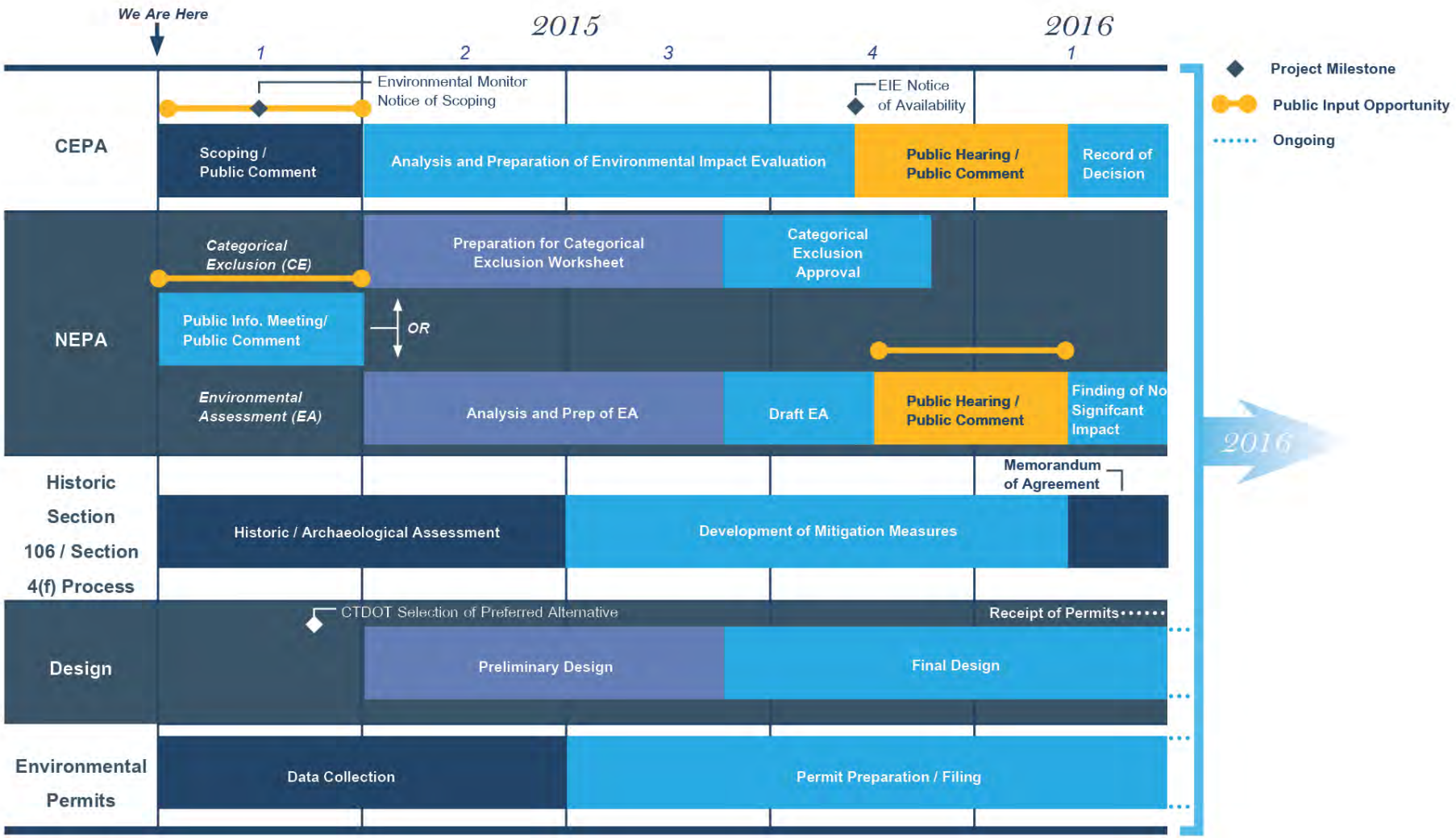
Monday - Friday, 8:30 a.m. to 4:30 p.m.

Ways to Stay Involved

Mr. John D. Hanifin
Transportation Supervising Engineer
Telephone: (860) 594-2899
Email: John.Hanifin@ct.gov

Written comments due March 10, 2015

Ways to Stay Involved



U.S. Department of Transportation
Federal Transit Administration

Questions and Comments

The Walk Bridge Project

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CITY: STATE: ZIP:

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Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

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NAME: Jo-Anne Horvath **ORGANIZATION:** _____

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NAME: Sharon Sweeney **ORGANIZATION:** _____

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State Representative 142nd District

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Susan Byrne ORGANIZATION: NRC Maritime Rowing Club

ADDRESS:

CITY: Darien STATE: CT ZIP: 06820

EMAIL: PHONE:

NAME: Sal Covello ORGANIZATION: ST ANNS Club

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06902

EMAIL: PHONE:

NAME: JIM BOICE ORGANIZATION: STV

ADDRESS:

CITY: MILFORD STATE: CT ZIP:

EMAIL:

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: TOD BRYANT ORGANIZATION: NORWALK PRESERVATION TRUST

ADDRESS:

CITY: NORWALK STATE: CT ZIP: 06851

EMAIL: PHONE:

NAME: PATRICK SILES ORGANIZATION: MARITIME ROWING

ADDRESS:

CITY: NORWALK STATE: CT ZIP: 06857

EMAIL: PHONE:

NAME: Robin Roscillo ORGANIZATION: Nsiwalk River Rowing

ADDRESS:

CITY: Norwalk STATE: ZIP:

EMAIL: PHONE:

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Michael Tomko ORGANIZATION: United Mariner Boatyard

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06850

EMAIL: PHONE:

NAME: Joe D'Agostino ORGANIZATION: Parsons Brinckerhoff

ADDRESS: 424 Chapel St

CITY: New Haven STATE: CT ZIP:

EMAIL: dagostinoe@pbworld.com PHONE: 203 217 4312

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NAME: Joe Schmierlein ORGANIZATION:

ADDRESS:

CITY: NORWALK STATE: CT ZIP: 06850

EMAIL: PHONE:

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Brian Reilly ORGANIZATION: Granite Construction

ADDRESS: 120 Huntz Plain

CITY: Tarrytown STATE: NY ZIP: 10591

EMAIL: brian.reilly@gcinc.com PHONE: 914 804 0280

NAME: Tony Moretti ORGANIZATION: Parsons Brinckerhoff

ADDRESS: 500 Winding Brook

CITY: Glastonbury STATE: CT ZIP: 06033

EMAIL: Morethepbworld.com PHONE: 860-815-0257

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NAME: John Thomas Pinto ORGANIZATION: Norwalk Harbor Management Commission

ADDRESS:

CITY: E Norwalk STATE: CT ZIP: 06855

EMAIL: PHONE:

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: DAVID WESTMORELAND ORGANIZATION: CITY OF NORWALK HISTORIC COMMISSION

ADDRESS:

CITY: STATE: ZIP:

EMAIL: PHONE:

NAME: Paul J. Tomko ORGANIZATION: United Marine Co.

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06850

EMAIL: PHONE:

NAME: Barbara A. Pagliarulo ORGANIZATION: Walk River Rowing

ADDRESS:

CITY: Rowayton STATE: CT ZIP: 06853

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Maile Beebe ORGANIZATION: Parsons Brinckerhoff

ADDRESS: 90 Rhodes Rd

CITY: Tolland STATE: Ct ZIP: 06084

EMAIL: Beebem@PBWorld.com PHONE:

NAME: William Stadel ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: Stamford STATE: CT ZIP: 06902

EMAIL: PHONE:

NAME: Tony Cove ORGANIZATION: Maritime Rowing

ADDRESS:

CITY: Darien STATE: CT ZIP: 06820

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Gerald Gerletz ORGANIZATION: STV

ADDRESS: 119 Race Hill Rd

CITY: Madison STATE: CT ZIP: 06443

EMAIL: GERLETGC@STVINC.COM PHONE: 203 375-0521

NAME: Tony Mobilia ORGANIZATION: Norwalk Harbor Management Comm.

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06851

EMAIL: PHONE:

PLEASE PRINT

NAME: RICHARD WARREN ORGANIZATION: O & G Industries, Inc.

ADDRESS: 34 SMITH ST.

CITY: NORWALK STATE: CT ZIP:

EMAIL: rwarren@ogind.com PHONE: 203-366-4586

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Nancy Roseth ORGANIZATION:

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06851

EMAIL: PHONE:

NAME: Anne Faber ORGANIZATION: Maritime Rowing

ADDRESS:

CITY: Westport STATE: CT ZIP: 06880

EMAIL: PHONE:

NAME: CLYDE MOUNT ORGANIZATION:

ADDRESS:

CITY: NORWALK STATE: CT ZIP: 06851

EMAIL: PHONE:

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Nancy Geller ORGANIZATION: Maritime Rowing

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL:

NAME: Jonathan Hurley ORGANIZATION: Maritime Rowing

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06855

EMAIL: PHONE:

NAME: LIZ TROND ORGANIZATION: CONNECTICUT BOAT CLUB

ADDRESS:

CITY: NORWALK STATE: CT ZIP: 06855

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Michael Grzywinski ORGANIZATION: CT DEEP

ADDRESS:

CITY: Hartford STATE: CT ZIP: 06106

EMAIL: PHONE:

NAME: Jim Fallon ORGANIZATION: CTDOT

ADDRESS: 75 Windsor Rd

CITY: Berlin STATE: CT ZIP: 06037

EMAIL: James.Fallon@ct.gov PHONE:

NAME: Mark Alexander ORGANIZATION: CT-DOT

ADDRESS: 2800 Berlin Turnpike

CITY: Newington STATE: CT ZIP: 06131

EMAIL: Mark.W.Alexander@ct.gov PHONE: 860-594-2931

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Jonathan Maggio ORGANIZATION: Norwalk Fire Dept.

ADDRESS: 16 Alden Avenue

CITY: Norwalk STATE: CT ZIP: 06855

EMAIL: jmaggio@norwalkct.org PHONE: 203 515-2555

NAME: Lauren Bell ORGANIZATION: maritime Rowing Club

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL: PHONE:

NAME: Jonathan Braun ORGANIZATION: Owner - Coastwise Boatworks

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06855

EMAIL: PHONE:

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Brian Davis **ORGANIZATION:** Maritime Aquarium
ADDRESS: 10 North Waters Street
CITY: Norwalk **STATE:** CT **ZIP:** 06854
EMAIL: BDavis@maritimeaquarium.org **PHONE:** 203 852-0700

NAME: DENNIS SANTELLA **ORGANIZATION:** NHMC - MOORING & SAFETY Com.
ADDRESS: [redacted]
CITY: NORWALK **STATE:** CT **ZIP:** 06851
EMAIL: [redacted] **PHONE:** [redacted]

NAME: Patsy Brescia **ORGANIZATION:** Liberty Square owner
ADDRESS: [redacted]
CITY: Norwalk 06851 **STATE:** Ct **ZIP:** 06851
EMAIL: [redacted] **PHONE:** [redacted]

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Matt Edvardsen ORGANIZATION: Spinnaker Real Estate

ADDRESS: 1 North Water Street, Suite 100

CITY: Norwalk STATE: CT ZIP: 06854

EMAIL: matt@spinrep.com PHONE: 203-524-3916

NAME: MATT CONDON ORGANIZATION: COASTWISE BOATWORKS

ADDRESS:

CITY: NORWALK CT STATE: CT ZIP: 06855

EMAIL: PHONE:

NAME: KEN CAMPBELL ORGANIZATION: MARITIME ROAD, NO
TOWN COUNCIL - NEW CANAAN

ADDRESS:

CITY: NEW CANAAN STATE: CT ZIP: 06840

EMAIL: PHONE:

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CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: William Gardella ORGANIZATION: Harbor Commission

ADDRESS:

CITY: NOR STATE: CT ZIP: 06855

EMAIL: PHONE:

NAME: JACK HARAN ORGANIZATION: HAKS ENGINEERS

ADDRESS:

CITY: NEW YORK STATE: NY ZIP:

EMAIL: PHONE:

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NAME: Nate Kelly ORGANIZATION: Maritime RC

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06850

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Vincent Scicchitano ORGANIZATION: Norwalk Seaport Assc

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06851

EMAIL: PHONE:

NAME: Lucy McCarron ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: Norwalk STATE: CT ZIP:

EMAIL: PHONE:

NAME: CRAIG LINES ORGANIZATION:

ADDRESS:

CITY: NORWALK STATE: CT ZIP: 06851

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Andrew Wittenstein ORGANIZATION: Norwalk River Rowing

ADDRESS:

CITY: Weston STATE: CT ZIP: 06883

EMAIL: PHONE:

NAME: Elisabeth Stonehill ORGANIZATION: Norwalk River Rowing

ADDRESS: Norwalk CT 06850

CITY: Norwalk STATE: CT ZIP: 06850

EMAIL: PHONE:

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NAME: BILL STENGER ORGANIZATION: KING INDUSTRIES

ADDRESS: 1 SCIENCE RD.

CITY: NORWALK STATE: CT. ZIP: 06852

EMAIL: bstenger@kingindustries.com PHONE: 203-866-5551

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Philipp Bogdanov ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: Darien STATE: CT ZIP: 06820

EMAIL: PHONE:

NAME: Peter Frame ORGANIZATION:

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06850

EMAIL: PHONE:

NAME: Glen Alexander ORGANIZATION:

ADDRESS:

CITY: Stamford STATE: CT ZIP: 06903

EMAIL: PHONE:

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Richard Dineen ORGANIZATION: NRRA

ADDRESS:

CITY: Wilton STATE: CT ZIP: 06897

EMAIL: PHONE:

NAME: Kaden Lints ORGANIZATION: NRRA

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06851

EMAIL: ONE:

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NAME: Laura Mancuso ORGANIZATION: CT SHPO/DECD

ADDRESS: 1 Constitution Plaza

CITY: Hartford STATE: ZIP:

EMAIL: laura.mancuso@ct.gov PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Bob Potts ORGANIZATION: Wilbur Rowing Club

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL: PHONE:

NAME: Ed Fitzgerald ORGANIZATION: Norwalk Citizen

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06851

EMAIL: PHONE:

NAME: Jennifer Pampillonia ORGANIZATION: Norwalk River Rowing

ADDRESS:

CITY: STATE: ZIP:

EMAIL: PHONE:

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Carol Lenihan ORGANIZATION: NRK

ADDRESS:

CITY: Wilton STATE: CT ZIP: 06897

EMAIL: PHONE:

NAME: Kevin Lenihan ORGANIZATION: NRRA

ADDRESS:

CITY: Wilton STATE: CT ZIP: 06897

EMAIL: PHONE:

NAME: Nancy Chapman ORGANIZATION: Nancy On Norwalk

ADDRESS:

CITY: Norwalk STATE: ZIP:

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Lara Degl'Innocenti ORGANIZATION: NRRA

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06853

EMAIL: PHONE:

NAME: Marco Degl'Innocenti ORGANIZATION: NRRA

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06853

EMAIL: PHONE:

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NAME: MEG Orner ORGANIZATION: New Canaan Crew

ADDRESS:

CITY: Darien STATE: CT ZIP: 06820

EMAIL:

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Lorenzo Dal Bianco ORGANIZATION: NRRA

ADDRESS:

CITY: Westport STATE: CT ZIP: 06880

EMAIL: PHONE:

NAME: JIM COOPER ORGANIZATION: NORWALK ROWING

ADDRESS:

CITY: NORWALK STATE: ZIP:

EMAIL: E:

NAME: Andrew Diner ORGANIZATION: New Canaan Crew

ADDRESS:

CITY: Darien STATE: CT ZIP: 06820

EMAIL: PHONE:

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: CHRIS PEARCE ORGANIZATION:

ADDRESS:

CITY: WILTON STATE: CT ZIP: 06897

EMAIL: PHONE:

NAME: Barb Cunningham ORGANIZATION: Norwalk River Rowing

ADDRESS:

CITY: Wilton, CT 06897 STATE: ZIP:

EMAIL: PHONE:

NAME: Rich Cunningham ORGANIZATION: Norwalk River Rowing

ADDRESS:

CITY: Wilton STATE: CT ZIP: 06897

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Maeve Zamsky ORGANIZATION: Maritime Rowing

ADDRESS:

CITY: Darien STATE: ZIP:

EMAIL: PHONE:

NAME: Peter Zamsky ORGANIZATION: Maritime Rowing

ADDRESS:

CITY: Darien STATE: CT ZIP: 06820

EMAIL: PHONE:

NAME: Jim Dobbs ORGANIZATION: Norwalk Sail & Power Sq

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06855

EMAIL: PHONE:

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Stacy Crameri ORGANIZATION: Norwalk River Rowing Club

ADDRESS:

CITY: Wilton STATE: CT ZIP: 06897

EMAIL: PHONE:

NAME: Carolyn McDonough ORGANIZATION: Norwalk River Rowing

ADDRESS:

CITY: Pound Ridge STATE: NY ZIP: 10576

EMAIL: PHONE:

NAME: JAYNE PEACOCK ORGANIZATION: NRRA

ADDRESS:

CITY: WILTON STATE: CT ZIP: 06897

EMAIL: PHONE:

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Yulia Chagina ORGANIZATION: Maritime rowing club

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06855

EMAIL: PHONE:

NAME: Malcolm Watson ORGANIZATION: NRRA

ADDRESS:

CITY: Westport STATE: CT ZIP: 06880

EMAIL: PHONE:

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NAME: CLAY FOWLER ORGANIZATION: North Water LLC
Maritime Place Parcel 6 LLC
Spinnaker Real Estate Partners

ADDRESS:

CITY: STATE: ZIP:

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Matt Gifford ORGANIZATION: Sprite Island YC
East Norwalk BC

ADDRESS:

CITY: East Norwalk STATE: CT ZIP: 06855

EMAIL: PHONE:

NAME: Dana Laird ORGANIZATION: SONO Switch Tower Museum

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06853

EMAIL: PHONE:

NAME: Cathy Conover ORGANIZATION: Norwalk River Rowing

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06850

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: ERIC DANNEMANN ORGANIZATION: Norwalk River Rowing Club

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL:

NAME: ORGANIZATION:

ADDRESS:

CITY: STATE: ZIP:

EMAIL: PHONE:

NAME: [illegible] Litwin ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: Weston STATE: CT ZIP: 06883

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Tom Smith ORGANIZATION: NRRA

ADDRESS:

CITY: Fairfield STATE: CT ZIP: 06824

EMAIL: PHONE:

NAME: FRED KRUPP ORGANIZATION: MARITIME

ADDRESS:

CITY: NORWALK STATE: CT ZIP: 06855

EMAIL: PHONE:

NAME: Caleb Worley ORGANIZATION:

ADDRESS:

CITY: Wilton STATE: CT ZIP: 06897

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Margaret Dannemann ORGANIZATION: Norwalk River Rowing Assn.

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL: PHONE:

NAME: Liz Pale ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL: PHONE:

NAME: Leslie Krichko ORGANIZATION: Maritime Rowing

ADDRESS:

CITY: Ridgefield STATE: CT ZIP: 06877

EMAIL: PHONE:

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Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Laura Campbell ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL: PHONE:

NAME: Jose Cebrian ORGANIZATION:

ADDRESS:

CITY: Norwalk STATE: CT ZIP:

EMAIL: PHONE:

PLEASE PRINT

NAME: Dodd Koeckert ORGANIZATION: Maritime Rowing

ADDRESS:

CITY: STATE: ZIP:

EMAIL: PHONE:

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Brad Spiegel ORGANIZATION: Norwalk River Rowing

ADDRESS:

CITY: Wilton STATE: CT ZIP: 06897

EMAIL: PHONE:

NAME: Marjolice Gelhaus ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL: PHONE:

NAME: LISA LENSKUS ORGANIZATION: NORWALK GRLWS

ADDRESS:

CITY: NORWALK STATE: ZIP: 0685[illegible]

EMAIL: PHONE:

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CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: State Rep. Gail Lavielle ORGANIZATION: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

EMAIL: gail.lavielle@cga.ct.gov PHONE: _____

NAME: JUSTIN HALL-TIPPING ORGANIZATION: MARITIME ROWING

ADDRESS: _____

CITY: ROWAYTON STATE: CT ZIP: 06853

EMAIL: _____ PHONE: _____

PLEASE PRINT

NAME: BILL MENSCHING ORGANIZATION: MARITME ROWING

ADDRESS: _____

CITY: NEW CANAAN STATE: CT ZIP: 06840

EMAIL: _____ PHONE: _____

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Laurie Devitt ORGANIZATION: Maritime RC

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06855

EMAIL: PHONE:

NAME: Paula Sorcowski ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: New Canaan STATE: CT ZIP: 06840

EMAIL: PHONE:

NAME: Matt McNeill ORGANIZATION: Maritime Rowing Club

ADDRESS:

CITY: Norwalk STATE: CT ZIP: 06854

EMAIL: PHONE:

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: Jeff Sojewak ORGANIZATION: Nwalk River Rowing

ADDRESS:

CITY: Wilton STATE: CT ZIP: 06897

EMAIL: PHONE:

NAME: Jennifer Nicasio ORGANIZATION: Norwalk River Rowing

ADDRESS:

CITY: Norwalk STATE: ZIP: 06853

EMAIL:

PLEASE PRINT

NAME: SANTO GOLINO ORGANIZATION: MARITIME BOAT CLUB

ADDRESS:

CITY: DARIEN STATE: CT ZIP: 06820

EMAIL: PHONE:

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project

WELCOME ~ PLEASE SIGN IN

NAME: SEAN BUSH ORGANIZATION: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

EMAIL: _____ PHONE: _____

NAME: TOM LIVINGSTON ORGANIZATION: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

EMAIL: _____ PHONE: _____

PLEASE PRINT

NAME: GEOFFREY STEADMAN ORGANIZATION: NORWALK HARBOR MGMT. COMMISSION

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

EMAIL: _____ PHONE: _____

Public Scoping/Public Information Meeting
Feb. 24, 2015
PROJECT NUMBER: 0301-0040 – Walk Bridge Replacement

The Walk Bridge Project
Project No. 0301-0176
Speaker Sign-Up Sheet

Please sign up if you want to speak publicly on the project under the following guidelines:

- Individuals will be called by came to speak in the order they signed up below.
- A person who has signed up will have at least three minutes to speak or ask questions..
- When it is your turn to speak, please state your name first before commenting to help us compile more accurate meeting notes..

Please print your name below if you want to speak:

1. State Representative Fred Wilms 142nd District
2. Mike Mushak, ASLA Co-Chair, Bike/Walk Task Force
3. Paul Tomko Harbor - Marine - Access/s - Seasonal Business (opening +
4. Jim Switzer - Norwalk Rowers - 2100 growing membership - impact on waterway
5. Tammy Langalis Norwalk
6.
7.
8.
9.
10.
11.
12.
13.
14.
15.

Appendix 2 – Public Involvement and Agency Coordination

Appendix 2-2 Agency Scoping

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Facilities and Transit

Report of Meeting

Project No.:	0301-0176
Route/Town:	Metro-North Railroad Bridge No. 04288R over Norwalk River (Walk Bridge)
Date of Meeting:	Thursday, March 5, 2015, 1:00 PM
Location of Meeting:	CTDOT RESHQB Conf Room G328
Subject of Meeting:	Walk Bridge Replacement - Agency Scoping Meeting, Connecticut Environmental Policy Act

IN ATTENDANCE:

John Hanifin	CTDOT Facilities & Transit	john.hanifin@ct.gov	860-594-2899
Eric Feldblum	CTDOT Facilities & Transit	eric.feldblum@ct.gov	860-594-3356
Jim Fallon	CTDOT Facilities & Transit	james.fallon@po.state.ct.gov	860-594-2975
Ed Majcherek	CTDOT Facilities & Transit	edward.majcherek@ct.gov	860-594-3272
Joseph Bordonafo	CTDOT Facilities & Transit	joseph.bordonafo@ct.gov	860-594-3310
Haresh Dholakia	CTDOT Rails	hareshkumar.dholakia@ct.gov	860-594-3173
Andrew Davis	CTDOT OEP	andrew.h.davis@ct.gov	860-594-2657
Kevin Carifa	CTDOT OEP	kevin.carifa@ct.gov	860-594-2946
Mark Alexander	CTDOT OEP	mark.w.alexander@ct.gov	860-594-2931
Mandy Ranslow	CTDOT OEP	mandy.ranslow@ct.gov	860-594-2929
Kevin Fleming	CTDOT OEP	kevin.fleming@ct.gov	860-594-2924
Steve Delpapa	CTDOT OEP		860-594-2941
Bruce Wittchen	CT OPM		860-418-6323
Matt Pafford	CT OPM		860-418-6412
Michael Grzywinski	CTDEEP- OLISP	michael.grzywinski@ct.gov	860-424-3674
R. Michael Payton	CTDEEP - Boating	mike.payton@ct.gov	860-434-8638
Catherine Labadia	SHPO	catherine.labadia@ct.gov	860-256-2764
Marilyn Scheffler*	FTA	marilyn.scheffler@dot.gov	
Sean Sullivan*	FTA	sean.sullivan@dot.gov	617.494.2484
Jim Moore*	USCG	james.m.moore2@uscg.mil	
Wayne Clayborne*	USCG	lislie.w.clayborne@uscg.mil	
Chris Bisignano*	USCG	Christopher.J.Bisignano@uscg.mil	212-668-7021
Susan Lee*	USACE	susan.k.lee@usace.army.mil	978-318-8494
Ed O'Donnell*	USACE	edward.g.odonnell@usace.army.mil	978-318-8375
Christian Brown	HNTB	cbrown@hntb.com	913-221-3327
Kevin Slattery	HNTB	kslattery@hntb.com	617-816-1861
Ken Dodson	HNTB	kdodson@hntb.com	860-257-7377
Kyle Turschman	HNTB	kturschman@hntb.com	860-462-3603
Dave Murray*	HNTB	dmurray@hntb.com	973-434-3100
Sarah Walker	HNTB	snwalker@hntb.com	617-532-2239

* by phone

TRANSACTIONS AND DETERMINATIONS

Introduction:

The purpose of the meeting was to conduct the agency scoping process, pursuant to the Connecticut Environmental Policy Act (CEPA), in association with the Walk Bridge Replacement.

DOT opened the meeting to explain the public scoping and agency scoping process, and introduce the project. HNTB presented the project, including the purpose and need, engineering studies to date, rehabilitation and replacement options, environmental review process to date and the anticipated environmental permits and reviews. Design will be through the fall of 2016, with receipt of environmental permits through fall of 2016, with construction activities starting in spring of 2017. A three year construction period is anticipated. The draft Purpose and Need Statement has been prepared, with an anticipated formal Purpose and Need statement approved as the project advances. DOT emphasized the need to expedite the project, including taking a team approach to expediting review of the project. Walk Bridge options include rehabilitation and replacement options. From an initial review of 70 potential replacement options, DOT focused on five bridge replacement options in the Conceptual Engineering Report. Environmental screening was conducted during the conceptual engineering phase. DOT anticipates that permit applications would be prepared based upon 60 percent design.

Agency Comments:

1. Federal Transit Administration (FTA). All of the options look acceptable. FTA needs to be involved in the Section 106 process, as does the local historic commission. FTA will be sending historic information to the SHPO. The NEPA level of review (Categorical Exclusion or Environmental Assessment) will be determined. The Section 4(f) process is straightforward, as there will be a finding of adverse effect. It will be important to coordinate with FTA for a streamlined process. FTA will send the Section 4(f) finding to the Department of Interior; a 45-day turnaround is anticipated after receipt of the impacts and mitigation. FTA offered to review early drafts of the document to help facilitate timely processing of the document.

FTA also noted the resiliency funding requirement to design for the FEMA base flood elevation (BFE) plus one foot. The concern is with penetration of the BFE, not the location of the piers. FTA will send the Federal Register requirements to DOT.

2. U.S. Army Corps of Engineers (USACE). All the bridge replacement options would improve navigation. The USCG is the lead agency for permitting. The new towers would be independent of the bridge structure, and would have their own foundations separate from the bridge. It seems that a General Permit may be acceptable, and would apply to the transmission line, dredging, and associated fills. The GP may not be acceptable if the project involves impacts to tidal wetlands. In that case, an Individual Permit would be required. There was a discussion regarding excavated/dredged sediment disposal options and volumes of materials. Options include ocean disposal or upland disposal. The open disposal option would require USACE permitting, including approval of the sampling plan. DOT currently is drafting the sampling plan/disposal program. There was a discussion regarding removal of the existing bridge, including excavation of existing piles. The USACE noted that the requirement is to remove the existing facility in its entirety. DOT OEP inquired about the USACE's required excavation depth in the event that the piles cannot be

removed in their entirety. The USACE noted that it will require a certain excavation depth (to be determined).

3. U.S. Coast Guard (USCG). The USCG noted that Coastal Zone Management Consistency Assessment needs to be added to the list of required permits and approvals. The USCG inquired about adding this high visibility project to the Federal Infrastructure Dashboard. FTA indicated that it would investigate requirements. The USCG inquired about the differences among the various bridge replacement options relative to the maintenance requirements, failure rates, etc. Life cycle costing performed by HNTB during Conceptual Engineering indicated that the bridge options scored as follows: Options 3A and 4S were the best relative to maintenance requirements. The USACE inquired as to whether the submarine cables would be a component of the USCG permit. The USCG indicated that they should be shown with the bridge permit application, and depth of cables should be coordinated with the USACE. DOT OEP inquired about the depth of removal for the existing piles supporting the structure. The USCG indicated that normal action is to remove the existing bridge in its entirety, but that is open for discussion considering the depth and location. Wood pile can move upward, so the USCG prefers removal to be as deep as possible.

4. CT Department of Energy and Environmental Protection (DEEP). CT DEEP recommended a cost analysis to obtain the least complicated design. CT DEEP noted a concern for boaters and maritime traffic; DEEP will be looking at potential temporary and permanent impacts to water dependent uses, and noted that relocation of a water dependent use would require the creation of some form of water dependent use mitigation. It will be important to assure that the project will not result in a decrease in water-dependent uses. Even though an impact may be deemed "temporary," in this case, "temporary" impacts will extend for 3-4 years of bridge construction. DEEP also mentioned conducting a cost-benefit analysis relative to maintaining the existing bridge as it affects boating.

5. State Historic Preservation Office (SHPO). The SHPO will be working with OPM. The loss of the historic structure will require mitigation. Coordination conducted to date with the local historic commission has been positive.

6. CT Office of Policy and Management (OPM). CT OPM inquired about the level of maritime traffic and the annualized costs of providing bridge openings (approximately 200 times over 1 year period). CT OPM inquired as to whether DOT had evaluated replacing Walk Bridge with a fixed span, as opposed to a movable span, and inquired about the number of bridge openings in comparison to other fixed bridges.

DOT indicated that the agency made a decision to move forward with a moveable span at the Walk Bridge site. Relative to three other existing moveable spans in Connecticut that are scheduled to be replaced, Walk Bridge has more marine traffic than Saga Bridge (movable vs. fixed to be determined); Walk Bridge has less marine traffic than CossCob Bridge (movable vs. fixed to be determined); Walk Bridge has less marine traffic than Devon Bridge (replacement determined to be movable span).

CT DEEP Boating noted that historical precedence determines the transportation priorities as follows: 1) maritime traffic; 2) rail traffic; and 3) vehicular traffic. There was a question on whether there is a federal regulation for replacing a moveable span with an in-kind structure. The USACE does not have requirements regarding the type of bridge. The USACE will check the 408 regulations relative to this.

Action Items:

No.	Action Item Description	Responsible	Date Required
1	Provide resiliency requirements for the Walk Bridge, per the Federal Register	FTA	Provided in email of 3/5/15
2	River excavation depth requirement	USACE	03.31.15
3	Procedures for adding the Walk Bridge Replacement project to the Federal Dashboard.	FTA	03.31.15
4	Verify requirements of Section 408 permit relative to replacing a bridge with the same in-kind structure.	USACE	03.31.15

Submitted by _____ 03.16.15
Christian J. Brown, PE; HNTB — Date

Reviewed by _____ 3/17/15
John D. Hanifin, CTDOT — Date

cc: Attendees

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC HEALTH

Jewel Mullen, M.D., M.P.H., M.P.A.
Commissioner

Dannel P. Malloy
Governor
Nancy Wyman
Lt. Governor

March 10, 2015

Mark Alexander
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Re: Notice of Scoping for the Norwalk River Rail Road Bridge, Norwalk

Dear Mr. Alexander:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.

Sincerely,

Eric McPhee
Supervising Environmental Analyst
Drinking Water Section

Phone: (860) 509-7333 • Fax: (860) 509-7359 • VP: (860) 899-1611
410 Capitol Avenue, MS#51WAT, P.O. Box 340308
Hartford, Connecticut 06134-0308
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CONNECTICUT DEPARTMENT OF

ENERGY & ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

To: Mark W. Alexander - Transportation Assistant Planning Director
DOT - Office of Environmental Planning, 2800 Berlin Turnpike, Newington

From: David J. Fox - Senior Environmental Analyst **Telephone:** 860-424-4111

E-Mail: david.fox@ct.gov

Date: March 10, 2015

Subject: Norwalk River Railroad Bridge

The Department of Energy & Environmental Protection (DEEP) has reviewed the Notice of Scoping for proposed replacement of the Norwalk River railroad bridge (WALK Bridge). The following comments are submitted for your consideration.

Based upon the available scoping materials, it appears that ConnDOT is well aware of the appropriate environmental resources to be evaluated in the CEPA/NEPA document and the state permits, reviews and authorizations required for the project. ConnDOT has already had significant involvement with various project stakeholders, including the Permitting & Enforcement Section of the Office of Long Island Sound Programs (OLISP). Specifically, several pre-application meetings have been held, where Micheal Grzywinski provided resource information and identified permitting issues. To supplement this information, I have included some preliminary comments from the OLISP Planning Section and the Inland Fisheries Division as well as general recommendations to minimize construction impacts.

As you know, the proposed project is within Connecticut's coastal boundary as defined by section 22a-94 of the Connecticut General Statutes (CGS) and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. In accordance with CGS section 22a-100, state actions within the coastal boundary that may significantly affect the environment must be consistent with the standards and policies of the CCMA.

The site of the Norwalk River railroad bridge crossing has abundant coastal resources, both to the north and south, including coastal waters, intertidal flats and tidal wetlands. Please find enclosed CCMA fact sheets for information specific to protection policies regarding these resources. As the project proceeds towards design, these resources should be protected to the maximum extent practicable, with remaining impacts to be fully mitigated. OLISP expects to provide further analysis once plans are developed.

Managing for water quality protection will be of paramount importance. Construction practices for replacement or repair represent significant potential adverse impacts to water quality during construction and all best management practices to minimize and mitigate for such impacts should be incorporated as design proceeds. Details of construction sequencing and measures to avoid discharge of any foreign material into the water column would be required.

The railroad bridge is surrounded by public access on both sides of the river, up and down the harbor as well as many active water-dependent uses which rely on readily available access north and south of the railroad bridge. Public access is by definition is a water-dependent use pursuant to the CCMA and subject to the CCMA's full protections as well as enhancement and mitigation policies. The relevant CCMA policy is "preserve and protect water-dependent uses by managing uses in the coastal boundary giving highest priority and preference to water-dependent uses and facilities in shorefront areas" [CGS section 22a-92(b)(1)(A)]. See enclosed fact sheet for more information regarding water-dependent uses.

The Maritime Aquarium at Norwalk offers public waterfront uses, dock access and parking open to the public north and south of the railroad bridge. There are several other public walkways and spaces which will likely be impacted during construction that will require full compensation and mitigation. Other parks and public walkways along the harbor have the potential of being impacted to various degrees during construction. OLISP anticipates that many water-dependent use businesses will be significantly impacted by the disruption and adequate compensation will be required once more detail is provided.

Due to the significant construction disruption over a period of years, OLISP anticipates additional public walkway development will be required along both sides of the river and northeast to Smith Street to satisfy the water dependent use criteria and impacts of the railroad project. OLISP believes the City will specifically be looking, in part, for waterfront walkway enhancements on both sides of harbor, lighting under the bridge, a path from the harbor back to Smith St on the north side of tracks along the east side of river, and other public park area development, public parking and signage to offset public use/water-dependent use criteria and impacts.

The Norwalk *Plan of Conservation & Development* and *Harbor Management Plan* strongly supports water-dependent use and public access development policies and goals within the Norwalk Harbor area. These plans, along with the *Norwalk River Watershed Plan*, also strongly support preservation and enhancement of natural and coastal resources and water quality. These documents should be fully analyzed and planned for as project details become available.

The Inland Fisheries Division has also been consulted by ConnDOT and provided the following preliminary observations. Some of the alternatives may involve new dredging and other benthic impacts if the piers are built in new locations, so there will be long-term habitat issues to examine for each alternative. Depending on the methods used to demolish the piers, measures will be recommended to protect anadromous fish and perhaps other species from excessive noise, pressure waves, or other demolition effects. Also, dredging projects in the Norwalk River/Harbor are routinely evaluated for effects on winter flounder reproduction during the period February 1 through May 15 and anadromous fish migration from April 1 through June 30; seasonal restrictions would be required, as appropriate.

In designing the new bridge, the effects of climate change, in particular sea level rise and increased storm surges, should be considered. Given that the age of the existing structure is approaching 120 years, it is likely that the replacement bridge will be expected to be in service

throughout the century. It should be designed to withstand projected conditions for its anticipated lifespan.

The extent of land side construction along the railway approaches is not known. Given the urban location, the discovery of hazardous materials, hazardous waste and/or contaminated soils is likely. It is assumed that ConnDOT's standard procedures, such as preparing Land Use Evaluation reports (Task 110) and Preliminary Evaluation reports (Task 120), would be employed to evaluate the potential to encounter contamination. A site-specific hazardous materials management plan should be developed prior to commencement of construction and a health and safety plan for construction workers should also be prepared.

It should also be noted that rail lines in Connecticut are historically contaminated with PCBs. PCB waste in the form of soil, ballast, ties, and rails may be generated during rail line projects. Such waste must be managed in accordance with state and federal PCB requirements and are subject to approval by DEEP and EPA. Additional information is also available on-line at: PCB Program.

The Department's standard comments concerning construction projects in urban areas are submitted for your information:

> Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations, that is not hazardous waste, is considered to be special waste. The disposal of special wastes, as defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA), requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. If clean fill is to be segregated from waste material, there must be strict adherence to the definition of clean fill, as provided in Section 22a-209-1 of the RCSA. In addition, the regulations prohibit the disposal of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: Special Waste Fact Sheet.
>
> The Waste Engineering & Enforcement Division has issued a *General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer)* (DEP-SW-GP-001). It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact sheet describing the general permit, a copy of the general permit and registration

forms are available on-line at: Soil Management GP.

The DEEP Office of Environmental Justice is aware that previous construction projects in urban environments have resulted in displacement of rodents that result in problem infestations in neighboring areas. Prior to construction, a comprehensive survey of the project area should be conducted to identify rodent nesting/feeding areas. An extermination plan should be developed in coordination with municipal health officials to be implemented before construction activities commence. The project site and surrounding areas should be monitored to confirm the success of the extermination efforts and investigate any reports of rodents. Additional extermination efforts should be implemented, as necessary.

For large construction projects, the Department typically encourages the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

The Department also encourages the use of newer on-road vehicles that meet either the latest EPA or California Air Resources Board (CARB) standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of the Department.

As you know, the Natural Diversity Data Base (NDDB) has been consulted to determine whether the project would affect Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern, that occur within the project corridor. The NDDB does not anticipate negative impacts to listed species from implementation of the project. (See letter to Christopher Samorajczyk dated November 17, 2014.) The NDDB response includes all information regarding critical biological resources available at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the

scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available. The result of this review does not preclude the possibility that listed species may be encountered on site and that additional action may be necessary to remain in compliance with certain state permits.

Thank you for the opportunity to review this proposal. If you have any questions concerning these comments, please contact me.

cc: Robert Hannon, DEEP/OPPD
Marcy Balint, DEEP/OLISP
Micheal Grzywinski, DEEP/OLISP
Mark Johnson, DEEP/IFD
Dawn McKay, DEEP/NDDB
Edith Pestana, DEEP/OEJ
Ellen Pierce, DEEP/APSD
Lori Saliby, DEEP/PCB

STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT

INTERGOVERNMENTAL POLICY DIVISION

March 10, 2015

Mr. Mark Alexander
Bureau of Policy and Planning
Connecticut Department of Transportation,
2800 Berlin Turnpike, Newington, Connecticut, 06131

Re: Notice of Scoping:
Norwalk River Railroad Bridge

Dear Mark:

The Office of Policy and Management (OPM) has reviewed the Notice of Scoping for the Norwalk River Railroad Bridge and submits the following comment:

- The second sentence of the Walk Bridge website (http://www.walkbridgect.com) says:

  The new or rehabilitated Walk Bridge will improve maritime navigation on the Norwalk River.

  However, the Project Description in DOT's Notice of Scoping does not specifically mention maritime navigation:

  The purpose of this project is to replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of commuter and intercity passenger rail service, offer operational flexibility and ease of maintenance, as well as provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor.

  People appreciate the state considering how it can maintain and even improve access to Long Island Sound when undertaking coastal area projects and the CEPA process is an opportunity for considering the benefits and costs. Given that it does not appear that maintaining maritime navigation is an essential element of this project, as it would be if the bridge separated the Thames River from Long Island Sound, for example, perhaps DOT should also evaluate the alternative of securing the existing bridge in closed position, despite the loss of navigability for vessels too large to pass beneath the bridge.

  Given the significant cost associated with each of the existing alternatives, the CEPA process seems well-suited to evaluating the environmental (including socio-economic) impacts of a secure-in-position alternative. An EIE would help estimate the extent to which any cost savings from this alternative might be offset by additional costs to mitigate impacts on those who currently depend on the bridge opening. An EIE could also provide a better understanding of future anticipated costs associated with maintenance and repair activities for each alternative and how the timing and frequency of bridge operations might affect the reliability and safety of the passenger rail system.

Phone: (860) 418-6323 Fax: (860) 418-6493
450 Capitol Avenue, MS# 54ORG, Hartford, Connecticut 06106-1379

Thank you for the opportunity to respond to this Notice of Scoping and please feel free to contact me if you have any questions.

Sincerely:

Bruce Wittchen
Office of Policy & Management
450 Capitol Ave, MS# 540RG
Hartford, CT 06106
(860) 418-6323
bruce.wittchen@ct.gov

Appendix 2 – Public Involvement and Agency Coordination

Appendix 2-3 Cooperating and Participating Agencies

Invited Agencies	Role
US Coast Guard	Invited Cooperating Agency
US Army Corps of Engineers	Invited Cooperating Agency
US Environmental Protection Agency	Invited Cooperating Agency
Federal Railroad Administration	Invited Cooperating Agency
National Marine Fisheries Service/ Greater Atlantic Regional Fisheries Office	Invited Participating Agency
CT Department of Energy and Environmental Protection	Invited Cooperating Agency
City of Norwalk	Invited Participating Agency
Western Connecticut Council of Governments	Invited Participating Agency
State Historic Preservation Office, CT Department of Economic and Community Development, Offices of Culture and Tourism	Invited Cooperating Agency

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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Rear Admiral Linda Fagan, Commander
United States Coast Guard
First Coast Guard District
408 Atlantic Avenue
Boston, MA 02110

RE: Invitation to Become a Cooperating Agency on the Walk Bridge Project, Norwalk, CT

Dear Rear Admiral Fagan:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

The U.S. Coast Guard (USCG) was identified as an agency that may have an interest in the project, as the project site is located within a navigable waterway and the project will require a bridge permit pursuant to Section 9 of the Rivers and Harbors Act.

With this letter, we extend USCG an invitation to become a Cooperating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA). As a Cooperating Agency, USCG could provide input into the EA regarding existing navigation and proposed navigational impact and consistency of the project with USCG Bridge permitting policies and procedures. Additionally, USCG could provide guidance on proposed mitigation of the project in response to anticipated impacts.

Pursuant to 23 United States Code (U.S.C.) Section 139, Cooperating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that USEPA's role in the development of the Walk Bridge Project could include the following as they relate to your area of expertise:

- Provide input on determining the range of alternatives to be considered and the level of detail required in the alternatives analysis;
- Participate in the NEPA environmental review process by attending public meetings;
- Provide comments on the project's purpose and need, goals and objectives. The attachment included with this invitation provides a draft project Purpose and Need statement for your review.
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings and joint field reviews as appropriate; and
- Timely review and comment on the draft EA to reflect the views and concerns of USEPA on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

USCG will be treated as a Cooperating Agency unless your written response declining this designation is transmitted no later than December 23, 2015. Should USCG choose to decline Cooperating Agency status, USCG will automatically be considered a Participating Agency. If USCG should choose to decline both Cooperating and Participating status, USCG must submit a written response stating that USCG:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov. Please also review the draft project Purpose and Need and provide comments should you have any.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

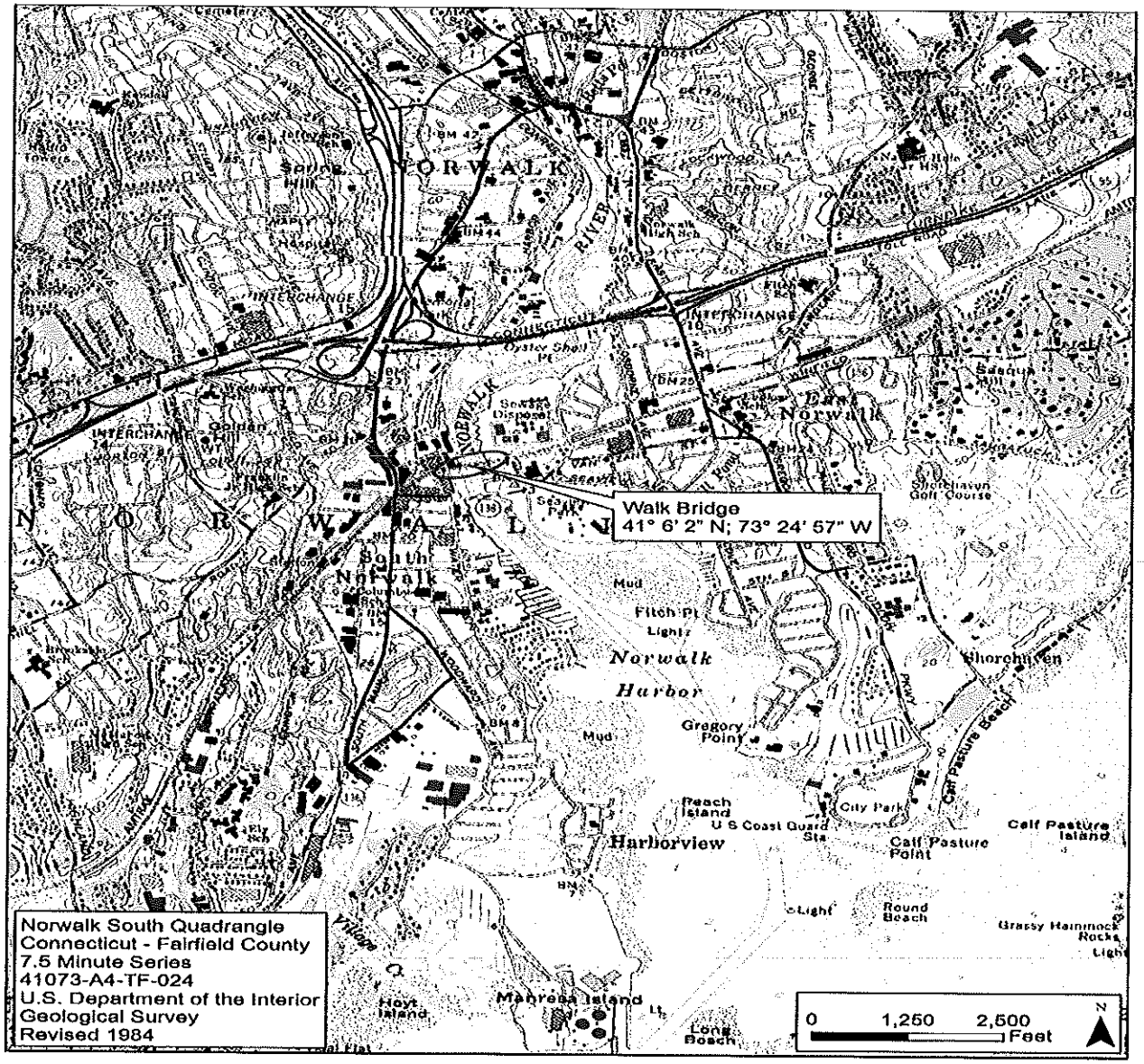
Thomas Maziarz
Bureau Chief

Attachments:
Figure 1 – Walk Bridge Project Location Map
Walk Bridge Project Draft Purpose and Need Statement

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT EVALUATION SECTION 4(f) EVALUATION

PURPOSE AND NEED STATEMENT DRAFT

The purpose of the Walk Bridge Project is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to the Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Ms. Jennifer L. McCarthy
Chief, Regulatory Division
U.S. Army Corps of Engineers, New England District
696 Virginia Road
Concord, MA 01742-2751

RE: Invitation to Become a Cooperating Agency on the Walk Bridge Project, Norwalk, CT

Dear Ms. McCarthy:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

The U.S. Army Corps of Engineers (USACE) was identified as an agency that may have an interest in the project, as the project site is located within a navigable waterway and the project will require permits under Section 404 and Section 408 of the Clean Water Act.

With this letter, we extend USACE an invitation to become a Cooperating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA). As a Cooperating Agency, USACE could provide input into the EA regarding existing navigation and proposed navigational impacts, and consistency of the project with policies of the Clean Water Act. Additionally, USACE could provide guidance on proposed mitigation of the project in response to anticipated impacts.

Pursuant to 23 United States Code (U.S.C.) Section 139, Cooperating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that USEPA's role in the development of the Walk Bridge Project could include the following as they relate to your area of expertise:

- Provide input on determining the range of alternatives to be considered and the level of detail required in the alternatives analysis;
- Participate in the NEPA environmental review process by attending public meetings;
- Provide comments on the project's purpose and need, goals and objectives. The attachment included with this invitation provides a draft project Purpose and Need statement for your review.
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings and joint field reviews as appropriate; and
- Timely review and comment on the draft EA to reflect the views and concerns of USEPA on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

USACE will be treated as a Cooperating Agency unless your written response declining this designation is transmitted no later than December 23, 2015. Should USACE choose to decline Cooperating Agency status, USACE will automatically be considered a Participating Agency. If USACE should choose to decline both Cooperating and Participating status, USACE must submit a written response stating that USACE:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov. Please also review the draft project Purpose and Need and provide comments should you have any.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

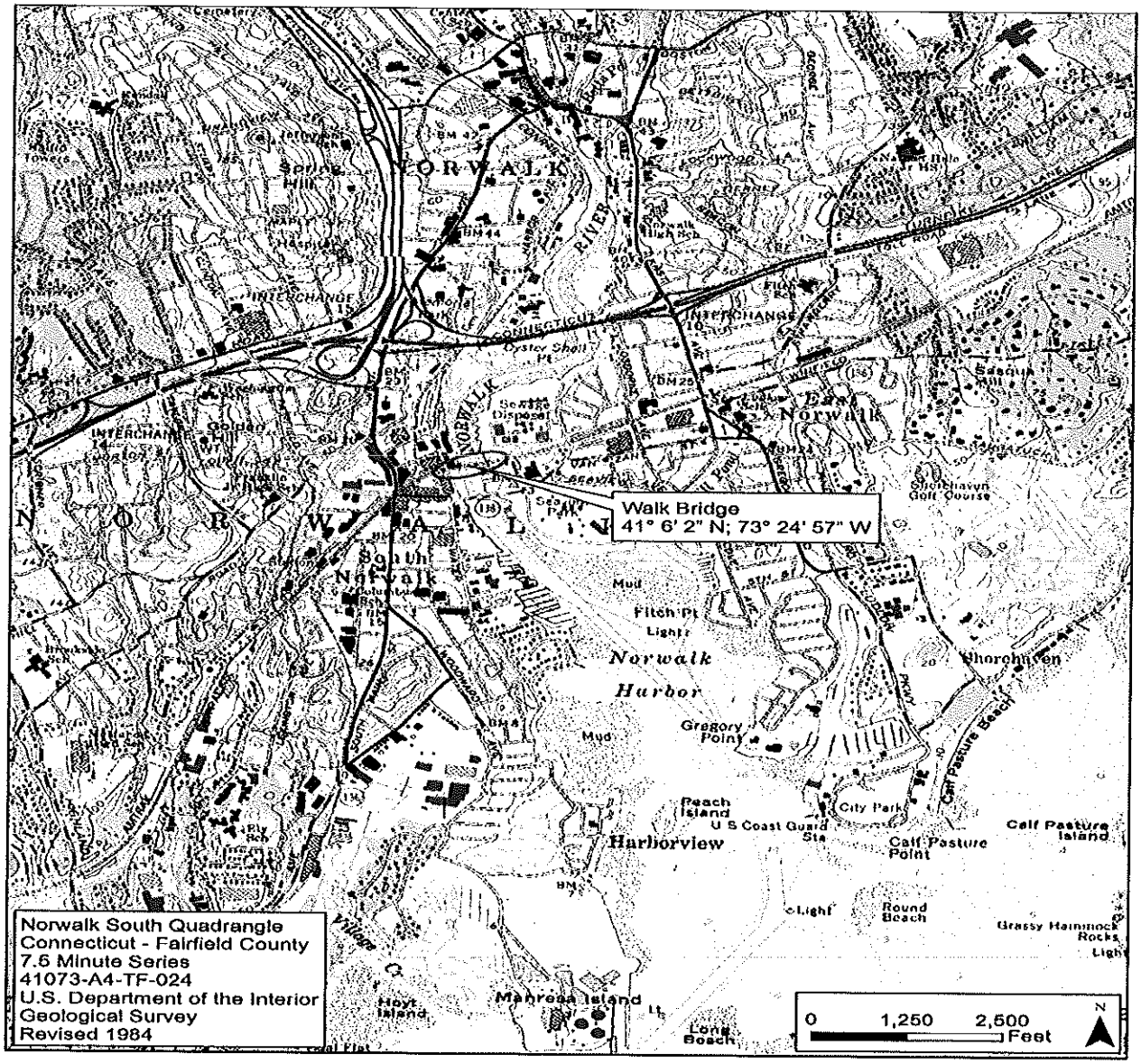
Thomas Maziarz
Bureau Chief

Attachments:
Figure 1 – Walk Bridge Project Location Map
Walk Bridge Project Draft Purpose and Need Statement

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT EVALUATION SECTION 4(f) EVALUATION

PURPOSE AND NEED STATEMENT DRAFT

The purpose of the Walk Bridge Project is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to the Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Mr. H. Curtis Spalding, Regional Administrator
U.S. Environmental Protection Agency
New England Region (Region 1)
5 Post Office Square, Suite 100
Boston, MA 02109-3912

RE: Invitation to Become a Cooperating Agency on the Walk Bridge Project, Norwalk, CT

Dear Mr. Spalding:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

The U.S. Environmental Protection Agency (USEPA) was been identified as an agency that may have an interest in the project. The project EA will address the project's compliance with the Clean Water Act and the Clean Air Act. It also will address Environmental Justice issues. The project will require a Water Quality Certificate under Section 401 of the Clean Water Act.

With this letter, we extend USEPA an invitation to become a Cooperating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA). As a Cooperating Agency, USEPA could provide input into the EA regarding water quality, water quality, and environmental justice issues. Additionally, USEPA could provide guidance on proposed mitigation of the project in response to anticipated impacts.

Pursuant to 23 United States Code (U.S.C.) Section 139, Cooperating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that USEPA's role in the development of the Walk Bridge Project could include the following as they relate to your area of expertise:

- Provide input on determining the range of alternatives to be considered and the level of detail required in the alternatives analysis;
- Participate in the NEPA environmental review process by attending public meetings;
- Provide comments on the project's purpose and need, goals and objectives. The attachment included with this invitation provides a draft project Purpose and Need statement for your review.
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings and joint field reviews as appropriate; and
- Timely review and comment on the draft EA to reflect the views and concerns of USEPA on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

USEPA will be treated as a Cooperating Agency unless your written response declining this designation is transmitted no later than December 23, 2015. Should USEPA choose to decline Cooperating Agency status, USEPA will automatically be considered a Participating Agency. If USEPA should choose to decline both Cooperating and Participating status, USEPA must submit a written response stating that USEPA:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov. Please also review the draft project Purpose and Need and provide comments should you have any.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

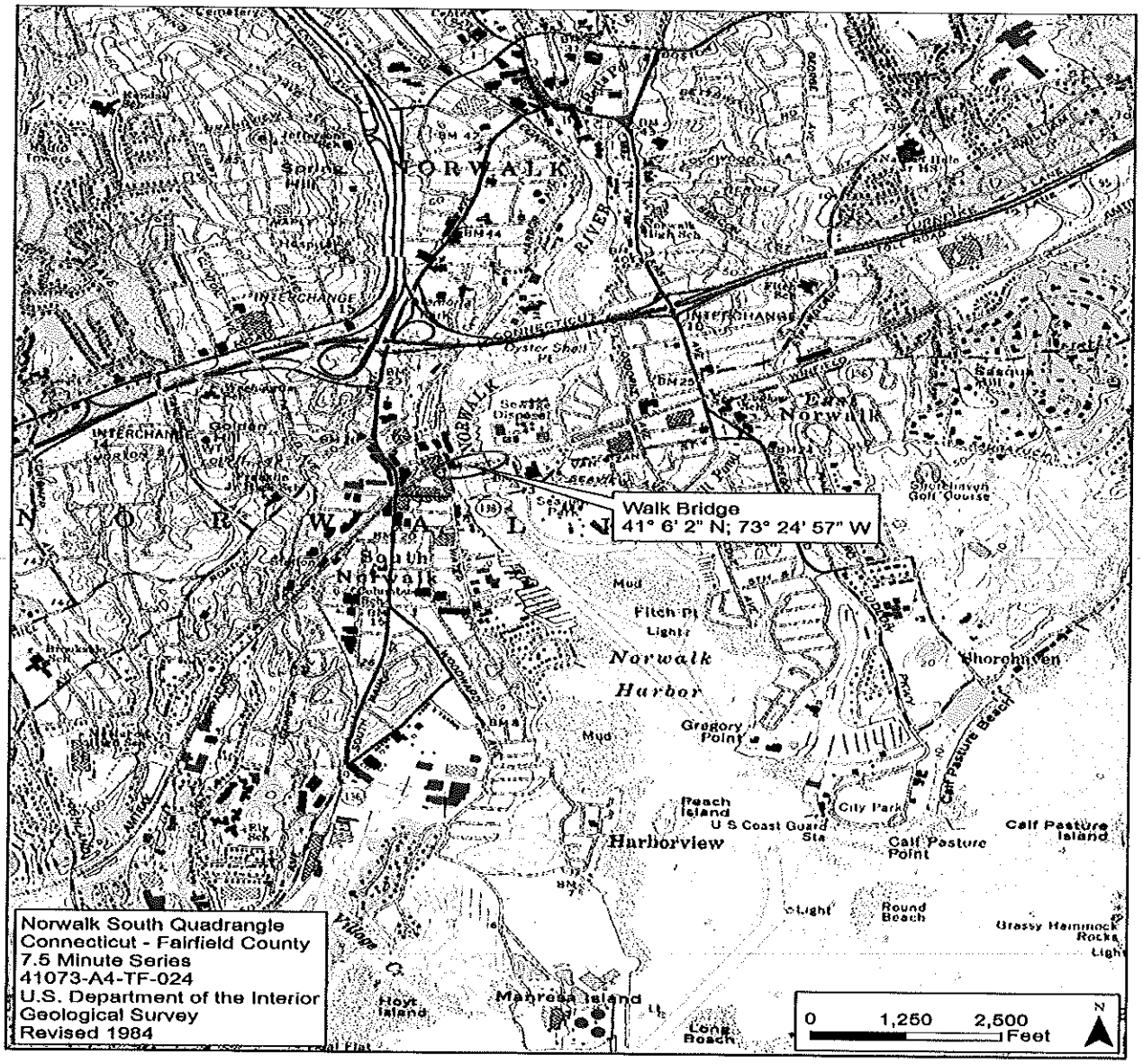
Thomas Maziarz
Bureau Chief

Attachments:
Figure 1 – Walk Bridge Project Location Map
Walk Bridge Project Draft Purpose and Need Statement

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT EVALUATION SECTION 4(f) EVALUATION

PURPOSE AND NEED STATEMENT DRAFT

The purpose of the Walk Bridge Project is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to the Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Mr. David Valenstein, Chief
Environmental and Systems Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE, MS-20
Washington, DC 20590

RE: Invitation to Become a Cooperating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Mr. Valenstein:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

The Federal Railroad Administration (FRA) was identified as an agency that may have an interest in the project, as the project is located on the Northeast Corridor (NEC) and carries commuter and intercity passenger rail and freight traffic. The Walk Bridge Project will affect rail traffic along the NEC on a temporary, construction-period basis, and it will allow for increased capacities and efficiencies in rail service on a permanent basis.

With this letter, we extend FRA an invitation to become a Cooperating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA). As a Cooperating Agency, FRA could provide input into the EA regarding existing passenger and freight rail service, current and proposed FRA projects in the region, and potential impacts to rail service. Additionally, FRA could provide input regarding consistency of the project with FRA-specific policies and procedures.

Pursuant to 23 United States Code (U.S.C.) Section 139, Cooperating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that FRA's role in the development of the Walk Bridge Project could include the following as they relate to your area of expertise:

- Provide input on determining the range of alternatives to be considered and the level of detail required in the alternatives analysis;
- Participate in the NEPA environmental review process by attending public meetings;
- Provide comments on the project's purpose and need, goals and objectives. The attachment included with this invitation provides a draft project Purpose and Need statement for your review.
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings and joint field reviews as appropriate; and
- Timely review and comment on the draft EA to reflect the views and concerns of FRA on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

FRA will be treated as a Cooperating Agency unless your written response declining this designation is transmitted no later than December 23, 2015. Should FRA choose to decline Cooperating Agency status, FRA will automatically be considered a Participating Agency. If FRA should choose to decline both Cooperating and Participating status, FRA must submit a written response stating that FRA:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov. Please also review the draft project Purpose and Need and provide comments should you have any.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

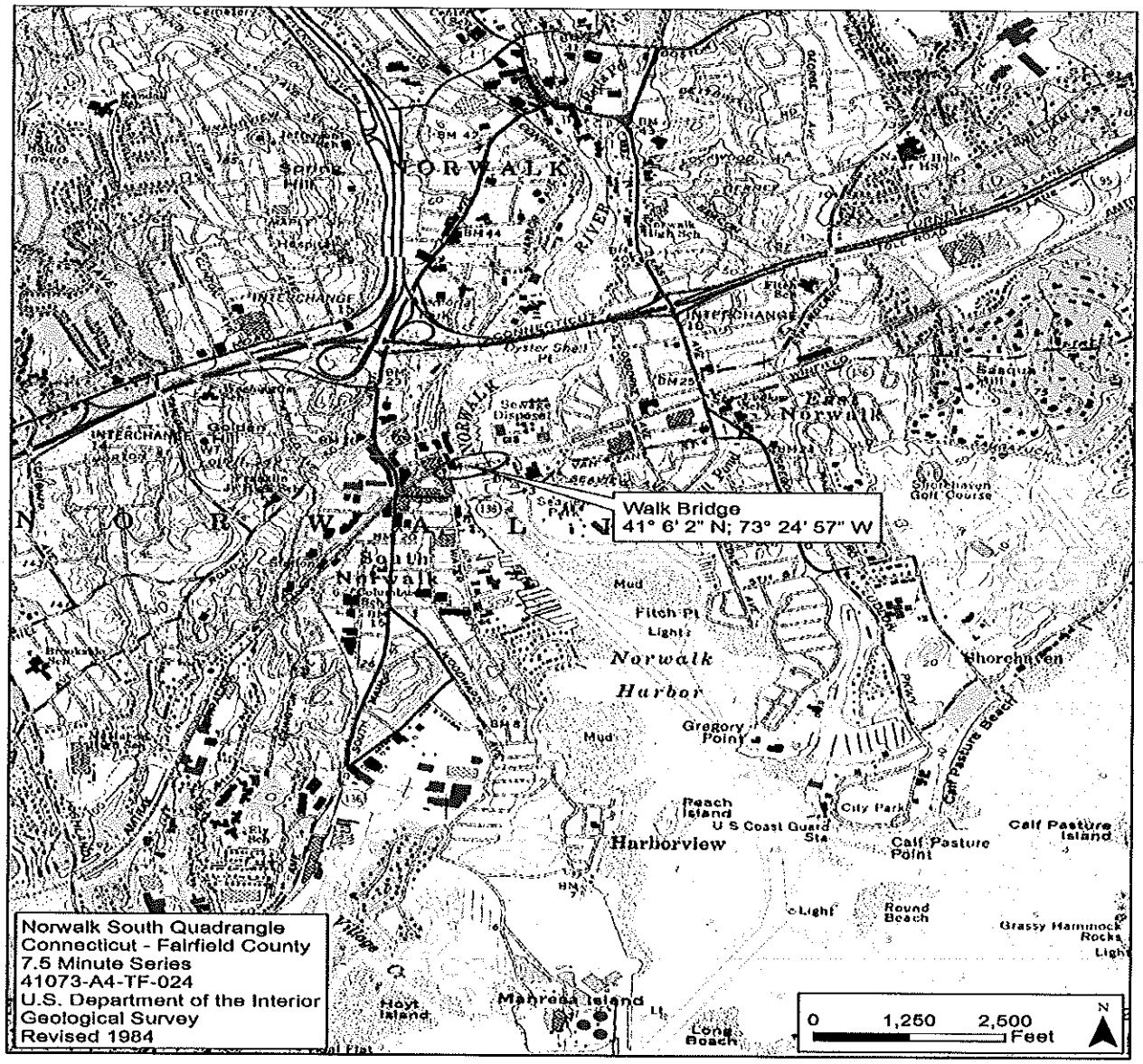
Thomas Maziarz
Bureau Chief

Attachments:
Figure 1 – Walk Bridge Project Location Map
Walk Bridge Project Draft Purpose and Need Statement

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT EVALUATION SECTION 4(f) EVALUATION

PURPOSE AND NEED STATEMENT DRAFT

The purpose of the Walk Bridge Project is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to the Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Ms. Jennifer Anderson, NEPA Coordinator
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
Greater Atlantic Regional Fisheries Office
55 Great Republic Drive
Gloucester, MA 01930-2276

RE: Invitation to Become a Participating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Ms. Anderson:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

23 United States Code (U.S.C.) Section 139 establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal cooperating and participating agencies and invite those agencies to function as such in the environmental review process. A cooperating agency is defined as one that has jurisdiction by law or special expertise with respect to environmental impacts involved in a proposed project or alternative, while participating agencies are limited to having an interest in the project. The list of potential Cooperating and Participating Agencies is found on the project website. The U.S. Fish and Wildlife Service (USFWS) was identified as an agency that may have an interest in the project, as the project area is located within distributional ranges for federally listed species.

With this letter, we extend NOAA an invitation to become actively involved as a Participating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in the project in a number of ways, including opportunities to:

- Participate in the NEPA environmental review process by attending meetings with the public and reviewing draft documents;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

We welcome your review and comment. Note that this designation does not imply that USFWS either supports the project or has any special expertise with respect to evaluation of the project.

Please respond to this invitation in writing with an acceptance or a declination of the invitation no later than December 23, 2015. You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

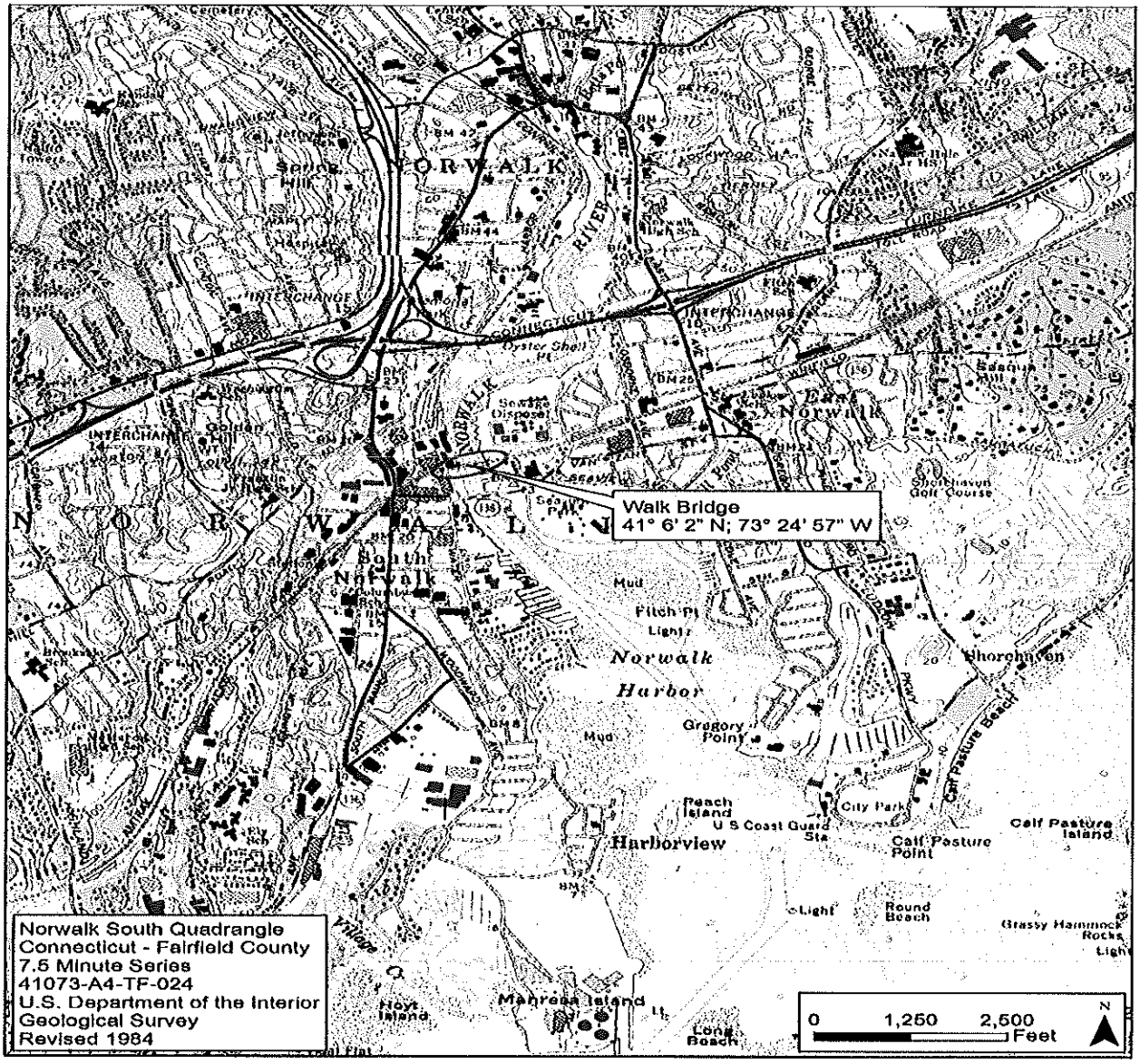
Thomas Maziarz
Bureau Chief

Attachment:
Figure 1 – Project Location Map

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Mr. Rob Klee, Commissioner
Connecticut Department of Energy and Environmental Protection
79 Elm Street
Hartford, CT 06106-5127

RE: Invitation to Become a Cooperating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Commissioner Klee:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

The Connecticut Department of Energy and Environmental Protection (CTDEEP) was identified as an agency that may have an interest in the project. The project is located in protected resource areas, including tidal wetlands, floodplain, and the Norwalk River. The project will include impacts to the existing bridge, including potential demolition of the bridge superstructure and substructure, construction of a new bridge structure within the waterway and bordering tidal wetlands, and mitigation of wetland and public waterfront access impacts. As proposed, we anticipate that the project will require the following permits and approvals issued by CTDEEP: Structures, Dredge and Fill, and Tidal Wetlands Permit; Water Quality Certificate; Flood Management Certification; General Permit for Discharge of Stormwater and Dewatering Wastewaters from Construction Activity; and Coastal Management Consistency Review. The project also will require CTDEEP coordination regarding Natural Diversity Data Base review, Water Resources (impaired waters) and Boating review, and Fisheries review.

With this letter, we extend CTDEEP an invitation to become a Cooperating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA). As a Cooperating Agency, CTDEEP could provide input into the EA regarding consistency with State policies and guidelines regarding tidal and inland wetlands, water quality, floodplain management, and coastal resources. Additionally, CTDEEP could provide guidance on proposed wetland and public access mitigation of the project in response to anticipated impacts.

Pursuant to 23 United States Code (U.S.C.) Section 139, Cooperating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that CTDEEP's role in the development of the Walk Bridge Project could include the following as they relate to your area of expertise:

- Provide input on determining the range of alternatives to be considered and the level of detail required in the alternatives analysis;
- Participate in the NEPA environmental review process by attending public meetings;
- Provide comments on the project's purpose and need, goals and objectives. The attachment included with this invitation provides a draft project Purpose and Need statement for your review.
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings and joint field reviews as appropriate; and
- Timely review and comment on the draft EA to reflect the views and concerns of CTDEEP on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to this invitation in writing with an acceptance or a declination of the invitation no later than December 23, 2015. You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov. Please also review the draft project Purpose and Need and provide comments should you have any.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

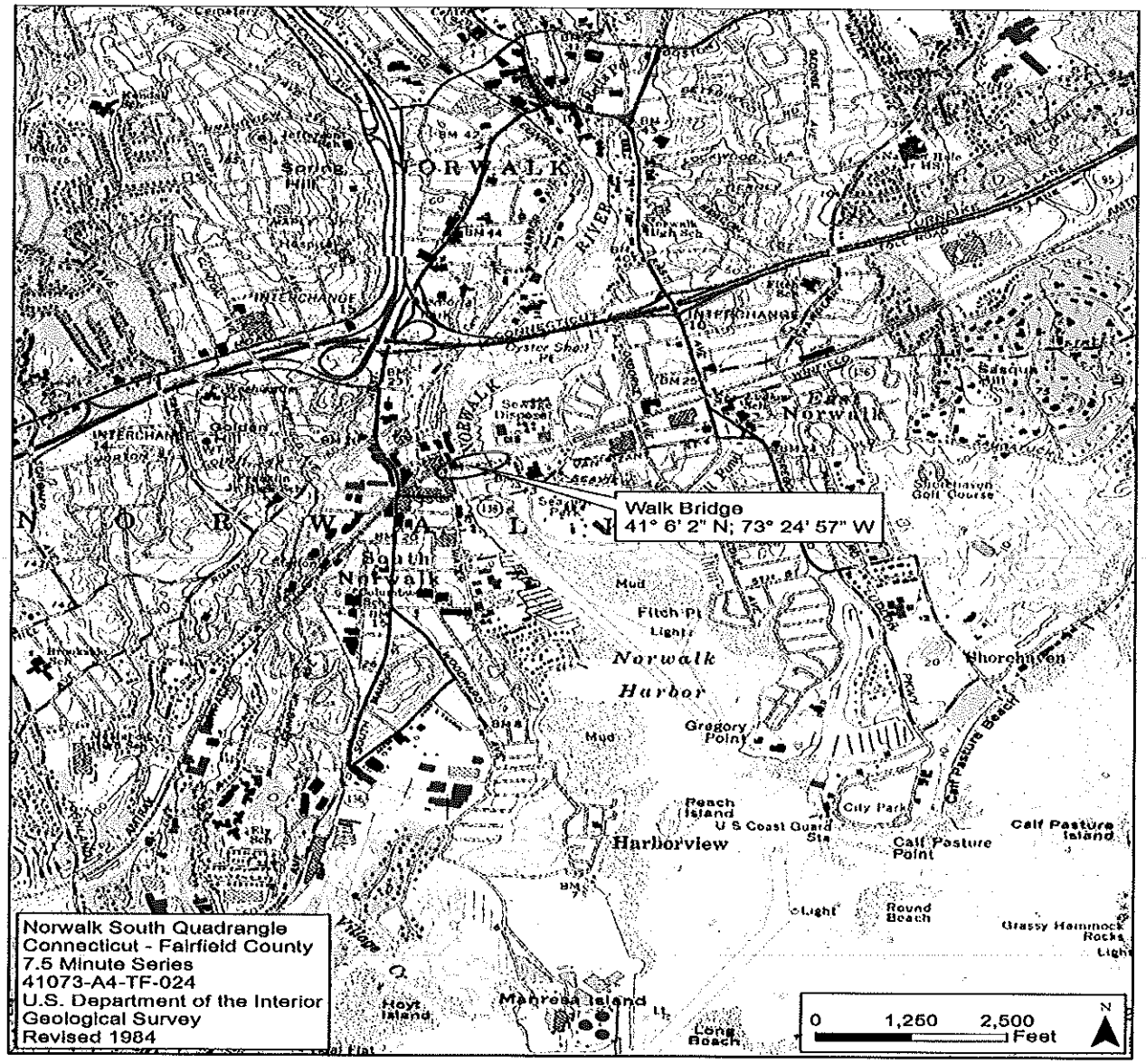
Thomas Maziarz
Bureau Chief

Attachments:
Figure 1 – Walk Bridge Project Location Map
Walk Bridge Project Draft Purpose and Need Statement

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT EVALUATION SECTION 4(f) EVALUATION

PURPOSE AND NEED STATEMENT DRAFT

The purpose of the Walk Bridge Project is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to the Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Ms. Catherine Labadia
State Historic Preservation Office
Connecticut Department of Economic and Community Development
One Constitution Plaza, Second Floor
Hartford, CT 06103

RE: Invitation to Become a Cooperating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Ms. Labadia:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

23 United States Code (U.S.C.) Section 139 establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal cooperating and participating agencies and invite those agencies to function as such in the environmental review process. A cooperating agency is defined as one that has jurisdiction by law or special expertise with respect to environmental impacts involved in a proposed project or alternative, while participating agencies are limited to having an interest in the project. The list of potential Cooperating and Participating Agencies is found on the project website. The Connecticut State Historic Preservation Office (SHPO) was identified as an agency that has special expertise in the project, as the existing Walk Bridge is an historic structure, and the project site is proximate to National and State Register-listed and potentially eligible resources. Additionally, the project will undergo review pursuant to Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act.

With this letter, we extend SHPO an invitation to become actively involved as a Cooperating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

As a cooperating agency, you will be afforded the opportunity, together with the public, to be involved in the project in a number of ways, including opportunities to:

- Provide input on determining the range of alternatives to be considered and the level of detail required in the alternatives analysis;
- Participate in the NEPA environmental review process by attending public meetings;
- Provide comments on the project's purpose and need, goals and objectives. The attachment included with this invitation provides a draft project Purpose and Need statement for your review.
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings and joint field reviews as appropriate; and
- Timely review and comment on the draft EA to reflect the views and concerns of SHPO on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to this invitation in writing with an acceptance or a declination of the invitation no later than December 23, 2015. You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

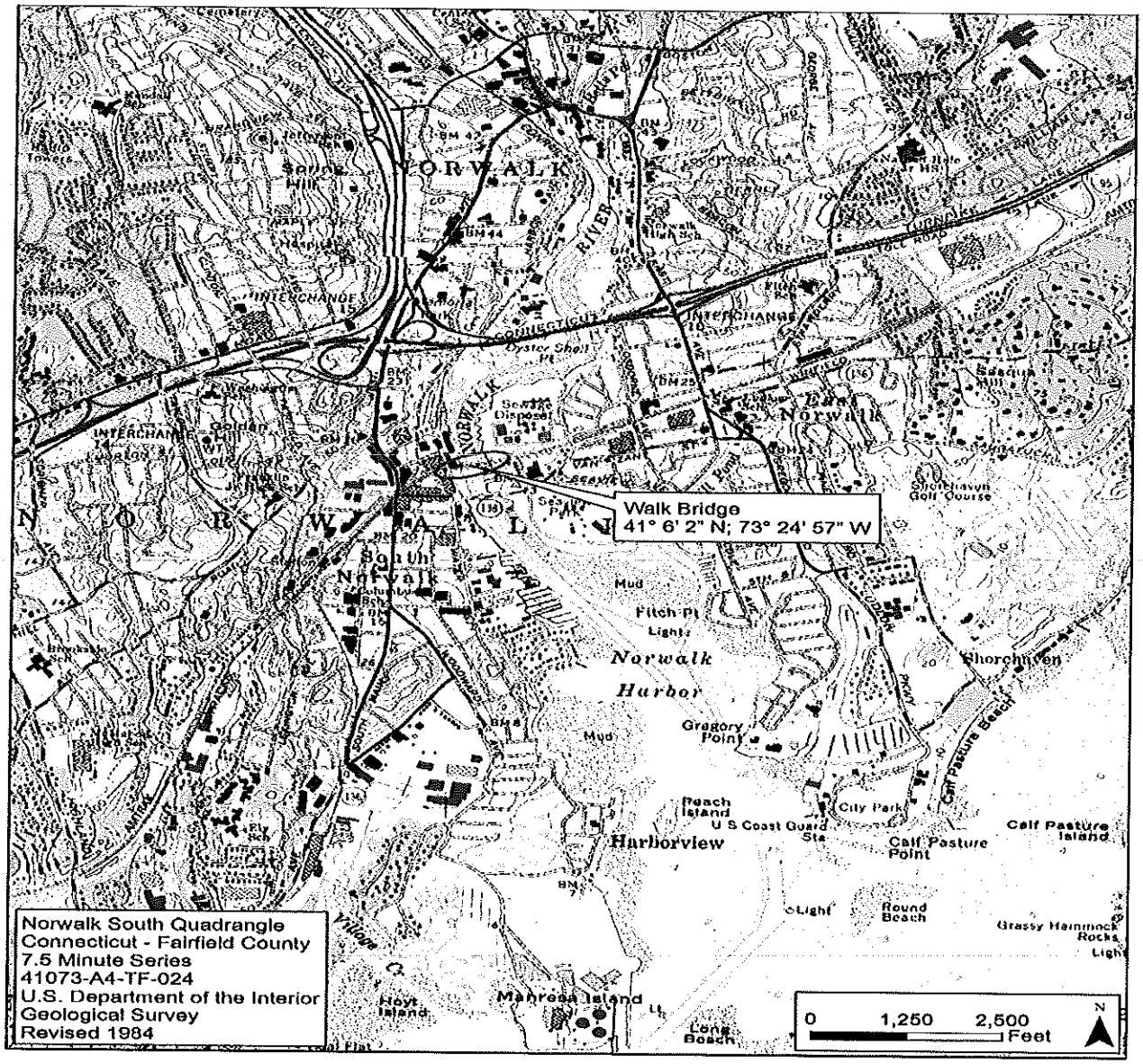
Thomas Maziarz
Bureau Chief

Attachments:
Figure 1 – Walk Bridge Project Location Map
Walk Bridge Project Draft Purpose and Need Statement

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT EVALUATION SECTION 4(f) EVALUATION

PURPOSE AND NEED STATEMENT DRAFT

The purpose of the Walk Bridge Project is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to the Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

The Honorable Harry W. Rilling, Mayor
City of Norwalk
P.O. Box 5125
Norwalk, CT 06856-5125

RE: Invitation to Become a Participating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Mayor Rilling:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

23 United States Code (U.S.C.) Section 139 establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal cooperating and participating agencies and invite those agencies to function as such in the environmental review process. A cooperating agency is defined as one that has jurisdiction by law or special expertise with respect to environmental impacts involved in a proposed project or alternative, while participating agencies are limited to having an interest in the project. The list of potential Cooperating and Participating Agencies is found on the project website. The U.S. Fish and Wildlife Service (USFWS) was identified as an agency that may have an interest in the project, as the project area is located within distributional ranges for federally listed species.

With this letter, we extend the City of Norwalk an invitation to become actively involved as a Participating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in the project in a number of ways, including opportunities to:

- Participate in the NEPA environmental review process by attending meetings with the public and reviewing draft documents;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

We welcome your review and comment. Note that this designation does not imply that USFWS either supports the project or has any special expertise with respect to evaluation of the project.

Please respond to this invitation in writing with an acceptance or a declination of the invitation no later than December 23, 2015. You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

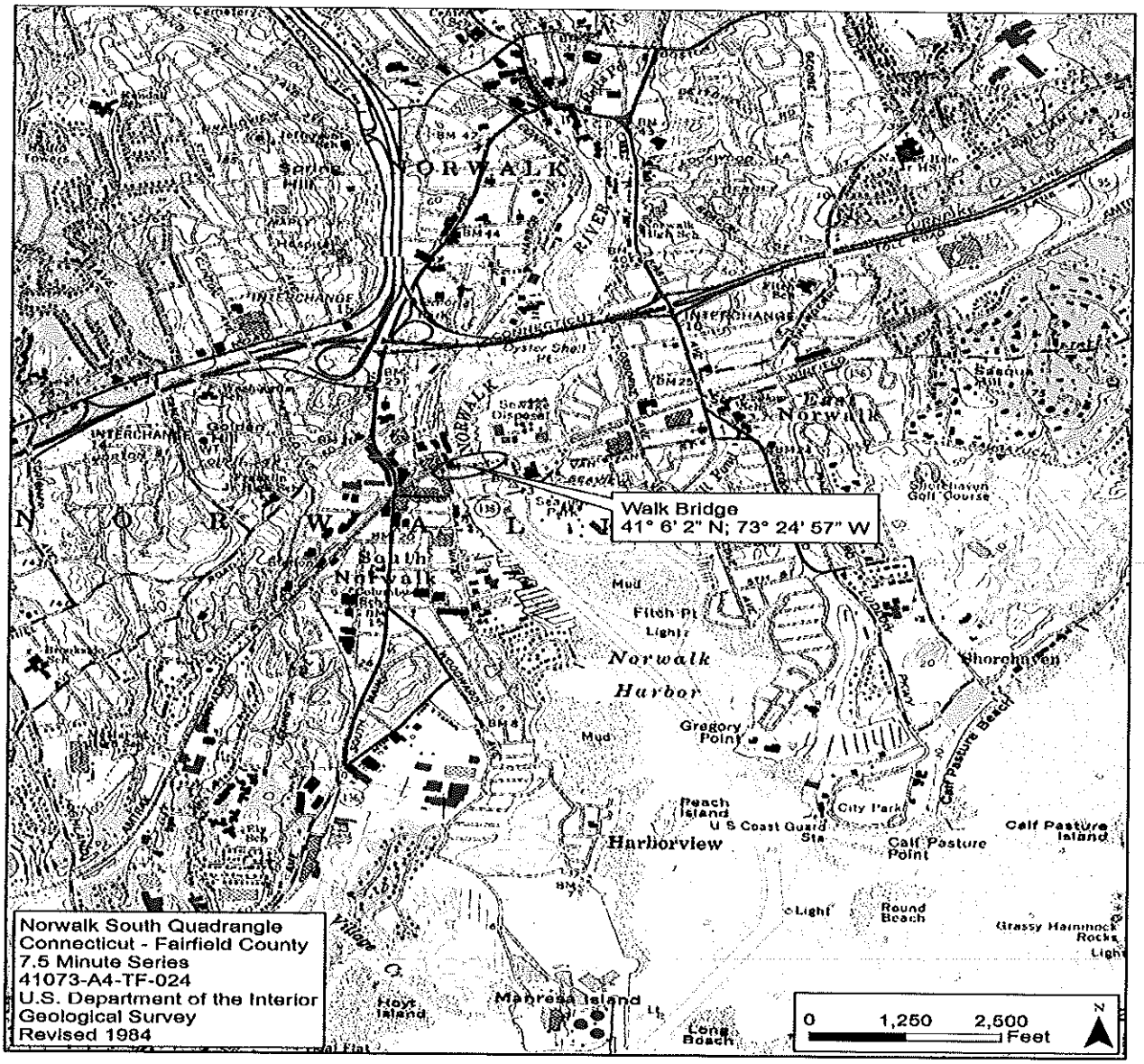
Thomas Maziarz
Bureau Chief

Attachment:
Figure 1 – Project Location Map

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Dr. Paul Phifer, Assistant Regional Director, Ecological Services
U.S. Fish and Wildlife Service, Northeast Regional Office
300 Westgate Center Drive
Hadley, MA 01035-9589

RE: Invitation to Become a Participating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Dr. Phifer:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

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With this letter, we extend USFWS an invitation to become actively involved as a Participating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

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Thomas J. Maziarz

Thomas Maziarz
Bureau Chief

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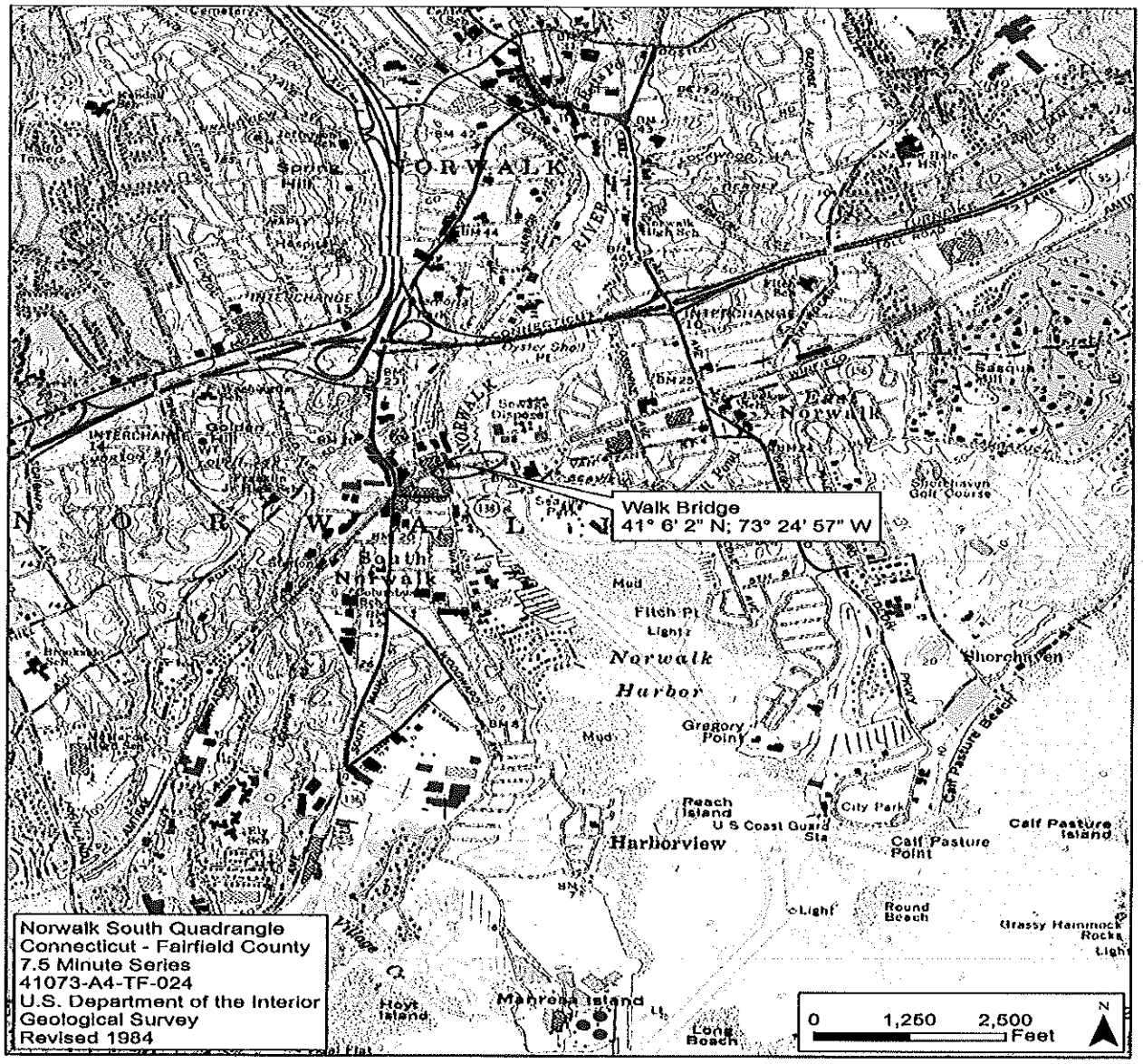

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
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December 1, 2015

Dr. Paul Phifer, Assistant Regional Director, Ecological Services
U.S. Fish and Wildlife Service, Northeast Regional Office
300 Westgate Center Drive
Hadley, MA 01035-9589

RE: Invitation to Become a Participating Agency on the Walk Bridge Replacement Project, Norwalk, CT

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With this letter, we extend USFWS an invitation to become actively involved as a Participating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

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We welcome your review and comment. Note that this designation does not imply that USFWS either supports the project or has any special expertise with respect to evaluation of the project.

Please respond to this invitation in writing with an acceptance or a declination of the invitation no later than December 23, 2015. You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

Thomas Maziarz
Bureau Chief

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10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

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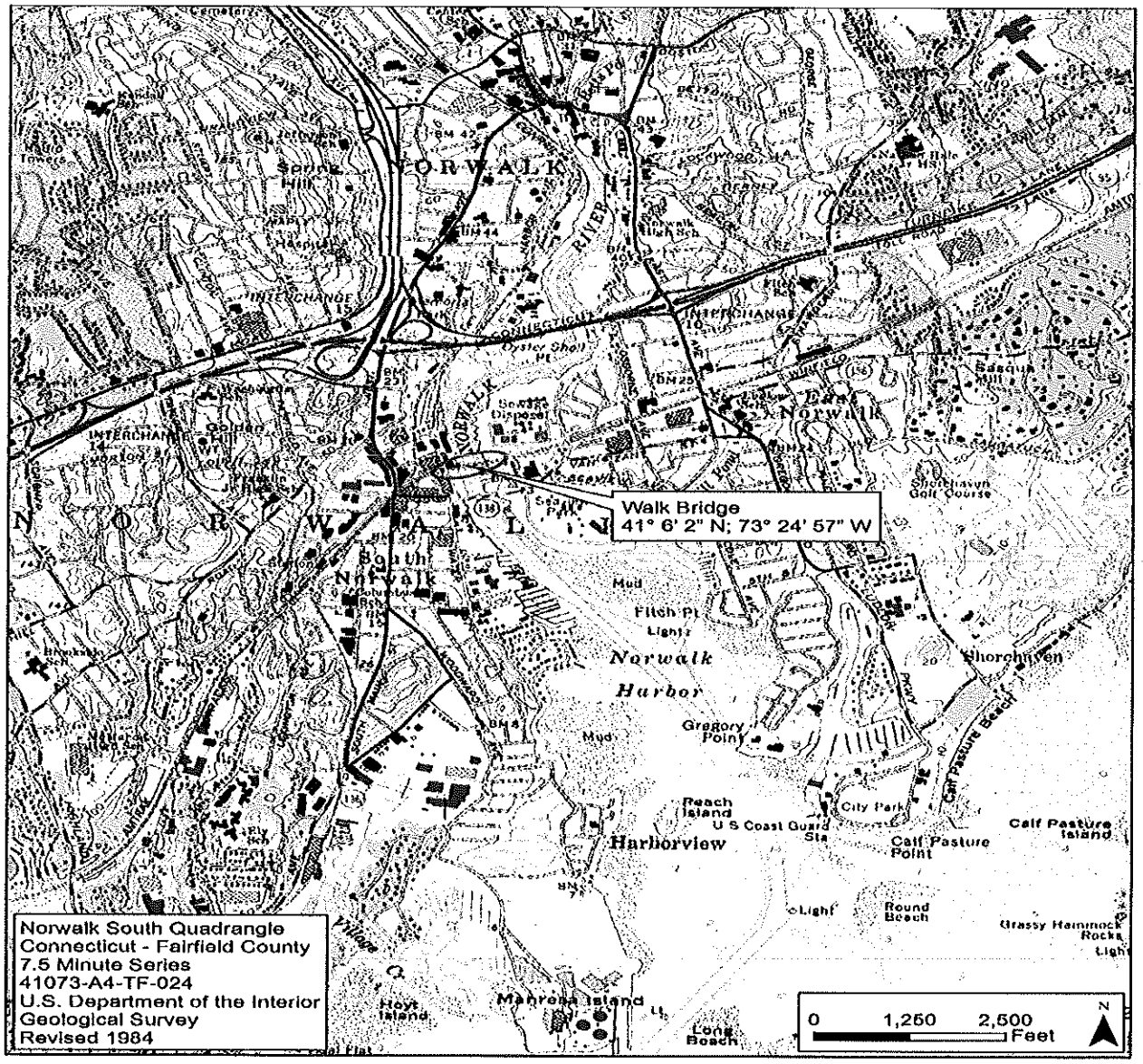

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Mr. Francis Pickering, Executive Director
South Western Region Metropolitan Planning Organization
Western Connecticut Council of Governments
888 Washington Boulevard, Third Floor
Stamford, CT 06901

RE: Invitation to Become a Participating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Mr. Pickering:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

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With this letter, we extend WCCOG an invitation to become actively involved as a Participating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in the project in a number of ways, including opportunities to:

- Participate in the NEPA environmental review process by attending meetings with the public and reviewing draft documents;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

We welcome your review and comment. Note that this designation does not imply that USFWS either supports the project or has any special expertise with respect to evaluation of the project.

Please respond to this invitation in writing with an acceptance or a declination of the invitation no later than December 23, 2015. You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

Thomas Maziarz
Bureau Chief

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10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

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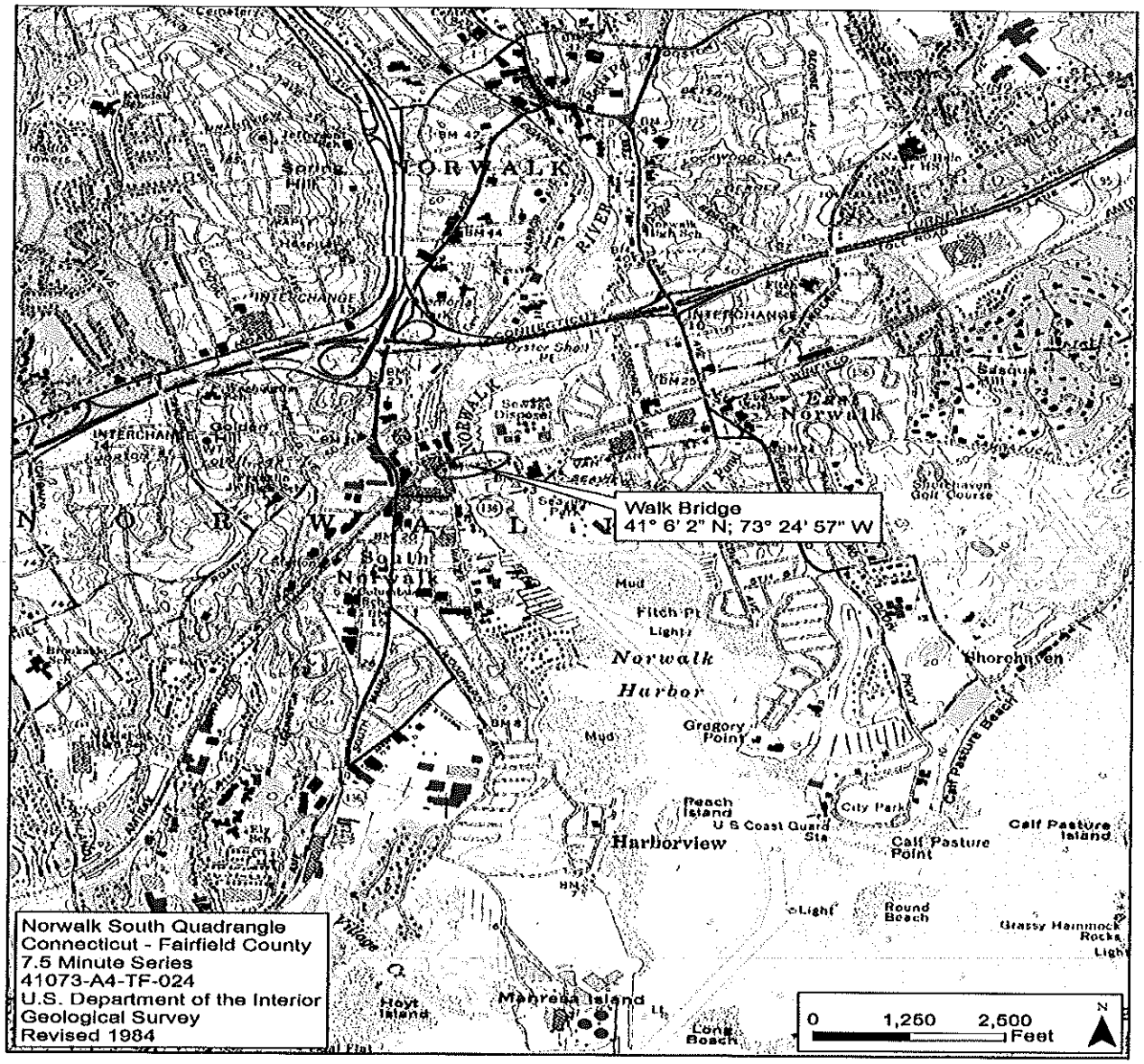

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Mr. David H. Carey, Director
Bureau of Aquaculture & Laboratory Services
Connecticut Department of Agriculture
P.O. Box 97
Milford, CT 06460

RE: Invitation to Become a Participating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Mr. Carey:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

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With this letter, we extend to the CT Department of Agriculture an invitation to become actively involved as a Participating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in the project in a number of ways, including opportunities to:

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We welcome your review and comment. Note that this designation does not imply that USFWS either supports the project or has any special expertise with respect to evaluation of the project.

Please respond to this invitation in writing with an acceptance or a declination of the invitation no later than December 23, 2015. You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

Thomas Maziarz
Bureau Chief

Attachment:
Figure 1 – Project Location Map

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10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

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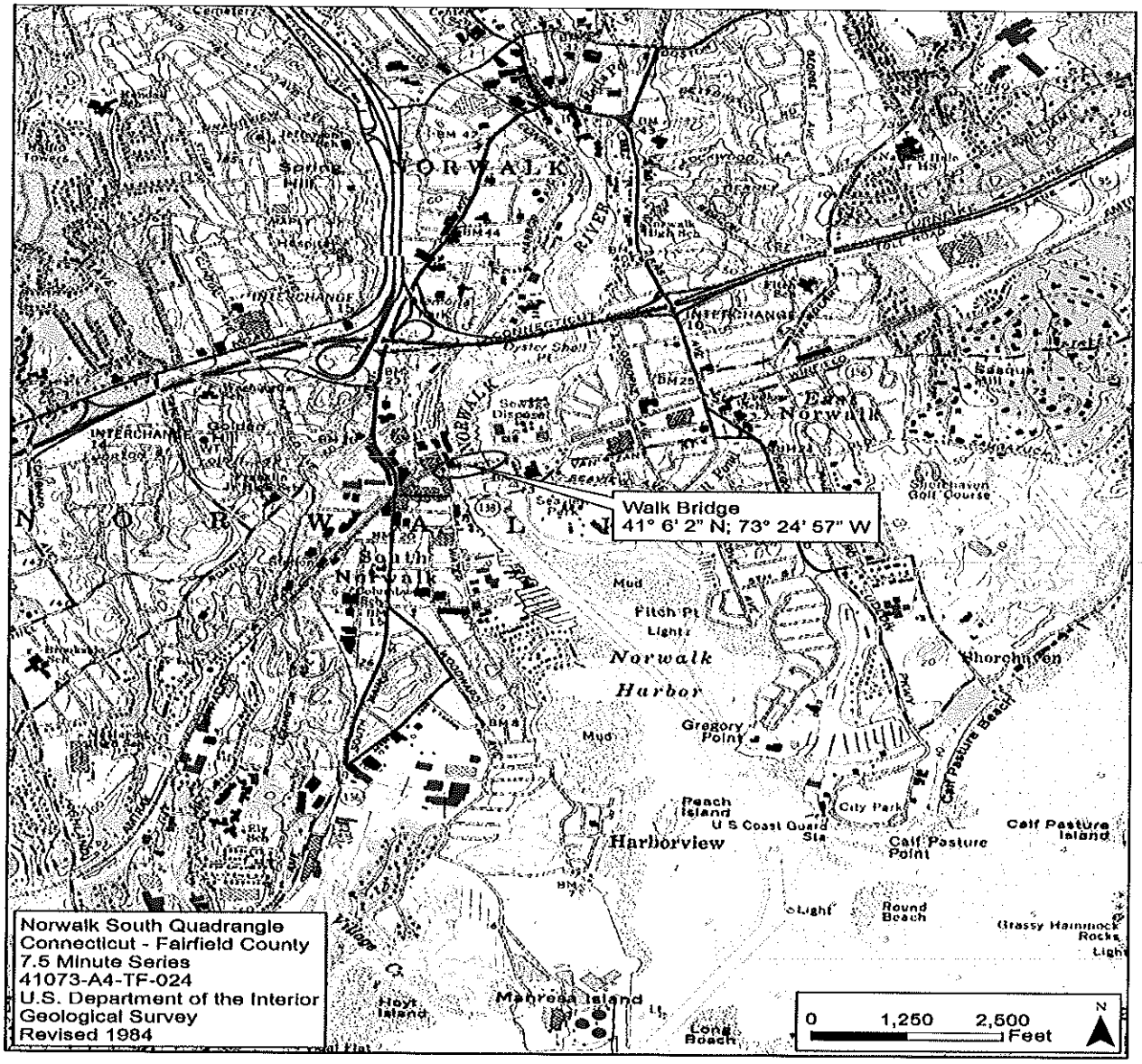


U.S. Department of Homeland Security

United States Coast Guard

Commander
First Coast Guard District

One South Street
Battery Park Bldg
New York, N.Y. 10004-1466
Staff Symbol: dbp
Phone: (212) 514-4331
FAX: (212)514-4337

16591/0.1R/Norwalk River/CT

December 11, 2015

Mr. Thomas Maziarz
Bureau Chief
Connecticut Dept. of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Re: Walk RR Bridge over Norwalk River

Dear Mr. Maziarz,

This responds to your letter of 1 December 2015 concerning preparation of an Environmental Assessment (EA) for the Walk RR Bridge Project in South Norwalk, CT.

The U. S. Coast Guard will agree to be a cooperating agency under the terms related in your letter as well as the responsibilities as stated in Section VI of the Memorandum of Understanding between our respective agencies signed on 14 January 2014. We expect all navigational and related concerns will be addressed under the appropriate sections of the EA.

Mr. Jim Moore of this office is the designated project manager for this action and may be contacted at (212) 514-4334 or e-mail at: james.m.moore2@uscg.mil.

If there are any questions or concerns, please call me at the above number.

Sincerely,

C. J. Bisignano
Supervisory Bridge Management Specialist
By direction

E-copy: 1) Federal Transit Administration, Mr. Sean Sullivan
2) USCG Sector Long Island Sound, Chief of Prevention

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

JAN -4 2016

Thomas Maziarz
Bureau Chief
State of Connecticut
Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Re: Walk Bridge Replacement Project, Norwalk, CT, Request for Participation as a Participating Agency

Dear Mr. Maziarz,

Your letter, dated December 1, 2015, invited NOAA Fisheries to become a participating agency in preparing an Environmental Assessment (EA) associated with the Walk Bridge Replacement Project located in the Norwalk River, Norwalk, CT. We appreciate the invitation and agree to become a participating agency to help advance effective interagency coordination on this project.

Our role and degree of involvement as a participating agency is dependent on existing staff and fiscal resources. Our contributions will be limited to providing written comments in response to your documents prepared as part of the NEPA process, i.e. draft EA, EIS and scoping documents. You can expect our comments in response to provide technical information identifying species and habitats of concern, identification of issues and topics that need consideration and evaluation in your NEPA process, and guidance on evaluating, minimizing and avoiding effects to our trust resources. We are not in a position to undertake data collection, conduct EA analyses, or prepare sections of the draft or final EA as staff and resources are fully tasked in other obligatory NOAA Fisheries programs. Please note that our involvement as a participating agency does not constitute an endorsement of this project, nor does it obviate the need for consultations required under the Magnuson-Stevens Fishery Conservation and Management Act (MSA), Fish and Wildlife Coordination Act (FWCA), and the Endangered Species Act (ESA).

Thank you for the opportunity to be involved as a participating agency on this project. We look forward to working with you. If you have any questions regarding this matter, please contact Alison Verkade at alison.verkade@noaa.gov or 978-281-9266, for information regarding the essential fish habitat consultation process under MSA and the FWCA consultation process, and Kevin Madley at kevin.madley@noaa.gov or (978) 281-8494, for information regarding ESA.

Sincerely,

John K. Bullard
Regional Administrator

CC Lou Chiarella, HCD
Christopher Boelke, HCD
Kevin Madley, PRD
Jen Anderson, NEPA
Sean Sullivan, CTDOT
Eloise Powell, FTA
Amy Jackson-Grove, FTA

Connecticut Department of
ENERGY &
ENVIRONMENTAL
PROTECTION

79 Elm Street • Hartford, CT 06106-5127 www.ct.gov/deep Affirmative Action/Equal Opportunity Employer

December 14, 2015

Mr. Thomas Maziarz, Bureau Chief
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, Connecticut 06131-7456

Dear Mr. Maziarz:

Thank you for your letter of December 1, 2015 inviting the Department of Energy and Environmental Protection (DEEP) to become a Cooperating Agency for the preparation of an Environmental Assessment (EA) for the rehabilitation or replacement of the New Haven Line Railroad Bridge known as the Walk Bridge (Bridge No. 42.88R) over the Norwalk River in South Norwalk. Historically, DEEP has declined to be a formal Cooperating Agency under NEPA. As outlined in the National Environmental Policy Act (NEPA), the role of Cooperating Agencies appears to be targeted at Federal agencies.

However, the process for *Efficient Environmental Reviews for Project Decisionmaking* contained in 23 U.S.C. § 139(d) establishes "Participating Agencies," including non-Federal agencies that may have interest or jurisdiction in a project. We understand that our designation as a Participating Agency does not imply our support of the project. Given these parameters, we do not object to being designated a Participating Agency but would request that the Department not be identified as a Cooperating Agency.

In any case, we fully intend to participate in the environmental review process, including attending coordination meetings, participating in any field reviews, providing scoping comments, reviewing the EA, etc. A principal role of Participating Agencies is to identify issues of concern regarding a project's potential environmental impacts that could substantially delay or prevent an agency from granting a permit or approval needed for the project. Identifying such issues has always been a primary objective of our Department during a typical NEPA/Connecticut Environmental Policy Act (CEPA) review process and will continue to be so.

You should understand that because of the level of detail available during NEPA/CEPA review, all permitting issues may not be fully identified in the environmental review process. By becoming a Participating Agency, the Department does not relinquish any authority, including requiring more detailed information for applications, under our permit programs.

David Fox of the Office of Environmental Review is the appropriate NEPA/CEPA contact person for the Walk Bridge project and will coordinate the Department's participation in the review process with the appropriate resource and regulatory offices. He may be reached at (860) 424-4111 or david.fox@ct.gov.

Again, thank you for the invitation to participate in the environmental review process in connection with the Walk Bridge project. I trust you will find the participation of our Department helpful.

Sincerely,

Robert J. Klee
Commissioner

RK:df

cc: Sean Sullivan, FTA
Brian Thompson, DEEP/OLISP

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 1, 2015

Mr. Francis Pickering, Executive Director
South Western Region Metropolitan Planning Organization
Western Connecticut Council of Governments
888 Washington Boulevard, Third Floor
Stamford, CT 06901

RE: Invitation to Become a Participating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Mr. Pickering:

The Federal Transit Administration (FTA), in cooperation with the Connecticut Department of Transportation (CTDOT), is initiating the preparation of an Environmental Assessment (EA) for the Walk Bridge Project. The project consists of rehabilitation or replacement of the New Haven Line Railroad Bridge (Walk Bridge), Bridge No. 42.88R; MP 41.5, over the Norwalk River in South Norwalk. Figure 1 provides a general location map.

The purpose of the project, as currently defined, is to restore or replace the existing, deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/ Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to Walk Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic. The project website – http://www.walkbridgect.com – provides more details.

23 United States Code (U.S.C.) Section 139 establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal cooperating and participating agencies and invite those agencies to function as such in the environmental review process. A cooperating agency is defined as one that has jurisdiction by law or special expertise with respect to environmental impacts involved in a proposed project or alternative, while participating agencies are limited to having an interest in the project. The list of potential Cooperating and Participating Agencies is found on the project website. The U.S. Fish and Wildlife Service (USFWS) was identified as an agency that may have an interest in the project, as the project area is located within distributional ranges for federally listed species.

With this letter, we extend WCCOG an invitation to become actively involved as a Participating Agency with FTA and CTDOT in the development of the EA for the Walk Bridge Project, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in the project in a number of ways, including opportunities to:

- Participate in the NEPA environmental review process by attending meetings with the public and reviewing draft documents;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

We welcome your review and comment. Note that this designation does not imply that USFWS either supports the project or has any special expertise with respect to evaluation of the project.

Please respond to this invitation in writing with an acceptance or a declination of the invitation no later than December 23, 2015. You may submit your response electronically to Mr. Sean Sullivan, Environmental Protection Specialist with the Federal Transit Administration, at sean.sullivan@dot.gov.

If you have questions regarding this invitation or the Walk Bridge Project, please contact Mr. Sullivan at 617-494-2484 or sean.sullivan@dot.gov.

Sincerely,

Thomas J. Maziarz

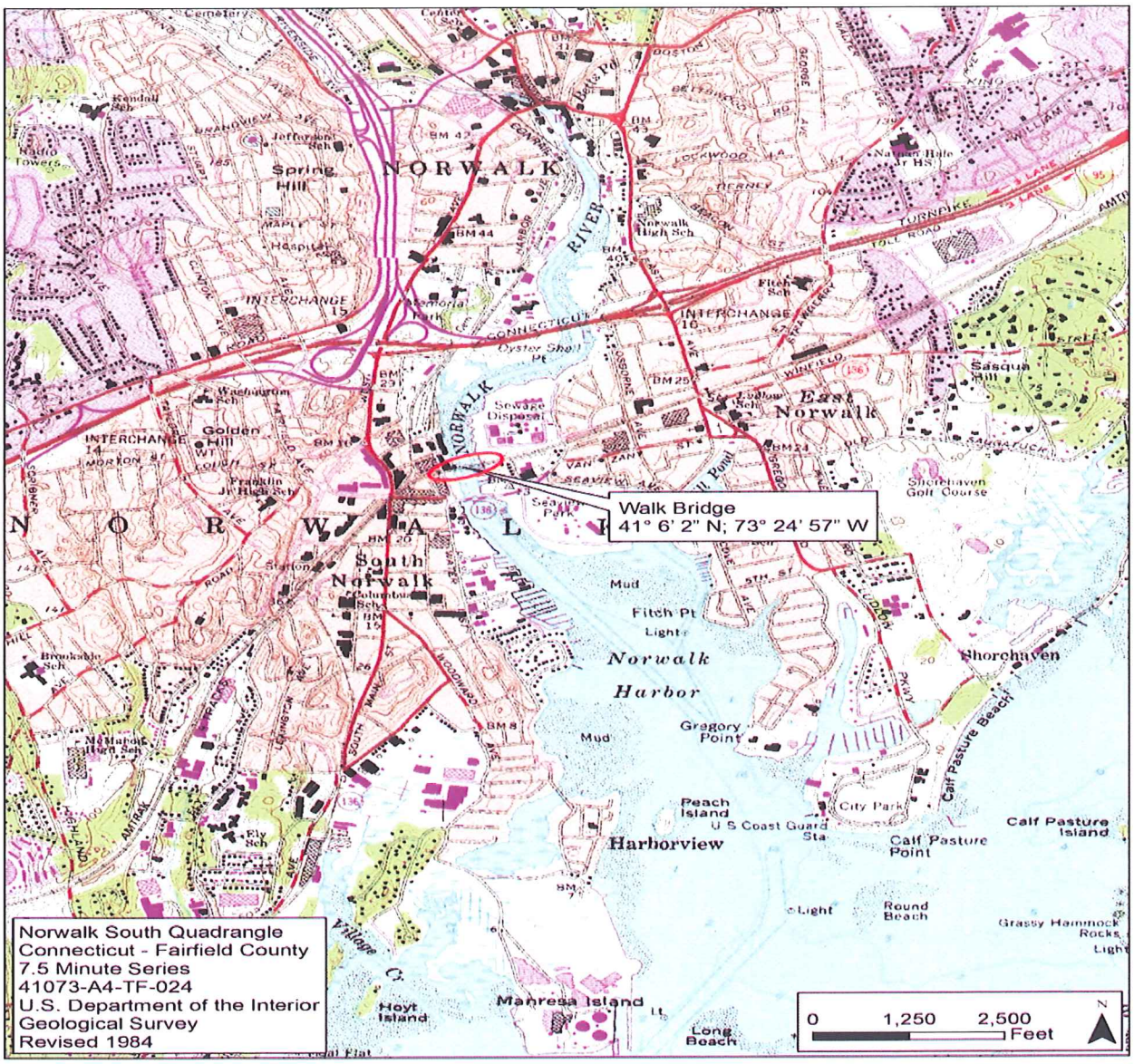
Thomas Maziarz
Bureau Chief

Attachment:
Figure 1 – Project Location Map

Attachment
10/09/2015

REPLACEMENT OF THE NEW HAVEN LINE RAILROAD BRIDGE OVER THE NORWALK RIVER IN NORWALK, CONNECTICUT (WALK BRIDGE; Bridge No. 04288R; MP 41.5) CTDOT Project No. 0301-0176

Figure 1 – Walk Bridge Project Location Map



NORWALK on the move

OFFICE OF THE MAYOR

HARRY W. RILLING

Received
Bureau Chief
DEC 23 2015
Policy and Planning

December 9, 2015

Mr. Thomas Maziarz
Bureau Chief
CT Dept. of Transportation
2800 Berlin Turnpike
PO Box 317546
Newington, CT 06131-7546

Re: Acceptance to become a Participating Agency on the Walk Bridge Replacement Project, Norwalk, CT

Dear Mr. Maziarz:

On behalf of the City of Norwalk, I am pleased to become a Participating Agency for the Environmental Assessment for the Walk Bridge project as described in your December 1st letter.

You may contact me directly at hrilling@norwalkct.org or using my mailing address. I request that you copy all correspondence/invitations or other matters concerning this project to Elizabeth Stocker, Director of Economic Development at estocker@norwalkct.org at the same mailing address. Ms. Stocker may be reached directly at 203-854-7948.

Sincerely,

Harry W. Rilling,
Mayor, City of Norwalk

125 East Avenue • Post Office Box 5125 • Norwalk, CT 06856-5125 • Telephone 203-854-7701 • Fax 203-854-7939 • hrilling@norwalkct.org

Appendix 2 – Public Involvement and Agency Coordination

Appendix 2-4 Agency Reviews

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Connecticut Department of

ENERGY &
ENVIRONMENTAL
PROTECTION

November 17, 2014

Christopher Samorajczyk
State Of Connecticut Department Of Transportation
2800 Berlin Tpke.
PO Box 317546
Newington, CT 06131
christopher.samorajczyk@ct.gov

Project: CTDOT 301-0040, Replacement of Metro-North Railroad Bridge (Bridge # 04288R) over the Norwalk River in Norwalk
NDDB Determination No.: 201411167

Dear Christopher Samorajczyk,

I have reviewed Natural Diversity Data Base (NDDB) maps and files regarding the area delineated on the map provided for the proposed CTDOT 301-0040, Replacement of Metro-North Railroad Bridge (Bridge # 04288R) over the Norwalk River in Norwalk, Connecticut. I do not anticipate negative impacts to State-listed species (RCSA Sec. 26-306) resulting from your proposed activity at the site based upon the information contained within the NDDB. The result of this review does not preclude the possibility that listed species may be encountered on site and that additional action may be necessary to remain in compliance with certain state permits. This determination is good for one year. Please re-submit an NDDB Request for Review if the scope of work changes or if work has not begun on this project by November 17, 2015.

Natural Diversity Data Base information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Please contact me if you have further questions at (860) 424-3592, or dawn.mckay@ct.gov . Thank you for consulting the Natural Diversity Data Base.

Sincerely,

Dawn M. McKay

Dawn M. McKay
Environmental Analyst 3

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

DEC 19 2014

Mark W. Alexander
Transportation Assistant Planning Director
Bureau of Policy and Planning
State of Connecticut, Department of Transportation
2800 Berlin Turnpike, PO Box 317546
Newington, CT. 06131-7546

Re: Replacement of New Haven Line Railroad Bridge over Norwalk River, Norwalk, CT.

Dear Mr. Alexander:

This is in response to your letter received December 11, 2014 requesting information on the presence of species listed under the Endangered Species Act by NOAA's National Marine Fisheries Service (NMFS) in the Norwalk River near the Walk Railroad Bridge at Norwalk Connecticut.

The following endangered species may occur in the Norwalk River: Shortnose sturgeon (*Acipenser brevirostrum*), Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) (Distinct Population Segments [DPSs]: New York Bight, Chesapeake Bay, Carolina, South Atlantic), Kemp's ridley sea turtle (*Lepidochelys kempi*), green sea turtle (*Chelonia mydas*), and leatherback turtle (*Dermochelys coriacea*).

The following threatened species may occur in the Norwalk River: Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) (Distinct Population Segments [DPS]: Gulf of Maine), and Northwest Atlantic Ocean DPS of loggerhead sea turtle (*Caretta caretta*).

Conclusion

As listed species of sea turtles and sturgeon may occur in the Norwalk River in the vicinity of your proposed project, any proposed in-water work has the potential to impact these species. As project details become finalized, a consultation, pursuant to section 7 of the Endangered Species Act (ESA) of 1973, as amended, may be necessary as any discretionary federal action, such as the approval or funding of a project by a federal agency, that may affect a listed species must undergo consultation pursuant to section 7 of the ESA of 1973, as amended. If the proposed project has the potential to affect listed species, and it is being approved, permitted or funded by a Federal agency, the lead Federal agency, or their designated non-Federal representative, is responsible for determining whether the proposed action is likely to affect the listed species. The Federal agency, or their designated non-Federal representative, would submit their determination along with justification for their determination, and a request for concurrence to the attention of the ESA Section 7 Coordinator, NMFS Northeast Regional Office, Protected Resources

Division, 55 Great Republic Drive, Gloucester, MA 01930. After reviewing this information, NMFS would then be able to conduct a consultation under section 7 of the ESA. Should you have any questions about these comments or about the section 7 consultation process in general, please contact Max Tritt at 207-866-3756 or by email max.tritt@noaa.gov).

Essential Fish Habitat

The Norwalk River provides habitat for a wide variety of resident, migratory and forage species including striped bass, alewife, blueback herring, weakfish, tautog, American eel, winter flounder, summer flounder and many others. Depending upon the nature and extent of the work proposed, seasonal in-water work restrictions or other conditions may be required to avoid, minimize or mitigate for any adverse effects to aquatic resources and their habitats. In addition, Essential Fish Habitat (EFH) has been designated within the project area. EFH consultation by the federal action agency may be required as part of the federal permit process. For a listing of EFH and further information, please go to our website at: http://www.nero.noaa.gov/habitat. If you wish to discuss this further, please contact Carol She at 732-872-3023 or e-mail carol.she@noaa.gov.

Sincerely,

Kimberly Damon-Randall
Assistant Regional Administrator
for Protected Resources

EC: Tritt, NMFS/PRD
She, NMFS/HCD

File Code: Section 7/Non-fisheries/FTA/Technical Assistance/2014/Walk RR Bridge Replacement, Norwalk, CT.

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Appendix 2 – Public Involvement and Agency Coordination

Appendix 2-5 Project Partnering

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The Walk Bridge Project

Stakeholder Partnering Report December 3, 2015

Walk Bridge Reconstruction

TomWarne&

Walk Bridge Partnering Meeting

Stakeholder Partnering Session

December 3, 2015

Facilitator: John Njord

Meeting Objectives:

1. Establish the partnering process
2. Establish the partnering relationships among members of the project team

AGENDA

Stakeholder Partnering Meeting		
12:30	Introductions, Agenda Review	John Njord
12:40	Opening Executive Comments	Senior Executives
12:55	Project Orientation 1. Major Project Elements 2. CMGC Contracting Method 3. How will the project affect stakeholders	PM's
1:25	Report from previous day	PM's
1:50	Break	
2:05	Round Robin 1. Team Successes 2. Key Issue(s)	All
3:30	Action Items	JN / All
3:50	Closing Comments	Senior Executives
4:00	Adjourn	

Meeting Notes:

The following represents topical themes discussed during the meeting

1. All part of the team
    a. Previous good experiences with CtDOT
        i. Previous history with the Q Bridge
    b. We want to be a good neighbor during the process of replacing the bridge
    c. Could the team open an office in SoNo now?
    d. Anxiety in the community about potential impacts of the construction project
    e. Being reasonable will result in things getting done
    f. Synergy and being engaged will be important`

2. Communications
    a. Communications has been very good so far and will be very important moving forward
        i. Key to keep everyone informed
        ii. Website needs to be more dynamic and up to date
    b. Need to listen to the issues and hear stakeholder perspectives
    c. Building trust – makes communications work
3. Coordination and Collaboration
    a. Community wants to see the strategy
    b. Parallel projects need to be considered and coordinated
    c. Coordinate with the mall development project
    d. Minimize impacts to businesses
    e. Track outstanding issues and follow them to closure
4. Stakeholder concerns and expectations
    a. Traffic Management
    b. What will be the project legacy?
        i. Aesthetics
        ii. Amenities
        iii. Historic preservation
        iv. Leave the town significantly better?
    c. Solid plan to keep community whole and functioning
        i. Maritime Aquarium - Living Collection –
        ii. Financial Impacts
    d. Access to parking will be important to the health of the business community
        i. The parking garage depends upon parking revenues to retire the construction bonds –
            1. Tax payers will be on the hook to make payments if revenues decline
    e. Quality of the end product – long lasting and functioning bridge
    f. Harbor Concerns
        i. Upstream water users
        ii. Worried about ecology and water quality
        iii. Affects upon navigation
        iv. Initial test bores were done well with little disruption
        v. Rowing community is concerned
        vi. Closing the water way is not good
        vii. Emergency access through the construction zone is important
    g. Rail concerns
        i. 40 million passengers per year on this line
        ii. Need to utilize “best practices” to make the project successful
        iii. Very tight construction zone will be like putting 10 lbs of potatoes in a 5 lb bag
        iv. Working adjacent to a live rail road environment`

5. Schedule
   a. CMGC is an innovative contracting method
   b. Generally a short project duration is better than long
      i. Need to balance duration with impacts
6. Environmental concerns
   a. Wetlands permitting
   b. Section 106
   c. Alphabet soup of permits will be challenging
7. Design
   a. Reviews and decisions in a timely fashion
   b. Keeping a log of outstanding issues
   c. Making timely decisions
   d. Addressing all concerns
   e. Best value for everyone
   f. Timely and accurate costs
8. Points of contact – John for the project team and Liz for the City of Norwalk

Walk Bridge Project – December 3, 2015			
Stakeholder Attendee List			
Name	**Phone**	**Organization**	**email**
Abnthony Mobilia		Norwalk Harbor	
Arthur DiCesare	203.696.0444	A. DiCesare	disare@adicesarepc.com
Bernard Hopfinger	816.536.8313	HNTB	bhopfinger@hntb.com
Brian Davis	203.852.0700	Maritime Aquarium	bdavis@maritimeaquarium.org
Brian Sweeney	203.854.7792	City of Norwalk	bsweeney@norwalkct.org
Catherine Labadia	860.256.2764	CT SHPO	catherine.labadia@ct.gov
Chet Muckenhim	860.214.1154	CMJV	cmucken@cianbro.com
Chris MacDonnell	347.371.2449	PB	macdonnell@pbworld.com
Christian Brown	913.221.3327	HNTB	cbrown@hntb.com
Dan Foley	203.234.6338	A&W	dfoley@ammann-whitney.com
David Westmoreland		Cty-Historical Commission	
David Willard		MNR	willard@mnr.org
Dennis J Santella		Norwalk Harbor	
Domenic LaRosa	203.785.8082	CTDOT	domenic.larosa@ct.gov
Doug Dow	207.679.7271	CMJV	dougdow@cianbro.com
Eamonn McGeady	443.400.8266	CMJV	emcgeady@cianbro.com
Ed Rock	801.209.2577	PB	rocke@pbworld.com
Elizabeth Stocker	203.854.7948	City of Norwalk	estocker@norwalkct.org
Frank Strauch	203.854.7955	City of Norwalk	fstrauch@norwalkct.org
Frank Susi	203.679.2155	CMJV	fsusi@cianbro.com

The Walk Bridge Project

Geoff Steadman		Norwalk Harbor	
Haresh Dholakia	860.594.3173	CTDOT	hareshkumar.dholakia@ct.gov
Heather Cwikla	203.785.0456	PB	cwiklah@pbworld.com
Hong McConnell	203.337.3601	MNR	hmcconnell@mnr.org
James Fallon	860.594.2975	CTDOT	james.fallon@ct.gov
James Mason	860.594.2396	CTDOT	james.i.mason@ct.gov
Jayantha Mather	860.594.2885	CTDOT	jayantha.mather@ct.gov
Jeff Roig	978.815.8291	CMJV	jroig@middlesexco.com
Jeffrey Portal	860.594.2657	CTDOT	jeffrey.portal@ct.gov
Joanne Frascella	617.960.4948	PB	frascella@pbworld.com
Joe D'Agostino	203.217.4312	PB	dagostino@pbworld.com
John Dellanno	860.728.4533	Ducci	jdellanno@duccielectrical.com
John Hanifin	860.594.2899	CTDOT	john.haddnifin@ct.gov
Julie Georges	203.696.0444	A. DiCesare	georges@adicesarepc.com
Kathryn Hebert	203.854.7736	City of Norwalk	khebert@norwalkct.org
Kevin Slattery	816.472.1201	HNTB	kslattery@hntb.com
Lauren DiGovanni	860.956.4241	HNTB	ldigovanni@hntb.com
Lisa Burns	203.854.3228	City of Norwalk	eburns@norwalkct.org
Mandy Ranslow	860.594.2929	CTDOT	mandy.ranslow@ct.gov
Michael Grzywinski	860.434.8638	CTDEEP	michael.grzywinski@ct.gov
Michael Marzi	860.594.2493	CTDOT	michael.marzi@ct.gov
Mike Griffin		Norwalk Harbor	
Nicole Secinaro	646.565.9795	HNTB	nsecinaro@hntb.com
Rodney Armstrong	203.497.3353	CTDOT	rodney.armstrong@ct.gov
Sowatei Lomotey	860.594.3394	CTDOT	sowatei.lomotey@ct.gov
Stacey Epps	203.389.3155	CTDOT	stacey.epps@ct.gov
Stephen DelPapa	860.594.2941	CTDOT	stephen.delpapad@ct.gov
Steve Claar	203.576.6856	Ducci	sclaar@duccielectrical.com
Susan Sweitzer	203.854.7810	City of Norwalk	ssweitzer@norwalkct.org
Tara Simlick	203.785.0456	PB	simlicktm@pbworld.com
Vanessa Valadares	203.722.1792	City of Norwalk	vvaladares@norwalkct.org
Vlad Kaminsky	203.785.8082	CTDOT	vladisladv.kadminsky@ct.gov
John Njord		Facilitator TWA	

The Walk Bridge Project

Executive and Project Team Partnering Report

June 23, 2016

Walk Bridge Reconstruction

TomWarne&

The Walk Bridge Project

Walk Bridge Partnering Meeting

Executive Partnering Session

June 23, 2016

Facilitator: John Njord

Meeting Objectives:

1. Strengthen the partnering relationships of the team members
2. Use the partnering process to resolve outstanding issues/concerns
3. Successfully complete the work of the project

AGENDA

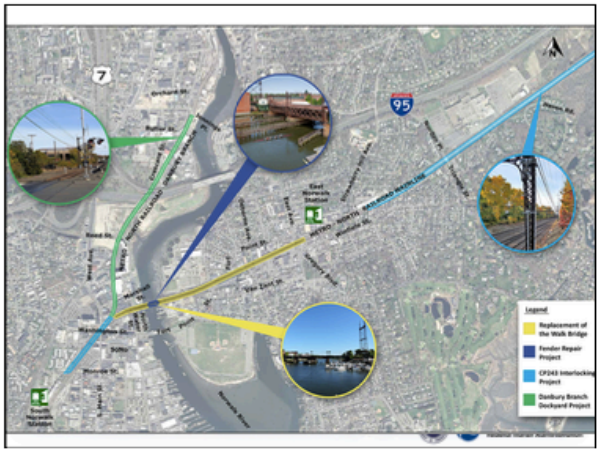
Extended Executive Partnering Meeting		
8:00	Introductions, Agenda Review	John Njord
8:10	Opening Executive Comments	Senior Executives
8:20	Overview of Charter	John Njord
8:30	Project Update	PM's
8:45	Partnering Survey Results	JN / All
9:15	Key Issues Discussion	JN / All
10:10	Action Items	JN / All
10:20	Closing Executive Remarks	Senior Executives
10:30	Sign Charter & Adjourn	All

The Walk Bridge Project

Walk Bridge Replacement Project

State Project No. 301-0176

Partnering Session
June 23, 2016



Overall Walk Bridge Program

- Conceptual Engineering Phase - - Completed
- 30% Walk Bridge Design (Bascule) - - Completed
- 60% Interlocking/Danbury Branch Design - - Completed
- Environmental
  - Walk Bridge Draft EA/EIE - completed
  - Public Hearing – September 2016
  - CP243/Danbury Dockyard Cat Ex. – Drafts prepared
- Stakeholder Coordination - - Ongoing

Program Schedule

- Adv. Procurement – Signal Huts – Awaiting MTA Advert.
- Fender Repair Project – June 2016 to October 2016
- Adv. Procurement – Switches/Crossing Pads – July 2016
- CP243 Interlocking Project – Early 2017 to 2019
- Danbury Branch Dockyard Project – Early 2017 to 2019
- Walk Bridge Construction – Mid-2018 to 2022

Completed Milestones

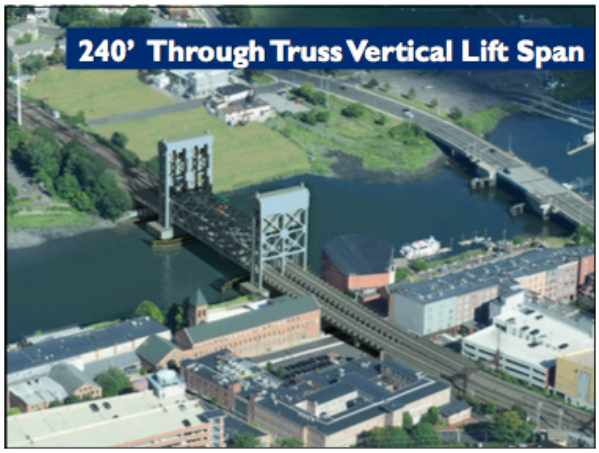
- Constructability Workshop – February 2016
- Website Launch – April 2016
- Public Information Meeting – May 2016
- MNR Partnering Agreement – May 2016
- Structure Type Selection – June 2016

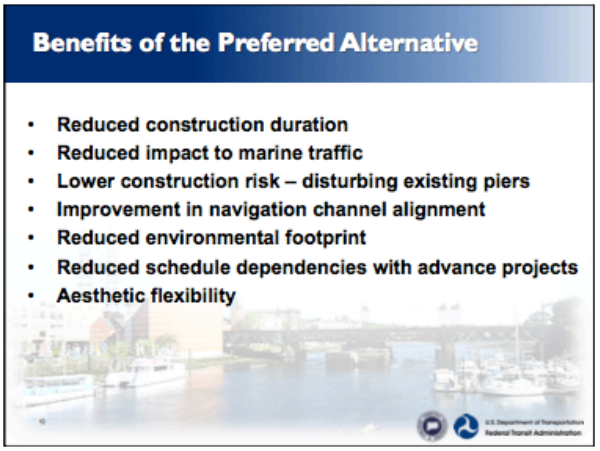
MNR Partnering Agreement

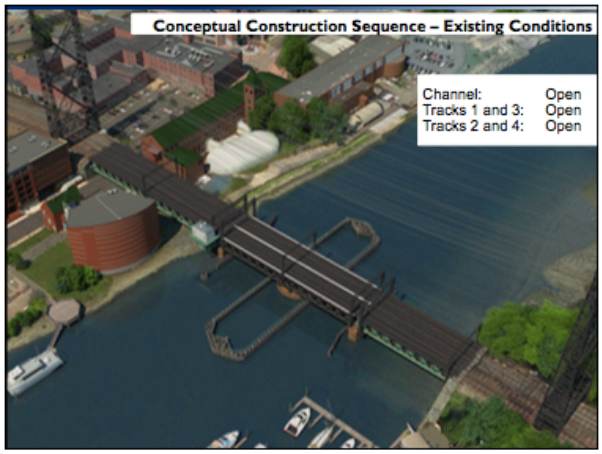

Metro-North Railroad

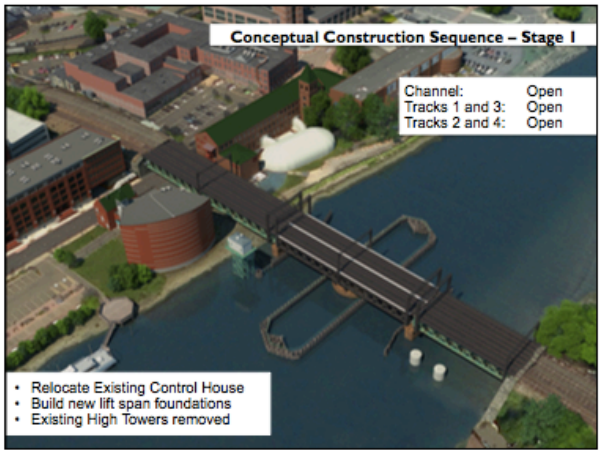
- MNR Force Account Estimates
- MNR Staffing Plan
- MNR Resource Plan

The Walk Bridge Project

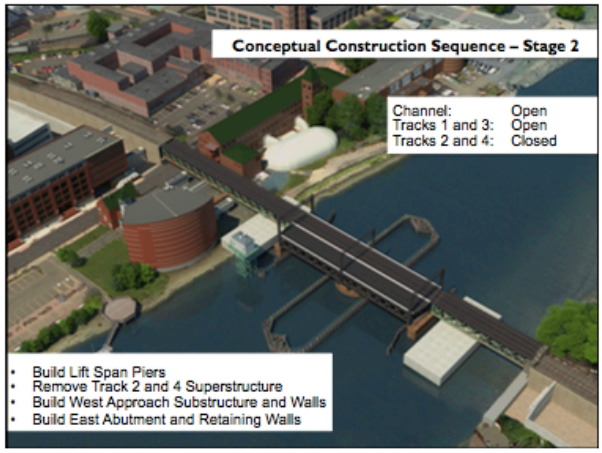


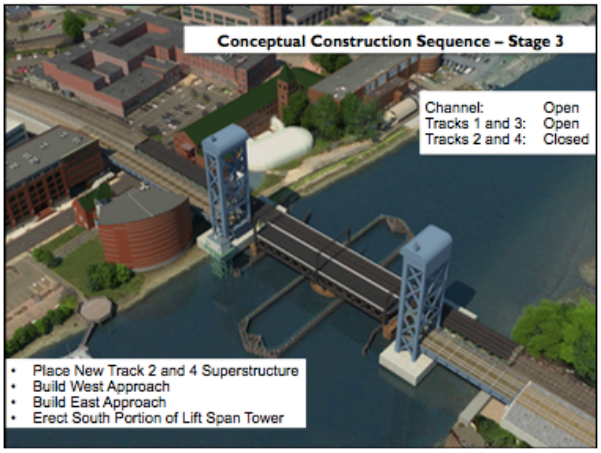


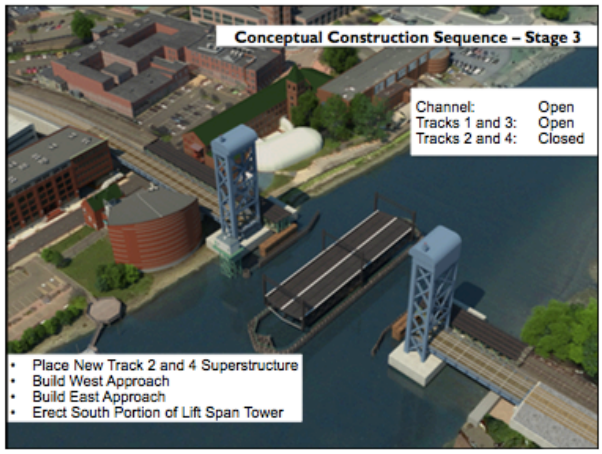


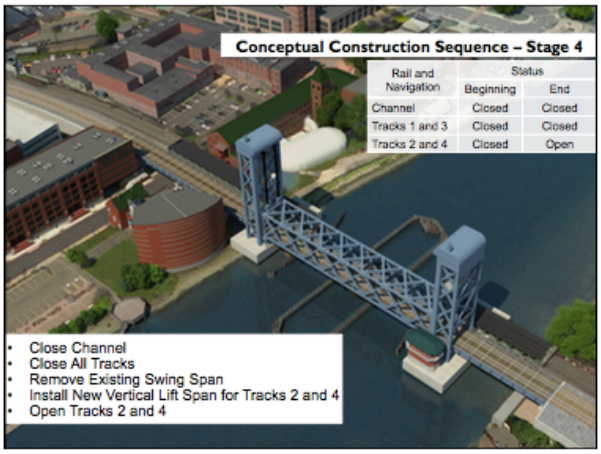


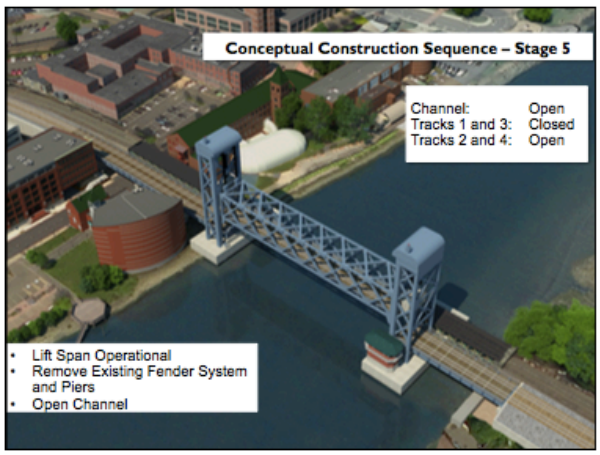
The Walk Bridge Project

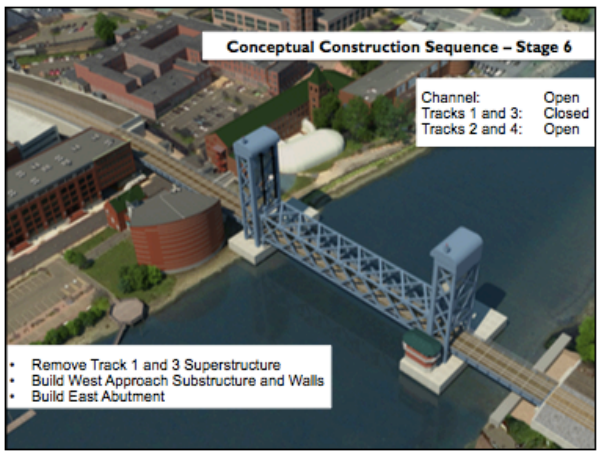




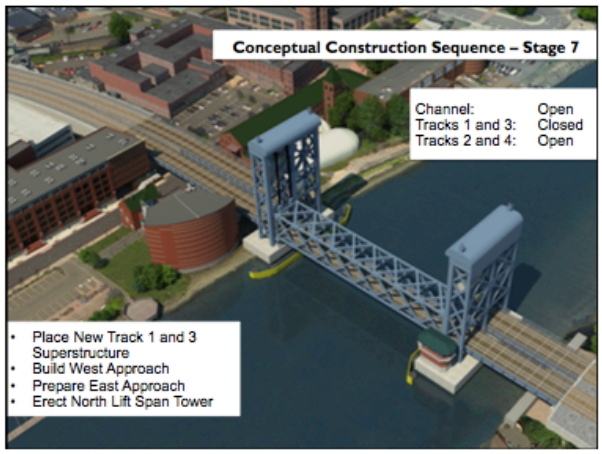


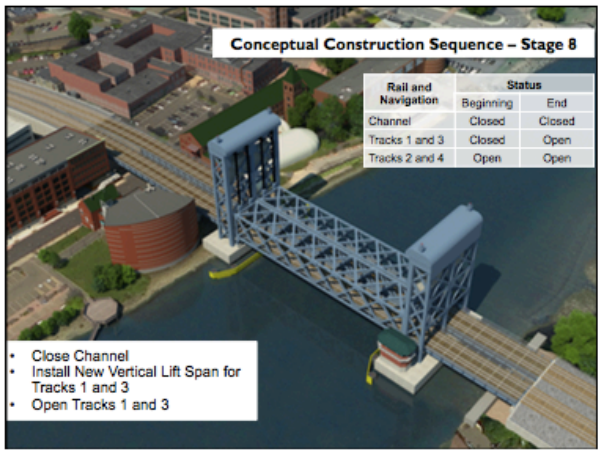


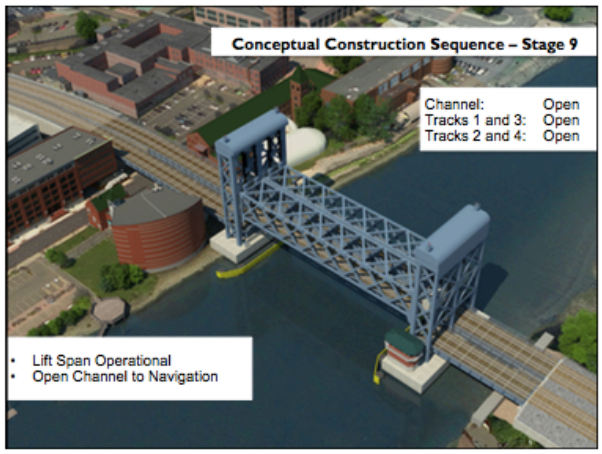


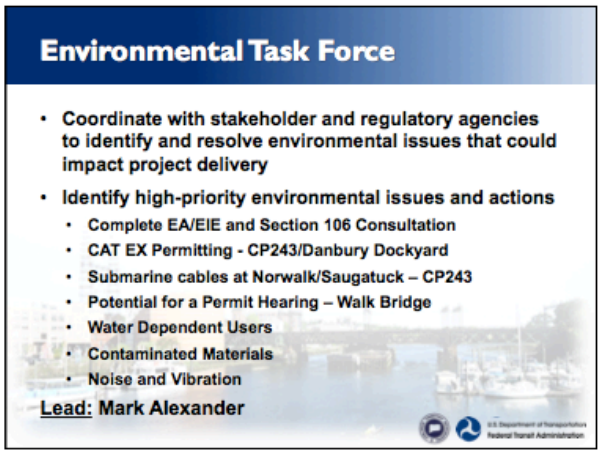


The Walk Bridge Project









The Walk Bridge Project

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Eversource Task Force

- CMJV indicated that it was critical to relocate the transmission lines prior to construction
- Study/assess utility relocation options
- Alternatives submittal – June/July 2016
- Determine feasible alternatives – August 2016
- Design/permit/construct relocation (by Eversource)

Lead: Stacey Epps/Mike Piteo

Rights-of-Way Task Force

- Evaluate construction impacts to nearby properties
- Evaluate west side properties
- Aquarium
- IMAX

Lead: James Mason

Constructability Task Force

- Shorten Construction Schedule
- Use of Prefabricated Elements/ABC
- West Approach Rebuild Constructability Issues
- Advantages of Extended 4-Track Rail Closure
- Methods to Minimize 2-Track Closures
- Establish Design Standards

Lead: Brenda Nichols

Constructability Workshop

- Held February 2016
- Result of the December Partnering Session
- Goal of Shortening Construction Duration
- Paved the Path for Constructability Meetings Moving Forward
- Innovative Design Solutions
- Critique of Construction Means and Methods
- Minimize Unforeseen Conditions

Facilitator: Mike Culmo

Constructability Workshop

Top considerations from Workshop

- Move High Towers Off of Bridge Alignment
- Change to Parallel Alignment for Vertical Lift Bridge
- Adjust Rail Timetable to Give Contractor Longer Work Windows
- Allow Some Flexibility in Crane Rules
- Take IMAX Theater and Use Area for Work Area
- Minimize Opening of Swing Span/Shut Swing Span Once Construction Begins
- Salvage/Rehabilitate Existing Walls at West Approach
- Extended Eversource Outages for High tower replacement
- 45+/- day rail closure

Design Advisory Group

- Structure - Aesthetics
- Approach Spans
- N. Water Street Piers
- Fort Point Street Bridge
- Mitigation Measures

The Walk Bridge Project

Partnering Survey Results

John Njord

Key Issues

- Finalize Structure Type Selection
  - Reevaluate Structure Types
  - CER Addendum/White Paper
  - Preferred Alternative Identified
  - Define Next Steps – Revise Design Schedule

Key Issues

- Relocation of Eversource
  - Complete conceptual design
    - Review alternatives being studied
  - Determine feasible alternatives – August 2016
  - Identify need date for relocation complete
  - Eversource design
  - Schedule of submittals
  - Eversource construct
  - Allowable outage windows
  - Obtain Siting Council Approval

Key Issues

- West Approach Constructability/Rebuild
  - Subsurface Investigations/Exploration
  - Geotechnical Studies
  - Conceptual design
    - Ground improvements/existing walls
    - Micropile/tie-back wall
    - Refine 30% design
    - Relief slabs on micropiles
    - Jump spans to construct West Abutment and Pier 1
  - Identify property impacts
  - Determine Preferred Solution – by September 1, 2016

Key Issues

- Adjacent Projects
  - Traffic Coordination
  - Construction Coordination
  - GGP Mall / Danbury Dockyard Construction
  - GGP Mall / Ann Street Traffic
  - Other CTDOT including rail, city and private projects

Key Issues

- Community Coordination and Impacts
  - Noise and Vibration
  - Local Business, Residents, Neighbors
  - Transit, Freight
  - Marine

The Walk Bridge Project

Key Issues

- MNR
  - Railroad Force Account
  - Work Rules/Work Windows
  - Cancelled Track/Power Outages
  - Signal Hut Procurement – Need date
  - Stone Train/Maybrook Line
- Amtrak
- Utilities

Key Issues

- Existing Bridge Operations
- Security and Safety Management Plan (SSMP)
- Risk reduction

Breakout Sessions

Breakout Groups

1. West Approach Constructability
2. Relocation of Eversource
3. Adjacent Projects
4. Community Coordination and Impacts
5. MNR Force Account and Work Rule/Windows
6. Existing Bridge Operations
7. Environmental Permitting
8. Context Sensitive Design Solutions
9. Risk Reduction
10. Safety and Security Management
11. Evaluating Construction Impacts to Adjacent Properties

The Walk Bridge Project

Executive Meeting Notes:

The following represents general topics discussed by executives during the meeting:

A. Communication / Coordination
    a. Each entity represented on the project team has a role to play in this very important project
    b. There should be agreement to resolve issues efficiently
    c. There will be no end for the need of communication and creativity
B. Capabilities
    a. Contractor has had good experience with alternative contracting methods
    b. The team is adapting to the CMGC contracting model and will shortly begin work on the fender repairs
C. Preferred bridge type selected – 240' Big Lift Bridge
    a. This is a very recent development and only now becoming widely known
    b. Although not the least cost, the big lift bridge is the best alternative to address several competing needs
D. Eversource
    a. The decision to relocate overhead or underground is yet undetermined
        i. Could simply come down to a discussion of $
    b. The team was assured that talks are taking place at the highest levels
E. Drainage
    a. MNR indicated that preliminary plans for rather extensive drainage features could be scaled back significantly, or eliminated based upon their experience with the area.
        i. Further conversation around this subject should be held
F. Coordination with other projects in the immediate vicinity
    a. There are several projects affecting the community and transportation patrons in the vicinity
        i. Some of these project might be managed primarily by others within the department
        ii. Regardless, the coordination between the projects in the Norwalk area rests with Jim and this project team
G. Project office in Norwalk
    a. The contractor has set the office up
        i. It was suggested that a general announcement be made at the right time giving the location and hours of operation
        ii. Could there be an open house?
        iii. What about walk in traffic?
    b. Colocation has worked well so far and appears to be an asset moving forward

The Walk Bridge Project

Walk Bridge Partnering Meeting
Project Team Partnering Session
June 23, 2016
Facilitator: John Njord

Meeting Objectives:

1. Strengthen the partnering relationships of the team members
2. Use the partnering process to resolve outstanding issues/concerns
3. Successfully complete the work of the project

AGENDA

Team Partnering Meeting		
11:00	Introductions, Agenda Review	John Njord
11:10	Opening Executive Comments	Senior Executives
11:20	Project Update (Key Items)	PM's
11:35	Partnering Survey Results	John Njord
12:00	Lunch	All
12:45	Break out group Assignments	All
2:00	Break out group reports	All
3:00	Break	
3:15	Break out group reports	All
4:00	Action Items	All
4:15	Closing Comments	Senior Executives
4:30	Adjourn	All

Team Partnering Meeting Notes:
Senior executives comments:

1. The CMGC contracting method is a collaborative process
    a. All team members were encouraged to continue to:
        i. think creatively;
        ii. find unique solutions to the daunting challenges;

iii. communicate with each other;
iv. and be transparent with team members.

The Walk Bridge Project

Walk Bridge Replacement Project

State Project No. 301-0176

WALK BRIDGE PROGRAM

Team Partnering Session
June 23, 2016

Program Status

- Preparing Environmental Assessment document
- Preliminary design phase – structure type and constructability
- Coordination with other projects
- Construction phasing details in early 2017
- Construction on the Walk Bridge to begin in mid-2018

CP243 Interlocking Project

- To allow for two-track Metro-North Railroad (MNR) operations during reconstruction of the Walk Bridge and maintain satisfactory rail service.
- Construct a new four-track interlocking
- Includes signal and catenary improvements
- Minimal impact to the local roadway network

Anticipated Start: Early 2017
Anticipated Duration: 2 years

Danbury Branch Dockyard

- To facilitate rail operations during construction of the Walk Bridge
- Signal work and electrification to the southern end of the Danbury Branch
- New bridge over Ann Street
- Minimal impact to the local roadway network

Anticipated Start: Early 2017
Anticipated Duration: 2 years

The Walk Bridge Project

Fender Repair Project

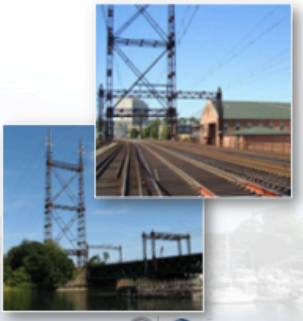
- Ensure safety of train traffic & waterway users
- USCG mandated
- Replace deteriorated portions of the existing fender system
  - New vertical timber support piles
  - New horizontal timber walers
- Work will be completed at night
  - Minimize impacts to water dependent businesses
  - Minimize noise impacts to residents

Anticipated Start: June 2016
Anticipated Duration: 4-5 months

Replacement of the Walk Bridge Project

Replacement of the Walk Bridge

- Two movable spans – two tracks each
- Replacement of bridge piers
- Modifications to retaining walls
- Track relocations
- Utility relocations
- High tower and transmission line removal/relocation



Anticipated Start: Mid 2018
Anticipated Duration: 4-5 years

Fort Point Street Bridge

Rehabilitation of Metro-North Railroad Bridge over Fort Point Street is included in the Walk Bridge Replacement

- Single-span structure carrying four railroad tracks
- Now in deteriorated condition

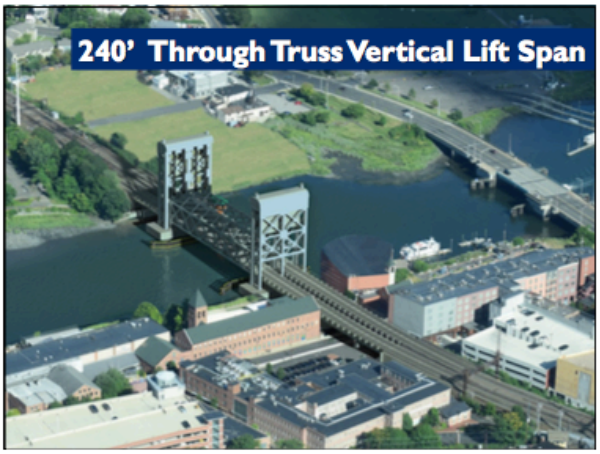
Additional Projects (In Design)

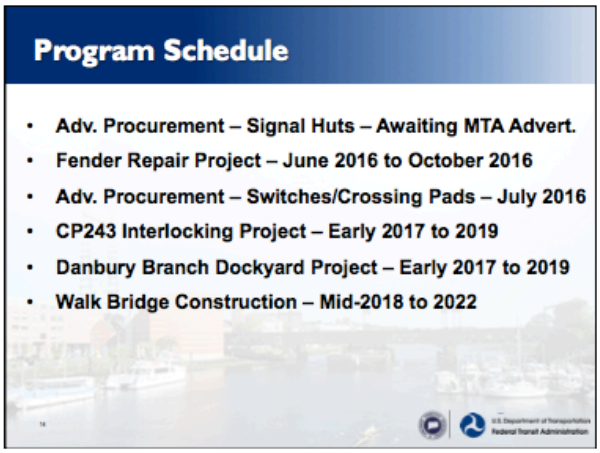
Osborne Avenue Bridge

East Avenue Bridge

Bridge Replacement Options

The Walk Bridge Project





Break out groups summarized their work of defining the challenges, identifying potential solutions and preparing action plans as follows:

Group 1 West Approach:

1. West Approach Constructability - Retaining Walls
    a. Challenges
        i. 100 year required service life
        ii. Existing walls were built 100 years ago, therefore if they stay, they will need to last 200 years
        iii. Historic significance and aesthetic value
        iv. Service as existing high tower foundations
        v. Track raise was 100 years ago at which time the tracks were supported by a timber trestle
        vi. Good news found in spans 1 and 2
        vii. Walls
            1. North wall relatively high
            2. South wall relatively low

viii. Ballast Retainage
ix. Temporary support of excavation
x. Proximity to adjacent buildings
    1. Lock Building (North)
    2. Ironworks Building (South)
xi. Professional liability
xii. Construction period
xiii. Metro-North Railroad duct bank
xiv. Prudent use of funds

b. Possible solutions
    i. Removal of first 150 including high tower foundations
    ii. North side
        1. Ground improvements (drainage)
        2. Factor of safety overturning and building
        3. No seismic
        4. Integral slab with parapet
    iii. South side
        1. Recognize shift to the south
        2. Consider Right of Way for embankment
        3. Use Spread footings
        4. Install fiberglass safety walk
    iv. Use jump spans for abutment and piers
    v. Consider construction of entire pier and abutment
    vi. Consider advanced construction with CP243
    vii. Avoid Ironworks and Lock Buildings (gas meters and fire egress)
    viii. Consider design exception if needed

c. Action Plans
    i. Extensive soil boring program/coming through substructure
    ii. Geophysical testing complemented with excavation
    iii. Document research – articles, photos, plans
    iv. Procedure with design & share results with DOT
    v. Decision by DOT
    vi. Viability of jump span
    vii. Perhaps permitting (separate utility)

2. Relocation of Eversource
    a. Challenges
        i. Schedule – Need dates – 2 track outage
        ii. Scope – Completion of 15% and selection
        iii. Agreement with Eversource – ES with designer
        iv. Siting Council – Permits
        v. Risk of outsourcing Design of Construction
        vi. ROW needs by ES
    b. Possible Solutions
        i. Keep design in-house – ES does approvals
        ii. Commitment with ES for a dedicated PM
        iii. Expedite contractual agreement with ES
        iv. Expedite Siting Council by political means
    c. Action Plans

i. Complete 15% of design
ii. Select preferred option with ES
iii. Contract formation/agreement
iv. Obtain firm schedule from ES

3. Adjacent Projects Coordination & Communications / Impacts
    a. Adjacent Projects
        i. Challenges
            1. East Avenue – Can't shut down
            2. Minimizing conflicts between projects
            3. Challenging roadway network/traffic patterns
            4. Identify timeline for impacts – develop communications program
            5. How to adjust communications to improve effectiveness & unforeseen circumstances
            6. Identify community events – impacts
            7. Moving heavy equipment
            8. How to continue to identify upcoming city projects
            9. Bottlenecks: East Ave & North Water Street
        ii. Possible Solutions
            1. Move heavy equipment at night
            2. Mobile APP – Communications
            3. 6 month look ahead – Upcoming city projects
            4. Community group to meet quarterly
            5. Code projects on map by time of construction
            6. Project meetings with key projects
            7. Consider "micro-project" timelines
            8. Interactive map on website – date updated
        iii. Action Plans
            1. Prepare community events calendar
            2. Street signage for detours – email messaging detours
            3. Key stakeholder meetings
            4. Identification of critical routes
    b. Impacts
        i. Challenges
            1. Impacts to rail service schedule
            2. East Ave/Ft Point/Osborne/Retaining Wall projects – Commuter parking & pedestrian access
            3. Emergency vehicle access
        ii. Possible Solutions
            1. Coordination with projects to identify solutions
            2. Links to website on Aquarium, Children's Museum and others
            3. Meetings with city on communications
        iii. Action Plans
            1. Reach out to Aquarium - add link to website
            2. Coordinate with city to schedule – Communications meeting
    c. Communications
        i. Challenges
            1. Communication with Rowers, Norwalk Boat Club
            2. How to control message

3. How to communicate with diverse group of stakeholders
4. Effective communication between CTDOT and city

ii. Possible Solutions
1. Signage on river
2. Separate project office
    a. Recurring Open House
    b. Suggestion Box
3. Establish protocols for resolution/communication

iii. Action Plans
1. Protocols for Communication

4. Metro-North Railroad Force Account and Work Rule/Windows
    a. Challenges and Possible Solutions
        i. FA – Resources (Foremen & Ground Men) – Prioritize Walk!
        ii. MOW Support – Track signal – MOU in place
        iii. Work windows
            1. FRA on track Protection (Adjacent Tracks)
                a. Rule 22 Stop signs
                b. Barriers
                c. Watchmen
            2. Power outage window
                a. Add additional sectionalizing
                b. Relocate signal Feeders
                c. Additional TOW packages (diesels)
            3. Get MOW maintenance of work Complete
                a. Prioritize Work
            4. Freights
                a. Alternative Route - Maybrook
    b. Action Plan
        i. FA – 5 year resource projection – Joint effort between DOT/MNR to determine needs and hiring
        ii. Power outage windows
            1. Design sectionalizing
            2. Contractor to relocate feeders ourboard
            3. TOW packages CTDOT get $$$ and buy engines & coaches
        iii. Complete MOW maintenance work – dedicate crews to complete work
        iv. Freight – upgrade Maybrook
5. Existing Bridge Operations
    a. Challenges
        i. Operation Issues short term/long term
        ii. Continuity of operations during construction
    b. Possible Solutions
        i. Form Reliability Team HNTB/CMHV/MNRR/CTDOT
        ii. Perform survey
        iii. Design alt control location, alt signal location
    c. Action Plan
        i. MNRR Emergency Plan
        ii. Reliability Group – Identify issues
            1. Pivot movement

2. Rest pier movement
3. Wedges
4. Centering Devices
5. Miter Rails

iii. Precision survey of Pivot – Initial/Monthly
iv. Full Bridge survey
v. Monitoring with wedges pulled
vi. Continue current monitoring
vii. Add monitoring @ Expansion joints
viii. Identify nonstructural elements

6. Environmental Permitting – Context Sensitive Design Solutions
   a. Challenges
      i. Dredging
      ii. Eversource relocation
      iii. Temp run around – permit required for pre alt
      iv. Disruption to marine traffic
      v. Disruption of RR service
      vi. Preferred alt – Comm
      vii. Demo of Bridge - permits
   b. Possible Solutions
      i. Environmental Docs – CP243 & Dockyard
      ii. Public Part – Permits
      iii. EA Schedule
      iv. Design/Env
      v. Historic Impact MOA recent mtgs
      vi. Change management – permits
      vii. Coord with permitting agencies
      viii. Continuous impact for H Stakeholder
      ix. Visualization
      x. Seeking aesthetic treatment input
         1. Water Street walls
         2. Historic groups
         3. LA – City's Design A (historic redevelopment area)
         4. Include SME – City design in Charrette
         5. Vistas Future – include Aquarium
         6. Walk Bridge exhibition viewing area
         7. Unclad tower
   c. Action Items
      i. Schedule ideas early (D&A)
      ii. Permits listing in EA
      iii. Communicate – preliminary letter
      iv. New water quality – watch
      v. Water dependent users coastwide
      vi. Baseline surveys
         1. No new surveys requested
         2. Containing work area
         3. Mitigation
      vii. Track activities closely

1. Pencil down
2. Adapt to changes & adjust
3. Communication is key – latest info
4. Perfecting schedule - tools user friendly

viii. Public Permits
1. Communicate early
2. Notify city about EA availability
3. Ongoing city meeting with team

ix. Water Dependent
1. Once construction methodology developed – share
2. Working group with water dependent users
3. Sharing mitigation solutions
4. Maritime dock & Seaport dock
5. CDOT/CTDEEP – pre ap & HC
6. Harbor Trail

x. Business disruption plan

7. Risk Reduction
   a. Challenges
      i. Risk to cost (CTDOT & CMJV) for inability to work on tracks when allowed by specification (Risk 74)
   b. Possible Solutions
      i. Design Risk out
      ii. Modify T & C to allow risk sharing
      iii. Maximize usage of track outage time (track rental provision/LD's)
      iv. Look at pipe/storm drain strategy
      v. Relaxed work windows / work rules
         1. Need to know what to ask for
         2. Work to ask CMJV to Quantify "What if"
         3. Work w/Tim Young (CME) to find how they successfully got relaxed work rules in Boston (involve DMJV & MNR)
   c. Challenges – Risk #37 High Towers
      i. Timeline to reach a solution
      ii. Need to get a solution & executive the plan
      iii. Need a champion
      iv. Need a schedule (cradle to grave)
         1. Get Eversource schedule
            a. Agreement
            b. Design
            c. Procurement - Construction
         2. Manage schedule
         3. Start from when it needs to be made & work backward
   d. Action Items
      i. Confirm aesthetics of High Towers are being addressed
   e. Challenges – Risk #36
      i. Damage to existing Bridge & Bridge foundations during construction
   f. Possible Solutions
      i. Emergency Plan being developed by CMJV
      ii. T&C to address ongoing maintenance

iii. Allowance item
iv. Define responsibilities (MNR or CMJV)
v. When does CMJV's maintenance responsibility end? Define in T&C

g. Challenges - Signal Hut Procurement
    i. Timely termination and testing of signals – on the critical path (4 months)
    ii. Verify durations for MNR to terminate/Test (4 months)
    iii. Get schedule from MNR – regular status
    iv. Develop issue escalation
    v. Recovery schedule
h. Challenges - Contaminated Materials
    i. Identify WSA
    ii. Test soils (complete by 90%)
    iii. Availability of local landfills to take materials
    iv. Demo of bridge (pier removal)
    v. Dredging
        1. Disposal
        2. CAD – Conf. Aqua Disposal
        3. Capping material
i. Action Items – Contaminated Materials
    i. Develop a feasible plan
    ii. Discuss open water
    iii. Characterization more certainty
    iv. Item for tracking for ETF

8. Safety and Security Management
    a. Challenges
        i. Executive & Project Management commitment
        ii. Incorporate safety and security based on diverse stakeholder interests
        iii. How to measure
    b. Possible Solutions
        i. Provide Human Resources $$
        ii. Required plan and enforcement
        iii. Audit processes established
        iv. Training, Qualify, Certs
    c. Action Items
        i. Prepare and implement plans and procedures
9. Evaluating Construction Impacts to Adjacent Properties
    a. Challenges
        i. Communication – Timing
        ii. Started process early without all the info
        iii. Don't understand how the process really works
        iv. Balance with giving information that's still in flux
        v. FTA approval
        vi. Actual impacts timing
        vii. How can business's react when there is uncertainty
        viii. Impacts
            1. Days, nights, weekends – How many hours
            2. Noise, dust, vibration
            3. Holiday, event, lighting and traffic restrictions

4. Surrounding businesses not related to adjacent properties
    a. Vehicle/foot traffic
    b. Parking
    c. Duration
5. Will people avoid downtown area?

ix. Specific property concerns

b. Possible Solutions
    i. Raise public awareness
    ii. Send a clear message - What are we going to say?
    iii. Gain information from affected stakeholders (Rowers, Upstream) on how to accommodate competing needs
c. Actions Items
    i. Open local office
        1. Advertise, visual aids, handouts
        2. Notify public when office will be open
    ii. Development of project schedule – plan, cost
    iii. Update Website more and often
    iv. Show means & methods
    v. Graph and Measure Issues
    vi. Try & balance as many competing interests as possible
    vii. Schedule special events, known wh's
    viii. Finalize the plan
        1. Jobs/Proposed Schedule
            a. Fender repairs / June – Oct. 2016
            b. Dockyard / Anne St. – 2017-2019
            c. CP243 – 2017-2019
            d. Eversource Relocation – 2018-2019
            e. Main Bridge – Mid 2018-2022
                1. Fort Pt
                2. Osborne
                3. East Ave Bridge
                4. East Ave Roadway
    ix. Targeted Meetings – small groups that focus on that property
        1. IMAX
        2. Aquarium
        3. Lock Bldg
        4. Ironworks
        5. Water St, Anne St., Washington, Marina, Penna, Pandrea

The Walk Bridge Project

Walk Bridge Reconstruction CMGC Project

Extended Executive Partnering Meeting
June 23, 2016

Extended Executive Partnering Meeting		
8:00	Introductions, Agenda Review	John Njord
8:10	Opening Executive Comments	Senior Executives
8:20	Overview of Charter	John Njord
8:30	Project Update	PM's
8:45	Partnering Survey Results	JN / All
9:15	Key Issues Discussion	JN / All
10:10	Action Items	JN / All
10:20	Closing Executive Remarks	Senior Executives
10:30	Sign Charter & Adjourn	All

The Walk Bridge Replacement Program
June 23, 2016

We, the partners of the Walk Bridge Replacement Project, individually and as a team, are committed to upholding professional and collaborative project team that will conduct business with respect, trust, transparency and cooperation at all levels. As one team, we will optimize Project delivery time, resolve issues in a fair and timely manner, and ensure that no issue becomes larger than our common goals. The successful completion of the Project will be measured by the ability to achieve the following goals:

Safety
Design and construct a project that provides a safe environment for all workers, the traveling public and abutters during and after construction.
Empower all Project staff to report and address safety concerns.

Schedule
Optimize the schedule to achieve both a high-quality project and expedited project delivery.

Cost
Design and construct the project in a cost effective manner while mitigating risk and adding value to the community.

Quality
Deliver a high-quality project that meets or exceeds the design and resiliency requirements.

Communication
Maintain public trust and confidence in the project and Construction Manager/General Contractor process through constant and proactive communication among all levels of the project team.
Provide an effective and transparent outreach program for all stakeholders.

Environment
Execute the project to meet all regulatory requirements and minimize impacts to the environment.
Maintain positive public opinion by achieving full permit compliance.

Innovation
Maximize opportunities to use innovative design and construction practices.

Teamwork
Build a professional and collaborative project team that will deliver a high-quality project.
Maintain a dedicated team that communicates effectively and resolves issues in a timely manner.

Outcomes: By accomplishing these goals, we enhance the state transportation system, establish reputations for excellence, and develop enduring friendships while taking pride in a job well done!

We, the partners of the Walk Bridge Replacement Project, individually and as a team, are committed to upholding professional and collaborative project team that will conduct business with respect, trust, transparency and cooperation at all levels. As one team, we will optimize Project delivery time, resolve issues in a fair and timely manner, and ensure that no issue becomes larger than our common goals.

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The Walk Bridge Project

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Design and construct the project in a cost effective manner while mitigating risk and adding value to the community

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The Walk Bridge Project

Outcomes

By accomplishing these goals, we enhance the state transportation system, establish reputations for excellence, and develop enduring friendships while taking pride in a job well done!

Goal Ranking Guidance

1. There is little likelihood that these goals will be met
2. Only a major effort will result in achieving these goals
3. Absent some major setback, these goals will be achieved
4. The project will achieve these goals
5. The team will exceed these goals

Walk Bridge Reconstruction CMGC Project

Team Partnering Meeting
June 23, 2016

Team Partnering Meeting		
11:00	Introductions, Agenda Review	John Njord
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4:00	Action Items	All
4:15	Closing Comments	Senior Executives
4:30	Adjourn	All

Break out Group Topics

1. CP243/C1A Coordination
2. Permitting / Environment
3. Impacts to Stakeholders Neighbors and Abutters
4. High Towers/Utilities
5. Rights of Way
6. Schedule
7. Metro North Coordination Work Windows and Work Rules
8. Communications & Public Involvement
9. Run Around vs No Run Around
10. Marine Users / Rowers

Break Out Group Assignment

- Define the challenge(s)
- Possible Solution(s)
- Action Items

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The Walk Bridge Project

Walk Bridge Project – June 23, 2016				
Executive and Project Team Attendee List				
Present	**Name**	**Phone**	**Organization**	**email**
	Aaron James	410.986.3408	PMOC	aaron.james@ch2m.com
	Adam Fox	860.594.3410	CTDOT	adam.fox@ct.gov
X	Alan Fisher	207.553.2803	CMJV	afisher@cianbro.com
X	Andrew Davis		CTDOT	andrew.h.davis@ct.gov
X	Anna Barry		CTDOT	anna.barry@ct.gov
X	Anthony Mobilia		NHMC	
X	Arthur DiCesare	203.696.0444	A. DiCesare	disare@adicesarepc.com
X	Bernard Hopfinger	816.536.8313	HNTB	bhopfinger@hntb.com
	Bob Brown	860.594.3207	CTDOT	robert.brown@ct.gov
	Brenda Nichols	207.679.7271	CMJV	bnichols@cianbro.com
X	Brian Davis		Marit Aquarium	bdavis@maritimeaquarium.com
X	Bruce Chimento		City of Norwalk	bchimento@norwalkct.org
X	Bruce Marinchek		Herzog	bmarinchek@herzog.com
X	Carl Jackson		CTDOT	carl.jackson@ct.gov
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X	Dan McCarthy		MNR	dmccarthy@mnr.org
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The Walk Bridge Project

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The Walk Bridge Project

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The Walk Bridge Project

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Appendix 2 – Public Involvement and Agency Coordination

Appendix 2-6 Section 106 Consultation

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August 8, 2014

Mr. Mark Alexander
Office of Environmental Planning
Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Subject: Project No. 301-40
Replacement of Bridge No. 04288R
Norwalk, Connecticut

Dear Mr. Alexander,

The State Historic Preservation Office (SHPO) is in receipt of your request for our comments concerning the referenced project, dated July 21, 2014. The Norwalk River Railroad Bridge (No. 04288R, also known as the WALK Bridge) was listed on the National Register of Historic Places in 1987. It is one of the few remaining swing bridges in the state. This office provided prior comments to the Department of Transportation (DOT) for the rehabilitation of this bridge during 2002. At that time, SHPO commented that the proposed rehabilitation would have no adverse effect to this historic property with the condition that SHPO receives a copy of *Rehabilitation of Norwalk Swing Bridge Engineering Significance Study* and that a submission is prepared for publication in the *Society for Industrial Archeology New England Chapters Newsletter*. During 2004, this office issued a letter accepting the requested bridge documentation.

SHPO understands that rehabilitation is no longer sufficient and replacement of the bridge is necessary as part of an Emergency Declaration because it does not reliably open and close. SHPO concurs with the Office of Environmental Planning (OEP) at DOT that demolition and replacement of this historic property constitutes an adverse effect. This office appreciates DOT's efforts to also consult with the Norwalk Historical Commission and we look forward to consulting with DOT to develop a suitable Memorandum of Agreement for this project.

These comments are provided in accordance with the Connecticut Environmental Policy Act and Section 106 of the National Historic Preservation Act, as amended. For additional information, please contact Catherine Labadia, Environmental Reviewer, at (860) 256-2764 or catherine.labadia@ct.gov.

Sincerely,

Daniel T. Forrest
State Historic Preservation Officer

CONNECTICUT DEPARTMENT OF TRANSPORTATION
Facilities and Transit

Project No.:	0301-0176
Route/Town:	Metro-North Railroad Bridge No. 04288R over Norwalk River (Walk Bridge)
SUBJ:	Section 106 Meeting with Stakeholder Groups, 8-27-2014

Stakeholder Groups in Attendance: State Historic Preservation Office, Norwalk Historical Commission, Norwalk Preservation Trust

Introduction: Engineers from the Connecticut Department of Transportation explained the present condition of the Walk Bridge and the need for a complete replacement. The preferred alternative of what type of bridge will replace it, whether bascule or lift, has not yet been determined.

Summary of the Meeting:

Norwalk Preservation Trust is concerned with:

- Feasibility studies for repair rather than replacement
- Underlit area of North Water Street under another railroad bridge
- Can a rail bridge to the west of Walk Bridge be rehabilitated?
- HAER Documentation of Walk Bridge

Norwalk Historical Commission is concerned with:

- Alternatives analysis & feasibility studies
- Community buy-in for replacement
- Transportation delays on rail line and I-95
- Walk Bridge is a character defining feature of the community
- Narrow sidewalks
- Aesthetics of bridge that will replace Walk
- Riverfront zoning and a connection for Boardwalk at location of Walk Bridge (Harbor Trail Loop)
- Can the Walk Bridge be repurposed?

State Historic Preservation Office is concerned with:

- Scale of mitigation needs to reflect loss of major historic resource
- Can mitigation benefit community of South Norwalk specifically?
- Boardwalk connection would not necessarily be mitigation for loss of historic resource – perhaps signage about Walk Bridge could be integrated?
- STEM curriculum may be appropriate mitigation

Meeting summary prepared by: Mandy Ranslow, Transportation Planner, Office of Environmental Planning, Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, CT 06131. Phone: 860-594-2929. mandy.ranslow@ct.gov.

CONNECTICUT DEPARTMENT OF TRANSPORTATION
Facilities and Transit

Project No.:	0301-0176
Route/Town:	Metro-North Railroad Bridge No. 04288R over Norwalk River (Walk Bridge)
SUBJ:	Section 106 Meeting with Stakeholder Groups, 2-11-2015

In Attendance. Stakeholder Groups: State Historic Preservation Office, Norwalk Historical Commission, Norwalk Preservation Trust; CTDOT; HNTB.

Introduction. HNTB gave a thorough description of why it is not prudent that the Walk Bridge be rehabilitated and spoke generally about the replacement options that are under consideration. Questions from the stakeholder groups were answered by CTDOT and HNTB.

Summary of Meeting.

Norwalk Preservation Trust and the Norwalk Historical Commission are concerned with:

- New Bridge aesthetics in an historically industrial area
    - Steel and trusses are preferable
- Underlit area of North Water Street and the sidewalks under the Walk Bridge
- Maintaining the brownstone abutment on the west side
- Aesthetics of the new High Towers
- Improved navigation alignment
- Connecting boardwalk trail on east and west sides

Mitigation/Public Outreach ideas:

- Work with the Switch Tower Museum and Norwalk Historical Society on a public education component
- Displays/Exhibits about existing Bridge and replacement project in empty store front downtown or City Hall
- Plaque on new bridge
- Interpretive signs on the Boardwalk

Meeting summary prepared by: Mandy Ranslow, Transportation Planner, Office of Environmental Planning, Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, CT 06131. Phone: 860-594-2929. mandy.ranslow@ct.gov.

SHPO/Sect 106 mtg
Meeting Sign-In Sheet
Project 0301-0040
Walk Bridge Replacement
8/27/2014

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ERIC CHANDLER	NORWALK HIST. COMM.		

CONNECTICUT DEPARTMENT OF TRANSPORTATION
Design Charrette

Report of Meeting

Project No.:	0301-0176
Route/Town:	Norwalk, CT
Date of Meeting:	Thursday, Aug. 13, 2015, 4:00 p.m.
Location of Meeting:	South Norwalk Electric and Water Utility Conference Room, Norwalk, CT
Subject of Meeting:	The Walk Bridge Project – Design Charrette

IN ATTENDANCE

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David Westmoreland	Norwalk Historical Comm. (vice chair)		
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Gary Nash	Cianbro		

Meeting Purpose

The purpose of the design charrette was to engage key stakeholder groups in identifying community needs and preferences regarding key design elements of the Walk Bridge Project.

Attendance

There were 22 attendees, agency and consultant participants.

Meeting Content

Shortly after 4 p.m., CTDOT representatives welcomed attendees to the meeting, explained the meeting's purpose and described the different ways people could be heard on the project. HNTB's Chris Brown and AHS' Bruce Clouette then made formal presentations about the project's status, and HNTB's Michael DeMent facilitated a group discussion.

Stakeholder Feedback

Stakeholder questions and comments were taken throughout the presentation and facilitated discussion. Key questions and comments made during the meeting are summarized as follows:

1. **Superstructure**
   Attendees generally expressed a preference for: the 4S option when all factors were taken into account; the design should be inspired by the existing bridge rather than merely duplicating it; minimizing the visual impact of the counterweight through design/color.

2. **Control House**
   Attendees expressed a strong preference for the look of the brick and concrete house with hipped roof option as being similar to NY, NH RR control houses used historically.

3. **Approach Span**
   Key concerns for addressing the approach span involved improving the affected area's walkability by opening up the space physically and visually while replicating the truss look in the pier, decorative elements and false work.

4. **East Abutment**
   Attendees reacted favorably to incorporating the retaining wall into the trail system, but asked to see further refinement of the impact of retaining walls on the north side from the bridge to the Fort Point Street Bridge.

5. **West Abutment**
   Attendees expressed a preference for only partially removing the existing abutment in order to open space for a wider sidewalk while also maintain the historic character and visual impact of the retaining walls.

6. **Trails**
   In addition to incorporating the abutment into the trail system, attendees expressed a preference for extending any trail along the north side of the track to better serve the Smith Street area; they also asked that any trail extend all the way to Highway 136.

7. **High Towers**
   Attendees asked to see further refinements in the tower treatments to better match tower and bridge options from an aesthetic perspective; incorporate or reflect the existing lattice design into any new towers and to simplify the physical locations of the proposed towers (eliminate the 90-degree turn on the power lines).

8. **Mitigation and Memorandum of Agreement**
   Attendees expressed a desire to see as much archaeological work done as possible in the project area as a mitigation strategy.

Submitted by _____ 08.26.2015
Christian J. Brown, PE — Date

Reviewed by John D. Hanifin 08/30/2015
John D. Hanifin — Date

HNTB

CONNECTICUT DEPARTMENT OF TRANSPORTATION
Facilities and Transit

Report of Meeting

Project No.:	0301-0176
Route/Town:	Metro-North Railroad Bridge No. 04288R over Norwalk River (Walk Bridge)
Date of Meeting:	Wednesday, February 24, 2016; 4:00 p.m. – 8:00 p.m.
Location of Meeting:	South Norwalk Station
Subject of Meeting	Walk Bridge Replacement - - Design Charrette #2

IN ATTENDANCE:

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TRANSACTIONS AND DETERMINATIONS
John Hanafin opened the meeting with introductions.

Mandy Ranslow stated that the purpose of the meeting was to update stakeholders, gather their input on project elements, establish dialog on historic elements and effects of the project on them, and to begin to gather information to develop a draft Memorandum of Agreement (MOA). There will be another charrette as there are still a number of unknown design elements at this time. The MOA will be signed by the Federal Transit Administration (FTA), the Connecticut Department of Transportation (CT-DOT), and the Connecticut State Historic Preservation Office (CT SHPO), and will cover mitigation for adverse effects to historic and archaeological resources.

Elizabeth Stocker asked if inventories of historic resources have been compiled, and the answer was yes. Chris Brown reviewed the project's purposes and needs. The project's mission statement includes improving bridge resiliency and increasing bridge safety, reliability, and redundancy.

The Section 106 process is part of a larger process that solicits stakeholder input to help shape the project and its outcomes.

The project website, www.walkbridgect.com, is continually updated to keep stakeholders and the general public informed.

Chris Brown gave a brief review of the first charrette on August 13, 2015, including discussion of the design of the new bridge's main (movable) spans and various other components, including fixed approach spans and their supports, the control house, the east and west abutments, the retaining walls, and the high towers.

1. **Project Progress**

   Next Chris gave an overview of the project's progress to date. The conceptual engineering alternatives were narrowed down to two options, which are now being examined and refined with regard to constructability and sequencing, guided by the project CM Cianbro Middlesex Joint Venture. Constructability is "driving" much of the design on the very complex, dense project site.

   At the public scoping meeting on February 24, 2015, a number of options for the new bridge design were presented. Two options were selected for further exploration: Option 2G (Trunnion Bascule Through Plate Girder) and 4S (Rolling Bascule Through Truss). Both options have a non-parallel track alignment.

   Chris reviewed the challenges of the bridge replacement and noted that there is no "silver bullet" solution. Because of constructability challenges, a third alternative—a vertical lift bridge similar to conceptual engineering—is also being re-studied.

   David Westmoreland observed that the historic stakeholders cannot "sign off" on a design that has not been selected and fully developed.

Mandy Ranslow agreed, and said that while we don't know what the movable span will be, we can still move forward on the other elements. The MOA that CT-DOT is working on is a draft MOA and will continue to be modified and updated.

Bruce Clouette noted that we are looking at two types of impacts on historic resources: the loss of existing historic resources, and the visual impact of the new bridge and related elements.

Cathy Labadia stated that CT SHPO is certainly willing to review new design options, especially if they would involve the loss of fewer historic resources.

Tod Bryant observed that previously he had not been in favor of the vertical lift option, but that it is worth a second look, particularly with its tall vertical elements and the loss of the existing high towers. He expressed concern with the proximity of the vertical lift towers to the Maritime Aquarium. He also observed that perhaps the color of the bridge should make a statement, helping to make the bridge a new character-defining feature of South Norwalk.

David Westmoreland observed that the height of the vertical lift bridge towers appears to be twice that of the Maritime Aquarium's IMAX Theater. They constitute huge masses and could be a detriment. By contrast, the 4S bridge (Rolling Bascule Through Truss), when open, would be about the same height as the IMAX Theater.

Buck Neulinger noted that a vertical lift bridge would be a new landmark, possibly replacing the high towers as a landmark.

Chris Brown agreed that the conceptual vertical lift bridge presented is quite bulky, but there is the potential to make it leaner; there is some aesthetic flexibility with this design option.

Mike Mushak said he liked the openness of the vertical lift bridge framework. He also noted that the 4S bridge option (Rolling Bascule Through Truss), when open, would have a theatrical element that people would enjoy watching—like a kinetic sculpture—more than a vertical lift bridge.

2. **Historic Resources.**
Bruce Clouette gave an overview of the historic resources that might be affected by the project. He noted that the design team, including AHS, doesn't decide what is and is not historically significant. AHS has documented its observations in reports, but ultimately it is SHPO, CT-DOT, and FTA that makes those decisions.

Bruce stated that while the high towers are visible throughout much of the city, the loss of the high towers does not constitute an adverse visual effect at all locations of visibility. Rather, there has to be a more direct, intimate relationship between the affected historic resources and the high towers. For example, the Haviland and Elizabeth Streets Hanford Place historic district, located south of the South Main and Washington Street historic district, might not be adversely affected by the loss of the high towers because they are more removed from the bridge and visually separated by buildings in between.

The rail line served as the gateway to New York City; there are historic stations and rail structures from the state line to New Haven; and this was a pioneering railroad in terms of its electrification.

Bruce noted that the WALK Bridge itself is individually listed in the National Register of Historic Places and that numerous rail-related resources (e.g. high towers, rail bridges over local roads, retaining walls for track elevation, and catenary structures) are also eligible for the National Register. The switch tower (now a museum) is listed in the National Register as part of the South Main and Washington Street historic district.

Tod Bryant asked if the East Avenue bridge is part of this project. John Hanafin replied that it is not, nor is the Osborn Street bridge. Bruce noted that both of these bridges date to the 1890s.

In terms of historic rail-related resources affected by the project, Bruce observed that even if the WALK Bridge were substantially rehabilitated, it would likely constitute an adverse effect. The proposed replacement of the bridge would obviously be an adverse effect. The replacement of other rail-related elements would also be adverse effects.

The adjacent historic resources would suffer adverse visual effects because the loss of the bridge, the high towers, and other rail-related resources would constitute a diminishment of their setting's integrity. The introduction of the new bridge and other components will also affect their setting, possibly with an adverse effect.

Bruce noted that some potential construction staging areas are adjacent to some historic resources. Modern buildings will be removed in these areas. A house that might be National Register-eligible, at 3 Goldstein Place, would also be removed.

Bruce discussed several types of mitigation. 1.) Documentation of historic resources before they are removed creates a permanent record. 2.) Designing the new bridge and related components to be visually compatible to the historic context can also be considered a part of mitigation. 3.) The re-use of historic materials in the new construction is another possibility, e.g. incorporating the existing abutment's stone in the new bridge abutments. 4.) Interpretive installations, educational programs, web sites, etc.

Bruce noted that there is some previous documentation of the bridge. HAER photos were taken in the 1970s, and at the time of the last WALK Bridge rehabilitation, state-level documentation was done. He thinks there may be more to be done, on specific resources like the retaining walls, and also looking at the relationships between historic resources..

3. Archeological Resources

Mary Harper gave an overview of AHS's archaeological work. This preliminary research is called a Phase 1A survey, in which archaeological sites are identified. It involves historical research, environmental context review, and field inspection. Historic maps were overlaid on project area sites to identify potential archaeological sites. The only potential site that has been identified is a Native American fort site, which is now part of the marina. AHS recommends boring with geoprobes that would help to identify areas for the next level of testing.

David Westmoreland noted that Nick Bellantoni was doing archaeology on another project; burial remains have been found at a cemetery site. Mary and Bruce asked for a copy of his report.

Mary noted that project impacts on underwater resources are unknown at this time, because the bridge footing locations are unknown. AHS will conduct testing at low tide and recommends vibracores, along with hand auger testing, to explore changes through the prehistoric and historic periods.

Mitigation strategies are unknown at this point since archaeological resources have not yet been identified. Whether or not the train wreck has been recovered from the river is unknown; it may have been recovered and salvaged without being reported in newspapers.

4. Bridge Design Updates

Chris Brown continued the discussion of how the main bridge span design affects other areas and design components. He noted that the design team studied options for a new swing bridge, but this option just doesn't work. Overall constructability and the construction schedule are important considerations.

Control House: Control houses are often important visual features in movable bridge designs. The existing WALK Bridge control house is understated and utilitarian. The location of the new control house has been shifted further east for better sight lines. Tod Bryant had a positive reaction to the design option shown.

West Approach Span: The vertical clearance at the North Water Street Bridge could increase in the range of 14 feet to 18 feet depending on the span lengths, allowing more natural light below. Chris presented conceptual designs for a new bridge pier beneath it. The brick and concrete pier (which references brick buildings nearby) was not well received. Concrete with form liners options were not well liked. The preferred material would be salvaged stone. A solid pier was preferred over structure with openings. A metal box truss option was also presented, with a mixed reception. David Westmoreland has a strong preference for a solid pier faced with stone.

This area is often avoided by pedestrians, some of whom perceive it as dark and dangerous. The adjacent parking garage is underused because of this perception. Mike Mushak would like it to be well-lighted at night. He likes the stone abutments at the South Norwalk Railroad Bridge over Washington and Main Streets, which at night are lighted from above, emphasizing the stone texture. Mike and Tod would like to see this area "activated," perhaps with an exhibit area.

Chris showing a drawing showing the need for a second material on the abutment wall under the bridge where the girder sits. This could be a good place to display artwork, drawings of the existing WALK Bridge, or other exhibits.

Bridge Approach Span Options: The designers have explored the possibility of reusing the existing truss structure and have concluded that it is not possible. Jesse presented several design options, including a relief pattern with Xs that echo the trusses. Another option is arch type structures.

East Abutment & Walls: New retaining walls will be necessary for the bascule bridge option, because of the non-parallel track alignment. The designers would like to keep a portion of the existing abutment and possibly incorporate it with the new trail, building a new abutment behind it. This concept was well received. New retaining walls on the north side will likely run from the river to the Fort Point Street bridge. On the south side, they will run from the river to Goldstein Place. Various form liner designs were presented. None were well liked. David Westmoreland and Tod Bryant preferred a realistic stone pattern over a flush concrete wall, and suggested that the walls could be partially concealed with plantings. Chris Brown noted that in some areas, the walls could be terraced with planters.

West Abutment & Walls: At the last charrette, the designers presented the idea of building new structure within the existing retaining walls. They have since found that this option is not possible, due to problems with constructability. They propose removing the west abutment and building a new pier and a new abutment about 65 feet west of the face of the new proposed pier. The new north and south retaining walls could be built closer together, increasing the distance from adjacent buildings.

Mike Mushak expressed concern about removing so much of the retaining walls. If vibration from trains increased, it would be bad for the residents of adjacent buildings. Chris noted that the bridge will have a ballast deck, so vibration isn't a major concern.

Tod Bryant echoed the concern of losing the retaining walls in this area, noting it would be destroy the historic "feel and association." He stated the need to keep the west abutment stone and not keep the opening at span 1, and suggested "circular openings" in the girders to allow light. He would much rather keep/rebuild as much of the walls as possible, to retain the feel of the area, and to salvage and reuse as much stone as possible, both the cut stone of the abutments and the rubble stone of the retaining walls. It would be good to set the new abutment back 4-5 feet to accommodate a new sidewalk at North Water Street, but otherwise keep the overall length of the retaining walls. Other stakeholders agreed.

High Towers: Chris reiterated that the existing high towers must be removed. Whether or not towers of any sort will replace them is unknown at this time. The option of burying the power lines is being explored but no decisions have been made. The visual relationship between the bridge and the towers was discussed. David Westmoreland thinks he might prefer no high towers with the vertical lift bridge design. Mike Mushak concurred, observing that the bascule bridge option might be okay without them as well, since the bridge, when opened, would be a major vertical element..

5. Mitigation

A variety of mitigation options was discussed, including bridge plaques; re-purposing elements of the existing WALK bridge; some type of outdoor museum at Water Street. Tod likes the plaques at the Brooklyn Bridge. David suggested telling the story of the bridge at Water Street as well as through a series of interpretive panels at the trail, which could include the previous bridges at this location and also the Indian fort. Mike Mushak and Mary Harper both suggested a timeline that showed how people crossed the river, first with canoes, then ferries, different bridges, and different types of trains. Mike noted that there will be other educational elements on the trail. Tod suggested that there should be an event to celebrate the high towers before they come down, possibly involving the arts. Mike asked what will happen to the steel; Chris said it will be recycled. Mike wondered if a portion could be retained and enclosed behind glass for display at the new shopping mall in Norwalk; or perhaps pieces could be re-used.

Cathy Labadia stated that in order for the mitigation to be meaningful to compensate for the loss of the WALK bridge and other historic resources, it must be rail related and local. She suggested an exhibit at the Lockwood-Mathews Mansion Museum, perhaps including an interactive element for children that shows how swing bridges work. Booklets are another popular mitigation strategy. The WALK bridge is iconic along the entire rail line, and the exhibit should appeal to the whole rail industry. Traveling exhibits is another strategy. The SONO Switch Tower Museum would be interested in an exhibit but could only accommodate something small. Perhaps a portion of the bridge could be incorporated into an art piece. Cathy also suggested STEM programming on rail bridges and using local lesson plans to teach broader trends of history. She also noted that SHPO would be interested in new National Register nominations and expansion of existing National Register districts as part of the mitigation package. Articles and education events are inexpensive but very meaningful mitigation strategies.

Tod noted the connection between the steel, which could have been Carnegie steel, and the two Carnegie libraries in Norwalk. David suggested the Stepping Stones Museum as another exhibit venue.

Mitigation for any archaeological resources has to wait, since we don't know what resources are present.

There was an agreement to have a follow-up conference call regarding mitigation ideas, including Mandy Ranslow, Cathy Labadia, Tod Bryant, and David Westmoreland.

Submitted by _____ 03.09.16
Christian J. Brown, PE — Date

Reviewed by _____ 3/9/16
John Hanifin — Date

Cc: Attendees

U.S. Department
of Transportation
**Federal Transit
Administration**

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August 8, 2016

Mr. Daniel Forrest
State Historic Preservation Officer
Connecticut Commission on Culture and Tourism
One Constitution Plaza
Hartford, CT 06103

RE: Norwalk River Railroad Bridge Replacement, Norwalk, CT
Section 106 Adverse Effect and Section 4(f) Temporary Occupancy

Dear Mr. Forrest:

The Connecticut Department of Transportation (CTDOT) is proposing to utilize Federal Transit Administration (FTA) financial assistance to replace the Norwalk River Railroad Bridge located in Norwalk, Connecticut. The bridge is identified as No. 04288R, also known as the Walk Bridge, and carries four tracks of the New Haven Line of Metro-North Railroad commuter service over the Norwalk River and is also used for intercity and high-speed passenger service by Amtrak as well as for freight service. The purpose of the project is to replace the existing deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service; offer operational flexibility and ease of maintenance; and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River.

Section 106
The Area of Potential Effect (APE) is delineated as: 1) the limits of project actions within the railroad right-of-way (ROW), extending from the east end of the South Norwalk Railroad Bridge over South Main and Washington Streets to a point east of the Fort Point Street Railroad Bridge; 2) the project's temporary construction staging/access areas; 3) historic properties that are immediately adjacent to either of these; and 4) underwater and shoreline areas that could be impacted by the project's temporary and permanent facilities in the Norwalk River in the vicinity of the bridge.

Based on an historic evaluation conducted by a cultural resources consultant, it was determined that historic properties potentially affected by the project include the bridge itself, the high towers, catenary structures, stone retaining walls, and Fort Point Street Railroad Bridge, which are contributing components of the overall historic rail line; and four listed or potentially eligible historic districts immediately adjacent to the right-of-way or construction staging/access areas (see attached *Technical Report: Historic Resources Evaluation Report*). The Walk Bridge,

constructed in 1896, is a deck-truss swing bridge that carries the Metro-North Railroad over the Norwalk River between South Norwalk and East Norwalk stations and is listed on the National Register of Historic Places. Also, the New Haven Line within Connecticut has been determined eligible for the National Register of Historic Places as a linear district (District) by CTSHPO.

The project will include demolition of the existing bridge and is also expected to require changes to or replacement of elements associated with the electrification of the line including the steel lattice high towers, removal and replacement of catenary support structures, removal of stone retaining walls, replacement of the Fort Point Street Bridge, and temporary construction staging/access areas. These activities will alter the historic characteristics of the bridge and the historic rail line. Work will conform to the Secretary of the Interior standards and will be monitored for compliance with those standards by a cultural resources professional.

In accordance with 36 CFR Part 800.5(a) Protection of Historic Properties, the FTA has determined that the Norwalk River Railroad Bridge project will have an adverse effect on historic resources. The FTA is requesting your concurrence with the adverse effect determination, and the following information is provided to support this determination:

- CTDOT Recommendation of Adverse Effect letter
- DRAFT Memorandum of Agreement
- Technical Report: Historic Resources Evaluation Report
- Technical Report: Archaeological Sensitivity Assessment

In addition to your concurrence with the adverse effect finding, we would appreciate your review and comments on the attached DRAFT Memorandum of Agreement. Please respond to this office within 30 days of receipt of this request. In accordance with 36 CFR Section 800.3 (c)(4), if a response is not received within 30 days FTA will proceed with the section 106 process.

Section 4(f)

The impacts of the project on the Walk Bridge and the historic rail line will constitute a use of a historic resource under Section 4(f) of the US DOT Act, and an individual 4(f) evaluation is being prepared. Additionally, creation and use of temporary construction staging/access areas will require a temporary occupancy of certain non-rail historic resources. The parking area of the parcel containing the former Norwalk Lock complex at 18 Marshall Street will be used for temporary construction staging/access area, and a portion of the South Main and Washington Streets Historic District, primarily a strip of undeveloped land at the rear of the buildings as well as the footprint of the interlocking towner (the SONO Switch Tower Museum), will be used for temporary construction staging/access. The project is not anticipated to impact the utilization of the Switch Tower Museum, CTDOT will employ protective measures to minimize impacts to properties during construction, and no physical damage will occur as a result of the preparation and use of the temporary construction staging/access areas.

In order to meet the exception to the requirement for Section 4(f) approval, the following criteria, as specified in 23 CFR 774.13(d), shall be met:

(1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;

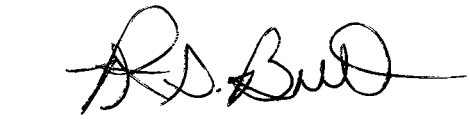
(2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
(3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
(4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
(5) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

We request your concurrence as the officials with jurisdiction that these impacts would meet the conditions of a temporary occupancy under Section 4(f) of the US DOT Act as per 23 CFR 774.13(d).

If you have any questions regarding this matter, please contact Leah Sirmin at 617-494-2459.

We look forward to receiving your response.

Sincerely,



for Mary Beth Mello
Regional Administrator

cc: J. Redeker, CTDOT
J. Fallon, CTDOT
M. Alexander, CTDOT

Attachment