

Little Harbor Bridge- PN comment 1

From: Vince Todd [vince@vtodd.com]
Sent: Friday, September 18, 2015 8:12 AM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge

Hi

Having the Little Harbor Bridge remain an Operable bridge is vital Providing access for private and commercial craft seeking shelter,protected moorings And access to waterfront services

Please keep as an operable bridge
Thank you

Best Vince,

Sent from my iPhone

Little Harbor Bridge-PN comment 2

From: Dpinciaro [dpinciaro@comcast.net]
Sent: Friday, September 18, 2015 8:02 AM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge

Hello Ydania,
I'm an avid boater and have used the back channel often. It would be short sighted and restricting to permanently close off such a great water way in our already limited coastline. Please retain our freedom to explore and grow by replacing the bridge with one of similar function rather than a fixed bridge.
Thank you,
Douglas Pinciaro
52 Riverview rd.
New Castle NH

Little Harbor Bridge- PN comment 3

From: Dylan Kimmel [dkimmel@neintegration.com]
Sent: Friday, September 18, 2015 9:13 AM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge

Mrs. Matos,

I would like to express my desire to keep the subject bridge moveable. Those of us who live on the island and use the back channel for recreational purposes occasionally have need to get our sailboats in or out of little harbor. There is also a need from the commercial arena for dredges, barges and cranes to pass. Many docks in the area have been built by and are serviced by such equipment.

Sincerely,

Dylan Kimmel

266 Wentworth Rd

New Castle, NH 03854

603-969-6742

Little Harbor Bridge- PN comment 4

From: Theresa Rudolph [tlc761@yahoo.com]
Sent: Friday, September 18, 2015 9:13 AM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge

Hello Ydania,

I currently have a mooring in the back channel. I have waited many years for it.

Please place a working lift bridge in the location of Little Harbor Bridge.

The 35 ft motor sailor (4 ft draft) i am renovating is to go on that mooring soon.

If the bridge is to be fixed, i am requesting you work with the harbor master to find any of us that have a need for the height an acceptable mooring for other arrangements near the mouth of the river. That is not fair to change with such a long wait already experienced.

This is a working and sailing community, to limit the few waterways we do have for the next 80-100 years seems short sighted. Boat designs change and we should stay flexible with access.

Thank you for your consideration.

Sincerely,
Theresa Rudolph
Portsmouth, NH

To: Ydania.m.matos@uscg.mil

Little Harbor Bridge- PN comment 5

From: Brian Pearson [brainpearson@gmail.com]
Sent: Friday, September 18, 2015 12:02 PM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge

Ydania - pls accept my support for a Lift Bridge for the proposed Little harbor bridge rebuild. For such a 'long term' solution we need to keep unfettered access available. I am a member of the Kittery Point Yacht Club and have a mooring in the Little Harbor area.

Thank you very much,

Brian J. Pearson
Portsmouth resident, and mooring wonder in the little harbor area.

603-343-6069

6 1/2
296

Little Harbor Bridge- PN comment 6

From: William Roach [ryebeachbum@hotmail.com]
Sent: Friday, September 18, 2015 1:48 PM
To: Matos, Ydania M LTJG
Subject: New Castle-Rye 16127

Ydania Matos USCG

FIRST COAST GUARD DISTRICT BRIDGE BRANCH,

Ms. Matos,

Enclosed please find a copy of my letter to Ms. Chase of the NHDOT regarding this Bridge. I submit this letter into the record to show my support for replacing this Bridge, in-kind, with another bascule bridge.

As the former NH Harbormaster for this area, I know the importance of keeping these Federal and State anchorage areas "Inland of the Bridge" open to the public, commercial, and Government vessels in a State of Emergency.

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

Regards,

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

From: ryebeachbum@hotmail.com
To: vchase@dot.state.nh.us
Subject: New Castle-Rye 16127
Date: Mon, 9 Jun 2014 11:53:33 -0400

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

Little Harbor Bridge- PN comment 6

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

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Little Harbor Bridge- PN comment 7

From: Peter Vandermark [pvdmark@bu.edu]
Sent: Friday, September 18, 2015 2:24 PM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge

Rye and New Castle, NH Route 1B Bridge
Please do not replace this bascule-leaf bridge with a fixed bridge.

To whom it might concern:

I am writing in regard to the New Hampshire DOT proposal to replace the existing Route 1B (Wentworth) Bridge, a bascule-leaf bridge across Little Harbor between Rye and New Castle, NH with a fixed bridge. I am strongly opposed to replacing this bridge with any type of bridge that will not allow tall masted vessels to pass through.

I have a mooring in the back channel and in the past I have had a 30 foot sailboat with a fixed mast that required a bridge lift for access to open water. Over five seasons we used that bridge often twice on the same day to leave and return to our mooring. I would like to know that I or anyone will be able to do that in the future.

If the bridge is replaced with a fixed span it will no longer allow larger and taller vessels to have access to the back waters and the working waterfront on Sagamore Creek. It will cut off the many future possibilities that exist for boat building and repair, for the fishing industry and for the efficient dredging and channel maintenance needed in the back waters, not to mention opportunities for tourism and recreational boating. The back waters also offer a safe harbor during a storm for larger boats some of which have masts or superstructures that would not pass under a fixed bridge.

Please recommend against the fixed bridge option. It is a short sighted solution that will limit navigation and forever change the way these waters have been used for centuries.

Thank you,

Peter Vandermark

Peter Vandermark
86 Ridges Court
Portsmouth, NH 03801
Cell: 603-498-0942
pvdmark@bu.edu

Little Harbor Bridge- PN comment 8

From: Andrius Keturakis [aketurakis@comcast.net]
Sent: Saturday, September 19, 2015 11:20 AM
To: Matos, Ydania M LTJG
Subject: Little Harbor bridge, New Castle NH,

Dear Ydania:

Regarding the Little Harbor bridge, I believe it is important to retain the ability for sailing vessels to access the back channel of Portsmouth and therefore request that the bridge be rebuilt as an opening span. I view the area beyond the bridge as an important hurricane hole and have on threat of several named storms moved my boat to a mooring in the back channel. This would not be possible if this span were to be changed to a fixed span greatly limiting the options during a pending storm. Additionally if the span were to be more accessible, opening on a self serve basis or on shorter notice it would greatly relieve pressure on the existing mooring fields. Thank you for your consideration.

Andrius Keturakis
S/V Isabel J
Documentation Number 533409
603-969-3632

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1/2

Little Harbor Bridge-PN comment 9

From: Bill Kingston [DC9guy@comcast.net]
Sent: Saturday, September 19, 2015 8:01 AM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge

Even though this lift bridge is seldom used it is vitally important to the hydrology of the channels behind Great Island. This is an issue that has received little attention during the evaluation process.

This channel was at one time the major route from the Portsmouth waterfront to the ocean. This is why the colonial governor's house (which is still standing) was erected on the shore: so he could monitor the shipping traffic and collect the customs taxes.

When the Piscataqua River was widened by blasting away a large portion of Seavey Island the channel behind Great Island assumed a lesser importance. During the early 1940s the causeway was filled in along the river across from the Naval Prison to accommodate the weight of the heavy artillery guns being transported to Fort Stark.

The causeway remains. It is a convenient route onto Great Island but it has also caused a major change in the water flow in the area. Since that time, silt has steadily accumulated in what has now become the back channel around Great Island. The channels are gradually filling in and will again require dredging in order to prevent the whole area becoming a marshland. What we still have is a beautiful waterway that is a major scenic and recreational asset. Strangers frequently stop their cars in order to take in the scene. The area is full of moorings, kayakers, power and sail boats. The unoccupied smaller islands have been deeded over for public use and remain protected wildlands.

All of this is dependent on the health of the waterway. If the Little Harbor Bridge becomes a fixed bridge it will be impossible for dredging equipment to access this area. Also, any other tall vessel such as sailboats and larger pleasure craft will no longer have access.

Granted, it is expedient to make the replacement bridge a fixed span but is it the wisest choice for the long term?

I think not.

Respectfully submitted,

Bill Kingston

#9
2/2

Little Harbor Bridge-PN comment 9

81 Mainmast Circle

New Castle, NH 03854-0555

603 431-7876

DC9guy@comcast.net

Little Harbor Bridge-PN comment 10

From: Jill Richter [jill.richter@live.com]
Sent: Friday, September 18, 2015 6:24 PM
To: Matos, Ydania M LTJG
Subject: little harbor bridge

I'm writing to say that I think it is very important to keep the bridge as a lift bridge or a swing bridge to keep access to the back waters open to larger boats and sail boats. That is the only access to those waters and with the limited amount of mooring space for boats to eliminate that entire area would be a big mistake and once it's done it will never go back.

Thank you,

Jill Richter
603-498-0128

Little Harbor Bridge- PN comment 11

From: PEPell@aol.com
Sent: Friday, September 18, 2015 6:14 PM
To: terrymcpicard@yahoo.com; Matos, Ydania M LTJG
Cc: msillari14@gmail.com
Subject: Re: Little Harbor Bridge

Excellent points. I heartily concur.

Capt. Paul E. Pelletier
Former captain of the UNH R/V Gulf Challenger Present relief captain of the Gundalow Piscataqua, and the M/V Uncle Oscar

In a message dated 9/18/2015 6:03:06 P.M. Eastern Daylight Time, terrymcpicard@yahoo.com writes:

To the Honorable Folks at USCG,

The Little Harbor replacement bridge must open to allow sailboats and tall rigs. Here are my reasons:

1. The need for anchorages far exceeds supply.
2. Little Harbor bridge accesses Sagamore Creek anchorage which provides one of the safest hurricane holes in the area.
3. The economic value of the Creek marina is very substantial both in terms of employment and service to the marine community.
4. With the rise in sea levels, a far larger area of water will become accessible, opening up a vast, protected anchorage which will ultimately connect to the Piscataqua River via Shapleigh and Goat Islands.
5. Depths are sufficient for sailboats.
6. Working and pleasure boats support numerous businesses, ranging from rigging and repair to restaurants and tourism. We need all the mariners we can get.
7. Let us not repeat the Bellamy River error or the loss of the Squamscott/Exeter River whereby two wonderful, protected anchorages have been blocked from all but the smallest boats, when they might have been gems for all craft.

Very Sincerely Yours,

Edward D. McIntosh, former Captain of the UNH Research Vessel Jere Chase

#12

Little Harbor Bridge-PN comment 12

From: Terry Picard [terrymcpicard@yahoo.com]
Sent: Friday, September 18, 2015 6:00 PM
To: Matos, Ydania M LTJG
Cc: msillari14@gmail.com; Paul Pelletier
Subject: Little Harbor Bridge

To the Honorable Folks at USCG,

The Little Harbor replacement bridge must open to allow sailboats and tall rigs. Here are my reasons:

1. The need for anchorages far exceeds supply.
2. Little Harbor bridge accesses Sagamore Creek anchorage which provides one of the safest hurricane holes in the area.
3. The economic value of the Creek marina is very substantial both in terms of employment and service to the marine community.
4. With the rise in sea levels, a far larger area of water will become accessible, opening up a vast, protected anchorage which will ultimately connect to the Piscataqua River via Shapleigh and Goat Islands.
5. Depths are sufficient for sailboats.
6. Working and pleasure boats support numerous businesses, ranging from rigging and repair to restaurants and tourism. We need all the mariners we can get.
7. Let us not repeat the Bellamy River error or the loss of the Squamscott/Exeter River whereby two wonderful, protected anchorages have been blocked from all but the smallest boats, when they might have been gems for all craft.

Very Sincerely Yours,

Edward D. McIntosh, former Captain of the UNH Research Vessel Jere Chase

Little Harbor Bridge- PN comment 13

From: Tim Stone [tstone1061@gmail.com]
Sent: Monday, September 21, 2015 1:19 PM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge Replacement - New Castle, NH

To: Ydania Matos - USCG-First District

I'm writing to voice my support for replacing the Little Harbor Bridge with some form of an opening span versus a fix span. I have been a recreational sailor on the New England coast for over 50 years. Over this period I have witnessed a continuing loss of access to safe harbors and anchorages, either due to overcrowding, privatization of the waterfront, or loss of physical access. For the last century Sagamore Creek and the back channel area north of the Little Harbor Bridge have been accessible without vertical clearance restrictions for sailboats and other boats that require significant vertical clearance. This area also can serve as a safe harbor from severe storms. Replacing the Little Harbor Bridge with a fixed span will forever prevent access to these areas by vessels requiring more than minimal vertical clearance. A fixed span will also have detrimental economic impacts at a minimum on commercial waterfront businesses along Sagamore Creek, as well as residential waterfront property owners who would no longer have ocean access for vessels requiring a lift bridge at Little Harbor. While I understand the cost of a lift bridge at Little Harbor is significantly more than a fixed bridge, the cost pales to the loss of access to this area by a large percentage of vessels on the water in our region.

Respectfully Submitted,

Timothy Stone
600 State Street, Suite 2
Portsmouth, NH 03801
603-498-0591



September 21, 2015

Commander
 First Coast Guard District
 1 South Street
 Battery Park Building
 New York, NY 10004-1466

Subject: New Castle/Rye Bridge Replacement – Public Notice # 1-147

Dear Commander:

Please accept this letter in **SUPPORT** of a **BASCULE** bridge for the replacement of the Route 1B bridge, Wentworth Road, between New Castle and Rye, New Hampshire.

The Pease Development Authority Division of Ports and Harbors (Division) has an Advisory Council (Council) established in accordance with New Hampshire Revised Statute Annotated (RSA) 12-G:44, to consult with and advise the Division Director with respect to policy, programs and goals of the Division. The Division, in accordance with RSA 12-G: 43, shall plan for the maintenance and development of the ports and state tidal waters in order to foster and stimulate commerce and the shipment of freight through the state's ports and as an agency of the State, to assist shipping and commercial and industrial interests that may depend on the sea for the transport of products, including such interests as may be desirous of locating in tidewater areas, as well as to encourage the establishment of accommodations for the boat traveler, the area boat owners, the pleasure fishermen and others who pass up and down our coastline or its tributaries. Additionally, the Division shall aid in the development of salt water fisheries and associated industries.

The Council has followed the progression of this bridge replacement project and has witnessed public outreach meetings where the overwhelming opinion was for the replacement bridge to be a **BASCULE** bridge. However, at a recent public meeting New Hampshire Department of Transportation (NH-DOT) announced their plan to construct a fixed bridge. The Council unanimously opposes a fixed bridge because the Council believes that a fixed bridge would limit navigation and reduce the marine transportation uses of the Back Channel and Sagamore Creek. The following are issues, which the Council believes would have negative consequence to installing a fixed bridge:

DREDGING - The Back Channel and Sagamore Creek are waterways that are entirely within the confines of the island of New Castle and three bridges and only the subject bridge has the capability of opening, eliminating air draft restrictions. These waterways are Federal navigation projects under the control and supervision of the U.S. Army Corps of Engineers.

Sagamore Creek is slated to be dredged by the Army Corps of Engineers (ACOE). The ACOE has some left over monies from the Tyco shoal area up river in the Piscataqua, and that money may be used for dredging the Sagamore Creek. They may well be planning on dredging approximately 4100 tons of material from the bifurcation area where the back channel meets the Sagamore creek entrance. This dredging plan is a good indicator that Sagamore Creek and the need for dredging will be on the ACOE for a future dredge project.

The dredging project is all the more reason to install a bascule bridge instead of a fixed bridge at the Wentworth. The Council's position is that a fixed bridge would cause limitations on the size and type of equipment that could be used for maintenance dredging of Sagamore Creek and the Back Channel reducing the efficiency of dredging and driving dredging cost up. The higher cost of a dredging project would lower the priority, thereby reducing the potential for future maintenance dredging.

HARBOR OF SAFE REFUGE - Sagamore Creek and the Back Channel have historically been areas of safe refuge during storm events. Super storm Sandy found many commercial fishing and recreational vessels taking refuge in Sagamore Creek. Storm surge and wind generated waves have a minimal effect within the confines of these waterways. It is the Council's position that a fixed bridge would limit the ability of vessels to take advantage of this "Hurricane Hole" whereas a new, more efficient bascule bridge would afford better access to a great diverse type of vessel to be secured during storm events.

OPERATING MECHANISM - The existing bridge was built in 1940 and still has the 1940 technology by which it operates and requires a two (2) hour call for an opening. Certainly this lengthy notice requirement is a limitation which is evident by the low number of openings being recorded. However, NH-DOT has indicated that with the advancements in technology for bridge mechanisms, advance notice time could be reduced considerably thereby affording better access to the waterways. It is the Council's position that a new, modern bascule bridge will increase the use of the waterways by providing better access.

COMMERCIAL USES - It is the Council's position that the replacement of the existing bascule bridge with a fixed structure will restrict the type of commercial vessel uses within the waterways due to the type of and height of the rigging on board the vessel. For example, it would become prohibitive for fishing vessels rigged for dragging that have a mast, "A-Frame" net reels and out-riggers in the retracted position to enter these waterways. Marinas and charter boat companies would be limited in the type of vessels that they could handle thereby negatively affecting their businesses.

By electing to replace this bridge with a "fixed" structure it would in essence close this body of water by access to any and all vessels that would be in excess of the maximum clearance to make passage into this body of water. A variety of scenarios too numerous to mention have the possibility of future "safe harbor" needs which a "fixed": bridge would not allow

Commercial fishing activity exists in this body of water and is expected to continue in the future. As these vessels currently negotiate passage without the need for opening any larger vessels of the future with added height requirements would not be able make passage with a "fixed" structure.

It would be our opinion that the Coast Guard would also be restricted in its ability to respond under circumstances of need and emergency with vessels that exceed height and passage limitations created with a "fixed" structure.

SEA LEVEL RISE - With today's engineering and construction methods, a replacement bridge is expected to have a life expectancy of at least, if not more than, the seventy (70) years that the existing bridge has lasted. It is the Council's position that with the projected rise in sea level over the next fifty (50) to one hundred (100) years, the height restrictions will be even more reduced.

PROPERTY DEVALUATION - The majority of shore front properties located in the Back Channel and Sagamore Creek have dock facilities. These properties were purchased with the full knowledge that there was a bascule bridge which allowed them access to the sea without height restrictions. It is the Council's position that building a fixed bridge would place limitations on access to the sea; therefore the property value becomes diminished.

WATER PIPE LINE - The water pipeline which has been raised by the City of Portsmouth is a secondary service line. The delta between the line being placed under the fixed bridge or on the channel bottom is estimated at between four hundred thousand dollars (\$400,000) to six hundred thousand dollars (\$600,000), not the three million dollars (\$3 million) originally reported. The Council's position is that the water pipeline is a non-issue and that the decision on a fixed bridge versus a bascule bridge is a navigation issue. It should also be noted that the City Council has never discussed the topic of the water line nor have they taken a vote on the issue. The minutes of the City Council meetings will support that position.

Therefore, the Division of Ports and Harbors Advisory Council voted unanimously on February 18, 2015 to support a bascule bridge and to write the U. S. Coast Guard in opposition of the fixed bridge proposed by NH-DOT.

We remain consistent with our reasons and rationale expressed here and at public hearings to support replacement of this bridge with a bascule bridge with lift capacity and open height capability.

Donald Coker

Donald Coker
Port Advisory Council





Witch Cove

15
4 PG
1/4

September 24, 2015
VIA EMAIL AND FAX (4 Pages)
Fax No. (212) 514-4337
Christopher.j.bisignano@uscg.mil

Mr. Chris Bisignano, P.E.
Supervisory Bridge Management Specialist
First Coast Guard District
Battery Building, Room 301
1 South Street
New York, New York 10004-1466

RE: Route 1B (Wentworth) Bridge Rebuild

Dear Mr. Bisignano:

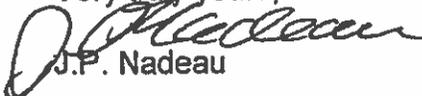
This is to acknowledge and respond to your letter of April 20, 2015 and your Request For Preliminary Comments dated August 25, 2015.

Attached and faxed herewith is a copy of my March 10, 2015 letter to you, **together with** a copy of the enclosure referenced in that letter and being the July 15, 2011 letter from the Attorney General's Office issuing the Certificate of Registration for the 99 Units in the Witch Cove Marina Condominium.

I respectfully reassert everything set forth in my March 10, 2015 letter in opposition to the proposal for a fixed bridge replacement to the current bascule bridge on Wentworth Road. By this letter I do wish to go on record as emphasizing Item # 4 on the second page of my March 10, 2015 letter. I believe the overriding State Law mandates that the current bascule bridge be replaced with a bascule bridge because to do otherwise violates State Law which obligates the State to maintain and develop our waterways to promote services to the boating public and creates an obligation **not** to impede those services. A fixed bridge replacement will most definitely adversely impact the maintenance and development of the Sagamore Creek waterway and will greatly impede services to pleasure boaters utilizing the marina and the commercial fisherman boaters moored upstream from the marina.

The Sagamore Creek channel was approved for dredging years ago with a contract submitted and approved to do that work. The government has already dropped the ball on that and a fixed bridge is only going to substantially increase the cost of the greatly needed dredging of that channel.

Very truly yours,


J.P. Nadeau

Physical Address – 187 Wentworth Road, Portsmouth NH 03801 (603) 427-1313
Business Address – 507 State Street, Portsmouth NH 03801 (603) 436-0110



Witch Cove Marina

#15

2/4

March 10, 2015

Mr. Chris Bisignano, F.E.
Supervisory Bridge Management Specialist
First Coast Guard District
Battery Building, Room 301
1 South Street
New York, New York 10004-1466

RE: Route 1B Bridge Rebuild

Dear Mr. Bisignano:

My wife and I own Witch Cove Marina on Wentworth Road along Sagamore Creek, Portsmouth, New Hampshire. The Marina can service upwards of 150 to 200 pleasure and commercial boaters on fixed docks and on land.

The Marina also consists of three residential units, a major commercial building and other commercial out buildings. July 15, 2011, I obtained State condominium approval for all Witch Cove Marina boat slips and buildings. A copy of the State's approval letter is enclosed.

This letter is being written to express my very strong opposition to the NH Department of Transportation's recent announcement of its plan to replace the current bascule bridge on Wentworth Road with a fixed bridge. We are so shocked by this plan I don't know where to begin voicing our oppositions because I do not want the order in which I voice them to be given any special significance. We are opposed to a fixed bridge replacement for the following reasons:

1. Our 99 Condominium Units will be greatly devalued as access from the marina to the main ocean will be restricted to small sized motor boats, and will exclude sail boats and commercial boats;
2. Maintenance of our marina and the channel along its bounds will be adversely impacted by making dredging difficult and more costly;
3. The marina has served as safe harbor to non-member boaters and for commercial fisherman and that will be limited as well;

*Physical Address – 187 Wentworth Road, Portsmouth NH 03801 (603) 427-1313
Business Address – 507 State Street, Portsmouth NH 03801 (603) 436-0110*

4. We believe State Law is well settled that the State has an obligation in the maintenance and development of our waterways to promote services to the boating public, pleasure boaters and commercial boaters, and an obligation not to impede those services;
5. The public opinions have overwhelmingly expressed support for a bascule bridge replacement and equally overwhelming opposition to a fixed bridge replacement;

On a further note, and with all due respect, the argument in support of a fixed bridge because of the number of calls to raise the current bascule bridge holds no weight with us. The amount of time required for advance notice that needs to be given greatly limits the frequency of requests by boaters. It is my understanding from DOT that a new bascule bridge would have a greatly improved mechanism to raise the bridge requiring much less advance notice from boaters.

We appreciate your consideration.

Very truly yours,



J.P. Nadeau

JPN/sic

#15
A14

ATTORNEY GENERAL
DEPARTMENT OF JUSTICE

39 CAPITOL STREET
CONCORD, NEW HAMPSHIRE 03301-6397

MICHAEL A. DELANEY
ATTORNEY GENERAL



July 15, 2011

J.P. Nadeau, Esquire
J.P. Nadeau Professional Offices
507 State Street
Portsmouth, NH 03801

Re: Witch Cove Marina Condominium
NHDOJ file: 201190519

Dear Attorney Nadeau:

Enclosed please find a Certificate of Registration for 99 units in Witch Cove Marina Condominium. Please record the Certificate in the Rockingham County Registry of Deeds within 10 (ten) days from your receipt. Notify the Consumer Protection and Antitrust Bureau ("Bureau") within 10 (ten) days from the date of recording (1) the date of recording, and (2) the book and page number at which the Certificate was recorded.

This Certificate has been granted based solely on the applicant's affirmation that all of the material submitted to the Bureau in support of the application is full, true, complete and correct. In the event that a subsequent examination reveals any material omission, inaccuracy, misrepresentation or fraudulent statement, the applicant may be subjected to civil or criminal penalties as provided by the statute.

Please mark your calendar as a reminder to file an annual report at the appropriate time, in accordance with applicable administrative rules. Thank you for your attention to this matter.

Sincerely,

Constance N. Stratton
Senior Assistant Attorney General
Consumer Protection and Antitrust Bureau
(603) 271-3643

CNS:mmml
Enclosure

Little Harbor Bridge- PN comment 16

From: Chris Andrews [cjandrews58@gmail.com]
Sent: Monday, September 28, 2015 9:28 PM
To: Matos, Ydania M LTJG
Subject: Little Harbor Bridge

Ydania,

The pressure of development is very quickly removing navigable waterways from access as safe havens for yachtsmen up and down the east coast. The access to these waterways were accessible long before bridges were built to impede traffic. It seems only prudent that access to currently navigable water should never be made more restrictive when old infrastructure bridges and roadways are rebuilt and repaired.

My vote and wish as a taxpayer, boater and concerned citizen is to replace the existing lift bridge with a bridge of like capability only.

Chris

Sent from my iPad



#17
1/2
RECEIVED
SEP 28 2015

BY:

September 21, 2015

Commander (dpb)
First Coast Guard District
Battery Park Building
One South Street
New York, NY 10004-1466

Dear Commander,

I am writing to voice my opposition to the NHDOT's proposal to replace the present Wentworth Bridge (bascul) with a fixed bridge.

I operate the 49 passenger M/V Heritage D290407 through this bridge numerous times daily from May through October. We carry thousands of tourists, and locals alike, through this beautiful and historical area every year. While my vessel does not require a lift of this bridge, I am deeply concerned over this proposal for a number of reasons.

Sagamore Creek and the back channels inside this bridge are in desperate need of dredging, which hasn't been done since around 1970. This area is already low on the dredging list due to its relative importance compared to other dredging needs around the country. My fear is that a fixed bridge here would take it off that list completely, due to the increased cost of mobilizing dredge equipment and transporting dredge spoils.

While my vessel is undoubtedly the largest commercial vessel regularly transiting this area, it is by no means the only one. There are numerous fishing and lobstering vessels moored in Sagamore Creek. There is also a sizable marina on the creek, as well as a Freedom Boat Club. Any one of these entities might require greater clearance through this bridge at some point in the future. I also own property with a deep water dock on Sagamore Creek. In the past I've moored a 35 foot sailboat on this dock for a time. I took this sailboat through the Wentworth Bridge on numerous occasions. I hope to moor another sailboat on this dock some day.

I also consider the area inside this bridge to be a safe harbor. The upper areas of Sagamore Creek are well protected and are commonly used by fishing vessels during a storm. There is an anchorage just inside the Shapleigh Island (fixed) bridge that could be used by sailboats in a storm, as long as a lift bridge remains at Wentworth Bridge. There is also the issue of projected sea level rise, which would limit the area further in the future if a fixed bridge is constructed here.

#17
2/2

Preliminary Public Notice 1-147 states "The reason for this proposal is due to the limited number of requests to open the bridge during the last three years". This statement is true today, but might not be in the future. The horizontal clearance of the existing bridge is somewhat narrow and the current through it is quite strong. Vessels needing a lift are required to notify NHDOT 4 hours in advance. A new lifting bridge would eliminate these limiting factors. Per the NHDOT's presentation last February, a new lift bridge at this location would have increased horizontal clearance of 44.5', compared to the existing bridge at 26.4'. NHDOT also stated that a new lift bridge would most likely be remotely operated, thereby eliminating the 4 hour advance notice. Any future dredging would also improve navigability and possibly result in larger vessels transiting the area.

In closing, I think that the proposal set forth by NHDOT is extremely short sighted and most certainly detrimental to the future expandability of maritime commerce in this area. As you know, New Hampshire has only a small area of navigable waters. We can't afford to be limiting access to an area that has historically been accessible by water.

Thank you for your time and consideration in this matter. Please feel free to contact me with any questions or comments.

Sincerely,



Capt. Andrew J. Cole
Portsmouth Harbor Cruises
64 Ceres St.
Portsmouth, NH 03801
(603)436-8084



TOWN OF RYE • OFFICE OF SELECTMEN

10 Central Road

Rye, NH 03870-2522

(603) 964-5523 • Fax (603) 964-1516

#18 1/2
SEP 29 2015
DT:

September 23, 2015

Commander (dpb)
First Coast Guard District
1 South Street
Battery Park Building
New York, NY 10004-1466

Re: Route 1B (Wentworth) Bridge, Preliminary Public Notice 1-147

Dear Commander:

The purpose of this letter is to indicate the unanimous support of the Rye Board of Selectmen of the New Hampshire Department of Transportation (NHDOT) proposal to construct the New Castle-Rye bridge as a fixed span rather than as a bascule lift bridge. We support this proposal due to the facts that the existing lift bridge is rarely used and that the fixed span will save money, facilitate water system improvements of benefit to Rye, and allow for continued maintenance dredging of the Back Channel by the US Army Corps of Engineers (COE) at less cost than with the current bascule lift bridge.

The capital cost savings are significant, estimated to be approximately \$10 million. Those funds can be well used to rehabilitate or replace other red-listed bridges in New Hampshire. The needs are extensive statewide and available funds are short.

The fixed bridge will facilitate water system improvements. The City of Portsmouth is anticipating construction of a new watermain feed to New Castle in the vicinity of the existing bridge to replace an old and ineffective existing crossing of Little Harbor from Odiorne's Point. Hanging the proposed main from a fixed bridge will be substantially less costly than alternatives to be evaluated if a lift bridge were constructed. Facilitating these water system improvements will have significant benefits to water users in Rye. The Wentworth Road service area of the Rye Water District, which includes residential users and Rye's largest water user, will benefit from water system feeds from two directions rather than one, thus increasing fire flows, peak hour water pressures, and security of the water supply in the event of outage of watermains in the system. We understand that the New Castle water system is in need of water system improvements that will also be facilitated by a fixed bridge. From a water system perspective, a fixed bridge is a win-win for Rye, New Castle and Portsmouth.

#10 2/2

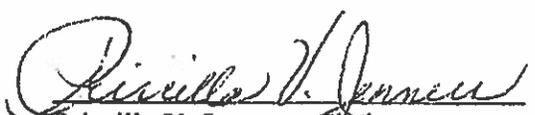
We understand that the Back Channel in Portsmouth is authorized by Congress to be maintenance dredged periodically, and that the COE has recently indicated that dredging cost savings will be realized even with a fixed bridge in comparison to current conditions because the existing bascule lift bridge is not wide enough to allow use by dredge scows.

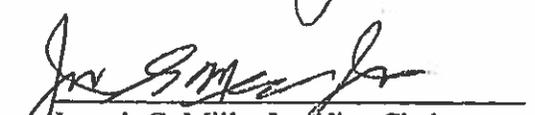
We appreciate the Coast Guard's outreach to boaters to assure that the fixed bridge is designed to facilitate navigational access and safety issues. We also strongly encourage you to issue a permit for the fixed bridge. In recent years, the bridge has opened fewer than four times per year. The lift bridge has rarely been used for decades. Spending \$10 million extra for almost no public benefit is not how the Town of Rye, the State of New Hampshire, the Federal Highway Administration or the US Coast Guard spends money.

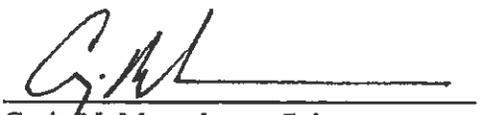
If the Coast Guard considers advocating a lift bridge in this circumstance, we request the opportunity to review and comment on a cost benefit analysis showing that the public benefit exceeds the additional capital and operating costs.

Thank you for the opportunity to submit our comments.

Very truly yours,
Board of Selectmen


Priscilla V. Jenness, Chairman


Joseph G. Mills, Jr., Vice Chairman


Craig N. Musselman, Selectman

cc: R. Landry, NHDOT
New Castle Board of Selectmen
City of Portsmouth, Peter Rice, DPW Director
Rye Water District



PEASE
INTERNATIONAL

PORTS AND HARBORS

#19 1/3
RECEIVED
SEP 29 2015

555 Market Street, Suite 1 Portsmouth, NH 03801

September 21, 2015

Commander
First Coast Guard District
1 South Street
Battery Park Building
New York, NY 10004-1466

Subject: New Castle/Rye Bridge Replacement – Public Notice # 1-147

Dear Commander:

Please accept this letter in **SUPPORT** of a **BASCULE** bridge for the replacement of the Route 1B bridge, Wentworth Road, between New Castle and Rye, New Hampshire.

The Pease Development Authority Division of Ports and Harbors (Division) has an Advisory Council (Council) established in accordance with New Hampshire Revised Statute Annotated (RSA) 12-G:44, to consult with and advise the Division Director with respect to policy, programs and goals of the Division. The Division, in accordance with RSA 12-G: 43, shall plan for the maintenance and development of the ports and state tidal waters in order to foster and stimulate commerce and the shipment of freight through the state's ports and as an agency of the State, to assist shipping and commercial and industrial interests that may depend on the sea for the transport of products, including such interests as may be desirous of locating in tidewater areas, as well as to encourage the establishment of accommodations for the boat traveler, the area boat owners, the pleasure fishermen and others who pass up and down our coastline or its tributaries. Additionally, the Division shall aid in the development of salt water fisheries and associated industries.

The Council has followed the progression of this bridge replacement project and has witnessed public outreach meetings where the overwhelming opinion was for the replacement bridge to be a **BASCULE** bridge. However, at a recent public meeting New Hampshire Department of Transportation (NH-DOT) announced their plan to construct a fixed bridge. The Council unanimously opposes a fixed bridge because the Council believes that a fixed bridge would limit navigation and reduce the marine transportation uses of the Back Channel and Sagamore Creek. The following are issues, which the Council believes would have negative consequence to installing a fixed bridge:

○○○○○ TAKING YOU THERE

ph: 603-436-8500 fax: 603-436-2780 www.peasedev.org

DREDGING - The Back Channel and Sagamore Creek are waterways that are entirely within the confines of the island of New Castle and three bridges and only the subject bridge has the capability of opening, eliminating air draft restrictions. These waterways are Federal navigation projects under the control and supervision of the U.S. Army Corps of Engineers.

Sagamore Creek is slated to be dredged by the Army Corps of Engineers (ACOE). The ACOE has some left over monies from the Tyco shoal area up river in the Piscataqua, and that money may be used for dredging the Sagamore Creek. They may well be planning on dredging approximately 4100 tons of material from the bifurcation area where the back channel meets the Sagamore creek entrance. This dredging plan is a good indicator that Sagamore Creek and the need for dredging will be on the ACOE for a future dredge project.

The dredging project is all the more reason to install a bascule bridge instead of a fixed bridge at the Wentworth. The Council's position is that a fixed bridge would cause limitations on the size and type of equipment that could be used for maintenance dredging of Sagamore Creek and the Back Channel reducing the efficiency of dredging and driving dredging cost up. The higher cost of a dredging project would lower the priority, thereby reducing the potential for future maintenance dredging.

HARBOR OF SAFE REFUGE - Sagamore Creek and the Back Channel have historically been areas of safe refuge during storm events. Super storm Sandy found many commercial fishing and recreational vessels taking refuge in Sagamore Creek. Storm surge and wind generated waves have a minimal effect within the confines of these waterways. It is the Council's position that a fixed bridge would limit the ability of vessels to take advantage of this "Hurricane Hole" whereas a new, more efficient bascule bridge would afford better access to a great diverse type of vessel to be secured during storm events.

OPERATING MECHANISM - The existing bridge was built in 1940 and still has the 1940 technology by which it operates and requires a two (2) hour call for an opening. Certainly this lengthy notice requirement is a limitation which is evident by the low number of openings being recorded. However, NH-DOT has indicated that with the advancements in technology for bridge mechanisms, advance notice time could be reduced considerably thereby affording better access to the waterways. It is the Council's position that a new, modern bascule bridge will increase the use of the waterways by providing better access.

COMMERCIAL USES - It is the Council's position that the replacement of the existing bascule bridge with a fixed structure will restrict the type of commercial vessel uses within the waterways due to the type of and height of the rigging on board the vessel. For example, It would become prohibitive for fishing vessels rigged for dragging that have a mast, "A-Frame" net reels and out-riggers in the retracted position to enter these waterways. Marinas and charter boat companies would be limited in the type of vessels that they could handle thereby negatively affecting their businesses.

By electing to replace this bridge with a "fixed" structure it would in essence close this body of water by access to any and all vessels that would be in excess of the maximum clearance to make passage into this body of water. A variety of scenarios too numerous to mention have the possibility of future "safe harbor" needs which a "fixed": bridge would not allow

Commercial fishing activity exists in this body of water and is expected to continue in the future. As these vessels currently negotiate passage without the need for opening any larger vessels of the future with added height requirements would not be able make passage with a "fixed" structure.

It would be our opinion that the Coast Guard would also be restricted in its ability to respond under circumstances of need and emergency with vessels that exceed height and passage limitations created with a "fixed" structure.

SEA LEVEL RISE - With today's engineering and construction methods, a replacement bridge is expected to have a life expectancy of at least, if not more than, the seventy (70) years that the existing bridge has lasted. It is the Council's position that with the projected rise in sea level over the next fifty (50) to one hundred (100) years, the height restrictions will be even more reduced.

PROPERTY DEVALUATION - The majority of shore front properties located in the Back Channel and Sagamore Creek have dock facilities. These properties were purchased with the full knowledge that there was a bascule bridge which allowed them access to the sea without height restrictions. It is the Council's position that building a fixed bridge would place limitations on access to the sea; therefore the property value becomes diminished.

WATER PIPE LINE - The water pipeline which has been raised by the City of Portsmouth is a secondary service line. The delta between the line being placed under the fixed bridge or on the channel bottom is estimated at between four hundred thousand dollars (\$400,000) to six hundred thousand dollars (\$600,000), not the three million dollars (\$3 million) originally reported. The Council's position is that the water pipeline is a non-issue and that the decision on a fixed bridge versus a bascule bridge is a navigation issue. It should also be noted that the City Council has never discussed the topic of the water line nor have they taken a vote on the issue. The minutes of the City Council meetings will support that position.

Therefore, the Division of Ports and Harbors Advisory Council voted unanimously on February 18, 2015 to support a bascule bridge and to write the U. S. Coast Guard in opposition of the fixed bridge proposed by NH-DOT.

We remain consistent with our reasons and rationale expressed here and at public hearings to support replacement of this bridge with a bascule bridge with lift capacity and open height capability.

Donald Coker

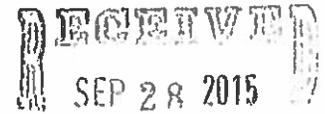
Donald Coker
Port Advisory Council



20 1/2

KEANE & MACDONALD

A PROFESSIONAL CORPORATION • ATTORNEYS AT LAW



September 23, 2015

RY:
THOMAS M. KEANE
DIRECT DIAL: 603-436-6500 EXT. 2
TOM@KEANEMACDONALD.COM

Office of the Commander
First Coast Guard District
Battery Park Building
One South Street
New York, NY 10004-1466

RE: Route 1B Wentworth Bridge Proposal

Dear Sir/Madam:

The law offices of Keane & Macdonald, PC represent OpRock Newcastle Fee, LLC, owner of the Wentworth by the Sea Marriot Hotel & Spa located in New Castle, New Hampshire. We have attended all meetings relevant to the replacement of the existing Route 1B Bridge across Little Harbor connecting Rye, New Hampshire and New Castle, New Hampshire (Wentworth Bridge). After weighing the pros and cons of the two proposed bridge designs, we are writing this letter in favor of a fixed bridge to replace the existing bridge.

We support a fixed bridge for the replacement of the current existing moving bascule bridge for several reasons. First, as highlighted by the New Hampshire Department of Transportation's studies on the proposed bridge replacements, construction of a bascule-leaf bridge will require an estimated \$8.8 million more in capital costs than construction of a fixed bridge. Moreover, future maintenance and operation costs for a bascule-leaf bridge would be significantly higher than those for a fixed bridge. These costs alone could justify the construction of a fixed bridge as opposed to a bascule-leaf bridge.

Notwithstanding construction and maintenance costs, however, there are further consequences resulting from the bridge replacement that will have a significant impact on our client's business and potentially many other businesses with operations in New Castle that support the construction of a fixed bridge as opposed to a bascule-leaf bridge. Due to the unique location of the town of New Castle and the Wentworth by the Sea Hotel, the time frame for the construction and installation of the bridge replacement is of particular importance, and as studies have indicated that construction of a fixed bridge can be completed in a more efficient and timely manner than a bascule-leaf bridge, it is the appropriate choice to replace the current bridge.

Located on an island surrounded by the Piscatiqua River and the Atlantic Ocean, the town of New Castle and the Wentworth by the Sea Hotel is accessible by only two bridges, one of these

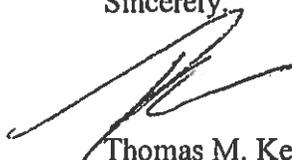
being the existing Route 1B Wentworth Bridge. While a replacement for the current Wentworth Bridge is constructed and installed, access to the town, Hotel, and other businesses will be restricted to only one access bridge. In a region that is dependent on tourism to bring in revenue, this restriction in access to the town will have a significant impact on the number of tourists that are able to travel to the area. In turn, our client's revenue stream and potentially the revenue stream of other businesses in New Castle will be adversely affected. Additionally, the livelihoods of the over 300 employees that are employed by Wentworth by the Sea, especially those employees dependent on gratuities as part of their salary, will be negatively affected as well.

Moreover, it should be noted that the longer construction time that a bascule-leaf bridge requires raises the risk that, during an emergency event, emergency personnel would be unable to respond in a timely and efficient manner.

For these reasons, it is with our client's interests in mind that we advocate for a fixed bridge for the replacement of the existing Route 1B Wentworth Bridge.

Thank you.

Sincerely,



Thomas M. Keane

Cc: Richard C. Ade
1000 Market Street
Portsmouth, NH 03801

#21
1/2

RECEIVED
SEP 24 2015

BY:

Michael F. Thiel
"ArdnaBerry"
34 Brackett Road
Rye, NH 03870
Tel. 603-436-1343

September 21, 2015

Commander
First Coast Guard District
Batter Park Bldg.
1 South Street
New York, NY 10004-1466

Subj.: Route 1B Bridge between Rye and New Castle NH

Sirs:

I am writing to oppose the NHDOT proposal to replace the existing Route 1B Bridge, a bascule bridge across Little Harbor, between New Castle and Rye, NH, with a fixed bridge. My grounds for opposing it are as follows:

1. Replacement of the bascule bridge with a fixed bridge will complicate, if not obviate, the possibility of dredging in the Back Channel and its tributaries.
2. The Back Channel and its tributaries provide one of the only "hurricane holes" where boats normally moored and docked in Little Harbor can seek shelter in the event of a major storm. A fixed bridge will eliminate this option for sailboats and larger yachts.
3. Having a modern, working bascule bridge (see discussion below) will open up the Back Channel and its tributaries to enhanced marine development for the New Hampshire boating public (e.g. marinas, more mooring possibilities) and, lord knows, New Hampshire already has a very short coast with very limited dockage and launching facilities for boats.

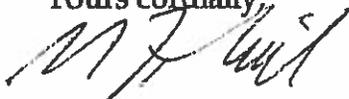
I'm sure that one of NHDOT's arguments for replacing the bascule bridge with a fixed bridge is that the current bridge is little used. True enough, but how could it be well used when special arrangements made, with at least a 4 hour notice given, to transit under the bridge? With today's technology, I would think that it would be entirely feasible to install a new automated bridge that can be operated remotely, e.g. by the staff at the Memorial Bridge, on a more realistic schedule, e.g. every 15 minutes or 1/2 hour, assuming there is a demand for it. With

computerized controls, WiFi, sensors and cameras I see no reason why a draw bridge could not be operated safely taking into consideration all traffic at this point—boat, vehicles, and pedestrians.

I know that the NHDOT argues that an opening bridge would cost some \$10MM more than a fixed alternative, and I know that budgets are tight. All that said, we are discussing an investment in a facility that will be in place for some 75 years or more, and whose characteristics will determine how a significant part of what is already a very limited coastline and boating infrastructure can be used and developed. Frankly, I feel the NHDOT has not evaluated the secondary economic impacts of having a working bridge, is being myopic, and "penny wise and pound foolish."

I hope that the U.S. Coast Guard does not follow suit and sees the benefits of a modern bridge which maintains boating access to a valuable part of the New Hampshire seacoast.

Yours cordially,



Michael F. Thiel

c.c. Geno Marconi, NH Port Authority



www.littlebaylobster.com

158 Shattuck Way
Newington, NH 03801
Phone: (603) 431-3170
Facsimile: (603) 431-3496

September 9, 2015

RECEIVED
SEP 22 2015

BY:

U.S. Department of Homeland Security
United States Coast Guard
Battery Park Building
1 South Street
New York, NY 10004-1466

Attention: C.J. Bisignano

Dear Mr. Bisignano:

I wish to comment on the solicitation request in your letter of August 25th regarding the NHDOT replacement of the Route 1B (Wentworth) Bridge between Rye and Newcastle. Personally I am strongly in favor of the fixed bridge alternative. In fact there really is no basis for another bascule-leaf bridge. The NHDOT data shows that the present bascule bridge has been raised for boat traffic less than 3 times a year for the entirety of its existence (more than 40 years). The majority of the lifts which have been made are by the DOT for testing purposes.

Aside from the fact there is little or no boat traffic passing under the bridge which requires a lift, there is an alternative access to the Sagamore Creek from the Piscataqua River. In addition the current situation of a bridge lift requires a minimum 4 hour advance notice so the DOT can send someone down to Little Harbor to operate the bridge.

Lastly, the estimates for cost of a Bascule replacement are in the \$16,000,000 to \$20,000,000 range. A fixed bridge will be in the \$4,000,000 range.

The current bridge is used essentially as a fixed bridge given the few number of lifts per year. It makes no sense to replace it with another like/kind "relic".

If you remember, I called you about a year ago regarding this matter. A great deal of expense and monies have already been spent doing unnecessary wetlands and environmental testing when, it seemed, the preference was to replace the existing bridge with a larger and more complicated but similar Bascule. Before Chris Clement, the former NH head of bridges and DOT, moved to a new position as Vice President for Finance and Administration at UNH, the concept to do a non-fixed bridge was tabled in favor of the fixed bridge alternative. Hopefully under the new DOT leadership this less costly, fixed bridge alternative will be approved by the Coast Guard and enacted by the State of New Hampshire.

Yours very truly,

Jonathan S. Shafmaster

JSS/vo
1A863

#23

RECEIVED
SEP 14 2015

Robert W DeVore
11 Wentworth Road
Rye, NH 03870
rwdevore@gmail.com

BY:

September 8, 2015

RE: Comments on proposed NH Rt 1B Bridge replacement:

Commander, First Coast Guard District Bridge Branch
Battery Park Building
One South Street
New York, New York, 10004-1466

Dear Commander:

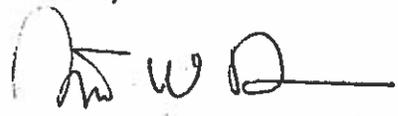
As you can see from my address on the letterhead, I live three houses from the bridge on the Rye side. I also keep a 19' Boston Whaler at a marina up Sagamore Creek at BG's and have been a full time resident in the area since 1987. I have attended several public meetings in which the alternatives of fixed or opening designs presented with corresponding costs were presented and debated.

A fleet of working lobster boats pass the bridge daily with no difficulty, as do many larger pleasure boats, both of which merely drop the vertical rigs to pass under the bridge. In all the 15 years I have lived at this address I have never witnessed the raising of the bridge.

I strongly believe it is a total waste of taxpayers money, whether local, state or federal, to spend the extra money for an operable bridge, not to speak of the operational costs in both standby labor, machine maintenance, and depreciation.

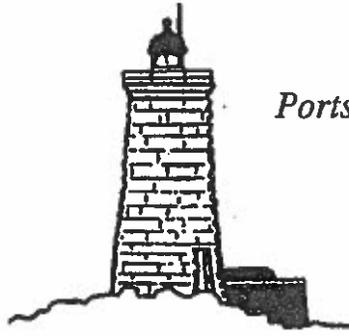
Keep it simple, and build a fixed bridge. Thank you for seeking my opinion, and thank you for your service.

Sincerely



Robert W. DeVore

#24



PORTSMOUTH PILOTS, INC.

Ports of Portsmouth and Newington, New Hampshire

CERES STREET WHARF, BOX 72

PORTSMOUTH, NH 03802

603-436-1209 • FAX 603-436-0417

September 4, 2015

RECEIVED
SEP 10 2015

BY:

Commander, First Coast Guard District,

I am writing to you to express my view of the replacement of Route 1B (Wentworth) Bridge across Little Harbor between Rye and New Castle, NH with a fixed bridge.

To replace this bascule bridge with a fixed bridge will change what can safely navigate in and out of Sagamore Creek under this bridge due to loss of air draft. I do not have a problem with removing bascule Style Bridge with a fixed bridge as long as air draft is increased more than the proposed 14 feet.

At some point in the next 100 years, someone will be asking why we replaced this bascule bridge with only a fixed bridge of 14 feet vertical clearance for vessels to pass under. The answer is to save a lot of money. To be reasonable and to have a common sense compromise, can we replace Bascule Bridge with an ARCHED fixed bridge so the air draft could be increased to 18 feet without costing a lot more money. The other two fixed bridges going to New Castle are arched fixed bridges. Can we make this an arch fixed bridge or find some way to make the vertical air draft 18 feet?

NH DOT will complain about how much more money this will cost, but it is a huge savings compared to replacing this bridge with another bascule bridge. My recommendation to the Army Corps of Engineers and the US, a fixed bridge is OK to replace existing bascule bridge if vertical clearance is 18 feet. This can be done easily and for not a lot more money than the 14 foot proposed vertical clearance fixed bridge. The next 100 years many boaters, property owners, businesses will be very pleased that vertical clearance be 18 feet instead of 14 feet that use this waterway. A slightly arched fixed bridge replacement can do this with minimum more expense. This arched bridge would be similar to other fixed bridges leading to New Castle and will cost way less than a replacement bascule bridge. More air draft is gained if peak of arch is over navigation channel.

The USCG and Army Corps of Engineers will benefit from having more airdraft or vertical clearance as larger vessels can use the waterway. The many marinas and private docks will also be appreciative of this common sense idea of 18 feet airdraft instead of 14 feet as proposed.

I think everyone has something to be happy about if we all compromise and build an arched bridge with 18 feet of air draft instead of fixed straight bridge as now proposed with 14 feet air draft, or a replacement bascule bridge. Please make minimum clearance more than 14 feet as users of this waterway now have 65 feet if needed. 18 feet is more usable than 14 feet.

Best regards,

Captain Richard C Holt Jr. Portsmouth Pilots

#25

RECEIVED
OCT 06 2015

BY:

Commander, First Coast Guard District

9/21/2015

Battery Park Building

One South Street

New York, NY 10004-1466

Dear Commander, I'm contacting you in regards to the replacement of the Wentworth Bridge on Route 1B in Rye NH. I'm asking you to keep this bridge a LIFT Bridge as it is currently. Please do NOT recommend it to be a fix bridge.

I, like many attended the meetings on the topic of the Wentworth Bridge held by the Department of Transportation NH (NHDOT). I know that the Coast Guard had representatives at these meetings. I'm sure they can support the facts in my letter. It was clear from the verbal testimony presented at the meetings, that the majority of the individuals that attended believed as I do that this bridge should be a lift bridge. At these meetings the testimony came from fishermen, water dependent business owners, and concerned citizens. In my roles as a Portsmouth City Councilor, member of the Governors Marine Advisory Committee, City Representative to the Port Authority and Waterfront business owner. I feel a need to share what we heard from the residents and their reasons we need to keep the Wentworth bridge a LIFT bridge:

- Commercial and residents want to access their moorings and docks.
- To be able to maintain the channel for navigation.
- Commercial fishing vessels need a place to go in case of storms for their protection.
- Commercial vessels owners want to continue and increase their site seeing and historical tours.
- Given the following information that the DOT provided: " This bridge could be automatically lifted from the staff working on the Memorial Bridge." This new technology would allow us to have more moorings to combat the ever increasing mooring wait list that we have in NH. This would be a great fiscal benefit for NH Ports and Harbors.
- Individuals were worried about sea level rise and a fixed bridge.
- The historical concern about losing the lift bridge.

Lastly, one rational the DOTNH gave that we needed to change this bridge to a fix bridge was because of the city of Portsmouth. As a City Councilor in Portsmouth I can tell you that the City Council never discussed this topic or took a formal vote on the topic during any City Council meeting. I will present you with meeting minutes if you would like.

Please Consider this written testimony in your decision.

Respectively Submitted,



Esther Kennedy

41 Pickering Ave. Portsmouth, NH 03801

esthersmarina@gmail.com