

# Newington-Dover 11238S

## General Sullivan Bridge Next Steps

**Stakeholders / Brainstorming Meeting**

November 13, 2024



# Introduction (NHDOT & VHB)



Jennifer Reczek, Administrator  
of Bridge Design



Bob Landry, Assistant to NHDOT  
Project Manager

Greg Goodrich, Bridge Engineer

James Macpherson, Bridge  
Engineer



## Introduction (Stakeholder Groups)

- City of Dover
- Town of Newington
- Strafford RPC
- Rockingham RPC
- NH Senator David Watters
- US Coast Guard
- NH Port Authority
- Pease Development Authority
- Seacoast Area Bicycle Riders

# Purpose of this Meeting

- Review Project
- Update on past advertisement efforts
- Brainstorm ideas for other way to meet the needs
- Potential Next Steps







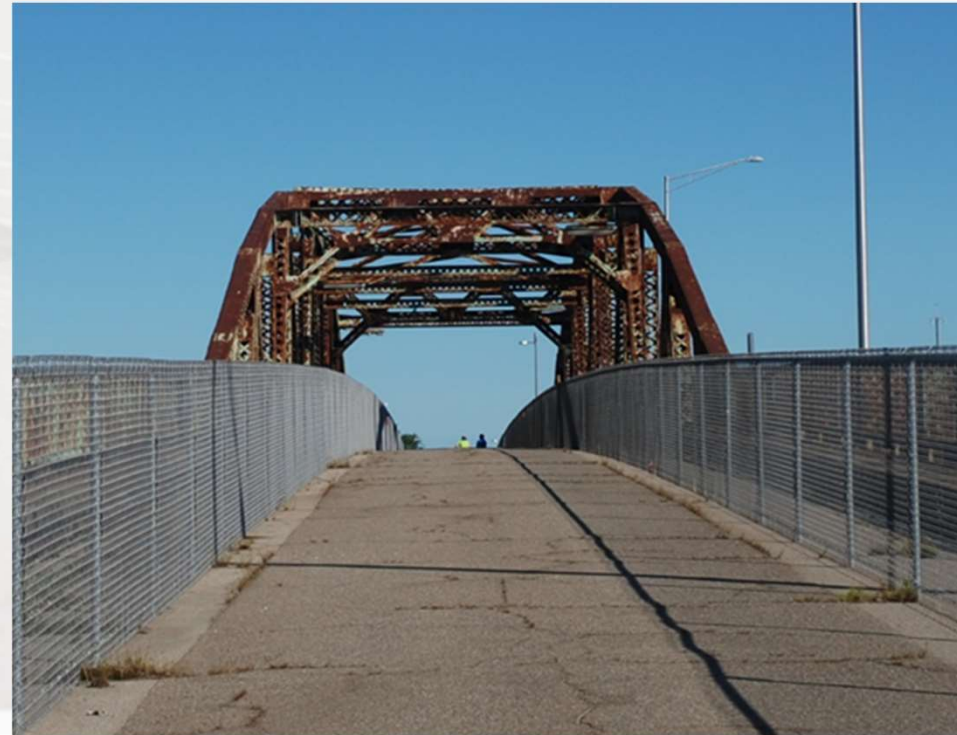
# Purpose and Need

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To provide access and connectivity between Newington and Dover, across Little Bay, for non-motorized use.

## Need

The FSEIS, agreed to on February 17, 2022, confirmed the need to continue providing access across Little Bay for pedestrians and non-motorized vehicles established in the original 2006 ROD.

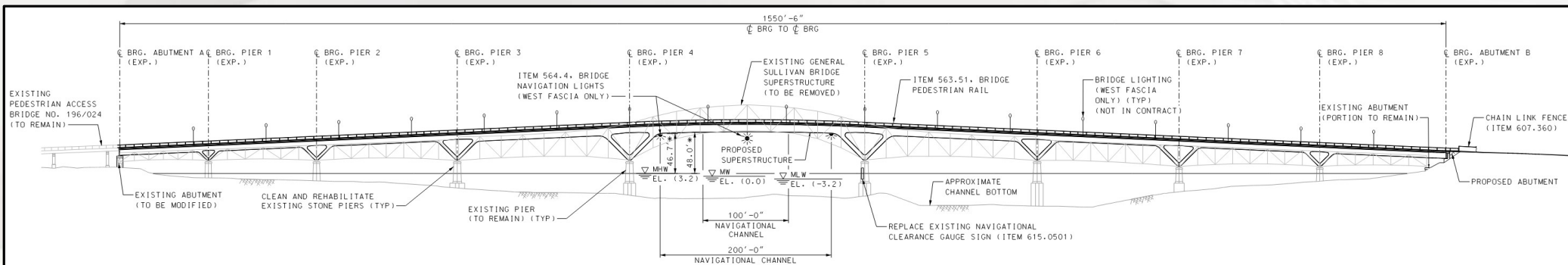




## Temporary Multi-use Path on NB Little Bay Bridge - 2018

- Northbound bridge reduced to 3 lanes
- 9'-6" clearance
- Minimum recommended width = 10'+2' shoulder each side = 14'







## Proposed Condition

*Looking south from deck*

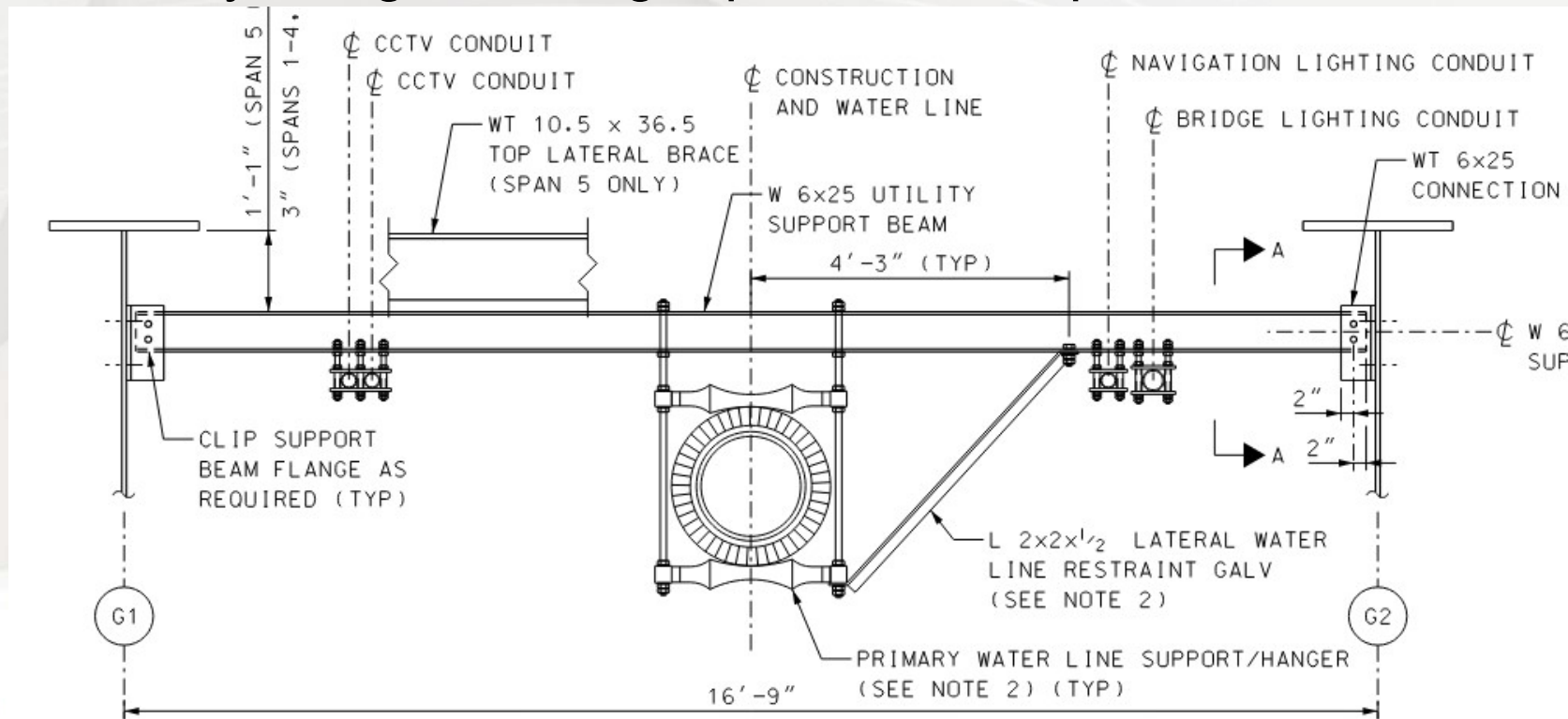
**18'-8" to 20'-0" Curb to Curb**

**21'-0" to 22'-4" Out to Out**



# Emergency 16" Waterline (Dover to Portsmouth)

- Currently designed using replacement superstructure



## First Advertisement – July 25, 2023

Single Bid of \$82.3M (\$36.6M above project budget of \$45.6M)

- **Difficult site - very high risk** due to water currents and limited in-water work windows
- **Limited contractor availability** - Many large bridge and marine projects underway and limited local contractors that compete this type of work.



Pre-2018 load restrictions



# Changes Made to Contract Plans

Project Split into two contracts

- Contract 1 – Bridge Contract
  - Demo of General Sullivan Bridge
  - Construction of new superstructure
- Contract 2 – Roadway, Approaches and Ancillary Items
  - Complete paving on bridge approaches
  - Restore Hilton Park (landscaping, pavilion, interpretative signs)
  - Remove temporary barrier and restore 4<sup>th</sup> lane northbound

## Second Advertising – February 20, 2024

Designated MEGA Project by US Dept. of Labor

- Added provisions for recruitment and training of women, minorities and other underrepresented groups

Contract 1 – Bridge demo and reconstruction

- Single Bid of \$84.9M - \$2.7M above initial bid
- \$25.9M above revised project budget of \$59M

## Summary of Issues/Constraints

- Cost of project significantly higher the available funding
- Temporary path width is narrower than design standard
- NEPA decision based on 4 lanes northbound (currently 3 provided)
- Changes to approved project require NEPA reevaluation
- \$20M RAISE Grant funds could be in jeopardy
- Bridge must be removed per USCG permit requirements
- Demo cost estimated at approx. \$45 M



# Out of the Box Ideas

# Next Steps

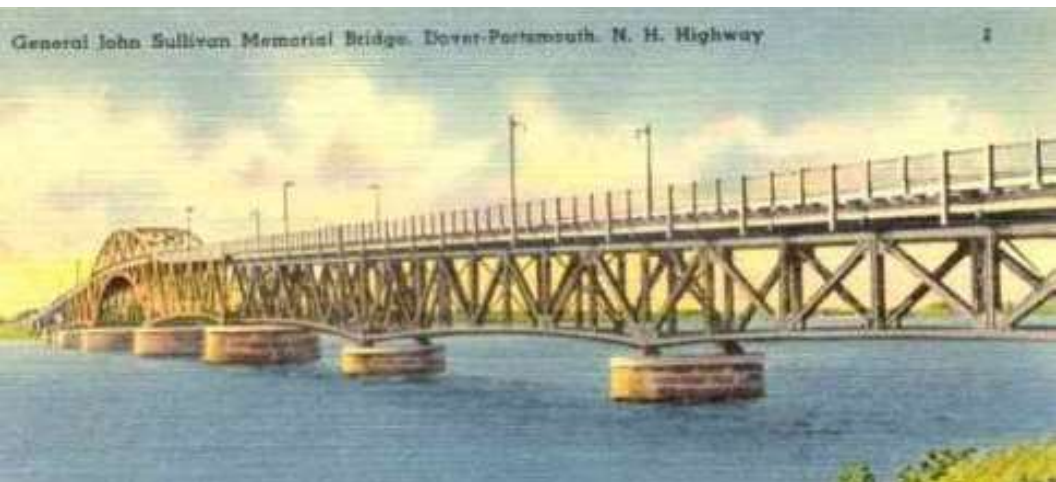
## Demo Project (Newington-Dover 11238S)

- Advertise in Spring of 2025 the Demolish Project for the existing GSB Superstructure.
  - Helps with maximizing the In-Water Work Nov. 15<sup>th</sup> to March 15<sup>th</sup>)
  - Satisfies Section 106 MOA mitigation elements to preserve existing bridge elements at Woodman's, Hilton Park Dover Side, and Newington Historical Society
  - Uses Natural Resource Permits already obtained with minor updates/coordination



## Potential Next Steps

- Traffic Study
  - Are four lanes in each direction still warranted
  - Can SB bridge be reduced to 2 or 3 lanes during construction
- Review US 4 to NH 16 SB On-ramp if lanes reduced for traffic control
- Evaluate making existing path permanent
- Investigate Alternative Delivery – redesign through innovative contracting mechanism



# Thank You!

For more information visit:

<http://newington-dover.com/index.html>

