

General Sullivan Bridge

Spaulding Turnpike Improvements

NHS-027-1(37), 11238

Newington and Dover, New Hampshire

FEBRUARY 2022

PREPARED FOR



**NH Department of
Transportation**

PO Box 483, 7 Hazen Drive
Concord, NH 03302



U.S. Department
of Transportation
**Federal Highway
Administration**

**US Department of Transportation
Federal Highway Administration
NH Division**

53 Pleasant Street
Concord, NH 03301

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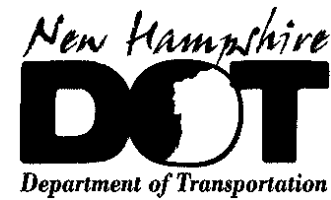
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FHWA-NH-EIS-06-01-FS
Newington-Dover
General Sullivan Bridge, Spaulding Turnpike Improvements
Strafford and Rockingham Counties, New Hampshire

Final Supplemental Environmental Impact Statement and Supplemental Record of Decision
Submitted Pursuant to 42 USC 4332(2)(c),
49 USC 303, 16 USC 470(f) and 33 USC 1334
by the
US Department of Transportation Federal Highway Administration
and
New Hampshire Department of Transportation

Cooperating Agencies
US Army Corps of Engineers, US Coast Guard, US Environmental Protection Agency, and US Fish and Wildlife Service

The following personnel may be contacted for additional information concerning this document:

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Abstract: The proposed project involves the evaluation of alternatives for the rehabilitation or replacement of the historic General Sullivan Bridge (GSB), which spans the navigational channel of Little Bay in Newington, Rockingham County, New Hampshire and Dover, Strafford County, New Hampshire. 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. Options for the GSB were previously reviewed in a 2007 Final Environmental Impact Statement (FEIS) and a 2008 Record of Decision (ROD) which were produced by the New Hampshire Department of Transportation (NHDOT) and the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA) for the Spaulding Turnpike Improvements Project.

In April 2021, a Draft Supplemental Environmental Impact Statement (DSEIS) was prepared to consider changes to the rehabilitation of the GSB, including an updated reasonable range of alternatives, as well as consideration of environmental impacts that were not previously evaluated in the original 2007 FEIS. The FHWA has elected to complete the NEPA environmental review process by issuing a single document that consists of a Final SEIS (FSEIS) and Supplemental ROD (SROD) pursuant to 49 USC 304a(b) [and 23 USC 139(n)(2)]. This combined FSEIS/SROD serves as a supplement to the 2007 FEIS and 2008 ROD and includes responses to public and agency comments received during the comment period on the 2021 DSEIS, as well as additional information on existing conditions and mitigation measures. FHWA, as the lead federal agency, has identified Alternative 9 as the Selected Alternative based on this FSEIS and input from federal and state agencies; state, town, and local officials; and the public. The basis for FHWA's decision is described in the SROD portion of the combined FSEIS/SROD.

PATRICK A BAUER
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Date: 2022.02.17 15:37:00 -05'00'

Federal Highway Administration
Date: February 17, 2022
Patrick A. Bauer
New Hampshire Division Administrator


New Hampshire Department of Transportation
Date:
Peter Stamnas
Director of Project Development