Two-lane, high Pratt steel truss bridge erected as only vehicle and pedestrian crossing over the Merrimack River.

A sewer line is suspended from the truss bridge.

The truss bridge is closed to vehicle traffic. Discussions begin on the need for a safer utility service crossing.

The deteriorating truss is closed to pedestrians. Connectivity between historic points of interest and local businesses is reduced.

NHDOT informs the town that the bridge is failing with fractured members; steel sections begin falling into the river.

Funds are limited. Rehabilitation is financially and practically infeasible. The Town needs a replacement that mimics the original and serves utility and pedestrian needs.

At this point, the historic truss bridge has become a local landmark and is falling into disrepair

The new structure will need to appear as a scaled-down model of the original bridge with similar truss geometry, but as a one-lane pedestrian bridge instead of a two-lane vehicle bridge.

The consultant’s responsibility includes leading charrettes to build consensus between 8 groups holding jurisdiction over the project—in a short period of time.

The consultant is responsible for developing economical, constructible alternatives that resemble the previous structure.

The 1909 bridge will not support snow loads in the coming winter for this two-year project.

The sewer line cannot be maintained in place during construction.

Planned construction access employs nearly exclusive use of bridge boats. At the time of the contract award, the team is notified that the river will be drawn down for a dam project downstream. Water levels will not support the boats.

The consultant collected input from all 8 groups to best understand their needs and developed alternatives for parties to review.

The consultant worked with the Town, two historical groups, and NHDHR to select a look that is constructable, and facilitated the salvage of one original bridge portal for an interpretive display.

The consultant designed an economical prefabricated structure that uses modern techniques, but gives the appearance of a historic structure.

Explosive demolition is selected.

The contractor installs an innovative and cost-effective temporary sewer bypass.

The contractor builds a causeway in the river to provide safe construction access at no additional cost to the client.

Concerns of environmental disaster are cleared by a new sewer crossing with a 75-year service life.

The bridge is provides a safe, minimal maintenance solution that restores pedestrian and ADA-compliant connectivity lost in 1995.

The new 490-ft-long structure is a destination in its own way and reconnects other attractive local destinations in Hooksett’s Historic Village District such as Robie’s Country Store, the VFW, Veterans Park, and the Congregational Church.