

APPENDIX E – COMPARISON - NH Department of Transportation
Original TIGER Grant Program application, submitted on September 13, 2009
and
Current TIGER II Grant Program application, being submitted on August 23, 2010

The following information describes the differences between the above noted TIGER applications:

SUMMARY TABLE:

	Current TIGER II Application (submitted on August 23, 2010)	Original TIGER Application (submitted on September 13, 2009)
Title:	Piscataqua River Marine Terminal Improvements	Piscataqua River Multimodal Transportation Improvements between Portsmouth, NH and Kittery, ME
Scope of Proposed Project:	Rehabilitation and expansion of: <ul style="list-style-type: none"> • Market Street Marine Terminal 	Rehabilitation of: <ul style="list-style-type: none"> • Memorial Bridge (movable) • Sarah Mildred Long Bridge (movable) • Market Street Marine Terminal
Transportation Modes Affected:	<ul style="list-style-type: none"> • Marine/Vessel • Trucking • Rail/Freight 	<ul style="list-style-type: none"> • Vehicular • Pedestrian • Bicycle • Marine
Total Estimated Project Cost:	\$14 million (state & federal funds)	\$162 million (local, state, & federal funds)
Total TIGER Grant Program Funds Requested:	<u>\$14 million</u> designated for rehabilitation and expansion of the Port of NH Market Street Marine Terminal on the Piscataqua River (state funds also required)	<u>\$70 million</u> designated for rehabilitation of the Memorial Bridge <u>\$10 million</u> designated for rehabilitation and expansion of the Marine Terminal (significant state and local funds also required)

DESCRIPTION/COMPARISON:

(I) Current TIGER II Grant Program application, to be submitted on August 23, 2010

This proposed \$14 million project involves rehabilitation and expansion of a single transportation facility in the shared seacoast region between the City of Portsmouth, New Hampshire, and the Town of Kittery, Maine, as described below:

- Market Street Marine Terminal – Reconstructed in 1977, this port facility supports the marine vessels utilizing the Piscataqua River waterway and delivering cargo to various nearby businesses, in addition to tourist related services. It also provides rail service, which connects the railway lines in this area of Maine and New Hampshire via the nearby Sarah Long Bridge (described below).

Critical repairs are need to the marine terminal, along with replacement of the wharf access bridges. The deck topping has failed along with superstructure framing elements and steel caissons, resulting in reduced load capacity, and operational restrictions and limitations. It was proposed for rehabilitation and expansion of the main wharf to enhance its ability to serve the needs of marine traffic in the area.

Rehabilitation and expansion of the Marine Terminal main wharf will increase operational opportunities and extend the terminal's useful working life. Easier and more direct access would be provided for shipping activities. In addition, full rehabilitation of the existing main wharf will restore its structural integrity, which is greatly needed. These maritime activities provide commercial opportunities and jobs for the Seacoast area as part of this active working seacoast port.

This marine terminal rehabilitation will provide long term benefits to the region by improving port services for all vessels (public and private; commercial and pleasure) utilizing the Piscataqua River waterway. Further, it will improve the economic competitiveness and vitality of these seacoast communities, and will generate a number of jobs for the region during construction. The result will be greater opportunity for increased commercial activity, thereby enhancing the economic vitality of the region.

The \$14 million in TIGER Grant Program funds requested are to be applied to the rehabilitation and expansion efforts.

(II) Original TIGER Grant Program application, submitted on September 13, 2009

This proposed project involved complete rehabilitation of three sizeable and important transportation facilities in the shared seacoast region between the City of Portsmouth, New Hampshire, and the Town of Kittery, Maine, as described below:

- Memorial Bridge – Opened in 1923, this vertical lift movable bridge carrying US Route 1 was dedicated as a memorial to the servicemen of World War I. At that time, it was the only connection between the downtown areas of these two communities and is still the only link in the area for bicyclists and pedestrians traveling between Maine and New Hampshire, many of whom work at the nearby Portsmouth Naval Shipyard in Kittery, ME. The center span of this bridge lifts to accommodate marine traffic that travel along the Piscataqua River, many off-loading at the Market Street Marine Terminal.

This bridge is severely deteriorated and at the time of the original TIGER application its load posting was restricted to 10-Tons. Based on 2003 inspection data, the Memorial Bridge was proposed for a complete rehabilitation, including complete replacement of the lift span, replacement of major portions of the approach span floor systems, rehabilitation of the towers, and complete replacement of the electrical and mechanical operating systems.

The \$70 million in TIGER Grant Program funds requested were to be applied to the rehabilitation efforts, with remaining funds provided by the two states.

- Sarah Mildred Long Bridge – Opened in 1940, this vertical lift movable bridge carrying the US Route 1 Bypass was constructed to supplement the transportation network developing between Portsmouth, NH, and Kittery, ME. It also provides a connection for rail service linking the two states and providing rail transport in support of the nearby Portsmouth Naval Shipyard, located in Kittery, ME. The center span of this bridge lifts to accommodate marine traffic that travel along the Piscataqua River, many off-loading at the Market Street Marine Terminal.

This bridge is severely deteriorated and at the time of the original TIGER application its load posting was restricted to 20-Tons. It was proposed for a complete rehabilitation as part of both states' transportation programs utilizing state and federal funds (no TIGER funds), upon completion of the proposed Memorial Bridge Rehabilitation.

- Market Street Marine Terminal – Reconstructed in 1977, this port facility supports the marine vessels utilizing the Piscataqua River waterway and delivering cargo to various nearby businesses, in addition to tourist related services. It also provides rail service, which connects the railway lines in this area of Maine and New Hampshire via the nearby Sarah Long Bridge (referenced above).

Although the Marine Terminal is overall in fair condition, critical repairs are need, along with replacement of the wharf access bridges. The deck topping has failed along with superstructure framing elements and steel caissons, resulting in reduced load capacity, and operational restrictions and limitations. It was proposed for rehabilitation and expansion of the main wharf to enhance its ability to serve the needs of marine traffic in the area.

The \$10 million in TIGER Grant Program funds requested were to be applied to the rehabilitation and expansion efforts.