

Walk Bridge Replacement Project



The Norwalk River Railroad (Walk) Bridge was built in 1896 and has outlived its intended service life. It carries four railroad tracks and approximately 175 trains with 125,000 passengers daily. The Walk Bridge has been subject to continued operational failures, is vulnerable to damage from harsh weather conditions, and requires replacement.

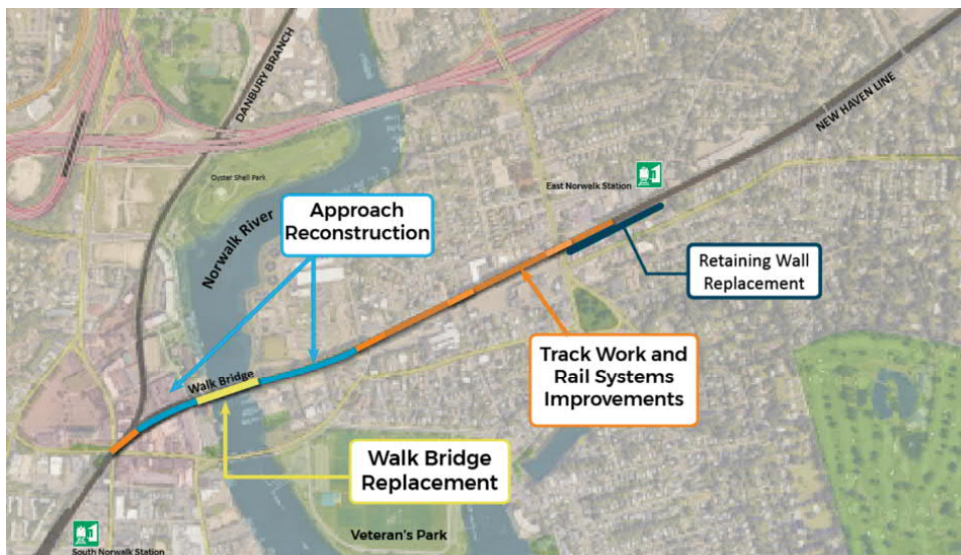
This project protects and improves valuable assets in Norwalk—the Norwalk River, the rail line, and local roads—through infrastructure investment. The bridge replacement will be a reliable, redundant and resilient structure, improving rail dependability on a critical transportation link along the Northeast Corridor (NEC). It will maintain a vibrant waterfront in Norwalk by allowing navigation and dredging to continue upriver, and leaving opportunities for upstream development for future generations.

In addition to replacing the Walk Bridge, the project includes the construction of retaining walls to the east and west of the bridge, replacement of the railroad tracks, new catenary structures and signal systems upgrades on the New Haven Line.

The construction cost and other elements of the Program are currently being updated.

2021 Construction

5-6 YEARS Construction



As part of the Walk Bridge Replacement Project, the Program extends the Harbor Loop Trail on the east side of the river to Goldstein Place, extends the Norwalk River Valley Trail on the west, and installs educational panels along the river and trails. Roadway and sidewalk improvements create a safer environment for pedestrians and cyclists.



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240' Vertical Lift Bridge

The selected bridge design reduces construction risk by allowing the existing swing span to remain operational while the new bridge towers and foundations are constructed. The length of the 240' Vertical Lift Span maximizes work that can be accomplished without disrupting rail and river traffic and shortens the overall schedule.



Design of the Walk Bridge

The 240' Vertical Lift Bridge is the selected bridge design for the Walk Bridge replacement. The project reported 60% design plans in October 2019.

The new bridge will have two independent movable spans that allow two tracks to remain in use at times when the other span or its tracks require servicing. The new resilient and sustainable structure will be able to withstand extreme weather events such as storm surges and high winds.

The 240' Vertical Lift Span Bridge was selected after extensive analysis determined that it would provide design and construction benefits over the other movable bridge alternatives including:

- Fewest disruptions to rail service
- Shortest construction duration of the movable options
- Fewest environmental impacts
- Maintains Norwalk River navigation
- Improves dependability of rail service




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Community Improvements

- Wetland preservation
- Historic resource preservation
- Permanent educational exhibits
- New bike and pedestrian trails
- East Norwalk Station parking improvements, platform extensions and new elevators
- Roadway and sidewalk improvements
- Widened navigable channel that aligns with the Stroffolino Bridge
- New state-of-the-art 4D theater
- New city dock in South Norwalk

N. Water Street Area

Construction of the new bridge results in a rejuvenated N. Water Street, including:

- IMAX relocation to the north
- Accommodations for a revitalized wharf area and public-use space
- Decorative railing across the railroad bridge
- New and widened sidewalks
- Straightened curblines
- New under bridge and roadway lighting
- Open look and feel with the western abutment moving back



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