



Friends of the



Fall 2014 Newsletter

GoffstownRailTrail.org



True Friends: Repairing the Trail Corridor

Apparent storm water runoff during the 2006 Mother's Day storm ran along the unimproved rail trail near the County Administrative Complex before draining off the trail. With a large volume of water running off the rail bed embankment, the water focused in one spot, gathering speed, and broke through the ground cover on the slope. The result was a gully that became a 20-foot-wide scar on the 70-foot high embankment.



A view of the trail corridor slope damage prior to repairs.

The slope then became unstable with tell-tale signs of a future landslide apparent. The damaged embankment was marked with orange fencing to warn the increasing number of trail users.

In 2013, town voters supported repair of the erosion site and repair of a nearby pre-Civil War granite culvert, which was also damaged and likely to fail. Repair of the higher-priority culvert cost more than anticipated,

leaving no funds for the erosion repair; however, this past summer, a fortunate situation allowed the Department of Public Works to repair the erosion damage for minimal cost.

Private development near Tatro Drive required removing a massive amount of gravel from

(cont. on back)

Piscataquog Bridge Construction in Spring?

If this seems like a repeat of a similar article in the Spring newsletter, it is: Manchester's replacement of the trestle over the Piscataquog River continues to suffer delays, creating disappointment among eager trail users. The current expectation is that the project will go out for bids this fall.

After contract award, the winner will have the replacement bridge fabricated over the winter, which should take about four months. The completed span can then be delivered to the site in time for the spring construction season. Installation can then proceed once the existing trestle is removed.

Trail Crossings at Mast & Henry Bridge Roads Start Construction 2015

In 2008, the Friends of the Rail Trail and the town started conceptual planning for safe Rail Trail crossings of Mast Road and Henry Bridge Road. A very detailed grant application was submitted in 2009 asking for funding through the Federal Transportation Enhancement (TE) Program.

Many briefings later, at town, regional, and state levels, Goffstown was approved to receive a 2010 TE grant to cover 80% of the projected \$390,000 project costs. Soon thereafter, a design firm, VHB Inc., located in Bedford, was hired to do the engineering drawings and shepherd the plans through the many review phases typical of any Federally-funded project.

Along the way, the NH Department of Transportation (NHDOT) realized safety for pedestrians crossing Mast Road (state route 114) could only be properly addressed by having traffic lights installed. Fortunately, NHDOT offered a 100% grant of another \$130,000 to cover the project cost growth.

Early in 2014, the final design plans were approved by NHDOT. At that point, two major project tasks were left to be done before construction could begin. The first task was obtaining easements from abutting

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Ski & Skate Sale is now Ski, Skate & Board Sale

We can hear it already: "It's about time we boarders got respect!" In tune with the times, FGRT is again hosting this annual winter equipment extravaganza, but which is now known as the **Ski, Skate, and BOARD Sale!**

The 22nd Annual Ski, Skate & Board Sale will be held Saturday November 8th from 10AM-2PM at the Goffstown Parks & Recreation building on Mast Road. As always, new ski and boarding equipment will be offered, as well as a wide range of consigned goods.

Consignments may be brought in from 7:30AM-9:30AM that Saturday, and proceeds or unsold goods can be picked up from 2PM-3PM.

Don't forget the 'extras', including raffles for ski passes and gift certificates, a free door prize drawing, and... well, you'll just have to come check it out November 8th!

SKI, SKATE & BOARD SALE
NOVEMBER 8TH





Repairing the Trail Corridor *cont.*

the hillside. Property owner Steven Langley donated a portion of the gravel to the town for the repair.

In addition, town dump trucks were loaded with gravel at no cost to the town by site contractor John Neville Excavating. During the ensuing three-day project, some 2,000 cubic yards of gravel were moved and used to restore the embankment to its original condition.

This cooperation shows the generous attitude of two residents, Steven Langley and John Neville, who stepped up and helped the town solve a problem, thereby preventing future damage which might have forced the closing of an important rail trail segment.



DATELINE OCTOBER 2014:

Fall has arrived on the Rail Trail. Cool nights and misty mornings result in more frequent sightings of "Glen the Lake Monster", for whom this body of water was originally named. Keep a sharp eye out, and you might just see old Glen yourself while enjoying the fall foliage on the trail.

You may rest assured, however, that Glen is a friendly sort, and that he is reputedly a vegetarian!



Next Issue: A debate on African vs. European trail swallows

Trail Crossings at Mast, Henry Bridge *cont.*

property owners, because several proposed relocations of the path or landscaping requirements touched the abutters' properties. When property is involved, negotiations are never easy and smooth. Working out the details of easement wording and compensation has taken all spring and summer. Finally, near the end of September, the last needed land access issue was conceptual-

ly approved in reviews by the Federal Highway Works Administration and Public Service of NH. The signing of the last land access document is now tantalizingly at hand. Thank You, PSNH!

The next pre-construction task is advertising for bids and awarding the contract. That event will truly be worth public news releases, so stay tuned!

FGRT Prepares Shirley Park Rd. Site for DPW

Running along the side of the Rail Trail, near Shirley Park Road, should be a drainage swale conveying storm water from a culvert under Mast Road about 100 yards to another culvert under Shirley Park Road. Forty years of neglect after the steel rails were removed, however, caused the swale to fill in with silt, resulting in the growth of about 40 trees within the width of the swale. These trees were anywhere from 3 inches in diameter up to 12 inches.

FGRT volunteer project engineer David Pierce, knowing that the reconstruction of the drainage swale was on the "to do" list at the Department of Public Works, offered assistance. On a Saturday morning in September, he assembled a crew of 10 volunteers, who cut the 40 trees and brought all of the trunks, limbs, and brush to the transfer station. The site, now cleared of vegetation, is ready for the swale construction by a Public Works crew in the near future.

Longest New Hampshire Rail Trail Completed

On October 4th, Northern Rail Trail (NRT) fans celebrated the formal completion of their trail. Running from downtown Lebanon to Boscawen, the trail travels through two counties and ten towns for a total distance of 58 miles. The NRT has a hardpack gravel surface like much of the Goffstown rail trail, and many scenic and historic views along its length.

For more information on current and future status, check out FNRT.org and NorthernRailTrail.org.

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FGRT welcomes your input, photos, feedback, and questions! Send them to:

Friends of the Goffstown Rail Trail, PO Box 2, Goffstown NH 03045
info@GoffstownRailTrail.org - A 501(c)(3) nonprofit organization

Been out on the trail and saw a tree down, trail damage, or other issue? Report it to Trail.Report@GoffstownRailTrail.org and we will investigate. Thanks!

Join FGRT!

- ◆ Only \$20 (individual), or \$40 for the entire family
 - ◆ FGRT is a great resource for the latest on trail events
 - ◆ Your FGRT membership is **tax-deductible!**
- GoffstownRailTrail.org/join



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