TEC, Inc.
282 Merrimack Street, 2nd Floor
Lawrence, MA 01843
978.794.1792

Chairman Zackon
Amesbury Conservation Commission
City of Amesbury
1 Market Street
Amesbury, MA 01913

September 15, 2026

Re: Upper Millyard Pedestrian Bridge over Powwow River – Bridge Removal
Request for Determination of Applicability (RDA)

Dear Chairman Zackon,

On behalf of the City of Amesbury's Department of Public Works (DPW), TEC, Inc. (TEC) is pleased to submit the enclosed RDA filing for the removal of the upstream pedestrian bridge over the Powwow River within the City's Upper Millyard area.

The bridge was closed in July 2026 after TEC and MassDOT bridge inspectors observed advanced deterioration throughout the steel superstructure. Following the closure, Amesbury DPW issued a Statement of Emergency identifying hazards at the site and recommending mitigation measures (see Appendix C).

Given the state of emergency and the bridge's key role within the Upper Millyard, Amesbury DPW has requested immediate actions to advance the removal and replacement of the existing superstructure. In response, the Project Team – City personnel, TEC, MassDOT, SPS New England, Inc. (SPS) – began working toward short-term removal and long-term replacement solutions.

The City intends to remove the superstructure from the abutments as soon as possible to eliminate the current hazards posed by the bridge, as described within the City's Statement of Emergency. The Project Team has taken the following steps towards this goal:

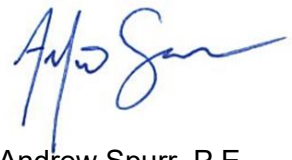
- TEC has prepared this RDA filing to support the removal of the superstructure and intends to present it at the Commission's October hearing.
    - This filing seeks the Commission's determination for the short-term removal work only; the long-term replacement and associated impacts will be permitted separately under a future filing.
    - Due to the fast-paced, emergency nature of this removal work, the resource areas have not yet been flagged or located via survey – this work will be completed ahead of a future filing for the long-term replacement.
        - Based on observations of the site, the anticipated resource areas within the project area are expected to include Inland Bank (with an associated 100-ft buffer), Riverfront Area associated with the Powwow River, and Bordering Land Subject to Flooding.

- SPS prepared a Demolition Work Plan which provides narratives and graphics describing their approach to removing the superstructure. **The Work Plan proposes no impacts to the anticipated resource areas described above** (refer to Appendix B for additional information).

Given the lack of resource area impacts associated with the short-term removal work, TEC is seeking a Negative Determination from the Commission on this RDA.

Please do not hesitate to contact me directly if you have any questions concerning our filing. Thank you for your consideration.

Sincerely,
TEC, Inc.



Andrew Spurr, P.E.
Project Manager

cc: Joseph Buckley – City of Amesbury DPW

Massachusetts Department of Environmental Protection
Bureau of Water Resources - Wetlands

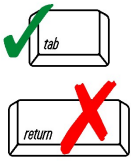
WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Amesbury
Municipality

A. General Information

Important: When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



1. Applicant:

Kassandra	Gove	
First Name	Last Name	
1 Market Street, 1st Floor		
Address		
Amesbury	MA	01913
City/Town	State	Zip Code
978-388-8121	govek@amesburyma.gov	
Phone Number	Email Address	

2. Property Owner (if different from Applicant):

City of Amesbury		
First Name	Last Name	
1 Market Street		
Address		
Amesbury	MA	01913
City/Town	State	Zip Code
978-388-8121		
Phone Number	Email Address (if known)	

3. Representative (if any)

Andrew	Spurr	
First Name	Last Name	
TEC, Inc.		
Company Name		
282 Merrimack Street, 2nd Floor		
Address		
Lawrence	MA	01843
City/Town	State	Zip Code
978-794-1792	aspurr@tecinc.com	
Phone Number	Email Address (if known)	

B. Project Description

1. a. Project Location (use maps and plans to identify the location of the area subject to this request):

25 Friend Street	Amesbury
Street Address	City/Town
42.85762	-70.93213
Latitude (Decimal Degrees Format with 5 digits after decimal e.g. XX.XXXXX)	Longitude (Decimal Degrees Format with 5 digits after decimal e.g. -XX.XXXXX)
53	253
Assessors' Map Number	Assessors' Lot/Parcel Number

How to find Latitude and Longitude

and how to convert to decimal degrees

b. Area Description (use additional paper, if necessary):

All work will take place within the footprint of the existing pedestrian bridge and adjacent parking lot.

c. Plan and/or Map Reference(s): (use additional paper if necessary)

Appendix A - Maps & Figures	Varies
Title	Date
Appendix B - Demolition Work Plan	9/8/2026
Title	Date

B. Project Description (cont.)

2. a. Activity/Work Description (use additional paper and/or provide plan(s) of Activity, if necessary):

The proposed work consists of removing the existing steel superstructure from the abutments at the upstream pedestrian bridge over the Powwow River in the Upper Millyard. The removal will require a mobile crane set up in the parking lot at 25 Friend Street, south of the bridge. No work within the Powwow River is required to complete the removal. Limited tree trimming is anticipated, with no complete tree removal anticipated. Please refer to Appendix B for the full Demolition Work Plan, prepared by SPS New England, and approved by TEC/MassDOT.

b. Identify provisions of the Wetlands Protection Act or regulations which may exempt the applicant from having to file a Notice of Intent for all or part of the described work (use additional paper, if necessary).

310 CMR 10.58(5) - redevelopment within previously developed riverfront areas, including replacement and rehabilitation of existing structures.

3. a. If this application is a Request for Determination of Scope of Alternatives for work in the Riverfront Area, indicate the one classification below that best describes the project.

- ☐ Single family house on a lot recorded on or before 8/1/96
- ☐ Single family house on a lot recorded after 8/1/96
- ☐ Expansion of an existing structure on a lot recorded after 8/1/96
- ☐ Project, other than a single-family house or public project, where the applicant owned the lot before 8/7/96
- ☐ New agriculture or aquaculture project
- ☐ Public project where funds were appropriated prior to 8/7/96
- ☐ Project on a lot shown on an approved, definitive subdivision plan where there is a recorded deed restriction limiting total alteration of the Riverfront Area for the entire subdivision
- ☐ Residential subdivision; institutional, industrial, or commercial project
- ☐ Municipal project
- ☐ District, county, state, or federal government project
- ☐ Project required to evaluate off-site alternatives in more than one municipality in an Environmental Impact Report under MEPA or in an alternatives analysis pursuant to an application for a 404 permit from the U.S. Army Corps of Engineers or 401 Water Quality Certification from the Department of Environmental Protection.

b. Provide evidence (e.g., record of date subdivision lot was recorded) supporting the classification above (use additional paper and/or attach appropriate documents, if necessary.)

C. Determinations

1. I request the City of Amesbury Conservation Commission make the following determination(s). Check any that apply:

☒ a. whether the **area** depicted on plan(s) and/or map(s) referenced above is an area subject to jurisdiction of the Wetlands Protection Act.

☐ b. whether the **boundaries** of resource area(s) depicted on plan(s) and/or map(s) referenced above are accurately delineated.

☒ c. whether the **Activities** depicted on plan(s) referenced above is subject to the Wetlands Protection Act and its regulations.

☒ d. whether the area and/or Activities depicted on plan(s) referenced above is subject to the jurisdiction of any **municipal wetlands' ordinance** or **bylaw** of:

City of Amesbury
Name of Municipality

☐ e. whether the following **scope of alternatives** is adequate for Activities in the Riverfront Area as depicted on referenced plan(s).

D. Signatures and Submittal Requirements

I hereby certify under the penalties of perjury that the foregoing Request for Determination of Applicability and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge.

I further certify that the property owner, if different from the applicant, and the appropriate DEP Regional Office were sent a complete copy of this Request (including all appropriate documentation) simultaneously with the submittal of this Request to the Conservation Commission.

Failure by the applicant to send copies in a timely manner may result in dismissal of the Request for Determination of Applicability.

Signatures:

I also understand that notification of this Request will be placed in a local newspaper at my expense in accordance with Section 10.05(3)(b)(1) of the Wetlands Protection Act regulations.

Kassandra Low
Signature of Applicant

9/14/26
Date

Signature of Representative (if any)

9/14/26
Date

Appendix A
Maps & Figures

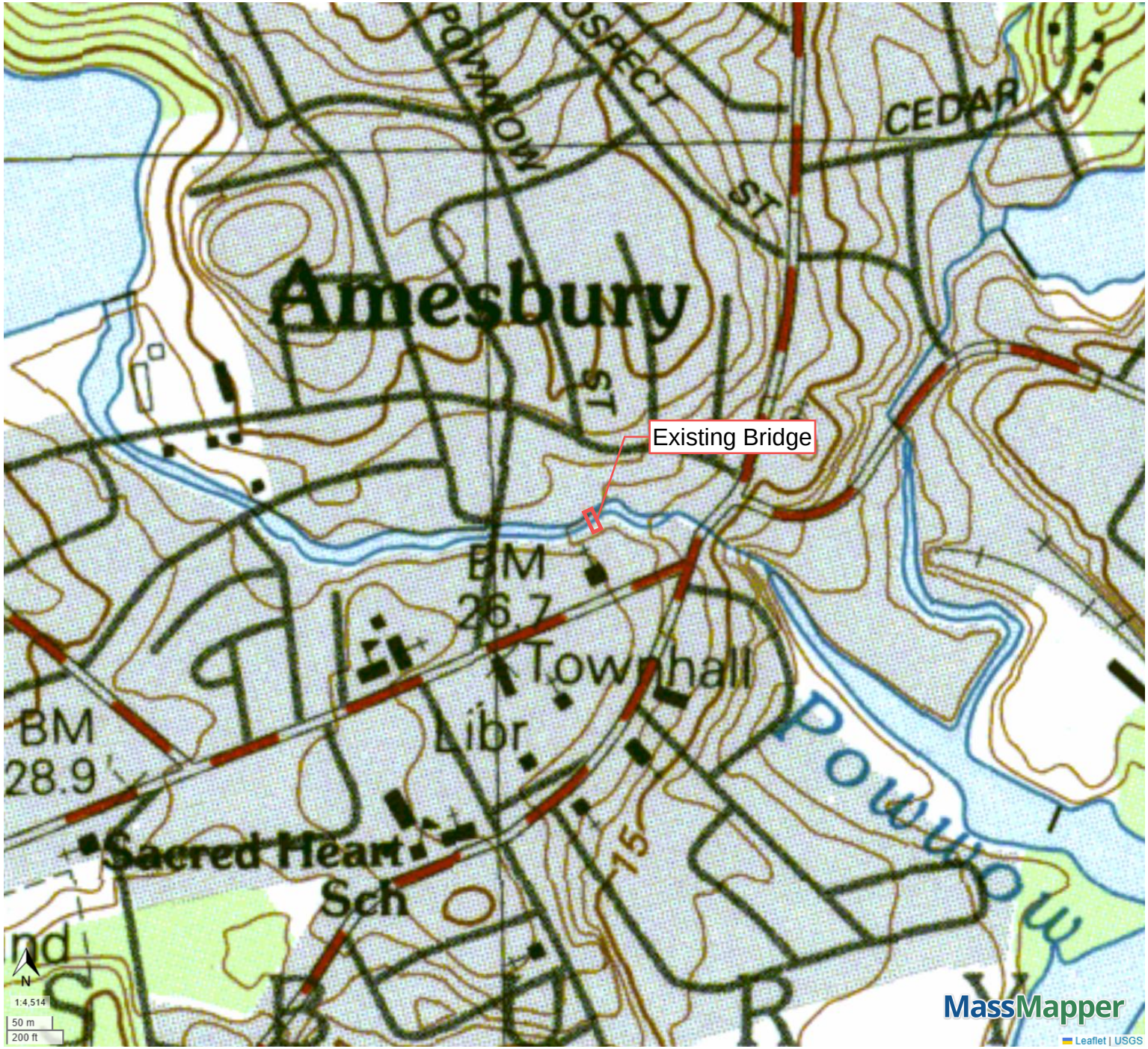
Upper Millyard Pedestrian Bridge



Property Tax Parcels

Printed Sep 2, 2026

Upper Millyard Pedestrian Bridge

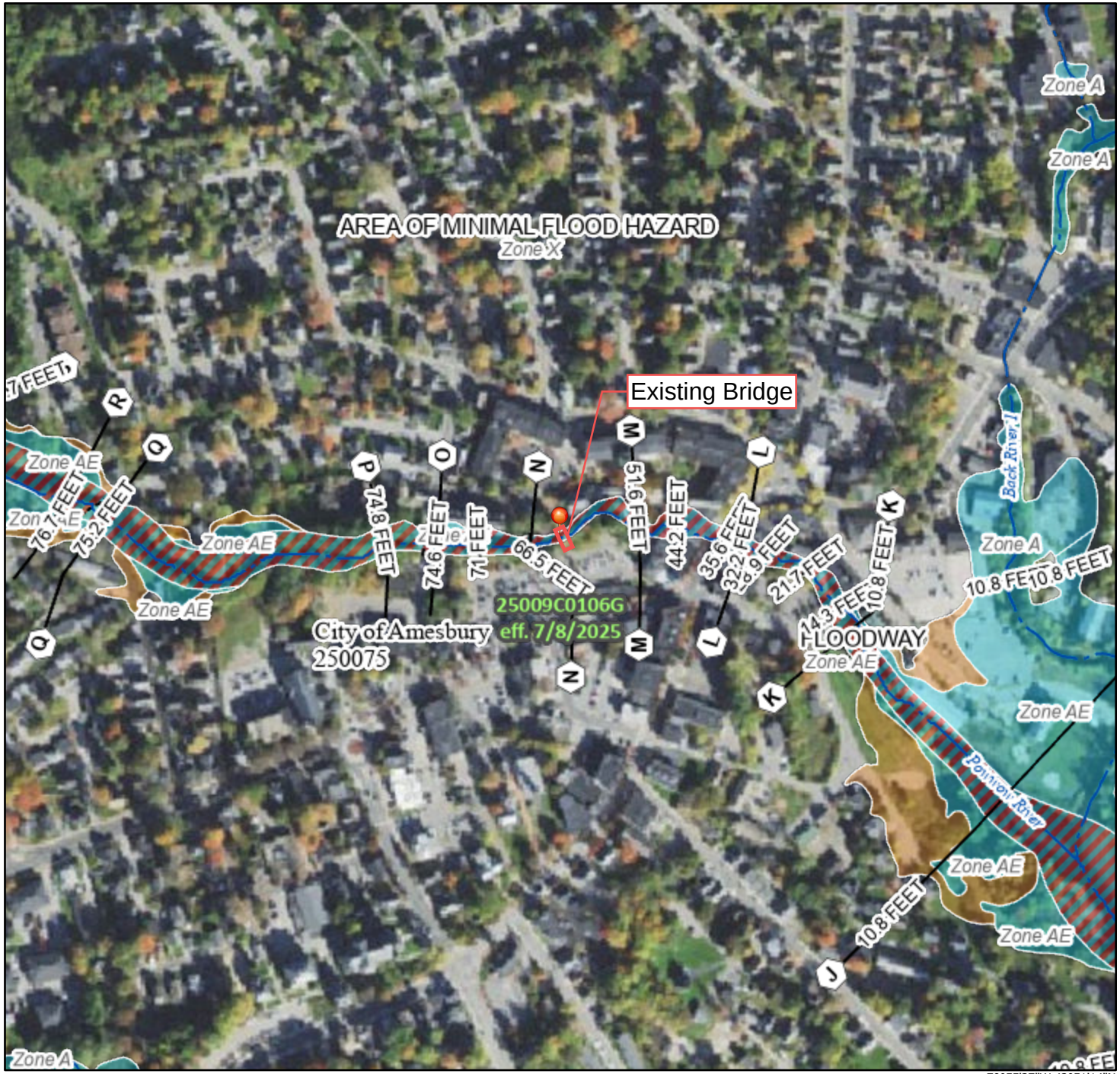


Printed Aug 25, 2026

National Flood Hazard Layer FIRMette

FEMA

70°56'15"W 42°51'41"N



70°55'37"W 42°51'14"N

Feet

0 250 500 1,000 1,500 2,000

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/24/2026 at 9:35 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

TEC, Inc.
282 Merrimack Street, 2nd Floor
Lawrence, MA 01843
978.794.1792

PHOTO LOG



Figure 1 – West elevation of bridge. Photo taken facing southeast on 7/30/2026.



Figure 2 – West elevation of bridge. Photo taken facing east on 7/23/2026.



Figure 3 – East elevation of bridge. Photo taken facing southwest on 7/23/2026.



Figure 4 – North approach of bridge. Photo taken facing south on 7/30/2026.

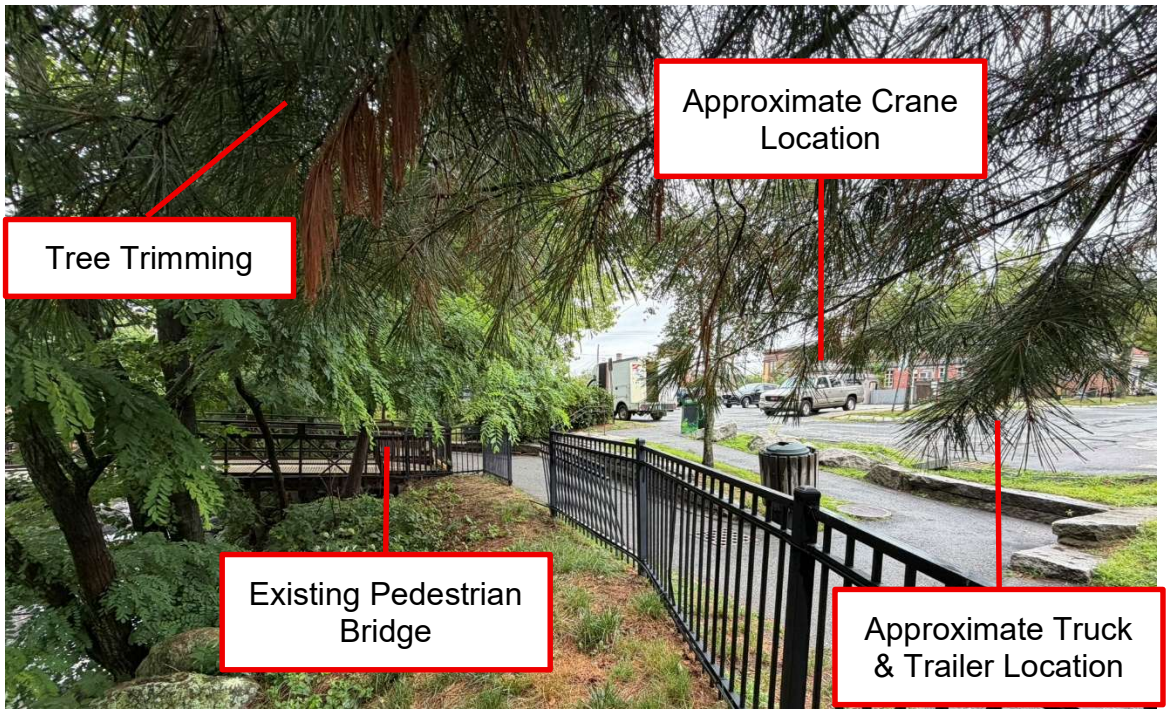


Figure 5 – South Approach of bridge. Photo taken facing east on 7/30/2026.



Figure 6 – South Approach of bridge. Photo taken facing north on 11/14/2025.

Appendix B
Demolition Work Plan

Submittal No. 01-Rev2

Work Scope #14
Amesbury Pedestrian Bridge over Powwow River

Demolition Work Plan

MassDOT Contract 130460

District 4 – Scheduled & Emergency Bridge Substructure Repairs at Various Locations

SHOP DRAWING REVIEW

☑ REVIEWED AS REQUIRED BY THE CONSTRUCTION CONTRACT DOCUMENTS AND APPROVED, BUT ONLY FOR CONFORMANCE TO THE DESIGN CONCEPT OF THE WORK, AND SUBJECT TO FURTHER LIMITATIONS AND REQUIREMENTS CONTAINED IN THE CONSTRUCTION CONTRACT DOCUMENTS.

☐ REJECTED ☐ REVISE AND RESUBMIT ☐ FURNISH AS CORRECTED

CORRECTIONS OR COMMENTS MADE ON THE SHOP DRAWINGS DURING THIS REVIEW DO NOT RELIEVE CONTRACTOR FROM COMPLIANCE WITH REQUIREMENTS OF THE DRAWINGS AND SPECIFICATIONS. THIS CHECK IS ONLY FOR REVIEW OF GENERAL CONFORMANCE WITH THE DESIGN CONCEPT OF THE PROJECT AND GENERAL COMPLIANCE WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS. THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING AND CORRELATING ALL QUANTITIES AND DIMENSIONS; SELECTING FABRICATIONS PROCESSES AND TECHNIQUES OF CONSTRUCTION; COORDINATING HIS WORK WITH THAT OF ALL OTHER TRADES; AND PERFORMING HIS WORK IN SAFE AND SATISFACTORY MANNER.

TEC, Inc.
282 Merrimack Street
Lawrence, MA 01843

Job Number: 1902
Reviewed By: AJS
Date: 9/11/2026

SPS New England, Inc.
98 Elm Street
Salisbury, MA 01952
Tel: (978) 462-6543
Fax: (978) 462-0345

9/8/2026

The following documents are included in this submittal for approval:

- Demolition Work Plan – Narrative
- Demolition Work Plan – Locus Map

New England, Inc.

98 Elm Street, Route 110, Salisbury, Massachusetts 01952

UPPER MILLYARD PEDESTRIAN BRIDGE DEMOLITION WORK PLAN

Powwow River - Amesbury, Massachusetts

1. Purpose and Scope

This Work Plan describes the anticipated general means, methods, and sequence for removal of the existing Upper Millyard Pedestrian Bridge over the Powwow River in Amesbury, Massachusetts.

The proposed work consists primarily of removing the existing approximately 40-foot-long pedestrian bridge superstructure utilizing a single crane pick from the adjacent paved parking area. The existing bridge abutments will remain in place and are not proposed to be modified as part of this demolition work.

This Work Plan is intended to support the permitting process and describe the anticipated construction access, site controls, environmental considerations, and general demolition sequence.

A formal engineered demolition procedure and crane/pick plan will be prepared and submitted separately under a future submittal prior to demolition. The engineered submittal will address the detailed lifting configuration, rigging, lifting points, crane capacity and configuration, pick radius, bridge weight, temporary stability, connection release sequence, and other engineering requirements associated with the removal operation.

2. Existing Conditions

The existing pedestrian bridge spans the Powwow River within the Upper Millyard area of downtown.

The bridge consists of steel trusses supporting a timber floor system that has been modified over time. Based upon the July 29, 2026 TEC memorandum, the existing superstructure exhibits significant deterioration, including missing and deteriorated stringers and areas of 100% section loss along the bottom chords of both trusses. TEC recommended closure of the bridge to pedestrian traffic based upon the observed conditions.

The existing pedestrian bridge superstructure is supported on concrete abutments located on each side of the Powwow River. The north abutment appears to be located behind an existing stone wall lining the riverbank. The south abutment is set back from the river on sloped ground extending to the riverbed.

Due to the deteriorated condition of the superstructure, the proposed demolition approach is intended to minimize disturbance to the existing bridge prior to establishing support with the lifting equipment. The bridge is therefore anticipated to be removed as a single unit rather than dismantled in place over the Powwow River.

3. Site Access and Setup

Construction access will occur from the existing paved parking area located south of the pedestrian bridge. The crane and truck/trailer required for the bridge removal are anticipated to be positioned on the existing paved surface within this area. A separate potential laydown area is located southwest of the bridge within the paved parking area (refer to sketch).

Prior to mobilization, the Contractor will establish the limits of the work area and coordinate temporary restrictions for parking and pedestrian access, as necessary.

4. Vegetation Management

Limited tree trimming is anticipated to provide adequate clearance between the existing vegetation on the north and south side of the Powwow River and the crane/bridge during the hoisting operation. Vegetation work is anticipated to consist of selective removal of tree limbs and branches that physically obstruct the lifting operation. **No complete tree removal is anticipated.**

The extent of trimming will be limited to that necessary to safely perform the bridge removal.

5. Electrical and Utility Coordination

Prior to bridge removal, the existing electrical systems will be tested and traced to verify its condition. Electrical components will be disconnected, removed, and/or cut at the demolition limits as necessary, and associated wiring will be removed from the bridge prior to the lifting operation.

This electrical work is anticipated to be performed by others and coordinated with the City prior to demolition. Other overhead and underground utilities will be investigated and identified within or immediately adjacent to the work area prior to demolition and appropriately protected, as necessary.

Existing drainage structures within and adjacent to the work area will be identified prior to mobilization. Drainage structures are expected to remain in service and will be protected from construction activities as necessary. No modifications to the existing drainage system are proposed.

6. Resource Area and Waterway Protection

The bridge spans the Powwow River; however, **no in-water work is proposed as part of this demolition operation and no erosion, siltation, or ground disturbance is expected**.

The bridge will be removed as a single unit, minimizing cutting, dismantling, and demolition activities over the river. No construction equipment is anticipated to operate within the river or riverbed as part of the demolition work.

Prior to demolition, SPS will evaluate the existing timber components beneath the bridge to assess the potential for loose or deteriorated material to become dislodged during removal of the superstructure. This evaluation will consider both worker safety and the potential for debris to enter the Powwow River.

If it is determined that there is a significant potential for loss of material, SPS will evaluate whether the loose material can be safely removed. If removal is not practical, supplemental debris-control measures may be considered. One potential option includes installing debris netting beneath the superstructure.

In the unlikely event that demolition debris enters the Powwow River, debris will be retrieved by hand using safe foot access, while minimizing disturbance to the river and riverbed.

Equipment fueling, maintenance, and material storage will be performed outside the resource area. Appropriate spill-response materials will be maintained onsite during construction activities.

7. Bridge Preparation

Due to the deteriorated condition of the existing superstructure, pre-demolition activities on the bridge will be kept to the minimum necessary to facilitate removal.

Preparatory work is anticipated to generally consist of

- Verification and removal/disconnection of electrical components by others;
- Establishment of the demolition work zone;
- Underground utility investigation, including DigSafe;
- Removal of the existing timber ramps at each end of the bridge;
- Verification of bridge connection and bearing conditions;
- Layout of the rigging locations;

No significant dismantling of the bridge superstructure or timber decking is currently anticipated prior to the pick.

8. Bridge Removal

The existing pedestrian bridge is anticipated to be removed in a single crane pick**.** The crane will be positioned on the existing paved parking area southeast of the bridge. Following crane setup, the bridge will be rigged and supported by the crane in accordance with the engineered demolition procedure and crane/pick plan.

Once the bridge has been appropriately supported, the existing anchor bolts at the bearing assemblies will be cut to release the superstructure from the existing abutments.

The bridge will then be hoisted vertically clear of the existing abutments and Powwow River and maneuvered to the designated truck/trailer.

The detailed connection-release sequence, rigging arrangement, lifting points, crane configuration, load calculations, pick radius, temporary stability requirements, and other engineered lifting requirements are specifically excluded from this conceptual Work Plan and will be provided under the subsequent engineered demolition procedure and crane/pick plan.

9. Material Handling and Disposal

Following removal, the existing bridge will be lowered onto a suitable truck/trailer and transported from the project site.

Any subsequent dismantling, processing, recycling, or disposal of the bridge will occur offsite, outside the river and immediate resource area.

Minor demolition debris generated during bridge preparation will be collected and removed from the work area. Materials will not be discharged into the Powwow River.

10. Existing Abutments

The existing bridge abutments are proposed to remain in place.

No demolition or modification of the existing abutments is currently anticipated as part of this demolition permit. Work at the abutments will generally be limited to that necessary to disconnect and remove the existing bridge superstructure.

Any work associated with modifying the existing abutments for installation of the future replacement bridge is outside the scope of this demolition Work Plan.

11. Pedestrian and Public Access

The existing pedestrian bridge will remain closed to public access.

Daytime preparatory activities will be performed in a manner that maintains pedestrian passage along the adjacent pedestrian walkway. Temporary candlestick-style pedestrian channelizers, barricades, or similar controls will be utilized as necessary to separate pedestrians from active construction areas.

The primary bridge hoisting operation is anticipated to occur during an overnight work shift, generally between approximately **9:00 p.m. and 5:00 a.m.**

Immediately prior to the lifting operation, the adjacent pedestrian walkway will be temporarily closed to establish a controlled work and lifting area. The closure will be coordinated to occur following the closing time of nearby downtown businesses to minimize impacts to pedestrian activity. Police detail requirements will be coordinated with the City prior to the hoisting operation.

The lifting operation is anticipated to occur on a weekday, preferably earlier in the week, to further reduce impacts associated with downtown activity.

SPS will provide sufficient lighting at the bridge and within the adjacent parking lot during nighttime demolition operations. Lighting will be positioned to illuminate the work areas, crane and truck operations, pedestrian control areas, and other locations necessary for the safe execution of the work.

Following removal of the existing bridge superstructure, temporary fencing will be installed at the bridge approaches to secure the site and prevent unauthorized access to the remaining abutments, river and work area. Pedestrian access will be restored to the parking lot and pedestrian walkway once the work area has been determined safe for public passage.

12. Anticipated Equipment

Equipment anticipated for the demolition operation may include:

- Mobile crane;
- Truck and trailer suitable for transporting the existing bridge;
- Portable generators, compressors and/or lighting;
- Rigging equipment; and
- Conventional hand and demolition tools.

Final equipment selection will be established based upon the engineered demolition procedure, crane/pick plan, field conditions, and Contractor means and methods.

13. Safety and Structural Stability

The existing bridge is known to be in a significantly deteriorated condition. TEC documented multiple locations of complete section loss along the truss bottom chords and identified the bottom chords as fracture-critical members.

Accordingly, access to and disturbance of the existing bridge will be minimized prior to removal. The Contractor will establish appropriate controlled access and exclusion zones during demolition and lifting activities. Personnel will remain clear of suspended loads and the designated lifting area. The bridge will not be released from its supports until it has been appropriately rigged and supported in accordance with the approved engineered demolition procedure and crane/pick plan.

All demolition and lifting activities will be performed in accordance with applicable project requirements and safety regulations.

Additional information will be provided in the forthcoming engineered lifting plan.

14. Emergency and Contingency Measures

The Contractor will evaluate site, weather, river, equipment, and structural conditions prior to commencing the lifting operation. The bridge removal operation may be postponed or suspended due to unsuitable weather, unexpected structural conditions, equipment issues, unsafe site conditions, or other conditions that could affect safe execution of the work. If unexpected structural conditions are encountered during bridge preparation, work in the affected area will be suspended until the condition can be evaluated and an appropriate method of proceeding established.

Spill-response materials will be maintained onsite for equipment operating adjacent to the resource area.

15. Site Restoration and Completion

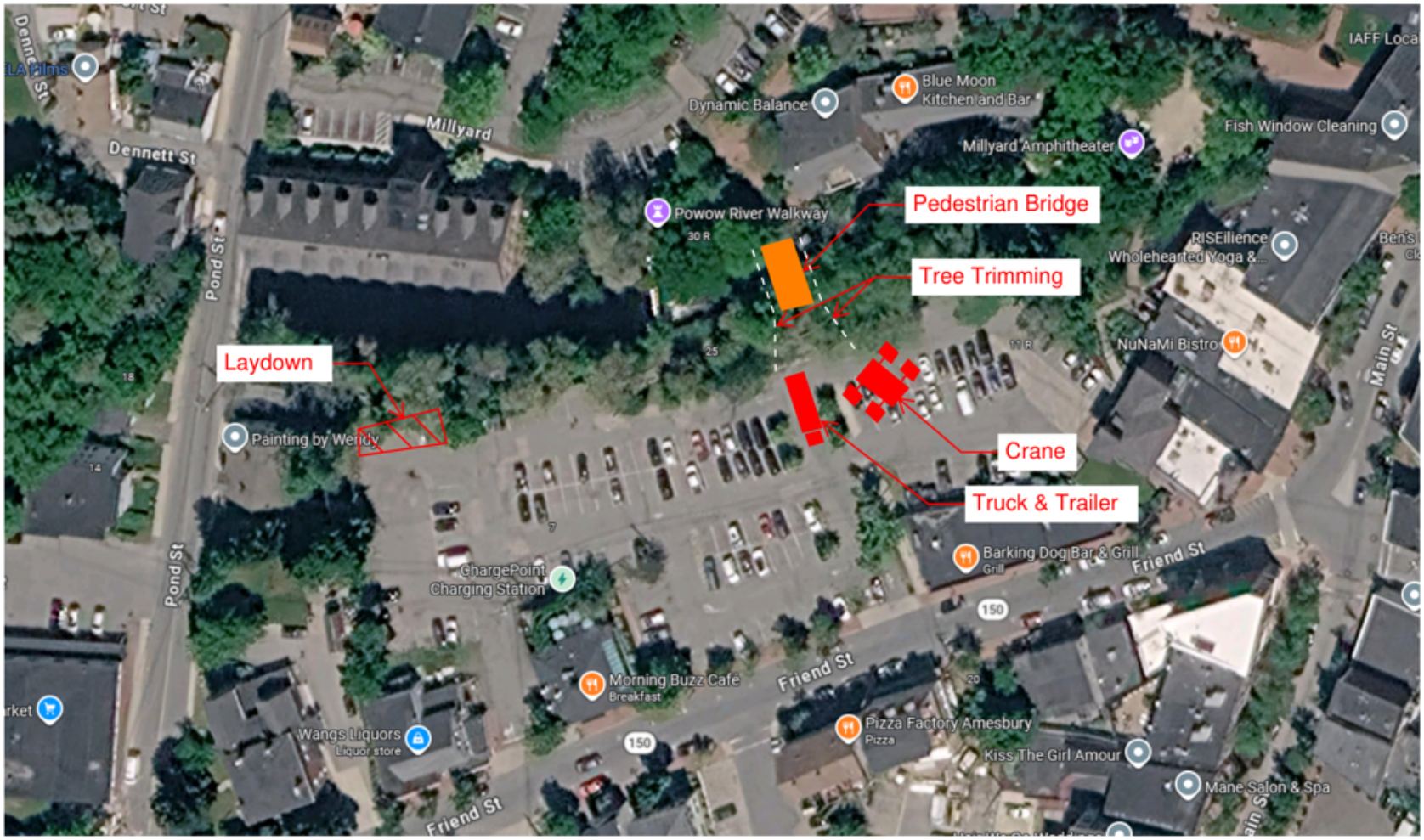
Following bridge removal, the existing abutments will remain in place. Temporary work-zone controls, equipment, and materials associated with demolition will be removed when no longer required.

The adjacent pedestrian walkway will be reopened following completion of the demolition operation when conditions allow safe public passage.

16. Emergency Contacts

- Project Manager: Michael Buraczynski
  - Phone: 978-339-3414
  - Email: mburaczynski@spsne.com
- Superintendent: Justin Rogers
  - Phone: 978-360-8656
  - Email: jrogers@spsne.com

Installation of the proposed replacement pedestrian bridge is not included within this Work Plan or demolition permit and will be addressed under a separate permitting and construction process.



LEGEND

- Pedestrian Bridge
- Laydown Area
- Crane / Truck & Trailer
- Tree Trimming / Hoisting Clearance

Appendix C

Statement of Emergency

AMESBURY
PUBLIC
WORKS

July 27, 2026
To: Mayor Gove
From Joseph Buckley P.E. Director of Public Works
Subject: Emergency Pedestrian Bridge Closure

As we discussed today one of the two pedestrian bridges over the Powwow River is now closed, I have detailed a statement of emergency, identified hazards, called out immediate measures and listed notes.

Statement of emergency:

The city was notified by a Massachusetts registered professional engineer (structural) that a pedestrian bridge over the Powwow River in the Upper Millyard has been deemed structurally unsafe on July 23,2026. The engineer recommended closure. The bridge is located within a city owned parcel with the address of 25 Friend Street, the approximate bridge coordinates are 42 degrees-51 minutes-27 seconds North, 70 degrees-55 minutes - 57 seconds West.

Hazards identified:

1.) Potential bodily injury including fatality associated with a structural collapse of the pedestrian bridge.
2.) Flood risk from partial or complete bridge collapsing into the river catching debris and restricting unpredictable storm flow in a FEMA designated floodway.

Immediate measures:

1.) DPW closed the bridge to all traffic at the close of business on July 23,2026.
2.) Fencing used to block off the bridge is consistent with height and material used throughout the area to keep the public from the floodway (Powwow River), robustly fastened and hazard placards installed at bridge entrances.
3.) DPW staff will continue to monitor the bridge regularly should a failure take place in advance of eventual removal and replacement.
4.) Amesbury Public safety leads made aware, no one should be on the bridge, and have response plans for rescue/recovery.

Joseph W. Buckley P.E., Director
Municipal Development Center • 39 South Hunt Road • Amesbury, MA 01913
(978) 388-8116 • dpw@amesburyma.gov

AMESBURY
PUBLIC
WORKS

Emergency Pedestrian Bridge Closure
July 27, 2026

Notes:

Passers by saw debris hanging from the bridge as did the DPW facilities staff about a month ago, at that time DPW reached out to the city building inspector. The building inspector did not close the bridge at that time but asked that DPW have an engineer look at the bridge within two weeks.

DPW had already been working with TEC Inc. to develop a preliminary engineering review for a bridge replacement at this location, but the contracts were not in place and the scope was being reviewed. TEC agreed to have their bridge/structural group look at it. After reviewing the written and verbal correspondence resulting from the TEC inspection of July 23,2026, we decided to close the bridge immediately. Foot traffic has been detoured to the downstream bridge about 250 feet away, and the Upper Millyard area has several access points from surrounding streets. There is no loss of service concerns (water, sewer, vehicle/road), and emergency services have full access. Flooding potential remains a concern.

DPW reached out to Mass DOT District Four on Friday July 24, 2026, they were able to send a bridge inspection team, that same day. The Mass DOT folks confirmed everything verbally that TEC saw but also so much more damage than TEC did initially, they too felt immediate closure was prudent.

TEC met with DPW and you today, it was made plain repairs are not an option we need to replace the bridge. Also, as of today we have put some funds in place with TEC, they will be acting as city engineers assisting in addressing USACE permitting concerns, possible temporary bridging, site challenges and premanufactured solutions with the intent of a quick serviced based solution approach.

Please get back to me with any questions.

Regards
Joseph Buckley

Joseph W. Buckley P.E., Director
Municipal Development Center • 39 South Hunt Road • Amesbury, MA 01913
(978) 388-8116 • dpw@amesburyma.gov

MAKE HISTORY HERE