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# Village Piscataquog River Pedestrian Bridge Ad Hoc Committee Report

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August 23, 2021



**Village Piscataquog River Pedestrian Bridge  
Ad Hoc Committee  
Final Report**

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**1. Executive Summary**

The Village Piscataquog River Pedestrian Bridge Ad Hoc Committee (the Committee) was formed in July 2020 pursuant to the Select Board Rules of Procedure and tasked with evaluating the feasibility of constructing a pedestrian bridge in the location of the former railroad bridge across the Piscataquog River in the Village. As part of this effort, this committee is also tasked with making recommendations to the Select Board regarding this potential project.

In completing the objectives of the Committee's Charter, the Committee held a number of meetings, performed site visits, engaged with other communities with similar projects and reviewed Town documents, including identifying a strong alignment between the Committee's deliverables and the recommendations found in the Goffstown Master Plan. The Committee's conclusion is this that a bridge would be a significant benefit to the community of Goffstown and recommends the Select Board take the following actions:

- **Select Board to engage with the Rotary Club of Goffstown** to discuss and collaborate on the construction of a pedestrian bridge entering Rotary Park from the Piscataquog River.
- **Work with the Friends of the Goffstown Rail Trail** on combining the pedestrian construction into a larger project that also completes the Goffstown Rail Trail. By combining the two projects the Town may be able to leverage other available resources and help with messaging to the public on the value of the two projects.
- **Allocate resources to:**
  - Hire a consultant to lead the Town in the next phase of building a pedestrian bridge, which may include:
    - Forming a "Bridge Design Committee" to a) gather public input regarding this potential project, and b) present more detailed design recommendations, including more defined cost estimates to the Selectboard.
  - Complete an underwater study and formal engineering study on bridge design, construction, and costs, including a long-term maintenance plan.
  - Investigate funding sources.
  - Provide community outreach and engagement on the value of the project and to seek public input.
- **Engage with Hillsborough County Commissioners and State Representatives associated with the County administration.** Work with the County representatives to advocate for using American Rescue Plan funds awarded to Hillsborough County for completing the Goffstown Rail Trail by building the pedestrian bridge and finishing any remaining work on the trail bed. Emphasize the benefits to both Goffstown and Manchester and note that County owned land is an important part of the Rail Trail.
- **Engage with the Southern New Hampshire Planning Commission.** The Commission has advocated for and supported the Goffstown Rail Trail, and the Town should seek their assistance to secure funding to build the pedestrian bridge and complete remaining work on the trail bed. The state planning commissions play an important role in determining which active transportation projects are supported by the NH Department of Transportation.

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**2. Committee Members**

<b>Name</b>	<b>Membership Position</b>
Collis Adams	Representative from the Selectboard
Paula Bedard	Community at Large Member
Andrew Cadorette	Community at Large Member - Chair
Allen Gamans	Representative from the Business Community
Bonnie Guevin	Representative from the Economic Development Council
David Nieman	Representative from the Conservation Commission – Vice Chair
Eric Slason	Community at Large Member
Ellen Vermokowitz	Representative from the Goffstown Main Street Program
Rick Wilhelmi	Representative from the Parks and Recreation Commission
Jonathan Allard	Community at Large Member - Alternate

**3. Committee Purpose**

**Mission**

The mission of the Committee is to explore opportunities and obstacles for constructing a pedestrian bridge across the Piscataquog River in the location of the former railroad bridge that was destroyed by fire in 1976.

**Objectives**

Maintain natural resources and provide the appropriate level of public access, with minimal impact to abutting property owners.

**Deliverables/Deadline**

The Committee's evaluation shall result in a report detailing the feasibility of constructing a pedestrian bridge in the location of the former railroad bridge across the Piscataquog River in the Village. The report should include considerations for property acquisition/swaps, design elements and budgeting estimates, and suggestions on funding.

**4. History and Site Description**

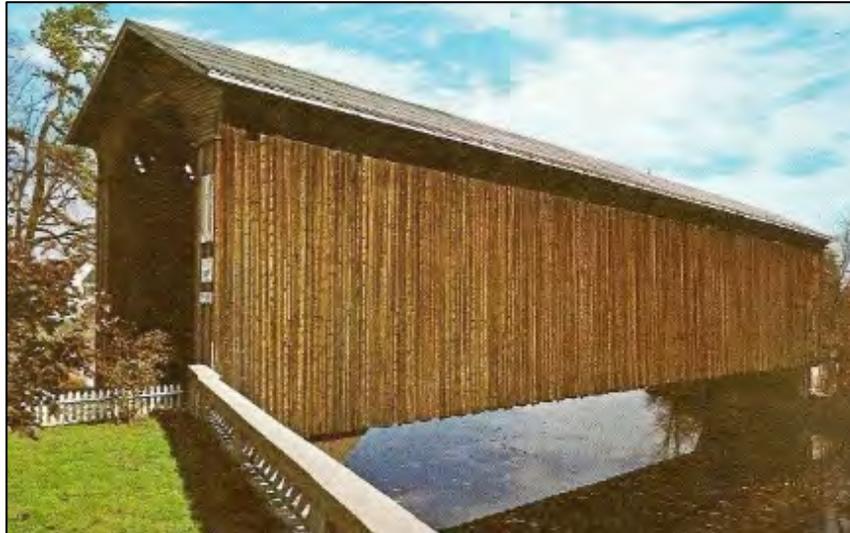
**About the History**

The Goffstown Covered Railroad Bridge was located in the village center of Goffstown, just east of the bridge carrying New Hampshire Route 114 (Main Street) across the Piscataquog River. The bridge was oriented at an angle to the banks of the river, on granite slab abutments that are still visible, capped in concrete. The bridge was a single span truss structure with a clear span of 117 feet (36 m) and a total structure length of 129 feet (39 m). Its trusses were a combination of Town lattice trusses and Pratt trusses, with an integrated laminated arch. Portions of the trusses have iron reinforcements in the form of turnbuckles. The bridge had an inside horizontal clearance of 15 feet (4.6 m) and a vertical clearance of 21 feet (6.4 m). The railroad deck was supported by a web of timbers anchored into the trusses.

The first bridge on the site was built about 1850 by the New Hampshire Central Railroad. In 1895 the line came under control of the Boston and Maine Railroad, which built this bridge as a

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replacement in 1901. The line, which originally ran to Henniker, was abandoned to Goffstown (ending short of this bridge) in the 1930s and was still in operation to that point when the bridge was listed on the National Register in 1975. On August 16, 1976, the bridge burned down.



Goffstown Covered Railroad Bridge

See **Exhibit A** for more information on the Goffstown Covered Railroad Bridge (History and pictures courtesy of the Goffstown Historical Society.)

## Site Description

The image below (Image 1.) shows a bird's eye view of the location of the former Goffstown Railroad bridge and potential pedestrian bridge. The north abutment is located in Rotary Park withing the village of Goffstown. The south abutment is currently the western terminus of the Goffstown Rail Trail.

Image 1.



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**Tax Map and Ownership**

Image 2 is from the Town of Goffstown's online geo mapping tool found at [www.Goffstown.com](http://www.Goffstown.com).



Image 2.

Parcel 34-129 and Parcel 34-164A make up north abutment and terminus of the former Goffstown Covered Railroad Bridge. These two parcels make up the entire Rotary Park (see Image 2 and Image 3).

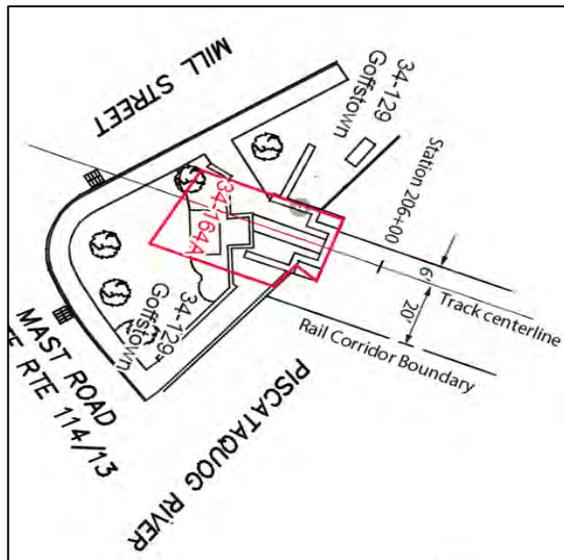


Image 3.

The north abutment of the former railroad bridge is owned by the Rotary Club of Goffstown (see Image 3.) The area marked in red is the rough boundary line of ownership by the Rotary Club of Goffstown (34-164A). The remaining parcel that makes up Rotary Park is owned by the Town of Goffstown (34-129).

Currently the Rotary Club of Goffstown maintains Rotary Park, both their owned parcel and Town owned parcel. This includes physically maintaining it, and associated expenses such as electric and holiday lighting services.

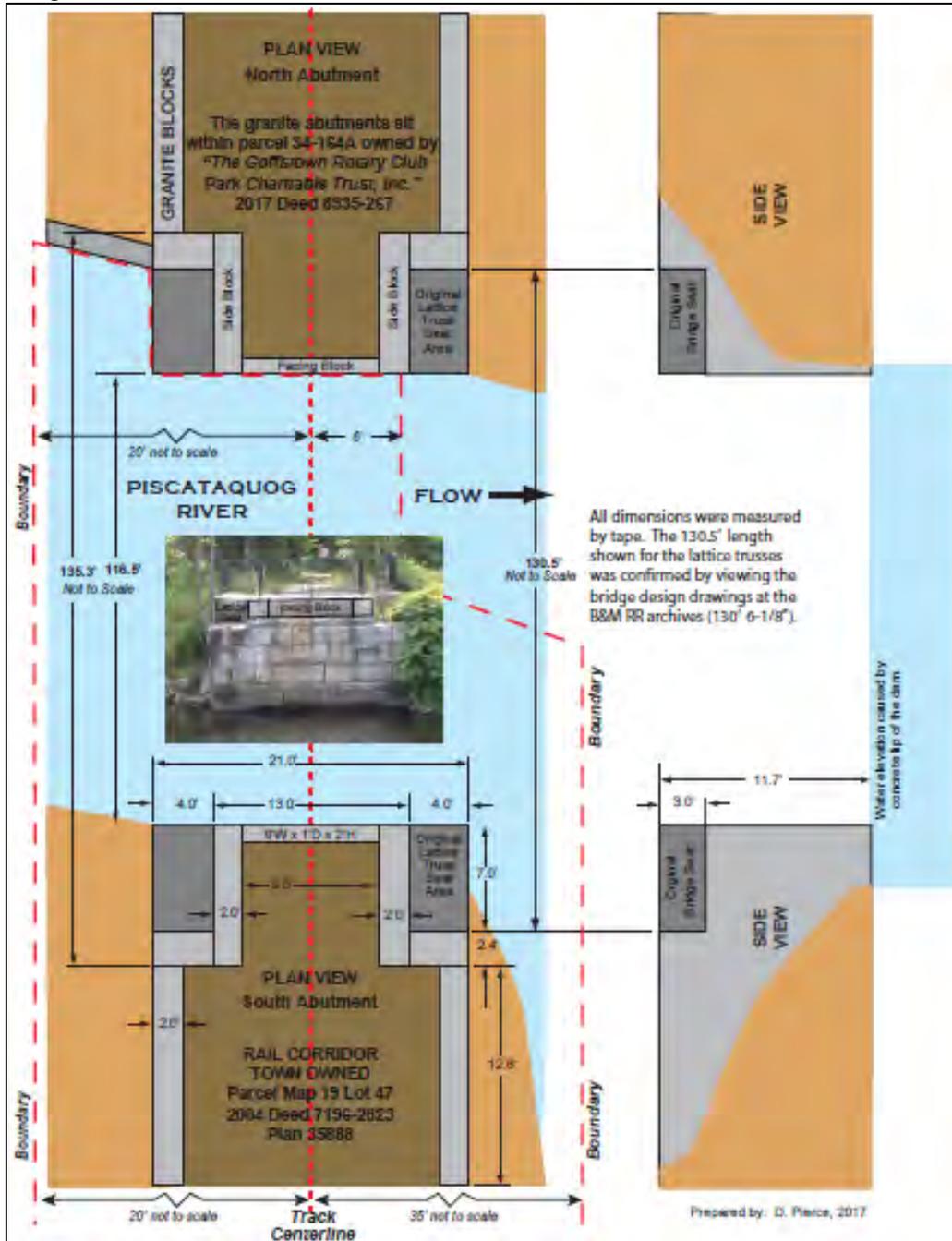
Parcel 19-47 is entirely owned by the Town of Goffstown and includes the South abutment of the former Goffstown Covered Railroad Bridge (Image 2.).

**Bridge Dimensions**

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Image 4 provides the approximate dimensions of the existing north and south bridge abutments and the span across the Piscataquog River at the point where the prior Goffstown Covered Railroad Bridge once stood (dimensions and mapping courtesy of David Pierce, 2017)

Image 4.



## 5. Committee Inputs

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**Public Meetings**

The Committee met each month on the third Thursday of each month, starting in November 2020. The committee held approximately 11 meetings during the time of engagement. Meetings were held virtually and in-person. Minutes from each of the Committee meetings can be found at the town's website ([www.goffstown.com/committees-officials/all-minutes-and-summaries](http://www.goffstown.com/committees-officials/all-minutes-and-summaries)).

**Input from Surveys**

A four-question survey was sent to Town departments to gather requirements that should be considered for the design and implementation of a potential pedestrian bridge at terminus of the Goffstown Rail Trail, connecting to the Village at Rotary Park.

Responding Town departments included:

- Fire Department
- Police Department
- DPW
- Parks & Rec
- Town Administrator

The online survey was composed of the following 4 questions. The responses are summarized below for each Committee question.

- 1. If possible, please advise the Committee of any emergency response requirements that should be considered or are required as part of a proposed project like this?**
  - 24/7 access to the bridge if gates or bollards are installed. (Police, Fire, DPW)
  - For any design or construction type, specific NFPA or Line Safety Codes must be investigated. (Fire)
  - Bridge should accommodate a sidewalk snowplow, 6-foot width minimum. (DPW)
  
- 2. Is there a requirement for this bridge to be engineered\built to accommodate emergency vehicles?**
  - Bridge must be accessible with a UTV, Fire Dept. Forestry Unit or a motorcycle. (Police, Fire)
  - At least 6-foot clear minimum width and specifications to support a Bobcat with implements. (DPW)
  - Any liability concerns should be addressed with Town's Property Liability Insurance provider prior to construction and/or construction bid process. (Admin)

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**3. Are there any safety or other concerns this Committee should evaluate as part of this feasibility project? If so, please describe.**

- Barriers/Fencing to prevent jumping from the bridge. (Police, Fire)
- For any design or construction type, specific NFPA or Line Safety Codes must be investigated. (Fire)
- Snow/ice melt and runoff – need clear path for drainage so the Rotary Park doesn't end up under water or ice. Same for the other side behind the apartments. Scuppers on the bridge are probably acceptable for pedestrian crossings (they are no longer allowed for vehicle bridges). (DPW)
- Long-term maintenance and inspection – this wouldn't fall under NHDOT purview for biennial inspection. We have no bridge engineers at DPW, so aside from obvious issues we might need a periodic consultant inspection. Merrimack recently had to close their 134' pedestrian bridge due to structural issues that went undetected for quite some time (this was a second-hand bridge installed in 2010). This goes extra for any timber/covered structure. (DPW)
- Loading – Enough live load capacity for whatever emergency vehicles are needed, but also should be planned for full elbow-to-elbow (non-socially distant times) loading of people during events on the river such as the Pumpkin Regatta. If covered, the roof needs to be designed to withstand NH wind and snow loading of course. (DPW)
- Lighting – May be needed either way, but especially if it's a covered bridge. (DPW)
- Utilities – The Town should consider any need for water, sewer, cable, or power to have an alternate path across the river to the Factory Street or Main Street buildings. Adding some conduit may be a good idea even if the 2021 answer is “no”. (DPW)
- Pigeon-proofing – Enough said. (DPW)
- Aesthetics – Considerations for public input and discussion on design must be part of the planning process. Please review the articles below for other town's experiences with pedestrian bridges.  
[https://www.unionleader.com/news/business/transportation/hooksett-faces-250k-price-tag-for-bridge-work/article\\_6f4b2c1c-95af-50b2-af2e-2a49afdedb32.html](https://www.unionleader.com/news/business/transportation/hooksett-faces-250k-price-tag-for-bridge-work/article_6f4b2c1c-95af-50b2-af2e-2a49afdedb32.html)  
<https://www.wmur.com/article/hooksett-bridge-on-time-schedule-due-to-complaints-about-how-it-looks/13055297#>  
<https://www.dubois-king.com/hooksett-lilac-pedestrian-bridge-receives-acec-nh-silver-award/>
- Security cameras may be required. More of a concern if a covered bridge, both from a “hidden from view with no easy escape from physical violence” perspective, but also graffiti and arson (given the history of the former bridge). (DPW)
- ADA requirements (DPW)
  - Ramping may or may not be a concern on the Rotary Park end.
  - May need width for 2-way passing for a shared use path.
  - If covered:
    - ADA only requires 80” of vertical clearance.
    - Bicycles need clearance to be over 8’.
  - Handrails may be needed if any grade leading up to, or on the span is over 5%.
  - Pedestrian safety rail (in addition to handrail) needs to be at least 42”

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- The Ad Hoc Committee and Select Board will need to address funding for potential pedestrian bridge prior to construction. (Admin, P&R)
  - The Ad Hoc Committee and Select Board should consider current Capital Projects in the Town of Goffstown (both Town and School).
  - The Planning Board adopted CIP Matrix for 2021-2026 has \$30M in Capital Projects (not vehicles) between 2022-2026; \$20M from taxes.
  - The 2021-2026 CIP Matrix DOES NOT include:
    - Police Station Renovations/Replacement
    - Development of School Property behind High School – New School?
    - Major renovations at Fire, DPW, P&R, Town Hall
  - Relying on Grants and Donations alone will force the bridge to compete with other projects in Town that may rely on similar funding.
    - Rail Trail completion
    - Goffstown Public Library Addition
    - Goffstown Sports Complex
    - Grasmere Town Hall ADA/Elevator Addition

**4. Would you\your department like to meet with members of this Committee to further discuss concerns and or issues relevant to your department?**

- Only if needed. (Police, Fire, DPW, P&R)
- Currently participating (Admin)

**Abutter Communication and Outreach**

Given the north end point of a pedestrian bridge would enter into Rotary Park, the committee made specific outreach to the Rotary Club of Goffstown (current owners of the north abutment and terminus point of a bridge and Goffstown rail trail). The Committee provided the Rotary Club of Goffstown members with an overview of the committees Charter, potential impacts of a pedestrian bridge on Rotary Park and answered questions on the Committee’s goals. The Committee also ask for the Rotary Club of Goffstown to provide input and comments on the Committees objectives and deliverables (See **Exhibit B** - Rotary Club of Goffstown Presentation).

The Committee also requested that the Goffstown Rotary Club consider what site control structure would be most agreeable to Rotary should the town decide to build a pedestrian bridge in the proposed location. As a result, the Rotary Club of Goffstown provided the Committee with a letter outlining the potential ownership transfer terms of the Rotary Club of Goffstown owned parcel to the Town of Goffstown (See Rotary Club of Goffstown letter dated 03/30/2021 on file at Town Hall).

**6. Site Visits**

In May 2021 the Committee held a public meeting on-site to review the north and south abutments and proposed location of the pedestrian bridge. Committee members viewed the existing bridge abutments, discussed clearances, mill pond views and other considerations.

In addition, to inspecting the site by land Committee members also had the opportunity to visually inspect both abutments at water by boat.

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**7. Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis**

Committee members were asked to provide their own Strengths, Weaknesses, Opportunities, and Threats (SWOT) assessment of the potential construction of a pedestrian bridge. See **Exhibit D** for the Committee's SWOT analysis. To provide a broad perspective of the potential impact of a pedestrian bridge, the SWOT was broken down into the following five areas:

- Beautification Impact
- Economic Impact
- Health and Safety Impact
- Community Impact; and
- Other/Recreation Impact

While there were many diverse inputs provided by the Committee through their individual SWOT analysis, common themes did arise out of the exercise. Below is a summary of key take-aways.

**Strength**

- Improved community walkability and safety
- Enhanced endpoint for the rail trail
- Focal point for downtown experience

**Weakness**

- Impact on traffic and maintenance of Rotary Park
- Bridge maintenance, safety, and snow removal
- Fiscal impact on residents

**Opportunity**

- Focal point for community events
- Increased consumer spending at local businesses.
- Grant funding
- Encourages a healthy lifestyle

**Threat**

- Initial financial impact and ongoing maintenance expense to the community
- Vandalism and safety
- Lack of community support

**8. Engineering Evaluation of Bridge Abutments**

As part of the Committee's review Hoyle Tanner and Associates were contracted to provide a preliminary structural integrity assessment of the existing north and south bridge abutments. The Committee graciously thanks the Goffstown Economic Development Council for providing funding for this preliminary assessment. The preliminary assessment was completed and presented to the Committee in April 2021 (See **Exhibit F.**)

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In summary, both the north and south abutments appear to be in good physical condition to support a pedestrian bridge. It is recommended that the town seek engineering services for a physical inspection of the abutments under the water. Estimated cost for an underwater inspection would be approximately \$9,000-10,000.

General Overview of the Preliminary Assessment:

- **North abutment** - The north abutment is in general good condition. Some evidence of the 1976 fire was observed. Hoyle Tanner and Associates was able to access the north abutment by both land and water.



North Abutment Elevation

- **South abutment** - On the south abutment it was observed that there is ledge close to the foundation. Hoyle Tanner and Associates visually inspect the south abutment above and at water level. They noted at least one stone missing at the water level. They also noted that the center stone at the water level is cracked.



South Abutment Elevation



Close Up View of the Base of the South Abutment

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**9. Design Considerations**

In researching pedestrian bridge construction design for a pedestrian bridge, the Committee categorized construction into three general categories common to New England:

- **Steel Truss** – This type of pedestrian bridge design exists in many communities throughout New Hampshire, including Manchester, New Boston & Peterborough. Typically, it is an open steel truss design with a steel or wooded floor.



- **Reproduction Covered** - The original Goffstown covered bridge was not just a covered bridge, but rather a *railroad* covered bridge. There are only 3 covered railroad bridges left in New Hampshire (2 in Newport, 1 in Contoocook), 8 worldwide. This design category represents the reconstruct of a new pedestrian bridge with elements of the original Goffstown covered railroad bridge. Typically, this type of structure would be completely timber framed with wooden or steel trusses for supports. This would be custom designed built for the proposed use.



- **Hybrid Custom** – This design category would include some elements from each of the prior two design categories; a pedestrian bridge style that has a roof structure, but is open on sides to allow light, and yet still includes some physical elements reminiscent of the original Goffstown covered railroad bridge design. This type of structure may include both steel and/or wooden design elements. This would be custom designed built for the proposed use.



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The Committee notes the following pros and cons associated with each of these three basic bridge design categories:

Design Category	Pros	Cons
Steel Truss	<ul style="list-style-type: none"> <li>• Opportunities to experience new scenic views of Piscataquog River &amp; the Village</li> <li>• Would not block views of river &amp; village</li> <li>• Provides opportunities for recreational activities, such as fishing from the bridge or viewing activities in Mill Pond (during Pumpkin Regatta, for example).</li> <li>• Has the potential to be the most economical option, depending on material &amp; other features.</li> <li>• Simplest and least expensive maintenance considerations.</li> </ul>	<ul style="list-style-type: none"> <li>• Precast steel structure with limited customization options.</li> <li>• Unless powder coated, structure will take on a rust color.</li> </ul>
Reproduction Covered	<ul style="list-style-type: none"> <li>• Would reproduce a significant historical feature of Goffstown's history.</li> </ul>	<ul style="list-style-type: none"> <li>• If fully enclosed, lack of visibility when traveling inside the bridge, could present a safety hazard, or need a lighting system installed.</li> <li>• Obscures views of Piscataquog River &amp; Village</li> <li>• Does not provide opportunities for activities such as fishing or spectating during events such as Pumpkin Regatta.</li> <li>• May provide an opportunity for undesirable activities.</li> <li>• May require a fire protection system.</li> <li>• Historical reproduction may be very expensive to construct.</li> <li>• Maintenance costs.</li> </ul>
Hybrid Custom	<ul style="list-style-type: none"> <li>• Open sides may allow for recreational opportunities and views.</li> <li>• Roof structure may provide opportunity for interesting art installations, or nighttime lighting.</li> </ul>	<ul style="list-style-type: none"> <li>• May obscure or block views of Piscataquog River &amp; Village.</li> <li>• Might require a fire protection system.</li> <li>• May require lighting system installed.</li> <li>• Custom structure may be more costly.</li> </ul>

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**Pedestrian Bridge Design Categories Comparison Chart**

The same information above is presented below in the form of a side-by-side comparison chart to more easily compare the pros and cons of each design category.

<b>Considerations</b>	<b>Steel Truss</b>	<b>Reproduction Covered</b>	<b>Hybrid Custom</b>
Restores a historical feature of Goffstown's history	No	Yes	Somewhat
Provides opportunities to experience new scenic views of Piscataquog River, Mill Pond & the Village	Yes	No	Somewhat
Provides opportunities for recreational activities, such as fishing from the bridge or viewing/spectating activities in Mill Pond (during Pumpkin Regatta, for example).	Yes	No	Somewhat
Blocks views of Piscataquog River, Mill Pond & the Village	No	Yes	Somewhat
Requires a fire protection system (added cost)	No	Yes	Maybe
Provides opportunities for undesirable activities (vandalism, other criminal activities)	Low	High	Somewhat
Presents a safety hazard due to darkness when traveling inside the bridge. (Lighting system could be installed at added cost)	No	Yes	Somewhat
Overall design & construction cost	Low	High	High
Maintenance considerations & costs	Low	High	Medium

**Images of Bridge Designs**

See **Exhibit G** for additional images of local bridge designs.

**10. Budget Estimates**

Committee sought data and input on rough cost estimates to construct a pedestrian bridge using the three categories of bridge design observed by the committee. For cost estimates, the committee inquired with other communities for recent cost estimates in addition to asking for rough cost estimates from bridge construction specialists. It is important to note that the cost estimates below only represent the cost of the bridge and do not include the cost for site work, engineering, permitting or other services.

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The Committee gathered the following rough estimate:

<b>Bridge type</b>	<b>Estimated cost per foot</b>	<b>Estimated bridge length</b>	<b>Total estimated cost (bridge only)</b>
Steel Truss	\$3,017	116 ft	\$350,000
Reproduction Covered	\$6,000	116 ft	\$696,000
Hybrid Custom	\$4,500	116 ft	\$522,000

Note: The clear span of a Goffstown pedestrian bridge would be approximately 116-feet in length. Total span of the bridge will depend on the details of design and construction.

Rough cost estimates for a Reproduction Covered Bridge were provided by [www.arnoldmgraton.com](http://www.arnoldmgraton.com).

**Town Case Studies**

Note: When comparing cost estimates of bridge designs, in addition to Bridge length, the required load bearing needs may impact costs.

- New Boston Library Pedestrian Bridge** – This simple steel truss bridge was built in 2016. It has a clear span of 110 feet and is 6 feet wide. The Town also paid an extra \$5,000 for horse accessibility. Total approximate cost for the bridge was \$148,000 (\$65,000 for bridge, \$5,000 for horse accessibility, \$50,000 for engineering & building new abutments, \$28,000 for other site work.) Bridge was financed by donations from interested groups (Library, Conservation Commission, and Historical Society) and primarily by generous contributions from private citizens.



- Manchester Singer Bridge**  
Committee members also reached out to the City of Manchester for information on the Singer Bridge along the Piscataquog.

The Singer Bridge is also a steel bridge spanning 160 feet across the Piscataquog River. Built in 2015, the approximate cost for this bridge was \$600,000. It is important to note that at this site there was an existing structure that needed to be removed and extensive sitework.

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- **Peterborough Pedestrian Bridge**

The Committee also spoke the former Administrator from Town of Peterborough about two pedestrian bridges constructed there. Both bridges are of steel design. One bridge is 82 feet in length. The second bridge, which is meant to be a temporary bridge spans 100 feet in length. Approximate costs were \$125,000 (82 ft bridge) and \$200,000 (100 feet bridge). The former Town administrator commented that the wider the bridge the better. Also, he commented to consider snow removal in design.

## **11. Goffstown Rail Trail**

### **About the Goffstown Rail Trail**

The Goffstown Rail Trail follows the former Boston & Maine railroad right of way from the Piscataquog River near the Main Street bridge in Goffstown village, through Grasmere and the county complex, to the Manchester city line near Sarette Field in Pinardville.

The Goffstown Rail Trail is owned by the Town of Goffstown. Currently the trail is approximately 5.5 miles long.

Average daily count of users during peak time is estimated to be approximately 300 users (see Exhibit G.)

The Goffstown Rail Trail may be used for walking, running, bicycling, skiing and snowshoeing.



### **Strategic Plan to Complete the Goffstown Rail Trail**

Currently, approximately 3.61 (65%) of the Goffstown Rail Trail has been improved to a spec standard. This leaves the remaining 5.5-mile Goffstown Rail Trail unimproved.

Of the remaining 1.93 miles (35%) of the Goffstown Rail Trail unimproved (representing 7 sections of the trail), 4 sections are currently funded and waiting one work to begin.

There are 4 remaining unimproved section representing an approximate cost between \$153,000 and \$200,000 depending on funding guidelines.

For an overview of the Goffstown Rail Trail Improvement Plan, including funding costs and completion estimates, see Exhibit H.

For more information about the Goffstown Rail Trail visit [www.goffstownrailtrail.org](http://www.goffstownrailtrail.org).

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**12. Alignment with the Goffstown Master Plan**

The Goffstown Master Plan (Master Plan) is an important planning tool that sets forth the community’s vision and strategies for the future. Most importantly, the master plan is a statutory responsibility for the town as it gives legal standing for its planning activities, ordinances and regulations. A master plan is a living document. It identifies key community issues and challenges and identifies various planning strategies to assist the town in achieving their land use and development goals. This plan also encourages community engagement, civic responsibility and an increased appreciation for the town today and in the future.

The Town of Goffstown last master plan was prepared in 2006. This Updated 2020 Master Plan incorporates current information about many aspects of Goffstown, including a vision for the community, and strategies for the planning board to follow in guiding the growth and development of the town. The vision and strategies as set forth in the plan will help the town in maintaining and expanding existing infrastructure, preserving the environment and promoting sustainable development and appropriate fiscal policies (Goffstown Master Plan 2020 Update, [www.goffstown.com/edc/master-plan](http://www.goffstown.com/edc/master-plan)).

**Master Plan Guidance (References)**

In reviewing the Town’s Master Plan the Committee identified a number of instances of direct alignment between the Master Plan and the recommendations of the Committee. The following excerpts (33 statements) are from the “Goffstown Master Plan 2020 Update” and reflect the communities’ input, either directly or indirectly, related to this potential project. Additionally, within the Master Plan there are two direct references to the construction of a pedestrian bridge in Goffstown.

Survey Results & Community Input Session - Page 3	<ul style="list-style-type: none"> <li>• Survey respondents appreciate Goffstown Village and want to see small retail thrive in the area.</li> </ul>
	<ul style="list-style-type: none"> <li>• Many enjoy walking and hiking in Goffstown and would like to see improvements to walking and hiking infrastructure, including improvements to the Goffstown Rail Trail and expanding the sidewalk network.</li> </ul>
	<ul style="list-style-type: none"> <li>• Roadway safety, traffic reduction, and bicycle and pedestrian infrastructure improvements are the top transportation infrastructure concerns for residents</li> </ul>
	<ul style="list-style-type: none"> <li>• Encouraging small retail and vibrant town centers are important to respondents.</li> </ul>
	<ul style="list-style-type: none"> <li>• Continue the improvements being made to the Rail Trail Provide additional walking and hiking trails.</li> </ul>
	<ul style="list-style-type: none"> <li>• Improve flow of traffic.</li> </ul>
	<ul style="list-style-type: none"> <li>• Create a network of sidewalks connecting to Villages and parks.</li> </ul>
Vision - Page 4	<ul style="list-style-type: none"> <li>• Provide a space for community gatherings for residents of all ages.</li> </ul>
	<ul style="list-style-type: none"> <li>• Improve upon and expand recreational opportunities for residents of all ages.</li> </ul>

**Village Piscataquog River Pedestrian Bridge  
Ad Hoc Committee  
Final Report**

Vision - Page 4	<ul style="list-style-type: none"> <li>• Provide alternative forms of transportation through public transportation and creating safe bicycle and pedestrian facilities.</li> <li>• Part of Goffstown Vision Statement: "...fostering recreational opportunities"</li> </ul>
Housing Strategies - Page 6	<ul style="list-style-type: none"> <li>• Continue to support existing neighborhoods with infrastructure, including sidewalks, Rail Trail connections, street amenities, and traffic calming measures where appropriate.</li> </ul>
Recreation Strategies - Page 7	<ul style="list-style-type: none"> <li>• Survey respondents were overwhelmingly (77%) satisfied with the Rail Trail, and roughly 62% wanted the trail completed within the next two years.</li> <li>• Continue to work with Public Works, the state, Friends of the Goffstown Rail Trail, and other partners to maintain and improve the Goffstown Rail Trail, and work with state and regional partners to connect the Goffstown Rail Trail to neighboring trail networks.</li> <li>• Identify areas to expand walking and biking trails throughout Goffstown.</li> <li>• Continue to promote responsible use of parks, trails, recreational facilities, historic landmarks, etc., and "open spaces". Continue to promote responsible use of parks, trails, recreational facilities, historic landmarks, etc., and "open spaces". Continue to support the Parks and Recreation Commission's goals to complete the (...) and the Rail Trail,</li> <li>• Improve access to natural resources.</li> </ul>
Economic Development - Page 8	<ul style="list-style-type: none"> <li>• The Village Center can also be characterized by its walkability - with recently expanded sidewalks, curb-cuts, and pedestrian crossings, the Town has invested in pedestrian infrastructure that supports the local office and retail environment.</li> <li>• Reduce traffic in other commercial areas of Town.</li> </ul>
Energy Strategies - Page 12	<ul style="list-style-type: none"> <li>• Encourage alternative transportation methods.</li> </ul>
Age Friendly Strategies - Page 13	<ul style="list-style-type: none"> <li>• <b>Expansion of sidewalks to connect neighborhoods to the rail trail, connectivity between Goffstown rail trail and New Boston rail trail and explore the possibility of a pedestrian bridge in the Village area.</b></li> </ul>
Age Friendly Strategies - Page 15	<ul style="list-style-type: none"> <li>• Transportation is another important aspect of an Age-Friendly community. To adequately meet the needs of an aging population, pedestrian infrastructure (and ...) must be addressed alongside road and highway planning.</li> <li>• Continue to apply for grants and support local organizations like Friends of the Goffstown Rail Trail in applying for grants to improve the trail.</li> <li>• Improvements for walkability and sidewalk system.</li> </ul>
Transportation (Bicycle and Pedestrian Transportation) - Page 21	<ul style="list-style-type: none"> <li>• Over 85 percent of survey respondents from the Goffstown Master Plan survey indicated that sidewalk improvements and pedestrian and/or sidewalk safety improvements were important or very important, and over 77 percent value the Goffstown Rail Trail and 62 percent wanted to see further improvements over the next few years.</li> </ul>

**Village Piscataquog River Pedestrian Bridge  
Ad Hoc Committee  
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<p>Transportation (Bicycle and Pedestrian Transportation) - Page 21</p>	<ul style="list-style-type: none"> <li>• Pedestrian and bicycle infrastructure is relatively limited in Goffstown. With two main commercial areas and scattered development leave residents to largely utilize their vehicles to get around town. Sidewalks can be found in Goffstown Village and on some abutting streets, including along Elm Street ending before Paige Hill Road. Additionally, there are sidewalks along Mast Road in Pinardville to Danis Park Road. Bicyclists and pedestrians in Goffstown and from surrounding towns also utilize the Goffstown Rail Trail, a multi-use pedestrian and bicycle path which spans 5.5 miles from Manchester into Goffstown's Village Center.</li> <li>• There are ongoing efforts to secure funding to complete improvements to the Goffstown Rail Trail by both the Town and Friends of the Goffstown Rail Trail (FGRT). Since 2018, the Southern New Hampshire Planning Commission (SNHPC) has conducted summer and winter counting studies on the Rail Trail. These counts are provided to FGRT and town departments for planning and trail-use monitoring purposes. In 2018, SNHPC found an average of 262 persons using the trail on a workday, and an average of 382 persons on a weekend day. In 2019, SNPC counted users during the winter and found a daily average of 43 persons.</li> </ul>
<p>Transportation Safety\Complete Streets - Page 22</p>	<ul style="list-style-type: none"> <li>• Safety improvements can come in many forms -- from street design, increased public transit, to adding more bicycle and pedestrian infrastructure throughout a transportation system can alleviate significant safety issues that accompany automobile transportation. Implementing a policy that emphasizes all users of the road, also known as Complete Streets, is a good way to increase the safety of the road through design standards.</li> <li>• Transportation projects incorporating Complete Streets principles will make communities more livable through making the street network better and safer for drivers, transit users, pedestrians, and bicyclists.</li> </ul>
<p>Transportation Strategies - Page 23</p>	<ul style="list-style-type: none"> <li>• Continue to maintain the Goffstown Rail Trail. Work with the Department of Public Works and Friends of the Goffstown Rail Trail to maintain a safe and accessible trail for bicyclists and pedestrians.</li> <li>• Work with the Department of Public Works, Friends of the Goffstown Rail Trail, Southern New Hampshire Planning Commission, and NHDOT to complete improvements to the Goffstown Rail Trail - including applying for the Transportation Alternatives Program (TAP) administered through the NHDOT, to fund the completion of the trail.</li> <li>• Explore opportunities to make connections to the Rail Trail - including connections to residential neighborhoods where appropriate, connections to New Boston, and connection to Goffstown Village Center.</li> <li>• <b>Explore funding opportunities to construct a pedestrian bridge over the Piscataquog River, from the Goffstown Rail Trail, to Rotary Park, providing a safe connection for bicyclists and pedestrians to Goffstown Village Center.</b></li> </ul>

**Village Piscataquog River Pedestrian Bridge  
Ad Hoc Committee  
Final Report**

**13. Funding Opportunities**

The Committee has provided a high-level overview of potential funding sources that the Town may choose to consider for funding of a pedestrian bridge. When considering these funding sources, the Town should seek to:

- Minimize financial impact to the Towns residents.
- Seek to leverage funding sources, both public and private.
- Coordinate with other projects in the pipeline, such as the Goffstown Rail Trail

The Committee recommends that the Town should allocate resources for a deeper dive into the appropriate funding resources, both public and private, which may include grant writing and fundraising.

Additionally, the Town should investigate combining the pedestrian bridge project with the completion of the Goffstown Rail Trail. By including both projects into a single funding request the Town may be able to better leverage funding resources, messaging, and benefit from the completion of both projects.

The Committee recommends investigating the following funding opportunities to pay for costs associated with designing, installing, and maintaining of a pedestrian bridge and completion of the Goffstown Rail Trail:

- Federal
- State
- Private Foundations
- Private Donations
- Town Resources

The following chart provides potential funding sources:

<b>Funding Type</b>	<b>Funding Source</b>	<b>Description and Purpose</b>	<b>Eligible Uses</b>	<b>Funding and Match Requirements</b>	<b>Frequency of Grant Rounds</b>
Federal  Administered by NHDOT	<a href="#">Transportation Alternatives Program (TAP)</a>	To provide for a variety of alternative transportation projects including, Safe Routes to School, Recreational Trails, Transportation Enhancement, and Scenic and Cultural Byways.	Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.	Minimum Project Amount = \$400,000  Maximum Project Amount = \$1,250,000  Funding Ratio: 80% Max Fed Share 20% Min Local Share	Round 4 – 2021 Round 3 – 2018

**Village Piscataquog River Pedestrian Bridge  
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<b>Funding Type</b>	<b>Funding Source</b>	<b>Description and Purpose</b>	<b>Eligible Uses</b>	<b>Funding and Match Requirements</b>	<b>Frequency of Grant Rounds</b>
Federal  Administered by NHDOT	<a href="#">Congestion Mitigation and Air Quality Improvement Plan (CMAQ)</a>	The CMAQ Program specifically provides assistance for air quality improvement and congestion mitigation projects.	Transportation-focused (non-recreational) bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel.	Maximum Project Amount = \$1,500,000  Funding Ratio: 80% Max Fed Share 20% Min Local Share	2019 CMAQ – Last Round
Federal  Administered by Bureau of Trails, NH Department of Natural and Cultural Resources (DNCR)	<a href="#">Recreational Trails Program (RTP)</a>	A competitive grant program that offers funding for quality public trail projects throughout NH.	Maintenance and restoration of existing trails, purchase and lease of trail construction and maintenance equipment, construction of new trails, development and rehabilitation of trailside and trailhead facilities and trail linkages.	Maximum Project Amount = \$100,000	Annually
Federal  Administered by Hillsborough County	Coronavirus Local Fiscal Recovery Funds	Funds provided to the County with a substantial infusion of resources to meet pandemic response needs and rebuild a stronger, and more equitable economy as the country recovers.	Eligible Uses of Funds to be determined by US Treasury	Hillsborough County to administer \$81,002,217	Funds must be obligated by 12/31/24 and spent by 12/31/26.
Federal/State  Administered by NHDOT	<a href="#">NH Ten Year Transportation Plan</a>	The purpose of the Ten Year Plan is to develop and implement a plan allowing New Hampshire to fully participate in federally supported transportation improvement projects as well as to outline projects and programs funded with State transportation dollars (RSA 228:99 & RSA 240)	\$15.1M/Year (FY23-FY32) – Individual construction projects that expand active transportation opportunities Opportunities include • Complete Streets • Multi-use paths • Pedestrian/bike bridges • New Sidewalks • Expanded Shoulders		Plan is updated every two years.  Work through MPO (Metropolitan Planning Organization) SNHPC

**Village Piscataquog River Pedestrian Bridge  
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<b>Funding Type</b>	<b>Funding Source</b>	<b>Description and Purpose</b>	<b>Eligible Uses</b>	<b>Funding and Match Requirements</b>	<b>Frequency of Grant Rounds</b>
Private Foundation	<a href="#">Granite State Health and Fitness Foundation</a>	Community Funding Grants available to support community program, event, or infrastructure.	Community program, event, or infrastructure to promote and support health, fitness, and wellness lifestyle experiences and opportunities across NH	Uncertain	Uncertain

**14. Committee Recommendations**

**General Recommendation**

The Committee strongly recommends that the Select Board allocate additional resources to the construction of a pedestrian bridge across the Piscataquog River on the former site of the former railroad bridge. The Committee recommends the Select Board:

- **Engage with the Rotary Club of Goffstown to discuss and collaborate on the construction of a pedestrian bridge entering Rotary Park from the Piscataquog River.** This may include purchasing the Rotary Club of Goffstown parcel and/or negotiating deed restrictions.
- **Hire a consultant to lead the Town in the next phase of building a pedestrian bridge,** which may include:
  - Forming a “Bridge Design Committee” to a) gather public input regarding this potential project, and b) present more detailed design recommendations, including more defined cost estimates to the Selectboard.
- **Underwater engineering study of the abutments.** Approximate cost between \$9 - \$10k. (Also see Engineering and Design Recommendations below)
- **Work with the Friends of the Goffstown Rail Trail** on combining the pedestrian construction into a larger project that also completes the Goffstown Rail Trail. By combining the two projects the Town may be able to leverage other available resources and help with messaging to the public on the value of the two projects.
- **Community outreach and engagement.** Educating the public about the location and the benefits of the pedestrian bridge will be key to the success in seeking support and funding. The Town should create a dedicated website for the proposed bridge, create marketing materials and engage the public comment. Getting ahead of the messaging on the benefits, costs and design elements will help to guide the community to a successful completion.

**Village Piscataquog River Pedestrian Bridge  
Ad Hoc Committee  
Final Report**

**Engineering and Design Recommendation**

Should the Town move forward with the decision to construct a pedestrian bridge, the Committee recommends the following be included in any engineering study:

- Abutments. When seeking a full engineering study on building pedestrian bridge the Town may want to consider setting new abutments behind the existing abutments. This may reduce the cost of engineering work to be done on the existing abutments and may limit the need for special permitting from the state.
- While the Committee has made some general inquiry into estimated costs, the Committee recognizes that these are very rough cost estimates. The Town should hire a professional engineer to scope our bridge designs and various costs based on recommend load weight recommendations and needs with input from other Town Departments and Community engagement.



*Hands Across the Merrimack Bridge.  
Piscataquog Trail, Manchester, NH*

- Wider is better. If economically feasible the Committee recommends a 10-foot-wide pedestrian bridge. This will allow for easy two-way traffic of both pedestrian and bicyclist. The minimum width the Committee recommend the town consider for a pedestrian bridge is 8-feet.
- Weight load. The Committee visited may existing pedestrian bridges along the Piscataquog River. Weigh load needs vary depending on access and use. The Town must design this bridge to withstand considerable traffic and various uses, including both dead weight and dynamic weight loads, pedestrian viewing of community events, bicyclists, and runners.
- Engineering should include consideration for snow removal.
- No step access. Bridge design should include no steps, ground level access, and avoid slopes. Must be American Disabilities Act (ADA) compliant.
- When reviewing engineering recommendations, consider the impact on Rotary Park and the current end of the Rail Trail (south abutment). This also includes the craning of the bridge onto the site location.



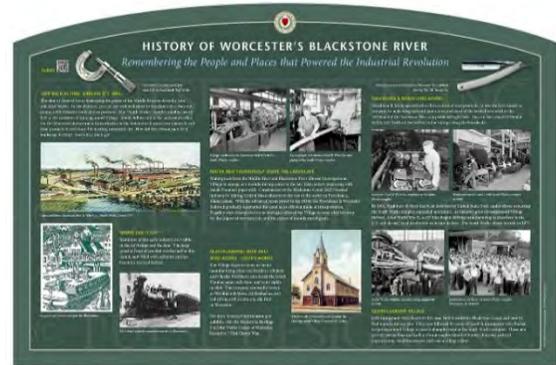
**Temporary Pedestrian Bridge.  
Peterborough, NH**

# Village Piscataquog River Pedestrian Bridge Ad Hoc Committee Final Report

## Other Considerations

When considering engineering and design elements for a future pedestrian bridge, the Select Board should also consider:

- Long-term maintenance plan. The Committee recognizes that building a pedestrian bridge is not the end of the project. The Select Board will need to dedicate future resources and time to maintaining the bridge. The Committee recommends that the Town create a long-term maintenance plan to ensure that this project continues to represent our Committee for the future.
- Lighting. If lighting is to be considered, it should be designed to provide safety, but not over light the river or create unwanted light pollution.
- Safety elements and enhancements. The Town may want to consider what safety elements and enhancements are needed for a pedestrian bridge. The Committee observed other community pedestrian bridges with handrails, safety signs, bike racks and Police call boxes. The Committee recommends the Town engage the public to see what safety concerns or enhancements they would have with a pedestrian bridge.
- Historic Plaque. The Committee recommends the Town consider a historic plaque honoring the former Goffstown Railroad Bridge. Nostalgia for what was once there may be strong in the community. Recognizing this with a historic plaque with imagery, showing pictures of the former Goffstown Railroad Bridge may help with support of a new pedestrian bridge. The work done on the Goffstown Rail Trail may also be worthy of recognition.



Historic Plaque Example.

**Village Piscataquog River Pedestrian Bridge  
Ad Hoc Committee  
Final Report**

**Next Steps**

The Committee's conclusion is that this bridge would be a significant benefit to the Village and the Goffstown community at large, and recommends the following action be taken:

- **Select Board to engage with the Rotary Club of Goffstown** to discuss and collaborate on the construction of a pedestrian bridge entering Rotary Park from the Piscataquog River.
- **Work with the Friends of the Goffstown Rail Trail** on combining the pedestrian construction into a larger project that also completes the Goffstown Rail Trail. By combining the two projects the Town may be able to leverage other available resources and help with messaging to the public on the value of the two projects.
- **Allocate resources to:**
  - Hire a consultant to lead the Town in the next phase of building a pedestrian bridge, which may include:
    - Forming a “Bridge Design Committee” to a) gather public input regarding this potential project, and b) present more detailed design recommendations, including more defined cost estimates to the Selectboard.
  - Complete an underwater study and formal engineering study on bridge design, construction, and costs, including a long-term maintenance plan.
  - Investigate funding sources.
  - Proved community outreach and engagement on the value of the project and to seek public input.
- **Engage with Hillsborough County Commissioners and State Representatives associated with the County administration.** Work with the County representatives to advocate for using American Rescue Plan funds awarded to Hillsborough County for completing the Goffstown Rail Trail by building the pedestrian bridge and finishing any remaining work on the trail bed. Emphasize the benefits to both Goffstown and Manchester and note that County owned land is an important part of the Rail Trail.
- **Engage with the Southern New Hampshire Planning Commission.** The Commission has advocated for and supported the Goffstown Rail Trail, and the Town should seek their assistance to secure funding to build the pedestrian bridge and complete remaining work on the trail bed. The state planning commissions play an important role in determining which active transportation projects are supported by the NH Department of Transportation.

## **Village Piscataquog River Pedestrian Bridge Ad Hoc Committee**

### **CHARTER**

Pursuant to the Select Board Rules of Procedure, Appendix A. Section 2.4, this Charter shall regulate the Village Piscataquog River Pedestrian Bridge Ad Hoc Committee (“Committee”).

- I. **MISSION:** The mission of the Committee is to explore opportunities and obstacles for constructing a pedestrian bridge across the river in the location of the old railroad bridge that was destroyed by fire in 1976.
- II. **OBJECTIVES:** Maintain natural resources and provide the appropriate level of public access, with minimal impact to abutting property owners.
- III. **DELIVERABLES/DEADLINES:** The Committee’s evaluation shall result in a report detailing the feasibility of constructing a pedestrian bridge in the location of the old railroad bridge across the Piscataquog River in the Village. The report should include considerations for property acquisition/swaps, design elements and budgeting estimates, and suggestions funding mechanisms.
- IV. **OPERATIONAL CONSTRAINTS AND GUIDELINES:** At a minimum, meetings shall be publicly noticed 24 hours in advance in two public places and on the Town’s website. Public presentations and public input sessions should be advertised with as much notice as possible. Summary minutes shall be kept for all meetings and provided to the Town Clerk within 5 business days of the meeting, in accordance with RSA 91-A:2
- V. **COMMITTEE MEMBERSHIP:**  
There shall be 9 members of the Committee:
  - 1 – Representative from the Select Board
  - 1 – Representative from the Economic Development Council
  - 1 – Representative from the Goffstown Conservation Commission
  - 1 – Representative from the Goffstown Main Street Program, Inc.
  - 1 – Representative from the Goffstown Parks & Recreation Commission
  - 4 – Members from the community at large, as appointed by the Select Board.  
[2 property owners and 2 business owners]

Departmental representatives on an as needed basis.

**Exhibit A.**

**Village Piscataquog River Pedestrian Bridge Ad Hoc Committee Charter**

The Committee will be supported by staff and other participants, including but not limited to: site inspections, report and plan preparation, public education and outreach, coordination with other entities as may be required.

- 1 **BUDGET:** There is no budget for this ad hoc committee but staff support and supplies are available from Administration.
- 2 **PERIOD OF EXISTENCE:** 1 year from date of establishment unless specifically extended by the Select Board.
- 3 **DRAFT SCHEDULE:** The Committee shall present their report and any recommendations to the Select Board in August 2021.

**GOFFSTOWN SELECT BOARD**

**Approved by the Select Board 07/27/2020**

Collis G. Adams, Chairman

Kelly Boyer, Vice Chair

Chet Bowen

Peter Georgantas

Mark T. Lemay

**Exhibit B.**  
**Goffstown Covered Railroad Bridge History**  
**Courtesy of the Goffstown Historical Society**

In 1846 Cpt. Peter Hadley along with several other Goffstown business investors conceived the idea of building a railroad from Manchester into the town of Goffstown. The following year the Goffstown and Manchester Railroad Co. was incorporated. This, however, was short lived and the following year the NH Central Railroad was incorporated and thus began the construction of railroad beds, bridges, and depots from the City of Manchester all the way to Henniker NH. By 1850 the railroad along with the beautiful covered bridge that spanned across the Piscataquog river was completed. Aside from being completed on schedule, its cost was a mere \$200,000 over budget... more bonds were sold.



The railroad system provided daily mixed uses of cargo shipments along with passenger transportation until 1869. It was at this time it was leased to the Boston and Maine Railroad and remained that way until 1976. By this time industry had slowed to a near stop within Goffstown's mills and factories. Train sightings had become a weekly event and the only reminder visible that Goffstown had a railroad service was the 75- year- former covered bridge with all its glory.



**Exhibit B.**  
**Goffstown Covered Railroad Bridge History**  
**Courtesy of the Goffstown Historical Society**



This covered bridge had become a local landmark for many visitors far and near. It was a short cut for those working at the Mills, heading to school or just visiting a friend. It was a place where you fished, jumped into the water for a swim or maybe got your first kiss. If you dared you might even climb the inner blackened structural timbers to the top and leave your name and date with a piece of chalk.

The Goffstown Covered Railroad Bridge was a rare *railroad* covered bridge in Goffstown, NH. It was built in 1901 by the Boston and Maine Railroad, on the

site of an earlier bridge built in 1850 by the New Hampshire Central Railroad, and carried its tracks across the Piscataquog River in the center of Goffstown. The bridge was listed on the National Register of Historic Places in 1975 and destroyed by arson in 1976.

**Note:** As of 2021, there are only 3 covered railroad bridges left in New Hampshire (8 worldwide); one in Contoocook, and two on the Sugar River Rail Trail in Newport.

The Goffstown Covered Railroad Bridge was located in the village center of Goffstown, just east of the bridge carrying New Hampshire Route 114 (Main Street) across the Piscataquog River. The bridge was oriented at an angle to the banks of the river, on granite slab abutments that are still visible, capped in concrete. The bridge was a single span truss structure with a clear span of 117 feet (36 m) and a total structure length of 129 feet (39 m). Its trusses were a combination of Town lattice trusses and Pratt trusses, with an integrated laminated arch. Portions of the trusses have iron reinforcements in the form of turnbuckles. The bridge had an inside horizontal clearance of 15 feet (4.6 m) and a vertical clearance of 21 feet (6.4 m). The railroad deck was supported by a web of timbers anchored into the trusses.

The first bridge on the site was built about 1850 by the New Hampshire Central Railroad. In 1895 the line came under control of the Boston and Maine Railroad, which built this bridge as a replacement in 1901. The line, which originally ran to Henniker, was abandoned to Goffstown (ending short of this bridge) in the 1930s, and was still in operation to that point when the bridge was listed on the National Register in 1975.



**Hurricane Damage 1938**



### **Destroyed by Fire in 1976**

It was August 16, 1976 when this beautiful wooden structure that once spanned across the river was taken away from the residents of Goffstown. Fire ravaged thru the entire structure from one end to the other. Smoke could be seen from as far away as Manchester. The heroic efforts of Goffstown's finest fire fighters were no match for the 50' flames that towered above the slowly sagging roof line. There was no doubt in the minds of the hundreds of bystanders that their beloved covered bridge would soon become a memory. Within hours it's smoldering charred remains laid submerged within the murky waters of the Piscataquog.

It is believed the bridge was destroyed by a deliberately set fire on August 16, 1976. Smoke from the fire could be seen as far as Manchester, eight miles away. Heat from the burning bridge was so intense that paint blistered on the fire engines parked nearby. At the time, the Boston & Maine Railroad was still serving two customers on the western side of the river, Kendall-Hadley Lumber and Merrimack Farmers Exchange. Despite this, the B&M decided not to replace the bridge. Freight service still ran on the line east of the river until total abandonment in 1981. This was the end of an era.



**Exhibit B.  
Goffstown Covered Railroad Bridge History  
Courtesy of the Goffstown Historical Society**





1

## Presentation Overview

- About the Committee
- Site Location
- Potential Impacts on Rotary Park
- Moving Forward with Rotary

## About the Committee - Members

- Collis Adams, Select Board Rep.
- Rick Wilhelmi, Parks & Recreation Commission Rep.
- David Nieman, Conservation Commission Rep. (Ad Hoc Committee Vice Chair)
- Bonnie Guevin, Economic Development Council Rep.
- Ellen Vermokowitz, Goffstown Main Street Rep.
- Paula Bedard, Community-at-Large Rep.
- Andrew Cadorette, Community-at-Large Rep. (Ad Hoc Committee Chair)
- Allen Gamans III, Business Community-at-Large Rep.
- Eric Slason, Community-at-Large Rep.
- Jonathan Allard, Alternate - Community-at-Large Rep.

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## About the Committee - Establishment

**MISSION:** The mission of the Committee is to **explore opportunities and obstacles** for constructing a pedestrian bridge across the river in the location of the old railroad bridge that was destroyed by fire in 1976.

**OBJECTIVES:** Maintain natural resources and provide the appropriate level of public access, with **minimal impact** to abutting property owners.

**DELIVERABLES/DEADLINES:** The Committee's evaluation shall result in a **report detailing the feasibility** of constructing a pedestrian bridge in the location of the old railroad bridge across the Piscataquog River in the Village. The **report should include** considerations for **property acquisition/swaps, design elements and budgeting estimates, and suggestions funding mechanisms.**

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## Committee – Process

- Establish feasibility of the bridge abutments.
- Establish ownership and property rights.
- Draft pros and cons of a pedestrian bridge
- Seek community input
- Explore design elements
- Explore funding sources
- Evaluate findings
- Report

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## Potential Bridge Benefits

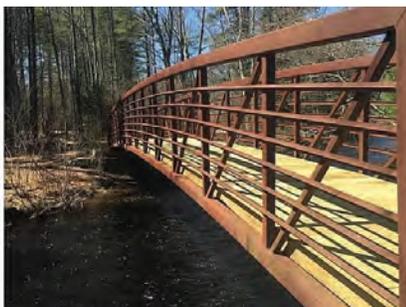
The Goffstown Village Pedestrian Bridge would provide a safe, quiet, healthy, scenic walking and bike pathway connecting the Goffstown Rail Trail to Rotary Park and Goffstown Village.

- Provide a **safer**, more direct, and more welcoming connection\pathway\corridor for walkers and bicyclists to access Goffstown Village, the Goffstown Rail Trail & Rotary Park.
- Provide an additional **access** point to Rotary Park.
- Provide an additional **reason to travel** to and through Rotary Park, the Village & the Goffstown Rail Trail.
- **Reduce motor vehicle traffic congestion** in the Village by encouraging more people to walk and bike to the Village due to the increased safety and desirability of this route.
- **Improve motor vehicle parking issues** by increasing the number of people walking and biking to the Village (and not using their motor vehicles).
- Provides a **new space for viewing, experiencing** the Piscataquog River.
- **Increase number of visitors** to Goffstown Village, thereby increasing .
- **Provide opportunities** for fishing, birding (bird watching), nature\scenic viewing, walking, biking.

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# Design Decisions

- Not within charter\mission of this Committee to make design decisions, just data gathering.
- Who will make ultimate design decisions?
- Three basic designs characteristics. Are there more that should be considered?
  - **Standard, open-air (non-covered) pedestrian bridge (not historical)**
  - **Full-on historical reproduction of original covered railroad bridge**
  - **Design that is a combination of Standard and Full-on.**



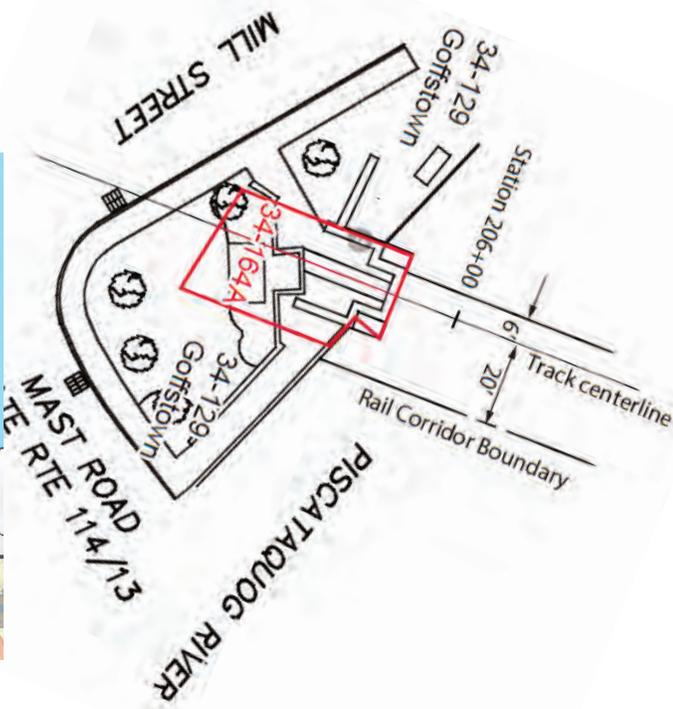
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# Site Location



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## Site Location



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## Potential Impacts on Rotary Park

### **UNKNOWN - if project is recommended to move forward**

- Decision to build or not build a pedestrian bridge
- Feasibility of site to support a bridge structure
- Funding sources
- Designs or types of bridge to be presented

### **KNOWN - if project is recommended to move forward**

- Need structural engineer input
- Need site control

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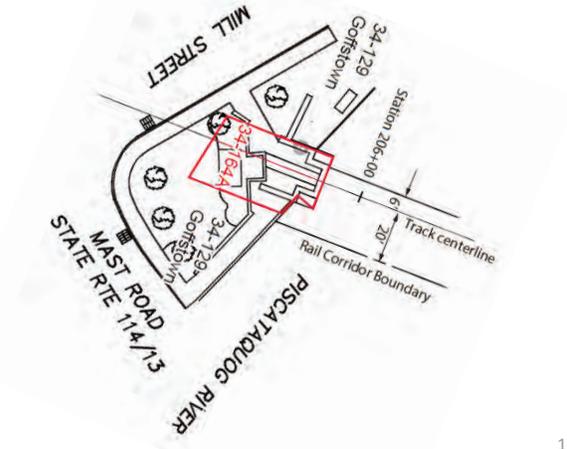
# Potential Impacts on Rotary Park

## Long-term potential impacts - if project is recommended to move forward

- Estimated 50 – 80 people/weekend day during peak summer
- Increased use
  - Maintenance
  - Trash
  - Ongoing capital improvements
- Changed view

## Short-term potential impacts

- Site work



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# Moving Forward with Rotary

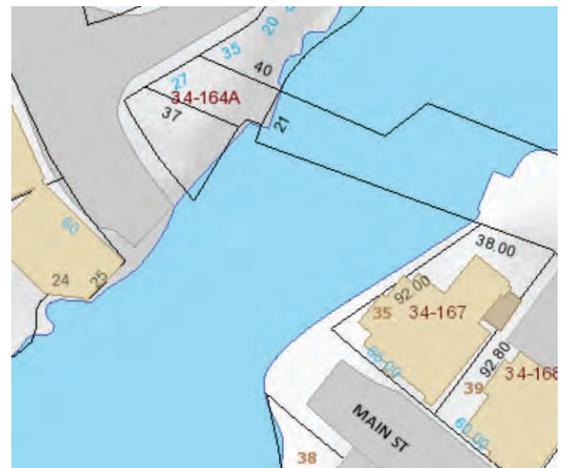
## Potential directions:

- Do not support the Bridge
- Support the Bridge

## Support the Bridge- what are the options?:

- Rotary maintains ownership of Rotary Park
- Town buys Rotary Park
- Town leases Rotary Park
- Shared ownership of Rotary Park
  - Easement
  - Maintenance agreement
- Other options for site control?

## Other – Design elements to consider?



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# The AdHoc Bridge Committee Thanks You for your Input!

Follow up questions or comments:

Derek Horne, Town Administrator

[Derek.Horne@GoffstownNH.gov](mailto:Derek.Horne@GoffstownNH.gov)

Village Piscataquog River Bridge Ad Hoc Committee  
Strengths, Weakness, Opportunities and Threat (SWOT) - Combined  
2/28/2021

Strengths, Weakness, Opportunities and Threats (SWOT) Analysis	
Strength	<ul style="list-style-type: none"> <li>• Improved experience for Rail trail users.</li> <li>• Improved community walkability</li> <li>• Enhanced endpoint for the rail trail</li> <li>• Focal point for downtown experience</li> <li>• Completes an important part of rail trail as the end now is not nice.</li> <li>• Bringing back an “original” look back to the town</li> <li>• Bringing the River back even more as an integral part of the town</li> <li>• Provides a new space for viewing, experiencing the Piscataquog River.</li> <li>• Design could honor historic RR bridge design while allowing views and safety. Enhance beauty of river front.</li> <li>• Great views away from traffic.</li> <li>• Adds another visual element to the mill pond.</li> <li>• Destination/tourist attraction</li> <li>• Increased revenue for local businesses</li> <li>• More pedestrian traffic would increase volume of people utilizing downtown. Spending \$\$ at various shops, restaurants, etc.</li> <li>• Potential of economic gains through special Rail Trail/ Bridge events.</li> <li>• New Businesses opening</li> <li>• Trails increase the value of nearby properties</li> <li>• Increase business activities by providing an additional reason to travel to and through Rotary Park, the Village &amp; the Goffstown Rail Trail. (food at restaurants, Trestle, Putnam’s, Sawyer’s, Blue Moose, Apotheca, even Sully’s, etc.)</li> <li>• Provide a safer, more direct, and more welcoming connection\pathway\corridor for walkers and bicyclists to access Goffstown Village, the Goffstown Rail Trail &amp; Rotary Park.</li> <li>• Brings more people to the village businesses</li> <li>• Transform rail trail termination from dead end to integrated village connection. Safer crossing point for bikers visiting the village</li> <li>• 2<sup>nd</sup> bridge crossing in the village over the Piscataquog River</li> <li>• Healthier citizens of Goffstown</li> <li>• More citizens interacting.</li> <li>• Less Pedestrians on Mast Road</li> <li>• Provide a safer (and more direct, depending on which direction you are coming from) and more welcoming connection\pathway\corridor for walkers and bicyclists to access Goffstown Village, the Goffstown Rail Trail &amp; Rotary Park.</li> <li>• Improved experience for Rail trail users, walking/biking</li> </ul>

**Exhibit D.  
SWOT Analysis**

Strength	<ul style="list-style-type: none"> <li>• Trail users do not need to use Factory St or Rt 114/Main St. sidewalk, where the traffic is, to get to the village.</li> <li>• Additional river crossing</li> <li>• Destination/tourist attraction</li> <li>• Trails connect neighborhoods and schools so children can cycle or walk to their friend's homes or to school</li> <li>• More citizen involvement</li> <li>• Vibrant town</li> <li>• More to Offer than other towns</li> <li>• Increases Historic awareness</li> <li>• Community Identity</li> <li>• Improved experience for Rail trail users.</li> <li>• Event focus</li> <li>• Enable village goers to use RT</li> <li>• Community pride in historic recognition of original bridge</li> <li>• Adds additional point of interest to Goffstown Village and would be major upgrade for Rotary Park.</li> <li>• Recreational fishing access</li> <li>• Bird watching access</li> <li>• Increased bicycle commuter potential</li> <li>• Coinciding with Parks and rec for events</li> <li>• Fishing from Bridge?</li> <li>• Provides low or no-cost recreation to families with low costs relative to other recreational services</li> <li>• Beautification</li> <li>• Increased access to village businesses</li> <li>• Provides a proper termination to western end of rail trail – current dead end is a terrible terminus.</li> </ul>
Weakness	<ul style="list-style-type: none"> <li>• Increased traffic into Rotary Park.</li> <li>• Loitering/Teenage shenanigans</li> <li>• Trash</li> <li>• Rotary Park would need to be reconfigured</li> <li>• Potential user impact to Rotary Park.</li> <li>• Some bridge designs are ugly – need to be careful with choice.</li> <li>• Continued maintenance</li> <li>• Increased police and safety concerns</li> <li>• More people = more policing, paramedic, trash removal.</li> <li>• Maintenance of Bridge</li> <li>• Snow removal</li> <li>• Unless funded by grants and fund raising, tax impact.</li> <li>• Additional resource to maintain.</li> <li>• Policing and safety concerns</li> <li>• Risk of danger</li> <li>• Tax on local resources</li> </ul>

<p>Weakness</p>	<ul style="list-style-type: none"> <li>• Potentially could make it easier for vandals to come to the village</li> <li>• Users may drop trash into river</li> <li>• Completely enclosed bridge could become a homeless encampment.</li> <li>• Cannot fully replace road crossing during emergency. Cars and trucks could not cross.</li> <li>• Continued maintenance</li> <li>• May not benefit all Goffstown residents</li> <li>• Unknown impact to community events, like the Pumpkin Regatta</li> <li>• Too much too soon?</li> <li>• Cost</li> <li>• Some funding may have to be applied by the town (of course voted on) however, majority of funding could come from grants, still some town funding though.</li> <li>• Additional site to monitor and maintain.</li> <li>• Takes away from other programs</li> <li>• A full-on historical reproduction covered bridge option would limit this list to just biking &amp; walking.</li> <li>• The combo-option might not be great for fishing.</li> <li>• May not be wide enough for multiple simultaneous uses: walking, biking, fishing. Should consider that during design.</li> </ul>
<p>Opportunities</p>	<ul style="list-style-type: none"> <li>• Bridge may become a focal point for events.</li> <li>• Potential for grant funding</li> <li>• May open opportunities for continued enhancement of the Village Mill Pond waterfront (fire water, other crossing points, board walk)</li> <li>• Animals have an easier crossing than Mast Rd.</li> <li>• Bridge may become a focal point for events. (I can honestly see people doing marriage proposals there. Great photo opp!)</li> <li>• If we go with option 3 of mixing historic aspects of design with practical design aspects, view obstruction would not be an issue</li> <li>• Design would be visually attractive.</li> <li>• Lighting</li> <li>• Creates new view sheds in village center.</li> <li>• Could be decorated or lit during holidays.</li> <li>• Increased property values</li> <li>• Increased consumer spending in the community from use of the bridge</li> <li>• The Bridge will offer many years of continued opportunities to involve the community and other communities that eventually join onto the rail trail system of routes.</li> <li>• Working with various other committees/groups to best exploit the bridge/trail</li> <li>• Free Exercise</li> <li>• Trails make communities more attractive places to live.</li> <li>• Need bike racks at end of bridge</li> </ul>

<p>Opportunities</p>	<ul style="list-style-type: none"> <li>• Would encourage rail trail users to come into the village center, perhaps making a purchase from village business.</li> <li>• Would make the village center a logical start for the rail trail encouraging weekend tourists.</li> <li>• Increased bicycle commuter potential</li> <li>• Health benefit of being outside</li> <li>• Trails provide natural, scenic areas that cause people to actually want to be outside and physically active.</li> <li>• Village goers can more easily use the RT.</li> <li>• Much safer for cyclists than riding in traffic lane of the road bridge.</li> <li>• Encourages physical exercise.</li> <li>• Provides a limited access to cross river using ATV/UTV emergency vehicles if the road bridge is disabled.</li> <li>• Festivals, Fundraising, Pumpkin Regatta,</li> <li>• Free Advertising</li> <li>• Reduce motor vehicle traffic congestion in the Village by encouraging more people to walk and bike to the Village due to the increased safety and desirability of this route.</li> <li>• Improve motor vehicle parking issues by increasing the number of people walking and biking to the Village (and not using their motor vehicles).</li> <li>• May need parking provision</li> <li>• Would need bike racks</li> <li>• Rally community in the building and historic aspects</li> <li>• Could play roles in village festivities including winter holiday decorations, pumpkin regatta viewing, walking access to festivals, additional booth displays across the river.</li> <li>• Universal design/Accessible to all in design</li> <li>• Huge potential to bring community together</li> <li>• RT use</li> <li>• Obtaining grants and public fund raising</li> <li>• Improved access to rail trail for village residents or weekend tourists parking in municipal lots.</li> <li>• Increased access to view mill pond or fish in mill pond.</li> </ul>
<p>Threats</p>	<ul style="list-style-type: none"> <li>• View of mill pond and Main Street bridge may be obstructed.</li> <li>• Jumping off the structure into the river</li> <li>• Trash in river</li> <li>• Wildlife impact</li> <li>• Graffiti</li> <li>• Depending on design, the view of Mill Pond and Main Street bridge may be obstructed.</li> <li>• It is a change to status quo.</li> <li>• Could alter existing views of mill, mill pond or bridge from certain vantage points that may not be favored by everyone, so that would need to be considered during bridge design.</li> </ul>

Threats	<ul style="list-style-type: none"> <li>• Funding impact in resident’s property tax</li> <li>• May be considered an unnecessary investment by some in the community</li> <li>• Cost to taxpayers</li> <li>• Upkeep</li> <li>• Insurance Costs</li> <li>• Some funding may have to be applied by the town (of course voted on) however, majority of funding could come from grants, still some town funding though.</li> <li>• Many other expenses on Capital Improvement Plan (CIP) if using local taxes.</li> <li>• Added costs if we have to include the rest of the RT project in this funding.</li> <li>• Lack of community support</li> <li>• Risk of danger</li> <li>• Loitering/Teenage shenanigans</li> <li>• Crime</li> <li>• Bridge Jumpers</li> <li>• Enclosed bridge could be unsafe due to lack of visibility.</li> <li>• Would need to manage winter conditions on bridge, either closing it or clearing it of ice and snow to avoid injuries from falls.</li> <li>• Funding impact in resident’s property tax</li> <li>• Change in Mill Pond view</li> <li>• May be considered an unnecessary investment by some in the community</li> <li>• Too many people</li> <li>• Local resources taxed</li> <li>• Citizens Upset w/ Design</li> <li>• Taxes</li> <li>• Could lead to trash in river from irresponsible individuals.</li> <li>• Dam removal by the state</li> <li>• Too many people in town</li> <li>• Amount of projects on Capital Improvement Plan (CIP)</li> <li>• May need to be cleared, closed or posted with warnings during bad winter conditions.</li> </ul>
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April 2, 2021

Mr. Derek Horne, Town Administrator  
Town of Goffstown  
16 Main Street  
Goffstown, NH 03045

**Hoyle, Tanner  
& Associates, Inc.**  
150 Dow Street  
Manchester, New Hampshire 03101  
603-669-5555  
www.hoyletanner.com

RE: Pedestrian Bridge Abutment Evaluation  
Task Order #7

Dear Mr. Horne:

We have completed a field review and evaluation of the existing abutments of the former Goffstown Covered Railroad Bridge. This letter summarizes our findings and recommendations for future use of the abutments to support a new pedestrian bridge.

### **Background**

The Town of Goffstown, NH (Town) has formed the ad hoc Village Piscataquog River Pedestrian Bridge Committee "...to explore opportunities and obstacles for constructing a pedestrian bridge across the river in the location of the old railroad bridge that was destroyed by fire in 1976." Hoyle, Tanner and Associates, Inc. (Hoyle, Tanner) has been retained to assist with the committee's mission by providing an evaluation of the existing abutments.

### **Existing Conditions**

The existing abutments are located approximately 500' upstream of the Hadley Falls Dam and 75' downstream of the present NH Route 13/114 bridge over the Piscataquog River. They consist of dry-laid block granite stones on unknown foundation conditions. The exact date of construction of the abutments is unknown, however, it is likely that they were constructed to support the B&M Railroad Covered Bridge built at the site in 1900. For purposes of this letter report, north is taken in the direction of the Rotary Club Park.



Looking Upstream with Stone Abutments in the Foreground and NH 13/114 Bridge in the Background

*North Abutment*

The north abutment is located adjacent to the Goffstown Rotary Club Park with a concrete capped stone retaining wall connecting the abutment to the upstream NH Route 13/114 bridge. The park surface predominately consists of red brick pavers with a metal rail installed along the top of the abutment and wingwalls. There is a u-back stone wingwall on the downstream side with access to the river in this quadrant provided by granite steps and a metal railing in the riverbank.



North Abutment Elevation

The abutment is generally in good condition with no signs of movement or settlement noted. There are a few stones in the backwall that are cracked, which appears to be as a result of the bridge fire in 1976. The joints of the abutments are largely pointed, however, mortar is missing in many areas where vegetation is now growing. An unique feature of the abutments are the metal support brackets located just above the water level which previously supported the bridge timber arches.

At the time of our inspection, the depth of water in front of the abutments was approximately 5'-8'. The downstream corner of the abutment was probed with a metal rod; however, while no undermining was noted, the results were inconclusive due to the high depth of the water.

*South Abutment*



South Abutment Elevation

The south abutment is of similar construction to the north with the exception of the surface behind the abutment which is gravel. The abutment is generally in good condition with some missing pointing and vegetation as noted in the north abutment. One difference between the two abutments is the presence of what appears to be ledge just downstream of the south abutment. The ledge is steeply sloped and it is unknown if, or to what depth, it extends under the abutment.

Due to the high depth of water at the time of our inspection, limited probing with a metal rod was completed at the upstream corner of

the abutment. In this location, it appears that one or more abutment stones are missing below the water level and it was noted that the bottom coarse of stones is not level and slopes downstream slightly. In addition, the center stone in the stone coarse just above the water level is cracked (see area circled in red in photo below). While not conclusive, these observations are indicative of a loss of bearing or scour at the base of the abutment.



Close Up View of the Base of the South Abutment

### *Considerations for Reuse*

In evaluating the abutments for potential re-use as pedestrian bridge foundations, the condition, structural adequacy, and required modifications must be considered. As noted above, the abutments are in generally good condition with the exception of the unknown conditions at the base of the south abutment. An underwater inspection of the abutments is recommended to determine the condition below the water level and to determine any required repairs.

When evaluating the structural adequacy of the abutments, the size and makeup of the abutments as well as its previous use are important considerations. The abutments are constructed of large, competent granite stone blocks that are well-constructed. The abutments formerly supported a large timber covered bridge with train loading and timber arches which imparted a large thrust upon the abutments. It is anticipated that the required loading of a new pedestrian bridge would be less than the abutments previously supported and therefore it is reasonable to conclude that these abutments could support a new bridge without structural modifications.

The geometry of the abutments is more than adequate to support a new pedestrian bridge which will most likely be 10'-15' wide compared to the 21' width of the abutments. Some modifications will likely be required to the top of the abutments to accept the new bridge and would consist of installation of a new concrete cap and backwall. The concrete cap will serve a dual function of holding the top of the abutment together as well as distributing the loads from the new bridge more evenly. To improve the aesthetics of the added concrete a formliner can be used to mimic the stones in the rest of the abutment and the concrete can be stained to further improve its appearance as was done at the Singer Bridge in Manchester on the same rail line.



Concrete Cap at Piscataquog Trail Singer Bridge -  
Manchester

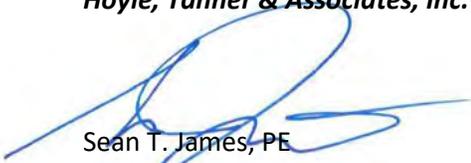
### *Summary and Conclusions*

We performed a field evaluation of the former railroad bridge abutments located downstream of the NH Route 13/114 bridge over the Piscataquog River for potential reuse to support a new pedestrian bridge. The abutments were found to be in good condition with minor loss of pointing, some cracked stones in the top section and vegetation in the joints. The one exception to this observation is the base of the south abutment where loss of some stones and potential settlement was noted. We recommend that an underwater inspection be completed for each abutment to confirm the extent of potential damage to each abutment and required repairs. With repairs to this area of the abutments and modifications to the top backwalls, the reuse of the abutments for the proposed use appears feasible.

Please feel free to contact me should you have any questions or if you need additional information. I can be reached by telephone at 603-785-0671 or e-mail at [sjames@hoyletanner.com](mailto:sjames@hoyletanner.com).

Sincerely

***Hoyle, Tanner & Associates, Inc.***



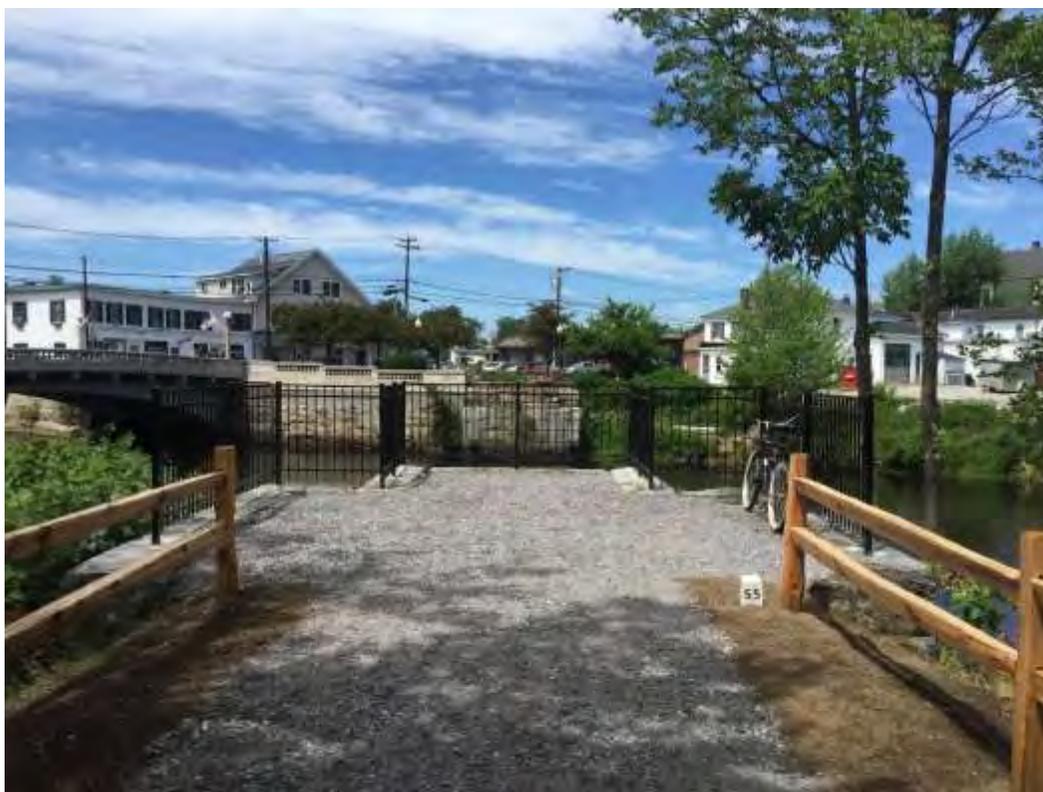
Sean T. James, PE  
Project Manager  
Senior Vice President

## Sample Pedestrian Bridge Pictures

This document contains pictures of a few styles of pedestrian bridges – non-covered, covered, and historic railroad covered bridges.

### Goffstown Rail Trail Bridge Abutments

To start off, here is a recent picture of the location on the Goffstown Rail Trail where the covered railroad bridge once stood.



New Boston Rail Trail Pedestrian Bridge



“Singer” Pedestrian Bridge, Piscataquog Rail Trail, Manchester



“Hands Across the Merrimack” Pedestrian Bridge, Piscataquog Rail Trail, Manchester



Peterborough Main Street Pedestrian Bridge



### Covered Railroad Bridges

“Pier” Covered Railroad Bridge, Sugar River Rail Trail, Newport, NH



“Wright” Covered Railroad Bridge, Sugar River Rail Trail, Newport, NH



## Contoocook Covered Railroad Bridge



## Oregon

This covered pedestrian bridge has cut outs to add some light & for viewing.



## Covered Bridges (Not Railroad Bridges)

A few examples of covered bridge designs that are not railroad covered bridges.

### Swift River Covered Bridge, Conway





# Goffstown Rail Trail Pedestrian Count

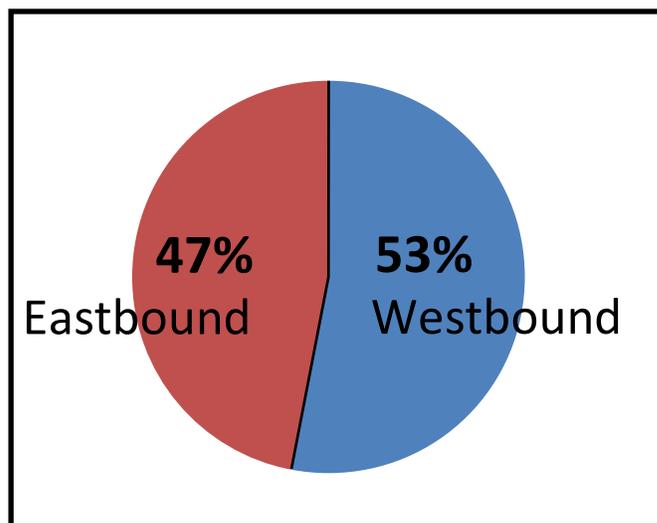


Period Analyzed:  
Saturday June 23, 2018 to Thursday, July 12, 2018

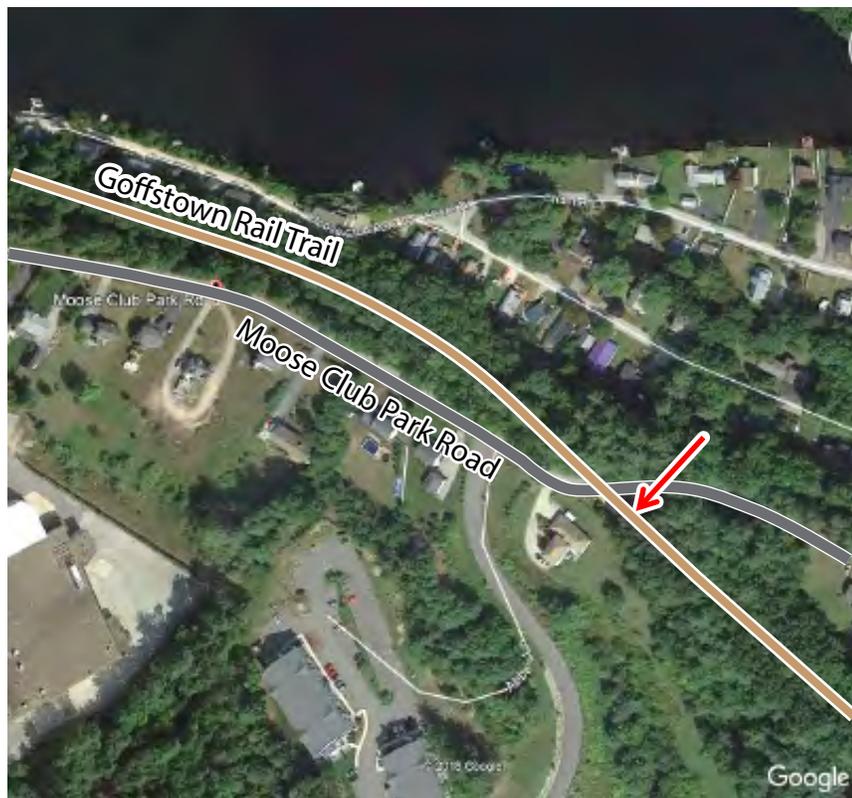
## Key Figures:

- **Total Traffic for the Period Analyzed:** 5,956
- **Daily Average:** 298  
Weekdays: 262 / Weekend days: 382
- **Busiest Day of the Week:** Sunday
- **Busiest Days of the Period Analyzed:**
  1. Saturday, July 07, 2018 (593)
  2. Sunday, July 08, 2018 (550)
  3. Tuesday, June 26, 2018 (386)

Count performed by the  
Southern NH Planning Commission



Device strapped to a tree



Location of counting device

### Daily Data

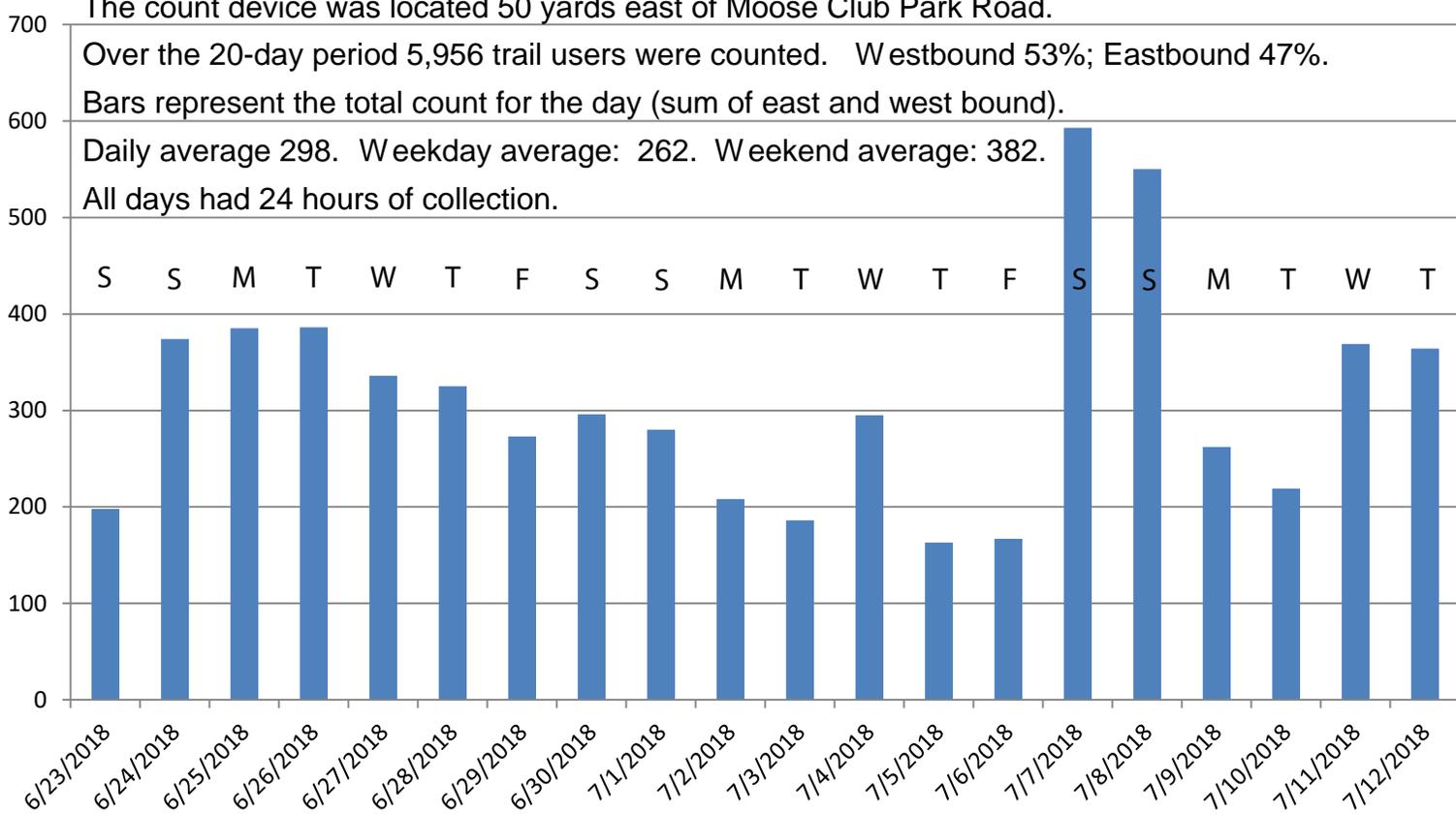
The count device was located 50 yards east of Moose Club Park Road.

Over the 20-day period 5,956 trail users were counted. Westbound 53%; Eastbound 47%.

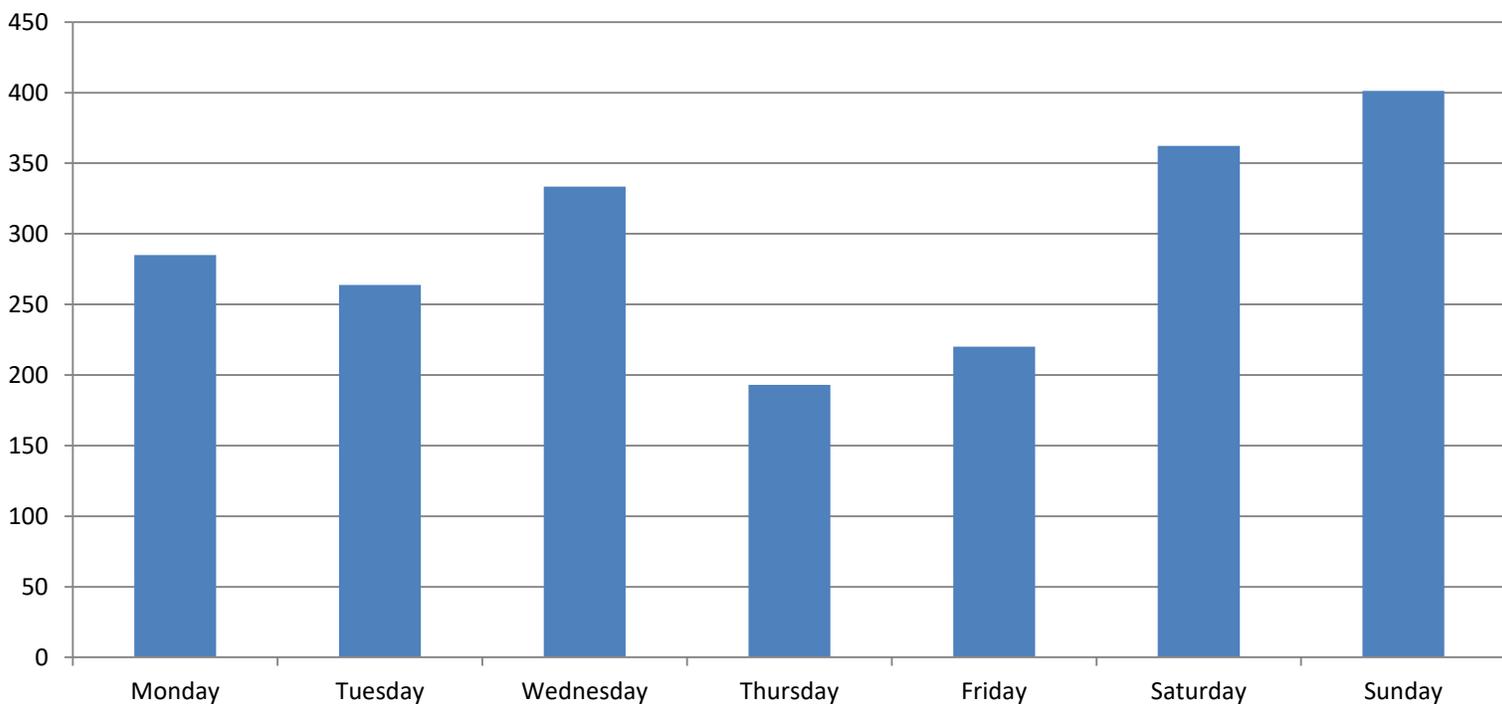
Bars represent the total count for the day (sum of east and west bound).

Daily average 298. Weekday average: 262. Weekend average: 382.

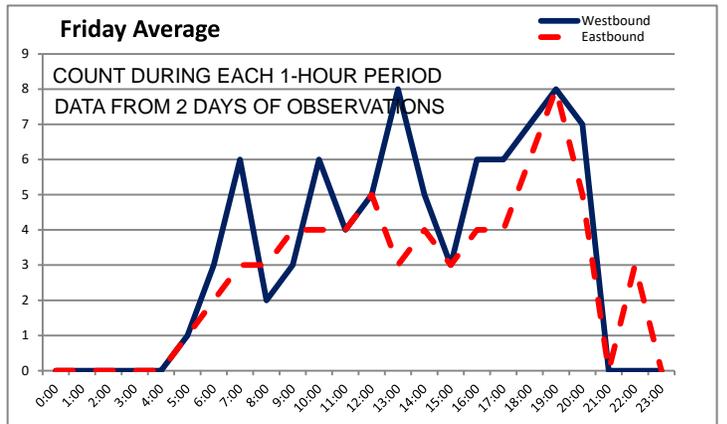
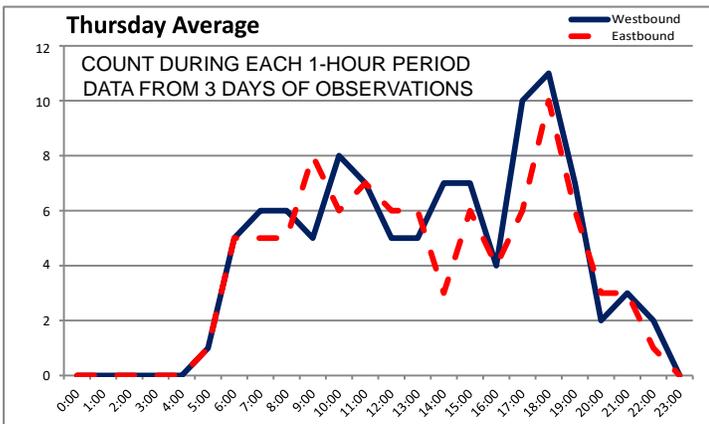
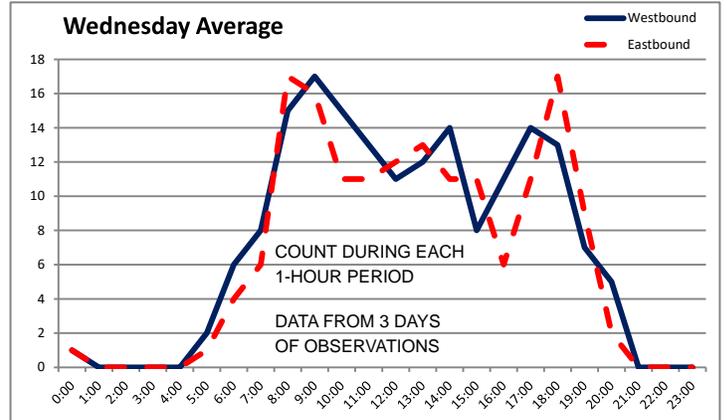
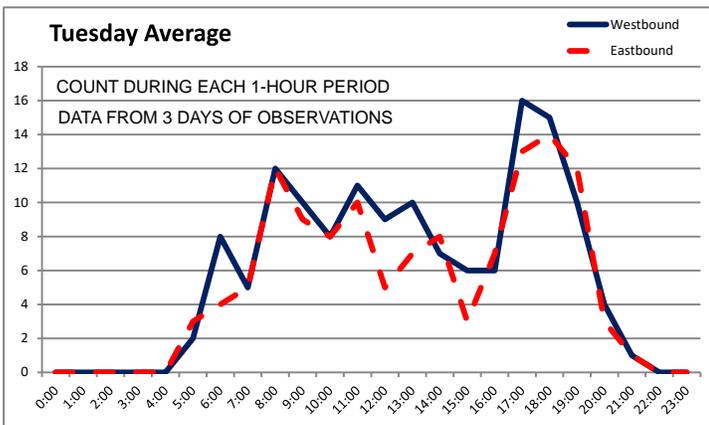
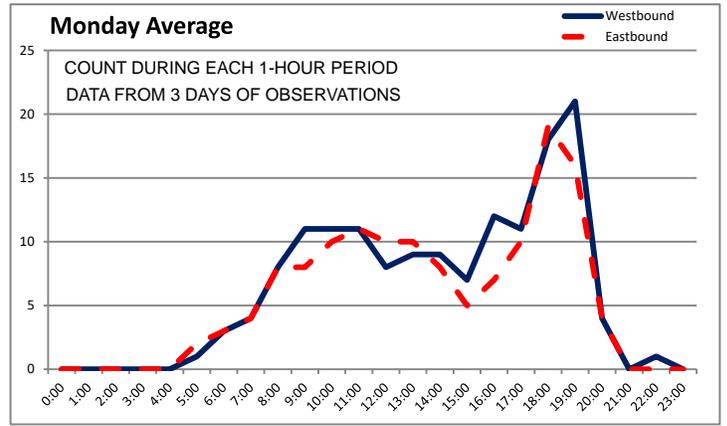
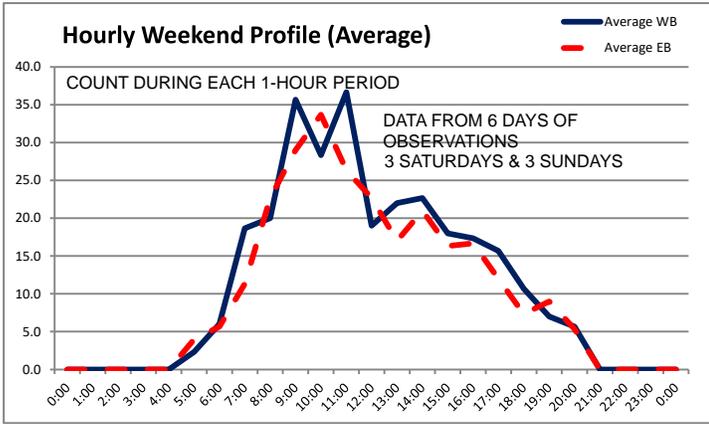
All days had 24 hours of collection.



### Weekly Profile (Average)



# Exhibit G. Goffstown Rail Trail Pedestrian Count



# Goffstown Rail Trail -- 5.54 miles

# Sections Done and Still to Do -- July 2021

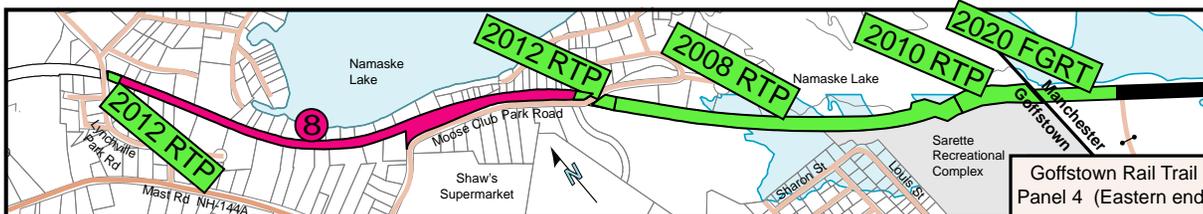
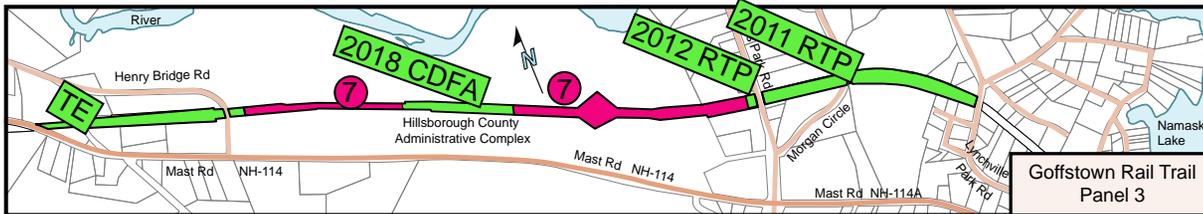
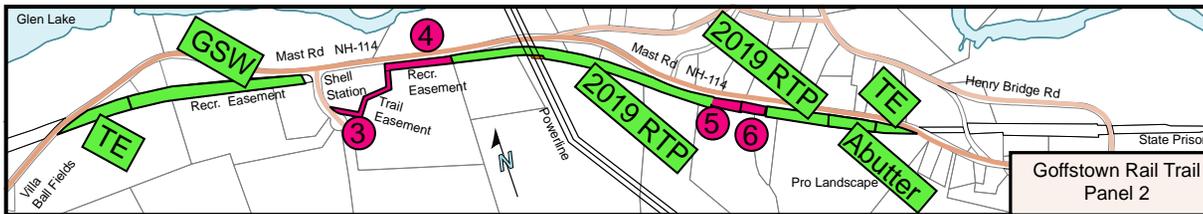
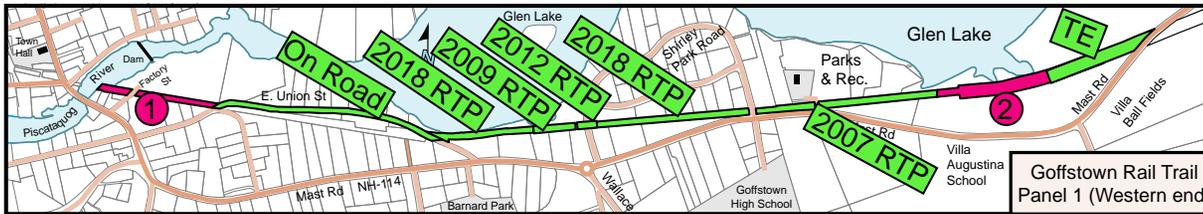
FUNDING SOURCE	TRAIL SECTION LOCATION	GRANT FUNDS	MATCH & SOURCE	DISTANCE BUILT	MATCH SOURCE LEGEND
2007 RTP Grant:	Shirley Park Rd towards Villa Fields	\$30,000 +	\$7,500 IK by FGRT	0.25 miles	IK = In-Kind Labor & Services
2008 RTP Grant:	Moose Club Park Road towards town line	\$30,000 +	\$7,500 IK by FGRT	0.52 miles	IF = Impact Fees
2009 RTP Grant:	Culvert west of Shirley Park Road	\$25,000 +	\$9,000 IK by FGRT	0.07 miles	D = Donation of Funds
2010 RTP Grant:	Pinardville Access Link and trail to town line	\$25,000 +	\$6,250 IK by FGRT	0.10 miles	Town = March Ballot Article
2010 TE Grant:	Three major road crossings & old Henry Br Rd	\$614,000 +	\$153,000 IF & D-FGRT	0.60 miles	FGRT = Friends of GRT
2010 GSW Grant:	Mast to Tatro	\$3,000 +	\$4,000 IK by Contractor	0.28 miles	DPW = Dept of Public Works
2011 RTP Grant:	Danis Park to Lynchville Park Road	\$29,000 +	\$28,250 IK by DPW	0.31 miles	Abutter = Pro Landscape LLC
2012 RTP Grant:	Trailhead parking and Bollards	\$20,000 +	\$8,000 D by Developer	0.08 miles	
2016 Trail Abutter	Demonstration Pavers for Landscaping	0 +	\$3,500 D by Abutter	0.06 miles	
2016 FGRT Don.:	Boundary & Powerline spot improvements	0 +	\$1,400 D by FGRT	n/a - temporary improvement	
2018 RTP Grant:	Shirley Pk Rd towards E. Union St	\$18,300 +	\$10,700 D by FGRT	0.35 miles	
2018 CDFA:	Drainage & Trail near Pauper Cemetery	\$8,000 +	\$2,000 IK by FGRT	0.15 miles	
2019 RTP Grant:	Magoo's to Shell Station	\$36,200 +	\$9,100 D by FGRT	0.44 miles	
2020 FGRT Don.:	450-ft Section in Manchester	0 +	\$2,150 D by FGRT	0.08 miles	

**Construction = \$1,090,850 = \$838,500 + \$252,350**

2000 TE Grant: Purchase Rail Corridor from B&M Railroad \$312,000 + \$78,000 Town (2004)

**Purchase & Construction = \$1,480,850 = \$1,150,500 + \$330,350**

0.32 miles trail is on public road (East Union)  
**3.61 miles (65%) improved to spec standards therefore 1.93 miles (35%) left to improve**



**FUNDING SOURCE LEGEND**

RTP = Recreational Trails Program (Federal \$ by NH Bureau of Trails)  
 TE = Transportation Enhancement (Federal \$ by NH DOT)  
 GSW = Granite State Wheelmen  
 CDFA = Community Dev. Finance Authority (Franklin Savings Bank)  
 FGRT = Friends of the Goffstown Rail Trail

## STRATEGIC PLAN TO FINISH

CONFIRMED	TO DO	MILES	COST
Developer 1	Factory Site	0.16	\$54,500
Developer 2	Villa Frontage	0.16	\$26,800
FGRT-Devel. 6	Car Wash	0.05	\$3,600
FGRT-RTP21 7	County E&W	0.52	\$40,200
<b>WAITING ON APPROVAL</b>			
FGRT-RTP22 8	Namaske	0.68	\$88,500
<b>POSSIBLE OPTIONS</b>			
FGRT-Town 3	Tatro+Easement	0.18	\$19,000
Developer 4	Vet. Office	0.10	\$15,600
Developer 5	Mast Road	0.08	\$30,800
		<b>1.93</b>	<b>\$279,000</b>

If funded by Federal grants ADD 30% for PE overhead

Goffstown purchased the B&M parcels in Mar 2004, reference deed Bk7196 Pg2823. Parcels surveyed/marked: Plan # 35888

Sections E & W of Tatro Drive are under Recreational Easements

Goffstown owns the 450x30-ft section in Manchester.  
 Jan 2003 deed Bk6947 Pg1439, Plans # 32476, 32477

