



Question

I am concerned about noise, effect on wildlife, including driving deer towards my area along with their ticks. What are you going to prevent and remediate damage? Are you going to lower our taxes? Property values will certainly be affected. Why are you rushing this decision? Those of us affected need real answers, not given on June 16.

Response

The Program is aware of the environmental factors and wildlife on Manresa Island. CTDOT coordinated with the CTDEEP NDDB Program and the CTDEEP Division of Wildlife regarding protected species. Time of year restrictions and protection protocols for State-listed species are included in permits and contract specifications. The area of Manresa Island that is proposed for use is already disturbed and not an attractive location for wildlife as is.

CTDOT is developing site-specific Construction Plans to minimize adverse impacts to the surrounding area. These plans will be available prior to work start and will be posted on the project website. These plans include a Stormwater Pollution Control Plan, identifying controls for managing stormwater at the site; Water Quality Control Plan, identifying protections for the Norwalk River; Air Quality/Dust Control Plan, identifying ways to minimize dust and air quality impacts; and a Materials Management Plan, specifying protections for material storage. The Plans will be posted on the Project website prior to construction start. Additionally, prior to work start, the contractor will be required to develop a Construction Safety and Security Plan that will address employee safety, fire life safety and emergency response procedures, maintenance of traffic in and around the construction site, security procedures, and safe work practices related to facilities, equipment, construction vehicles and CTDOT properties.

A minimal increase in traffic, less than 1% based on traffic data from 2017, is anticipated in the Manresa Island area due to Walk Bridge construction. During construction of the lift spans, the Program estimates one truck making one round-trip per day. At the peak of construction, we estimate three trucks each making one round-trip per day. Employee traffic is expected to be approximately 22 roundtrips per day, six days per week.

The Program plans to use the southern tip of Manresa Island as a worksite, which is 0.4 miles away from the nearest resident. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. Fuels and hazardous materials needed for construction will be securely stored in double-walled flood-proof containers and will be removed from the site for proper disposal. The work site will be fenced with a secure entrance gate for safety purposes. At the end of the project, the stone and geotextile will be removed from the area and the site will be reseeded for the reestablishment of a vegetated surface. The Program will leave the Manresa site as it was prior to Walk Bridge work.



For questions about local property taxes, please contact the City of Norwalk's Customer Service Department customerservice@norwalkct.org.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

Question

Will there be baseline testing of the surrounding waters/soil to make sure there's no increase in contamination?

Response

The Walk Bridge Program will not be completing studies as no impacts on property values is expected as an outcome of Program work being completed on Manresa Island. For questions about local property taxes, please contact the City of Norwalk's Customer Service Department customerservice@norwalkct.org.

The proposed activities at the site have been designed to limit the disturbance of existing soils. CTDOT is aware of the numerous investigations that have been conducted on the property as well as the proposed Remedial Action Plan (RAP) for the site. The RAP outlines the potential remedial options for the site, which includes capping, soil excavation and disposal, and long-term monitoring. The Department has designed its proposed site activities to minimize the disturbance of existing on-site soils and sediment. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. Fuels and hazardous materials needed for construction will be securely stored in double-walled flood-proof containers and will be removed from the site for proper disposal. The work site will be fenced with a secure entrance gate for safety purposes.

At the end of the project, the stone and geotextile will be removed from the area and the site will be



reseeded for the reestablishment of a vegetated surface.

The site activities will be subject to the Department of Energy & Environmental Protection's General Permit for the Discharge of Stormwater Associated with Construction and Dewatering Activities (General Permit). The General Permit requires the development of a Stormwater Pollution Control Plan which outlines Erosion & Sediment Control requirements that will be required to be implemented including inspections after rainfall events to ensure that the best management practices that prevent erosion are implemented and maintained and corrective actions are promptly implemented.

Due to the limited disturbance and installation of the protective measures outlined above and the Department will not be performing baseline testing of the surrounding areas.

Question

How will the trucks access Woodward - along MLK Blvd to Wilson Ave to Meadow to Woodward or thru South Norwalk, or along Water St to Burrirt? How big are the trucks? Please address again why you discounted the Water Street location in favor of a more residential location?

Response

The trucks will be standard-size commercial construction vehicles and travel through South Norwalk.

The Manresa Island Staging and Storage Yard would be used in conjunction with the Water Street properties. The Water Street properties will be used for land-based storage of construction equipment. The parcels will not be used to accommodate construction and material barges. The potential use of Manresa Island accommodates certain water-based project construction, such as assembly of the new lift spans on barges. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to construct a robust steel bulkhead to accommodate construction barges, which would be required at the Water Street location.

Further, use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).



Question

How do you plan on dealing with the truck traffic up and down an already congested Woodward ave? Will there be set hours for trucks to run up and down Woodward? Will this site be used for all 5 years of the construction timeline? There's a speeding problem on Woodward already once it opens up near Baxter. That 25% increase could significantly increase risk to the young residents who use the playground right off Woodward near Burwell. How are you planning on enforcing speed limits? Noise travels fairly well in this part of town. If we request it, can we have a noise study conducted What do you forecast the property value of surrounding houses to fall to with this increase in commercial activity, trucks, cranes, noise, etc.? Who would be granting permission for night time hours? Were any of the barrier islands evaluated to perform the same staging?

Response

The Project Team considered several properties for construction staging and storage. Due to a variety of factors and environmental concerns, the Water Street and Manresa Island locations are the locations being considered at this time.

The Program does not anticipate the contractor working overnight at Manresa Island. The overall intent is to perform work in the Manresa Island area during daytime hours, 7AM to 5PM. If the contractor needs lighting due to unforeseen circumstances, the Program will update the community through our weekly Construction News bulletin, website and social media accounts.

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck round trip per day. At the peak of construction, we estimate three trucks, for one round trip each per day. Employee traffic is expected to be approximately 22 roundtrips per day (6 days per week). Local police monitor speeding. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

For questions about local property taxes, please contact the City of Norwalk's Customer Service Department customerservice@norwalkct.org.



Question

I don't understand why the public only had 3 weeks to comment on something that can have huge impact on neighboring residential communities. Why the rush?

Why Manresa and not the Water Street site, which is 2 miles closer to the bridge? And does not have as many residential neighbors?

What kind of environmental studies have you performed to ensure the safety and impact of the nearby residential communities? Have you explore what types of noise, pollution, car

Response

Since this was an informational public meeting and not a formal public hearing, there was no requirement in terms of a comment period. The Program had offered a three week period to provide comments and ask questions regarding the use Manresa Island, however, questions and comments will still be responded to via the comment submission form on the Program Website, emailing or calling the Public Information Office or visiting us at the Welcome Center (temporarily closed for the safety of the public and our staff).

The Project Team is considering several properties for construction staging and storage. The potential use of Manresa Island allows for the relocation of water-based construction of the lift spans to Manresa Island and the Water Street properties will still be used for land-based storage of construction equipment.

Manresa Island's use provides for specific water-based project construction, such as assembly of the new lift spans on barges. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and a current staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to build a robust steel bulkhead to accommodate construction barges, needed at the Water Street location.

Additionally, the use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will generally be 300 feet outside of the (200-foot) navigation channel. In comparison, berthing these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (250-feet wide at this location).

For the proposed use of Manresa Island as a staging and storage yard, The Connecticut Department of Transportation (CTDOT) will be submitting a comprehensive Environmental Impact Evaluation to the Federal Transit Administration (FTA). Environmental investigations included wildlife habitats, wetlands, and historical and archaeological resources. CTDOT coordinated reviews of the project, including the proposed staging and storage yard, with CTDEEP Divisions of Wildlife, Fisheries-Marine Fisheries, Natural Diversity Data Base Program; U.S. Fish and Wildlife Service; and National Marine Fisheries Program/Greater Atlantic Regional Fisheries Office. Best management practices and protection



protocols will be incorporated into project permits and contract specifications required by federal and state agencies.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

CTDOT will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

Question

What about the dust from disassembling the old bridge, particularly dust with lead from the old bridge. Can you please give an estimated decibel level at Outer Road?

Response

The steel members of the existing bridge brought to the staging and storage yard via a barge will be cut (sheared) to smaller pieces, which will allow them to be transported over the road for off-site disposal. The lead-containing fragments from the shearing process will be stored in drums removed from the site at the end of every workday. The contractor will be responsible for implementing the project's Air Quality/Dust Control Plan. Mitigation measures identified in the Plan include but are not limited to: covering transported materials to prevent the loss of material during transport before leaving the site and are to remain covered until the arrival at the selected treatment/recycling/disposal facility; using water-tight transport containers and using water and calcium chloride to minimize dust conditions.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area. A noise study will be completed as part of this work and a monitor will be placed in the vicinity of Outer Road.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.



Question

Is Cedar Hammocks Island included in your consideration of the impact of the Manresa Property on sensitive areas? What do you believe will be the impact of activities at Manresa on Cedar Hammocks Island?

Response

The Program does not anticipate traffic or noise impacts on Cedar Hammocks Island due to its distance from the Manresa Island site.

Question

What program will be in place to compensate property owners for any adverse impact on their property values? Can you provide details on the estimate that only 22 employees would be committing to the site. (22 workers sounds like a light workforce for the scope of this project). Thx. How many truckloads will be required for the initial crushed stone and other material to level the staging area? You said the 'average' # of trips would be 3 at the peak. What is the median and absolute peak # of daily trips expected.

Response

For questions about local property taxes, please contact the City of Norwalk's Customer Service Department customerservice@norwalkct.org.

The Program anticipates a minimal increase in traffic, less than 1% based on traffic data from 2017, in the Manresa Island area due to Walk Bridge construction. At peak, for a few weeks early in construction to move in materials, three trucks will make one round-trip each, per day each. This will be the most disruptive operation the contractor will have in terms of the total number of trucks in a short period, but once the material is at the site, the Program estimates one truck making a round-trip per day.

Employee traffic is to be approximately 22 round-trips per day, six days per week. The number of anticipated employees entering and exiting the site was coordinated with and verified by the contractor.



Question

You mentioned marine life but what has been done to study the impact to birds that seek sanctuary on Manresa? What will the city of Norwalk be doing to monitor the speed of the employees cars and the trucks on Woodward? what research was done to find a location closer to the walk bridge rather than driving through our residential streets?

Response

The Project Team considered several properties for construction staging and storage. Due to a variety of factors and environmental concerns, the Water Street and Manresa Island locations are the locations being considered at this time.

The potential use of Manresa Island allows for the relocation of water-based construction of the lift span to Manresa Island and the Water Street properties will still be used as a staging yard. Manresa Island has the existing infrastructure needed for the project already in place where additional construction would be needed at Water Street. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to construct a robust steel bulkhead to accommodate construction barges, which would be required at the Water Street location.

Further, use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).

CTDOT coordinated with the CTDEEP NDDDB Program and the CTDEEP Division of Wildlife regarding protected species. To protect listed species during Staging and Storage Yard operations, CTDOT will use protection protocols and time-of-year (TOY) restrictions. These protection protocols and TOY restrictions will be incorporated into permit applications and the contract specifications. Work, on behalf of the Program, will be completed in paved areas and will not require tree clearing.

Local police monitor speeding. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.



Question

What other sites are being considered? Why not Water Street? Why is Manressa coming up as a site after all this time? This project has been under consideration for years. Why Manressa ? Why now?

Response

The Project Team is considering several properties for the construction of the replacement bridge lift spans. The use of Manresa Island provides for certain water-based project construction, such as assembly of the new lift spans on barges. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard.

Using Manresa Island to construct the lift spans will not require extensive dredging to construct a steel bulkhead that accommodates construction barges, which would be required at the Water Street location. Further, the use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift spans at the Manresa Island dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-foot wide at this location) and additional construction would be needed.

As the Walk Bridge Replacement Project progresses, we remain committed to providing timely and transparent updates to the public. The potential use of Manresa Island is a development that we wanted to inform the community about well in advance of any work on the site and provide an opportunity for people to provide comments and ask questions.

Question

What is the regulatory significance of the 7/3 date? [Comments accepted by DOT until July 3.] Under what authority is it established?

Response

There is no specific significance to the July 3 date other than to share information with the public about the planning for the project. The Program wants to give a reasonable timeframe for people to provide comments.

There is no authority that dictates the public response period. The Program chose to hold the public involvement meeting and solicit feedback in keeping with CTDOT's desire to share information with the public. There will be other avenues by which to have discussions if there are concerns. The Program is continuing to coordinate has stayed in contact with the Harbor Management and the Shellfish Commissions and will be submitting permit applications this summer; and there will still be time for coordination as needed.



Question

Following public comment, what are the next steps to get approval for this use of Manresa?

Response

For the proposed use of Manresa Island as a construction staging and storage yard, CTDOT will be submitting a comprehensive environmental impact evaluation to the Federal Transit Administration (FTA). The FTA will review the evaluation and issue a final determination. Both, noise and traffic studies will be completed to evaluate the impacts of using Manresa Island as a construction staging site. The Program will be submitting permit applications to federal and state agencies, which will include a portion of Manresa Island as a construction staging and storage yard. Those permit applications will be open for public review and comment. The Walk Bridge Replacement Project is advancing through the design phase and anticipates design completion at the end of this year before construction starts in Fall 2021, following the receipt of federal and state permits.

Question

Are there any alternatives being considered or is this the only plan? What about the area off Selleck street for instance?

You mentioned 12 hour days and in the winter it is dark at 430. How will you work without additional lightings?

And what is the noise level antipathetic to be during the construction? How much time will it take to remove materials in case of a storm? How much advance notice and what will warrant the removal?

Response

Veteran's Memorial Park is a protected park under Section 4(f) of the U.S. Department of Transportation Act of 1966. According to Section 4(f), U.S. DOT agencies cannot approve the use of publicly owned parks and recreational areas of national, state, or local significance unless there is no feasible and prudent avoidance alternative to the use of the land. If a feasible and prudent alternative exists that avoids all Section 4(f) resources, it must be selected. CTDOT determined that the use of Manresa Island for construction of the lift spans is a prudent and feasible alternative to the use of Veteran's Memorial Park. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable. The work anticipated to be completed at the final site has the potential to last up to six years. This would significantly impact public use of the park.



Question

What kind of policing will you guarantee re trucks, speeding, oversized vehicles?

Specifically, what will be stored there?

What about flooding during bad storms? What kind of mitigation will you have for Runoff into the creek where our beach is? Or just the Sound in general? What about contaminated materials? There is no way that that area does not flood, during a bad storm or hurricane, which are inevitable.

Deep report?

What guarantee do we have that when the bridge project is done, everything that was “temporarily stored on Manresa”, will be removed? Daily penalties.

What will the operating hours be?

Are you in any way exempt from Norwalks noise ordinance? city commitment to enforcing the noise ordinance?

Will this just be storage or will there be other activities going on?

Response

Manresa Island is identified as a potential location to construct the lift spans and offers overall project improvement by moving construction activities away from a more congested urban area. On-site work includes pre-assembly of structural components, temporary berthing of construction vessels and barges, material storage.

The contractor will submit a written Flood Contingency Plan to CTDOT prior to construction start. The plan will include the following:

- A description of the means by which the Contractor will protect and/or remove from within the 100-year floodplain (500-year floodplain for critical activities), all material, equipment, and personnel prior to a predicted major storm event. A major storm event is defined as a storm predicted by the National Oceanic and Atmospheric Administration (NOAA) weather service with a warning of flooding, severe thunderstorms, or similarly severe weather conditions or effects.
- Provisions for notifying workers engaged in work below the 500-year flood elevation of an impending storm.
- Provisions for securing work in progress prior to a major storm.

Water quality will be ensured with the inclusion of CTDOT's standard specification 1.10 Environmental Compliance under Form 818. The specification provides accountability to the Contractor to perform the construction in accordance with CTDOT's Required Best Management Practices (BMPs) which include dust control, erosion and sediment control, vehicle emission control, and controls for hazardous materials. All of these BMPs are standard practice for CTDOT and are designed to protect air and water quality. CTDOT has Construction Inspectors and Environmental Coordinators who verify site conditions



to ensure that the Contractor upholds the environmental requirements on the project.

For each of the Required Best Management Practices there are inspection requirements on the part of the Contractor and provisions to correct any identified protection failures within a timely manner (usually 24 hours). Provisions within the standard specifications allow the Department to correct any identified issues that the Contractor has not performed in a timely manner and the costs for said corrections would be withheld from payment to the Contractor.

The site activities will be subject to the Department of Energy & Environmental Protection's General Permit for the Discharge of Stormwater Associated with Construction and Dewatering Activities (General Permit). The General Permit requires the development of a Stormwater Pollution Control Plan which outlines Erosion & Sediment Control requirements that will be required to be implemented including inspections after rainfall events to ensure that the best management practices that prevent erosion are implemented and maintained and corrective actions are promptly implemented.

The Program anticipates a minimal increase in traffic. At the peak of construction, a truck will make approximately 3 roundtrips per day (5-days per week during daylight hours). Employee traffic is anticipated to be 22 roundtrips per day (6 days per week). Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

The Program will comply with the Construction Noise Pollution standards set in the CTDOT's Form 818: The Contractor shall take measures to minimize the noise caused by its construction operations, including but not limited to noise generated by equipment used for drilling, pile-driving, blasting, excavation or hauling. All methods and devices employed to minimize noise shall be subject to the continuing approval of the Engineer. The maximum allowable level of noise at the residence or occupied building nearest to the Site shall be 90 decibels on the "A"-weighted scale (dBA). The Contractor shall halt any Project operation that violates this standard at any time until the Contractor develops and implements a methodology that enables it to keep the noise from its Project operations below the 90-dBA limit.

The intent is to perform work in the Manresa Island area during daytime hours, 7AM to 5PM. If the contractor needs to work overnight due to unforeseen circumstances, the Program will update the community through our weekly Construction News.



Question

What is the financial arrangement with the property owner? Is rent being charged? How much?

What is the downside timeline? How long could the project go over the proposed timeline?

How loud and when is noise expected. Are compressors and/or other Pneumatic tools expected? How many shifts are planned and what will happen (in terms of extra shift...second shift? Weekends) if they get behind? Is there a decibel level that the project will be required to adhere to?

Is there a plan to add lighting to the area?

Will the bridge be painted at Manresa? How will air and water quality be ensured? Will there be baseline testing of the surrounding waters/soil to make sure there's no increase in contamination? Will that extend to VC and Hayes Creek? How will southern winds be accounted for, as these will carry to Village Creek and beyond? Why not use other sites? What are the specific benefits of Manresa vs. other sites?

Response

In due course, the Connecticut Department of Transportation will enter into conversations with NRG, the owners of Manresa Island, for the property rights needed for the Walk Bridge Replacement Project.

The Walk Bridge Replacement Project is slated to begin in Fall 2021 and construction is anticipated to take approximately 5-6 years.

The Program anticipates that work will happen during daytime hours on Manresa Island, therefore construction lighting will not be necessary. Should an activity require nighttime hours, the Community will be notified in advance of the work.

The Walk Bridge Program evaluated the potential use of Manresa Island early in the pre-construction phase of the Walk Bridge Replacement Project. As the design progressed and more details developed about construction of the Walk Bridge, the Program has identified Manresa Island as a location for staging materials and constructing the lift spans due to the docking capabilities and proximity to the construction site. Manresa Island is being considered as a staging site because it has the existing infrastructure necessary for the construction of the lift spans and allows the Project Team to move construction away from the more congested urban area. The Program will be using the southern tip of Manresa Island as a worksite, which is 0.4 miles away from the nearest resident.

Air and water quality will be ensured with the inclusion of the Department's standard specification 1.10 Environmental Compliance under Form 818. The specification provides accountability to the Contractor to perform the construction in accordance with CTDOT's Required Best Management Practices (BMPs) which include dust control, erosion and sediment control, vehicle emission control, and controls for hazardous materials. All of these BMPs are standard practice for CTDOT and are designed to protect air and water quality. CTDOT has Construction Inspectors and Environmental Coordinators who verify site conditions to ensure that the Contractor upholds the environmental requirements on the project.



For each of the Required Best Management Practices there are inspection requirements on the part of the Contractor and provisions to correct any identified protection failures within a timely manner (usually 24 hours). Provisions within the standard specifications allow the Department to correct any identified issues that the Contractor has not performed in a timely manner and the costs for said corrections would be withheld from payment to the Contractor.

Additionally, the site activities will be subject to the Department of Energy & Environmental Protection's General Permit for the Discharge of Stormwater Associated with Construction and Dewatering Activities (General Permit). The General Permit requires the development of a Stormwater Pollution Control Plan which outlines Erosion & Sediment Control requirements that will be required to be implemented including inspections after rainfall events to ensure that the best management practices that prevent erosion are implemented and maintained and corrective actions are promptly implemented.

The proposed activities at the site have been designed to limit the disturbance of existing soils. The Program is aware of the numerous investigations that have been conducted on the property as well as the proposed Remedial Action Plan (RAP) for the site. The RAP outlines the potential remedial options for the site which includes capping, soil excavation and disposal, and long-term monitoring. CTDOT has designed its proposed site activities to minimize the disturbance of existing on-site soils and sediment. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. At the end of the project, the stone and geotextile will be removed from the area and the site will be reseeded for the reestablishment of a vegetated surface. Due to the limited disturbance and installation of the protective measures outlined above and the Department will not be performing baseline testing of the surrounding areas.

The proposed site activities will be outside of the drainage area of both Village and Hayes Creek.

The Program will comply with the Construction Noise Pollution standards set in the CTDOT's Form 818:

The Contractor shall take measures to minimize the noise caused by its construction operations, including but not limited to noise generated by equipment used for drilling, pile-driving, blasting, excavation or hauling. All methods and devices employed to minimize noise shall be subject to the continuing approval of the Engineer. The maximum allowable level of noise at the residence or occupied building nearest to the Site shall be 90 decibels on the "A"-weighted scale (dBA). The Contractor shall halt any Project operation that violates this standard at any time until the Contractor develops and implements a methodology that enables it to keep the noise from its Project operations below the 90-dBA limit.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

CTDOT will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.



The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

The bridge components will be delivered to the site, pre-painted. Minor touch up painting will be required after the components are assembled. This work will be completed on the proposed Manresa site.

Question

There is a DEEP study of the lone star tick presently being conducted at Manresa. Are you aware of this? And how would the traffic effect the deer and the outcomes of that study?

Response

The Walk Bridge Program Team is aware of the CTDEEP Wildlife Division study regarding deer on Manresa Island. Coordination will continue with CTDEEP as part of permit application review.

The Program anticipates a minimal increase in traffic, less than 1% based on traffic data from 2017, in the Manresa Island area due to Walk Bridge construction. At peak, for a few weeks early in construction to move in materials, three trucks will make one round-trip each, per day each. This will be the most disruptive operation the contractor will have in terms of the total number of trucks in a short period, but once the material is at the site, the Program estimates one truck making a round-trip per day. Employee vehicles are expected to make 22 round trips per day, six days a week. This small increase in traffic is not anticipated to cause a significant impact on deer in the area.

Question

What is the alternate site? Ditto on the speeding. Will there be increased police presence? What type of noise can we expect while they do the work? Can any lead particles become airborne? So, "daytime hours" does not mean 9-5 or 8-6, or is potentially 12 hours? Will you be contributing to any of the existing environmental clean-up that need to happen on that site?

Response

The Project Team is considering several properties for the construction of the replacement bridge lift spans. The use of Manresa Island allows for the relocation of certain water-based project construction. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to build a robust steel bulkhead to accommodate construction barges, which would be required at the Water Street location. Further, the use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island



dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).

Local police monitor speeding. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

The Program does not anticipate the contractor working overnight at Manresa Island. Work is anticipated to happen during the daytime hours of 7:00 AM – 5:00 PM. These hours may vary based on the construction activity and the community will be updated through weekly Construction News bulletins.

Air and water quality will be ensured with the inclusion of the Department's standard specification 1.10 Environmental Compliance under Form 818. The specification provides accountability to the Contractor to perform the construction in accordance with the Department's Required Best Management Practices (BMPs) which include dust control, erosion and sediment control, vehicle emission control, and controls for hazardous materials. All of these BMPs are standard practice for the Department and are designed to protect air and water quality. CTDOT has Construction Inspectors and Environmental Coordinators who verify site conditions to ensure that the Contractor upholds the environmental requirements on the project.

For each of the Required Best Management Practices there are inspection requirements on the part of the Contractor and provisions to correct any identified protection failures within a timely manner (usually 24 hours). Provisions within the standard specifications allow the Department to correct any identified issues that the Contractor has not performed in a timely manner and the costs for said corrections would be withheld from payment to the Contractor.

Additionally, the site activities will be subject to the Department of Energy & Environmental Protection's General Permit for the Discharge of Stormwater Associated with Construction and Dewatering Activities (General Permit). The General Permit requires the development of a Stormwater Pollution Control Plan which outlines Erosion & Sediment Control requirements that will be required to be implemented including inspections after rainfall events to ensure that the best management practices that prevent erosion are implemented and maintained and corrective actions are promptly implemented.

The proposed activities at the site have been designed to limit the disturbance of existing soils. The Program is aware of the numerous investigations that have been conducted on the property as well as the proposed Remedial Action Plan (RAP) for the site. The RAP outlines the potential remedial options for the site which includes capping, soil excavation and disposal, and long-term monitoring. CTDOT has designed its proposed site activities to minimize the disturbance of existing on-site soils and sediment. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. At the end of the project, the stone and geotextile will be removed from the area and the site will be reseeded for the reestablishment of a vegetated surface.



A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Program will comply with the Construction Noise Pollution standards set in the CTDOT's Form 818:

The Contractor shall take measures to minimize the noise caused by its construction operations, including but not limited to noise generated by equipment used for drilling, pile-driving, blasting, excavation or hauling. All methods and devices employed to minimize noise shall be subject to the continuing approval of the Engineer. The maximum allowable level of noise at the residence or occupied building nearest to the Site shall be 90 decibels on the "A"-weighted scale (dBA). The Contractor shall halt any Project operation that violates this standard at any time until the Contractor develops and implements a methodology that enables it to keep the noise from its Project operations below the 90-dBA limit.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

Question

Sound travels across water differently than through woods. I would expect that a great deal of noise will affect the Village Creek and Wilson Point neighborhoods. Has this been considered? Will the Manresa site be lit at night? This could be extremely disturbing to nearby waterfront communities.

Response

The Program does not anticipate the contractor working overnight at Manresa Island. The intent is to perform work in the Manresa Island area during daytime hours. If the contractor needs to work overnight due to unforeseen circumstances, there may be some additional lighting and the Program will update the community through our weekly Construction News bulletin, website and social media accounts. To receive our bulletin, please sign up on our website, www.walkbridgect.com.

A noise study is being prepared to evaluate impacts on the surrounding area, including how sounds propagates over water. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received



through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

Question

On your presentation, you state there will be no perceptible increase in noise to the nearest receptor along with no additional impact to the aquatic protected species and habitat. How can you guarantee that? Trucks backing up would increase noise and disturb the habitat. Along with the constant noise from large trucks and employee traffic would increase noise. There will be construction noise for extended period 6 days a week for up to 60 months. How can you guarantee there will be no adverse effect to those who live in the surrounding area and to the wildlife that live on Manresa Island? Who is going to be the watchdog overseeing your activities on Manresa Island? On truck traffic, what is considered daylight hours - 9 to 5? Also, what hours will there be employee traffic? Is it going to be 24 hours a day? Will the construction be 24 hours a day?

Response

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks making one round-trip per day. Employee traffic is expected to be approximately 22 roundtrips per day, 6 days per week. Work is anticipated to happen during the daytime hours of 7:00 AM – 5:00 PM. The Program does not anticipate the contractor working overnight at Manresa Island. If the contractor needs to work overnight due to unforeseen circumstances, there may be some additional lighting and the Program will update the community through our weekly Construction News bulletin, website and social media accounts. To receive our bulletin, please sign up on our website, www.walkbridgect.com.

Air and water quality will be ensured with the inclusion of the Department's standard specification 1.10 Environmental Compliance under Form 818. The specification provides accountability to the Contractor to perform the construction in accordance with the Department's Required Best Management Practices (BMPs) which include dust control, erosion and sediment control, vehicle emission control, and controls for hazardous materials. All of these BMPs are standard practice for the Department and are designed to protect air and water quality. Additionally, the Department has Construction Inspectors and Environmental Coordinators who verify site conditions to ensure that the Contractor upholds the environmental requirements on the project.

For each of the Required Best Management Practices there are inspection requirements on the part of the Contractor and provisions to correct any identified protection failures within a timely manner (usually 24 hours). Provisions within the standard specifications allow the Department to correct any



identified issues that the Contractor has not performed in a timely manner and the costs for said corrections would be withheld from payment to the Contractor.

Additionally, the site activities will be subject to the Department of Energy & Environmental Protection's General Permit for the Discharge of Stormwater Associated with Construction and Dewatering Activities (General Permit). The General Permit requires the development of a Stormwater Pollution Control Plan which outlines Erosion & Sediment Control requirements that will be required to be implemented including inspections after rainfall events to ensure that the best management practices that prevent erosion are implemented and maintained and corrective actions are promptly implemented.

CTDOT is developing site-specific Construction Plans to minimize adverse impacts to the surrounding area. These plans will be available prior to work start and will be posted on the project website. These plans include a Stormwater Pollution Control Plan, identifying controls for managing stormwater at the site; Water Quality Control Plan, identifying protections for the Norwalk River; Air Quality/Dust Control Plan, identifying ways to minimize dust and air quality impacts; and a Materials Management Plan, specifying protections for material storage. The Plans will be posted on the Project website prior to construction start. Additionally, prior to work start, the contractor will be required to develop a Construction Safety and Security Plan that will address employee safety, fire life safety and emergency response procedures, maintenance of traffic in and around the construction site, security procedures, and safe work practices related to facilities, equipment, construction vehicles and CTDOT properties. All work will be completed at the southern top of Manresa Island, approximately 0.4 miles from the nearest resident.

A noise study is being prepared to evaluate impacts on the surrounding area, including how sounds propagates over water. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.



Question

I would like to know the plans for Manresa Island to be used.

I am shocked there is nothing about the effect of all this traffic on the kids riding bikes and going to the park.

Nothing about all the nesting osprey on the pillings right where the barges will be.

Response

Manresa Island is identified as a potential location to construct the lift spans and offers overall project improvement by moving construction activities away from a more congested urban area. On-site work includes pre-assembly of structural components, temporary berthing of construction vessels and barges, material storage.

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks are making one round-trip each per day. Employee traffic is expected to be approximately 22 round-trips per day, six days per week. Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

The Program is aware of the environmental factors and wildlife on Manresa Island. Time of year restrictions and protection protocols for State-listed species are included in permits and contract specifications. Work will start before April 15 or after August 1 to allow time for nesting ospreys to acclimate to noise levels.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

Question

What are plans to relocate - or accommodate the nesting needs - if the dozen or more Osprey which spend the summer on Manresa Island - all close to the marine base? At a minimum, you should plan on erecting another dozen nesting poles along the perimeter of the NRG property.

Response

The Program is aware of the environmental factors and wildlife on Manresa Island. CTDOT has coordinated with the CTDEEP Division of Wildlife regarding the protection of osprey. Time of year restrictions will be included in permits and contract specifications. Work at the site will start before April 15 or after August 1 to allow the nesting ospreys to acclimate to the disruption. The Program will



continue to coordinate with State and Federal Environmental Agencies to avoid, minimize and mitigate impacts to the extent feasible and practicable.

Question

Are there any other options that are being considered? Would this be used in conjunction with the original Water street address? If they reach the point where they need to ask for additional hours, what power do the neighboring community to prevent it? What is the process of removing the geotextile and stone underlayer? How will that impact the already existing polluted soil that requires cleanup?

Response

The Project Team considered several properties for construction staging and storage. Due to a variety of factors and environmental concerns, the Water Street and Manresa Island locations are the locations being considered at this time. The potential use of Manresa Island allows for the relocation of water-based construction of the lift spans to Manresa Island and the Water Street properties will still be used as a staging yard. If the Program uses Manresa Island, it can avoid the additional dredging and construction of a bulkhead at the Water Street location. Manresa Island has the existing infrastructure needed for the project already in place, where further construction would be needed at Water Street to complete the project.

Work is anticipated to happen during the daytime hours of 7:00 AM – 5:00 PM. The Program does not anticipate the contractor working overnight at Manresa Island. If the contractor needs to work overnight due to unforeseen circumstances, the Program will update the community through our weekly Construction News bulletin, website and social media accounts. To receive our bulletin, please sign up on our website, www.walkbridgect.com.

The Department has designed its proposed site activities to minimize the disturbance of existing on-site soils and sediment. The only anticipated material disturbance is for the installation of proposed fence posts to secure the site activities. All excess materials for the installation will be transferred to the project's Waste Stockpile Area for waste characterization and disposal at an off-site permitted disposal facility. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. At the end of the project, the stone and geotextile will be removed from the area and the site will be reseeded for the reestablishment of a vegetated surface.



Question

There are at least 12 osprey nests (2 adults chicks) from March thru October at the south end of Manresa. They are situated on the man-made posts, on the maritime dolphins in the barge slip, on the roof of the shed, in the trees. The same ospreys usually come back to their nests year after year. What steps can be taken so they are not disrupted?

There has been a concern for years that the culvert running under the west end of Longshore Ave that connects the marshes is too small for the flow of the saltwater tides, especially in a storm. The buildup of tidal water in a noreaster in the north marsh bordering Harbor View is prone to flooding Longshore. With commercial construction traffic over the culvert, it might be an opportune time to widen and strengthen the culvert.

Response

The Connecticut Department of Transportation (CTDOT) has coordinated with the CTDEEP Division of Wildlife regarding the protection of osprey. Time of year restrictions and protection protocols for State-listed species are will be included in permits and contract specifications. Work at the site will start before April 15 or after August 1 to allow time for nesting ospreys to acclimate to noise levels.

Replacement of the culvert at Longshore Ave is outside the scope of work for this project.

Question

Longshore Ave is already a dangerous road clogged on fair weather days with bicycles, walkers, runners, bird watchers and photographers. Just today, 7/2, a car stopped right in the middle of one of the blind curves, left all the doors open and got her children out to save a turtle crossing the road.

There is a fat, uneven shoulder on one side, but pedestrians often insist on traveling on the opposite side where there is no shoulder at all whatsoever.

I don't want the Manresa staging plan to move forward, but if it does, at the very least, the state should install a sidewalk and bike lane.

Response

Work to improve Longshore Ave. is outside the scope of work for this project.

For more information, please visit the Manresa Island Online Public Meeting Webpage. Should you have additional questions or comments, please don't hesitate to contact the Program's Public Information staff at info@walkbridgect.com.



Question

Will taxpayers be responsible for cleanup and decontamination of the site? What is the anticipated commencement date of work to start on the Walk Bridge? How much more congestion will this add to the Norwalk Harbor Channel?

Response

The Program is not responsible for the decontamination or cleanup of the existing NRG site at Manresa Island. In the area planned to be used, a layer of geotextile fabric and 6-inches of crushed stone will be placed as a barrier from existing areas of concern, so they are not disturbed. Fuels and hazardous materials needed for construction will be securely stored in double-walled flood-proof containers and will be removed from the site for proper disposal. The work site will be fenced with a secure entrance gate for safety purposes. The Program will remove the crushed stone and geotextile fabric and leave the Manresa site as it was prior to Walk Bridge work.

The Project is slated to begin in Fall 2021. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to construct a robust steel bulkhead to accommodate construction barges, which would be required at the Water Street location. Further, use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).

The Program anticipates barges and construction equipment to be staged in the Norwalk River. The channels will remain open except for planned closures that will be coordinated with the United States Coast Guard, the Norwalk Harbor Management Commission, the Norwalk Shellfish Commission, Norwalk Harbormaster and marine users. Advance notice of closures will be sent to marine users and posted on the Walk Bridge Program's weekly Construction News bulletin, website and social media accounts.

Question

During the recent online meeting, I was shocked by the response regarding noise and how it carries by water. I think this rush response is very concerning...Has anyone looked at more appropriate sites not near residential communities available, given that the intent is to construct the spans on a barge and float them? What is the marginal cost of additional miles? There are many impacts regarding this project and I think it is being rushed through before totally thought out.

Response

The Project Team is considering several properties for the construction of the replacement bridge lift spans, staging and storage. The potential use of Manresa Island accommodates specific water-based



project construction. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard.

During construction of the lift spans, the Program estimates one truck making a roundtrip per day. At the peak of construction, we estimate three trucks are making one roundtrip each, per day. Employee traffic is expected to be approximately 22 roundtrips per day, six days per week.

The Program anticipates that work will happen primarily during daytime hours on Manresa Island, minimizing the need for construction lighting. Should an activity require nighttime hours, any construction lighting will be directed to reduce impacts on the local neighborhoods while a safe and secure working environment is maintained.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

Question

As you may not have been made aware by the Office of the Mayor of Norwalk, and Jessica Casey, Chief of Economic and Community Development, the 47 acres on the southern portion of Manresa Island is proposed as a solar energy facility for the citizens of Norwalk and Fairfield County (Fitzgerald and Halliday online report, Future of Manresa Island). Therefore, North Water Street should be the site for your construction needs as it would not interfere with the future use of Manresa Island. As to the marine terminal, your staging there should not disturb the initial building related to the solar facility.

We all understand that the building and stack related to the former fossil fuel installations will have to be dismantled, and that the toxic waste will have to be remediated.

Please advise us of your decision making in this regard.

Response

The Connecticut Department of Transportation (CTDOT) is in regular coordination with the City of Norwalk about all Walk Bridge Program-related plans. The Program is not responsible for the decontamination or cleanup of the existing NRG site at Manresa Island. In the area planned to be used, a layer of geotextile fabric and 6-inches of crushed stone will be placed as a barrier from existing areas of concern, so they are not disturbed. Fuels and hazardous materials needed for construction will be



securely stored in double-walled flood-proof containers and will be removed from the site for proper disposal. The Program will remove the crushed stone and geotextile fabric and leave the Manresa site as it was prior to Walk Bridge work.

Question

Will any digging or road expansion be done north of the power plant. The marsh is a breeding area for terrapins and mantis shrimp (*Squilla empusa*)

Response

The Program plans to use the southern tip of Manresa Island as a worksite, which is 0.4 miles away from the nearest resident. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. No digging or expansion of the roadway north of the plant is included in the project scope.

CTDOT has coordinated with the CTDEEP Natural Diversity Data Base Program and the CTDEEP Division of Wildlife regarding the protection of listed species. Time-of-year restrictions and protection protocols for State-listed species will be included in permits and contract specifications.

Question

I am not pleased with the idea of the proposed construction for the bridge project on Manresa Island. I live at 1 Longshore Avenue and am concerned about the increased traffic and construction noise. I feel there are other sites that could be considered and not located near a residential area.

Response

The Project Team considered several properties for the construction of the replacement bridge lift spans. The potential use of Manresa Island accommodates certain water-based project construction, such as assembly of the new lift spans on barges.

Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to construct a robust steel bulkhead to accommodate construction barges, which would be required at the Water Street location. Further, use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).



The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift spans, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks making one round-trip per day. Employee traffic is expected to be approximately 22 roundtrips per day, six days per week. Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

A noise study is being prepared to evaluate impacts on the surrounding area, including how sounds propagates over water. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

Question

I oppose Manresa being used as a site for Walk Bridge, the noise and traffic on Woodward and the area will be too much. 20 extra cars each way? People already speed on Woodward daily.

Response

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift spans, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks making one round-trip per day. Employee traffic is expected to be approximately 22 roundtrips per day, six days per week.

Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.



Question

There is a very active and robust terrapin population on Manresa Island. Will you make plans to address their vulnerability during construction?

Response

CTDOT has coordinated with the CTDEEP Natural Diversity Data Base (NDDDB) Program for the protection of the Northern diamondback terrapin. CTDOT will incorporate special protocols for the terrapin's dormant period (Nov 1st to May 31st) and during its active period (April 1st through October 31st) into the project permits and contract specifications to ensure protection of this species.

The Program will provide environmental enhancements including tidal wetland restoration and sand berms for nesting terrapins as part of our Wetland Mitigation Plan.

Question

How much will the CT DOT be paying NRG for use of Manresa?

Response

In due course, the Connecticut Department of Transportation (CTDOT) will enter into conversations with NRG, the owners of Manresa Island, for the property rights needed for the Walk Bridge Replacement Project.

Question

When will it be done?

Response

The Project is slated to begin in Fall 2021. Construction is anticipated to take approximately 5-6 years.

Question

Is there any summary about what was discussed?

Response

A video of the Online Public Meeting and the presentation are available on the Manresa Island Online Public Meeting webpage at: www.WalkBridgeCT.com.



Question

Manresa Island is the most logical piece of property in the entire city for the contractor to use. There will be many benefits to the city.

Response

We appreciate your comment regarding the potential use of Manresa Island as a staging area for the Walk Bridge Replacement Project.

Question

Re: the 3 round trips, is that for a single truck or multiple vehicles? Thank you

Response

At the peak of construction, we estimate three trucks making one round-trip per day. Employee traffic is expected to be approximately 22 roundtrips per day, six days per week.

Question

Has the city considered the impact on near by neighborhoods like Harborview and Village Creek? Seems like this would cause significant congestion on already busy and crowded roads. Further - there is only one way out of these neighborhoods - so construction traffic could cause significant delays.

Response

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making one round trip per day. At the peak of construction, we estimate three trucks making one round trip per day each. Employee traffic is expected to be approximately 22 roundtrips per day (six days per week).

Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.



The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

Question

Requested a copy of the Meeting Minutes for the Manresa Island Online Public Meeting.

Response

Attached is a copy of the meeting minutes. A video recording of the meeting and the presentation are available on the Walk Bridge Program's website, www.walkbridgect.com.

Question

Why is Manresa being considered after all this time? How will traffic be impacted? How much is power plant being paid? My understanding was Manresa was not chosen as a location during all the town meetings over the last 2 years - what has changed?

Will this disrupt traffic on Longshore/Woodword?

How much money is the state (or federal) paying the powerplant at Manresa for staging?

What environmental impacts have been taken into consideration?

Response

The Project Team considered several properties for the construction of the replacement bridge lift spans. The potential use of Manresa Island accommodates certain water-based project construction, such as assembly of the new lift spans on barges.

Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to construct a robust steel bulkhead to accommodate construction barges, which would be required at the Water Street location. Further, use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making one round-trip, per day. At the peak of construction, we anticipate three trucks making one round-trip, each, per day. Employee vehicles will be making 22 round-trips per day, six days a week.



In due course, the Connecticut Department of Transportation (CTDOT) will enter into conversations with NRG, the owners of Manresa Island, for the property rights needed for the Walk Bridge Replacement Project.

Environmental investigations included wildlife habitat, wetlands, and historical and archaeological resources. CTDOT coordinated reviews of the project, including the proposed staging and storage yard, with CTDEEP Divisions of Wildlife, Fisheries-Marine Fisheries, Natural Diversity Data Base Program; U.S. Fish and Wildlife Service; and National Marine Fisheries Program/Greater Atlantic Regional Fisheries Office. Best management practices, time of year restrictions, and protection protocols for State-listed species are included in permits and contract specifications. The Program Team will continue to coordinate with relevant agencies throughout the duration of the project.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

Question

Will taxpayers be responsible for clean-up and decontamination of the site. What is the anticipated commencement date of work to start on the Walk Bridge? how much more congestion will this add to the Norwalk Harbor Channel?

Response

The Program is not responsible for the decontamination or cleanup of the existing NRG site at Manresa Island. In the area planned to be used, a layer of geotextile fabric and 6-inches of crushed stone will be placed as a barrier from existing areas of concern, so they are not disturbed. Fuels and hazardous materials needed for construction will be securely stored in double-walled flood-proof containers and will be removed from the site for proper disposal. The work site will be fenced with a secure entrance gate for safety purposes. The Program will remove the crushed stone and geotextile fabric and leave the Manresa site as it was prior to Walk Bridge work.

The Project is slated to begin in Fall 2021. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and



material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to construct a robust steel bulkhead to accommodate construction barges, which would be required at the Water Street location. Further, use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).

The Program anticipates barges and construction equipment to be staged in the Norwalk River. The channels will remain open except for planned closures that will be coordinated with the United States Coast Guard, the Norwalk Harbor Management Commission, the Norwalk Shellfish Commission, Norwalk Harbormaster and marine users. Advance notice of closures will be sent to marine users and posted on the Walk Bridge Program's weekly Construction News bulletin, website and social media accounts.

Question

I am concerned about significant increased traffic directly past my house [REDACTED], as well as increased truck and construction noise. How will these be controlled? What recourse do residents have for enforcement of controls? Lots of construction has been occurring there over the last 2 years that has NOT been consistent with being a good neighbor. Work crews starting at 7am most days including weekends, etc. Very noisy.

Manresa is covered in coal ash which is highly toxic. What ongoing mitigation and testing throughout the FIVE YEARS of the project will be assured and publicly available?

The city has already informed residents with a view of the power plant that if/when it comes down, our taxes will skyrocket, presumably because the "view will improve". What tax reductions will be in place during the FIVE YEARS that this noise, traffic, and toxicity risk nuisance cluster will be in place? If the city can place a value on the power plant being gone, it can SURE place a value on even worse conditions being intentionally created there and the impact it will have on quality of life, potential increased health risks, property values, and peace and quiet.

I would like the thoughtful satisfactory answers to these questions please. Publicly posted responses to these topics of inquiry would also be appreciated. Thank you.

Response

A minimal increase in traffic, less than 1% based on traffic data from 2017, is anticipated in the Manresa Island area due to Walk Bridge construction. During construction of the lift spans, the Program estimates one truck making one round-trip per day. At the peak of construction, we estimate three trucks making one round-trip each per day. Employee traffic is expected to be approximately 22 roundtrips per day, six days per week. Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.



The proposed activities at the site have been designed to limit the disturbance of existing soils. The Program is aware of the numerous investigations that have been conducted on the property as well as the proposed Remedial Action Plan (RAP) for the site. The RAP outlines the potential remedial options for the site which includes capping, soil excavation and disposal, and long-term monitoring. The Department has designed its proposed site activities to minimize the disturbance of existing on-site soils and sediment. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. At the end of the project, the stone and geotextile will be removed from the area and the site will be reseeded for the reestablishment of a vegetated surface.

Due to the limited disturbance and installation of the protective measures outlined above, the Department will not be performing baseline testing of the surrounding areas.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to the extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.

For questions about local property taxes, please contact the City of Norwalk's Customer Service Department customerservice@norwalkct.org.

Question

Recording posted for public viewing?

Response

A video recording of the Public Meeting and the presentation are available on the Manresa Island Online Public Meeting webpage on the Walk Bridge Program's website, www.walkbridgect.com.



Question

What is the current status of the Eversource proposal to relocate the electric transmission line at the South Water Street site? How might the schedule for this project affect the anticipated staging or work area on the South Water Street sites?

How will the proposed use of Manresa Island affect the previously planned staging sites on South Water Street? How will the proposed use of Manresa Island affect the previously planned staging sites on South Water Street?

Response

Eversource is finalizing its plans for the relocation of the overhead transmission lines; Eversource is responsible for the design, regulatory approvals, and permitting of this relocation. When Eversource completes its work and de-mobilized from the South Water Street Site, our contractor will then use the site for construction staging.

The potential use of Manresa Island accommodates certain water-based project construction. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to build a robust steel bulkhead to accommodate construction barges, required at the Water Street location. Additionally, the use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will generally be 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).

Question

Will you be responsible for any damage done to the roads by the trucks?

Response

The Walk Bridge Program is not responsible for damage done to roads from the normal wear-and-tear of travel. Should any direct damage occur, the Program will address the situation accordingly.



Question

**What about the unremediated contaminants which might be released into the environment?
I strongly oppose the use of Manresa Island as part of the Walk Bridge Replacement Project.**

Response

Air and water quality will be ensured with the inclusion of the Department's standard specification 1.10 Environmental Compliance under Form 818. The specification provides accountability to the Contractor to perform the construction in accordance with the Department's Required Best Management Practices (BMPs) which include dust control, erosion and sediment control, vehicle emission control, and controls for hazardous materials. All of these BMPs are standard practice for the Department and are designed to protect air and water quality. Additionally, the Department has Construction Inspectors and Environmental Coordinators who verify site conditions to ensure that the Contractor upholds the environmental requirements on the project.

For each of the Required Best Management Practices there are inspection requirements on the part of the Contractor and provisions to correct any identified protection failures within a timely manner (usually 24 hours). Provisions within the standard specifications allow the Department to correct any identified issues that the Contractor has not performed in a timely manner and the costs for said corrections would be withheld from payment to the Contractor.

Additionally, the site activities will be subject to the Department of Energy & Environmental Protection's General Permit for the Discharge of Stormwater Associated with Construction and Dewatering Activities (General Permit). The General Permit requires the development of a Stormwater Pollution Control Plan which outlines Erosion & Sediment Control requirements that will be required to be implemented including inspections after rainfall events to ensure that the best management practices that prevent erosion are implemented and maintained and corrective actions are promptly implemented.

The proposed activities at the site have been designed to limit the disturbance of existing soils. The Program is aware of the numerous investigations that have been conducted on the property as well as the proposed Remedial Action Plan (RAP) for the site. The RAP outlines the potential remedial options for the site which includes capping, soil excavation and disposal, and long-term monitoring. CTDOT has designed its proposed site activities to minimize the disturbance of existing on-site soils and sediment. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. At the end of the project, the stone and geotextile will be removed from the area and the site will be reseeded for the reestablishment of a vegetated surface.



Question

Please, consider using the Water Street site for this. We should be able to keep natural, serene, quiet places of Norwalk as is. Creating noise, traffic, and pollution here would be such a shame. We strongly urge you to direct this to another location. It would be a huge disappointment to the neighborhood and surrounding neighborhoods.

Response

The Project Team considered several properties for construction staging and storage. Due to a variety of factors and environmental concerns, the Water Street and Manresa Island locations are the locations being considered at this time.

The potential use of Manresa Island allows for the relocation of water-based construction of the lift span to Manresa Island and the Water Street properties will still be used as a staging yard. Manresa Island has the existing infrastructure needed for the project in place where additional construction would be needed at Water Street to complete the project. The Manresa Island Staging and Storage Yard would be used in conjunction with the Water Street properties. The Water Street properties will be used for land-based storage of construction equipment. The parcels will not be used to accommodate construction and material barges. The use of Manresa Island allows for certain water-based project construction. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and an existing staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to construct a robust steel bulkhead to accommodate construction barges, which would be required at the Water Street location.

Further, use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will be generally 300 feet outside of the (200-foot) navigation channel. In comparison, berthing of these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (which is 250-feet wide at this location).

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks are making one round-trip each per day to bring materials to and from the site. Employee traffic is expected to be approximately 22 round-trips per day, six days per week. Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to the extent feasible and practicable.

CTDOT will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in



response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the City of Norwalk, stakeholders and the public in September 2020.

Question

Who is responsible for monitoring that the safety protocols at Manresa Island outlined in the Walk Bridge meeting are being followed?

Response

The Program Team, comprised of CTDOT staff and design, construction and inspection consultants are responsible for establishing, monitoring and enforcing safety protocols in compliance within the Federal and State regulations.

Question

Manresa Island has always been an issue. As a power plant an eyesore to the point that the city has said they would raise local taxes 20% if it came down. This use of Manresa with heavy boat and road traffic is nothing less than blight. Manresa is in a quiet residential neighborhood, people walk, cycle constantly. We strongly oppose this project on environmental grounds both marine and land. Is the city proposing a 20% decrease in property taxes by all those affected of using Manresa for the walk bridge?

Response

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks are making one round-trip each per day to bring materials to and from the site. Employee traffic is expected to be approximately 22 round-trips per day, six days per week. Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to the extent feasible and practicable.

CTDOT will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.



The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the City of Norwalk, stakeholders and the public in September 2020.

For questions about local property taxes, please contact the City of Norwalk's Customer Service Department customerservice@norwalkct.org.

Question

Has NRG agreed to utilization of the site? Is NRG being paid for use of the site? If yes, how much? Will ConnDOT's use of the site prevent NRG from tearing down the power plant during the entire period that ConnDOT is utilizing it?

Response

In due course, the Connecticut Department of Transportation will enter into conversations with NRG, the owners of Manresa Island, for the property rights needed for the Walk Bridge Replacement Project.

Question

Three items of concern: 1) I understand and am unconcerned about the 20 employees driving to and from the site every day, as long as they obey the Speed Limit. I am concerned about the representation of an AVERAGE of 1 round trip Truck trip Per day during most periods, and 3 during peak periods. Over the course of 4-5 years those averages could result in 20+ trips per day during peak times, and many fewer or none at many others. Can you commit to a Maximum # of daily trips during peak times?

Response

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks are making one round-trip each per day to bring materials to and from the site. Employee traffic is expected to be approximately 22 round-trips per day, six days per week. Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.



Question

Is there a monetary reward for the contractor to conclude construction on or before a promised date?

Response

Currently, there is no monetary incentive for early completion of the Walk Bridge Replacement Project.

Question

Instead of the south portion could you use North Water Street, dividing up the sites?

What are you paying NRG for using their facilities?

Response

The Manresa Island staging and storage yard will be used in conjunction with the Water Street properties. The Water Street properties will be used for land-based storage of construction equipment, but both parcels will not be used to accommodate construction and material barges. The use of Manresa Island allows for the relocation of specific water-based project construction. Manresa Island has the existing infrastructure needed for the project in place: a large docking area with sufficient berthing depths to accommodate construction and material barges and a current staging and storage yard. Using Manresa Island to construct the lift spans will not require extensive dredging to build a robust steel bulkhead to accommodate construction barges, needed at the Water Street location.

Further, the use of Manresa Island will avoid encroachment into the Norwalk River navigation channel. Berthing of the largest barges for assembling the lift span at the Manresa Island dock will generally be 300 feet outside of the (200-foot) navigation channel. In comparison, berthing these barges at 68-90 Water Street would be approximately 28 feet within the navigation channel (250-feet wide at this location).

In due course, the Connecticut Department of Transportation will enter conversations with NRG, the owners of Manresa Island, for the property rights needed for the Walk Bridge Replacement Project.

Question

Every time a barge goes through--even when the testing begins on June 17, will the Stroffolino bridge be open and will traffic back up on Washington Street, Water Street etc.?

How many barges will go through during testing? How many barges will go through during the construction project? Will this be at random times of the day? or a bit more scheduled?

Response

Barges will travel through the Stroffolino only at the allowed times. No bridge openings are planned from Monday to Friday, from 07:00 AM to 08:45 AM, 11:45 AM to 13:15 and 16:00 to 18:00 PM. On



average, only one barge will travel back and forth through the Stroffolino Bridge per day; in very few instances, a second barge will be required to pass.

Question

Can workers carpool to minimize traffic?

What impact will this have on nesting ospreys who have increased their population over the last years?

As a resident in Harborview, an impacted neighborhood, will there be a point person we can reach out to if concerns do arise?

Response

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks are making one round-trip each per day to bring materials to and from the site. Employee traffic is expected to be approximately 22 round-trips per day, six days per week. Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

The Connecticut Department of Transportation (CTDOT) has coordinated with the CTDEEP Division of Wildlife regarding the protection of osprey. Time of year restrictions and protection protocols for State-listed species are included in permits and contract specifications. Work at the site will start before April 15 or after August 1 to allow the nesting ospreys to acclimate to noise levels.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to the extent feasible and practicable.

CTDOT will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the City of Norwalk, stakeholders and the public in September 2020.



Question

What noise studies have been undertaken to protect nearby residents? When you say "one truck" will be the norm, does that mean that truck will be coming and going all day? Is the truck's main purpose to be removing or delivering construction materials or debris? Can you list the other properties that are under consideration for construction?

Response

The Project Team considered several properties for construction staging and storage. Due to a variety of factors and environmental concerns, the Water Street and Manresa Island locations are the locations being considered at this time. The potential use of Manresa Island allows for the relocation of water-based construction of the lift spans to Manresa Island and the Water Street properties will still be used as a staging yard. If the Program uses Manresa Island, it can avoid the additional dredging and construction of a bulkhead at the Water Street location. Manresa Island has the existing infrastructure needed for the project already in place, where further construction would be needed at Water Street to complete the project.

The Program anticipates a minimal increase in traffic in the Manresa Island area. During construction of the lift span, the Program estimates one truck making a round-trip per day. At the peak of construction, we estimate three trucks are making one round-trip each per day to bring materials to and from the site. Employee traffic is expected to be approximately 22 round-trips per day, six days per week. Speeding and other traffic regulations will be enforced by the local police. The Program plans to work closely with the City of Norwalk and police to facilitate safe travel for vehicles and pedestrians on local roads.

A noise study is being prepared to evaluate impacts on the surrounding area. The Program will avoid, minimize and mitigate impacts to the extent feasible and practicable.

The Connecticut Department of Transportation will further review potential traffic, noise and environmental concerns, as well as compile additional information for site staging alternatives for the Walk Railroad Bridge replacement project in response to public comment and feedback received through the online public informational meeting regarding the use of Manresa Island as a construction staging area.

The purpose of this effort is to add to the existing body of knowledge from previously conducted studies concerning these topics and inform and share this information with the city of Norwalk, stakeholders and the public in September 2020.



Question

I am very concerned about the coal ash being disturbed. What is being done to prevent this?

Response

The proposed activities at the site have been designed to limit the disturbance of existing soils. CTDOT is aware of the numerous investigations that have been conducted on the property as well as the proposed Remedial Action Plan (RAP) for the site. The RAP outlines the potential remedial options for the site which includes capping, soil excavation and disposal, and long-term monitoring. CTDOT has designed its proposed site activities to minimize the disturbance of existing on-site soils and sediment. The site activities will be limited to paved areas and in proposed areas where no pavement exists, existing soils will be protected with the installation of a separation geotextile that will be placed directly on top of existing soils and then six (6) inches of crushed stone will be placed to serve as the working surface for the construction activities. At the end of the project, the stone and geotextile will be removed from the area and the site will be reseeded for the reestablishment of a vegetated surface.

Question

I saw a mention of wastewater and stormwater from construction, but it didn't say how that would be captured and kept out of the Sound. Can you explain that process?

Response

Air and water quality will be ensured with the inclusion of CTDOT's standard specification 1.10 Environmental Compliance under Form 818. The specification provides accountability to the Contractor to perform the construction in accordance with CTDOT's Required Best Management Practices (BMPs) which include dust control, erosion and sediment control, vehicle emission control, and controls for hazardous materials. All of these BMPs are standard practice for the Department and are designed to protect air and water quality. CTDOT has Construction Inspectors and Environmental Coordinators who verify site conditions to ensure that the Contractor upholds the environmental requirements on the project.

For each of the Required Best Management Practices there are inspection requirements on the part of the Contractor and provisions to correct any identified protection failures within a timely manner (usually 24 hours). Provisions within the standard specifications allow the Department to correct any identified issues that the Contractor has not performed in a timely manner and the costs for said corrections would be withheld from payment to the Contractor.

Additionally, the site activities will be subject to the Department of Energy & Environmental Protection's General Permit for the Discharge of Stormwater Associated with Construction and Dewatering Activities (General Permit). The General Permit requires the development of a Stormwater Pollution Control Plan which outlines Erosion & Sediment Control requirements that will be required to be implemented



including inspections after rainfall events to ensure that the best management practices that prevent erosion are implemented and maintained and corrective actions are promptly implemented.

Question

There is an active bird population (ospreys, eagles, etc.) nesting on the site, especially in the slip area. What would be done to protect these animals? Thank you.

Response

CTDOT has coordinated with the CTDEEP Natural Diversity Data Base Program and the CTDEEP Division of Wildlife regarding the protection of listed species. Time-of-year restrictions and protection protocols for State-listed species will be included in permits and contract specifications.

Work at the site will start before April 15 or after August 1 to allow time for nesting ospreys to acclimate to noise levels.

Question

Why don't you stop having any and all meetings about our city's future plans until we can meet in a normal assembly? Let's put all future impact plans on hold instead of using the current conditions to push them ahead.

Response

As holding an in-person meeting would have gone against Governor Lamont's Executive Order limiting gatherings, the Program Team chose to move forward with an online meeting. To date, the online public meeting holds the highest attendance numbers for any meeting held by the Walk Bridge Program.

As the Walk Bridge Replacement Project progresses, we remain committed to providing timely and transparent updates to the public. The potential use of Manresa Island is a development that we wanted to inform the community about well in advance of any work on the site and provide an opportunity for people to provide comments and ask questions.