

Section I. Project Summary

1.1: Applicant Municipality or Public Entity: West Newbury

1.2: Applicant CEO Name/Title: Angus Jennings/Town Manager

1.3: Applicant Legal Address: 381 Main St.

1.4: City: West Newbury                      1.5: State: MA                      1.6: Zip Code: 01985

1.7: Telephone: (978) 363-1100 x111              1.8: Email: townmanager@wnewbury.org

1.9: Project Contact Name/Title (if different):

1.10: Contact Tel.:    1.11: Contact Email:

1.12: Select the one item below that best describes the type of development that is being supported by the public infrastructure project proposed in this application:

- Mixed-use development (Residential with commercial, retail, and/or other development)
- Housing development (Housing only)
- Economic Development with job creation and/or retention (No housing)
- ✓ Road improvements to enhance transportation safety in small towns with population of 7,000 or less. (STRAP grant)

1.13: Amount Requested: \$1,000,000.00              1.14: Total Budget: \$2,118,000.00

1.15: Name of Proposed Project: West Newbury - Bridge Replacement

1.16: Project Abstract: Please provide a brief description (No more than 150 words) of the proposed public infrastructure project and associated private development.  
The proposed bridge replacement is located on the border of West Newbury and Newburyport where Plummer Spring Rd. turns into Middle St. The project will complete the desperately needed replacement of the Plummer Spring Rd. Bridge over the Artichoke Reservoir allowing it to be reopened for public use.

The bridge was closed in July of 2018 due to its deteriorated condition and partial collapse. Unfortunately, due to the nature of the collapse and the materials originally used, none of the existing structure will be salvageable for use in the replacement of the bridge. There are no utilities located at the bridge site, eliminating potential delays and complications resulting from their relocation. The road will remain closed throughout the construction period, which is estimated to take approximately 10 months from start to completion.

Section II. Infrastructure Project Description

2.1: Project Address/Parcel ID: Plummer Spring Rd. Over Artichoke Reservoir

2.2: Description of project site/location:

The project site is located on Plummer Spring Road traveling east and west and intersects the Artichoke Reservoir. The Artichoke Reservoir is a tributary flowing south to north into the Merrimack River and is a public water supply for the nearby towns. The southern face of the original structure, which was a granite arch built in the late 19th century, collapsed in July of 2018, forcing the town and Newburyport to agree to close the bridge.

2.3: Is the project site publicly owned?

- Yes
- No

2.4: If yes, describe the type of public ownership (select all that apply).

- Public land
- Leasehold
- Right of Way
- Easement

Other: Please explain:

2.6: What is the primary emphasis of the public infrastructure work?

- Roadway / Streetscape Improvements
- Bridge / Culvert Repair or Replacement
- Water / Sewer Infrastructure
- Other Utility Project (Gas, Electric, etc.)
- Other: Please Explain:

2.7: Project Description – Please provide a detailed description of the public infrastructure project for which you are requesting grant assistance. Include details about construction work, planned uses for the grant, etc. Include a brief description of how the infrastructure project will advance the host community's housing, economic development and/or community revitalization objectives, or if the request is for a STRAP grant, how the project will enhance transportation public safety.

The project will replace Bridge No. N-11-007=W-20-001 which crosses over the Artichoke Reservoir into the neighboring City of Newburyport. The bridge closure has resulted in residents' restricted access to the local hospital and the area's largest employers located down the road in Newburyport. The proposed bridge will be a single span structure constructed of concrete beams supported by integral abutments to increase longevity, and to decrease maintenance and construction costs. Full pavement depth will be used throughout the limits of the roadway reconstruction.

Safety improvements will be made by adding standardized bridge rails, precast guardrail transitions, and by increasing roadway width and improving the alignment. A bridge type study was investigated to compare the best alternatives, including an option which features a sidewalk to help increase the safety for residents who fish off the side of the bridge. Retaining walls have been proposed to prevent future erosion of the soil and roadway into the reservoir. Please see attached drawings for the existing and proposed construction alternatives.

**Section II. Infrastructure Project Description**

Reopening this portion of road is crucial because it provides vital access for first responders servicing the Town of West Newbury from the City of Newburyport. Plummer Spring Road is also an evacuation route for the Seabrook Nuclear Power Station. Federal law mandates that an evacuation route be provided for communities within a 10-mile radius of the emergency planning zone. A portion of this evacuation route has been severed for residents seeking safe passage due to the bridge collapse. The closure of this portion of road and resulting 3.4-mile detour has been costly for local business. Additionally, the town’s aging population requires unrestricted access to the most direct route to the Anna Jaques Hospital located 2.5 miles from the closure.

The Town of West Newbury is requesting a MassWorks grant in the amount of \$1,000,000 to help pay for the replacement of this municipally owned bridge. This grant would be used primarily to fund the construction of the new structure, with a portion being allocated for design/engineering and permitting.

2.8: What percentage of the project design is complete? (Ex: 0%, 25%) 25%

2.9: Attach a site plan, construction or conceptual plans, and photographs that clearly delineate the project site and the proposed public infrastructure work.

[https://madhcd.intelligrants.com//\\_Upload/437116\\_546244-WestNewbury-BridgeDrawings.pdf](https://madhcd.intelligrants.com//_Upload/437116_546244-WestNewbury-BridgeDrawings.pdf)  
[https://madhcd.intelligrants.com//\\_Upload/437116\\_546244\\_2-WestNewburymdot\\_bridge\\_inspec tion\\_report\\_5-10-19.pdf](https://madhcd.intelligrants.com//_Upload/437116_546244_2-WestNewburymdot_bridge_inspec tion_report_5-10-19.pdf)  
[https://madhcd.intelligrants.com//\\_Upload/437116\\_546244\\_3-WestNewburySitePhotos.pdf](https://madhcd.intelligrants.com//_Upload/437116_546244_3-WestNewburySitePhotos.pdf)

2.10: Provide the planned schedule/timeline for the public infrastructure project for which the community is seeking MassWorks funding.

<b>Milestone</b>	<b>Start Date</b>	<b>End Date</b>
Design/Engineering	9/3/2018	9/30/2020
Permitting	12/2/2019	9/30/2020
Bidding/Contracting	10/1/2020	11/30/2020
Construction Start	3/1/2021	
25% Construction		6/30/2021
50% Construction		8/31/2021
75% Construction		10/29/2021
Construction Complete		11/30/2021
Punch List	12/1/2021	12/31/2021

2.11: Has the public infrastructure project secured all required permits and approvals to commence in the upcoming construction season?

Yes                      ✓ No

2.12: Indicate which state permits or licenses are required for this project, whether these permits

Section II. Infrastructure Project Description

have been secured, and the actual or anticipated dates of filing and issuance.

<b>Required <u>State</u> Permits/Licenses</b>	<b>Secured? (Actual or Anticipated)</b>	<b>Filing Date</b>	<b>Issue/Decision Date (Actual or Anticipated)</b>
Article 97 Land Disposition			
MEPA			
Chapter 91 License			
✓ 401 Water Quality Certification		3/1/2020	9/30/2020
Superseding Order of Conditions			
Water Management Act Permit			
MassDOT Access Permit			
Mass Historic Commission Review			
Other			

2.13: Indicate which municipal or other permits and approvals are required for this project, whether these permits have been secured, and the actual or anticipated dates of filing and issuance.

<b>Required <u>Municipal/Other</u> Permits and Approvals</b>	<b>Secured?</b>	<b>Filing Date (Actual or Anticipated)</b>	<b>Issue / Decision Date (Actual or Anticipated)</b>
Planning Board			
✓ Conservation Commission		3/1/2020	7/30/2020
Zoning Board			
Sewer Extension Permit			
Utility Relocation			
Other			

2.14: Will the project require coordination with a utility company?

Yes                      ✓ No

2.16: Will the project include work on a state roadway and/or at an intersection with a state roadway?

Yes                      ✓ No

2.19: Has the municipality previously received a MassWorks grant?

Yes                      ✓ No

2.22: Is the project located on a site that is part of a Land Use Priority Plan, Designated Priority

**Section II. Infrastructure Project Description**

Area, or similar regional plan that identifies priority development and/or preservation sites?

Yes                     No

2.24: If No, explain if the proposed project site is in a local priority area and to what extent it might be consistent with a regional plan.

The bridge provides an important connector for access by public safety vehicles and residents to regional health and medical resources in Newburyport. The bridge is also an important element of the Town's emergency response plan relative to Seabrook Nuclear.

2.25: Are any elements of this project part of an approved Complete Streets Prioritization Plan?

Yes                     No

Section III. Budget and Sources

3.1: Provide a breakdown of the project budget, by spending category, using the table below. This should include the amount requested from MassWorks for each category, the amount covered by matching funds, if any, and reflect the total budget for the entire project. Please be advised that no more than 10% of the MassWorks request may be allocated to pre-construction costs such as surveying, design/engineering, permitting, etc., except in the case of STRAP applications, which may request full funding for all pre-construction and construction costs.

Spending Category	MassWorks Funds Request	Match / Other Funds	Total Project Budget	Source of Match / Other Funds
<u>Design / Engineering</u>	\$89,000.00	\$182,500.00	\$271,500.00	MassDOT grant
<u>Permitting</u>	\$12,000.00	\$28,500.00	\$40,500.00	MassDOT grant
<u>Bidding</u>	\$6,000.00	\$0	\$6,000.00	
<u>CONSTRUCTION</u>	\$893,000.00	\$867,000.00	\$1,760,000.00	Local/MassDOT grant
<u>Construction Admin.</u>	\$0	\$40,000.00	\$40,000.00	MassDOT grant
<b>TOTALS</b>	<b>\$1,000,000.00</b>	<b>\$1,118,000.00</b>	<b>\$2,118,000.00</b>	

3.2: Describe the source(s) of the Match / Other Funds (appropriation, loan authorization, donation, etc.), whether they are subject to a vote of approval by Town Meeting or Council, and by what date (actual or anticipated) the funds will be secured.

The total estimated cost of the alternative 1 bridge replacement is \$2,118,000. The design has been initiated under a 2018 MassDOT Municipal Bridge Grant, however there remains an additional \$1,618,000 needed to complete the construction.

The City of Newburyport was awarded a MassDOT municipal bridge grant under the belief that they were the sole owner of the bridge, but after a survey was completed, it was determined that the dividing line between the Town of West Newbury and the City of Newburyport is roughly the midpoint of the bridge. According to the 2010 Census, West Newbury has a population of 4,235 people and only receives \$214,908 of Chapter 90 apportionment to maintain their 46 miles of roadway, bridges and culverts.

With the insufficient amount of state funding and taxes generated from the town residents, it would be infeasible for the town to fund their portion of the amount needed to complete the construction of this structure in a reasonable amount of time. Relying solely on Chapter 90 apportionment, it would take the town over five years to secure adequate funds to move forward with the project. A vote to authorize town funds towards the bridge project is expected to be scheduled for spring of 2020 based on anticipated progress of design and permitting.

Section IV. Preparing for Success

4.1: Has the municipality implemented best practice(s) in housing and/or economic development as part of the Commonwealth's Community Compact Program?

Yes                    ✓ No

4.2: Does the municipality have a current Master Plan and/or Economic Development Plan in Place?

Yes                    ✓ No

4.3: If No, what steps has the community taken to develop a plan and how does it currently evaluate, consider, and prioritize economic development opportunities to grow?  
In June 2018 the Town adopted a Housing Production Plan pursuant to DHCD regulations and guidelines.

4.4: Has the municipality adopted or is it considering the adoption of a moratorium on any new housing and/or development in the community?

Yes                    ✓ No

4.5: If No, is the municipality a designated Housing Choice Community?

Yes                    ✓ No

4.6: If No, describe any challenges and/or efforts made to adopt Housing Choice or otherwise support the creation of new housing in the community.  
In June of 2018 West Newbury in conjunction with the Merrimack Valley Planning Commission prepared a Housing Production Plan to develop a strategy to meet the housing needs of West Newbury. The housing plan incorporates existing planning efforts including the existing Master Plan, Open Space and Recreation Plan. The Housing Production Plan set five-year goals and action plans. Internet location of Housing Production Plan  
[https://www.wnewbury.org/sites/westnewburyma/files/uploads/westnewbury\\_hpp\\_2018-final.pdf](https://www.wnewbury.org/sites/westnewburyma/files/uploads/westnewbury_hpp_2018-final.pdf).

4.7: Is the project located in a federally designated Opportunity Zone?

Yes                    ✓ No

4.8: If Yes, is this project meant to support a development that will benefit from an Opportunity Fund investment?

Yes                    No

Section IV. Preparing for Success

4.9: Indicate which of the following strategies/planning tools your community has adopted to attract investment in the community as a whole and at the project site specifically.

Development Tool / Strategy	Within Municipality	Within Project Site
Approved 40R District or Compact Neighborhood Designation		
Urban Center Housing Tax Increment Financing		
Approved Housing Development Incentive Program Zone		
Valid, unexpired, Housing Production Plan	✓	
Approved Urban Renewal Plan		
Approved Tax Increment Financing District		
43D Expedited Permitting District		
Approved Tax Increment Financing District		
43D Expedited Permitting District		
Multi-family zoning by-right		
Mixed-use / cluster zoning	✓	
Commercial zoning by-right	✓	
Business Improvement District, Main Street program, or similar		
Federal Choice Neighborhood		
Federal Opportunity Zone nominated census tract(s)		
Federal Economic Development District		
Other:		

4.10: Is the municipality a designated Green Community under the Commonwealth's Green Communities Designation and Grant Program?

- ✓ Yes
- No

4.11: Has the municipality completed, or received a grant to complete, a Municipality Vulnerability Preparedness (MVP) plan through the Commonwealth's MVP Program?

- ✓ Yes
- No

4.12: Are there climate resiliency benefits with the project?

- ✓ Yes
- No

4.13: If Yes, describe.

The proposed bridge will increase the structure span from 14.3 feet to 45 feet, more than doubling the hydraulic capacity. To protect against future undermining of the foundations, the bridge will be supported by piles and armored with scour protection. Additionally, the roadway will be raised by approximately 1 foot.

4.14: Does the project support a transit-oriented development: a development located within a half mile of a transit station (defined as a subway or rail station, or a bus stop serving as the convergence of two or more fixed bus routes that serve commuters)?

- Yes
- ✓ No



Section IV. Preparing for Success

4.15: Does the project support the redevelopment of a previously developed site?

Yes  No

4.16: Does the project support development of new housing with a density of at least four units/acre?

Yes  No

4.17: Does the project support a development containing a mix of residential and commercial uses, with a residential density of at least four units to the acre?

Yes  No

4.18: Will the project directly or indirectly benefit and/or support economic development in one or more adjacent municipalities? If yes, please attach a letter of support from each community.

Yes  No

[https://madhcd.intelligrants.com//\\_Upload/437218\\_546833\\_1-WestNewbury-CombinedLettersofSupport.pdf](https://madhcd.intelligrants.com//_Upload/437218_546833_1-WestNewbury-CombinedLettersofSupport.pdf)

4.19: Is the project located in a Gateway City?

Yes  No

4.20: Select the regional planning agency for this location:

Merrimack Valley Planning Commission

4.21: Select the Mass. transportation district office for this location:

DOT Region 4

Section V. Benefitted Private Development Projects

5.1: Does the public infrastructure project support new development in and around the project area?

If yes, continue to the next question. If No, skip to Section VI.

Yes                      ✓ No

5.2: Will the public infrastructure project...

(a) directly serve or connect to a private development project?

Yes                      No

(b) be located on parcels of land that either are part of a private development project site, or adjacent to parcels of land that are part of a private development project site?

Yes                      No

(c) involve the construction of improvements that are required to be constructed as a condition in a permit or approval for a private development project?

Yes                      No

5.3: If you answered Yes to any of the above, please continue to answer the remaining questions in this section regarding the private development project. If you answered No to all, skip to Section VI.

5.4: Please provide a detailed description of the private development project(s) that includes the full scope of the development, progress on permitting, expected public benefits, and project phasing, if any.

5.5: Is this private development project allowed by-right, or by special permit, in the municipality's current zoning?

Yes                      No

5.7: Is the private development project at least at 25% design?

Yes                      No

5.8: Does the private development project have all required permits and approvals to commence construction?

Yes                      No

5.10: Please provide the anticipated schedule/timeline for the private infrastructure project.

<u>Milestone</u>	<u>Start Date</u>	<u>End Date</u>
<u>Design / Engineering</u>		
<u>Permitting</u>		
<u>Construction Start</u>		

Section V. Benefitted Private Development Projects

- 25% Construction
- 50% Construction
- 75% Construction
- Construction Complete

5.11: Is the private development project's funding fully secured?  
 Yes                      No

5.13: Indicate all of the applicable benefits of the private development project:

- Total private investment: (\$) projected:
- Total lot area (acreage) of private development:
- Total square footage of office, retail, and/or industrial space:
- Total square footage of residential space:
- Total number of NEW housing units to be created:
- How many will be Rental units:
- How many will be Homeownership units:
- How many will be Affordable:
- State level of affordability (% of Area Median Income, 30%, 80%,                      %  
 etc.):
- Number of construction jobs that will be supported:
- Number of NEW part time jobs to be created:
- Number of NEW full time jobs to be created:
- Number of full time jobs to be retained:

5.14: Will the private developer, or any of its contractors or subcontractors, construct any portion of the public infrastructure project?  
 Yes                      No

5.15: Has the municipality provided the private development project with local benefits or incentives?  
 Yes                      No

5.17: Provide the following information for the entity undertaking the private development project:

- Proponent Entity/Company:
- Contact Name/Title:
- Phone:
- Email:

Section VI. Applicability of MEPA Review

If MassWorks funding will be the only form of state action implicated by this project, please refer to EOHED's guidelines for applicability of MEPA review.

6.1: Does the public infrastructure project meet or exceed any of the thresholds for MEPA review set forth in 301 CMR 11.03? If Yes, check all relevant thresholds and indicate if ENF and/or EIR are required.

Yes  No

Threshold	ENF Required	EIR Required
Land Development		
Rare, threatened, or endangered species		
Wetlands, waterways, and tidelands		
Water		
Wastewater		
Transportation		
Energy		
Air		
Solid and hazardous waste		
Historical and archeological resources		
Areas of environmental concern		

6.2: Does the private development project identified herein, meet or exceed the MEPA thresholds as set forth in 301 CMR 11.03? If Yes, check all relevant thresholds and indicate if ENF and/or EIR are required.

Yes  No

Threshold	ENF Required	EIR Required
Land Development		
Rare, threatened, or endangered species		
Wetlands, waterways, and tidelands		
Water		
Wastewater		
Transportation		
Energy		
Air		
Solid and hazardous waste		
Historical and archeological resources		
Areas of environmental concern		

6.3: Can the private development proceed independently without the public infrastructure project? Attach letter(s) from the private development proponent confirming and explaining this answer.

Yes  No

**Section VI. Applicability of MEPA Review**

6.4: List any filings that have been made or will be made with the MEPA Office in connection with the public infrastructure project and/or the private development project described above, and whether the review is expected to be a full scope or a limited scope.

There are no anticipated MEPA filings associated with this infrastructure project.

Section VII. Certification of Public Entity Authorization

7.1: Does your city/town require a vote of the executive body to authorize the submission of this application?

Yes                  No

7.3: If no, are you authorized to submit this application on behalf of the applicant entity, by virtue of your executive position (CEO, CFO, etc.) or as a designee of an executive officer?

Yes                  No

I, Angus Jennings, hereby certify that I am duly authorized to submit this application on behalf of (applicant) Town of West Newbury and to agree that, if awarded, the applicant will implement the MassWorks Grant Program in accordance with all applicable laws and regulations. I understand that the information provided in this application will be relied upon by EOHEd in deciding whether to award a grant and that the Commonwealth reserves the right to take action against the applicant or any other beneficiary of the grant if any of the information provided is inaccurate, misleading, or false.

I hereby further certify, under the pains and penalties of perjury, that the responses to the questions provided in this application and the attached documentation are true, accurate and complete.

Angus Jennings	Town Manager	8/8/2019
Name	Title	Date



**AREA RESTRICTED TO PEDESTRIANS**



**COLLAPSED ROADWAY AND SPANDREL WALL**







**COLLAPSED SPANDREL WALL**



**SETTLEMENT AND COLLAPSING ROADWAY**







**SOUTHEAST WINGWALL DISPLACEMENT**



**EAST ADVANCED BRIDGE CLOSURE SIGNAGE**







**WEST ADVANCED BRIDGE CLOSURE SIGNAGE**



**EAST ROAD CLOSED SIGNS**

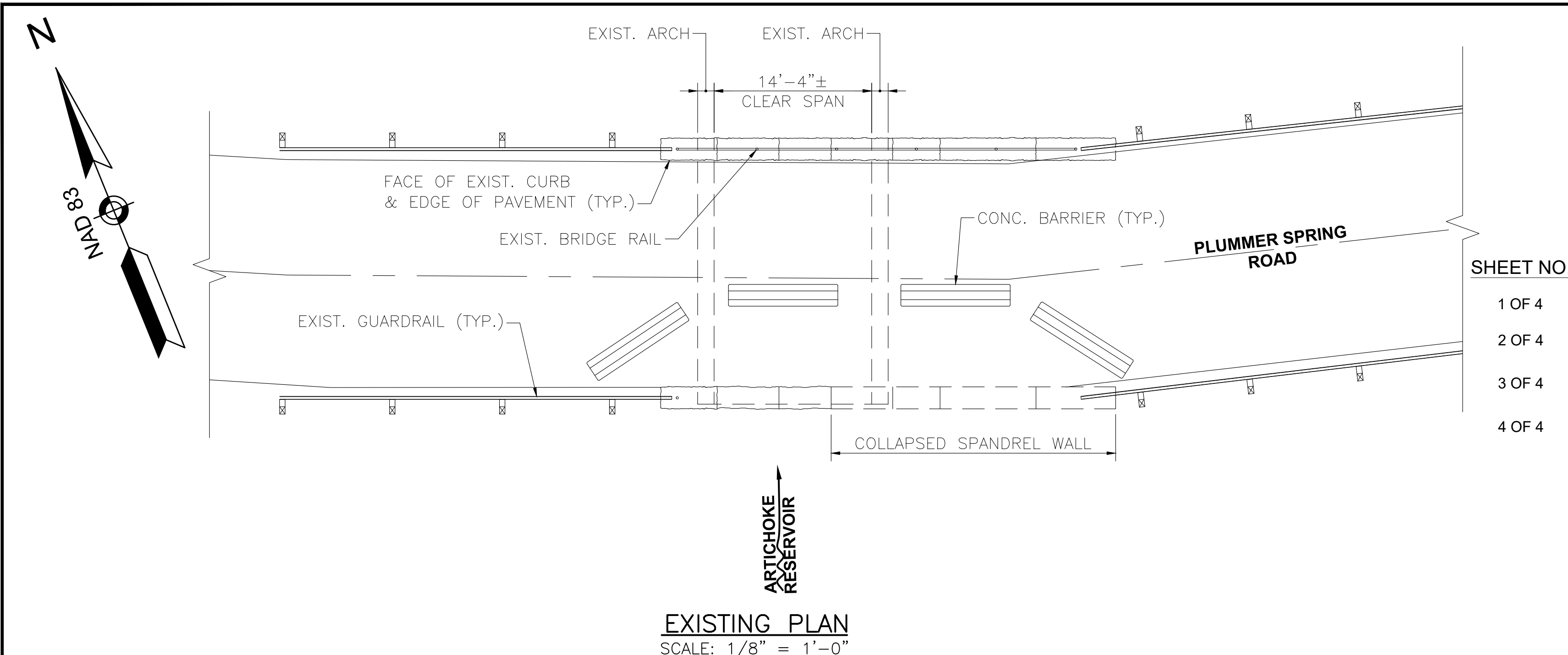




**WEST ROAD CLOSED SIGNS**







**EXISTING PLAN**  
SCALE: 1/8" = 1'-0"

SHEET NO.	DESCRIPTION
1 OF 4	EXISTING CONDITIONS & LOCUS
2 OF 4	ALTERNATIVE 1 - 45'-0" SPAN, 24'-0" ROADWAY SPREAD BOX BEAM KEY PLAN & PROFILES
3 OF 4	ALTERNATIVE 1 - 45'-0" SPAN, 24'-0" ROADWAY SPREAD BOX BEAM PLAN, ELEVATION & TRANSVERSE SECTION
4 OF 4	ALTERNATIVE 1B - 45'-0" SPAN, SPREAD BOX BEAM WITH ONE SIDEWALK PLAN, ELEVATION & TRANSVERSE SECTION

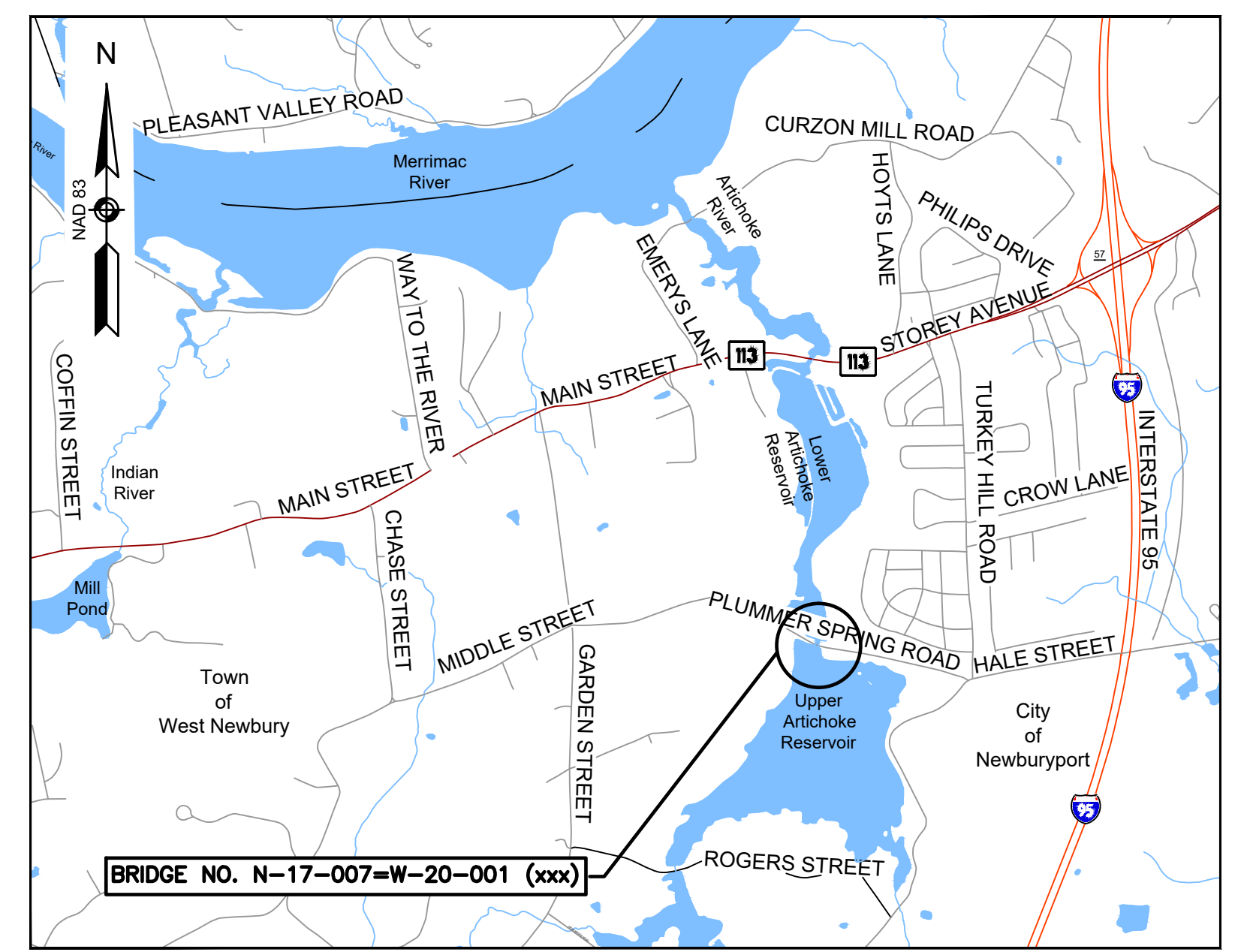
**INDEX**

**DESCRIPTION**  
 EXISTING CONDITIONS & LOCUS  
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 ALTERNATIVE 1 - 45'-0" SPAN, 24'-0" ROADWAY SPREAD BOX BEAM PLAN, ELEVATION & TRANSVERSE SECTION  
 ALTERNATIVE 1B - 45'-0" SPAN, SPREAD BOX BEAM WITH ONE SIDEWALK PLAN, ELEVATION & TRANSVERSE SECTION

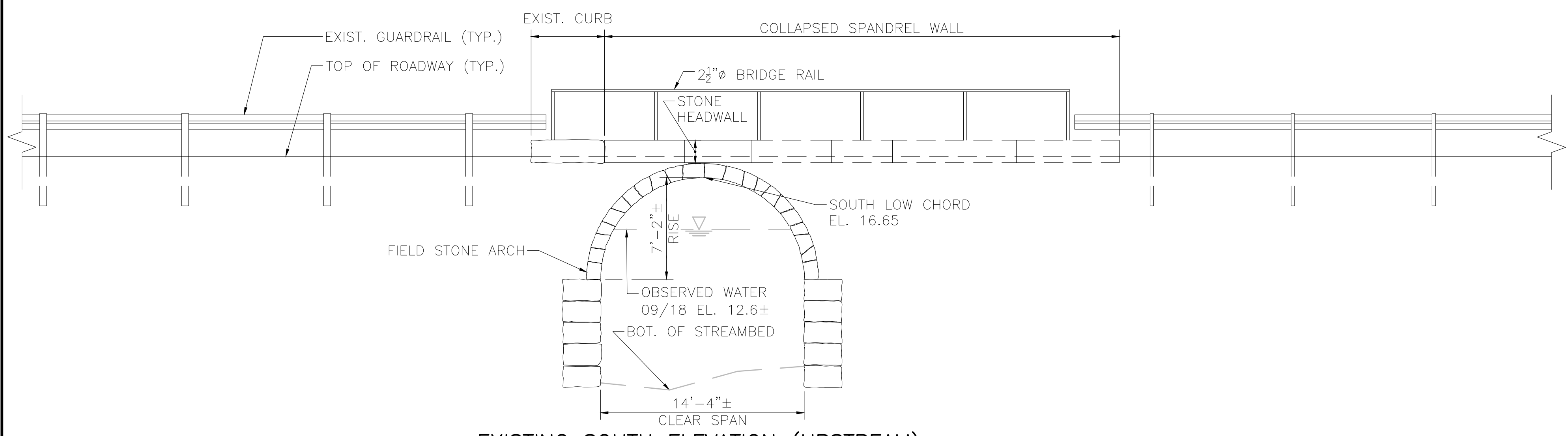
**NEWBURYPORT  
PLUMMER SPRING ROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	1	11
PROJECT FILE NO.		N/A	

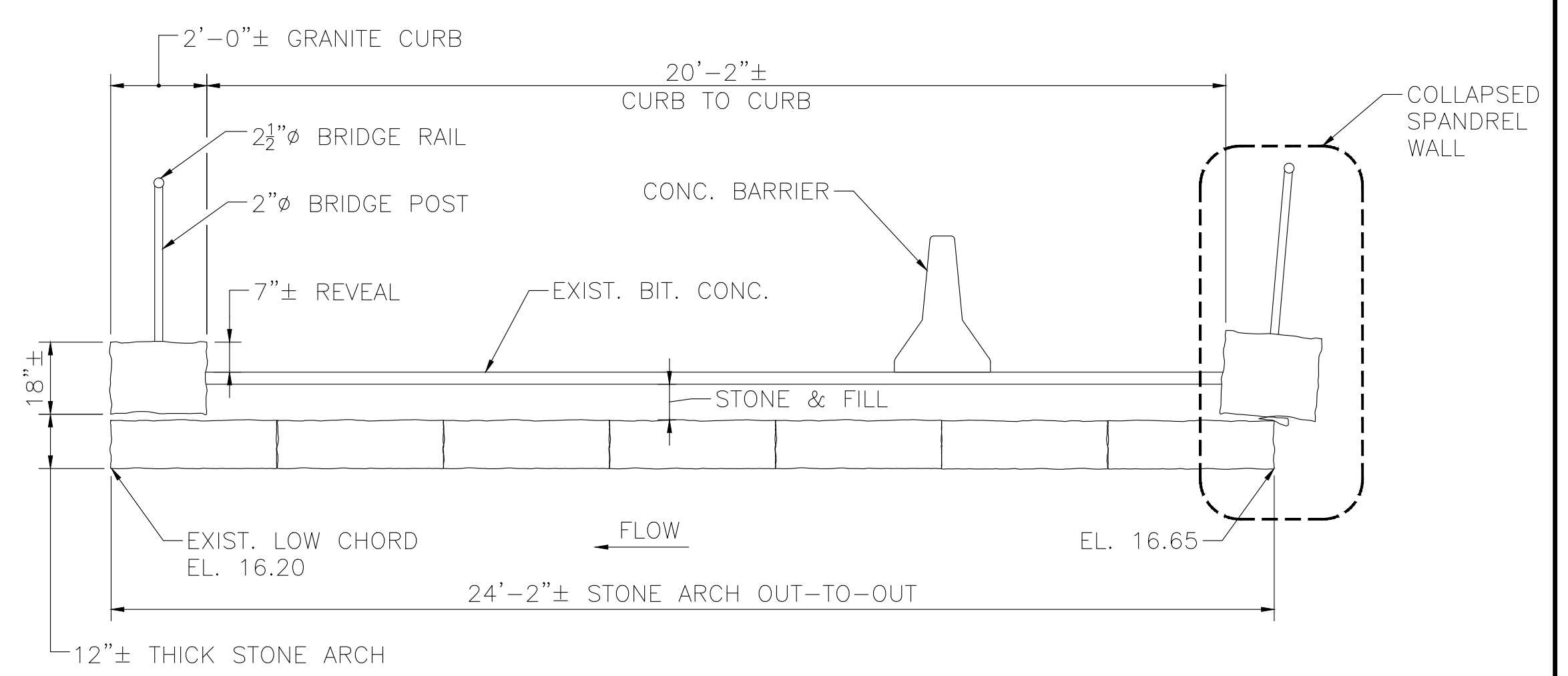
**EXISTING CONDITIONS & LOCUS**



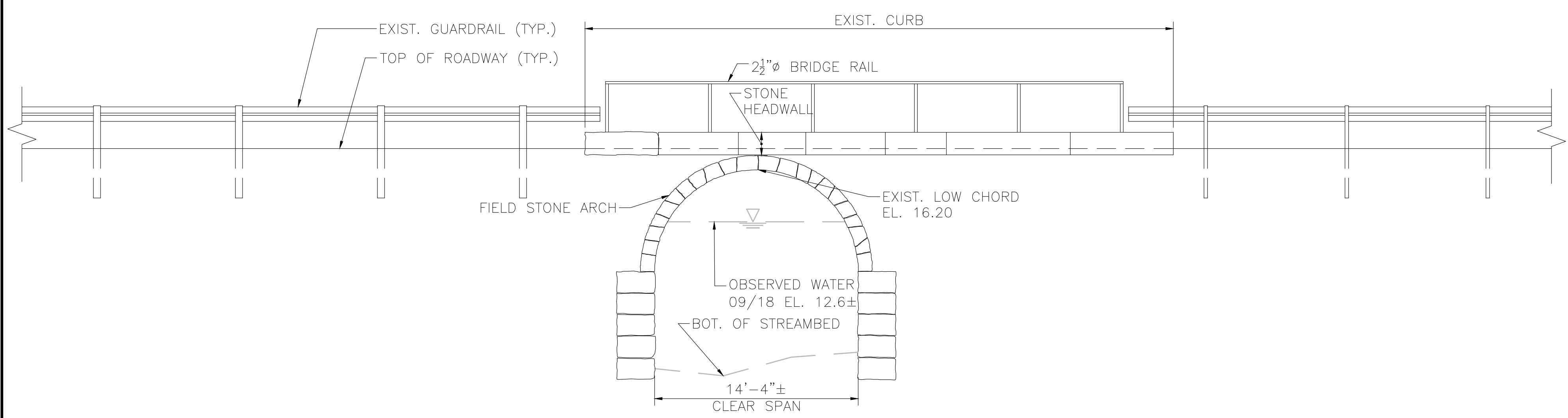
**LOCUS PLAN**  
SCALE: 1" = 2000'



**EXISTING SOUTH ELEVATION (UPSTREAM)**  
SCALE: 3/16" = 1'-0"



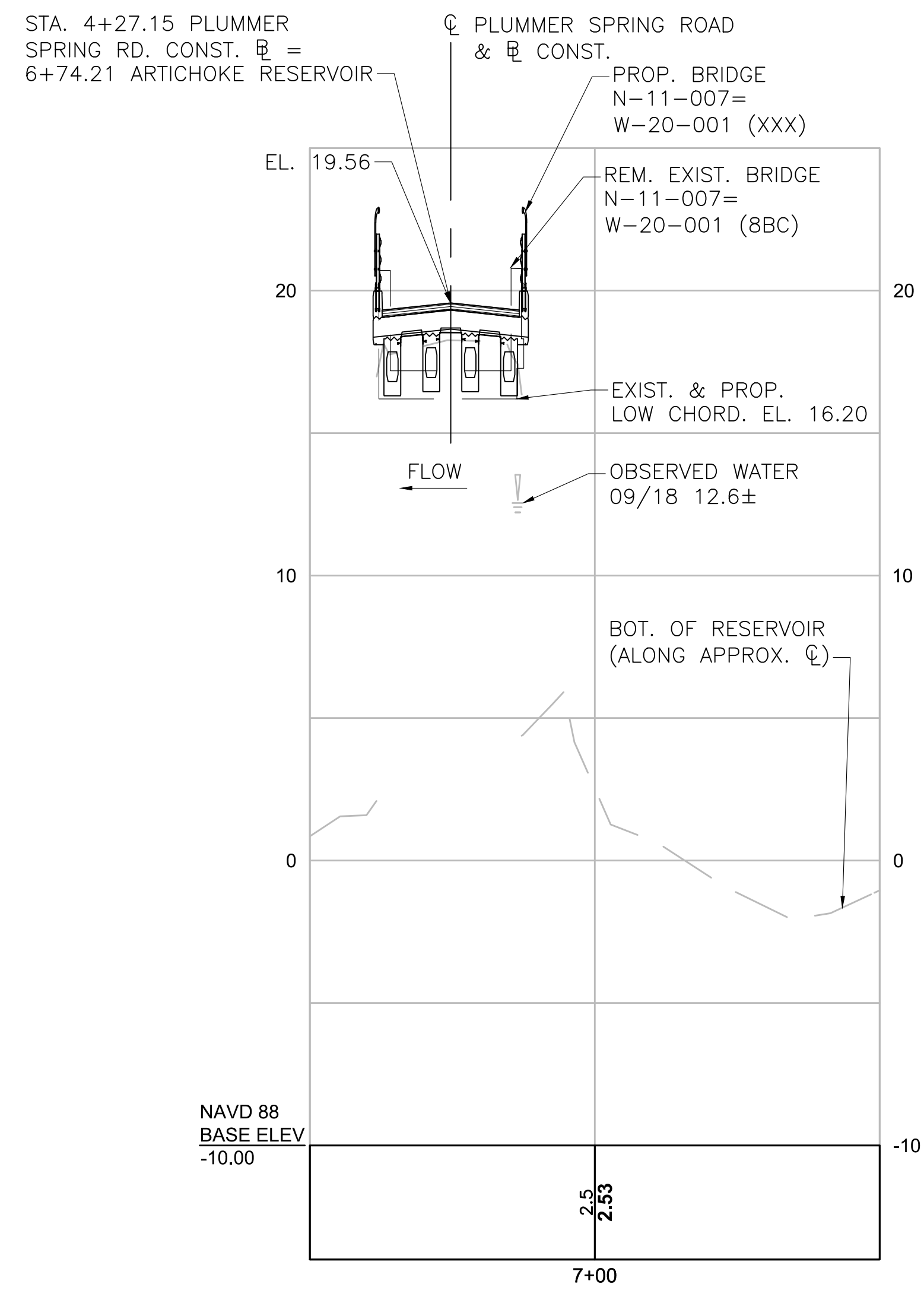
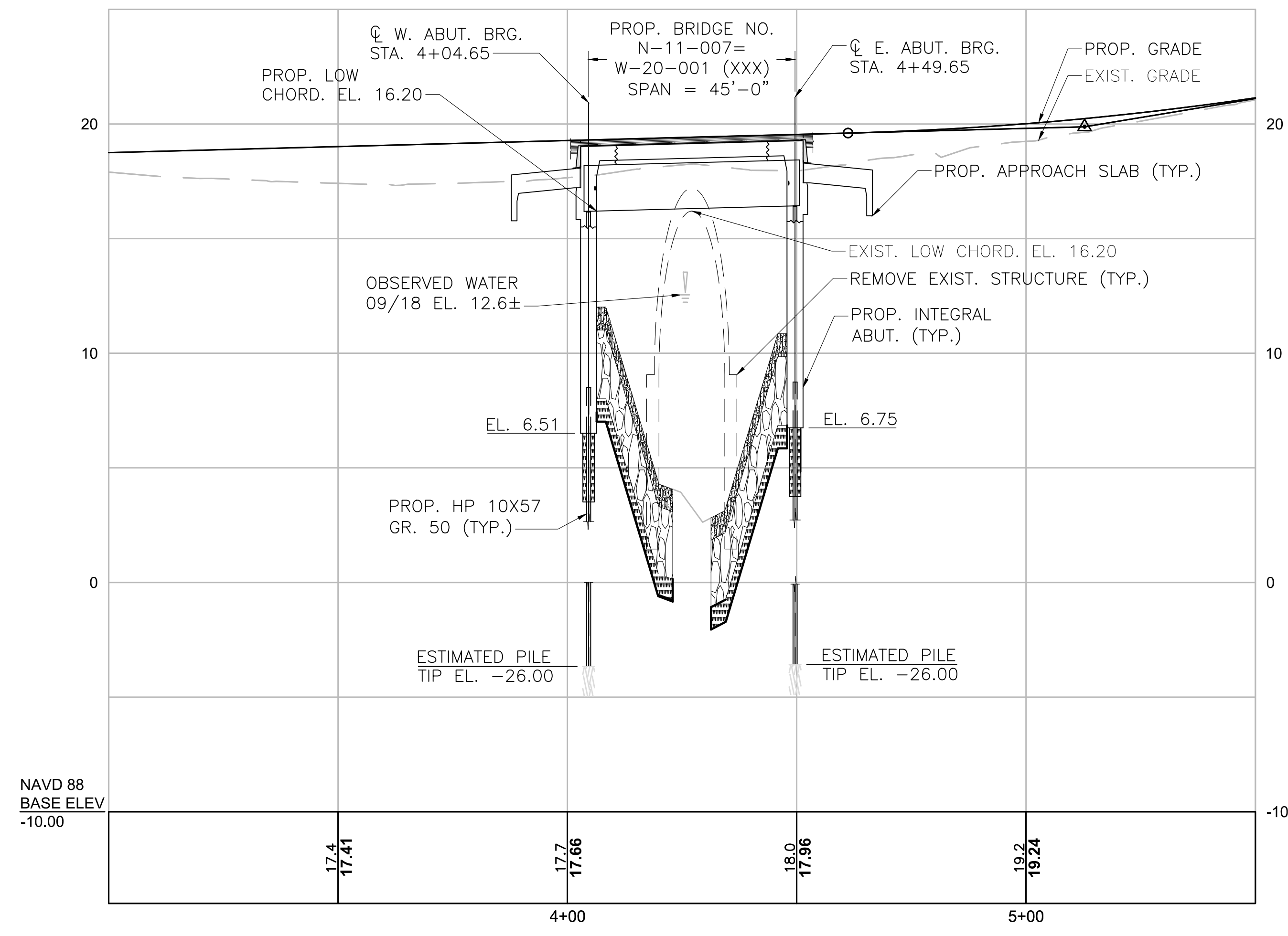
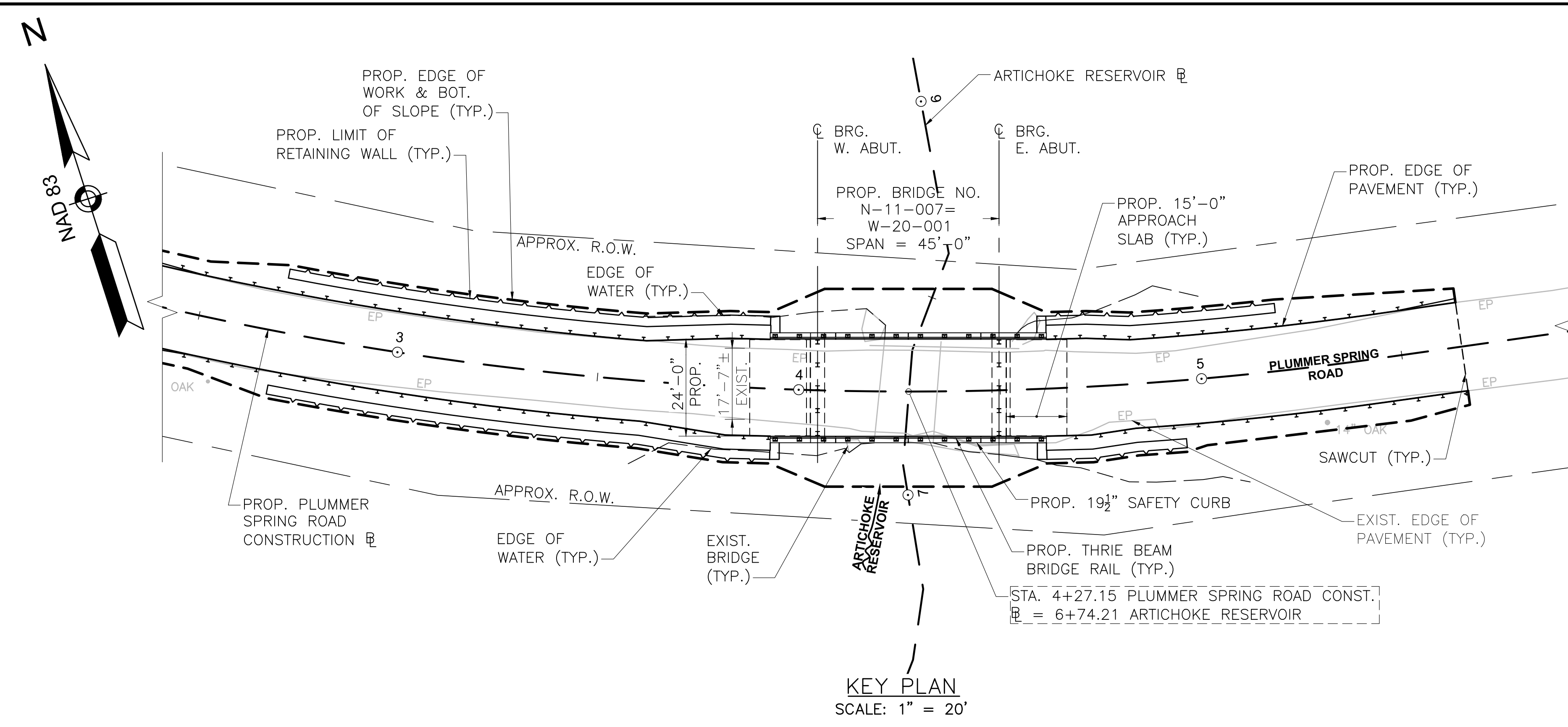
**EXISTING TRANSVERSE SECTION**  
SCALE: 3/8" = 1'-0"



**EXISTING NORTH ELEVATION (DOWNSTREAM)**  
SCALE: 3/16" = 1'-0"

 803 SUMMER STREET BOSTON, MA 02127 (617) 896-4300 www.bscgroup.com	MONTH DD, YYYY ISSUED FOR CONSTRUCTION
	<p align="center"><b>BRIDGE REPLACEMENT NEWBURYPORT/WEST NEWBURY</b></p> <p align="center">PLUMMER SPRING RD. OVER ARTICHOKE RESERVOIR</p>
 CITY OF NEWBURYPORT MASSACHUSETTS 60 PLEASANT ST. NEWBURYPORT, MA 01950	

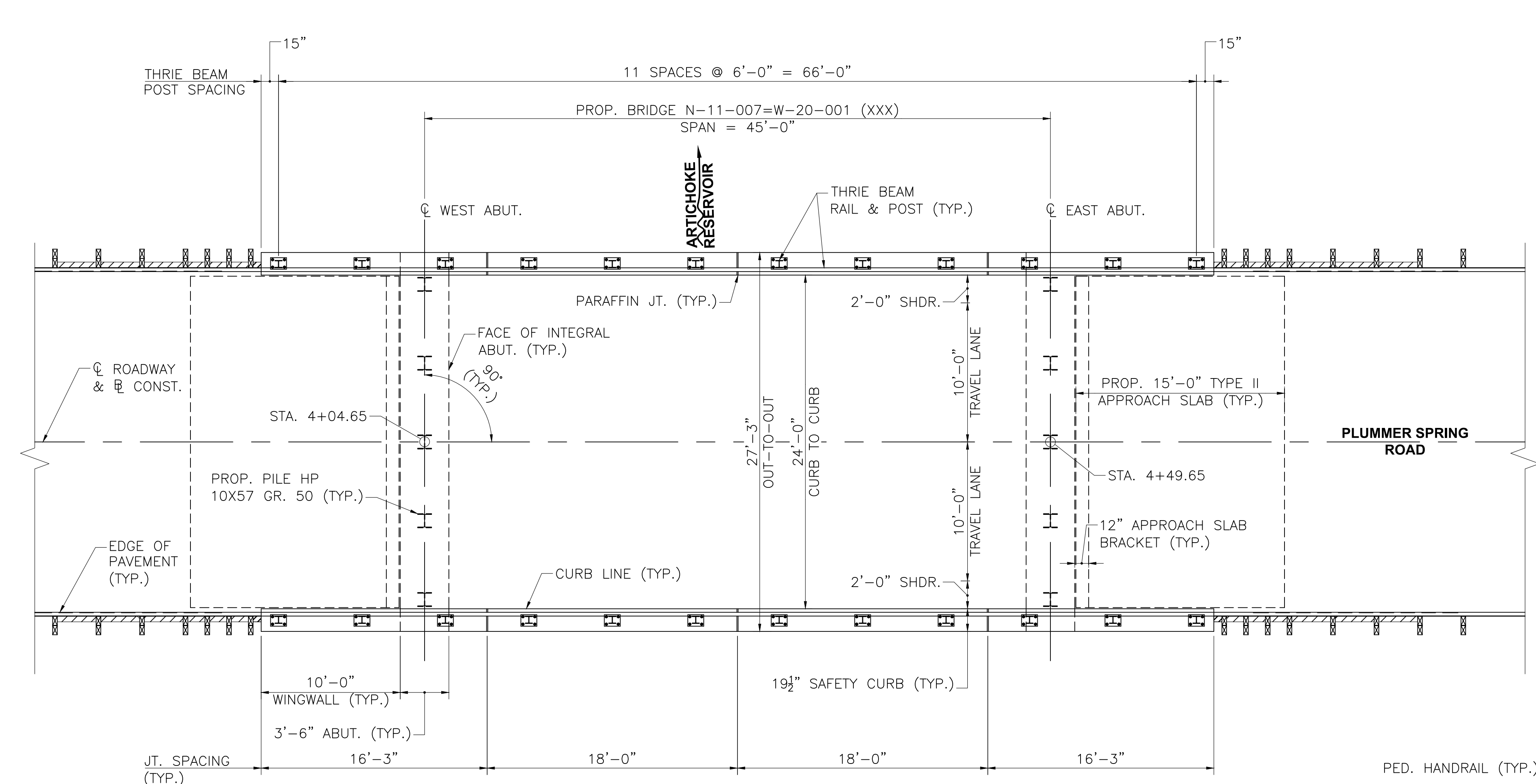
EXISTING REV 2.DWG Plotted on 3-Jul-2019 10:12 AM



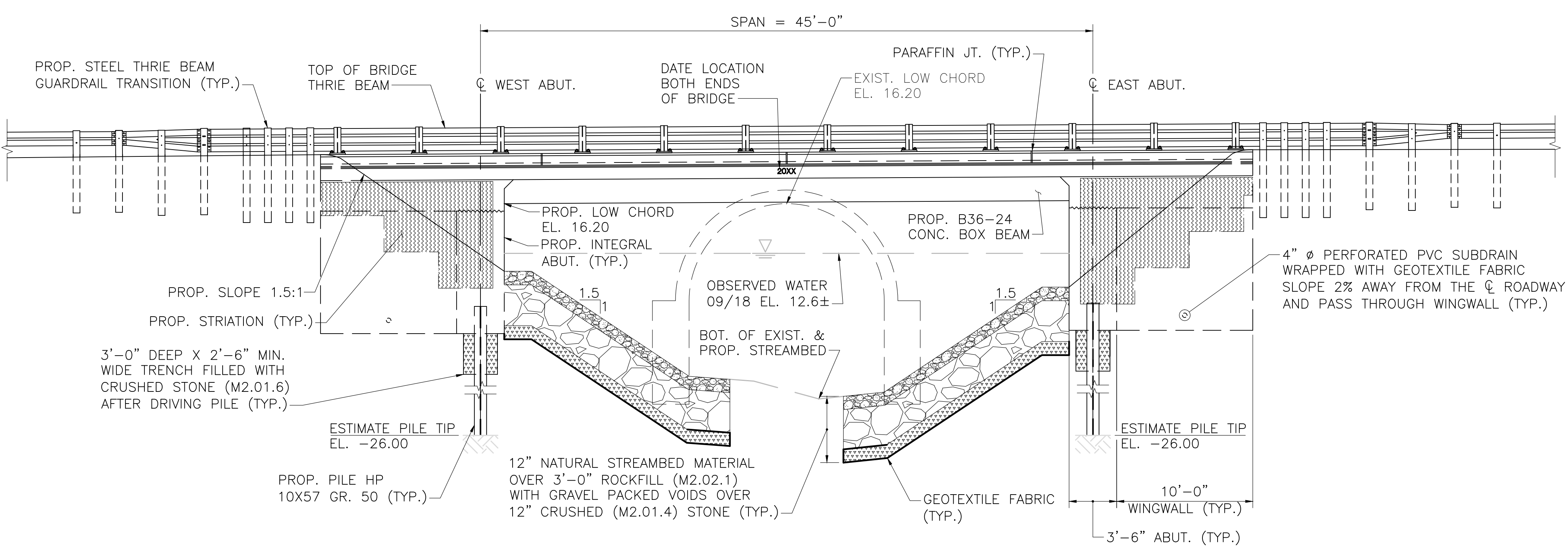
**ALTERNATIVE 1  
PRELIMINARY DESIGN**

MONTH DD, YYYY	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

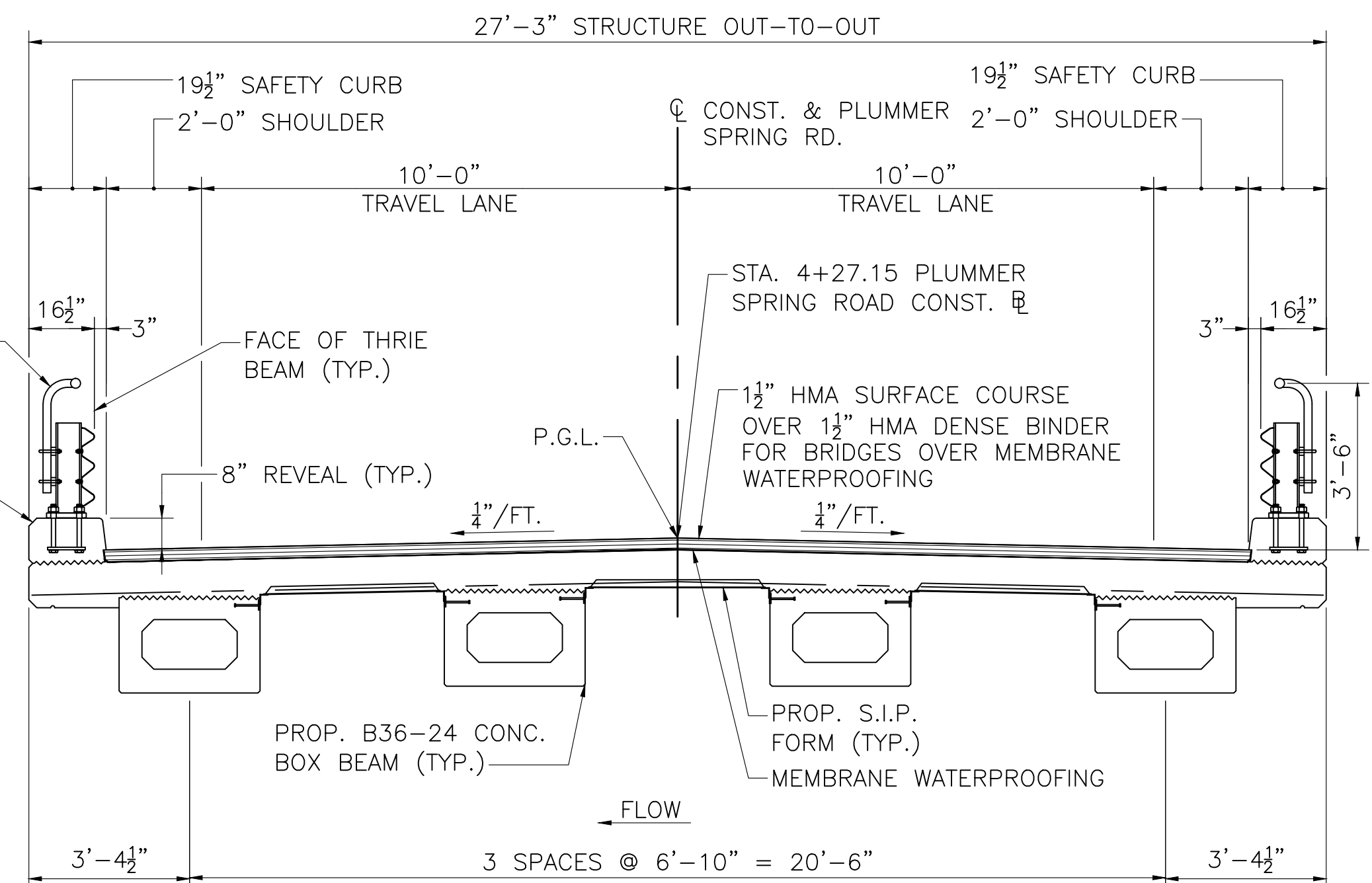
SPREAD BOX REV 1.DWG Pinned on 3-Jul-2019 10:14 AM Plans Submittal (SPX) XX-XX-201X



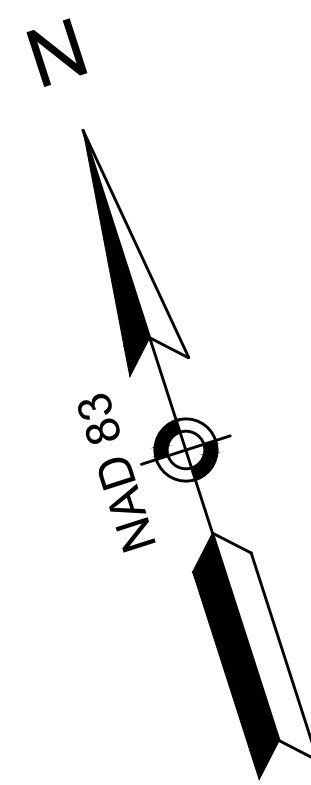
**PROPOSED PLAN**  
SCALE: 3/16" = 1'-0"



**PROPOSED SOUTH ELEVATION**  
SCALE: 3/16" = 1'-0"



**PROPOSED TRANSVERSE SECTION**  
SCALE: 3/8" = 1'-0"



**NEWBURYPORT  
PLUMMER SPRING ROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	3	4
PROJECT FILE NO.		N/A	

**ALTERNATIVE 1 - 45'-0" SPAN, 24'-0" ROADWAY SPREAD BOX BEAM PLAN, ELEVATION & TRANSVERSE SECTION**

**Preliminary Bridge Estimated Cost**  
**Alternative 1 - 45'-0" Span Spread Box Beams (24'-0" Roadway)**  
 Design, Permitting and \$40,000 Resident Engineer Estimate = \$358,000  
 Bridge Estimated Construction Cost = \$1,340,000  
 Highway Estimated Construction Cost = \$420,000  
**TOTAL \$2,118,000**

**ALTERNATIVE 1  
PRELIMINARY DESIGN**

MONTH DD, YYYY	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

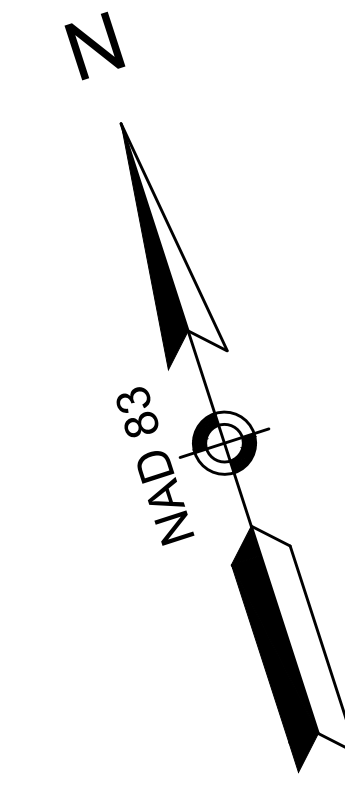
SPREAD BOX REV 1.DWG Pinned on 3-Jul-2019 10:14 AM Plans Submittal (SPX) XX-XX-201X



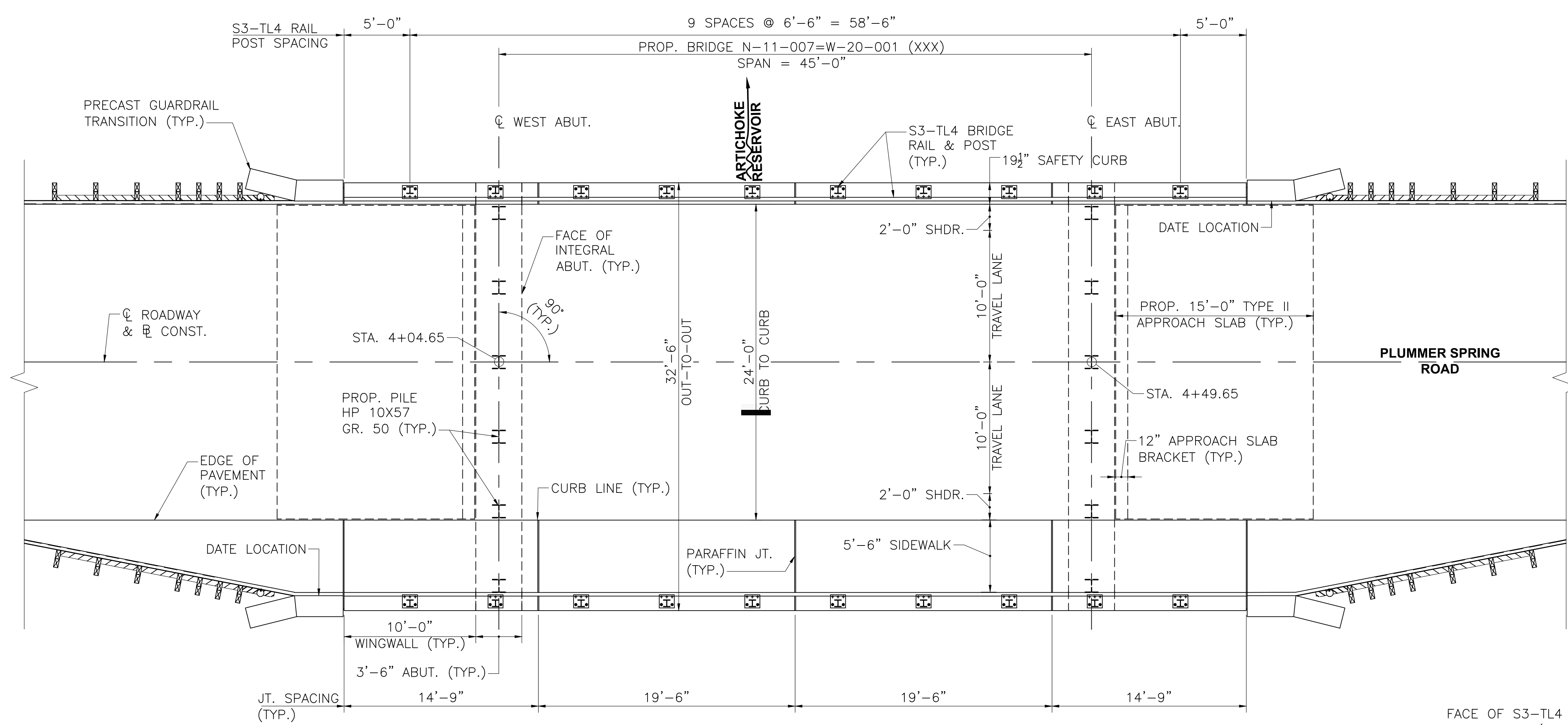
**NEWBURYPORT  
PLUMMER SPRING ROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	5	11
PROJECT FILE NO.		N/A	

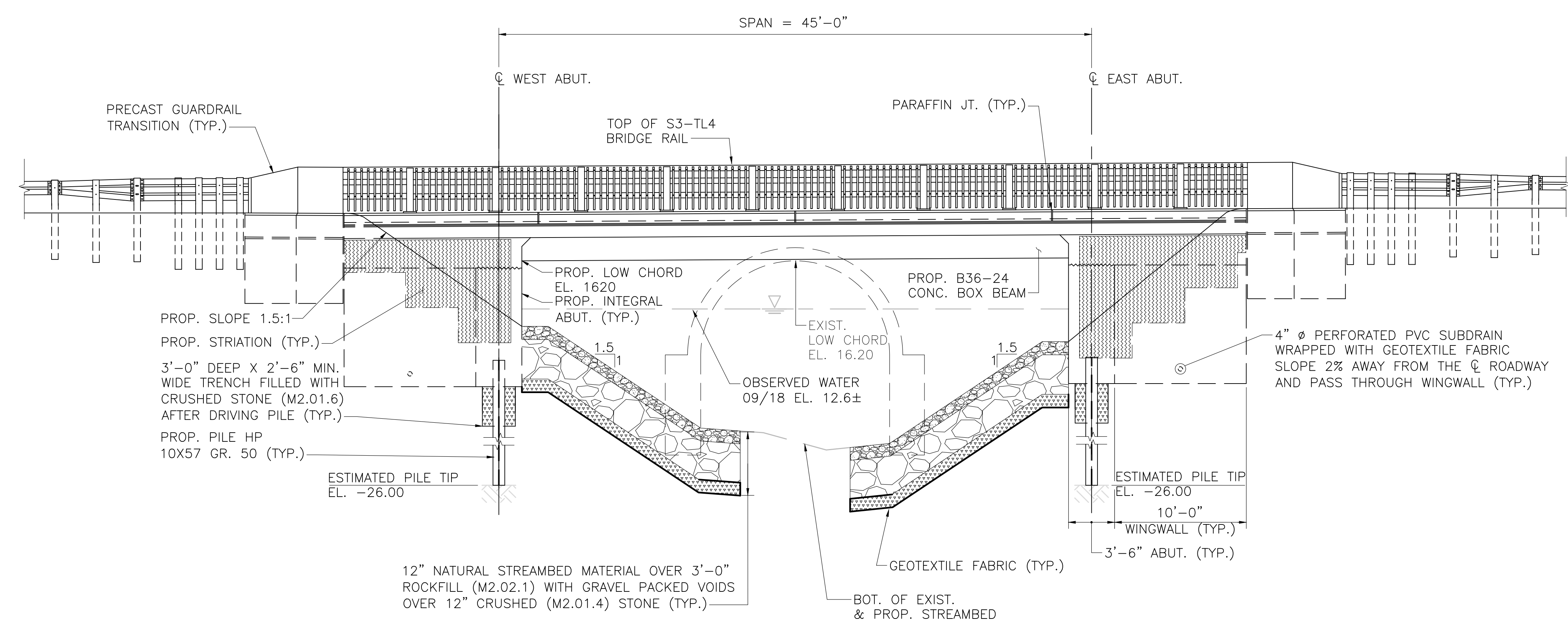
**ALTERNATIVE 1B - 45'-0" SPAN  
SPREAD BOX BEAM WITH ONE  
SIDEWALK PLAN, ELEVATION &  
TRANSVERSE SECTION**



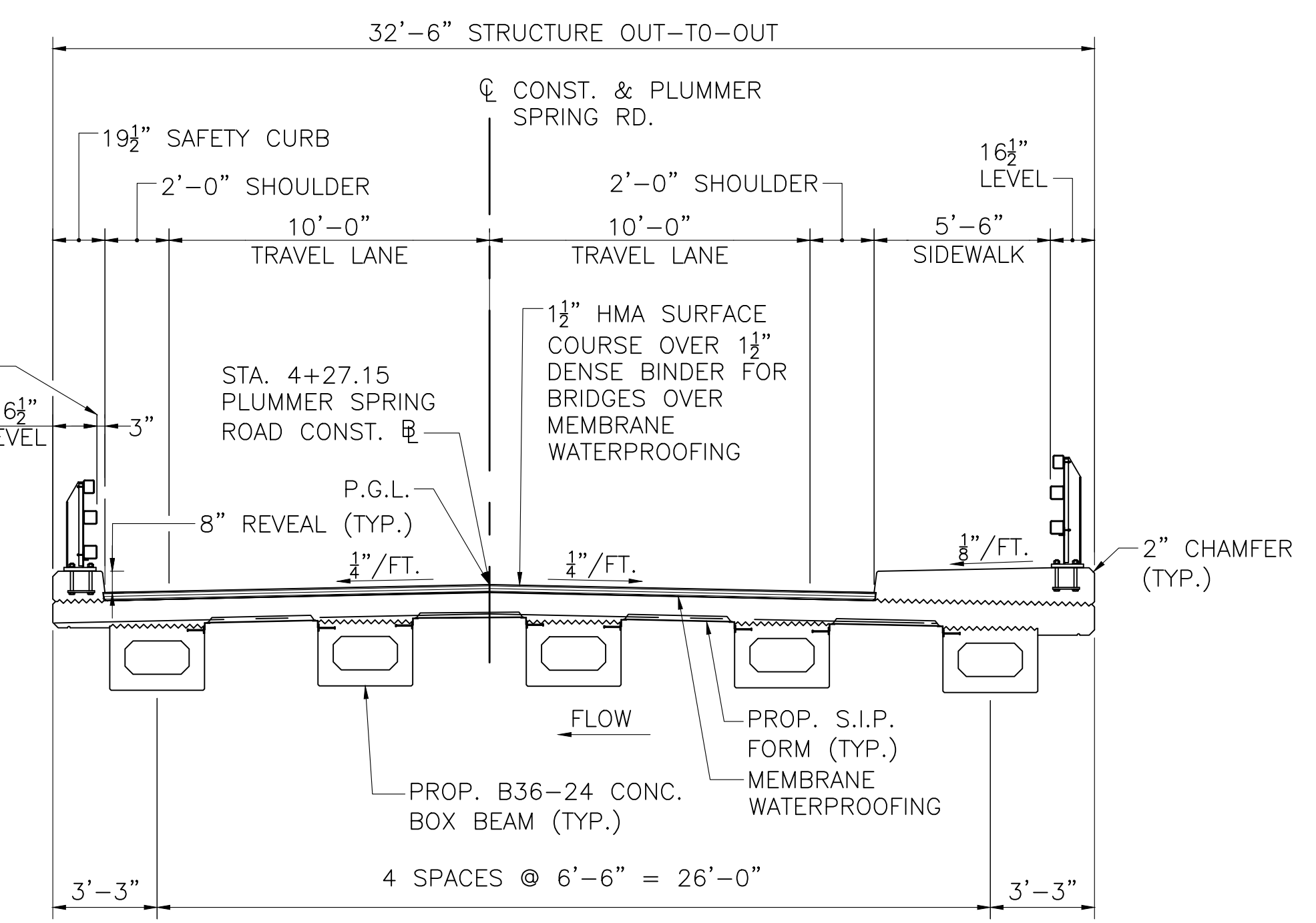
**Preliminary Bridge Estimated Cost**  
**Alternative 1B - 45'-0" Span Spread Box Beams (24'-0" Roadway with one 5'-6" sidewalk)**  
 Design, Permitting and \$40,000 Resident Engineer Estimate = \$389,000  
 Bridge Estimated Construction Cost = \$1,650,000  
 Highway Estimated Construction Cost = \$515,000  
**TOTAL \$2,554,000**



**PROPOSED PLAN**  
SCALE: 3/16" = 1'-0"



**PROPOSED SOUTH ELEVATION**  
SCALE: 3/16" = 1'-0"



**PROPOSED TRANSVERSE SECTION**  
SCALE: 1/4" = 1'-0"

**ALTERNATIVE 1B  
PRELIMINARY DESIGN**

MONTH DD, YYYY	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

Plotted on 10-Jul-2019 9:28 AM  
SIDEWALK.DWG  
Plans Submittal (SPX) XX-XX-201X

# LETTERS OF SUPPORT

Senator Bruce E. Tarr	Page 2
Representative Lenny Mirra	Page 9
City of Newburyport – Mayor Donna D. Holaday	Page 10
West Newbury – Police Chief Jeff Durand	Page 11
West Newbury – Fire Chief Michael Dwyer	Page 12
West Newbury Residents	Page 13 - 22





*The Commonwealth of Massachusetts*

**MASSACHUSETTS SENATE  
OFFICE OF THE MINORITY LEADER**

**SENATOR BRUCE E. TARR**  
MINORITY LEADER  
*First Essex and Middlesex*

STATE HOUSE, ROOM 308  
BOSTON, MA 02133-1053  
TEL: (617) 722-1600  
FAX: (617) 722-1310

[BRUCE.TARR@MASENATE.GOV](mailto:BRUCE.TARR@MASENATE.GOV)  
[WWW.MASENATE.GOV](http://WWW.MASENATE.GOV)

August 2, 2019

Secretary, Mike Kennealy  
Executive Office of Housing & Economic Development  
One Ashburton Place, Room 2101  
Boston, MA 02108

Dear Secretary Kennealy,

I would like to take this opportunity to express my strong support for the Town of West Newbury. In particular, the town's application for a MassWorks Grant, which would provide the necessary and much needed funds to support completion of the design, permitting, and reconstruction of the Middle Street Bridge.

With that, I note the objective of this project is to replace the existing failed bridge (please see attached map and photos), which was closed after a collapse was experienced in June, 2018. Since then, various/numerous town officials and staff from the Town of West Newbury and the City of Newburyport have been working very closely in order to advance the project design. By replacing the existing failed bridge, Plummer Spring Road will be reopened with a structure that meets modern safety and design features.

In relation to such, I wish to emphasize the importance of this connection point to the City of Newburyport, which can/should be considered crucial to both communities. With both communities offering mutual aid to one another, this bridge closure will likely and negatively impact the emergency response time to residents in the area. I further note the statistical increase in motor vehicle crashes associated when detouring similar traffic onto higher speed roadways (in this case Route 113).

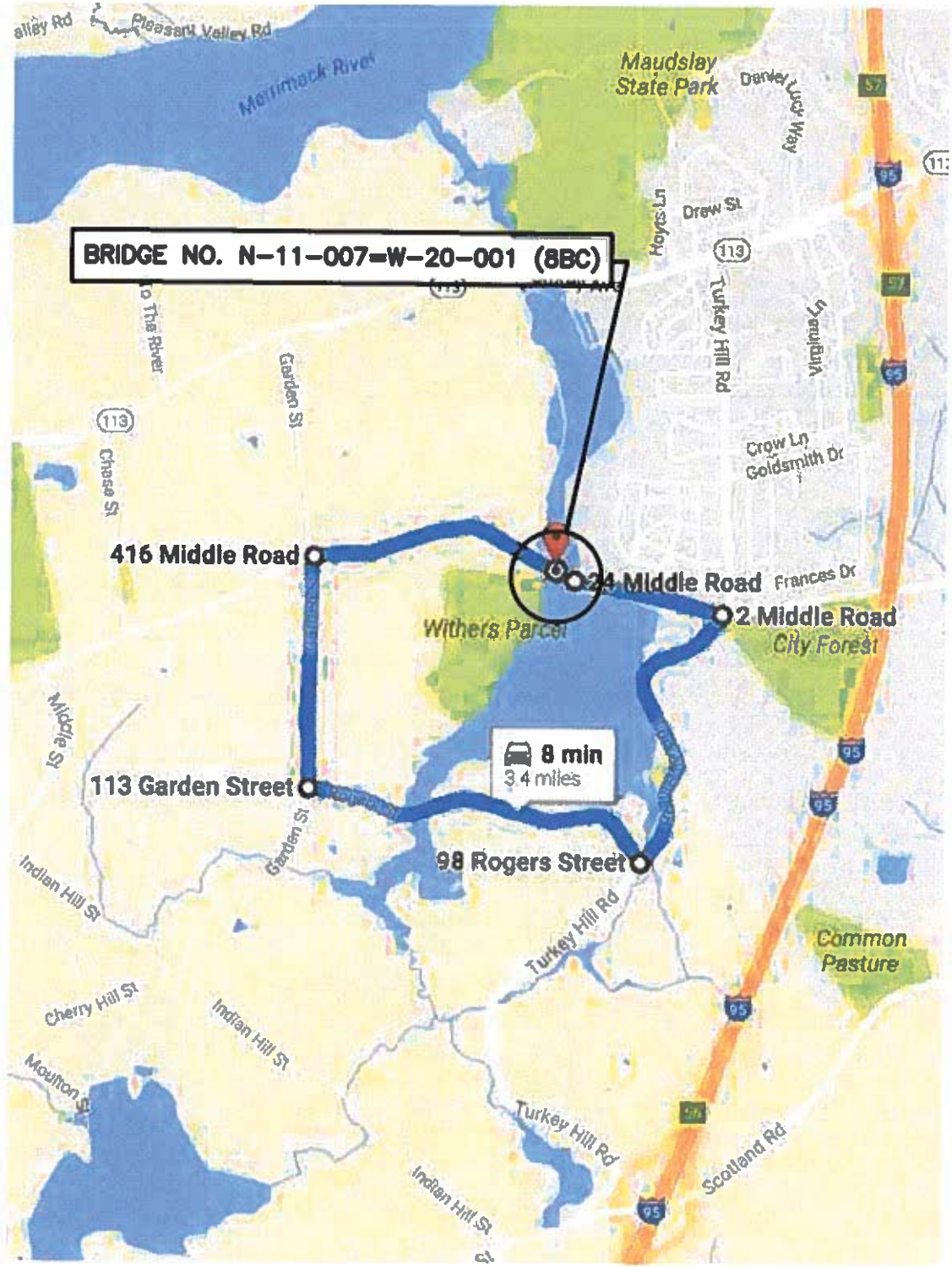
Moreover, I note that Plummer Spring Road provides access for approximately 80 manufacturing businesses in the Lord Timothy Dexter Industrial Green and also serves as an essential evacuation route for the Seabrook Nuclear Power Station. In this case, the proposed bridge replacement would provide full/required compliance with federal law(s) requiring an evacuation route be provided for communities within a 10-mile radius of the emergency planning zone. Furthermore, aside from the burdensome 3.4 mile detour currently in place and how such impacts essential delivery of services, I remain very concerned about the environmental impact associated with the ongoing closure of the Middle Street Bridge, especially given that it traverse's reservoirs that supply drinking water to both Newburyport and West Newbury.

In conclusion, I respectfully request your strongest consideration in support of the Town of West Newbury's MassWorks Grant application. I greatly appreciate your support, and encourage you to contact me directly should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bruce E. Tarr".

Bruce E. Tarr  
State Senator  
Minority Leader



**BSC GROUP**

803 SUMMER STREET  
BOSTON, MASS. 02127

PROJECT: MASSWORKS GRANT APPLICATION  
N-11-007-W-20-001 (8BC)

SUBJECT: PROPOSED TRUCK DETOUR ROUTE





**AREA RESTRICTED TO PEDESTRIANS**



**COLLAPSED ROADWAY AND SPANDREL WALL**





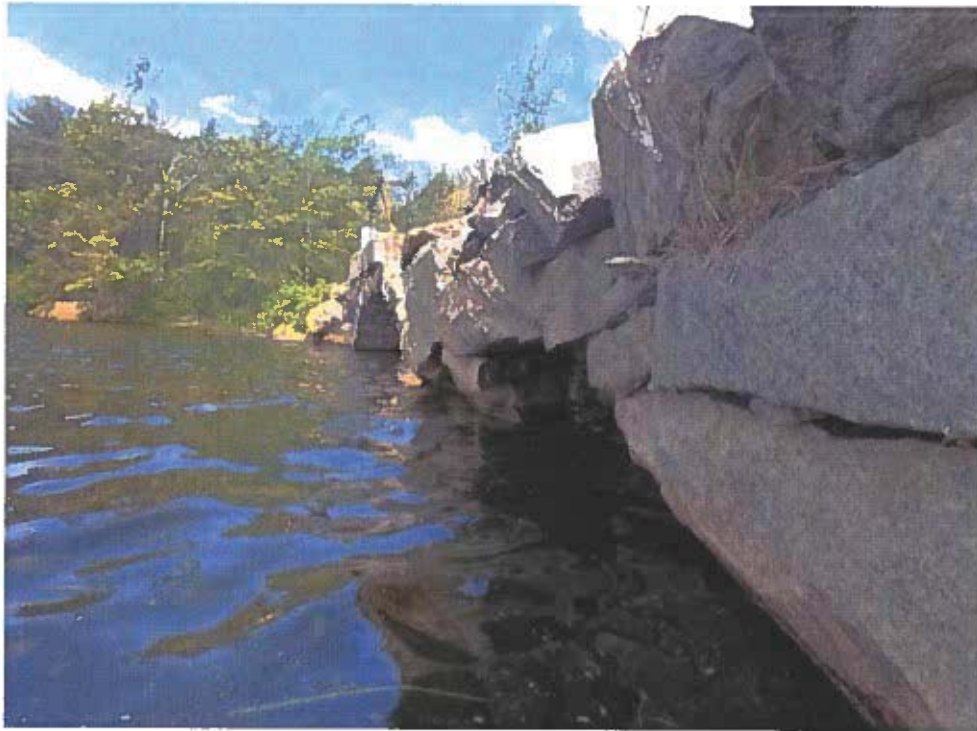


**COLLAPSED SPANDREL WALL**



**SETTLEMENT AND COLLAPSING ROADWAY**





**SOUTHEAST WINGWALL DISPLACEMENT**



**EAST ADVANCED BRIDGE CLOSURE SIGNAGE**







**WEST ADVANCED BRIDGE CLOSURE SIGNAGE**



**EAST ROAD CLOSED SIGNS**





**WEST ROAD CLOSED SIGNS**





The Commonwealth of Massachusetts  
House of Representatives  
State House, Boston 02133-1054

Dear MassWorks Selection Committee,

As the State Representative representing West Newbury, I write to offer my support of the Town's application for a MassWorks Grant to support completion of design, permitting and reconstruction of the Middle Street Bridge.

The objective is to replace the existing failed bridge (see attached map and photos), which was closed after a collapse was experienced in June of 2018. Since that time, town officials and staff in West Newbury and Newburyport have been working very closely to advance the project design.

This importance of this connection point to the City of Newburyport is crucial to both our communities. The communities offer mutual aid to one another and having this bridge closed may hamper the emergency response time to a call in the area of the closure. Also, having all the bridge traffic follow a detour onto a higher speed roadway of Route 113 puts increase odds of potential vehicles crashes. The bridge's closure has caused not only an inconvenience, but a potential safety hazard to those in the affected communities. Although it may not appear to be a safety hazard, those who need to quickly access Anna Jacques Hospital in Newburyport cannot get to the hospital in a timely manner due to the extensive delays. This isn't just an eye-sore on the community, but a hazard to those who need quick access to Newburyport.

Please support the Town's request for the MassWorks Grant.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lenny Mirra".

Representative Lenny Mirra





CITY OF NEWBURYPORT  
OFFICE OF THE MAYOR  
DONNA D. HOLADAY, MAYOR

60 PLEASANT STREET - P.O. BOX 550  
NEWBURYPORT, MA 01950  
978-465-4413 PHONE  
978-465-4402 FAX

August 2, 2019

Executive Office of Housing and Economic Development  
MassWorks Grant Program  
1 Ashburton Place, Room 2101  
Boston, MA 02108

Dear MassWorks Selection Committee:

This letter is written in support of the Town of West Newbury's MassWorks application for the reconstruction of the Plummer Springs Bridge / Middle Street Bridge that spans and connects both our communities.

The existing bridge was recently closed due to significant structural failure, and since then for the past year the City of Newburyport has been working collaboratively with the Town of West Newbury to reconstruct this bridge. For centuries this bridge has been an important neighborhood connection between both communities and it provides vital access for first responders servicing both communities.

Both communities have been closely working together to determine strategy, design options, construction details and cost for a new replacement bridge. We are at a point to start the public comment process. Draft design options have been agreed upon by both communities and a public meeting will be scheduled next month.

We are working together to draft a Memorandum of Understanding (MOU) that formalizes our collaborative efforts and commits both communities to continue working together to construct the new bridge. The MOU is in the final review process we and expect it to be executed within the next few weeks.

The award of this grant is critical for both communities. The estimated cost of \$2.2M will be an overwhelming cost burden on the tax payers in both communities; this grant will reduce this impact by almost half.

Thank you for considering this application for a MassWorks Grant and if I can offer any additional support, please feel free to contact me.

Sincerely,

Donna D. Holaday, Mayor



# WEST NEWBURY POLICE DEPARTMENT

401 Main Street, West Newbury, MA 01985

Phone 978-363-1213

Fax 978-363-1114

Jeff Durand, Police Chief  
durand@westnewburysafety.org

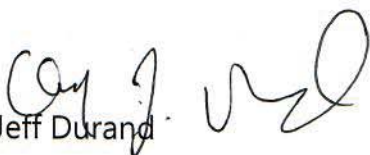
Dear MassWorks Selection Committee,

The West Newbury Police Department would like to offer its full support on the MassWorks Grant application for the rebuilding of the Middle Street bridge in the Town of West Newbury. This bridge is an important connection point to the City of Newburyport. If Route 113 is closed for any reason, the bridge is one of the only two other connections between our towns and the most viable option.

We currently have no fueling stations in town and must travel to Newburyport for fuel. This bridge also supplies another option when returning back to town in the case of an emergency response. Additionally, the Middle Street bridge can be an essential response route for the police department to access certain areas of town on Turkey Hill Road during emergencies.

Again, please consider this letter of support in your determination of awarding this grant.

Sincerely,

  
Jeff Durand

Chief of Police

A Massachusetts Accredited Agency



**TOWN OF WEST NEWBURY**  
**Fire Department**  
403 Main Street  
West Newbury, MA 01985  
978-363-1120 fire@westnewburysafety.org

August 5, 2019

Dear MassWorks Selection Committee,

The Town of West Newbury is applying for a MassWorks Grant in an effort to rebuild the Middle Street bridge in our community. As the West Newbury Fire Chief, I would like to express my support for the grant. We are an on-call fire department who has members that live in West Newbury and surrounding communities including Newburyport. Our response time to our stations have been affected by the current state of the bridge and imposed detours. Also, having all the bridge traffic follow a detour onto a higher speed roadway of Route 113 increases the odds of potential vehicle crashes.

In addition to the access to our stations, we rely heavily on mutual aid response from Newburyport, Newbury, Amesbury and Salisbury. Middle Street is a central access point to our community. We are experiencing delays in response from mutual aid fire departments. Additionally, the Middle Street bridge provides our department and mutual aid departments with access to a major water supply used to transport water to various potential fire incidents in the immediate area. A majority of access to this water supply is on the Newburyport side of this bridge, causing a delay in access or re-routing of emergency crews. This can be catastrophic in our town as we have limited access to municipal fire hydrants, particularly in this area of town, where there is no municipal water and no fire hydrants.

Another impact the closure of the Middle Street Bridge has on our community is the ambulance service. Our ambulance service is provided through a contractor (Cataldo) based in Newburyport. The closure of the Middle Street Bridge, which again, is a central access point from Newburyport to West Newbury, impacts the timeliness in which the ambulance is able to respond to fire and medical calls in our community. They now have to take a longer, and more congested route to get to West Newbury. Increase response time has a detrimental effect on patient care.

Please support our request for the MassWorks Grant.

Sincerely,

Michael Dwyer  
Fire Chief

Richard G. Parker  
West Newbury Selectman  
153 Crane Neck Street  
West Newbury, MA 01985

Subject: Importance of the Middle Street/Plummer's Spring Bridge over the Artichoke Reservoir, connecting the Town of West Newbury and the City of Newburyport

To Whom It May Concern:

The bridge over the Artichoke Reservoir, known alternately as the Middle Street Bridge or the Plummer Springs Bridge depending upon which community you live in, connects the Town of West Newbury and the City of Newburyport, and is an important link between the two communities.

In the event of a Rte. 113 road closure causing a detour west of Turkey Hill Road in Newburyport, the bridge is the shortest alternative route to Newburyport for any traffic on that route, including emergency access to Anna Jacques Hospital. Without the bridge, the next alternate route (Garden Street to Rogers Street to Turkey Hill Street – all low speed rural roads) adds an additional 7 to 8 minutes to both emergency and personal / commercial traffic traveling between the two communities. In the event of a medical emergency or a mutual fire aid assist, 7 to 8 minutes can make the difference between life and death.

From the quadrant of West Newbury in which I live, the bridge is by far the shortest and quickest way to reach downtown Newburyport, avoiding the high traffic area of Route 113 that includes the I-95 intersection, the busy commercial strip on Newburyport's Storey Avenue, the intersection with Low Street, and a total of 7 traffic lights. Perhaps 25% of West Newbury residents are similarly affected.

It is important that the bridge be replaced as soon as possible. The \$1,000,000 Massworks Grant being applied for will significantly expedite the process and the ability of the two communities to work together to replace the bridge.

Thank you for your consideration.

Sincerely,  
Richard Parker

## Town Manager

---

**From:** John Dodge [REDACTED]  
**Sent:** Monday, August 5, 2019 1:44 PM  
**To:** DPW Director  
**Cc:** Town Manager  
**Subject:** Middle Street Bridge

Dear Wayne,

I am writing you in support of the state grant application to rebuild the Middle Street bridge (also known as the Plummer Springs Bridge). This vital and historical link between West Newbury and Newburyport has been closed to vehicles for a couple of years. The result is a more difficult route for ambulances and emergency equipment in reaching Anna Jaques Hospital and Newburyport in general for mutual aid. Closure has also at times clogged Turkey Hill Road with traffic, it being the only link between the two communities via Hale St.

In short, this bridge should be rebuilt as soon as possible.

Sincerely,

John Dodge  
1 Olde Parish Way  
West Newbury, MA 01985  
[REDACTED]



## DPW Director

---

**From:** Sheri Chandler <[REDACTED]>  
**Sent:** Friday, July 26, 2019 7:21 PM  
**To:** DPW Director  
**Subject:** Middle Street Bridge

I would like to speak in favor of the grant application for the Middle Street Bridge. Since it's closure, access from West Newbury into the heart of Newburyport has been severely impacted. For my family it means longer commute times to the grocery store, gas station, doctor's office, and numerous other aspects of our lives every day. Repairing and reopening the bridge would be a significant improvement in our quality of life as well as lighten our impact on the environment as we would be using less fuel and there would be decreased traffics on the only two (currently) functional access roads from West Newbury to Newburyport.

Respectfully,  
Sheri Chandler  
192 Middle Street  
West Newbury, MA 01985

## DPW Director

---

**From:** Elizabeth DiGiuseppe <[REDACTED]>  
**Sent:** Saturday, July 27, 2019 7:50 AM  
**To:** DPW Director  
**Subject:** Middle Street Bridge

I am in strong support of the repairs and the reopening of the Middle Street Bridge. I have been a resident on Middle Street for over 40 years and use that bridge almost daily to get to and from Newburyport. It is also a vital way to get to and from Newburyport if something happens on Route 113. In the past there have been times when accidents have forced traffic to be detoured onto Middle Street using the Middle Street Bridge to get to and from Newburyport. Please repair and restore this Bridge as soon as possible.

Elizabeth DiGiuseppe

Sent from my iPad

## DPW Director

---

**From:** Cheryl Richardson <[REDACTED]>  
**Sent:** Sunday, July 28, 2019 9:47 PM  
**To:** DPW Director  
**Subject:** Middle Street Bridge

Hi there :),

Below is our letter in support of the grant for the Middle Street/Artichoke Bridge. Hope it helps!

Warmly,

Cheryl

Dear Friend,

I live near the Middle Street/Artichoke bridge and am writing to say how much my family has missed the ease of using the bridge when commuting. The road provides a simple and clear path to neighboring Newburyport and it's been a hardship to travel using the detour (which is quite long).

In addition, we've missed seeing the natural beauty of the area. Swans nesting on a nearby island, watching children fish with their parents, and seeing the wildlife had all been a daily treat and we look forward to having this gift back again.

Please, please provide the funds to restore our bridge!

Thanks very much,

Cheryl Richardson & Michael Gerrish



## DPW Director

---

**From:** lorraine sampou <[REDACTED]>  
**Sent:** Monday, July 29, 2019 9:09 AM  
**To:** DPW Director  
**Subject:** Middle Street Bridge

As one of the limited exits from the growing town of West Newbury, I believe this bridge is highly needed!

Lorraine  
Seacoast Canvas and Upholstery  
58 Merrimac St  
Newburyport, Ma 01950  
[REDACTED]

July 29, 2019

DPW Director,

I am a resident interested in the Middle St. Bridge Project. I am writing this letter to inquire whether the bridge must be rebuilt, or whether it has been chosen to be rebuilt. I don't see an upside for the Town of West Newbury to the rebuilding of this bridge. The Newburyport Industrial Park, whose workforce and trucking used, and will use a new bridge, certainly does. The city of Newburyport benefits directly from the Industrial parks Tax Base, definitely an upside. West Newbury, not an industrial town does not need Industrial trucking and traffic. There is no upside for West Newbury.

As things stand now, July 2019, I would choose not to rebuild. West Newbury and Newburyport have an easily accessible, already built, hiking, biking and Recreation area, free from traffic and trucking. Special needs usage looks very promising, with the wide paved road and no motor traffic. Public use areas like this are hard and expensive to come by.

Since the closing of the bridge has there been any negative impact to West Newbury? I haven't heard of or seen any. Rebuilding the bridge is not the only option.

Sincerely,

Thomas A. Leonard  
Garden St.  
West Newbury

## DPW Director

---

**From:** Phyllis Unger <[REDACTED]>  
**Sent:** Monday, August 05, 2019 5:58 PM  
**To:** DPW Director  
**Subject:** Bridge

To whom it may concern,

We in West Newbury are in dire need of this bridge. West Newbury is becoming an island. Georgetown Road leading to Georgetown is closed. Driving through the swamp on Ash St. is closed half the time due to flooding and icy conditions. It also is a detriment to cars even going very slowly.

The bridge leading us into Newburyport is not only a convenience but a necessity for safety's sake. While some may like that there isn't much traffic now going by their houses, being able to have access to get out of town in case of an emergency is very important. A grant to help build this bridge is of utmost importance.

Thank you,  
Phyllis Unger  
12 Maple St.  
West Newbury

## DPW Director

---

**From:** Elisa Grammer <[REDACTED]>  
**Sent:** Wednesday, August 07, 2019 9:30 AM  
**To:** DPW Director; Town Manager  
**Subject:** Support letter Middle St bridge grant

Hi:

I posted this on the town website but wanted to send directly, also:

As a West Newbury resident, I support the Town's grant to support continued work on the Middle Street bridge because the bridge is an important route to provide our residents access to essential services not available in our small, rural town. West Newbury townspeople need to travel, often to Newburyport, for doctors and many other essential services and goods. The interstate, the river, and other barriers restrict our travel routes. Thus we need the Middle Street bridge.

--

Elisa J. Grammer

[REDACTED]

## DPW Director

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**From:** [REDACTED]  
**Sent:** Tuesday, August 06, 2019 9:26 AM  
**To:** DPW Director  
**Subject:** Middle Street and Plummer Spring Bridge

Dear Mr. Amaral:

Please accept this letter in response to a request for same in support of the grant application for the refurbishment of the Middle Street Bridge.

We are totally in support of the application for this grant. Having the Middle Street Bridge out of commission is first and foremost a dangerous situation for everyone.

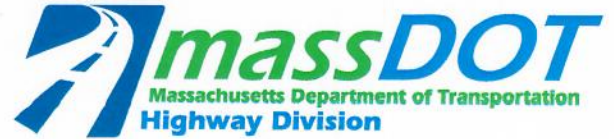
Sincerely,

Robert and Jane Wild  
760 Main Street  
West Newbury, MA. 01985





Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, Secretary & CEO  
Jonathan L. Gulliver, Highway Administrator



**The Board of Selectmen  
Town Hall  
381 Main Street  
West Newbury, MA 01985**

May 10, 2019

**Attention: Wayne S. Amaral, DPW Director**

**SUBJECT: BRIDGE INSPECTION REPORT (NON-NBIS)**

N-11-007=W-20-001 (8BC) Plummer Spring / Artichoke River C/RI Dated: 06/11/18

Dear Members of the Board:

An inspection was performed on the referenced City/Town owned bridge. For your records, forwarded herewith is a copy of the bridge inspection report. A copy of this town line bridge report has also been sent to the City of Newburyport.

Repair, rehabilitation or reconstruction of any bridge to address the deficiencies reported is the owner/custodian's responsibility. Future inspections are not the responsibility of Massachusetts Department of Transportation – Highway Division.

Questions regarding the content of the reports may be directed to the District Bridge Inspection Engineer, Joseph Dideo, at (781) 674-2172.

Sincerely,

Paul D. Stedman  
District Highway Director



JD / tl  
cc: Brian Clang-BIE, D-4 DHD, D-4 DBIE  
Enclosures

**STRUCTURES INSPECTION FIELD REPORT**

**CLOSED/REHABILITATION INSPECTION**

2-DIST  
**04**

B.I.N.  
**8BC**

BR. DEPT. NO.  
**N-11-007=W-20-001**

CITY/TOWN <b>NEWBURYPORT=WEST NEWBURY</b>	8-STRUCTURE NO. <b>N11007-8BC-MUN-BRI</b>	11-Kilo. POINT <b>000.000</b>	90-ROUTINE INSP. DATE <b>JUN 11, 2018</b>	93*- INSPECTION DATE <b>JUN 11, 2018</b>
07-FACILITY CARRIED <b>HWY PLMMR SPRNG</b>	MEMORIAL NAME/LOCAL NAME	27-YR BUILT <b>1900</b>	106-YR REBUILT <b>0000</b>	YR REHAB'D (NON 106) <b>0000</b>
06-FEATURES INTERSECTED <b>WATER ARTICHOKE RIVER</b>	26-FUNCTIONAL CLASS <b>Rural Local</b>	DIST. BRIDGE INSPECTION ENGINEER <b>D. J. Consentino</b>		
43-STRUCTURE TYPE <b>811 : Masonry Arch - Deck</b>	22-OWNER <b>Town Agency</b>	21-MAINTAINER <b>Town Agency</b>	TEAM LEADER <b>M. Comeau</b>	
107-DECK TYPE <b>N : Not applicable</b>	WEATHER <b>Clear</b>	TEMP. (air) <b>19°C</b>	TEAM MEMBERS <b>Osama Moustafa</b>	

<b>ITEM 58 DECK</b>	<b>N</b>	<b>ITEM 41 STRUCTURE OPEN, POSTED OR CLOSED</b>	<b>K:CLOSED</b> Date: <b>06/11/2018</b>																				
<b>ITEM 59 SUPERSTRUCTURE</b>	<b>5</b>	<b>ITEM 36 TRAFFIC SAFETY</b>	<b>TOTAL HOURS 8</b>																				
<b>ITEM 60 SUBSTRUCTURE</b>	<b>6</b>		<b>PLANS (Y/N) N</b>	<b>(V.C.R.) (Y/N) N</b>																			
<b>ITEM 60 - (From U/W Report)</b>	<b>N</b>	<table border="1"> <tr> <td></td> <td>36</td> <td>COND</td> <td>DEF</td> </tr> <tr> <td>A. Bridge Railing</td> <td>0</td> <td>0</td> <td>S-A</td> </tr> <tr> <td>B. Transitions</td> <td>0</td> <td>2</td> <td>S-A</td> </tr> <tr> <td>C. Approach Guardrail</td> <td>1</td> <td>6</td> <td>-</td> </tr> <tr> <td>D. Approach Guardrail Ends</td> <td>0</td> <td>2</td> <td>S-A</td> </tr> </table>		36	COND	DEF	A. Bridge Railing	0	0	S-A	B. Transitions	0	2	S-A	C. Approach Guardrail	1	6	-	D. Approach Guardrail Ends	0	2	S-A	<b>TAPE#:</b>
	36	COND	DEF																				
A. Bridge Railing	0	0	S-A																				
B. Transitions	0	2	S-A																				
C. Approach Guardrail	1	6	-																				
D. Approach Guardrail Ends	0	2	S-A																				
<b>ITEM 61 CHANNEL</b>	<b>5</b>	<b>Pedestrian Access (If YES please explain)</b> (Y/N) <b>Y</b>	<b>Barricades In Place (Y/N) Y</b>																				
<b>ITEM 61 - (From U/W Report)</b>	<b>N</b>	<b>Roadway Abandoned (Y/N) N</b>	<b>TYPE: JERSEY BARRIERS W SNOW FENCE</b>																				
<b>ITEM 62 CULVERT</b>	<b>N</b>																						
<b>ITEM 62 - (From U/W Report)</b>	<b>N</b>																						

**SIGNS** *Not Applicable*

**Legend:** **Road Closed Signs, Detour Signs, Local Traffic/ Abutters Only Signs**

**Signs In Place** (Y=Yes, N=No, NR=Not Required)  
**Legibility/ Visibility**

At bridge		Advance	
E	W	E	W
Y	Y	Y	Y
1	1	1	1

To be filled out by District Bridge Inspection Engineer

1) This bridge is scheduled for:  
**Replacement** ( ) **Rehabilitation** ( ) **Repair** ( ) **Removal** ( ) **Unknown** ( )

2) If under construction please answer the following:

Contract Number:	Amount:	Completion Date:
Contractor:	Resident Engineer:	
Scope of Work:		
Remarks:		

ACCESSIBILITY (Y/N)	
	Needed Used
Lift Bucket	N N
Ladder	N N
Boat	Y Y
Wader	N N
Inspector 50	N N
Rigging	N N
Staging	N N
Traffic Control	N N
RR Flagger	N N
Police	N N
Other:	N N

X=UNKNOWN      N=NOT APPLICABLE      H=HIDDEN/INACCESSIBLE      R=REMOVED



CITY/TOWN NEWBURYPORT=WEST NEWBURY	B.I.N. 8BC	BR. DEPT. NO. N-11-007=W-20-001	8.-STRUCTURE NO. N11007-8BC-MUN-BRI	INSPECTION DATE JUN 11, 2018
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## REMARKS

### BRIDGE ORIENTATION

The approaches are east and west. The elevations are north and south. The Artichoke River flows from south to north.

### GENERAL REMARKS

The bridge has been closed to vehicle traffic however pedestrian traffic is still being allowed at this time.

The bridge has been closed to vehicle traffic due to a failure in the spandrel wall at the southeast corner of the bridge. Jersey barriers with construction or snow fencing have been placed at the south side of the bridge preventing pedestrians from accessing the collapsed area. **See Photos 1-5.** Road closed and detour signs have been placed at intersections on both sides of the bridge about half a mile away in either direction. **See Photos 6 & 7.** Jersey barriers, traffic barrels and road closed signs have been installed at both ends of the bridge preventing vehicle access. **See Photos 8 & 9.**

### Photo Log

- Photo 1 : Jersey barriers with construction/snow fencing blocking off the failure of the spandrel wall at the southeast corner of the bridge.
- Photo 2 : Failure of the spandrel wall at the southeast corner of the bridge.
- Photo 3 : Failure of the spandrel wall at the southeast corner of the bridge.
- Photo 4 : Heavy longitudinal cracking in the wearing surface due to settlement from adjacent collapsed spandrel wall.
- Photo 5 : Severe southeast wingwall displacement.
- Photo 6 : Road closed and detour signs at the intersection of Turkey Hill Road and Plummer Spring Road 1/2 mile east of the bridge.
- Photo 7 : Road closed and detour signs at the intersection of Middle Street and Garden Street about 1/2 mile west of the bridge.
- Photo 8 : Road closed signs and jersey barriers installed at the east end of the bridge preventing vehicle traffic.
- Photo 9 : Road closed signs and jersey barriers installed at the west end of the bridge preventing vehicle traffic.



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**PHOTOS**

**Photo 1:** Jersey barriers with construction/snow fencing blocking off the failure of the spandrel wall at the southeast corner of the bridge.



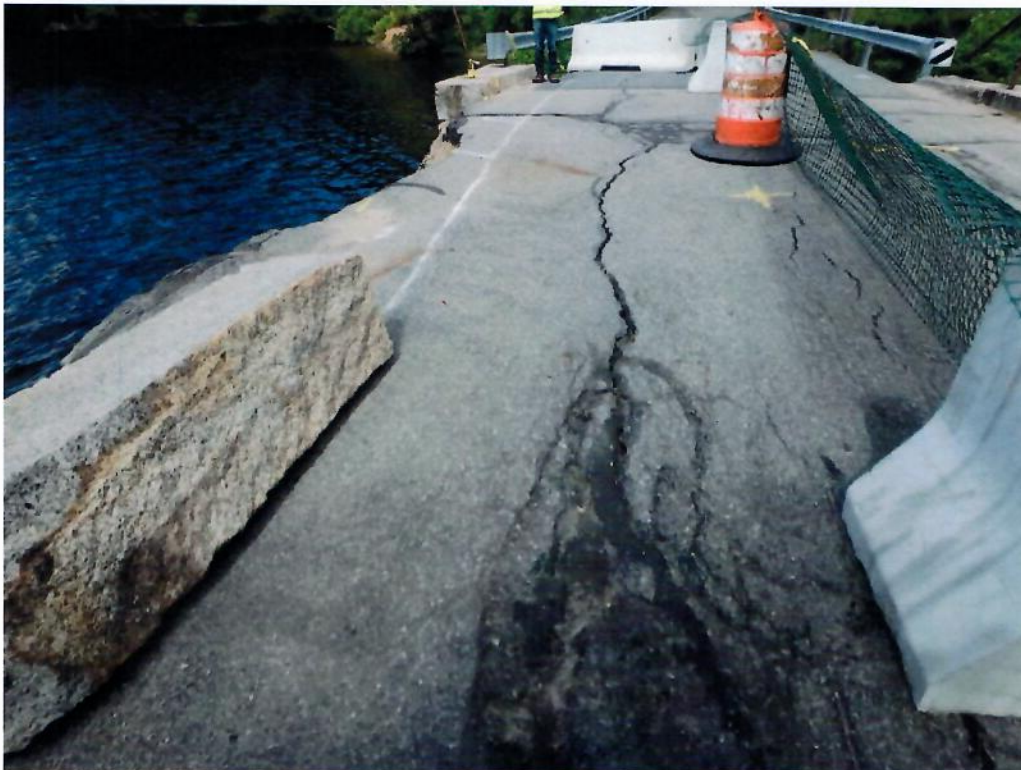
**Photo 2:** Failure of the spandrel wall at the southeast corner of the bridge.



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**PHOTOS**

**Photo 3: Failure of the spandrel wall at the southeast corner of the bridge.**



**Photo 4: Heavy longitudinal cracking in the wearing surface due to settlement from adjacent collapsed spandrel wall.**



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**PHOTOS**

Photo 5: Severe southeast wingwall displacement.



Photo 6: Road closed and detour signs at the intersection of Turkey Hill Road and Plummer Spring Road 1/2 mile east of the bridge.



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**PHOTOS**

**Photo 7:** Road closed and detour signs at the intersection of Middle Street and Garden Street about 1/2 mile west of the bridge.



**Photo 8:** Road closed signs and jersey barriers installed at the east end of the bridge preventing vehicle traffic.

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**PHOTOS**

**Photo 9: Road closed signs and jersey barriers installed at the west end of the bridge preventing vehicle traffic.**