

**New Castle-Rye Bridge Project  
Summary of Meeting  
Public Information Meeting  
May 28, 2014  
7:00 – 9:00 p.m.**

The third Public Information Meeting for the New Castle-Rye Bridge Project was held on Wednesday, May 28th, 2014 in The Common (Recreation Center) in New Castle, NH. Approximately 75 members of the public attended. Jill Barrett, a member of the HDR Consultant Team, opened and moderated the meeting. Bob Landry with New Hampshire Department of Transportation (NHDOT) introduced the project team and then a brief presentation was provided by Jim Murphy, an engineer with HDR. Attendees were encouraged to ask questions.

Mr. Murphy explained that the current bridge is not designed for today's modern trucks. The shoulders, sidewalks and railings do not meet current standards and overall the bridge is deteriorated due to the harsh environment. The stringers, floorbeams, bascule girders, pier caps and piles exhibit advanced section loss. Extensive maintenance, repair and rehabilitation work has been completed since 1994, including work on the deck, beams, machinery and piers.

Four alternatives were initially considered, including Major Rehabilitation, Replacement with a Fixed Structure at a Raised Profile, Replacement with a Bascule, and an Off-Line Alternative. Bob Landry explained that a fixed bridge at the current grade was not originally investigated because NHDOT anticipated that restricting the navigability of the channel would not be acceptable to the U.S. Coast Guard. In addition, the permit for the Goat Island Bridge committed to maintaining the New Castle-Rye Bridge as a movable bridge, and the Memorandum of Agreement for the Scammell Bridge stipulated the preservation of the existing bascule.

Mr. Murphy went on to explain that the Fixed Structure at a Raised Profile and Off-Line Alternatives were eliminated in the summer of 2013 due to potential environmental impacts and the Major Rehabilitation and Replacement with Bascule were then investigated in greater detail. These two alternatives were analyzed for environmental and aesthetic impacts, structural and roadway design, construction feasibility, potential traffic disruptions, consultation with regulatory agencies, and cost. In January 2014, the Replacement with Bascule Alternative was selected because it would be more cost effective and would have a shorter construction period. In addition, it would provide improved roadway surface and width, and would facilitate permitting.

Following a public meeting in January, 2014, concerns were raised about the cost of replacing the bridge with a bascule span. As a result, NHDOT decided they should investigate a fixed span alternative at the Current Profile (Fixed Bridge). NHDOT met with the USCG and the Dredge Management Task Force to discuss the two alternatives currently under consideration, the Bascule Bridge and the Fixed Bridge. It was noted that the Fixed Bridge would restrict the US Army Corps of Engineers (USACE) access to the cove and Sagamore Creek. Impacts to commercial uses were also noted as a concern. The Public Advisory Committee (PAC) noted that, while the cost savings would be an initial benefit, the potential indirect costs of a Fixed Bridge could be a concern.

After explaining the designs of both the Fixed Bridge and Bascule Bridge, Murphy outlined the pros and cons of each alternative. The pros of the Fixed Bridge include lower capital costs and wider clearances

under the bridge than existing conditions. Cons include the fact that a Fixed Bridge would not maintain the historic bridge type, would be inconsistent with the permit for the Goat Island Bridge, would restrict the type of vessels that could be used for dredging, and would restrict boat access for boats with an air draft greater than 13 feet. The pros of a bascule span include the fact that it maintains the historic bridge type, it is consistent with the permit for the Goat Island Bridge, it would not restrict the types of boats used for dredging, it would not further restrict boat access due to height, and it would provide wider clearance in the navigable channel than existing conditions. The only con noted was the increased cost of this alternative (approximately \$6.5 million for a Fixed Bridge and \$16.5 million for a Bascule Bridge).

Murphy ended the presentation by laying out next steps. He stated that NHDOT will review the feedback from this meeting and then select either the Fixed Bridge or the Bascule Bridge. They will then prepare and submit a permit application to the USCG, and complete the historic review process under Section 106. Construction is scheduled to begin in late 2017.

Questions were posed throughout the meeting and are outlined below. Unless otherwise noted, responses were provided by NHDOT.

**Questions:**

*Q. Why is the fender system so big on the Fixed Bridge and Bascule Bridge? Memorial Bridge doesn't have a system like this.*

A. This is a preliminary layout. It will be refined as the design advances. Additionally, the system was commented upon favorably by individuals who use the navigable channel.

*Q. Which town will be responsible for the bridge?*

A. The bridge is owned and maintained by the State. There will be a written agreement that will stipulate that New Castle and Rye will maintain the sidewalks approaching the bridge. If such an agreement is not signed, the sidewalks will not be constructed.

*Q. Who will decide which alternative will be selected? Will the decision be made by people in attendance at this meeting, or will it be made at a higher level?*

A. It will be a joint decision between NHDOT, the Federal Highway Administration, the public, elected officials, and permitting agencies. NHDOT and FHWA will submit the permit to the USCG. The permit will then be sent from the New York USCG office, ACOE will also be allowed input on the USCG Permit.

*Q. Can the USCG veto the alternative that's submitted?*

A. Yes.

*Q. Has the State or federal government made a decision about the alternative?*

A. No, a decision has not been made.

*Q. Would the width under the bridge be the same with the two options?*

A. No. With a Fixed Bridge the clearance would be several feet wider than with a Bascule Bridge.

*Q. Aren't dredging projects prioritized?*

A. The U.S. Army Corps of Engineers (USACE) stated that commercial functions generally trump recreational uses. Instead of going to the back channels in the vicinity of the New Castle-Rye Bridge, funding has been allocated to the more productive fishing ports.

*Q. Is there a difference between the two alternatives in the duration of construction?*

A. The construction of the Fixed Bridge would be approximately two weeks shorter in duration.

*Q. What is the age of the existing bridge? Also, what is the lifespan of a bridge?*

A. The current bridge was constructed in 1941. The general life span of such a bridge is 75 years.

*Q. Which bridge would last longer?*

A. Both bridges would last approximately 75 years with proper maintenance and upkeep.

*Q. Would the bascule span open all the way?*

A. The bascule would not open to fully vertical, but would be clear of navigable channel.

*Q. Is there money to build either bridge?*

A. There is funding within the 10-Year Plan for the Bascule Bridge option. Construction is planned for 2017.

*Q. Can you clarify the funding source?*

A. The funds are 100% federal funds which include turnpike toll credit for the State's 20% match.

*Q. How many times was the bridge opened this year?*

A. According to records, the bridge has been opened 14 times since 2010, and three times over the last year.

*Q. Can you clarify the closure period?*

A. Approximately January 2nd through April 1st.

*Q. If a Fixed Bridge is selected, could a single lane be maintained during construction?*

A. A single lane could not be maintained without driving up costs dramatically.

*Q. Why is the construction of the Sagamore Bridge taking so long?*

A. Bob Landry stated that he did not know the specifics on the Sagamore closure. He clarified that the construction timeframe on the New Castle-Rye Bridge would be closer to six months but that the closure would only be three months.

*Q. How long are you accepting written comments?*

A. 10 days from the date of this Public Informational Meeting.

*Q. Will comments go to the USCG?*

A. If you want to formally make comments, there will be a public notice issued when the USCG permit is being reviewed. These comments will be shared as part of the conference report that will be sent to the USCG and others.

*Q. When will the public know which alternative will be undertaken?*

A. The USCG permit will take nine months. The Department hopes to have a decision on which bridge to send in by the end of June.

*Q. Would the electrical wire be buried?*

A. No. NHDOT is trying to minimize environmental impacts.

*Q. If the New Castle-Rye Bridge becomes a Fixed Bridge, could the other two bridges become bascule?*

A. Possibly, depending on the life cycle of the bridges.

**Additional Comments Provide by the Public:**

- New Castle doesn't currently maintain the sidewalks approaching the bridge.
- The cost presented doesn't capture the increased cost of the maintenance and operation of a bascule bridge. The operating costs should be quantified.
- A representative from the New Hampshire Commercial Fishermen's Association stated that there is commercial activity inside the bridge. If a Fixed Bridge is pursued, USACE could relinquish control of the navigable channel. In addition, before a Fixed Bridge is selected, NHDOT needs to look at future navigability with rising tides. If the responsibility for dredging reverts to the state, there would be no financial benefit from the Fixed Bridge.
- USACE stated that only Congress can de-authorize a federal channel. They do not currently have funding to dredge the back channel.
- USACE indicated that wider clearances under the bridge are important for dredging of the back channel.
- There are a lot of kayakers in the cove. NHDOT needs to consider the safety of a single opening.
- The Bascule Bridge alternative is preferable because it would maintain access to the hurricane hole and the moorings in the back channel.
- If the Bascule Bridge alternative is selected the openings should be automated to eliminate the four-hour wait.
- Some of the zoning classifications in the City of Portsmouth involve the use of the waterways. NHDOT should look at whether the installation of a Fixed Bridge would cause changes to the zoning.
- The installation of a Fixed Bridge would be short-sighted because of sea-level rise.
- If NHDOT goes forward with the Fixed Bridge and save \$10 million, the money will not come back to New Castle and Rye but will go to another community.
- If the bankers in the room are concerned about cost, why doesn't the State of New Hampshire consider doing away with the bridges?
- According to a commercial fisherman's contacts, the New Castle-Rye Bridge has only been opened once a year.
- Fishermen use the other bridges that access the harbor instead of the New Castle-Rye Bridge.
- There is no economic reason to throw away \$10 million.
- The back channel isn't deep enough to store boats in a hurricane.
- The USCG has stated that they will approve what the public wants.
- The Division of Ports and Harbors stated that they do not want this project to impede the use of the harbor and therefore want a Bascule Bridge.

At the end of the meeting, a poll was undertaken to ascertain support for each of the two alternatives. Thirty members of the public indicated that they support a Bascule Bridge, while 18 said that they

## New Castle-Rye 16127 Preliminary Design



supported a Fixed Bridge. Twenty-eight people said that they supported a Bascule Bridge to maintain boat access, historic tradition and to avoid economic hardship if removed, while 13 said they favored a Fixed Bridge because boat access is not an issue, and they supported aesthetics and cost savings.

# New Castle-Rye Bridge Project

## PUBLIC INFORMATION MEETING

May 28, 2014

### COMMENT/QUESTION FORM

Please OPT for A. Bascule Bridge

- allow commerce to grow and develop
- allow SAFE haven for commercial and RECREATIONAL BOATERS
- Protect the options for future vessels that have yet to be designed or built.
- NH has A limited salt water presence please don't limit further!

(optional) Name / Address or E-mail

Doug Pinciaro  
dpinciaro@comcast.net

Please leave these forms at the comment table or return by mail  
to:

Victoria Chase  
P.O. Box 483  
7 Hazen Drive  
Concord, NH 03302 - 0483  
Email: vchase@dot.state.nh.us

**New Castle-Rye Bridge Project**  
**PUBLIC INFORMATION MEETING**

May 28, 2014

**COMMENT/QUESTION FORM**

I AM IN FAVOR OF A LIAT BRIDGE

(optional) Name / Address or E-mail

ANDY SCHULZE

ANDYSCHULZ@AOL.COM

**Please leave these forms at the comment table or return by mail**

**to:**

Victoria Chase  
P.O. Box 483  
7 Hazen Drive  
Concord, NH 03302 - 0483  
Email: vchase@dot.state.nh.us

**New Castle-Rye Bridge Project**  
**PUBLIC INFORMATION MEETING**

May 28, 2014

**COMMENT/QUESTION FORM**

I support the bascule bridge design to preserve the commercial & recreational aspects ~~that~~ of the back channel & Sagamore creek.

A bascule bridge allows greater flexibility to address the unknown aspects of climate change.

(optional) Name / Address or E-mail

Derrick Hill  
300 Wentworth Rd, Newcastle NH.

**Please leave these forms at the comment table or return by mail to:**

Victoria Chase  
P.O. Box 483  
7 Hazen Drive  
Concord, NH 03302 - 0483  
Email: vchase@dot.state.nh.us

**New Castle-Rye Bridge Project**  
**PUBLIC INFORMATION MEETING**

May 28, 2014

**COMMENT/QUESTION FORM**

I'M IN FAVOR OF A LIFT  
BRIDGE.

(optional) Name / Address or E-mail

ROSEBROUGH@GMAIL.COM

**Please leave these forms at the comment table or return by mail  
to:**

Victoria Chase  
P.O. Box 483  
7 Hazen Drive  
Concord, NH 03302 - 0483  
Email: vchase@dot.state.nh.us

**New Castle-Rye Bridge Project**  
**PUBLIC INFORMATION MEETING**

May 28, 2014

**COMMENT/QUESTION FORM**

Do it as quickly as possible!!  
The design is less important than the tremendous inconvenience associated with construction!

(optional) Name / Address or E-mail

**Please leave these forms at the comment table or return by mail to:**

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# New Castle-Rye Bridge Project

## PUBLIC INFORMATION MEETING

May 28, 2014

### COMMENT/QUESTION FORM

As owner/operator of the M/V Heritage, a passenger vessel that regularly navigates the Sagamore Creek/Leach's Island channel, I believe that a replacement bridge is the only viable option. One of my greatest concerns is the silting that is occurring in this area. It is overdue for a dredging and if it were to lose its status as a federal channel, I'd be afraid that the state would never have the funds to dredge.

(optional) Name / Address or E-mail

Andrew Cole captcole@comcast.net

**Please leave these forms at the comment table or return by mail**

**to:**

Victoria Chase  
P.O. Box 483  
7 Hazen Drive  
Concord, NH 03302 - 0483  
Email: vchase@dot.state.nh.us

# New Castle-Rye Bridge Project

## PUBLIC INFORMATION MEETING

May 28, 2014

### COMMENT/QUESTION FORM

#### CONCERNS:

1. ACCESS FOR LAUNCH SERVICE BETWEEN KPYC AND LITTLE HARBOR MARINAS DURING CONSTRUCTION
2. ACCESS OF SAILBOATS TO BACK CHANNEL & SAGAMORE CREEK IN EVENT OF HURRICANE - REQUIRES BASCULE BRDG.

#### COMMENTS:

1. BASCULE BRIDGE WOULD ALLOW FOR MORE BOATS OF HEIGHT (T-TOPS, FLYING BRIDGE, ETC.) TO BE MOORED IN BACK CHANNEL
2. CONSIDERATION SHOULD BE GIVEN TO AUTO (UNATTENDED) OPEN/CLOSING OF BASCULE BRIDGE TO OPTIMIZE USE BY BOATS. SEE COMMENT #1

(optional) Name / Address of E-mail

MIKE THIEL MTHIEL@ALUM.MIT.EDU

Please leave these forms at the comment table or return by mail

to:

Victoria Chase  
P.O. Box 483  
7 Hazen Drive  
Concord, NH 03302 - 0483  
Email: vchase@dot.state.nh.us

**New Castle-Rye Bridge Project**  
**PUBLIC INFORMATION MEETING**

May 28, 2014

**COMMENT/QUESTION FORM**

Why not send trucks  
around the island +  
preserve current  
structure for  
cars, bikes, foot  
traffic etc.

(optional) Name / Address or E-mail

**Please leave these forms at the comment table or return by mail  
to:**

Victoria Chase  
P.O. Box 483  
7 Hazen Drive  
Concord, NH 03302 - 0483  
Email: [vchase@dot.state.nh.us](mailto:vchase@dot.state.nh.us)

# New Castle-Rye Bridge Project

## PUBLIC INFORMATION MEETING

May 28, 2014

### COMMENT/QUESTION FORM

I support a fixed bridge.

(optional) Name / Address or E-mail

**Please leave these forms at the comment table or return by mail  
to:**

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P.O. Box 483  
7 Hazen Drive  
Concord, NH 03302 - 0483  
Email: [vchase@dot.state.nh.us](mailto:vchase@dot.state.nh.us)

# New Hampshire Commercial Fishermen's Association

PO Box 601  
Rye, NH 03870

May 28, 2014

Re: Public Comment on Wentworth Bridge Replacement

The following comments are submitted and expressed with regards to the alternatives being considered for replacement of the Wentworth Bridge in New Castle, NH. The issues related to the alternatives being considered have relation to commercial fishing activity that has historically and currently exists in the waters shoreward of the bridge and in Sagamore Creek.

While it is assumed that a "fixed" bridge replacement is being considered versus a "lift" bridge because of the different costs associated with each alternative it is our belief that the following issues are important in any resulting decision.

- 1) As stated, commercial fishing activity has historically existed and still exists within areas inland of the bridge. Connected to this activity is maintenance of navigable channels for safe passage that is currently under responsibility of the US Army Core of Engineers. It is our understanding that if there is not accessibility of dredging maintenance equipment under the Army Core standards their responsibility to maintain these waters will cease and revert to the State of NH for all aspects of navigability. From many perspectives this would not be a good situation and with high probability that would lead to conditions of reduced commercial use and ultimately little or no navigability with the current conditions that exist there. For a long range perspective it cannot be ignored that environmental assessments are being conducted throughout seacoast communities on rising tides and its forecasted affects. If the maintenance responsibility because of bridge status (fixed versus lift) results in diminished federal responsibility it is our fear that future conditions will result in any waters inland of the Wentworth Bridge would become un-navigable by commercial activity and also pleasure vessels.
- 2) It must be also understood that accessibility to these waters is also accomplished from a fixed bridge on the Piscataqua River. While the status of that bridge is not a concern at the current time the future is not clear that it might need work of some type and any environmental catastrophic effect in the future would put pressure on the Wentworth Bridge for increased activity. At that time the status of the Wentworth Bridge (fixed or lift) would be important.
- 3) Historically the waters inland of the Wentworth Bridge have been considered safe refuge for vessels (commercial and pleasure) when hurricane conditions are predicted for this community. Passage to these waters is accomplished through the bridge access points described. Eliminating this safe refuge because of "fixed" bridge conditions at both access points would not be in the best long range vision.
- 4) If the federal responsibility was eliminated and revertd to the State of NH with regards to dredging maintenance most likely all costs savings under the alternatives under

consideration between a "fixed or lift" bridge would be neutralized or negative from a state perspective as the it would be financially responsible.

In closing we feel that it is a fair position of the State at this time to weigh the financial costs of the two alternatives under consideration. It is also felt that these alternatives are not solely to be considered for vehicular traffic improvement but weighed for the commercial and maritime consequences that might not be fully understood. In opinion, at the very least, the state should get clarity from the Army Core of Engineers on consequences pertaining to the bridge alternatives in relation to maintenance of navigable waters inland of the bridge, with hopes of them still remaining responsible.

Thank you for your time and consideration to comments and process.

Erik Anderson,  
New Hampshire Commercial Fishermen's Association



**TOWN OF RYE • OFFICE OF SELECTMEN**  
**10 Central Road**  
**Rye, NH 03870-2522**  
**(603) 964-5523 • Fax (603) 964-1516**

June 10, 2014

Mr. L. Robert Landry, Jr., P.E.  
Bridge Division  
New Hampshire Department of Transportation  
PO Box 483  
Concord, New Hampshire 03302-0483

Re: Rte. 1B New Castle-Rye Bridge New Castle-Rye 16127

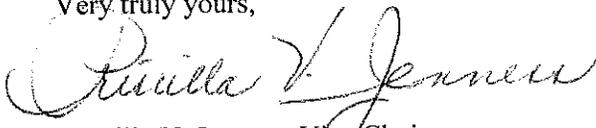
Dear Mr. Landry,

Recently the NHDOT asked for public comment on the preliminary design of the replacement of the New Castle-Rye Bridge. The comment period closed prior to the Board of Selectmen having a public meeting where they could discuss the issue and decide if we wanted to offer any comments. The Board met yesterday, June 9, 2014. During the meeting we reviewed the pros and cons of replacing the current bridge in kind; with a bascule lift bridge or replacing it with a fixed span bridge.

It is our understanding that the current bridge is opened about three times each year. It is also our understanding that a fixed bridge, designed and constructed properly, will offer boat access to the back channel and Sagamore Creek at a savings of approximately \$10,000,000. At the current usage of the bridge, the added capital cost of a bascule lift bridge over the 75 year life of the bridge equates to a public capital cost of approximately \$40,000 **each time the bridge is opened.**

The Rye Board of Selectmen voted unanimously last night to urge the NH DOT to conduct a thorough cost/benefit analysis, and for NHDOT and the US Coast Guard to carefully consider whether there is any public benefit commensurate with the \$10,000,000 added cost. We believe you will conclude that a fixed bridge will offer adequate waterway access while saving taxpayers the unnecessary capital and the additional operation and maintenance costs of a lift bridge. The 10 million dollars saved could be used to remediate other red-listed bridges in the state.

Very truly yours,

  
Priscilla V. Jenness, Vice Chairman  
Rye Board of Selectmen

CC: Christopher D. Clement, Sr., NHDOT Commissioner  
Jill Barrett, HDR Consultant Team, Public Involvement  
US Coast Guard Station, New Castle

June 16, 2014

To: Victoria Chase, Project Manager, Bureau of Highway Design, NHDOT

The plan to replace the current bascule drawbridge on Rt-1B at the New Castle-Rye town line has been reviewed and discussed in public forums for the past two years.

The NH Department of Transportation has done a significant amount of due diligence and provided fact-based options, including both fixed and raised configurations, for the bridge replacement.

In numerous public meetings, when audience members were asked for their preference of the type of bridge favored by abutting communities, the clear choice was to replace the current bascule drawbridge with another bascule drawbridge.

It is estimated that a fixed bridge would cost about \$10M less than a drawbridge. What has not been considered, however, is the limitations that a fixed bridge would impart on the various constituencies that require access to the inner channels of Little Harbor.

With an expected life span of 75 years, a fixed bridge is a short-sighted solution to this bridge replacement because it would limit access to the inner channels for several generations.

Further, a fixed bridge could prevent any dredging of the inner channels by the Army Corps of Engineers. If the Corps can't do it, then the responsibility for that activity falls to the state and it is highly probable that dredging those channels would be a low priority for the State of NH.

And, with the concern about sea level rise and the need for communities to plan accordingly, the vertical clearance of a fixed bridge could become an increasing issue over time.

The Town of New Castle believes that a new bascule drawbridge is the best long-term solution for all of the abutting communities.

Sincerely,

Patricia Scholz-Cohen, Chair  
Lorn Buxton  
David McGuckin

New Castle Select Board

**LETTERS**

REC'D IN HAND 5-28-14

Victoria Chase  
Project Manager  
NH DOT  
P.O. Box 483  
Concord, NH 03302  
(603) 271-2171

Dear Ms Chase,

We spoke by phone last week. Thank you for your detailed account of the process that is taking place with regard to the New Castle-Rye Bridge replacement. I am unable to attend the upcoming meeting on 5/28/14 but would like to register my opposition to replacing the bridge with a fixed span that will not allow larger vessels and sailing craft to pass through.

I have had a mooring in the backwaters on the inland side of this bridge for many years and for a number of those years we had a 30' sailboat that required a bridge lift to get out. I plan on having another sailboat someday and will need the same access to the sea. I am not alone in this. There are, and have been, other sailboats that need greater clearance than the present unopened bridge allows.

I would also like to point out that there are working waterfronts on Sagamore creek including a boat yard with a marina and a number of fishermen's docks and moorings. To exclude the possibility of larger vessels, including dredging equipment, from getting up there would be a mistake. I am guessing that all the previous bridges in this location have had movable spans of some sort. I would hate to see the ability to navigate through there with a sailing craft vanish on our watch.

Thanks for including this letter in the meeting record. I can deliver a hard copy just prior to the meeting if need be. Please let me know if that will be necessary.

Sincerely,



Peter Vandermark  
603-498-0942



MORAN TOWING PORTSMOUTH  
34 CERES STREET  
P.O. DRAWER 448  
PORTSMOUTH, NEW HAMPSHIRE 03802

DICK HOLT  
GENERAL MANAGER

May 30, 2014

Victoria Chase,

I am writing you to request that the New Castle --Rye Bridge be replaced with a new lift bridge. If a fixed bridge is put in to replace existing bridge, we will lose ability for Army Corps of Engineers to dredge waterway. Sagamore creek and back channel need to be maintained by the USCG and the Army Corps of Engineers or the waterway will not get maintained as it has been in the past. A six foot federal channel presently exists in Sagamore Creek and back channel, but it needs dredging as it has not been done since 1971. If you replace existing bridge with a fixed bridge it will stop all maintenance to the waterway. It is valuable to many people to have the waterway maintained, therefore a lift or draw bridge should be used to replace existing bridge. It was built this way so lets keep it this way.

Many lobsterman and fisherman have property and business in Sagamore Creek. There used to be many more Lobsterman and fisherman than presently. A few have left waterway because they cannot get their boat out a low water due to shoaling. Many fishermen still use the waterway and many more fishermen and lobsterman would return if waterway was dredged. If the New Castle-Rye Bridge project is not rebuilt with a lift span as it is presently, the waterway will be unusable in about 10 years due to shoaling. If there is not lift span, the Army Corps of Engineers will never dredge waterway again.

Witch Cove Marina has many boat slips for pleasure boats and fisherman. Losing the lift bridge capacity would mean no large vessels could ever get to the marina with out a lift bridge. A hand full of sailboats uses the bridge presently. BG's Boat House Marina and restaurant has many boat slips that use the waterway. It is important for all property owners of waterfront property in back channel and Sagamore Creek to keep up the waterway. This also has spin off effect of helping jobs in the area with any of the fishing or the Marina's people using it. Many property owners who have docks would lose the option of larger boats at their dock if they lose draw bridge opening ability. Most importantly again, the lobsterman and fisherman cannot get to there docks if there is no dredging the channel. If you do not build a lift bridge, there will be no dredging. This will hurt many people over time.

Portsmouth Harbor Cruises and the M/V Heritage still uses the waterway as it is a scenic trip on a tour boat. This passenger vessel can only navigate Sagamore Creek and Back Channel at high tide. If Draw Bridge is not replaced with another Draw Bridge, the Heritage would not be able to do water tours as the channel would continue to shoal in over the years. Build a new draw bridge and federal Government will dredge and maintain the waterway for all users which in turn helps the local area. The return would be over 75 years plus.

DIVISION OF MORAN TOWING CORPORATION

TELEPHONE: (603) 436-0556 • CELL: (603) 765-5844 • FAX: (603) 436-0417 • EMAIL: DICK.HOLT@MORANTUG.COM

MORAN TOWING PORTSMOUTH  
34 CERES STREET  
P.O. DRAWER 448  
PORTSMOUTH, NEW HAMPSHIRE 03802

DICK HOLT  
GENERAL MANAGER

Best Regards,

A handwritten signature in black ink that reads "Dick Holt Jr". The signature is written in a cursive, slightly slanted style.

Dick Holt Jr Portsmouth Pilots/Moran Towing

DIVISION OF MORAN TOWING CORPORATION

TELEPHONE: (603) 436-0556 • CELL: (603) 765-5844 • FAX: (603) 436-0417 • EMAIL: [DICK.HOLT@MORANTUG.COM](mailto:DICK.HOLT@MORANTUG.COM)

**WRITTEN COMMENTS**

**From:** Jp Nadeau [<mailto:jpnadeaulaw@aol.com>]

**Sent:** Friday, April 25, 2014 10:39 AM

**To:** [christopher.j.bisignano@uscg.mil](mailto:christopher.j.bisignano@uscg.mil); [John.W.Mcdonald@uscg.mil](mailto:John.W.Mcdonald@uscg.mil); [Nathaniel.L.Robinson@uscg.mil](mailto:Nathaniel.L.Robinson@uscg.mil); [Elizabeth.V.Gunn@uscg.mil](mailto:Elizabeth.V.Gunn@uscg.mil); [RLandry@dot.state.nh.us](mailto:RLandry@dot.state.nh.us); [RJuliano@dot.state.nh.us](mailto:RJuliano@dot.state.nh.us); Murphy, James F.; [Richard.A.Roach@usace.army.mil](mailto:Richard.A.Roach@usace.army.mil); [g.marconi@peasedev.org](mailto:g.marconi@peasedev.org)

**Subject:** Route 1B Bascule Bridge Replacement

Ladies and Gentlemen:

I just now became aware of an apparent effort to replace the bridge on Route 1B with a structure that is not comparable to what currently exists so I apologize for the lateness of this letter.

In this regard, I wish to go on record as being strongly opposed to replacing the current bascule bridge on Route 1B in Rye and New Castle with a fixed structure that is open only to the height provided by the current bridge in its "closed position". Such a proposal will have a serious adverse affect on Witch Cove Marina located on 1B at 187 Wentworth Road in Portsmouth and in which I have invested millions of dollars. Equally significant is the adverse impact a fixed bridge structure will have on the general boating public as Witch Cove Marina provides public accessing to Sagamore Creek and all the nearby waterways over its launching ramp. It is not a private marina servicing only its members.

I believe there are provisions of State law mandating the promotion of the public's access to our waterways and the suggested fixed bridge structure will limit the public access. Now especially is no time to turn the clock of progress backward. Over the recent passed years there has been more Witch Cove Marina to provide boat slips for boats that cannot be serviced if the bascule bridge is not replaced.

It would be appreciated if any one of you would provide me with the following information:

1. When was building a new bridge first proposed and approved?
2. Just when did replacing the current bascule bridge with a fixed structure first come up for consideration?
3. Who proposed such a drastic change?
4. Is there a problem with funding that is now trying to be solved at the expense of the boating public using Sagamore Creek and the back channel for access to the main ocean.

I would appreciate hearing from you at your earliest convenience.

Very truly yours,

J.P. Nadeau

J.P. Nadeau, Esquire  
J.P. Nadeau Professional Offices  
507 State Street  
Portsmouth, NH 03801  
(603) 436-0110

-----Original Message-----

From: Carol White [<mailto:cahwhite@comcast.net>]

Sent: Monday, May 19, 2014 7:24 PM

To: Victoria Chase

Cc: carol white

Subject: New Castle - rye Bridge

We will be unable to attend the meeting in New Castle on May 28 as we will be out of town. Our opinion is that the bridge should be a lift bridge. If you choose a fixed bridge then you will never be able to get taller boats into the Pool and the back channel. That will permanently change the types of boats going back there. Historically it was a lift bridge and I think it should stay that way.

Andy and Carol White  
40 Vennard's Court  
New Castle, NH 03854

**From:** Rodney Rowland [<mailto:rrowland@strawberybanke.org>]  
**Sent:** Monday, May 19, 2014 9:19 AM  
**To:** Victoria Chase  
**Cc:** Sheila Charles; [cerny@comcast.net](mailto:cerny@comcast.net)  
**Subject:** Bridge Project 16127

Good Morning,

I received the meeting notice for May 28<sup>th</sup> on the above project, but am unable to attend. I would like to make a comment on the proposed fixed bridge alternative. I am not in favor of this design. I am a preservationist, but understand compromises must be made to ensure the safety of bridge users and to bring structures up to code. It was apparent to me that the perfect compromise was to replace the existing bascule design with one of the same, hence continuing the tradition of this design in the best way possible. A fixed bridge does not accomplish this and in no way honors or perpetuates the bascule design. I fail to see how a fixed bridge design can any way be section 106 compliant. Though I am sure the existing will be fully documented, the new design would not reflect history whatsoever.

More and more preservation has been about compromise. Literal historic preservation is very hard to do in many cases. We have to look for the compromise that in some way reflects the meaning and importance of Section 106. A new bascule design does this and is functional and safe. I hope this will be considered very hard before moving forward.

Thank you, Rodney Rowland

Rodney D. Rowland  
PO Box 635  
New Castle, NH

Begin forwarded message:

**From:** Peter Vandermark <[pvdmark@bu.edu](mailto:pvdmark@bu.edu)>  
**Date:** May 27, 2014 at 2:25:40 PM EDT  
**To:** Victoria Chase <[VChase@dot.state.nh.us](mailto:VChase@dot.state.nh.us)>  
**Subject:** New Castle-Rye Bridge (Project 16127)

Victoria Chase  
Project Manager  
NH DOT  
P.O. Box 483  
Concord, NH 03302  
(603) 271-2171

Dear Ms Chase,

We spoke by phone last week. Thank you for your detailed account of the process that is taking place with regard to the New Castle-Rye Bridge replacement.

I am unable to attend the upcoming meeting on 5/28/14 but would like to register my opposition to replacing the bridge with a fixed span that will not allow larger vessels and sailing craft to pass through.

I have had a mooring in the backwaters on the inland side of this bridge for many years and for a number of those years we had a 30' sailboat that required a bridge lift to get out. I plan on having another sailboat someday and will need the same access to the sea. I am not alone in this. There are, and have been, other sailboats that need greater clearance than the present unopened bridge allows.

I would also like to point out that there are working waterfronts on Sagamore creek including a boat yard with a marina and a number of fishermen's docks and moorings. To exclude the possibility of larger vessels, including dredging equipment, from getting up there would be a mistake. I am guessing that all the previous bridges in this location have had movable spans of some sort. I would hate to see the ability to navigate through there with a sailing craft vanish on our watch.

Thanks for including this letter in the meeting record. I can deliver a hard copy just prior to the meeting if need be. Please let me know if that will be necessary.

Sincerely,

Peter Vandermark  
603-498-0942

-----Original Message-----

From: Randy Rudolph [<mailto:randyrudolph@myfairpoint.net>]

Sent: Wednesday, May 28, 2014 9:51 AM

To: Victoria Chase

Subject: Newcastle Rye 16127 Project Comment

Victoria,

Please accept my following comments regarding the lift bridge replacement options.

Having a mooring in the back channel and as a resident of Portsmouth, NH., closing the only access to 'tall' masted vessels should not be considered. New Castle, Rye and Portsmouth are waterfront communities that rely heavily on water access.

Regards,  
Randy and Theresa Rudolph  
91 Woodlawn Circle,  
Portsmouth, NH.

Sent from my iPad

**From:** Tim Myles [<mailto:tim@americanexportcompany.com>]  
**Sent:** Wednesday, May 28, 2014 7:39 PM  
**To:** Victoria Chase  
**Subject:** New Castle/Rye Bridge

Victoria,

I just reviewed the 4/24/14 presentation as well as the 12/13 engineering report on the DOT web-site. I am very disappointed, and surprised, that I saw NOT ONE mention of noise abatement. Nothing stating current noise levels, anticipated noise levels with both designs, abatement options, etc. As an abutter to this bridge this is a major concern. Currently, even from ½ a mile away we hear the constant rush of cars, trucks, and motorcycles flowing over the bridge. To my knowledge, most other bridge replacements and repairs in the area have taken concerns like this into account. This omission is very disappointing and I would like to know what information that state has on this issue. If I have missed something on these reports or others, please point me in the right direction.

On another note, I think all else being equal a bascule would be preferable but a \$10MM cost difference is not insignificant. Given this, I am sure most would agree that a fixed bridge is more appropriate. I have been watching that bridge for years and have never seen it raised.

I apologize for not making the presentation tonight but, depending on the response to this inquiry, I will definitely attend those in the future. Thank you.

*Tim Myles*  
*385 Little Harbor Road*  
*Portsmouth, NH*

**From:** Patricia Kelly [<mailto:trishnh@gmail.com>]  
**Sent:** Thursday, May 29, 2014 8:57 AM  
**To:** Victoria Chase  
**Cc:** [mmagnant@town.rye.nh.us](mailto:mmagnant@town.rye.nh.us); [jireland2@town.rye.nh.us](mailto:jireland2@town.rye.nh.us)  
**Subject:** New Castle-Rye Bridge Project 16127

TO NH DOT:

I understand that you are taking public comments regarding the bridge project. I believe a lift bridge makes more sense over the long term – for the life of the new bridge – which I understand will be about 75 years. So much can happen within the next seven decades that we cannot foresee that opting for a fixed bridge solely based on cost seems shortsighted to me.

Respectfully submitted,

Patricia Kelly  
82 Liberty Common  
Rye, NH 03870  
603-436-0714

**From:** Joe Baroni [<mailto:jbaroni99@gmail.com>]

**Sent:** Friday, May 30, 2014 8:33 AM

**To:** Victoria Chase

**Subject:** bridge in Portsmouth-Rye

Dear Victoria,

I am emailing you to express my thoughts on the new bridge proposed across from the Wentworth hotel. I support a draw bridge for many reasons and would like to be added to any petition to make this happen. This is the only access to the ocean and it is important for future needs to maintain a draw bridge at this location.

Please feel free to contact me with any questions and thank you for your time.

**Joe Baroni**

Martingale Wharf Restaurant

Rosa Restaurant

[jbaroni99@gmail.com](mailto:jbaroni99@gmail.com)

603-427-8291

**From:** pjjohnson pjjohnson [<mailto:pjjohnson@portsmouthpilots.com>]  
**Sent:** Friday, May 30, 2014 2:19 PM  
**To:** Victoria Chase  
**Subject:** New Castle-Rye, NH Lift Bridge

Ms. Chase,

My name is PJ Johnson, I am a NH state licensed Harbor Pilot and Federally Licensed Master Mariner who makes their living on the Piscataqua River and its tributaries. I write today to encourage you to replace the New Castle – Rye, New Hampshire with a lift style bridge and not a fixed span bridge. The replacement of an opening bridge that provides access to the back channel and Sagamore Creek is vital to the maritime economic and marine safety sustainability of the Piscataqua River, Little Harbor, Sagamore Creek and its tributaries. The State should look at the Sarah Long Bridge as lessons learned when considering the role and reasoning for replacing lift bridges in state waters. Improved lift bridges promote and do not hinder economic opportunities and promote safety.

Once a lift span bridge is replaced by a fixed bridge it becomes a barricade to marine access. This region already has limited marine access and cannot afford restricting it any further.

Economically, Replacing the bridge with a fixed span would limit access to current commercial traffic in the waterway such as the fishing fleet that work out of Sagamore Creek, the Passenger Boat operators who you that area as prt of their regular route, Witch Cove Marina would be adversely affected to business and its growth, as well as the ability to move commercial vessels in and out for dredging, construction and pipeline maintenance.

One of the most concerning issues to me, is that by not having access to the back channel, Sagamore Creek and the Back Pool; the small vessels in the region both commercial and recreational who generally moor in exposed open deep water areas near the federal channel, Rye Harbor and Little Harbor will lose access to a very secure and protected areas with sea floor conditions favorable to anchoring and mooring, in order to seek refuge from Tropical Storms, Hurricanes and other adverse weather and storm conditions. Not having this access; places undue pressure on the other limited regional areas of refuge for mariners.

The Army Corps has made a significant investment in 1971 that serves a large recreational and small lobstering fleet based in the area of Sagamore Creek, a popular boating center located at the southerly end of Portsmouth Harbor. This work, constructed under Section 107 of the Continuing Authorities Program, consists of:

- A 0.4-mile-long main channel extending from Little Harbor, located immediately south of Portsmouth Harbor between New Castle and Rye, through the Bascule Bridge (Route 1B), then west to the mouth of Sagamore Creek. The channel is six feet deep and 100 feet wide. At Sagamore Creek, the channel forks into northern and westerly channels, described below.
- A 75-foot-wide northerly channel, six feet deep, extending 0.7 mile between Leachs Island and Portsmouth to deep water south of the bridge connecting Shapleigh and Goat Islands.
- A 75-foot-wide westerly channel, six feet deep, extending 0.9 mile up Sagamore Creek to the public landing at the Sagamore Avenue Bridge in Rye. A six-foot-deep anchorage, three acres in area, was

constructed at the upper end of the channel. (Source:  
<http://www.nae.usace.army.mil/Missions/CivilWorks/Navigation/NewHampshire/Portsmouth.aspx>)

It would be unfortunate to eliminate access to this area and all that has been done to utilize it.

Respectfully,

Capt. PJ Johnson  
Portsmouth Pilots  
Portsmouth, NH

-----Original Message-----

From: Robin Normandeau [<mailto:thechandlersloft@gmail.com>]

Sent: Friday, May 30, 2014 2:41 PM

To: Victoria Chase

Subject: New Castle-Rye Bridge Project

Ms. Chase, I own a seasonal bait & tackle shop on the waterfront in the back channel of Portsmouth. I wanted to weigh in on the replacement of the only lift bridge in the back channel. The future consequence of replacing the bridge with a fixed bridge is unknown. I do hope that DOT will make every effort to explore all interest in this matter, especially the fishing vessels that depend on this access. Thank you for your consideration.

Robin Normandeau  
THE CHANDLER'S LOFT

-----Original Message-----

From: Bruce Smith [<mailto:bruce@advantageyachtsales.com>]

Sent: Saturday, May 31, 2014 11:47 AM

To: Victoria Chase

Subject: Rte. 1B bridge

Hi Victoria,

It has been brought to my attention that some residents of New Castle are pushing to make the Rte.1B bridge between New Castle and Rye a fixed span as opposed to it's present bascule configuration, when the state replaces it. I feel that is is a bad idea to limit access to the back channel to certain mariners. The back channel provides an excellent hurricane hole in the event of an approaching storm. Not having this option limits the choices the prudent mariner has to be proactive in protecting his boat .

Best regards,

Bruce Smith  
246 Washington Rd.  
Rye, NH

-----Original Message-----

From: W. Donald Gough [<mailto:dongough@comcast.net>]

Sent: Tuesday, June 03, 2014 10:15 AM

To: Victoria Chase

Subject: Rye-New Castle Bridge

Victoria:

I was in attendance at the meeting re: choosing between a fixed or lift bridge.

Although a majority of those present at the meeting voted for a lift bridge, I voted for the fixed bridge. I can not justify in my mind a expenditure of \$10MM and the increased annual maintenance cost associated with a lift bridge, even though the argument was made that "the federal government was paying for it." The frequency of openings of this bridge in the past several years and the possibility of a "hurricane hole" does not support this cost. You could take the \$10MM and reimburse all of those who would lose their boat in a hurricane and still have money left over from the \$10MM+maintenance, I would suspect. As was stated at the meeting by the Corps of Engineers rep, it is the width of the bridge opening that is more important than the height when it comes to getting a dredging unit into the back bay.

It would seem to me that when one of the bridges along the Piscataqua needed to be replaced, you could have the replacement bridge as a lift bridge, if a lift bridge is really needed to access the back bay. If the rationale for the lift bridge is to enable sailboats to get under the bridge, a less expensive alternative to a lift would be a replaceable section of the roadway, say 2 to 3' in width, that could be raised by a portable crane during that rare time a sailboat needed to go through the fixed bridge. Just a thought.

We can't just keep spending money when it is not logically justified.

Cordially,

Don Gough

[dongough@comcast.net](mailto:dongough@comcast.net)

603-430-9154

mobile 603-566-7731

**From:** [captcole@comcast.net](mailto:captcole@comcast.net) [<mailto:captcole@comcast.net>]  
**Sent:** Thursday, June 05, 2014 11:53 PM  
**To:** Victoria Chase  
**Subject:** New Castle-Rye 16127

Ms. Chase,

I am writing to encourage the DOT to replace the New Castle-Rye (Wentworth) Bridge with a lift bridge, as opposed to a fixed bridge. I write to you as both a property owner on Sagamore Creek, as well as one who has a commercial interest in the navigable future of this waterway. My brother David and I own a waterfront property with a deep water dock on Sagamore Creek. This property has been in our family since 1959, and our dock was one of the first to be built on the creek. Over the years, vessels of various size have been moored at this location, including a 35 foot sailboat that I owned in the early 1990's. In fact, the Wentworth Bridge was opened a number of times to allow my sailboat to pass through. While I no longer own this sailboat, I hope to own another at some point in the future, and would want to have the option of mooring that vessel at our dock on Sagamore Creek. A fixed bridge would obviously prevent us, or a potential future owner of the property, from keeping a sailboat on this dock and would therefore diminish the value of our property both monetarily and practically. I feel that the DOT has the obligation to replace the Wentworth Bridge "in kind" with a new lift bridge to preserve the viability, and property value, of not only our property, but of all the waterfront properties, both residential and commercial, that lie inland of this bridge.

I am also the owner and operator of Portsmouth Harbor Cruises, which operates the M/V Heritage through these waters on a daily basis for roughly six months each year. Although I don't require the bridge to be lifted, I fear that a fixed bridge replacement would have dire consequences for this waterway. As you undoubtedly know, Sagamore Creek and the Leach's Island Channel were last dredged in the early 1970's and are in need of dredging again. These channels are presently designated as a federal waterway and any dredging would be funded by the federal government and overseen by the Army Corps of Engineers. A replacement with a fixed bridge could very well jeopardize the federal status of these channels and cause them to come under state control. I don't feel confident that the state would have the vision or ability to appropriate funds for a dredging project of this magnitude. Without dredging, these channels could eventually become severely compromised and affect the economic viability of this area of the Piscataqua River Basin.

I sincerely hope that the DOT will seriously consider the many long term benefits to the region that a lift bridge would provide, rather than favor the singular short term cost savings of a fixed bridge replacement.

Sincerely,

Andrew Cole  
Rye resident

Owner  
Portsmouth Harbor Cruises  
64 Ceres St.  
Portsmouth, NH 03801  
(603)436-8084  
[www.portsmouthharbor.com](http://www.portsmouthharbor.com)

From: David Borden <[david@oursustainablenh.com](mailto:david@oursustainablenh.com)>  
Date: Jun 6, 2014 5:59 AM  
Subject: Wentworth Bridge  
To: Jill Barrett <[jbarrett@fhiplan.com](mailto:jbarrett@fhiplan.com)>  
Cc: Bill Stewart <[bill.stewart21@gmail.com](mailto:bill.stewart21@gmail.com)>

Dear Ms. Barrett

Although I voted in a straw poll to support a fixed bridge between New Castle and Rye, I have become convinced that a bridge that opens will be in the best interest of the seacoast.

There are two many unknowns with a fixed bridge and unknowns usually have a price.

Best regards

Rep. David Borden  
Rockingham District 24

--

David Borden  
PO Box 167  
40 Walbach St.  
New Castle, NH 03854  
603-436-4132  
Mobile 603-848-0463

June 6, 2014

Ms. Jill Barrett  
Senior Project Manager  
Fitzgerald & Halliday, Inc.

Dear Ms. Barrett,

I am writing this note as a resident of New Castle, although I am also the Vice Chairman of the New Castle Conservation Commission.

The proposed bridge should be an operating lift bridge. Several islands in the back channel are under the jurisdiction of the Town of New Castle and the State of New Hampshire. In addition to its jurisdictional islands, New Castle owns three islands in the back channel; Mill, Long Rock, and Birch Islands. Those islands were purchased by the Town's people of New Castle to preserve them from development and to ensure that they are accessible for future generations as recreational sites. Limiting access to the back channel for sailors, and other such vessels in effect limits access to those sites and is contrary to the Town's intent.

The back channel is an incredible natural resource area that is preserved by awareness and understanding. People preserve and maintain things that are tangible to them. Access to the back channel gives people an opportunity to see and understand the natural beauty and the benefits of functioning wetlands to our economy, our welfare and our enjoyment.

Please recommend that we maintain a lift bridge for access to this wonderful resource.

Sincerely,

Lynn McCarthy

June 6, 2014

Ms. Jill Barrett  
Senior Project Manager  
Fitzgerald & Halliday, Inc.

Dear Ms. Barrett,

The bridge between Little Harbor and Sagamore Creek / Back Channel should remain a lift bridge. There is significant economic, safety and historic reasons to rebuild it as an operable lift bridge.

A fixed bridge may result in negating waterfront business zoning, reduced waterfront business activity, and a change in the character of the seacoast. Portsmouth and the other seacoast towns are committed to waterfront businesses and with that Portsmouth puts use requirements on specific areas of its waterfront with zoning called "Waterfront Business." This zoning carries significant use restrictions requiring that the business rely upon the ocean and/or Piscataqua River for its income. A fixed bridge option will significantly limited the economic viability of those parcels zoned waterfront business in the back channel and may drive businesses to repurpose away from waterfront business claiming hardship placed upon them by a fixed bridge. Limiting the bridge access to a fixed height will directly reduce future business opportunities and affect business valuations in the back channel.

The back channel has seen significant accretion and siltation due to poor land use planning up river, and increased severity of storm events. This will require businesses and property owners to use more dredging and may require larger scale equipment to access the back channel. If we fix the bridge height there is the potential to limit what equipment can be used and that may come with substantially higher costs.

Although the back channel hasn't seen a lot of use by sail boats in recent history due to its tidal nature, four hour advance notice to raise the bridge, and a lack of dredging. An improved bridge, and enhancements and dredging at back channel marinas will make it a much more accessible and viable option for day sailing and sailboat storage. It is also important to note that fisherman and sailboats use the back channel as a safe harbor during large storm events and hurricanes. A fixed bridge will not allow for access to this safe harbor in a storm. There are very few places along the seacoast as well protected as the back channel.

Scientists at UNH and around the globe have documented increased sea levels and anticipated this trend continuing with vigor going forward. Although not all agree on the level of increase, they do all agree that it will increase. Placing a fixed bridge constrains access to the back channel and as sea levels rise that constraint will become more and more limiting. It is also very important to note that when the bridges on the other side of the back channel were made fixed it was agreed that this bridge would remain a lift bridge and provide access. Changing this bridge goes completely against that agreement.

The bridge should remain a lift bridge in order; to maintain maritime business in the back channel, to prevent the unnecessary economic impacts of a fixed bridge, to provide access to a variety of boats for mooring holders and those seeking shelter, and to honor agreements made regarding this bridge and access to the back channel.

Thank you,

Bill Stewart  
100 Walton Road  
New Castle, NH 03854

-----Original Message-----

From: Maullfountain [<mailto:maullfountain@myfairpoint.net>]

Sent: Sunday, June 08, 2014 10:03 AM

To: Victoria Chase

Subject: Little Harbor Bridge Project

Ms. Chase,

I have read in the paper that public comment is being accepted regarding the Little Harbor bridge replacement project. I feel that it is essential that the present bridge be replaced with a lift bridge with a greater width than the present bridge. A lift bridge is essential to allow access to the back channel in the event of a storm. There are many fishing vessels and sailing vessels in the area (including the approximately 250 boats moored in Little Harbor and at the Wentworth Marina) which would be seeking protection from a storm and storm surge. The breakwater at Little Harbor would be under water with any type of storm surge. Recent weather analysis shows that weather patterns in the Atlantic are changing causing many storms in the future to pass closer to the New England coast, whereas many storms in the past have swept up the coast and then offshore. As you know, water levels are predicted to rise in the next 20 years. Also, it would be optimal to make the width of the opening greater to allow larger boats to pass through and for two way traffic under the bridge for smaller boats.

I hope the DOT will ensure the future of navigation through the Little Harbor and back channel by replacing the bridge with a lifting bridge, and if possible one with a wider opening.

If I need to direct my comments to other parties, please let me know. I am a concerned party as I moor my sailboat in Little Harbor and am much invested in continuing navigation in this area.

John Maull  
21 Colonial Way  
Exeter, NH 03833  
603-303-0676  
Sailing vessel Julia, Little Harbor

**From:** William Roach [<mailto:ryebeachbum@hotmail.com>]  
**Sent:** Monday, June 09, 2014 11:54 AM  
**To:** Victoria Chase  
**Subject:** New Castle-Rye 16127

MS. Chase,

I was unable to attend the public meeting. I strongly support replacing the bridge , New Castle-Rye Bridge (No. 066/071), in-kind with another bascule bridge. I have passed under this bridge both commercially and for pleasure for over thirty years. I have a mooring in Goat Island back channel. My current vessel cannot pass under the Shapleigh/Goat island bridge at above a 3/4 normal tide. I do use the New Castle-Rye Bridge 95% of the time as it is much closer to fishing and cruising grounds and is a little higher. I can't get under this New Castle-Rye Bridge at a near normal high tide for a couple of hours on either side of the high tide. The ability to have a lift bridge is very important for many boats that use this passage. When this bridge is replaced I feel people will use this feature much more for safety reasons, as well as convenience. Most vessels currently have to wait for the tide or drift while waiting to attempt passage beneath the bridge at a great waste of time and money.

As a former Portsmouth/New Castle Harbormaster, I can assure you that many sailboats, and large commercial vessels could use the mooring fields up river of this bridge, but instead have to opt for other more costlier options due to the inconvenience of the current state of this bridge and uncertainty of its state of operation. A new bridge would alleviate this question of dependability. With the dredging situation of these Federal channels having been discussed for eons, hopefully it will happen soon and will open up these areas to more vessels that have otherwise been excluded due to draft and height. These areas are also a great safe haven for all of the local fleets in an emergency.

I urge you to consider my opinion and thank you for your time.

Regards,

William J. Roach III  
3 Frontier Street  
Rye, NH 03870

6-16-2014

To: Victoria Chase.

From: Jim Cerny. ([jimcerny2@gmail.com](mailto:jimcerny2@gmail.com)) (603-436-0097)

Summary:

I very strongly urge the building of a lift bridge, not a fixed span. It makes no sense to save \$10 million now and limit access to those interior waters for 75 or more years into the future. There are many reasons for having lift access, including: (1) access for much-needed dredging; (2) unforeseen future use of the interior waters; (3) the reduced clearance of a fixed bridge that will occur as sea level rises; (4) retention of a bascule lift design.

Background:

I'm writing from three perspectives:

(1) As a member of the Advisory Committee, representing the New Castle Historical Society. I've attended each of the committee meetings and public meetings and have studied all the available materials for the project.

(2) As a resident, voter, and taxpayer of New Castle.

(3) As someone who grew up in Portsmouth, who in my youth rowed and sailed through all those enclosed waters at both high and low tides, so that I have detailed knowledge of the waters and the bathymetry.

I'm sympathetic to SHPO's advocacy for maintaining a historic bascule lift bridge at this site, per the agreement made when a bascule was given up in reconstructing the Scammell Bridge. If that were the only reason to have a lift bridge, it would not be sufficient. But it is an important commitment and factor to consider.

The work by Cameron Wake's group (Climate Solutions New England) at the University of New Hampshire predicts an increase in the 100-year flood elevation at Fort Point in New Castle from 11.2 feet now, to a range of 14.0 to 17.8 feet by 2100. The report with full details is here:

[http://www.granit.sr.unh.edu/Projects/Details?project\\_id=264](http://www.granit.sr.unh.edu/Projects/Details?project_id=264)

While this is the worst-case flood calculation, it is based on estimated global (eustatic) sea level rise of 31-75 inches by 2100 (the range reflects different assumptions about continued CO2 emissions). In other words, expect a reduction in clearance of a fixed bridge under average conditions of 2-6 feet by 2100.

The impetus of some groups to save \$10 million with a fixed bridge is puzzling because such altruism is rarely seen with federal funds. These are fungible federal dollars that will be spent on a bridge somewhere, one that New Castle and Rye have no influence over in terms of its need. Yet, these groups are willing to override strong reasons for spending that money locally. Thought experiment: try to imagine Rye officials foregoing federal money to dredge Rye Harbor or to repair a sea wall because the money might be better used somewhere else!

It is not as if the lift bridge were a luxury item or a bridge to nowhere. And it is not as though locals were trying to gain unfair advantage in the process of determining need -- the existing bridge is 70 years old, based on outdated design standards, and in poor condition with a load limit.

In terms of weighing input from New Castle and Rye, I think the bridge is much more important to New Castle than Rye. It is a vital link for New Castle and the waters used by locals, while it is just on the margin of Rye, not one of the waters (such as Rye Harbor) that is of major importance in Rye.

From: jim cerny [mailto:jimcerny2@gmail.com]  
Sent: Monday, June 16, 2014 8:56 AM  
To: Victoria Chase  
Cc: d.mcguckin@comcast.net; Jill Barrett  
Subject: New Castle-Rye Bridge Project (NHDOT 16127) Comments - Map Addendum

To: Victoria Chase

From: Jim Cerny

Re: This is intended as an addendum to the comments I e-mailed on 6/15/2014.

Attached is a map that shows all the interior salt waters that would be controlled by the New Castle - Rye Bridge, in conjunction with the two existing fixed bridges from Portsmouth to New Castle.

The base map is from Google Maps. I've highlighted all those interior waters in magenta, sizing the map to print 10 inches wide in a landscape orientation.

The point I'd make with the map is how little shoreline and water falls within the Town of Rye. These are shorelines and waters that are primarily in Portsmouth and New Castle and of significant importance to those two towns. The Rye boundary is shown with a dashed red line, emphasized in solid red where it passes within these interior waters. As I stated before, I think it is necessary to be aware of this geography when weighing input from the several towns.

