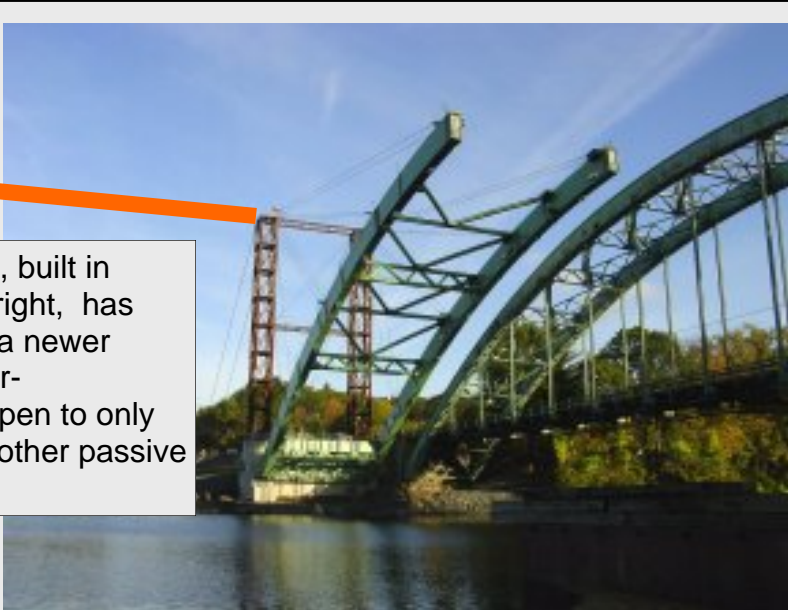




The older **Route 9 Bridge**, built in 1937 and seen on the far right, has already been replaced by a newer bridge [as seen here under-construction] and is now open to only bicycles, pedestrians and other passive recreationalists.



In the southwest corner of New Hampshire, the southeast corner of Vermont and across the northern tier of Massachusetts below those states, lies over 200 miles of interconnected unused former railroad corridors and low-volume country roads.

A network of trails would stretch from Londonderry Vermont to Brattleboro, across the CT River to Keene, NH, over to Peterborough, down to the Winchendon/Gardner area of Massachusetts and west to the Greenfield/Montague area including Northfield.

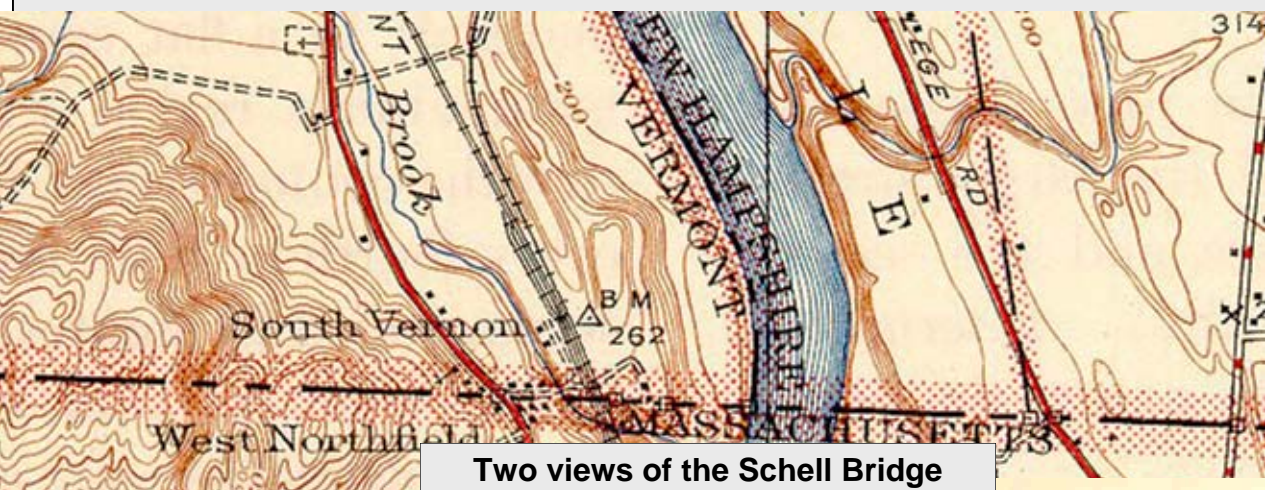
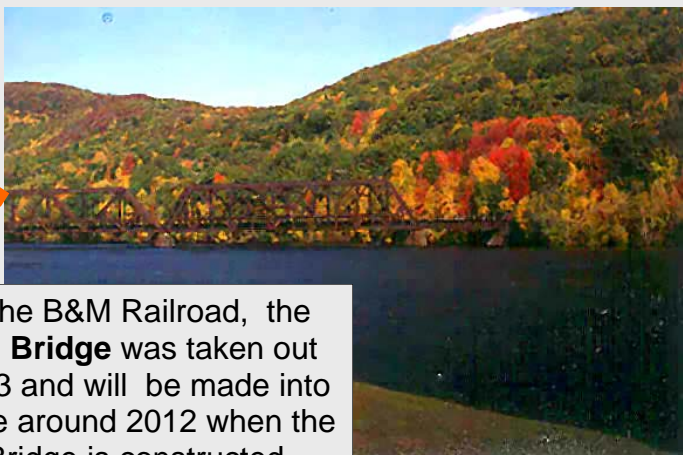
In a ten-mile stretch of the Connecticut River there will be four, former highway and rail bridges across the river that will be upgraded to be used purely by bicyclists, pedestrians, fishermen, bird-watchers and other passive recreationalists.

This represents a golden opportunity to create an off-road and low-volume road network 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 **Route 119 Bridge** slated to be taken out of service and become open to only bicycles and pedestrians by 2012



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 2012 when the new Route 119 Bridge is constructed.



Two views of the Schell Bridge



The **Schell Bridge** at Northfield, built in 1904, is the 4th bridge in this group. Having four bridges, open only to bicycles, pedestrians and other passive recreationalists, in a 10 mile stretch of one of the most scenic rivers in North America will be remarkable. This is something that would easily be marketed for high-income tourists looking for an unforgettable easily bikeable experience.

