



# MEMO

**TO:** Eamon Kernan, MassDOT Project Manager  
**FROM:** Nathaniel Cabral-Curtis, WSP Senior Consultant  
**RE:** PFC Ralph. T Basiliere Bridge Replacement Project Public Information Meeting 1  
**DATE:** May 31, 2023

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## OVERVIEW

On Thursday, March 9<sup>th</sup>, 2023, members of MassDOT and staff associated with the PFC Ralph T. Basiliere Bridge Replacement held the project’s first public information meeting. The meeting was held at the UMass Lowell Innovation Hub located at 2 Merrimack Street in Haverhill, a location suggested by Haverhill city staff. Built in 1925, the Basiliere Bridge is named for Private First Class Ralph T. Basiliere, Haverhill’s first Vietnam War casualty. While the bridge is routinely inspected by MassDOT and remains safe for all users, it is approaching the end of its useful lifespan and must be replaced. The purpose of the meeting was to introduce the community to the need to replace the structure, provide an overview of the planned replacement process including scope and timeline, and show how residents, abutters, and other interested parties would be able to participate in the associated public process. The presentation given noted the importance of the Basiliere Bridge to City<sup>1</sup> and explained how MassDOT would work with the Haverhill community during the spring and summer of 2023 to determine the appearance and type of the replacement bridge so that the new structure could be one of which area residents could be equally proud.

The meeting was advertised through local newsprint, public access cable television, and WHAV FM, a radio station with a considerable “drive time” audience in the Merrimack Valley as well as MassDOT social media. Flyers for the meeting were dropped at 17 different locations split between downtown Haverhill and the Bradford neighborhood across the river. Flyers were also distributed using staffed tables at the Haverhill Senior Center, the Public Library, and the Market Basket on Water Street. State and municipal officials, community organizations, medical providers, schools, and service providers shared the information through their networks and websites. Interpretation was provided in Portuguese, Spanish, and Vietnamese.

The meeting’s tone was strongly positive. All attendees acknowledged the necessity of replacing the Basiliere Bridge. While the bridge’s towers are part of its character, audience members agreed with the project team that it might be impossible to save them given advanced deterioration and asked that a new bridge include some vertical element which could “echo” the existing structures. Commonly voiced concerns included increased traffic congestion and impacts to cyclists and pedestrians during construction. Attendees also expressed concern about boater safety,

<sup>1</sup> The Basiliere Bridge appears on the City of Haverhill’s website, the badges of municipal firefighters, and on the websites of several, local community organizations.



pointing to the deteriorated condition of the bridge's underside. Strong interest in providing the new bridge with scenic overlooks and ornamental lighting was noted. Attendees made suggestions on potential bicycle lane configurations, incorporating energy-efficient lighting, and the possibility of temporary, construction-period bridge. Questions were asked regarding the new bridge's life span, the preliminary design schedule, the phased construction process, boat traffic, the traffic plan, and potential environmental hazards that might be encountered during construction given Haverhill's industrial past.

## PRESENTATION<sup>2</sup>

C: Nathaniel Cabral-Curtis (NCC): Good evening, everybody this is the first public meeting of the Private First Class Ralph Basiliere Bridge replacement project. It is very nice to be in Haverhill this evening. My name is Nathaniel Curtis. I work for WSP, and we are under contract to the Massachusetts Department of Transportation which is represented here by our project manager Eamon Kernan. Before I go any further, I would like to give an opportunity for our interpreters to introduce themselves and make an ask as to whether anybody would like interpretation.

C: Frances Pernillo: Hello good afternoon, everyone, my name is Frances and I'm going to be the Spanish interpreter today. If anyone is in need of a Spanish interpreter today, please raise your hand. (Translates in Spanish)

C: Katia Morris: Hello my name is Katia. I will be your Portuguese interpreter so if anybody needs a Portuguese interpreter just raise your hand and come and get your headsets and I will switch it to Portuguese. (Translates in Portuguese)

C: Tony Mia Cuong: Hello, my name is Tony Mia Cuong. I am the Vietnamese interpreter. If anyone who speaks Vietnamese needs a translator, please raise your hand. (Translates in Vietnamese)

C: NCC: Before we dive into the presentation, I would like to recognize that we are joined here tonight by some elected officials. From Senator Pagano's office we have Marina Acosta. We have Representative Andy Vargas and his Legislative Aide Sasha Severino as well as Representative Vargas's intern. We have Representative Ryan Hamilton, thank you for being here. From city staff, Mayor Fiorentini, thank you very much for being here sir. We also have Counselor Bevilacqua. If I have missed anyone, please introduce yourself. At the beginning of Q&A we will have a special spot for elected officials to make any comments that they want before the general Q&A.

C: Tim Jordan: Hi, City Council President Tim Jordan.

C: John Manchester: City Council Vice President John Manchester.

C: Melinda Barrett: City Councilor Melinda Barrett.

C: NCC: Thank you, councilors. Again, good evening. This is tonight's agenda, I know it looks like there's a lot but there isn't actually too much to it, this should be a fairly brief presentation. I think we have covered number one. We are going to talk about why this project was initiated, what we wanted to accomplish with it, how our design has progressed, what we are going to do for the non-motorized users, what are the environmental, cultural resource and community impacts, how will we build it, and how will we keep you informed and then as I said, we will have plenty

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<sup>2</sup> "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1.



of time for Q&A. This is our overview. We have about a 30-minute presentation. You heard from our interpreters, should anybody come in who needs it, we will check again.

Tonight, we have a team assembled and I want to pause for a moment because this is something of an indication as to how seriously MassDOT takes this project, given the importance of the Basiliere Bridge to this community. I have already introduced Eamon Kernan; he is our project manager from DOT. It is his responsibility to keep track of all of us and keep us all moving in the right direction. From WSP, the consulting engineers, we have Rich Lenox and Andy Benkert. These are the gentlemen who will make it stand up. We have a dedicated traffic engineer, Erik Maki. We recognize that doing anything to this bridge will have a traffic impact. Erik is not with us tonight, but he is dedicated to this project, and he will make sure that whatever steps need to be taken to keep traffic moving during the construction phase and afterwards are taken. We have Etty Padmodipoetro from Urban Idea Lab. This is an architecturally significant bridge. It is featured on at least four things in the city of Haverhill that I can think of: three websites, and as I understand from the December briefing with City staff, and it is featured on the fire department logo as well. We have our bridge architect Etty, she will be listening to all of you tonight and through the course of the next six to seven months as we work through deciding what should this bridge look like and how it should interact with this community in terms of how it looks. Then there's me. MassDOT really wants to hear from all of you. You will see in a few minutes all that has been done to get you all into this room tonight. I'm pleased to say I think it worked, but because this is important to MassDOT they have brought on someone who is dedicated specifically to dealing with public involvement and has done it all over the Commonwealth for over a decade, which is me.

This is the notice of non-discrimination. This is important to MassDOT so I will turn around and read it in full. All MassDOT/MBTA activities including public meetings are free from discrimination. The MassDOT/ MBTA complies with all federal and state civil rights requirements, preventing discrimination on the basis of race, color, national origin, limited English proficiency, and additional protected characteristics. We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit this web address. I will bend down and let everybody take a picture of it if they want to.

This is a general public information meeting. This is not a hearing. It is not necessarily a formal presentation of a design. We are going to take a set of meeting minutes tonight that is being produced. That is going to be important to all of us because people like Rich, Andy, Etty, Eamon, and myself have some decisions that we are all going to go through in the next couple of months and we want to be able to know where those decisions came from. It is not our goal to make you internet famous, but we do want to document our process and know that we can point to how everything went.

How to participate? It is pretty simple; we would ask you to just sit through the presentation and save your questions and comments for the end. All of you got a little survey from us as you came in. If you didn't get one, put your hand up and we can get you one, but we do ask that you fill that out for us. It does help us make these meetings better and that is important to us. It is a five-question survey, I think you can whip through it in 20 seconds. You can leave it with any member of staff tonight and it'll get back to me. We do have representatives of the media present tonight. We are happy to help answer questions, but they need to come in through Jacque Goddard. She heads up the MassDOT Media Group. She will pass your questions to us. We will help answer them and we will send them back to you as promptly as we can. I'll leave that email address up there in a moment so if you are a member of the fourth estate, you can snap a picture of it.

So how did we get here? The Basiliere Bridge has a long and storied history. It opened in 1925. It is not the first crossing of the Merrimack at this location. In May 1966, Private First Class Ralph T. Basiliere became Haverhill's first Vietnam War casualty. Six years later the bridge was named in his honor. In 2018 we began to study to replace



the Basiliere's deck and arches while reusing the foundations to support new piers. You are going to hear more about this, but after the study we realized that we cannot save any part of it and MassDOT initiated in 2022 the concept design phase to replace the bridge. In late 2022, we had some initial outreach to your elected officials as well as your city staff. Those meetings happened in November and December. Back in February, we did the initial public outreach to alert you to this event, and now, here we are tonight.

This is how we got out to the community. Some of you have already received an e-mail from the MassDOT e-mail system. For those of you who signed in tonight with an e-mail address we will integrate you into that system, so that when the next one of these comes those emails will be served up directly to your inbox. We did two this time. We had an initial notice first and then a reminder some weeks later. We got in the *Haverhill Gazette*, the *Lawrence Eagle Tribune* and *Rumbo*, twice. The folks at *HCTV* were very good to us and put all of our flyers on their channel, which we appreciate. We also were on the radio which was recommended to us by city staff who have been nothing but helpful on this to date and then of course, MassDOT social Media Channels. My colleague, Leah Kostick, and I, were up here this past Monday. We had a staffed table at the Senior Center for about an hour and a half, stayed right to the beginning of bingo and then we got out because it got intense. We went to the Haverhill Public Library, as somebody who worked in the Trinity College Library down in Hartford when he was in college, I kind of collect libraries and yours is in the top ten; absolutely beautiful. Then we went to the Water Street Market Basket where we had so many people go by that we exhausted our English Flyers. We also had flyer drops in six different languages, plus English, at 17 locations in downtown and Bradford. This is the bridge right here and you can see how the flyer drops are clustered on the main strip coming through Washington, Merrimack, down to Water heading up towards the City Hall, the YMCA, Senior Center, and Public Library. We also covered three locations in Bradford, Wendy's, Sweet Affair, and the Fix Barber shop. If somebody wants to have their business added to this list, see me afterwards, but we think it is a pretty good list at least for an opener.

A lot of people shared our flyers. We really appreciate everything you did. The State Delegation, the Mayor's Office, the City Council, the Council on Aging and Disability Commission helped, and the Planning and Economic Development group put us in their newsletter. We have local community organizations, medical providers, schools, and social service organizations, and a special shout out to Haverhill city staff who looked at the list for us and made sure that all of those e-mail addresses were correct. So again, a big thank you to the delegation and a big thank you to the city staff. I am going to hand this off to Eamon Kernan to take you through the meat of the presentation.

C: Eamon Kernan (EK): Good evening. Our first slide was to let you know where the bridge is, I think that might be a little easy, it is outside the window, but the bridge itself is oriented north-south, running north towards City Hall, the Market Basket's off to the right with the police headquarters off to the left. The road over the bridge is Main Street or Route 125. Some of the terms that you'll hear us talk about today: the deck which is pretty much the road surface for the cyclists, drivers, and walkers. The arch, I think most people know what an arch is but, on this bridge, there are six arches across the river. The piers are the foundations for the bridge, and you will hear us mention scour. Scour is caused by the passage of water past the piers. We were hoping to preserve the foundations of this bridge and put a new bridge on top of them, but we've found that due to scour, those foundations need to be replaced too; we will talk about that a little bit later, but these are some of the main terms that you might hear us talk about today.

Why was this project initiated? The image on the screen is the bridge prior to the Basiliere. The existing bridge opened in 1925 and replaced an older crossing. The Basiliere bridge is technically two bridges in that there is a bridge over water and then there's a bridge over the Bradford Rail Trail bicycle path. The total length is about 800 feet, it is about 68 feet wide, and it carries about 30,000 vehicles a day. Four percent of those are heavy vehicles, chiefly buses and trucks.



Why are we replacing this bridge? There's a picture taken from the water on the screen behind me, but given where we are, I suppose I can stop talking for a few minutes and you can take a look out the window. Although this picture is pretty and this bridge is safe to cross, it is reaching the end of its useful lifespan and that is why we are here today. Here we have some pictures of the towers. A lot of questions come in as to whether we can we save these towers or whether these is something we can do with them. We are doing the structural investigation of those towers and we will be trying to do something with them, but it remains to be seen as to what we can actually do. We mentioned scour, what is scour? Scours is when the current goes by the base of the foundations, and it wipes away the soil that is on the riverbed and it ultimately reduces the weight-bearing capacity of the foundation. There's a very heavy current on the Merrimack and scour is a large issue. That's why we cannot reuse the foundations of the existing bridge.

We are here today to listen to your comments. People say, "well how much design have you done?" We really haven't done any design yet, but we have gathered some initial information. The preliminary structures report highlighted the fact that we need to replace this bridge. We have done survey, geotechnical borings, the preliminary geotechnical report, hydraulics, where it told us that scour was a big issue, and traffic data collection. Traffic is going to be very important to the city, especially during construction so we're paying attention closely.

What do we hope to accomplish on this project? We won't be just doing the bridge, isolated like an island, we'll be considering the adjoining roadway as well. Our limits of work extend south to Middlesex Street, as far north as Bailey Boulevard and redoing the two intersections involved. For the bridge users, we need to meet the traffic needs of those 30,000 vehicles per day. We have a dedicated traffic engineer working as to how we are going to keep the traffic moving during construction and when the bridge is built so that we have the best traffic design that we can for this area. We have to provide ADA compliant sidewalks on both sides of the structure. We need to provide cycling accommodations on the structure. We need to provide connections to the Bradford Rail Trail and the Dempsey Boardwalk.

This is the cross section of what the bridge is today. I suppose you'd get this image if we went out there, painted it nicely and put some stripes on the ground, but the existing bridge is 68 feet wide, plus or minus. You have almost 10-foot sidewalks on both sides. We show 1-foot shoulders on both sides, but there's no stripes out there today, but we would have a 1-foot shoulder, two an 11-foot lane and 12-foot lane in the southbound direction, a 12-foot and 11-foot lane in northbound direction and the other 1-foot shoulder. This is the cross section we have at the moment, 68 feet.

We are very constricted on both ends of the bridge because of the real estate and the buildings that are there, but our hope is to widen the bridge. We are hoping to widen the bridge to about 75 feet, and this is an example of what a cross section on this bridge would look like. On the southbound side, we would have an 11-foot shared use path. We could have two 11-foot lanes with a 2-foot drainage shoulder. Two 11-foot lanes on the northbound side, a 2-foot drainage shoulder, and an 11-foot-wide shared use path and that would use up to 75 feet that we would have.

Here's another idea of a cross section: we could have 10-foot sidewalks on both sides. We could have a buffered bike lane on the roadway surface. We could have one 11-foot lane in the southbound direction and have two 11-foot lanes in the northbound direction and that would fill the 75 feet. Another example would be taking the bikes off the road and put them at the same level as the sidewalk. We would have a 7 1/2-foot sidewalk. A buffer between the sidewalk and the bicycle lane. Have the bicycle lanes at the same level as the sidewalk. We'd have a 5-foot shoulder but have one 11-foot lane in the southbound direction. Two 11-foot lanes and northbound direction and then the same configuration for the sidewalk on either side with a 5-foot bike lane and 7 1/2-foot sidewalk. We have added this cross section based on input from the city where they asked us to look at placing the bicycle accommodations on the west or upstream side of the bridge. This is what it could potentially look like. We would have a 7-foot sidewalk. We would have a 14-foot bidirectional bicycle path. On the west of the bridge, we would have a 4-foot shoulder and an



11-foot lane going southbound. There would be two 11-foot lanes northbound, a 2-foot shoulder, and an 8-foot sidewalk on the east side of the bridge.

What improvements can we make to the Merrimack River if we replace this bridge? Right now, the number of piers in the river has reduced its cross section, speeding up the current and increasing the scour, so we would hope to reduce the number of piers. That will also help the flow during flood conditions. The hope is we would remove all the existing piers down to below the riverbed. Any storm water that would fall on the bridge will be treated before it goes back to the Merrimack. There are wetlands around the edges of the river; we have to protect those during construction. There are various protected species including the Atlantic Sturgeon that need to be protected. We will provide adequate horizontal and vertical clearances for boaters.

For abutters, how would we be doing it? We want to minimize the right-of-way impacts. Like I said, we are very constricted on both sides of the bridge and especially on the downtown Haverhill side what work we can actually do and how far we can widen the bridge. We want to come up with a design that can be constructed without undue impacts to nearby homes. We need to allow for one lane in each direction during construction. We are not going to demolish this bridge completely, shut it down, and start building a new bridge. The existing bridge has to be open during construction. Our goal is to have one lane in each direction and one sidewalk open at all times.

How far has our design progressed? I said earlier that we haven't gone into the heavy design yet because we haven't chosen what type of bridge we are going to build. That is why we are here today to listen to you and gather your questions and comments. We will be recording this so that when we start designing this, we are not designing it as just a group of engineers doing what they want. We are here to listen to the City of Haverhill.

By December of 2023, we want to be able to answer the following questions. What type of bridge will replace the current structure? What will the new bridge look like? What will the lane configurations on the new bridge be? I showed you the various cross sections. We're trying to figure out what you may like or what you may hate, but ultimately, we need your input. We want to know how the new bridge will accommodate cyclists and pedestrians and how it would provide connections to the Bradford Rail Trail and the Dempsey Boardwalk.

When we think about the structure type, we want to respect the history of the previous bridge. We hope that the new structure will be an homage to the existing one. It is not going to match it. It's going to be a modern bridge. It is going to be a new bridge, but we do not want to completely clean the slate and put in a highway bridge like the ones carrying I-495 over the Merrimack. That is not the intent for this bridge right here in the middle of Haverhill. We need to be able to build this bridge in stages. That means putting two lanes of active traffic to one side of the existing structure, demolishing half of the old bridge, building half of the new bridge, moving the traffic to the new bridge, demolishing the remaining old structure, building the rest of the new one to give us an open, entire bridge. Right now, there are a lot of utilities attached to this bridge. They have to be supported during and then put back on the bridge. Construction phasing will hopefully take care of that and right now, we don't think we need a utility bridge. Lastly, we need to be able to facilitate future inspections and maintenance.

We wanted to share some examples with you. This is what our existing bridge looks like. This is a concept of another bridge that could be put in. As you can see from this, we have reduced the number of piers across the bridge down to three. This is an example not over the Merrimack, we can't say it would look just like this because it's over a lake, not a river, but this is an example of where we would have steel girders and they would have an arch to emulate the arches that are on the existing structure. There is a bridge out in Worcester called the Burns Bridge that had a very similar structure to the bridge outside the window here, and that is what it looked like prior to replacement. It was similar in design and the solution for MassDOT was this, the 2015 Burns Bridge. This bridge out here is over a fast-flowing river and this is over a lake, so in a flood event this does not work, but it is an example of what we can do out





here. The arches could not go down as deep because they would be in the water in a flood event. However, it is a perfect example because if I go back, that is what the arches looked like before, and this was the solution. Here is a solution from a bridge in Dighton, Massachusetts. These are just some ideas to get the juices flowing in your creative minds as to letting us know what you like and don't like. That will give us some focus as we progress to the summer and then we will be able to present some better ideas as we move forward.

These are just some conceptual ideas of connections to a bicycle path. The image on the right is not going to be exactly like this because we do not have the engineering done on the connection, but this is something that could be done. We may not be able to reproduce or relocate the towers that are on this existing bridge, but we may be able to put some architectural features in that give homage to that design. Down at the bottom left, in regard to lighting, that will be an important feature. Wouldn't that bridge look fantastic with lighting on its piers?

How will bicyclists and pedestrians be impacted with the design of this bridge during construction and in the future? Today there is no dedicated cycling space on this bridge. Pedestrians are provided with sidewalks on both sides. For the new bridge we want to hear from you. The last image we showed had the bidirectional bicycle path on one side of the bridge; that idea came from the city. The Bradford Rail Trail is a bidirectional bicycle path so putting one on the bridge as a direct connection to that could be a great idea, but we want to listen to you. Would you prefer a wider shared use path on both sides? Street level bicycle lanes or sidewalk level bicycle lanes? That is something we want to hear from you as to what you would prefer.

What are the impacts of this bridge? During construction we are going to be reduced to one lane in each direction and we will have one sidewalk. The timing of the signals on both ends will have to be adjusted because we will only have one lane going over the bridge. If we need a full closure for any construction that will be taking place, it will be off peak. We potentially would have turn restrictions to reduce congestion. Erik is our traffic engineer, and he has a lot of work ahead of him because reducing 30,000 vehicles to two lanes is going to be a difficulty but ultimately, he's dedicated to coming up with the best solution. Again, we are here to listen to you. Ask us questions in regard to traffic congestion, noise, nighttime operations, and anything else you can think of.

The towers are a big question. They are not in great shape. The study on them is not complete, but we do have some information on them. One of the elements is that right now they are nice and symmetrical, out in the middle of the river, over the center pier, but we are going to reduce the number of piers and a structure like this needs to be over a pier. If we are not symmetrical in the center span, sticking this tower off to the side will look strange. One of our thoughts is that if we can pick one of these towers up and move it, maybe over to the Bradford Rail Trail or somewhere else in the general area, it is not lost completely and the history part of it is kept. That is an idea that we are looking at and again we will listen to you if you guys have ideas in that regard, let us know. A big part of having everybody here is that we want this new bridge to be an homage to the existing bridge right now, but it is still going to be a modern structure.

How are we going to build this? This is going to be what we call design/build, in which the current designers will bring the design to what they call 25% and then it will be handed over to a contractor, who will have a designer on board, so that they can start construction early. Our hope is that the 25% will be ready for bidding in September of 2024. The heavy design of this bridge will start in the summer of this year when we know what sort of concept we have. From there, to design a bridge of this size would take two to three years and then construction starts a couple of months after that. However, by using the design/build approach, construction will start after the project is bid in September of 2024. Construction starts with final design is taking place at the same time. We have the base design, construction starts, and all the finite design elements are happening as we go. It is an accelerated bridge procurement method to speed up construction so that you get a bridge maybe two years earlier than you would if we went with the regular method.



What are our next steps? Right now, we are having our meeting today. We are going to have a second public meeting in May or June. At the end of March, we hope to have a charrette. At that point we will have some sketches as to what we are looking at and we will get the input from the people on what they like and what they do not like. In July we hope to determine the bridge type, appearance, and the lane configuration. Are we going with four lanes, two each way? Are we going with one lane south and two lanes north? What sort of bicycle path? Where are they going to be? In the summer we hope to have the pre 25% over-the-shoulder briefing. The engineers will be talking to MassDOT in the over shoulder meeting in the summer of 2023. We are hoping we will progress to the 25% design to start in the fall of 2023.

**C: NCC:** Thank you very much Eamon. Eamon covered some of this already, so I'll go fast. This is not the last bite at the apple by any means. We are going to have some workshop sessions. As Eamon said, we are hoping to try to get one pulled off by the end of March to discuss some of these key questions. We want to do that in a more informal setting. We are thinking of having some tables set up, hopefully in this room and addressing the different disciplines that bear on the questions that we talked about. We will be here, and we will rotate people through those stations and get your opinions on bridge type, appearance, bridge lane configurations, and bicycles and pedestrians. In March, April and May, there are some stakeholder groups that we probably need to speak to in some more detail and we will be looking to arrange those as we go. When we get to our next public information meeting you can expect the same push that we had to get ready for tonight. As the public involvement guy, I'm very pleased, I do not see a lot of chair backs without a person on them so that is good. Again, we want to come back over the summer with this second public information meeting. I am going to take a moment on this slide so everybody can take a picture if they like. This project has its own dedicated e-mail address. There is a website that is up. For some of you who may have participated in a DOT digital meeting there is usually a QR code up in the corner. We were not sure how well a QR code would work at this distance, but for most of you who came in and got a fact sheet if you turn the fact sheet over, on the back, there is a QR code. If you take a picture of that code, it will take you to the website.

**C: EK:** Also, just like Googling everything, if you just type Basiliere Bridge MassDOT, the website will show up.

## DISCUSSION

**C: NCC:** This is where we go into our Q&A period. I think to make sure that everybody can hear, what I may do is walk the microphone around to people and try to scuttle it back to Eamon or the right member of the team as quickly as I can. We have got till 8:30 which is an hour and 10 minutes from now. I want to make sure that everybody gets their shot at this so be respectful. Try to keep your questions concise. I do want to offer the initial questions and comments to our elected officials and if our other elected officials could allow representative Vargas to make any comments, he has first dibs because that intern<sup>3</sup> looks like he's about to punch his clock. If you'd like to say anything representative, I will bring the microphone back to you.

**Q: Representative Andrew Vargas (AV):** Thank you very much for accommodating me and my director of communications here. First of all, thank you for the presentation. Obviously, the Delegation, the Mayor and all our elected officials have stressed how important it is for us to get community input on this. Thank you to all the residents that have shown up here tonight to provide that input. I just wanted to thank DOT for being intentional about that. The one question I have is at what point can we expect sort of a preliminary design to at least react to as a community? But more than anything just wanted to thank you for your intentionality and getting folks out here and being receptive to the feedback and even throwing some humor into the presentation as well. We appreciate it.

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<sup>3</sup> These remarks address the Representative's infant son who attended the meeting with his father.





A: NCC: Thank you very much Sir. I think we will have even some preliminary sketches towards the end of the month so people can as Eamon said, start saying, “well I really do not like that” or “I do really like that.” I think that is going to evolve over the course of the spring. Our goal is by the middle of the summer to have our direction and then with that direction we can then start the heavy work of design. Once we know how many lanes, where the bicycles and pedestrians are, is it some kind of girder structure, is it something else like in Worcester which actually is not a real arch, though it looks like one, it is a haunched girder. Once we have worked that out, then the heavy design kicks off. By the middle of the summer, you'll kind of have a vision of where it is all going.

C: No Name (NN) #1: I am a big fan of the lights by the way.

A: NCC: We have been hearing a theme on the lights from the get-go.

C: Mayor James J. Fiorentini: Thank you I was going to wait till the end, but I have a school committee meeting to be at. I can't begin to tell you how thrilled I am that you are here. I first started lobbying to replace the bridge in 2011, so I'm thrilled to have you here. Government takes a while. I'm thrilled with what I heard tonight and almost everything that I came to talk to you about you've already covered. Let me just mention a couple of things. First, we work very closely with the state, we have a couple of liaisons. Our overall liaison with the status city engineer, John Pettis. If you have any questions or concerns, feel free to relay them to John. Our liaison as far as connecting to the rail trail is Andrew Herlihy. Andrew's back there and the CDBG office so feel free to connect with him if you have any concerns. I wanted to talk to you about a couple of things. First, I want to echo the concern for lighting. This is a beautiful bridge we wanted to remain beautiful. It would be even more beautiful if it were lit. We are all sorry that the towers cannot remain where they are, but we understand, but the light in those towers, lights underneath, a place where we can put Christmas lights along the rails would be absolutely spectacular. I'm a bicyclist, so I'm thrilled to hear that you are going to make it safe for bicyclists. I haven't ridden my bike over the bridge in a few years, but I always felt I was taking my life into my hands. Finally, we want to be sure that the bridge, while it is being constructed is safe for our fire vehicles, a couple of firefighters are here today, and we want to be certain about that. Thank you again and I will get some written comments into you also.

Q: John Mitchinson: Thank you, John Mitchinson on the City Council. You didn't say when this would be completed?

A: NCC: We have to know what we are picking first. We can't tell until we know what we are making.

A: EK: It will go into construction, and it will be bid in September of 2024. I would expect a project of this type would take two to three years to complete, closer to three years to complete.

C: NN #2: Echoing a lot of what Representative Vargas said, I'm very appreciative of the process that the public's going to get. Not just the chance to have input tonight, but over a series of months I think will be very helpful. Huge fan of the lighting, definitely want to see something that is very visually attractive. You mentioned the Zakim bridge and how spectacular it looks at night and that idea of something at night is just visually attractive. As a big cyclist I do not ride my bike over that bridge right now. That is not safe. I'm excited about the fact that you are going to be integrating that into the plan. I look forward to seeing how this all develops.

C: Councilor Melinda Barrett (MB): I reiterate what my colleagues said about the process here. I think it is important to maintain two lanes in both directions, north and south, because otherwise you'll have gridlock all the way to Ward Hill. I also love the idea of the lights, to incorporate the arches would be great and I think for your next meeting you should probably expand your outreach a little. Maybe put your papers in the donut shops across the way, The



Heavenly and Dunkin' Donuts because you will get an even bigger crowd. Maybe Walgreens, the Shell station, the churches, where people are going to or driving to a lot. Thank you very much.

**A: NCC:** You are very welcome. Those are all great suggestions. I actually thought about the Shell station. For us, or at least for me, it is always a balance of trying to say, well how many flyers do I put out because I do not want to drive into town and every storm drain has one of my flyers in it. We did get the Wendy's, we did get Sweet Affair, but we could certainly add the Dunkin' Donuts. We could certainly add the McDonald's and a lot of the churches that you mentioned got it electrically.<sup>4</sup>

**C: Councilor Joe Bevilacqua (JB):** Thank you, Joe Bevilacqua. First of all, thank you very much for the presentation, I think it is very important. I just had a couple of ideas. I truly support the lighting. I think that is tremendous. One of the ideas that I suggested is, I see this down south in the bridges that are built. They cover the pedestrian walkways normally for protection, but it is also an architectural feature. I think it is really important. It really enhances the look of the bridge, so I would ask you to consider that.

The other thing that I am really concerned about, which we all are very much aware of, is the traffic impact. I appreciate the fact that you are going to keep a lane in each direction moving, but it is going to be horrendous in terms of dealing with this traffic with that many cars coming and going on one lane in each direction. I suggested in a council meeting we do some research. Something that I have researched is the Bailey bridge, which is a military style bridge that was used during the war and a temporary bridge. I thought that we could erect a temporary bridge in the old former Captain Chris spot which is next to the City Park and bring it across the river to the former lumber company area and at the traffic lights. That would provide a means of access either for emergency vehicles or provide a means of access for traffic. I ask you just consider that as an option because I do not think anyone today recognizes how bad the traffic impact is going to be. I know you recognize it, but no one wants to talk about it. I think this is an option that was used successfully by the military in World War II. It is used in different countries, and it is something that could be done that may alleviate our traffic problem because I think it is going to be a longer length construction period based on what happened with the I-495 Bridge. You all know that it went longer than was anticipated. This would be devastating for the City of Haverhill both for the residents as well as the business community. Thank you so much again. I think this is a great opportunity and I appreciate you doing this in person. Thank you.

**C: NCC:** If there's nobody else on the elected side, I think we are just going to go to hands. I will walk it back and forth and since you had your hand up already.

**Q: Michael Morales (MM):** Thank you. I'm Michael Morales. I am on the planning board for the city. I'm wondering if there are any thoughts or ideas on how to put in some LED's or something that could be more sustainable or environmentally friendly. I'm thinking about, for example, down at the Essex Sheriff's Department in Middleton, they're light fixtures in the parking lots are operated by wind turbines. I'm just wondering if there are any thoughts about putting in some sustainable or renewable energies into the bridge.

**A: NCC:** I think it is probably too soon to conclude anything, but I think Etty has something to say.

**A: Etty Padmodipoetro (EP):** Yes, definitely we are considering that but also, we will be respecting the dark sky so we want to make sure it is well-lit so that it can enhance the bridge but that it is not contributing to light pollution. All of that yes, we will be considering.

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<sup>4</sup> These locations were added for the 1<sup>st</sup> public workshop held on April 3<sup>rd</sup>, 2023.



**A:** NCC: I think the goal here is to make sure the bridge is well lit but also to make sure that the people in the apartments next to the bridge can't read a newspaper at midnight without any lights on.

**Q:** Vino Valle (VV): Hi, Vino Valle with Hoffman Auto School. I do spend a lot of time on the bridge. A quick question for you, you've done some sort of engineering and all of that and I was really pleased to hear that the bridge is going to stay open. In this study, are there any contingencies if during the tearing down of one half that you find something where the other half has got to go down immediately? That would be disastrous, but the Comeau Bridge was the old one which shut down both sides. Has that been looked at and studied from this standpoint? Can in fact you cut the bridge in half and tear one half down?

**A:** Rich Lenox (RL): Thank you for the question. The bridge is continually inspected by MassDOT, so they have very good information on the condition and also, what we call load rating is performed to determine the safe carrying capacity. We have pretty good knowledge of what the condition is. Before we figure out how we are going to sequence things, we will make sure that the side that we are going to use longer during construction is viable and it would not have to be compromised. I do not think that that would be a concern. In the configuration of the structure there are actually four main arch sections, so it is conducive to taking out two of them and the other two could remain to allow us to keep the two lanes. That is certainly something we are going to make sure is not an issue as part of the construction process.

**C:** Giuseppe LaRose (GL): Hi my name is Giuseppe LaRose and I live in Bradford with my wife Catherine. As a licensed electrician, I would think that LED would be the way to go because they do not draw anything for amperage or anything like that into the capacity where you can run like 200 lights on one circuit. There's a bridge that crosses the Storrow Drive area and underneath the arches they have some really cool color changing LED lights. I think some nice bright LED up lighting from underneath to accent the arches would be a really cool interesting feature.

**C:** Robert Serabian (RS): My name is Bob Serabian. I think our public officials basically articulated the problem correctly. This is a very important link in transportation in our city and our options are basically limited. I think we should give serious consideration to using the accelerated bridge construction method. As a case in point, in Portsmouth, New Hampshire, they built the Sarah Long Bridge which goes over the Piscataqua River from Portsmouth. It remained on site in pieces under the design/build methods and was barged right out there at high tide. That bridge has a working draw span. I think they shaved almost a year and a half off the construction schedule. They made it on site, put it on a barge, shipped it out there and put on-site at high tide. It looks beautiful. I'd also like to go with a concrete beam versus a steel beam, just for the maintenance purposes too as a suggestion.

**Q:** Lori Nichols: Hi I am Lori Nichols. I live on Guild Street. I was wondering how you are going to handle the boat traffic while this is being built.

**A:** NCC: I worked on the North Washington Street Bridge in Boston which provides access to the Boston Harbor from the Charles River Basin which has quite a few yacht clubs on it. With that bridge, generally it is kept open, there are barges and work boats that are out and usually there are signs that are hung that say if you are passing the bridge, tune to this frequency. Once you go into construction that gets pumped out with biweekly updates. There could be a period, not knowing what we are going to build, not knowing what our intentions are yet, where you could have a full channel closure. Fortunately, the yacht club that we know about is on that side, and the direction they want to go is I think largely that way.

**Q:** Greg Weiss (GW): Hi Greg Weiss. I live on Washington Street. I have got a question. I know there is redevelopment plan for the parking deck. Is that going to be done before the bridge starts or are there going to be two major construction projects downtown at the same time?



A: NCC: That is probably a question for a city person because we do not have anything to do with that.

A: John Pettis (JP): It might overlap a little. Likely, yes.

A: NCC: MassDOT is familiar with the City of Boston, and it is not as though they do not have construction going on with the two different types right next to each other. We will coordinate and figure it out. John has been a good partner to us. Pam has been a good partner to us, and I am sure they will keep us informed as we go.

C: Kathleen Lambert (KL): Hi, Kathleen Lambert. I'm a resident of Haverhill. I live at Brickett Hill. I also work for MVRTA which is the Merrimack Valley transit here. I'm an avid cyclist and hike the trail on a regular basis so really glad to see that infrastructure, but I do have concerns. We have some routes that run over the bridge. We have one route that runs over into Bradford. Most of our routes will turn out of the Transit Authority depot. We have several routes that go this direction, so it is traffic signalization that we are most concerned about. Just keep that in mind, we have hourly and half hourly service coming out of the Washington Square transit center and if you need more information, you can certainly contact me or Niorca Méndez who's our communications director.

A: NCC: We would very much want you to come to subsequent sessions so I'm glad that all of you gave your information. When we put that slide up that had your Route 14 on it that was done very intentionally. When the Representative talks about intentionality that was done intentionally to telegraph to everybody. We talked about road users, and road users also mean transit. The slide that Eamon presented showed 4% heavy vehicles including MVRTA buses. Stick with us, bring that information to Erik Maki when he's here. All that is going to get factored in because transit dependent populations are people we have to think about as well not just the drivers.

Q: Larry Olasky (LO): Larry Olasky. Right now, part of the Bradford rail trail goes underneath the bridge, and it isn't lit underneath, it's very dark. If you end up doing something similar, would you consider lighting up underneath so when you go under the bridge its lit?

A: EK: Everything is being picked up and will be considered.

Q: Micheal Katsuis (MK): Micheal Katsuis, South Elm Street, Bradford. My concern is a comprehensive traffic plan because not only as this gentleman said, in the downtown, there are four projects right now in Bradford that have been approved. If they are all going on at that same turn, at that same time; if I'm just over the bridge, right next to the Dunkin' Donuts, the three that affect the Comeau Bridge which is the other bridg...while you guys are building this, there is going to be heavy traffic over there. I'm trying to find out when or if you have a traffic plan in place because I live in between them both and it is already heavy traffic to begin with.

A: EK: We will have a traffic plan in place and thank you for that information. The engineers will talk to both towns and get all of the information for the existing projects that are in the vicinity and then that will be blended into the traffic plan.

C: Michael Soraghan (MS): Hi, Mike Soraghan; South Park Street in Bradford. I just want to echo what councilor Bevilacqua's statement about looking at a temporary bridge. I do not mean to belabor the point, but this gentleman brings out a real good point about traffic volumes trying to get over the Comeau Bridge. There's really no place to go. If you reduce traffic down to one lane each direction the detour would be Salem Street, and the Groveland Bridge, or come over the other way. I think it is worth looking at a temporary bridge especially if it will shorten the construction duration of this bridge being closed. That is all.



**C:** Dana Fieldes (DF): Hi my name is Dana Fieldes. I live just over the river. I was wondering, and I do not think you would be doing it, but this was originally a drawbridge because it is still federal waterways. It is not going to be opening up anymore, is it? My only other thing is, I know it is nice for the bicyclists and all that, but you are talking about reducing it to one lane each way and that is going to be a hardship to have only three lanes over that bridge instead of the four. 4,000 cars are using it, I think that is more important than the 400 bicyclists that might use it. I wouldn't be for the three lanes. Thank you.

**Q:** Chris Hewitt (CH): Hi, Chris Hewitt, Lake Street. So currently it is one lane each direction, right?

**A:** EK: Two Lanes.

**C:** CH: All right. As far as the bicycles go, my preference would be above grade, above automotive grade. It is just a physical barrier. It is more of a physical barrier between bicyclists and cars. I feel safer as a bicyclist if I have a physical barrier so that would be my preference.

**C:** NN #5: Can I make a correction? The bridge is two lanes. If you come from Bradford, it is a single lane until you go over the hump and it creates two lanes. If you go from Haverhill over to Bradford the right lane is right turn only, so bottom line, it is only a two-lane bridge.

**A:** Jason Pearl: He is correct. It is a two-lane bridge. There is a yield sign coming in southbound that brings it from two lanes into one southbound and it is one lane heading northbound until it opens, and the lanes expand. I know everybody uses it as two North and South. I am well aware. However, it is one lane each side. The southbound lane is the only one that is posted for the one lane and that was done when they reconstructed White's Corner and everything.

**C:** NN #5: I do not see any impact with two lanes any more than it is today other than you get a little bit, as you are heading northbound, over the hump, when you can make a left turn. So, traffic control is going to be important.

**A:** EK: That is exactly the point. We have done the traffic study, but the traffic study has not been analyzed. The timing at the intersections has not been analyzed. When all this gets plugged into a computer and the experts start working it out, they are going to come up with the best solution. Yes, there is going to be impacts. Right now, if the bridge is acting as two lanes. The impact will not be as bad as if it is acting as four lanes right now when we reduce it to two. There will be impacts but we are working to minimize those impacts. If we cannot do that, we have to look at alternatives, but the goal is to have two lanes operational during construction and in phasing go from one side to the other. Like I said before, we are here for the input, and everything is being considered. As we get further along, we will have answers to these questions because we have not designed it yet, so we do not have the answers.

**C:** Sasha Severino (CS): Thank you so much. Hi everyone, if you do not know me, I'm Sasha Severino. I work for Representative Andy Vargas; I am his district legislative aide. If you came through our graphic, thank you. Thank you so much for having us here and I want to echo the Representative, the intentionality here is clear. Clearly you guys put a lot of effort into thinking and really imagining a bridge that would be suitable for a city like ours that is constantly growing. I would like to say that I think the bicycle lanes are something that we need to consider to keep. I think we have a lot of cars and that is really important, and I understand that, but I think it is also necessary to make it safe for alternative forms of transportation so that people do not have to get cars and then cause even more traffic. This is an opening to make it safer for other modes of transportation especially near downtown. I think that that would be a great idea and I would like that to be taken into consideration. Thank you.



**C: NCC:** I have noticed that some people are starting to drift, which is fine. Just make sure to leave the survey sheet behind because it helps us make these things better.

**Q: Teri Almquist (TA):** Hi I'm Teri Almquist. I own the Wellness Hot Yoga studio right here. We have a lot of pedestrian traffic that comes over the bridge to yoga. What would be the impact on pedestrian traffic during construction?

**A: NCC:** The goal is to always have one sidewalk open during construction. We have a lot of experience inside the outreach consulting world and inside the MassDOT world and inside the engineering world as to when we have to move pedestrians from one side to the other and in how to sign that with pedestrian level signage, how to communicate it through website updates, and through things that you put out, so there will be a sidewalk during construction. Yes, there is a sidewalk on both sides today that everybody can use. It is lumpy and bumpy so when we talk about pedestrian improvements having a sidewalk that is not like that is a legitimate improvement that this project will accomplish.

**Q: Andrew Herlihy (AH):** Hi good evening, Andrew Herlihy from community development at the City of Haverhill and co-chair with Danielle from the Friends of the Rail Trail Committee. I have not heard anybody talk about scenic overlooks on the bridge. People have asked us about it. Some people would be interested in having some areas so they could look out over the river.

Even on the Rail Trail Committee, we are not necessarily advocating for less than four lanes. A lot of people like the loop that we have created with the boardwalk and the rail trail, and we made sure not to attach the boardwalk or the rail trail to the existing bridge because we knew that was not a good idea. The new bridge gives us some options. I do think you might get more pedestrian traffic on the upriver side of the bridge. Maybe if you had a bigger sidewalk on one side it does not mean you have to replicate it necessarily on the other side if it is going to swallow up a lane of traffic. You could direct more of that traffic for people doing the loop between the boardwalk and the rail trail on this side of the bridge, the west side than the other side.

**A: EP:** Yes definitely. We will be considering the scenic overlooks. That is one of the ways that we can respect what we have now because it is not really a scenic overlook now because we have the towers but in the future, we can use the same kind of bump out.

**Q: JB:** How much of a logistical nightmare would it be to asked Army Corps of Engineers to throw up one of their temp bridges?

**A: EK:** I can't really answer that, however, to build this bridge we are expecting that it is going to cost about \$150 million. If you were to put in a temporary bridge, I would expect that a temporary bridge could cost \$100 million, maybe \$75 million to construct. Also, you would have the time delay to actually build a temporary bridge and have all the infrastructure to tie into that. We are going home and doing our homework as to what we can do here, but one of the elements is that the bridge is going to cost \$150 million. It may be hard for me to the state and say "can we have an extra \$75 million to build a temporary bridge for three years?" We will not think about Lowell, the temporary bridge that is been in for 30 years. If you have traveled over that temporary bridge, it is now beyond its service life in Lowell. I think that is the type of bridge, I would say Bailey Bridge, that would be the type of bridge that could go in here. People have ideas as to where it could go but nobody has engineered that. For accelerated bridge construction is phasing an existing bridge. Again, we have not gone into the heavy design, so we truly do not know what we are going to do yet.





A: RL: Thank you for that question. Some other questions have touched on this so in terms of temporary bridges, I'm certain that that is something we can take a look at in terms of practicality and feasibility. One of the things that we really do not have a lot of information on now, but I expect to be a big challenge, is the utilities. We have to figure out how those can be kept, so even if we built the temporary bridge off somewhere else to relocate the utilities that far, we are talking about the price tag, that is going to be a major challenge overall for the project. When we talked about schedule, that is the big unknown right now, what the time frame to get those moved temporarily and then maybe permanently so we have got a lot of work to do. I just want to emphasize that the utility issue is a big unknown on what that is going to take. Thank you.

A: EK: I mean it will be looked at. We have not designed anything yet, so we will be looking at it. I do not think it will be, but it could be the solution to what we have to do here.

Q: NCC: Is it a fair assessment Eamon, when people talk about these temporary bridges it is not as though there is a stash of them that fit any given location that are sort of on the shelf? They have to be designed from the ground up.

A: EK: Yes; we would be building a bridge that we are going to tear down in a couple of years to build another bridge, so we are building two bridges, and we have to take down the first bridge that we put up. Obviously, there is a cost element involved, I heard a lot of gasps when I said it is \$150 million and that is in today's dollars. In four years' time, it could cost a bit more.

Q: NN #6: I noticed that in a lot of the renderings the bridge was flat. The actual span of the river. The current bridge has an arch for boats to go under. I was going to say with an arch you have more room for detail. When you drive over the bridge it gets steep.

A: EK: The existing bridge, I mean I am not sure elevation wise, but it is very minor. On the approaches perhaps, not necessarily the bridge itself.

Q: NN #6: If you go back to the previous slide, that is flat right? Is that a flat span?

A: EK: Pretty much. We will be closely matching the existing profile. We also have restrictions on the clearance so all of those will be combined. If you go back to the existing bridge, I know what you are saying, but I think it is more on the approaches and then we are up onto a road. It looks like it has a slight curve.

C: NN #7: I'm just thinking an arch would give you more space for detail. More ornate detail, just a thought.

A: RL: The profile of the roadway itself is going to stay generally the same. It does have an arching kind of crest curve that will be maintained. You do not want to make it too severe; we talked about pedestrians and cyclists using it too. We want to keep those grades as limited as we can. Coming up on the intersection here is it 3% or 4% so we do want to try to hold that as best we can.

A: EP: Yeah, because we want to make sure this bridge is accessible, so it has to be definitely maximum 1 to 20 so it is like a sidewalk.

C: NN #6: Going back to the bike path, I think that it would probably be best to have the bike path level with the street. I am just thinking in terms of snow plowing, when we have a storm and people who do not have cars still need to get over the bridge, the streets get plowed before the sidewalks do. That would just be my recommendation to have the bike path on the same level as the street.



**Q:** Rick LeBlanc (RLB): Rick LeBlanc, Commodore Crescent Yacht Club. We appreciate you considering us. We are on the downriver side. Most of our boats head out downriver to the sandbar out in the ocean, different places, but the city has done a fantastic job with the docking and their new excursion boat that will be traveling under this existing bridge. Our biggest concern, as a boater for 70 something years that I have been on a boat, I almost feel the floor moving under me all the time, but I can tell you that the bridge as it is now is dangerous. I do not know if there is any way that there can be netting put under there.. If you have ever gone under that bridge on a boat and you see the chunks of cement that fall down, we are coming into this spring, there is canoe races, the Rowan Sculls sometimes come up here, the excursion boat is going down there with 20-30 people on the boat and if one of those chunks, which are sizable enough to sink a small boat, and certainly kill a person. There should be some type of safety net under that area of the bridge, or at least under one section of the bridge that boats go under all the time. That is a real big concern, it is something that we have seen. I have been with the club for 20 years. We have had canoe races every year, a couple hundred people going under there and canoes at any given time. Last June was the first time I actually got a firsthand look at how big and how many chunks of cement are falling off that bridge. I am glad I do not drive a big truck anymore because I certainly would not be on that bridge with it. That was my first concern. My second concern is I know every bridge has a rating and I believe it is from zero to 100. I just really want to know what the rating of this particular bridge is if anyone knows that.

**A:** RL: I know the metric you are talking about, but I do not know off the top of my head.

**C:** Rick LeBlanc: Another thing that scares me is that I did hear that it was lower than a bridge that collapsed and killed some people.

**A:** RL: As Eamon referred to, the bridge is safe. MassDOT continues to look at it and analyzing it so it is safe for users.

**C:** Rick LeBlanc: and just let me throw my two cents in about a floating bridge. I think it is a fantastic idea except, this section of the river is the narrowest section and when the snow melt comes down, we cannot put our docks in until the middle of May, because the water will just wash them away. We have some pretty big blocks that have been there for years, massive chains holding our docks in, we have lost our docks two times over the history of the club. Actually, they lost the whole building one time in the flood of 1936. At any rate, the amount of water that funnels through this area, is it an engineering marvel that you can actually do what you are trying to do but at high water in the springtime you are fighting enormous forces with the runoff from the snow, so I commend you for even considering what you are going to do.

**C:** NN#7: Just as far as the traffic goes, and I know it is going to be a lot of people that do not like this idea, but to keep traffic going with only two lanes, you are really going to have to have no left turn on Merrimack Street which is the downtown. That is what backs this whole bridge up, so if there is a straight and a right turn that is going to probably be your best bet, unfortunately.

**A:** EK: When they are redoing the traffic, they will not be doing it isolated on just those two intersections. They will have to look at the traffic pattern in the entire area.

**A:** NCC: That is something, potential turn restrictions for congestion. At the next one of these, we will have Erik with us I would imagine, and whatever we have, we will share. As Eamon said, this is going to evolve. This is not your last chance to look at it, and as we get deeper into it, we will be providing answers to the things you have talked about tonight.



**C:** John Curo (JC): I just want to second the concerns from the individual from the Crescent Yacht Club. I run a kayak program that goes under that bridge, and it is very important to us that we maintain that. It is great, I love all the cycling, I do it too, but I am a kayaker and there are other kayakers not represented here.

**A:** NCC: When you leave tonight, Sir, will you just make a mark of some sort that indicates who you are so that when we start really digging into the boating, we can reach out appropriately.

**Q:** NN #8: Have there been any studies on the industrial past of the river and what you might be digging up when you are replacing the bridge? What kind of toxic sediments and stuff might be buried pretty deep?

**A:** RL: We have not done that to date, but that will be part of the work that we still have to do. As part of the permitting process, we will begin sampling the sediments in the river and testing it and then providing the contractor with the provisions to know how to dispose of that appropriately and handle that during the construction phase. That certainly will be addressed as we move forward.

**Q:** NN #9: What is the lifespan of the bridge?

**A:** RL: By design, the rule of thumb nowadays is 75 years, but I feel like with today's materials and the way that we maintain things I hope we do a lot better than that, but that is sort of the minimum that we are instructed to in the bridge manual that MassDOT provides.

**C:** EK: Thank you everybody for coming out, like I said, the engineer and the architect were furiously writing all your comments down. We are hoping to come back here by the end of the month when we will have some ideas that will have progressed to share with you.

**C:** EP: Because we take your comments very seriously, the next event will be more informal, like a charette. This is where we break the group up and we will have areas of interest, and everybody will have an opportunity to comment. We will discuss the structure. We will talk about the different types of overlooks. We will have pedestrian connections. We want to really hear your comments. I am really looking forward to the next one and it is going to be a lot of fun. I hope you enjoy it too, thank you.

**C:** EK: And that is where we will have examples that they can look at. I said earlier, sometimes you do not know what you like, or you do not like until you actually see something but at the next one, we will have something to look at.

**C:** EP: We would also like to show signage because this is a very historic area. How do you want to talk about the narrative of the city? We have those opportunities to do that for this bridge. There will be stations, and people will go around to different stations, and we will furiously take notes, even more than today, and it is going to be great.

**C:** EK: Again, thank you everybody for coming here today and we look forward to seeing you hopefully at the end of this month. Thank you.

## NEXT STEPS

The first workshop meeting as described herein will be held on Monday, April 3, 2023, at 5:30PM at the Haverhill Public Library. Topics for discussion will be bridge type and appearance, lane configurations, bicycle and pedestrian accommodations and connections, and construction staging.





## Appendix 1: Meeting Attendees

<b>First</b>	<b>Last</b>	<b>Affiliation</b>
Teri	Almquist	Resident
Melinda	Barrett	Haverhill City Council
Andrew	Benkert	WSP
Joe	Bevilacqua	Haverhill City Council
Ed	Biesley	Resident
Amy	Bourdon	Resident
Nathaniel	Cabral-Curtis	WSP
Peter	Carbone	Resident
Joe	Cleary	Resident
Tim	Coco	WHA V FM
Seth	Cordes	Resident
John	Cureo	Resident
Barb	Drelick	Resident
Hannah	Dustins	Resident
Alex	Eberhardt	Resident
Dana	Fieldes	Resident
James	Fiorentini	Mayor of Haverhill
Ryan	Hamilton	Resident
Philip	Hasskarl	Resident
Andrew	Herlihy	City of Haverhill/Rail Trail
Chris	Hewitt	Resident
Tim	Jordan	Resident
Micheal	Katsuis	Resident
Colin	Kennedy	Resident
Eamon	Kernan	MassDOT
Leah	Kostick	WSP
Kathleen	Lambert	Resident
Jean	Langfellow	Resident
Giuseppe	LaRose	Resident
Rick	LeBlanc	Resident
Rich	Lenox	WSP
Brandon	Lexy	Resident
Kate	Martin	Resident
Mike	Morales	Resident
Katia	Morris	Resident
Nowsa	Ncube	Resident
Lori	Nichols	Resident
Chris	Obert	Resident
Nacey	Obert	Resident
Tom	O'Donnell	Resident



<b>First</b>	<b>Last</b>	<b>Affiliation</b>
Larry	Olasky	Resident
Erin	Padilla	Resident
Etty	Padmodipoetro	Urban Idea Lab
Jason	Pearl	Resident
Frances	Pernillo	Resident
John	Pettis	City of Haverhill
Anthony	Polizzott	Resident
Pam	Price	City of Haverhill
Shaw	Rosen	Resident
Robert	Serabian	Resident
Sasha	Severino	Office of Representative Vargas
Danielle	Smida	Resident
Michael	Soraghan	Resident
Marie	Soraghan	Resident
Ann	Spires	Resident
Carl	Turner	Resident
Andrew	Vargas	State Representative
Aline	Valcovet	Resident
Ron	Valcovet	Resident
Vino	Valle	Resident
Greg	Weiss	Resident
Emily	Weiss	Resident