

Next Steps

After the public comment period, public and stakeholder input is recorded and addressed in the final environmental documents, anticipated to be a NEPA Finding of No Significant Impact (FONSI), and a CEPA Record of Decision (ROD).

Under NEPA and CEPA requirements, CTDOT will coordinate with agencies to clarify impacts, identify mitigation measures, and prepare the final environmental documents. These documents will constitute the final stage of the NEPA process for an Environmental Assessment by FTA, and the final stage of the CEPA process for an Environmental Impact Evaluation by the CT Office of Policy and Management.

The FONSI and ROD identify commitments and mitigation measures that CTDOT will implement for the Walk Bridge Replacement Project. The identification, implementation, and monitoring of mitigation commitments will continue during final design, construction, and, in some cases, post-construction.



Construction of the Walk Bridge is expected to occur over approximately four years in multiple stages to best accommodate railroad, marine, and local traffic. Construction staging is currently conceptual and will be refined as the design progresses.

Join Us for the Public Hearing

Learn more about the EA/EIE alternatives and evaluation of impacts at the upcoming Public Hearing. The Public Hearing will include an open forum for viewing displays and talking informally with Program staff, formal presentation and opportunities to provide comments. Comments received at the Public Hearing will be recorded and addressed in the final environmental document. CTDOT will consider all oral and written comments received during the public comment period.

Review The EA/EIE

Printed copies of the EA/EIE are available for review at:

Norwalk City Hall
125 East Ave, Norwalk, CT

Norwalk Public Library
1 Belden Ave, Norwalk, CT

East Norwalk Association Library
51 Van Zant St, Norwalk, CT

South Norwalk Branch Library
10 Washington St, Norwalk, CT


Connecticut Department of Transportation
2800 Berlin Turnpike, Newington, CT

Western Connecticut Council of Governments
1 Riverside Road, Sandy Hook, CT


The EA/EIE is also available for review on the Walk Bridge website.


How to Comment on The EA/EIE

The public comment period will remain open from September 6 through December 9, 2016.

 **Attend the Public Hearing***
Thursday, November 17, 2016 at 6 PM
Norwalk City Hall, Concert Hall
125 East Ave, Norwalk, CT

 **Submit a comment through the Walk Bridge website**
www.walkbridgect.com/contact

 **Email:** info@walkbridgect.com

 **Comment in writing**
Mr. Mark W. Alexander
Transportation Assistant
Planning Director
2800 Berlin Turnpike,
Newington, CT, 06111

*The meeting facility is ADA accessible. Free language assistance or sign interpretation may be requested by contacting the Program's Public Information Office at (203) 752-1996 at least five (5) business days prior to the meeting. Efforts will be made to respond to requests for assistance.



The Walk Bridge Program

Norwalk, CT



EA/EIE Available for Review

The Federal Transit Administration (FTA) and the Connecticut Department of Transportation (CTDOT) have published the Environmental Assessment/Section 4(f) Evaluation/Environmental Impact Evaluation (EA/EIE). The EA/EIE presents alternatives for the Walk Bridge Replacement Project and an evaluation of the environmental impacts of the alternatives, in compliance with the National Environmental Policy Act (NEPA) and the Connecticut Environmental Policy Act (CEPA).

The Section 4(f) Evaluation is a requirement under the US Department of Transportation Act of 1966 regarding preservation of publicly owned parks, recreation areas, wildlife and waterfowl refuges, or historic sites of national, state or local significance.

The Project includes railroad approaches from the east and west, totaling approximately one-half-track mile. Track, catenary, and signal work will be accomplished within the existing state right-of-way, extending from the Washington Street Bridge to approximately 300 feet east of the Fort Point Street Bridge. The Fort Point Street Bridge will be replaced as part of the project.



EA/EIE FACTSHEET | 2016

EA/EIE Publication

September 6, 2016

Public Comment Period

September 6 - December 9, 2016

Public Hearing

Thursday, November 17, 2016
6PM Open Forum; 7PM Hearing
Norwalk City Hall, Concert Hall
125 East Avenue, Norwalk, CT

During the public comment period the public is encouraged to provide comments on the EA/EIE. Oral statements may be made at the Public Hearing. Written statements may also be submitted at the public hearing or through December 5, 2016 (See 'How to Comment on the EA/EIE').

The Walk Bridge Program will replace the deteriorated Walk Bridge over the Norwalk River in Norwalk, CT, which is critical to the region's economic vitality and growth, carrying approximately:

175
trains daily

125,000
passengers daily



walkbridgect.com



facebook.com/walkbridgect



[@walkbridgect](https://twitter.com/walkbridgect)





The EA/EIE is the result of technical studies and collaboration with agencies, rail operators, the City of Norwalk and the public over the past two years. CTDOT has held more than 20 coordination meetings including:

- Public Scoping Meeting
- Public Information Meetings
- Federal and State Agency Coordination Meetings
- City of Norwalk Coordination Meetings
- Historic Stakeholder Design Charrettes
- Norwalk Harbor Commission Meetings
- Water-dependent User Meetings
- Key Stakeholder Meetings



How Will the Program Impact Me?

The Walk Bridge Program will:

- Enhance regional passenger and freight rail service on the New Haven Line/Northeast Corridor
- Improve bridge operations and reliability
- Enhance sustainability to withstand severe storm events
- Improve the navigable channel alignment and increase vertical and horizontal clearances
- Accommodate and extend bicycle and pedestrian trails

Potential temporary and permanent impacts, which are evaluated in the EA/EIE include:

- Temporary rail service changes and outages during periods of construction
- Temporary impacts to water-dependent users and navigational channel restrictions during periods of construction
- Temporary noise and vibration impacts in the vicinity of the bridge during construction
- Temporary and permanent easements and property acquisitions and relocations
- Minimal lane closures, temporary traffic and parking impacts, and full street closures during periods of construction

Potential impacts will be minimized and mitigation measures determined through careful and frequent coordination with the City of Norwalk, stakeholder groups, rail service providers, participating and cooperating agencies, commercial and recreational marine users, local businesses, property owners and residents. Additionally, CTDOT will coordinate the project with the construction of other projects in the area, to further minimize impacts. Best management practices, prevention plans and protective measures will be employed throughout construction.

Replacement Alternatives Evaluated in the EA/EIE




























Alternatives considered in the EA/EIE focused on achieving the Project’s Purpose and Need, which is as follows: *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.*

Initially, more than 70 design concepts were evaluated and screened to identify feasible alternatives. A No Build (No Action) Alternative, Rehabilitation Alternative, Fixed Bridge Alternative and Movable Bridge Alternative were all considered. CTDOT held multiple meetings with public agencies and project stakeholders, including the U.S. Army Corps of Engineers, the U.S. Coast Guard, the City of Norwalk, Metro-North Railroad, property owners, and waterway users to identify concerns and requirements for the replacement bridge design and to obtain public and agency input. CTDOT also held a Public Scoping Meeting in February 2015, an Agency Scoping Meeting in March 2015, and a Public Information Meeting in May 2016 to present and review the alternatives.

The No Build and Movable Bridge Alternatives were advanced for evaluation in the EA/EIE. The No Build Alternative would not extend the useful life of the existing bridge and would not meet the Project’s Purpose and Need, but was retained in the EA/EIE as a baseline condition for comparison purposes. CTDOT determined that replacing the bridge with a new movable bridge is the only option that would satisfy the Project’s Purpose and Need.

Movable Bridge Alternatives that were advanced in the EA/EIE include the 170’ Through Truss Rolling Bascule Bridge, 170’ Through Truss Vertical Lift Span and 240’ Through Truss Vertical Lift Span. These options are representative of the bascule and vertical lift bridge types as a balance of user needs, engineering, environmental, costs, and constructability needs and constraints.

When comparing the three Movable Bridge Alternatives, the 240’ Vertical Lift Span Bridge (Option 11C) was identified as the preferred alternative based on the comparison of success factors listed in the table below as they relate to the Project’s Purpose and Need Statement. Option 11C is the only alternative with foundations proposed outside of the existing swing span limits, allowing the existing bridge to remain operational longer during construction and requiring a shorter rail track outage.

TABLE KEY	Option 4S 170’ Rolling Bascule Bridge	Option 8A 170’ Vertical Lift Span Bridge	Option 11C 240’ Vertical Lift Span Bridge
	 ADVANTAGES	 NEUTRAL	 DISADVANTAGES
Structure Height:	70’ (closed) - 130’ (open)	105’ (closed) - 140’ (open)	105’ (closed) - 140’ (open)
Vertical Clearance:	27’ (closed); 60’ (open)	27’ (closed); 60’ (open)	27’ (closed); 60’ (open)
Horizontal Clearance:	120’	120’	200’
Est. Construction Cost:	\$330-\$365M	\$380-\$415M	\$425-\$460M
CONSTRUCTION DURATION			
CONSTRUCTION RISK			
TWO-TRACK OUTAGE DURATION			
NAVIGATION IMPACTS			
LOCAL IMPACTS			
ENVIRONMENTAL FOOTPRINT			
LONG-TERM PERFORMANCE			
AESTHETIC FLEXIBILITY			
COST	