

Letters of Support
General Sullivan Bridge Bicycle and Pedestrian Crossing
Dover, NH – Newington, NH 2023 RAISE Grant

| | |
|---|----|
| US Senator, State of NH, Senator Margaret Hassan | 2 |
| US Senator, State of NH, Senator Jeanne Shaheen | 4 |
| US Congressman, State of NH, Congressman Christopher Pappas | 6 |
| NH Governor Christopher Sununu | 8 |
| NH Senator Watters and Senator Rebecca Perkins Kwoka | 10 |
| City of Dover, NH | 13 |
| Town of Newington, NH | 15 |
| Strafford Regional Planning Commission, Executive Director Jennifer Czysz | 17 |
| Rockingham Regional Planning Commission, Executive Director Tim Roache | 19 |
| Pease International Ports and Harbors, Director Geno Marconi | 22 |
| Pease Development Authority, Division of Ports and Harbors Advisory Council, Chairman Roger C. Groux | 23 |
| Great Bay Marine | 24 |

United States Senate

March 6, 2023

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write today in strong support of the New Hampshire Department of Transportation's application for the U.S. Department of Transportation's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for the planned General Sullivan Bridge Bicycle and Pedestrian Crossing Project ("General Sullivan Bridge Project") that will be located between the City of Dover, NH, and the Town of Newington, NH.

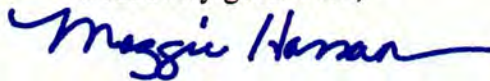
This project addresses the needs of area businesses, local communities, and supports the economy of the region. The proposed General Sullivan Bridge Project would improve safety, increase local and regional economic competitiveness, and positively affect environmental sustainability, three key priorities outline in Executive Order 14052. The completed project would have a significant local and regional impact by increasing the accessibility of the Pease Tradeport, a critical regional economic engine, and the Portsmouth regional hospital, access to which is vital to the regional communities' health and wellness.

In addition, the proposed General Sullivan Bridge Project would help to improve safety for pedestrians and bicyclists, and would go towards making the bridge structurally sound; the bridge is on the State's Red List, and currently bridge was closed to traffic because of failings in the deck, superstructure, and substructure. Currently, a single temporary lane on the nearby Little Bay Northbound Bridge is used to allow pedestrian and non-motorized crossing to Pease Tradeport and Portsmouth Regional Hospital over Little Bay and the Piscataqua River. The only other existing alternative for pedestrians or cyclists requires more than 20 miles of travel over the Eliot Bridge from Dover, NH, into Eliot, ME, and then over the Sarah Mildred Long Bridge into Portsmouth, NH.

This proposed Project would provide additional non-motorized travel options for commuters and visitors to the area – helping to decrease transportation-related greenhouse gas emissions and protect the vulnerable natural resources of Little Bay.

This project represents a significant investment in the Seacoast region that would enhance the quality of life for both residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I strongly encourage you to look favorably upon this application consistent with all applicable federal laws and regulations. Please do not hesitate to contact my office directly at 603-622-2204 if my staff or I can be of further assistance.

With every good wish,

A handwritten signature in blue ink that reads "Margaret Wood Hassan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Margaret Wood Hassan
United States Senator

United States Senate

WASHINGTON, DC 20510

March 7, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write in strong support of the application submitted by the New Hampshire Department of Transportation (NHDOT) for a \$20 million grant from 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant Program. Federal aid from RAISE 2023 would fund the replacement of the structurally-deficient General Sullivan Bridge (GSB) with a new superstructure that addresses the needs of the community and supports the regional economy.

The existing GSB initially served as a primary route for vehicles traveling from the City of Portsmouth and Interstate-95 to the mountains and lakes of New Hampshire and Maine. After accommodating traffic for fifty years, the GSB became a bridge dedicated to non-motorized use by pedestrians and bicyclists crossing Little Bay for both commuting and recreation. An adjacent bridge – the Little Bay Bridge – was constructed in 1984 and currently handles interstate vehicular traffic on a high-speed, eight lane-wide structure. This is a critical crossing because the other available routes are significantly longer and more time-consuming.

The GSB was closed completely in 2018 due to continued deterioration from its age and location in a harsh coastal climate. To accommodate bicycle and pedestrian traffic, a temporary crossing was created using a lane from the northbound Little Bay turnpike bridge. Superstructure replacement of the GSB would not only address deficiencies, but also provide more multimodal amenities for travelers. Furthermore, a new bridge would offer transportation access to cyclists and pedestrians over Little Bay and provide a slight increase in navigational clearance for marine users.

This new proposed bridge is a nine-span, fixed-structure, two-girder system with a total length of 1550.5 feet that includes a new Newington abutment behind the existing abutment. It is comprised of two steel girders with a concrete deck that carries a 12-foot multi-use path with 3-foot-wide minimum shoulders across Little Bay. This shoulder width would accommodate the many fishermen users as well as tourists who often stop to view the beautiful scenery from the crossing.

This reopening of a dedicated pedestrian/bicycle path would provide directional connections between desired locations for commuters, recreational users, and tourists in the seacoast region.

The enhanced bridge would also improve safety by separating bicyclists and pedestrians from the Little Bay Bridge vehicular traffic, decrease greenhouse gas emissions by reducing reliance on automobiles, improve quality of life and equity serving diverse users and enhance mobility through new regional bicycle path and trail networks for commuters and leisure travelers and connections to significant destinations.

This project enjoys enthusiastic support from area stakeholders and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan. It represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors and ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and hope you will look upon it favorably. If you have any questions, please do not hesitate to contact Jon Jarvis in my office at 603-647-7500.

Sincerely,

A handwritten signature in cursive script that reads "Jeanne Shaheen".

Jeanne Shaheen
United States Senator

CC: Commissioner William Cass, NHDOT



Congress of the United States
House of Representatives

February 28, 2023

The Honorable Secretary Peter Buttigieg
Office of Infrastructure Finance and Innovation
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to express my support for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for superstructure replacement of the General Sullivan Bridge (GSB). The planned General Sullivan Bridge Bicycle and Pedestrian Crossing Project over Little Bay will be located between the City of Dover and the Town of Newington, NH. The project addresses the needs of the communities and supports the economy of the region by replacing the closed structurally deficient bridge with a new superstructure.

Constructed in 1934 as a vehicle bridge that spanned across Little Bay, the existing GSB provided a primary route for vehicles traveling north from the City of Portsmouth and I-95 to the east to the mountains and lakes of New Hampshire and Maine. GSB has been designated for non-motorized use by pedestrians and bicyclists to cross Little Bay for both commuting and recreation since 1984, but due to continued deterioration, the GSB was closed completely in 2018.

To accommodate bicycle and pedestrian traffic, a temporary crossing was created using a lane from the northbound turnpike bridge. The replacement structure will be the only available non-motorized crossing to Pease Tradeport or Portsmouth Regional Hospital over Little Bay or the Piscataqua River. As a critical crossing point, superstructure replacement of the GSB is essential to providing residents and commuters with an easy and accessible crossing.

Superstructure replacement of this closed structure would not only address deficiencies due to its age and location in a harsh coastal climate, but also provide more multimodal amenities for travelers. Furthermore, a new bridge will offer transportation access to cyclists and pedestrians over Little Bay and provide a slight increase in navigational clearance for marine users.

This re-opening of a dedicated pedestrian/bicycle path will provide connections between desired locations for commuters, recreational users, and tourists in the seacoast region. Additionally, the enhanced bridge will improve safety by separating bicyclists and pedestrians from high speed eight-lane wide interstate traffic while decreasing gas emissions by reducing reliance on automobiles.

Over the years, extensive visibility and public collaboration has built enthusiastic support for the project from area stakeholders. The project is consistent with the NHDOT's "State of Good Repair Plan" and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan. The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and thank you for your consideration of this important proposal.

Sincerely,

A handwritten signature in blue ink that reads "Chris Pappas". The signature is written in a cursive, flowing style.

Chris Pappas
Member of Congress



**STATE OF NEW HAMPSHIRE
OFFICE OF THE GOVERNOR**

CHRISTOPHER T. SUNUNU
Governor

February 24, 2023

Secretary Peter P. M. Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my support for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for superstructure replacement of the General Sullivan Bridge (GSB). The planned General Sullivan Bridge Bicycle and Pedestrian Crossing Project over Little Bay will be located between the City of Dover and the Town of Newington, NH. The project addresses the needs of the communities and supports the economy of the region by replacing the closed structurally deficient bridge with a new superstructure.

Constructed in 1934 as a vehicle bridge that spanned across Little Bay, the existing GSB provided a primary route for vehicles traveling north from the City of Portsmouth and I-95 to the east to the mountains and lakes of New Hampshire and Maine. In 1984 when the adjacent and current Little Bay Northbound Bridge was constructed, all vehicle traffic was removed from the GSB, except for emergency vehicles in case of a blockage over the Little Bay Bridge. GSB was dedicated to non-motorized use by pedestrians and bicyclist to cross Little Bay for both commuting and recreation. Due to continued deterioration, the GSB was closed completely in 2018. To accommodate bicycle and pedestrian traffic, a temporary crossing was created using a lane from the northbound turnpike bridge. The replacement structure will be the only available non-motorized crossing to Pease Tradeport or Portsmouth Regional Hospital over Little Bay or the Piscataqua River. This is a critical crossing because the only other available detour can be over 20 miles and requires travel over the Eliot Bridge from Dover, NH, into Eliot, ME, and then over the Sarah Mildred Long Bridge into Portsmouth, NH,

Superstructure replacement of this closed structure would not only address deficiencies due to its age and location in a harsh coastal climate, but also provide more multimodal amenities for travelers. Furthermore, a new bridge will offer transportation access to cyclists and pedestrians over Little Bay and provide a slight increase in navigational clearance for marine users.

This new proposed bridge is a nine-span, fixed-structure, two-girder system with a total length of 1550.5 feet that includes a new Newington abutment behind the existing abutment. It is comprised of two steel girders with a concrete deck that carries a 12-foot multi-use path, with 3-foot-wide' wide minimum shoulders across Little Bay. This shoulder width will accommodate

the many fisherman users, as well as tourists who often stop to view the beautiful scenery of the crossing.

This re-opening of a dedicated pedestrian/bicycle path will provide directional connections between desired locations for commuters, recreational users, and tourists in the seacoast region. Additionally, the enhanced bridge will provide the following benefits:

- Improved safety by separating bicyclists and pedestrians from high speed eight-lane wide interstate vehicular traffic;
- Decreased greenhouse gas emissions by reducing reliance on automobiles;
- Improved quality of life and equity serving diverse users;
- Enhanced mobility through new regional bicycle path and trail network for commuters and leisure travelers and connection to significant destinations; and
- Enhanced the economy by providing potential workers with affordable travel choices.

Over the years, extensive visibility and public collaboration has built enthusiastic support for the project from area stakeholders. The project is consistent with the NHDOT's "State of Good Repair Plan" and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan.

The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and hope you will look upon it favorably.

Sincerely,



Christopher T. Sununu
Governor

CC: Commissioner William Cass, NHDOT



The Senate of the State of New Hampshire

107 North Main Street, Concord, NH 03301-4951

February 24, 2023

Secretary Peter P. M. Buttigieg

U.S. Department of Transportation

1200 New Jersey Ave, SE

Washington, DC 20590

Dear Secretary Buttigieg:

We are writing to express our support for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for superstructure replacement of the General Sullivan Bridge (GSB) between the City of Dover and the Town of Newington, NH. The project addresses the needs of the communities and supports the economy of the region by replacing the closed structurally deficient bridge with a new superstructure.

Constructed in 1934 as a vehicle bridge that spanned across Little Bay, the existing GSB provided a primary route for vehicles traveling north from the City of Portsmouth and I-95 to the east to the mountains and lakes of New Hampshire and Maine. In 1984 when the adjacent and current Little Bay Northbound Bridge was constructed, all vehicle traffic was removed from the GSB except for emergency vehicles in case of a blockage over the Little Bay Bridge. GSB was dedicated to non-motorized use by pedestrians and bicyclist to cross Little Bay for both commuting and recreation. Today, the bridge is the only non-motorized crossing available to Pease Trade Port or Portsmouth Regional Hospital over Little Bay or the Piscataqua River. This is a critical crossing because the only other available detour can be over 20 miles and requires travel over the Eliot Bridge from Dover, NH, into Eliot, ME, and then over the Sarah Mildred Long Bridge into Portsmouth, NH.

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This re-opening of a dedicated pedestrian/bicycle path will provide directional connections between desired locations for commuters, recreational users, and tourists in the seacoast region. Additionally, the enhanced bridge will provide the following benefits:

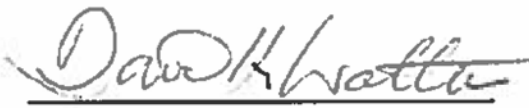
- Improved safety by separating bicyclists and pedestrians from high speed eight-lane wide interstate vehicular traffic;
- Decreased greenhouse gas emissions by reducing reliance on automobiles;
- Improved quality of life and equity serving diverse users;
- Enhanced mobility through new regional bicycle path and trail network for commuters and leisure travelers and connection to significant destinations; and
- Enhanced the economy by providing potential workers with affordable travel choices.

Over the years, extensive visibility and public collaboration has built enthusiastic support for the project from area stakeholders. The project is consistent with the NHDOT's "State of Good Repair Plan" and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan.

The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and

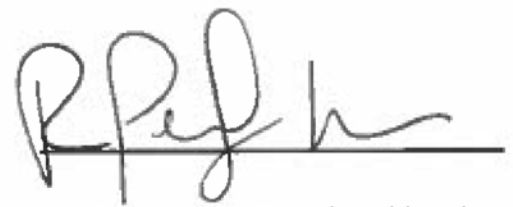
The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. We are pleased to offer my support for this application and hope you will look upon it favorably.

Sincerely,



Senator David Watters

Senate District 4



Senator Rebecca Perkins Kwoka

Senate District 21

CC: Commissioner William Cass, NHDOT

MAYOR
and
CITY COUNCIL
citycouncil@dover.nh.gov



288 Central Avenue
Dover, New Hampshire 03820-4169
(603) 516-6000
Fax: (603) 516-6666
www.dover.nh.gov

City of Dover, New Hampshire

March 15, 2023

Secretary Peter P. M. Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my support for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for superstructure replacement of the General Sullivan Bridge (GSB) between the City of Dover and the Town of Newington, NH. The project addresses the needs of the communities and supports the economy of the region by replacing the closed structurally deficient bridge with a new superstructure.

Constructed in 1934 as a vehicle bridge that spanned across Little Bay, the existing GSB provided a primary route for vehicles traveling north from the City of Portsmouth and I-95 to the east to the mountains and lakes of New Hampshire and Maine. In 1984 when the adjacent and current Little Bay Northbound Bridge was constructed, all vehicle traffic was removed from the GSB except for emergency vehicles in case of a blockage over the Little Bay Bridge. GSB was dedicated to non-motorized use by pedestrians and bicyclist to cross Little Bay for both commuting and recreation. Today, the bridge is the only non-motorized crossing available to Pease Trade Port or Portsmouth Regional Hospital over Little Bay or the Piscataqua River. This is a critical crossing because the only other available detour can be over 20 miles and requires travel over the Eliot Bridge from Dover, NH, into Eliot, ME, and then over the Sarah Mildred Long Bridge into Portsmouth, NH,

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This new proposed bridge is a nine-span, fixed-structure, two-girder system with a total length of 1550.5 feet that includes a new Newington abutment behind the existing abutment. It is comprised of two steel girders with a concrete deck that carries a 12-foot multi-use path, with 3-foot-wide' wide minimum shoulders across Little Bay. This shoulder width will accommodate the many fisherman users, as well as tourists who often stop to view the beautiful scenery of the crossing.

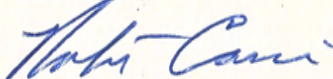
This re-opening of a dedicated pedestrian/bicycle path will provide directional connections between desired locations for commuters, recreational users, and tourists in the seacoast region. Additionally, the enhanced bridge will provide the following benefits:

- Improved safety by separating bicyclists and pedestrians from high speed eight-lane wide interstate vehicular traffic;
- Decreased greenhouse gas emissions by reducing reliance on automobiles;
- Improved quality of life and equity serving diverse users;
- Enhanced mobility through new regional bicycle path and trail network for commuters and leisure travelers and connection to significant destinations; and
- Enhanced the economy by providing potential workers with affordable travel choices.

Over the years, extensive visibility and public collaboration has built enthusiastic support for the project from area stakeholders. The project is consistent with the NHDOT's "State of Good Repair Plan" and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan.

The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and hope you will look upon it favorably.

Sincerely,



Robert Carrier
Mayor

CC: Commissioner William Cass, NHDOT



OFFICE OF
SELECTMEN

The Town Of Newington New Hampshire

Established 1713

Secretary Peter P. M. Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

February 23, 2023

Dear Secretary Buttigieg:

We are writing to express my support for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for replacement of the General Sullivan Bridge (GSB) between the City of Dover, NH. and the Town of Newington, NH. The project addresses the needs of the communities and supports the economy of the region by replacing the closed structurally deficient bridge with a new superstructure.

Constructed in 1934 as a vehicle bridge that spanned across Little Bay, the existing GSB provided a primary route for vehicles traveling north from the City of Portsmouth and I-95 to the east to the mountains and lakes of New Hampshire and Maine. In 1984 when the adjacent and current Little Bay Northbound Bridge was constructed, all vehicle traffic was removed from the GSB except for emergency vehicles in case of a blockage over the Little Bay Bridge. GSB was dedicated to non-motorized use by pedestrians and bicyclists to cross Little Bay for both commuting and recreation. Today, the bridge is the only non-motorized crossing available to Pease International Tradeport or Portsmouth Regional Hospital over Little Bay or the Piscataqua River. This is a critical crossing because the only other available detour can be over 20 miles and requires travel over the Eliot Bridge from Dover, NH, into Eliot, ME, and then over the Sarah Mildred Long Bridge into Portsmouth, NH,

Superstructure replacement of this closed structure would not only address deficiencies due to its age and location in a harsh coastal climate, but also provide more multimodal amenities for travelers. Furthermore, a new bridge will offer transportation access to cyclists and pedestrians over Little Bay and provide a slight increase in navigational clearance for marine users.

This new proposed bridge is a nine-span, fixed-structure, two-girder system with a total length of 1550.5 feet that includes a new Newington abutment behind the existing abutment. It is comprised of two steel girders with a concrete deck that carries a 12-foot multi-use path, with 3-foot-wide' wide minimum shoulders across Little Bay. This shoulder width will accommodate the many fisherman users, as well as tourists who often stop to view the beautiful scenery of the crossing.

This re-opening of a dedicated pedestrian/bicycle path will provide directional connections between desired locations for commuters, recreational users, and tourists in the seacoast region. Additionally, the enhanced bridge will provide the following benefits:

- Improved safety by separating bicyclists and pedestrians from high speed eight-lane wide interstate vehicular traffic;
- Decreased greenhouse gas emissions by reducing reliance on automobiles;
- Improved quality of life and equity serving diverse users;
- Enhanced mobility through a new regional bicycle path and trail network for commuters and leisure travelers and connection to significant destinations; and
- Enhance the economy by providing potential workers with affordable travel choices.

Over the years, extensive visibility and public collaboration has built enthusiastic support for the project from area stakeholders. The project is consistent with the NHDOT's "State of Good Repair Plan" and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan.

The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. We are pleased to offer our support for this application and hope you will look upon it favorably.

Sincere regards,

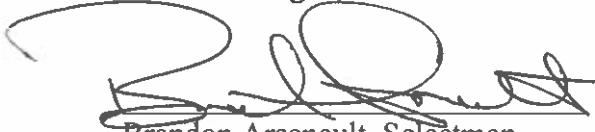
Board of Selectmen



Timothy "Ted" Connors, Chair



Robert Blonigen, Vice-Chair



Brandon Arsenault, Selectman

CC: Governor Christopher T. Sununu
Commissioner William Cass, NHDOT

STRAFFORD

Regional Planning Commission

February 24, 2023

Secretary Peter P. M. Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express Strafford Regional Planning Commission's (SRPC) support for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for replacement of the General Sullivan Bridge (GSB) between the City of Dover and the Town of Newington, NH. The project supports the regional economy and multimodal mobility by maintaining the only crossing over the Piscataqua River for non-motorized users.

The GSB was constructed in 1934 and served as the primary vehicle crossing of the Piscataqua River until 1984 when the more modern Little Bay Bridge was constructed parallel to the GSB. At that point the GSB was dedicated to pedestrians and bicyclists for both commuting and recreation. To connect from Dover to Newington without the GSB, cyclists have only two alternatives: an approximately 40-mile detour around Great Bay in New Hampshire, or an approximately 25-mile detour through Maine to the Sarah Mildred Long Bridge. Neither of those detours are safe or comfortable for bicyclists and walkers for much of their length.

This re-opening of a dedicated pedestrian and bicycle path will provide direct connections between desired locations for commuters, recreational users, and tourists in the seacoast region. Additionally, the enhanced bridge will provide the following benefits:

- Improved safety by separating bicyclists and pedestrians from the high speed eight-lane wide interstate vehicular traffic;
- Decreased greenhouse gas emissions by reducing reliance on automobiles;
- Improved quality of life and equity serving diverse users;
- Enhanced mobility through a new regional bicycle path and trail network for commuters and leisure travelers and connection to significant destinations; and
- Enhanced the economy by providing potential workers with affordable travel choices.

Over the years, extensive visibility and public collaboration have built enthusiastic support for the project from area stakeholders. The project is consistent with the NHDOT's "State of Good Repair Plan" and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan. Replacement of the GSB and preservation of a dedicated non-motorized connection across



the Piscataqua River is directly supported by the SRPC's Metropolitan Transportation Plan and this project is specifically included in SRPC's four-year Transportation Improvement Program. Replacement of the GSB is a priority at the local level as well. For example, the city of Dover has a formal complete streets policy and is currently expanding their extensive network of trails to connect to the GSB.

The proposed application represents a significant investment for the region that would enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and hope you will look upon it favorably.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Czysz', with a long horizontal flourish extending to the right.

Jennifer Czysz, AICP
Executive Director

CC: Commissioner William Cass, NHDOT

February 24, 2023

Secretary Peter P. M. Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express the support of the Rockingham Planning Commission Metropolitan Planning Organization (RPC MPO) for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for replacement of the General Sullivan Bridge (GSB) between the City of Dover and the Town of Newington, NH. The GSB has long provided a critical link in the pedestrian and bicycle infrastructure for the region, and its replacement has been a long-standing priority for the MPO.

Constructed in 1934 as a vehicle bridge that spanned across Little Bay, the existing GSB provided a primary route for vehicles traveling north from the City of Portsmouth and I-95 to the east to the mountains and lakes of New Hampshire and Maine. In 1984 when the adjacent and current Little Bay Northbound Bridge was constructed, all vehicle traffic was removed from the GSB except for emergency vehicles in case of a blockage over the Little Bay Bridge. GSB was dedicated to non-motorized use by pedestrians and bicyclist to cross Little Bay for both commuting and recreation. Today, the bridge is the only non-motorized crossing available to Pease International Tradeport or Portsmouth Regional Hospital over Little Bay or the Piscataqua River. This is a critical crossing because the only other available detour can be over 20 miles and requires travel over the Eliot Bridge from Dover, NH, into Eliot, ME, and then over the Sarah Mildred Long Bridge into Portsmouth, NH,

Superstructure replacement of this closed structures would not only address deficiencies due to its age and location in a harsh coastal climate, but also provide more multimodal amenities for travelers. Furthermore, a new bridge will offer transportation access to cyclists and pedestrians over Little Bay and provide a small increase in navigational clearance for marine users.

This new proposed bridge is a nine-span, fixed-structure, two-girder system with a total length of 1550.5 feet that includes a new Newington abutment behind the existing abutment. It is comprised of two steel girders with a concrete deck that carries a 12-foot multi-use path, with 3-foot-wide' wide minimum shoulders across Little Bay. This shoulder width will accommodate the many fisherman users, as well as tourists who often stop to view the beautiful scenery of the crossing.

This re-opening of a dedicated pedestrian/bicycle path will provide directional connections between desired locations for commuters, recreational users, and tourists in the seacoast region. Additionally, the enhanced bridge will provide the following benefits:

- Improved safety by separating bicyclists and pedestrians from high speed eight-lane wide interstate vehicular traffic;
- Decreased greenhouse gas emissions by reducing reliance on automobiles;
- Improved quality of life and equity serving diverse users;
- Enhanced mobility through new regional bicycle path and trail network for commuters and leisure travelers and connection to significant destinations; and
- Benefits to the regional economy by providing potential workers with affordable travel choices and employers with improved access to workforce.

Over the years, extensive visibility and public collaboration has built enthusiastic support for the project from area stakeholders. The project is consistent with the NHDOT's "State of Good Repair Plan" and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan. The project is an integral link in the Great Bay Bicycle Loop identified in the RPC MPO Long Range Transportation Plan and the MPO has long supported this project as a critical part of the region's active transportation infrastructure.

The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and hope you will look upon it favorably.

Sincerely,



Tim Roache
Executive Director

CC: Commissioner William Cass, NHDOT
Chairman Al Davis, RPC



PORTS AND HARBORS

555 Market Street, Suite 1 Portsmouth, NH 03801

February 13, 2023

Secretary Peter P. M. Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The New Hampshire Port Authority, a Division of the Pease Development Authority, is writing to express strong support for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for superstructure replacement of the General Sullivan Bridge (GSB) between the City of Dover and the Town of Newington, NH. The project addresses the needs of the communities and supports the economy of the region by replacing the closed structurally deficient bridge with a new superstructure.

The Port Authority views this proposed replacement structure as a **Navigation Safety Improvement Project**. The channel between the existing GSB bridge support system has 200 feet of horizontal clearance, however, the arch design of the bridge reduces the vertical clearance from the center, outward to each side, thereby minimizing the operational width of usable channel for any vessel with a mast/rigging requiring any amount of air draft. Tidal currents flow strongly through this narrow section of the Piscataqua River, at the entrance to Little Bay and Great Bay and to the tributaries that flow further inland. The newer bridges adjacent to the General Sullivan Bridge have a full 46.9 foot vertical clearance for the entire 200 foot wide channel. Replacing this bridge, which was built in 1934, with a structure complementary to the more recent bridges will increase safety immensely.

There are surface transportation experts that support this project and will speak to those aspects. The Port Authority also supports those reasons for the project with our focus on safety of navigation. The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and hope you will look upon it favorably.

Sincerely,

Geno J. Marconi, Director, NH Port Authority

CC: Commissioner William Cass, NHDOT

○○○○ TAKING YOU THERE

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*Pease Development Authority
Division of Ports and Harbors Advisory Council
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February 14, 2023

Secretary Peter P. M. Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

As Chairman of the New Hampshire Division of Ports and Harbors Advisory Council (PAC), I am writing to express the support of the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for superstructure replacement of the General Sullivan Bridge (GSB) between the City of Dover and the Town of Newington, NH. The project addresses the needs of the communities and supports the economy of the region by replacing the closed, structurally deficient bridge with a new superstructure.

The PAC views this proposed replacement as a ***Navigation Safety Improvement Project*** because the proposed increase in navigational clearance will be an enormous improvement for boaters, especially for sail boats (several have been demasted in the past), to access Little Bay, which is the location of one of the largest marinas in the area. To further explain, although there is 200' of available horizontal clearance, the current arch design on the existing GSB impacts and restricts vertical clearance for passage under the bridge. As the only entrance to Little Bay, Great Bay and to the tributaries that flow further inland, tidal currents flow strongly through this narrow section of the estuary system, which create other navigational challenges. The newer Little Bay Bridges that carry vehicle traffic over the water, and are adjacent to the General Sullivan Bridge, have a full 46.9 foot vertical clearance for the entire 200 foot wide channel. Replacing the GSB, which was built in 1934, with a structure complementary to the more recent bridges will bring that clearance in line and improve navigational safety immensely. Further, the proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and hope you will look upon it favorably.

Sincerely

Roger C. Groux
Chairman, NH Division of Ports and Harbors Advisory Council

CC: Senator Jeanne Shaheen; Senator Maggie Hassan; Congressman Christopher Pappas; Congresswoman Annie Kuster; William Cass, Commissioner, NHDOT



February 27, 2023

Secretary Peter P. M. Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I am writing to express the support of Great Bay Marine for the \$20 million 2023 Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE 2023) Discretionary Grant proposal submitted by the New Hampshire Department of Transportation (NHDOT) for superstructure replacement of the General Sullivan Bridge (GSB) between the City of Dover and the Town of Newington, NH. The project addresses the needs of the communities and supports the economy of the region by replacing the closed structurally deficient bridge with a new superstructure.

Constructed in 1934 as a vehicle bridge that spanned across Little Bay, the existing GSB provided a primary route for vehicles traveling north from the City of Portsmouth and I-95 eastward to the mountains and lakes of New Hampshire and Maine. In 1984 when the adjacent and current Little Bay Northbound Bridge was constructed, all vehicle traffic was removed from the GSB except for emergency vehicles in case of a blockage over the Little Bay Bridge. GSB was dedicated to non-motorized use by pedestrians and bicyclist to cross Little Bay for both commuting and recreation.

Today, the bridge is the only non-motorized crossing available to Pease Trade Port or Portsmouth Regional Hospital over Little Bay or the Piscataqua River. This is a critical crossing because the only other available detour can be over 20 miles and requires travel over the Eliot Bridge from Dover, NH, into Eliot, ME, and then over the Sarah Mildred Long Bridge into Portsmouth, NH,

Superstructure replacement of this closed structures would not only address deficiencies due to its age and location in a harsh coastal climate, but also provide more multimodal amenities for travelers. Furthermore, a new bridge will offer transportation access to cyclists and pedestrians over Little Bay and provide a slight increase in navigational clearance for marine users.

As an abutter to the GSB, this slight increase in navigational clearance for marine users is of particular interest to Great Bay Marine (GBM). GBM is a large multiuse, professional boatyard with 128 slips, 84 moorings, complete professional services and off season storage for over 450 boat ranging from 18 to 58 feet length over all.

Besides recreational boaters, GBM is the marine home to The New Hampshire Division of Environmental Services, the Newington Fire Department, and winter home to shellfish fishing boats. Access to the Piscataqua River and the Ocean is crucial.

61 Beane Lane / Newington, NH 03801 – (603) 436-5299 – VHF Channel 68



This new proposed bridge is a nine-span, fixed-structure, two-girder system with a total length of 1550.5 feet that includes a new Newington abutment behind the existing abutment. It is comprised of two steel girders with a concrete deck that carries a 12-foot multi-use path, with 3-foot-wide' wide minimum shoulders across Little Bay. This shoulder width will accommodate the many fisherman users, as well as tourists who often stop to view the beautiful scenery of the crossing.

This re-opening of a dedicated pedestrian/bicycle path will provide directional connections between desired locations for commuters, recreational users, and tourists in the seacoast region. Additionally, the enhanced bridge will provide the following benefits:

- Improved safety by separating bicyclists and pedestrians from high speed eight-lane wide interstate vehicular traffic.
- Decreased greenhouse gas emissions by reducing reliance on automobiles.
- Improved quality of life and equity serving diverse users.
- Enhanced mobility through new regional bicycle path and trail network for commuters and leisure travelers and connection to significant destinations.
- Enhanced economy by providing potential workers with affordable travel choices.

Over the years, extensive visibility and public collaboration has built enthusiastic support for the project from area stakeholders. The project is consistent with the NHDOT's "State of Good Repair Plan" and appears in New Hampshire's approved Ten-Year Transportation Improvement Plan.

The proposed application represents a significant investment for the region that would maintain and enhance the quality of life for area residents and visitors, as well as ensure the continued economic vitality of the communities of Dover, Somersworth, Rochester, Newington, and Portsmouth, NH. I am pleased to offer my support for this application and hope you will look upon it favorably.

Sincerely,

Thomas A Brown
Great Bay Marine

CC: Commissioner William Cass, NHDOT