 

UPDATE ON SULLY (General Sullivan Bridge)

* **NHDOT is leaning towards partial rehab** – keeping the piers but replacing the entire cement and steel superstructure with something narrower and smaller. This will cost an estimated $31.5 million, the most cost effective of four options over a 70 year period.
* **Federal highway funds spent on widening the Spaulding were contingent on the rehab of Sully in its current form.** NHDOT will have to reopen the approval process with FHA and NH Dept. of Historic Resources, who will probably oppose it and kick it down to DC.
* NHDOT is preparing a supplemental environmental impact statement, including a **public information meeting to be held in Dover City Hall in November/December 2017** (“to overview the construction options”) **and another one in the summer of 2018** (“to outline the direction to be recommended and how they will maintain access during construction”).
* Dover’s Sen. David Watters sits on the Senate Transportation Committee and **supports maintaining bike/ped access across Little Bay.** He stated,“What’s important is that we have to make sure there’s a crossing there,” **but warns that this will need to be sold to the legislature** in the NHDOT 10-year Transportation Plan during the 2018 session. (Written testimony can be sent to William E. Watson, P.E., NHDOT, P.O. Box 483 Concord, NH 03302-0483 until Nov. 6th, 4pm.)
* **Bike/ped access during 2-3 years of construction will be a shuttle bus or southbound lane in the new Little Bay bridge.** Keith Cota, project manager for NHDOT said that they were **leaning towards a shuttle bus as the cheapest solution**. Regardless, he says, “**There will be hardships imposed**…it will likely be to the bicyclist that likes ‘speed’ and no disruptions.” Whatever that means.
* **NHDOT does not have a contingency plan if Sully is deemed unsafe** for travel before construction is scheduled to begin June, 2019.
* **500 – 1000 people use Sully** **per week** during the summer. (NH DOT 2016 & 2017 counts)
* SABR does not support the shuttle bus option for access during construction; instead supports a two-way protected bike path on the southbound side of the Little Bay Bridge.