

**City of Norwalk  
Harbor Management Commission  
Special Bridge Committee meeting  
August 27, 2015**

Minutes

**ATTENDANCE:** Tony Mobilia, Committee Chair; Dr. John Pinto; Dennis Santella

**STAFF:** Geoff Steadman, Consultant; Mike Griffin, Harbor Master

**OTHERS:** Mr. John Hanifin, Transportation Supervising Engineer, CT DOT; Mr. Christian Brown, P.E., HNTB; Chet Muckenhirn, Project Manager, Cianbro

Call to order: 10:20 am.

Pledge of Allegiance.

Introductions and stated purpose of the meeting

Participants introduced themselves and explained their roles in the project by the Connecticut Department of Transportation (ConnDOT) to replace the Metro North Railroad Bridge (“WALK Bridge”) over the Norwalk River in Norwalk Harbor.

Mr. Mobilia explained the purpose of the meeting and then asked Mr. Hanifin to review the status of the project.

Mr. Hanifin reviewed the status and explained that as the bridge construction planning process is underway, there is need for ConnDOT to conduct other work on the rail line, including work to expand the Dock Yard in South Norwalk and work on the tracks to the east (“Interlocking Project”). These projects are necessary to maintain efficient movement of trains once the bridge work starts. He reviewed those areas on aerial photos. Commissioners had questions on this part of the project.

Mr. Brown, whose firm is designing the new bridge, stated that they are still in the design phase of the project, with 30% of this phase expected to be completed by October. When 60% of the design is reached, the process to obtain permits from state and federal authorities, notably the CT DEEP and U.S. Army Corps of Engineers, will begin. The schedule calls for 60% of the design to be completed by February 2016 and all permits to be obtained by February 2017. According to the current schedule, the project would start in February 2017 and be completed in July 2021.

Cianbro has been selected as the contractor for the project and will be participating in the design phase. Mr. Muckenhirn stated that Cianbro has worked on most of the state bridges across Connecticut's coastal waterways.

HNTB is the bridge designer and ConnDOT has now focused in on two bascule bridge design options, but have not made a final design selection. One design will have a vertical clearance of 32 feet and the other 34 feet at mean high water to allow marine traffic to pass under it.

Mr. Brown gave a PowerPoint presentation that included aerial images of the project site and vicinity, including identification of properties that would be acquired by ConnDOT as areas for staging operation and bridge construction.

#### Role of the Norwalk Harbor Management Commission

The committee explained that the role of the NHMC during the bridge replacement project is mandated by the General Statutes, City Code, and Norwalk Harbor Management Plan. It is the responsibility of the NHMC to review all proposals affecting the harbor to determine the consistency of those proposals with the Harbor Management Plan. The NHMC has a well-defined role in the DEEP's coastal permitting process. Committee members emphasized that the NHMC will be particularly interested in protecting environmental quality, including water quality, and protecting water-dependent uses, and in mitigating any unavoidable impacts on coastal resources and water-dependent uses. Mr. Hanifin said ConnDOT is in the process of identifying temporary and permanent impacts that would be associated with the project.

Mr. Hanifin assured the committee that the NHMC would be included in all application reviews and informational meetings. He said the company Parsons/Brinckerhoff ([www.pbworld.com](http://www.pbworld.com)) has been hired by ConnDOT to coordinate meetings and public outreach for this project. In addition, information concerning the project will be posted on a public website established by ConnDOT: [www.walkbridgect.com](http://www.walkbridgect.com).

Mr. Muckenhirn, informed the committee that the U.S. Coast Guard is requiring that temporary repairs to the fendering system of the existing bridge must be made while it is still in service before construction begins.

In addition, anticipated work on the Stroffolino Bridge (Rt.136) will also be going on at the same time and coordinated with the WALK Bridge project.

Much construction work on the WALK Bridge will be done at night so as not to interfere with train service, and a certain amount of overnight noise should be anticipated.

The on-site water visit using the Norwalk Police marine boat was canceled due to time constraints.

The meeting was adjourned at 12:25 p.m.

Respectfully Submitted,  
Anthony Mobilia/GS  
NHMC