Proposed Tri-State Trail Network

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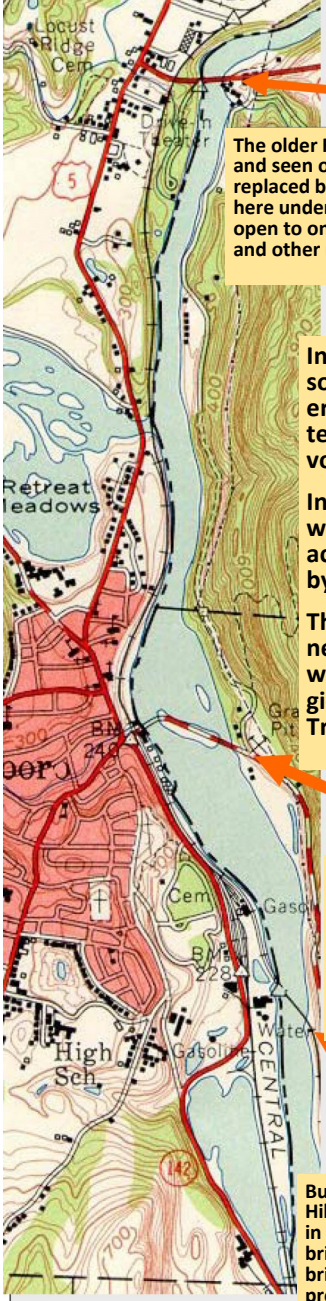
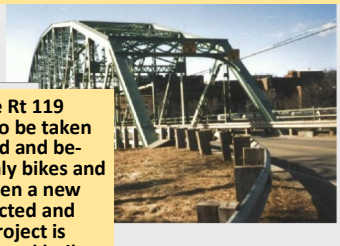


The older Rt 9 Bridge built in 1937 and seen on the far right has been replaced by a newer bridge, (seen here under-construction). It is now open to only bikes, pedestrians and other recreational uses.

In the southwest corner of New Hampshire, the southeast corner of Vermont and across the northern tier of Massachusetts lies over 100 miles of interconnected, unused former railroads and low-volume country roads.

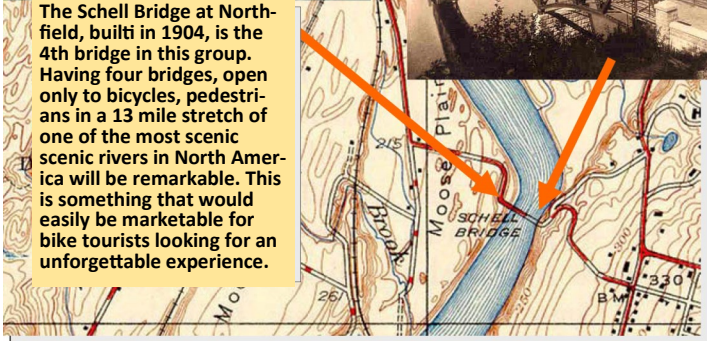
In a 13 miles stretch of the Connecticut River there will be four former highway and railroad bridges across the river that could be upgraded to be used by bicyclists, pedestrians and other recreationalists.

This represents a golden opportunity to create a network of off-road and low-volume roads that would be a resource for all the residents of the region. The effort to create this network is called the Tri-State Trail Initiative.



Built in 1920, the Rt 119 Bridge is slated to be taken out of service and and become open to only bikes and peds by 2024 when a new bridge is constructed and the rail-w-trail project is finally permitted and built.

Built in 1913 by the B&M Railroad, the Fort Hill Branch Bridge was taken out of service in 1983 and will be made into a bike-ped bridge around 2024 when the new Rt. 119 bridge is constructed and the rail-w-trail project is finally permitted and built.

Two views of the Schell Bridge

The Schell Bridge at Northfield, builti in 1904, is the 4th bridge in this group. Having four bridges, open only to bicycles, pedestrians in a 13 mile stretch of one of the most scenic scenic rivers in North America will be remarkable. This is something that would easily be marketable for bike tourists looking for an unforgettable experience.