



June 26, 2023

## PUBLIC NOTICE D01-201-2023

### PROPOSED REPLACEMENT OF THE GENERAL SULLIVAN BRIDGE ACROSS LITTLE BAY, BETWEEN NEWINGTON AND DOVER, NH

All interested parties are notified that the Commander, First Coast Guard District, has received application materials from the New Hampshire Department of Transportation (NH DOT) for a U.S. Coast Guard (USCG) Bridge Permit for approval of the location and plans for replacement of a fixed bridge over Little Bay, a navigable waterway of the United States. The purpose of the project is to replace the General Sullivan Bridge (GSB), which became operational in 1934 but which has been closed to vehicle traffic since 1984 and to pedestrian and bicycle traffic since 2018. The proposed GSB will be for pedestrian and non-motorized traffic only. The Coast Guard is issuing this Public Notice to solicit information on waterway usage.

**WATERWAY AND LOCATION:** Little Bay, mile 0.1 between Newington (Rockingham County, NH) and Dover (Strafford County, NH). The bridge is immediately adjacent to and to the southwest of the Little Bay Bridges which carry north and southbound traffic of the Spaulding Turnpike (NH 16).

**CHARACTER OF WORK:** NH DOT proposes to replace the existing structurally deficient 9-span truss superstructure of the GSB with a 9-span two girder superstructure. No changes to the existing pier substructures that sit within the waterway are proposed. The bridge will continue to be a fixed structure. Due to the change in bridge configuration and construction, the vertical clearance of the bridge will increase to 48.0' at Mean High Water (MHW) for the 100' center channel and 46.7' for the full 200' channel.

	Vertical Clearance 200 Foot Channel	Vertical Clearance 100 Foot Center Channel
<b>Existing Bridge</b>	33.0 ft MHW 26.2 ft MLW	46.0 ft MHW 39.2 ft MLW
<b>Proposed Bridge</b>	46.7 ft MHW 39.9 ft MLW	48.0 ft MHW 41.2 ft MLW

North American Datum 1983, based on mean 6.8 ft tidal range. The central (main) channel has 100 feet horizontal clearance with vertical clearances listed above. The outer channel extends 50 feet outwards from the main channel on each side (for a total horizontal clearance of 200 feet) with vertical clearances listed above.

The existing bridge superstructure will be removed in its entirety. The contractor will construct a causeway on both sides of the channel extending approximately 100' from the shore on the Dover side and 100' on the Newington side to access a temporary trestle that will be constructed approximately 32' south of the centerline of the existing and proposed GSB. The trestle extends approximately 500' out into Little Harbor on the Dover side and approximately 600' on the Newington side. This leaves 120' between the two trestles at the limits of the 120' navigational channel. With this temporary access of the causeway and trestle, the Contractor can reach the existing and proposed bridge with cranes as needed. The Contractor will first remove the existing superstructure and then install the new proposed superstructure. The Contractor will be required to maintain the existing navigational channel at all times except for a 7-day closure for removal of the existing center span and 7-day closure for erection of the proposed center span.

### **ENVIRONMENTAL CONSIDERATION:**

The Federal Highway Administration (FHWA) is the lead federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA). The lead federal agency acts on behalf of the USCG for all environmental control laws. A Final Supplemental Environmental Impact Statement and Supplemental Record of Decision was signed by the FHWA on February 17, 2022, pursuant to NEPA, as amended. The U.S. Coast Guard has tentatively determined that the proposed action will not have a significant impact for purposes of NEPA and plans to issue a Record of Decision for the project. FHWA NEPA documents are available for review at the NH DOT website: [NH Department of Transportation - \(newington-dover.com\)](http://www.nh.gov/transportation/newington-dover.com).

The existing and proposed bridges are located in the floodplain. The potential impacts to floodplains and hydrodynamics are considered minor in the context of the extensive volume of Little Bay, Piscataqua River and Great Bay. The FEMA 100 year Base Flood Elevation (NAVD88) varies between 6.0 – 8.0 feet on either side of the GSB. The low steel elevation is 46.7 feet.

The New Hampshire Department of Environmental Services has granted a Water Quality Certification (WQC 2022-404P-001), in accordance with section 401 of the CWA (33 U.S.C. 1341) and NH RSA 485-A:12, III.

### **SOLICITATION OF COMMENTS:**

Mariners are requested to comment on the placement of a bridge protective system and other navigational safety issues, including the need for clearance gauges and extent of nighttime navigation passing under the bridge to determine the need for bridge lighting. Boat owners in the project vicinity are requested to provide information about their vessels including type of vessel, length overall, draft, beam, and height from the waterline to the highest fixed point and to appurtenances (e.g., tuna towers, flying bridges, fixed antennas and radar units).

Interested parties are requested to express their views in writing on the proposed bridge project, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Comments will be received for the record at the address above or by e-mail to [SMB-D1Boston-Bridges-PublicNotices@uscg.mil](mailto:SMB-D1Boston-Bridges-PublicNotices@uscg.mil) through July 27, 2023.

We will forward comments of an environmental nature such as those regarding wildlife refuges, waterfowl refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, etc. to the FHWA for appropriate handling.

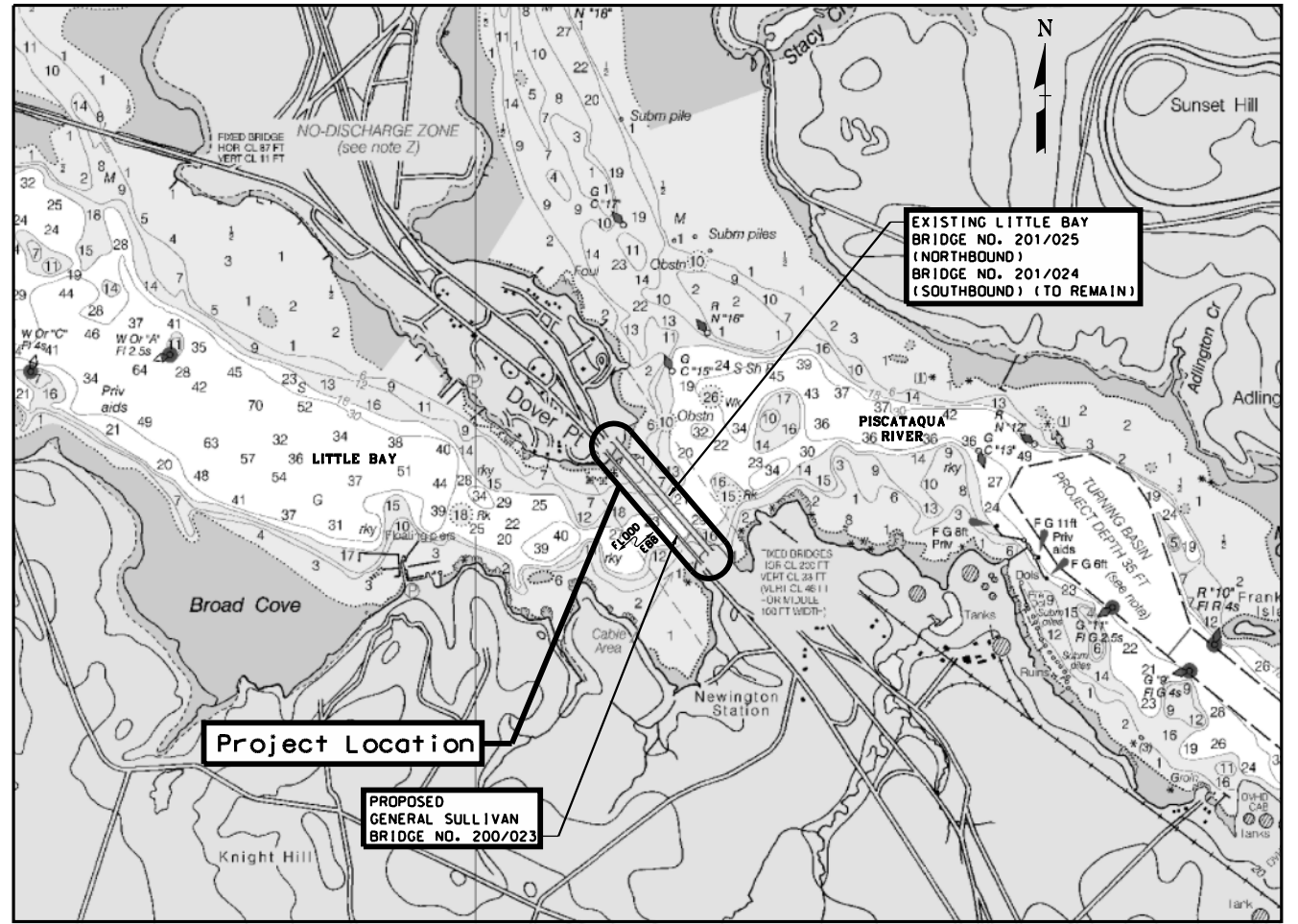
It is requested that this information be brought to the attention of any person having an interest who may not have received a copy of this public notice.

Concept plans of the proposed project and a location map are included in this public notice.

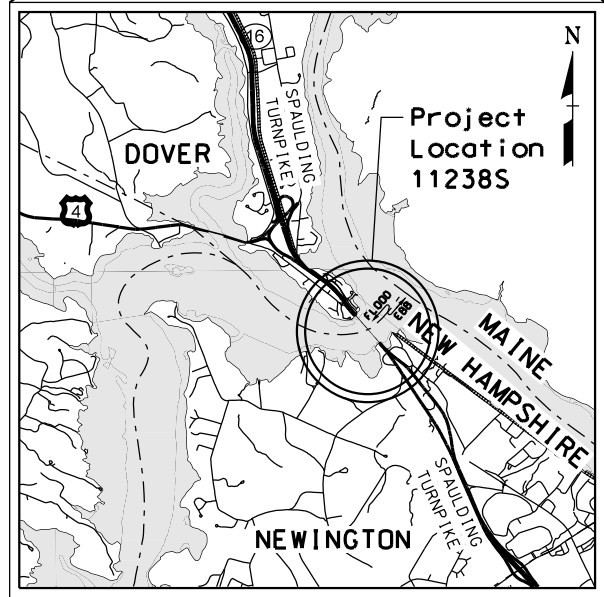
//s//

D. A. Fisher  
Bridge Program Manager  
U.S. Coast Guard  
By direction

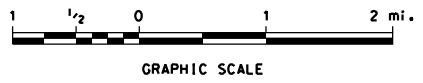
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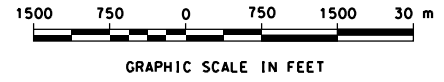
Sources GIS - NOAA Nautical Charts



VICINITY MAP



Location Map

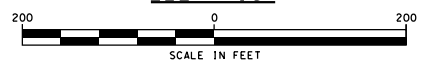
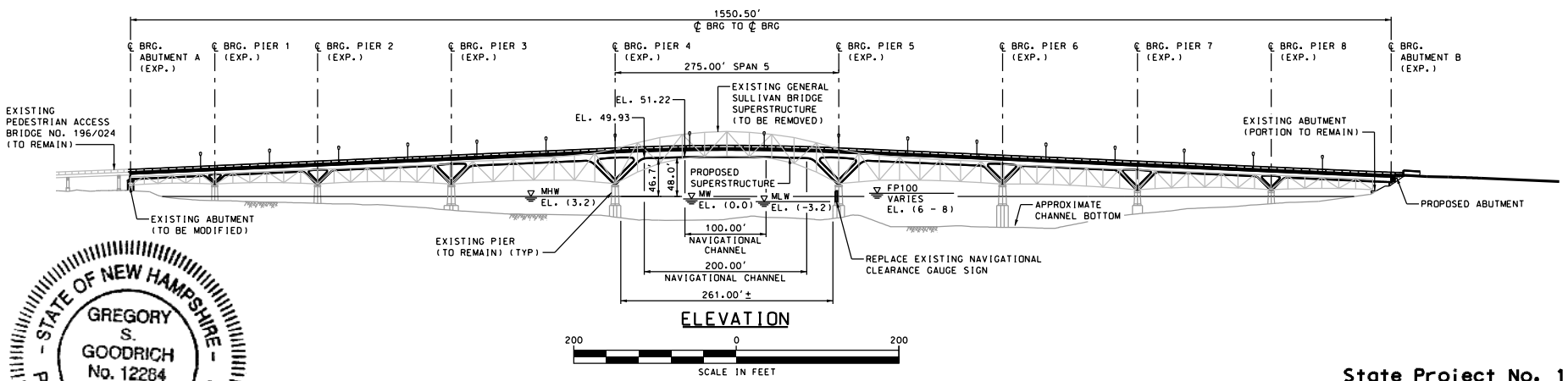
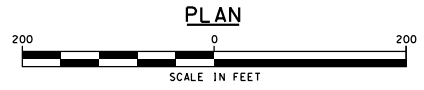
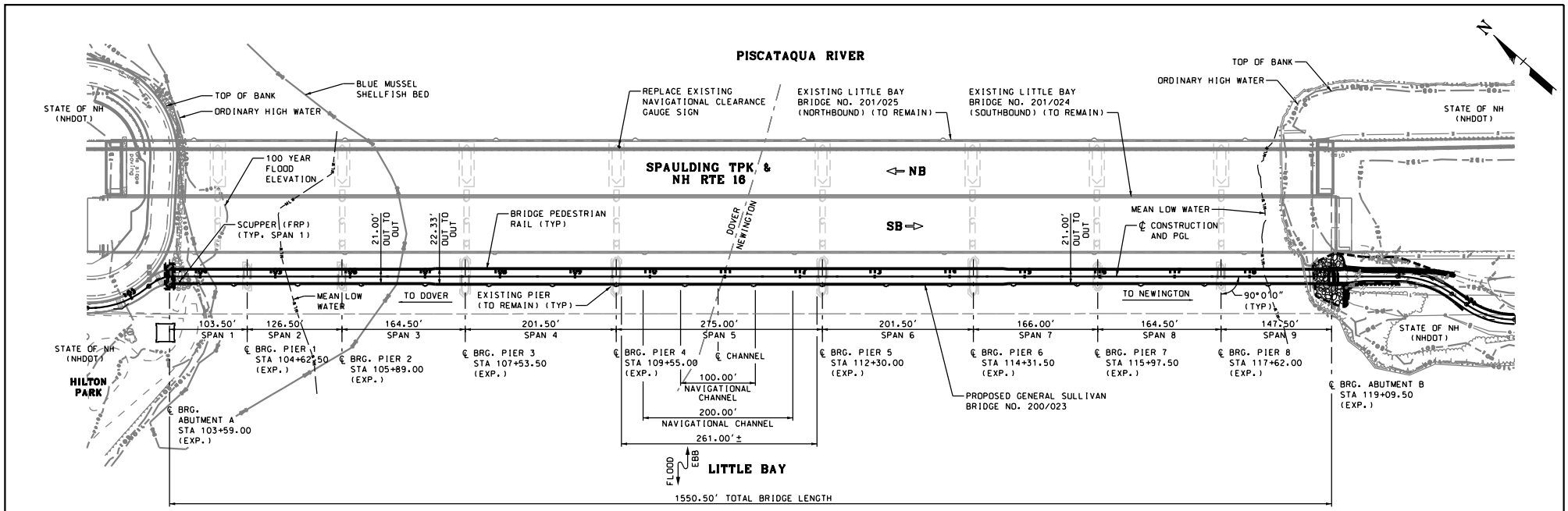


STATE OF NEW HAMPSHIRE  
 GREGORY S. GOODRICH  
 No. 12284  
 LICENSED PROFESSIONAL ENGINEER

*[Signature]*  
 6/14/23

PREPARED FOR: <b>NHDOT</b>	GENERAL SULLIVAN BRIDGE OVER LITTLE BAY MILE PT 0.1 NEWINGTON / DOVER	SHEET NUMBER <b>1</b>
PREPARED BY: <b>vhb</b>	ROCKINGHAM / STRAFFORD COUNTY, NEW HAMPSHIRE	OF 4
U.S. COAST GUARD PERMIT PLANS		DATE: 6/14/2023

State Project No. 11238S

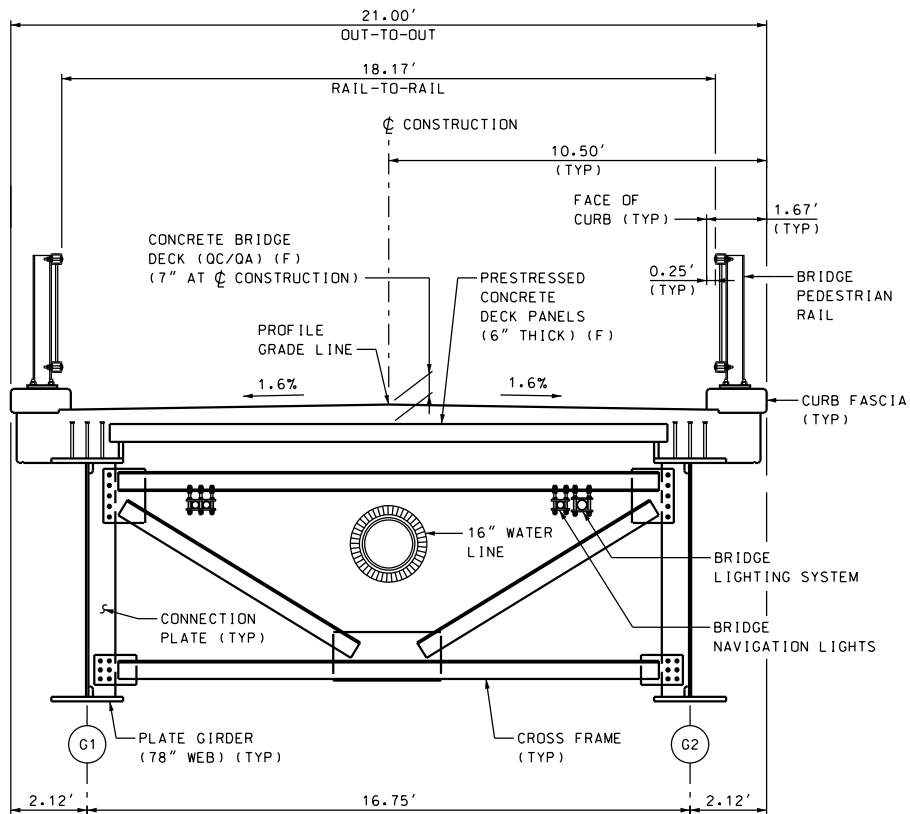


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6/14/23

100 YEAR FLOOD ELEVATION: VARIES ELEV. 6 TO ELEV. 8  
 HORIZONTAL DATUM: NAD83/86  
 VERTICAL DATUM: NGVD29  
 FILL BELOW MHW: 0 CY

PREPARED FOR: <b>NHDOT</b>	GENERAL SULLIVAN BRIDGE OVER LITTLE BAY MILE PT 0.1 NEWINGTON / DOVER	SHEET NUMBER <b>2</b> OF 4
PREPARED BY: <b>vhb</b>	ROCKINGHAM / STRAFFORD COUNTY, NEW HAMPSHIRE	DATE: 6/14/2023
U.S. COAST GUARD PERMIT PLANS		State Project No. 11238S

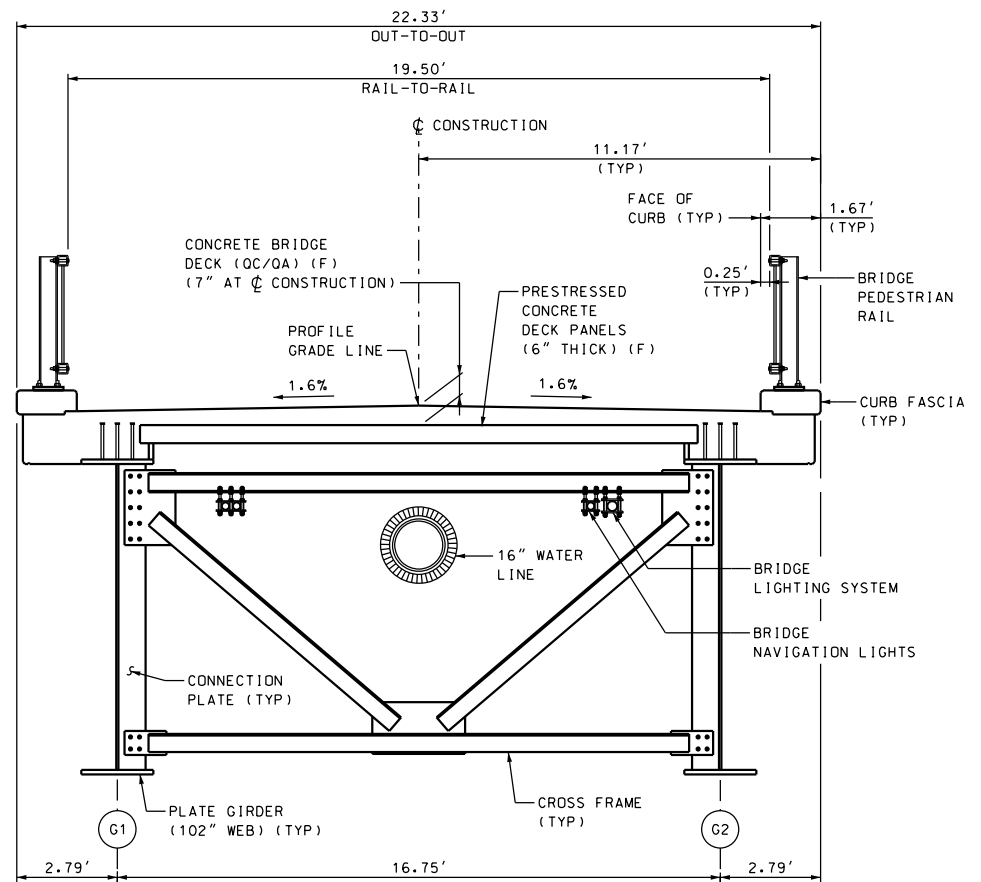


**TYPICAL SECTION**

(SPANS 1, 2, 3, 7, 8, AND 9)

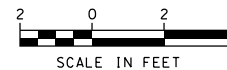


SCALE IN FEET



**TYPICAL SECTION**

(SPANS 4, 5, AND 6)

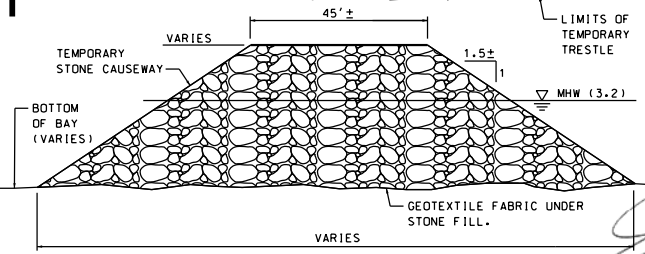
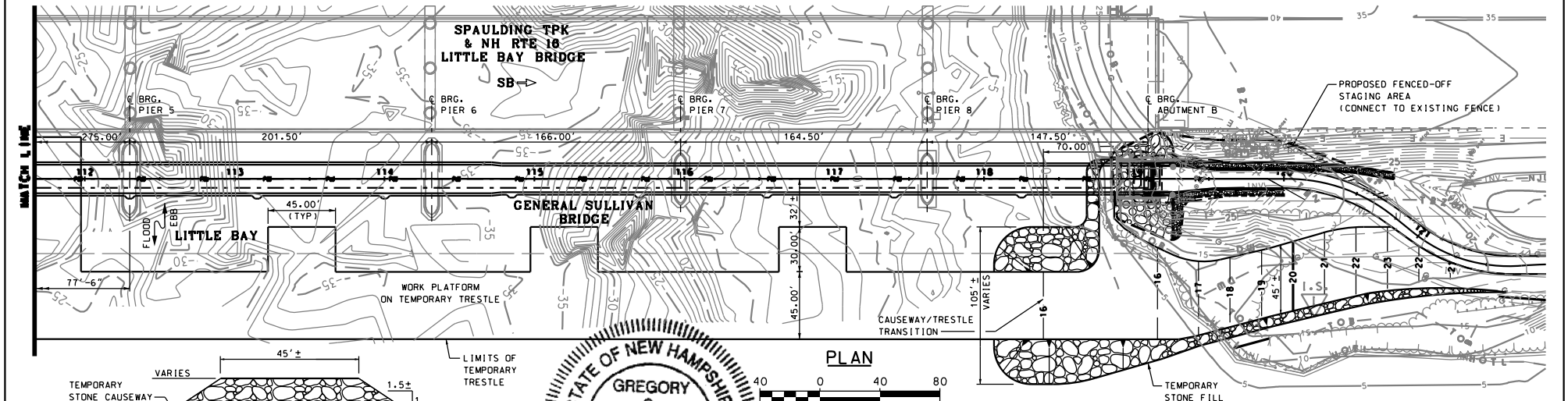
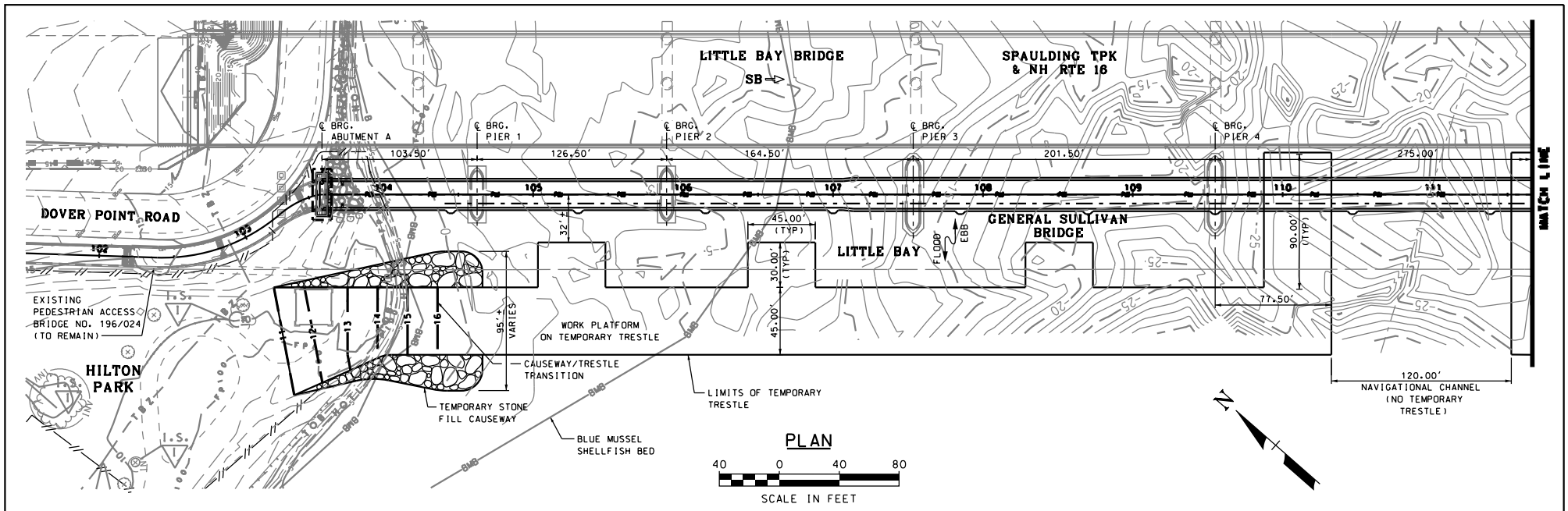


SCALE IN FEET

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State Project No. 11238S

PREPARED FOR: <b>NHDOT</b>	GENERAL SULLIVAN BRIDGE OVER LITTLE BAY MILE PT 0.1 NEWINGTON / DOVER	SHEET NUMBER <b>3</b>
PREPARED BY: <b>vhb</b>	ROCKINGHAM / STRAFFORD COUNTY, NEW HAMPSHIRE	OF 4
U.S. COAST GUARD PERMIT PLANS		DATE: 6/14/2023



STATE OF NEW HAMPSHIRE  
**GREGORY S. GOODRICH**  
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PREPARED FOR:  
**NHDOT**  
 PREPARED BY:  
**vhb**

**GENERAL SULLIVAN BRIDGE OVER LITTLE BAY**  
 MILE PT 0.1  
**NEWINGTON / DOVER**  
**ROCKINGHAM / STRAFFORD COUNTY, NEW HAMPSHIRE**  
**U.S. COAST GUARD PERMIT PLANS**

**State Project No. 11238S**

**SHEET NUMBER**  
**4**  
**OF 4**

**DATE: 6/14/2023**

6/14/23