

What is the status of the rest of the Newington-Dover project?

The larger Newington-Dover project continues on, with the construction for several components that are part of the turnpike expansion in Dover (Contract 1238Q). Recent updates include the following:

- » Construction on the **soundwalls north of the Dover Toll Plaza** finished this spring and will provide some noise abatement to surrounding neighborhoods.
- » **Dover Point Road (west)** roadway improvements completed this summer.
- » **Woodbury Avenue** upgrade from Exit 3 to Gosling Road to be completed by fall 2019.
- » At **Dover Point (south of Exit 6)**, wick drains and embankment pre-loads are being used to accelerate the settlement of thick marine deposits; this may still take several months to complete, due to the poor soil conditions there.
- » The **Route 4 bridge** over the Turnpike at Exit 6 is nearly complete, and westbound traffic will be shifted this summer.
- » The **northbound off-ramp at Exit 6** should be opened to traffic this fall.
- » In the northbound Little Bay Bridge area, the **Exit 4 northbound on-ramp** will cross the rehabilitated northbound bridge this fall with northbound traffic being shifted early in 2019.

Future work includes the construction of improvements to US 4 and its roundabout, the completion of the southbound roadway section, and soundwalls. Soundwalls along the east and west sides of the Turnpike should be finished in fall of 2019 and 2020, respectively—and the overall turnpike expansion project is scheduled to be completed in the fall of 2020.

Where can I learn more?

Catch up on progress made to date by reviewing past public meeting presentations, notes, and documents, and sign up for email notices at: http://www.newington-dover.com/gsb_subsite/index.html

For more information about the Section 106 consultation process, contact:

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Rehabilitating or Replacing the General Sullivan Bridge

The General Sullivan Bridge (GSB) provides a critical connection for pedestrians, cyclists, and other recreational users—it is also one of the most significant historic bridges remaining in the State of New Hampshire. To maintain a safe connection for all travelers, the New Hampshire Department of Transportation (NHDOT) is reviewing options for its rehabilitation or replacement—and **values your input.**

Because US 4/NH 16 (Spaulding Turnpike) is part of the National Highway System, the Federal Highway Administration (FHWA) is also involved in this project. Working together, the NHDOT, FHWA, and a consultant team is responsible for seeing that environmental and cultural resources are protected—and integrated with social and economic objectives—as when carrying out proposed improvements to the bridge. Accomplishing this requires compliance with the National Environmental Policy Act of 1969 (NEPA).

As part of the larger project to improve the Spaulding Turnpike in Newington and Dover, the NHDOT and its consultant team completed a Final Environmental Impact Statement (FEIS) in 2007. **With the challenges of rehabilitating the GSB, the FEIS must now be updated with a Supplemental Environmental Impact Statement (SEIS) to consider other solutions to meet the project Purpose and Need.**

What is NEPA?

NEPA applies to federal actions that may affect the human environment, such as traffic or air—or natural environment, such as wetlands or endangered species. The FHWA is the lead federal agency overseeing the NEPA process for this project. Documentation of the NEPA process is essential; it helps assess the project from a wide range of viewpoints, including environmental to economic impacts.



What are the alternatives under consideration?

The screening process resulted in four “reasonable alternatives,” which will be analyzed further in the SEIS. These include:

- » **Alt 1:** Rehabilitation of the General Sullivan Bridge
- » **Alt 6:** Southbound Little Bay Bridge—Widened Deck on Pier Extension
- » **Alt 7:** Southbound Little Bay Bridge—Independent Deck on Pier Extension
- » **Alt 9:** Superstructure Replacement—Girder Alternative

Additionally, the SEIS will include an assessment of the “no-build alternative,” which involves taking no action to serve as a baseline against which the rest of the alternatives will be compared.

How much do the alternatives cost?

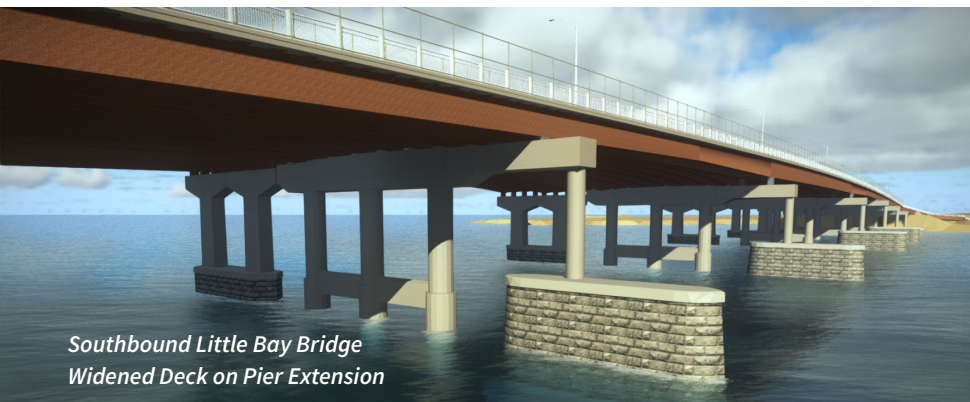
Preliminary cost estimates have been developed for each alternative. These estimates included the anticipated **initial capital cost**, or the cost to bring each alternative into service—as well as the **life cycle cost**, or the capital cost plus the expense of maintaining the bridge for up to 75 years.

During the screening process, engineers assessed these costs for each alternative, as well as the difference between constructing a 12-foot-wide path versus a 16-foot-wide path. Because of the negligible cost difference, the tremendous safety benefits associated with using a 16-foot-wide path, and long-term maintenance affordability, the team recommended that wider path. Benefits of a wide path include improved access for emergency responders and better equipment maneuverability during future bridge inspections.

A summary of costs for the reasonable alternatives to be assessed as part of the SEIS can be found in **Table 1**.

Table 1. Summary of Cost Estimates for GSB Alternatives

Reasonable Alternative	Initial Capital Cost	Life Cycle Cost
Alt. 1: Rehabilitation of the General Sullivan Bridge	\$39.8 Million	\$70.8 Million
Alt. 6: Southbound Little Bay Bridge—Widened Deck on Pier Extension	\$23.0 Million	\$26.5 Million
Alt. 7: Southbound Little Bay Bridge—Independent Deck on Pier Extension	\$24.8 Million	\$27.8 Million
Alt. 9: Superstructure Replacement—Girder Alternative	\$23.5 Million	\$26.5 Million



What does the SEIS involve?

The SEIS for the GSB project serves three key purposes:

- » To describe the purpose and need of the project
- » To assess a range of design options, or “alternatives” that will meet the purpose and need
- » To explore and disclose the potential effects of these alternatives so an informed decision can be made

As seen in **Figure 1**, the SEIS will be issued in draft form to allow **you—the public—to provide input and comments**, and it will present the appropriate information for FHWA to make an informed decision on the right action for the GSB, a process known as a Supplemental Record of Decision (SROD).

How does the history of GSB affect the SEIS?

Because the GSB is eligible for listing in the National Register of Historic Places, the decision-making process must also

Figure 1. SEIS, Design, and Construction Schedule



How are alternatives for GSB developed and screened?

Developing a full spectrum of alternatives to address the purpose and need of the GSB project is an essential part of the NEPA process. In 2017, the NHDOT and its consultants initially identified four alternatives for the structure. After further consultation with the public and FHWA, more alternatives were developed in 2018. This list was then narrowed down to the most reasonable alternatives through screening, as seen in **Figure 2**. These will be assessed in greater detail in the SEIS. The screening criteria included factors such as:

- » **Purpose and Need.** Does the alternative provide bicycle and pedestrian access between Dover and Newington?
- » **Feasibility.** Is the alternative reasonable and practical?
- » **Cost.** Are the construction and lifecycle costs of the alternative excessive compared with other alternatives?
- » **Safety.** Does the alternative minimize deviations from design standards for roadways and bridges—and provide a safe means for inspection, maintenance, and emergency vehicle access?

comply with Section 106 of the National Historic Preservation Act of 1966, as well as Section 4(f) of the USDOT Act. The State Historic Preservation Officer (i.e., the NH Division of Historical Resources), Advisory Council on Historic Preservation, and other consulting parties have a major role in the Section 106 and Section 4(f) processes for this project. Input from the public and other potential consulting parties will also be meaningful during the Section 106 evaluation process.

FHWA will make a final decision on the GSB, taking into account agencies’ and consulting parties’ feedback, and public input. FHWA will issue an SROD that will detail the impacts to the historic resources and appropriate mitigation measures. Mitigation of these impacts could include innovative rehabilitation measures, preserving a portion of the bridge, undertaking education initiatives or interpretive measures. These mitigation measures will be stipulated in a Memorandum of Agreement.

- » **Cultural resources impacts.** Does the alternative preserve some, or all, of the historic GSB?
- » **Transportation capacity.** Does the alternative maintain or improve existing vehicle capacity across the Little Bay Bridge?

Figure 2. Overview of Alternatives Screening Process

