

MORAN TOWING PORTSMOUTH  
34 CERES STREET  
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PORTSMOUTH, NEW HAMPSHIRE 03802

DICK HOLT  
GENERAL MANAGER

April 16, 2014

The Honorable Anthony R. Foxx  
Secretary U.S. Department of Transportation  
1200 New Jersey Ave., S.E.  
Washington, DC 20590

Dear Secretary Foxx,

I am writing this letter to express my strong support for the TIGER 2014 GRANT APPLICATION for \$25 million submitted jointly by New Hampshire and Maine for the construction of the rail portion of a larger project to replace the Sarah Mildred Long Bridge.

The Long Bridge was built in 1940 and is 74 years old. This is the #1 red list bridge in state of N.H. for worst condition in the state. The most recent inspection showed the bridge is structurally deficient and functionally obsolete, which has lead to a reduction in weight the bridge can carry. The Long Bridge is now only rated for 20 tons maximum per vehicle, a big restriction as big trucks cannot use the bridge. The Long Bridge was made with rivets which means if you try to repair bridge with welding, the heat from welding causes the rivets to expand and not hold properly.

The Long Bridge is no longer as reliable as it should be. There have been numerous un scheduled closing of the bridge due to wasted steel, electrical or mechanical malfunctions. These unplanned repairs that close the bridge are costly and hurt the businesses relying on the bridge. Many ship owners fear there ship may become stuck up river of the bridge for a day or two with no notice. This does not help attract or keep commercial business in the Piscataqua River. A modern replacement bridge is what is needed.

The Long Bridge carries route 1 Bypass traffic between Portsmouth New Hampshire and Kittery Maine. The Long Bridge also carriers the only railway line into Portsmouth Navy Yard. This rail link is extremely important to the Navy and the shipyard as it carries nuclear fuel and other supplies as needed. Portsmouth Navy Yard mission is to maintain and support the US Navy Los Angeles class and Virginia class nuclear submarines. The rail link is vital for the shipyard and US Navy.

The railway link on the Long Bridge is expensive. The rail addition to the bridge adds substantial costs to the price of the bridge. I feel that the US TIGER GRANT 2014 funding for the rail portion cost would be

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fair for all involved. The US Government, people from state of Maine and New Hampshire and the US Navy would all benefit from the grant including all workers at Portsmouth Navy Yard. The Navy Yard needs the rail link to perform their mission. The TIGER GRANT 2014 would pay for the rail cost on the bridge. Formula funding from FHWA and FRA are not available for the rail portion of this project. Without replacement of the rail, the existing rail link will be removed when old Long Bridge is removed from service. Estimate of 2019 to year 2020 for old bridge to be removed.

The Long Bridge also serves as a back up bridge to the Interstate 95 Bridge. During ice storms or severe weather, car accident or maintenance on I 95 Bridge, traffic can be rerouted to the Long Bridge. The ability to take some overflow from I 95 Bridge is important as it is almost a 20 mile detour thru small roads if you can't cross the river using the bridges. Over \$8.4 billion in economic impact travels over the two bridges into the state of Maine. With only a 20 ton weight posting if I95 Bridges is closed, even temporarily, this creates a huge back log of traffic. Trucks over 20 tons moving commerce are delayed.

Please consider awarding Maine and New Hampshire the 2014 TIGER GRANT amount of \$25 million to replace the rail link on the Sarah Mildred Long Bridge. This investment will enhance the quality of life for all the residents of both states and the general area and promotes economic development. The TIGER GRANT 2014 is one of the only sources of funding to replace the rail link that carries rail into Portsmouth Navy Yard. Please strongly consider the Sarah Mildred Long Bridge TIGER GRANT 2014 funding.

Best regards,



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