

# United States Senate

WASHINGTON, DC 20510

December 15, 2016

The Honorable Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Foxx,

I write to express my strong support of the New Hampshire Department of Transportation (NHDOT) in its application for a “Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)” grant. Funding from this program would replace the Rogers’ Rangers Bridge, a jointly-owned piece of infrastructure that provides its owners – the states of New Hampshire and Vermont – with an essential local and regional connection to a larger trade corridor between Boston and Montreal.

Originally constructed in 1950, the Rogers’ Rangers Bridge provides travelers on U.S. Route 2 with a crossing of the Connecticut River. It is critical to the movement of freight and people locally, regionally, nationally and internationally. With no other nearby east-west freight routes in the northern portions of New Hampshire and Vermont, U.S. Route 2 links the region to two important highways – Interstates 91 and 93 – that connect the area to the Canadian trade markets to the north as well as the larger New England seaports to the south. The bridge is also used by residents of nearby communities for quicker access to educational and medical facilities. Children from Guildhall and Gilman, VT cross the bridge to attend schools in Lancaster, NH, where the region’s nearest medical facility is also located. Without the bridge, response time for Weeks Medical Center would increase by 15 minutes, thereby impacting citizens’ welfare.

Old age and the harsh northern climate has deteriorated the truss bridge to an extent that it is now considered structurally-deficient. The bridge’s current capacity limits movement of heavier loads needed for the forestry-related industry, a source of many jobs in the region. A new concrete deck and steel girder bridge with unlimited vertical clearance will eliminate freight and vehicular impact that occurs with the existing bridge, provide a snowmobile path in a region that relies so heavily on tourism, improve stormwater collection and treatment, and improve the intersection of U.S. Route 2 and VT Route 102 in Guildhall by reducing accident conflict points and the potential for crashes.

NHDOT’s application seeks \$5 million of the approximate total cost of \$11.5 million. FASTLANE funding will accelerate the construction of the bridge and allow New Hampshire and Vermont to move this important project forward without sacrificing maintenance and preservation of other important components of the transportation network. Given that New Hampshire receives the least amount of federal transportation dollars, the State hopes to be awarded these funds to advance a bridge that establishes local, interstate and international connectivity.

I support NHDOT in its application for FASTLANE grant funding and urge your serious consideration of their proposal. If you have any questions, please contact Jon Jarvis from my staff at (603) 647-7500.

Sincerely,



Jeanne Shaheen  
United States Senator



**STATE OF NEW HAMPSHIRE**  
OFFICE OF THE GOVERNOR

MARGARET WOOD HASSAN  
Governor

December 15, 2016

The Honorable Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590  
RE: NHDOT Application for FASTLANE Grant

Dear Secretary Foxx:

I write in support of the "Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)" grant application being submitted by the New Hampshire Department of Transportation (NHDOT) for the replacement of the U.S. Route 2 Bridge. The bridge, which spans between the towns of Lancaster, New Hampshire, and Guildhall, Vermont, over the Connecticut River, is locally referred to as the Rogers' Rangers Bridge. It is jointly owned by the States of New Hampshire (80 percent) and Vermont (20 percent) and serves as a critical local and regional connection to the larger national and international trade corridor between Boston and Montreal.

The project includes replacing the existing truss bridge with a new concrete deck and steel girder bridge upstream of the existing bridge with unlimited vertical clearance. The new bridge will minimize freight and vehicular impact that occurs with the existing bridge, provide a snowmobile path, improve stormwater collection and treatment, and improve the intersection of U.S. Route 2 and VT Route 102 in Guildhall by reducing accident conflict points and the potential for crashes.

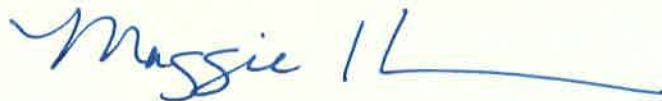
It is critical to reconstruct this structurally deficient U.S. Route 2 Bridge. The safe and dependable operation of this complex structure is critical to providing connectivity for the regional transportation system between these two states and the larger trade corridor, and as a result, the regional economy. In the absence of any other nearby east-west freight routes in the northern portions of New Hampshire and Vermont, U.S. Route 2 serves as the primary corridor connecting the region to Interstates 91 and 93, which connects the area to Canada to the north and Massachusetts to the south. It also provides connectivity east to Maine's seacoast and associated seaports.

The current capacity of the bridge also limits movement of heavier loads needed for the forestry industry. And at the local level, the bridge provides quicker medical access for the residents of nearby communities; without the bridge, response time would increase by 15 minutes, negatively impacting the quality of life and citizens' welfare.

Given the importance of a new, modernized bridge to the regional economy and the safety of our citizens, the State of New Hampshire hopes to be awarded these funds to advance a bridge that strengthens local, interstate and international connectivity. The application seeks \$5 million of the approximate total cost of \$11.5 million. FASTLANE funding will accelerate the reconstruction of the bridge and allow the states to move this important project forward without sacrificing maintenance and preservation of other important components of the transportation network.

Thank you for your consideration of the application submitted by NHDOT for the U.S. Route 2 Bridge replacement project.

With every good wish,

A handwritten signature in blue ink that reads "Maggie LH" followed by a long horizontal line.

Margaret Wood Hassan  
Governor

Cc: Victoria Sheehan, Commissioner NHDOT

STATE OF NEW HAMPSHIRE  
Executive Council

JOSEPH D. KENNEY  
EXECUTIVE COUNCILOR  
DISTRICT ONE



STATE HOUSE ROOM 207  
107 NORTH MAIN STREET  
CONCORD, NH 03301

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COMMISSIONERS OFFICE

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THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

COPY

December 13, 2016

The Honorable Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

RE: NHDOT Application for FASTLANE Grant

Dear Secretary Foxx:

As an Executive Councilor for District One for the State of New Hampshire I write in support of the "Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)" grant application being submitted by the New Hampshire Department of Transportation (NHDOT) for the replacement of the U.S. Route 2 bridge. The bridge, which spans between the towns of Lancaster, New Hampshire and Guildhall, Vermont over the Connecticut River, is locally referred to as the Rogers' Rangers Bridge. It is jointly owned by the states of New Hampshire (80%) and Vermont (20%) and serves a critical local and regional connection to the larger national and international trade corridor between Boston and Montreal.

The project includes replacing the existing truss bridge with a new concrete deck and steel girder bridge upstream of the existing bridge with unlimited vertical clearance. The new bridge will eliminate freight and vehicular impact that occurs with the existing bridge, provide a snowmobile path, improve stormwater collection and treatment, and improve the intersection of U.S. Route 2 and VT Route 102 in Guildhall by reducing accident conflict points and the potential for crashes.

It is critical to reconstruct this structurally deficient U.S. Route 2 bridge. The safe and dependable operation of this complex structure is critical to providing connectivity for the regional transportation system between these two states and the larger trade corridor. In the absence of any other nearby east-west freight routes in the northern portions of New Hampshire and Vermont, U.S. Route 2 serves as the primary corridor connecting the region to Interstates 91 and 93, which connects the area to Canada to the north and Massachusetts to the south. It also provides connectivity east to Maine's seacoast and associated seaports.


The current capacity of the bridge limits movement of heavier loads needed for the forestry related industry. At the local level, the bridge provides quicker medical access for the residents of nearby communities; without the bridge, response time would increase by 15 minutes impacting the citizens' welfare.

Entire Counties of Coos and Grafton, the incorporated place of Hale's Location, the towns of Albany, Alton, Andover, Bartlett, Brookfield, Center Harbor, Chatham, Conway, Cornish, Croydon, Danbury, Eaton, Effingham, Freedom, Gilford, Grantham, Hart's Location, Hill, Jackson, Madison, Meredith, Middleton, Milton, Moultonborough, New Durham, New Hampton, New London, Newport, Ossipee, Plainfield, Sanbornton, Sandwich, Springfield, Sunapee, Tamworth, Tilton, Tuftonboro, Wakefield, Wilnot, and Wolfeboro, and the cities of Claremont and Laconia.

Given that New Hampshire receives the least amount of federal transportation dollars, the State hopes to be awarded these funds to advance a bridge that establishes local, interstate and international connectivity. The application seeks \$5 million of the approximate total cost of \$11.5 million. FASTLANE funding will accelerate the reconstruction of the bridge and allow the states to move this important project forward without sacrificing maintenance and preservation of other important components of the transportation network.

Thank you for your consideration of the application submitted by NHDOT for the U.S. Route 2 bridge replacement project.

Sincerely,

A handwritten signature in black ink that reads "Joseph D. Kenney". The signature is written in a cursive style with a large, sweeping "J" and "K".

Joseph D. Kenney  
Executive Councilor

Cc: Victoria Sheehan, Commissioner NHDOT