

Timeline of Important Events Related to the Maintenance of the General Sullivan Bridge (NH Bridge 200/023)

Date	Event	Comments	Funding/Cost
1984	LBB opened, GSB closed to vehicular traffic	The General Sullivan Bridge was completed and opened to motor vehicle traffic in 1934. With the construction of the nearby Little Bay Bridge (LBB) in 1966, the General Sullivan Bridge carried southbound traffic. It was closed to motor vehicle traffic in 1984 when a widened Little Bay Bridge was completed. It has been used since then as a crossing for bicyclists and pedestrians.	N/A
1991	In-Depth Bridge Inspection	Hands-on, in-depth bridge inspection of the General Sullivan Bridge by Kimball Chase Co, Inc.	N/A
February 2000	Newington-Dover Feasibility Study	This Feasibility Study focused on the transportation problems from Exit 2 (Fox Run Road) in Newington to the Dover Toll Plaza just north of Exit 6. Review of available traffic accident data and roadway geometry, analysis of existing traffic operating conditions, coupled with field observations and discussion with local officials and residents revealed a number of safety and traffic operational deficiencies. The study only briefly mentions the General Sullivan Bridge, noting that local officials support continued bicycle/pedestrian access across the Little Bay either via the existing General Sullivan Bridge, a new bridge on the General Sullivan Bridge site, or additional widening to the southbound Little Bay Bridge.	N/A
2003	Conceptual Design and NEPA Begins for Newington-Dover Improvements Project	The Spaulding Turnpike Improvements Study was initiated and conducted in accordance with the National Environmental Policy Act (NEPA) and required the preparation of an Environmental Impact Study (EIS). The process entailed five phases: data collection, conceptual alternatives development and screening, preliminary design and impact analysis, a public hearing (held in 2006), and publication of the Final EIS (completed in 2007).	N/A
2004	Gen. Sullivan Bridge Alternative Schemes and Costs Estimates Report	Alternative Schemes and Costs Estimates Report prepared by Hardesty and Hanover, LLP in support of the EIS. Report included rehabilitation and replacement alternatives, with cost estimates.	N/A
2004-2006	General Sullivan Bridge Inventory Form Determination of Eligibility	An Individual Inventory Form was completed for the GSB in support of the NEPA process for the Newington-Dover Improvements Project. GSB was determined eligible for listing in the National Register and State Register (eligible acreage includes: approx. 2.5 acres - bridge itself, its abutments, and approach roads). The GSB is a significant for engineering and transportation reasons and is therefore protected under federal law.	N/A
June 1, 2006	General Sullivan Bridge Determination of Effects	Pursuant to Section 106, it was determined that the Newington-Dover Improvements Project would have an adverse effect on the GSB. This effect was mitigated by the MOA stipulation to rehabilitate the GSB.	N/A
July 19, 2006	Draft EIS/Section 4(f) Published	Rehabilitation of GSB for Non-Motorized Use included in Preferred Alternative	N/A

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September 21, 2006	Public Hearing	During the development of the Preferred Alternative, public meetings were held and public input received to formulate the Alternative. On September 21, 2006, a formal Public Hearing was held to take public comment on the Preferred Alternative.	N/A
August 22, 2007	Report of the Special Committee	The Special Committee approved the layout of the project, concluding that there is occasion for the laying out of the highway petitioned for and the limitation of access.	N/A
June 25, 2007	Report of the Commissioner	The Report stated that the GSB would be rehabilitated to function as a pedestrian/bicycle/recreational facility with the ability to carry emergency and maintenance vehicles from the Newington side. The northern approach embankment will be removed and the northern end of the bridge modified to accommodate the two-way local connector road and allow continued pedestrian, bicycle and recreational use.	N/A
December 20, 2007	Final EIS/Section 4(f) Evaluation Published	Based on the evaluation of alternatives, and in light of the GSB's historic resource, the Selected Alternative included rehabilitation of the GSB for pedestrian, bicyclist and recreational uses; this rehabilitation would be designed during a subsequent final design phase.	N/A
April 3, 2008	Section 106 Memorandum of Agreement Executed	The MOA stipulated rehabilitation of the GSB as minimization of adverse effects. NHDHR agreed that removal and replacement of floor system and any necessary replacement of rivets with bolts would not be considered adverse effects. Mitigation included large photos of the GSB with map key and photo descriptions to accompany individual property inventory form. The MOA indicated that the overall impact of the project on GSB would be beneficial.	N/A
October 24, 2008	FHWA issues Record of Decision	The ROD included a description of Selected Alternative chosen by NHDOT and FHWA; Purpose and Need; Alternatives Considered; Findings relative to the Section 4(f) Evaluation; Measures to Minimize Harm; and Comments Received on the EIS	N/A
2008	Final Design Begins	Now that the project has been approved following the September 21, 2006 Public Hearing and the issuance of the 2008 Record of Decision, the project development process advances into Final Design. In addition to the design efforts, the environmental permitting documentation, research and investigations are also completed in support of the design efforts prior to construction of the project. The final design phase includes scope to further evaluate the rehabilitation of the GSB.	N/A
2009	GSB Inventory Form Update	Historic inventory for prepared pursuant to the Section 106 MOA to elaborate specifically on the Dover abutment design.	
2010	Detailed GSB Inspection Completed	Comprehensive inspection completed by Ammann & Whitney, with deck study and preliminary rehabilitation recommendations.	N/A
2010-2013	Contract L Constructed - New LBB and Wentworth Terrace	Construction schedule was approximately May 2010 - November 2013.	\$54.1 M
2012	Underwater Inspection Report	Underwater inspection report conducted on both the Little Bay Bridge and the General Sullivan Bridge.	N/A

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2012	Historic Property Documentation report	Abutments were recorded in a state level Historic Property Documentation report (NH State No. 703).	
2012-2015	Contract M Constructed - Newington Exits 3 & 4	Construction schedule was approximately May 2012 - November 2015.	\$48.8 M
2014	Detailed Inspection & Load Rating, Type, Span and Location Study for the GSB	Detailed Inspection and load rating focused on gathering data for rehabilitation. TS&L Study to provide bridge alternatives with associated costs.	\$568k
2014-2017	Contract O Constructed - Rehabilitation of the Old LBB	Construction schedule was approximately September 2014 - October 2017.	\$34.0 M
2016	Follow-Up Detailed GSB Inspection	Follow-up detailed inspection to monitor the bridge and update rehabilitation details and cost information pursuant to findings of the 2014 detailed inspection and load rating. This inspection also served to provide updated section loss information on critical members.	\$251k
2016-Present	Contract Q Construction - Dover including Exit 6	Construction schedule will be approximately September 2016 - November 2020.	\$49.2 M
March 15, 2017	VHB Type, Span and Location Study Submitted	The 2017 TS&L Study considered a rehabilitation alternative, a hybrid superstructure replacement / rehabilitation, superstructure replacement, and full replacement. Based on the updated initial capital cost and life cycle cost estimates, the recommended action was a superstructure replacement placed on the existing piers. This revised recommendation was not consistent with the 2008 Memorandum of Agreement (MOA), and therefore noted that the previous EIS would have to be re-evaluated.	\$291k
August 17, 2017	NHDOT letter to FHWA discussing re-opening of the Section 106 Consultation and Section 4(f) Evaluation	On August 17, 2017, NHDOT sent a letter proposing to re-evaluate a reasonable range of transportation alternatives associated with the GSB and maintaining pedestrian and bicycle access across Little Bay. The NHDOT had come to the conclusion that the GSB rehabilitation is no longer a feasible or prudent alternative to implement.	N/A
September 5, 2017	FHWA Response to NHDOT letter	On September 5, 2017, FHWA responded in support of the NHDOT's proposal to reopen Section 106 and Section 4(f) reviews, determining that a Supplemental EIS would be necessary to re-evaluation any changes to the rehabilitation of the GSB, as such changes have the potential to result in significant environmental impacts that were not previously evaluated in the original EIS.	
January 18, 2018	Notice of Intent published in the Federal Register	Publication of the NOI re-opened the NEPA process for the Newington-Dover Improvements Project. The NOI advised the public that with the challenges of rehabilitating the GSB, the 2007 FEIS would be updated with a Supplemental Environmental Impact Statement (SEIS) to consider other solutions to meet the project Purpose and Need.	N/A
September 2018	Detailed Inspection Completed - General Sullivan Bridge closed to all uses.	Targeted inspection to focus on members and areas of concern (i.e. primary load carrying members with significant section loss). The inspection found advanced deterioration and distortion of an end floor beam on Span 8, as well as advancing deterioration of the bottom chord of Span 7.	\$50k

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2018	GSB Inventory Form Update	Addressed current integrity, recent area development, a reevaluation of historic significance, and updates on comparable bridges.	N/A
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