

NOTICE OF AVAILABILITY
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
FHWA-NH-EIS-06-01-DS
NHS-027-1(37), 11238
GENERAL SULLIVAN BRIDGE
NEWINGTON-DOVER, NEW HAMPSHIRE



Summary:

The NH Department of Transportation (NHDOT) is issuing this notice to advise the public that a Draft Supplemental Environmental Impact Statement (SEIS), dated April 2021, has been prepared for the proposed rehabilitation or replacement of the General Sullivan Bridge (GSB) over Little Bay in the Town of Newington, Strafford County, New Hampshire and the City of Dover, Rockingham County, New Hampshire (NHDOT #11238). The Draft SEIS was prepared in accordance with the National Environmental Policy Act and the NHDOT's guidelines for environmental documents. The public comment period for this SEIS ends on June 7, 2021.

The Draft SEIS evaluates alternatives for the rehabilitation or replacement of the historic GSB, which spans the navigational channel of Little Bay between Newington and Dover. Options for the GSB were previously reviewed in a 2007 Final Environmental Impact Statement and a 2008 Record of Decision which were produced by NHDOT and the Federal Highway Administration (FHWA) under the National Environmental Policy Act. The purpose of this project is to provide recreational access and connectivity between Newington and Dover, across Little Bay, for pedestrian and non-motorized use.

The SEIS can be accessed and downloaded from the project website, http://www.newington-dover.com/gsb_subsite/index.html or can be viewed as a hard copy document at the Dover Public Library, the Dover City Hall, the Langdon Public Library, or the Newington Town Hall.

Public Hearing and Comment:

There will be a public hearing to present the project's impact on environmental resources and accept comments on the Draft SEIS. Due to the ongoing COVID-19 pandemic, this hearing will be held virtually, via Zoom Webinar, on Thursday, May 13, 2021 at 6:00 PM. Written comments will be accepted through June 7, 2021. Comments may be submitted in writing or by email to Ms. Jennifer Reczek (see below for contact information) or through the e-mail link on the project website.

To attend the Zoom Webinar from a PC, Mac, iPad, iPhone, or Android device please go to <https://vhb.zoom.us/j/98070244560?pwd=SzBmWGpDdGhuUFZITzlhSzFSNHB5QT09>. If prompted type in the passcode: 739543.

To join the Zoom Webinar by telephone, dial (301) 715-8592. When prompted, enter on your keypad the Meeting ID: 980 7024 4560 followed by the Passcode: 739543. For one tap mobile: 13017158592,,98070244560#

Participants that call in on the telephone must enter *6 to mute or unmute and *9 to raise and lower your hand.

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact the Bureau of Right-of-Way, NHDOT, PO Box 483, Concord, New Hampshire 03302-0483 or call 603-271-3222 – TDD Access: Relay NH 1-800-735-2964. Notification for the need of assistance should be made at the earliest convenience.

If an individual wishing to participate in the Public Hearing does not have access to internet or telephone service, please contact Ms. Jennifer Reczek (see below for contact information) by 4:30 PM, May 10, 2021.

For Further Information Contact:

Ms. Jennifer Reczek, NH Department of Transportation, 7 Hazen Drive, PO Box 483, Concord, NH 03301-0483 at (603) 271-3401 or Jennifer.E.Reczek@dot.nh.gov.

Supplementary Information:

The FEIS established the need to continue providing access across Little Bay for pedestrians and non-motorized vehicles; the FEIS Selected Alternative included rehabilitating the historic GSB for this purpose. However, the GSB is vulnerable to corrosion and deterioration based on the harsh environmental setting of the bridge, especially since the bridge is constructed of thin steel sections and plates. Several truss members and connections require replacement and strengthening to support the weight of the structure, pedestrian and non-motorized vehicle loads, and occasional loads from maintenance equipment or emergency response vehicles when necessary. Deformations and section losses limit the remaining service-life of the bridge, and continued deterioration forced the closure of the bridge in September 2018.

The SEIS includes detailed analysis of five reasonable alternatives:

- Alternative 1: Rehabilitation of the General Sullivan Bridge
- Alternative 3: Partial Rehabilitation of the General Sullivan Bridge
- Alternative 6: Southbound Little Bay Bridge - Widened Deck on Pier Extension
- Alternative 7: Southbound Little Bay Bridge - Independent Deck on Pier Extension
- Alternative 9: Superstructure Replacement - Girder Option

The DSEIS also includes an assessment of the No-Action Alternative to serve as a baseline by which to evaluate impacts of the five reasonable alternatives.

Impacts to the natural, cultural, and socio-economic environment are analyzed and presented in the SEIS. The SEIS also includes a Programmatic Section 4(f) Evaluation for the General Sullivan Bridge.